

Notice is given that an ordinary meeting of the Golden Bay Community Board will be held on:

Date: Tuesday 11 May 2021
Time: 9.30am
Meeting Room: Takaka Office, 78 Commercial Street,
Venue: Takaka

Golden Bay Community Board

AGENDA

MEMBERSHIP

Chairperson	A Langford
Deputy Chairperson	G Knowles
Members	D Gowland
	A Grant
	Cr C Butler
	Cr C Hill

(Quorum 3 members)

Contact Telephone: 03 525 0054
Email: jess.mcalinden@tasman.govt.nz
Website: www.tasman.govt.nz

AGENDA

1 KARAKIA, OPENING, WELCOME

2 APOLOGIES AND LEAVE OF ABSENCE

Recommendation

That apologies be accepted.

3 PUBLIC FORUM

4 DECLARATIONS OF INTEREST

5 CONFIRMATION OF MINUTES

That the minutes of the Golden Bay Community Board meeting held on Tuesday, 13 April 2021, be confirmed as a true and correct record of the meeting.

6 PRESENTATIONS

Nil

7 REPORTS

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8 CORRESPONDENCE

8.1 Correspondence Report.....	21
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9 CONFIDENTIAL SESSION

9.1 Procedural motion to exclude the public.....	135
9.2 Pohara Boat Club	135

10 CLOSING KARAKIA

7 REPORTS

7.1 CHAIR'S REPORT

Decision Required

Report To: Golden Bay Community Board
Meeting Date: 11 May 2021
Report Author: Jess McAlinden, Team Leader Customer Services
Report Number: RGBCB21-05-1

1 Summary

1.1 The Chair's report for May is included in the agenda.

2 Draft Resolution

That the Golden Bay Community Board receives the Chair's Report RGBCB21-05-1

3 Public Forum

- 3.1 The Board will discuss items raised in Public Forum.

4 Willow Street car park

- 4.1 Chair Langford would like to discuss the Board request to establish time limited parking in the Willow Street Car Park.

5 Community Development Operations Report

- 5.1 The Community Development Operations Report is attached to this report.

6 Dogs at Port Tarakohe

- 6.1 At the last Board meeting Cynthia McConville raised the issue of banning dogs at Port Tarakohe. The following advice has been received from the Environment and Planning Manager.
- 6.2 Port Tarakohe is public land so could be the subject of a prohibition under the Dog Control Bylaw, however the Council would have to agree that this degree of intervention was necessary or delegate to the Board to recommend on this proposal.
- 6.3 The Council has no record of dogs accompanying members of the NZMCA who may camp at the site, causing any problems.
- 6.4 The marina is managed by the Council and any dogs on-board vessels must be kept under effective control. The Port Manager can call for ranger assistance if necessary.
- 6.5 The Port is used for both commercial and recreational purpose, whilst also being home to blue penguins and other wildlife. Dogs must, at all times, be kept under control whilst in public and, if they are not, the owner can face sanctions. A ban would impose an additional threshold.
- 6.6 It is over to the Board to decide whether it wishes to recommend this as an amendment to the Bylaw.

7 Attachments

1. [↓](#) Community Development Operations Report

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COMMUNITY DEVELOPMENT OPERATIONS UPDATE REPORT – 1 APRIL 2021

1. Summary

- 1.1 This report provides the Golden Bay Community Board with an update on some of the key highlights of the Community Development Department's operational work on our approved work programmes since our last report at the 18 February 2021 Operations Committee meeting. This report covers the work undertaken by the Reserves and Facilities section of the Community Development Department.

2. Reserves and Facilities Update – Richard Hollier

Capital Programme Update

- 3.1 We will now include regular updates, following the Operations Committee, to update on the status of the Reserve Financial Contributions funded projects in your Ward. The table below contains the key projects and activities that occurred in Council's reserves and facilities since the last Operations Committee meeting in February 2021.

PROJECT ID Number (as relevant)	PROJECT NAME Name of project	WORK DESCRIPTION Brief description of scope of work	STATUS Colour code Green – on track Yellow – slightly off track Red – off track cost concerns	COMPLETION DATE What phase is project in? – date of anticipated completion	PROJECT BUDGET Total budget approved (\$000)	PROJECT COST Total project cost (forecast) (\$000)	COMMENTS General Comments
Golden Bay Ward							
Halls	Bainham Hall	Water tank, pump & boiler	Complete	Phase: Complete Complete: Feb 21	5.700	5.700	Project completed on budget Oct 2020.
Halls	Collingwood Hall	Interior painting - toilets & library	Complete	Phase: Complete Complete: Apr 21	14.500	14.500	Project completed on budget Oct 2020.
Halls	Golden Bay Community Centre	Interior painting - foyer, toilets and reception	Complete	Phase: Complete Complete: Feb 21	14.500	14.500	Project completed on budget Jan 2021.
Halls	Kotinga Hall	Carpark extension & entrance improvement	On Track	Phase: Construct Complete: Jun 21	9.000	9.000	Carpark and entrance work complete, Adjustments to hall entrance deck still to be undertaken.
Halls	Pakawau Hall	Interior Painting - toilet & foyer	On Track	Phase: Awarded Complete: Apr 21	15.900	15.900	Work to be undertaken April 2021
ResFac	Coastcare	Coastal protection works	On Track	Phase: Construction Complete: Jun 21	50.531	50.531	2020 planting complete, planting at Ligar Bay & Patons Rock (2 sites). Further planting Autumn 2021.
ResFac	Collingwood Cemetery	Develop new area	Complete	Phase: Complete Complete: Nov 20	5.000	8.000	Project completed on budget Oct 2020.
ResFac	Golden Bay Rec Park	Footpath & cricket block surfacing	Complete	Phase: Complete Complete: Nov 20	51.150	51.150	Project completed, on budget Nov 2020.

PROJECT ID Number (as relevant)	PROJECT NAME Name of project	WORK DESCRIPTION Brief description of scope of work	STATUS Colour code Green – on track Yellow – slightly off track Red – off track cost concerns	COMPLETION DATE What phase is project in? – date of anticipated completion	PROJECT BUDGET Total budget approved (\$000)	PROJECT COST Total project cost (forecast) (\$000)	COMMENTS General Comments
ResFac	Rototai Cemetery	Install signs	On Track	Phase: Planning Complete: Jun 21	10.000	7.000	Awaiting new aerials expected to be available March 2021.
ResFac	Ruataniwha Reserve	Develop new reserve	On Track	Phase: Design Complete: Jun 21	24.377	20.252	Construction to start April 2021.
ResFac	Walkways/Esplanade development	Developments at Sunbelt Cres Esplanade Reserve, Bydder Reserve & bird interpretation signs	On Track	Phase: Planning Complete: May 21	27.184	27.184	Preparation for fencing underway – Sunbelt Cres Esp Reserve. Preparation Apr-May 2021, planting June 2021. Bird interp signs to 2021/22 year.
RFC Other	East Takaka Walkway	Construction of Takaka walkway - Community project	On Track	Phase: Construction Complete: Jun 21	6.062	6.062	Work continuing with fencing completed for access across farm.
RFC Other	Small Wharf Rebuild	Wharf restoration - Community project	Off Track	Phase: Planning Complete: Jun 21	40.000	40.000	Awaiting formation of Community Trust
RFC Other	Takaka Drama Society	Roof replacement - Community project	Complete	Phase: Complete Complete: Sep 20	13.100	13.100	Work complete Sep 2020.

7.2 FINANCIAL SUMMARY

Information Only - No Decision Required

Report To:	Golden Bay Community Board
Meeting Date:	11 May 2021
Report Author:	Liz Cameron, Assistant Management Accountant
Report Number:	RGBCB21-05-2

Item 7.2

1 Summary

- 1.1 The financial report for the period ending 31 March is attached (Attachment 1).
- 1.2 The net financial position for the year-to-date is a deficit of \$17,050.
- 1.3 Board expenses YTD are \$2,022 and are made up of electricity, travel, board meeting expenses.
- 1.4 The net position for the Community Board's overall funds, as at 31 March 2021, is a surplus balance of \$52,273.

2 Draft Resolution

That the Golden Bay Community Board receives the Financial Summary dated 31 March 2021.

3 Attachments

1. [↓](#) Financial Summary March 2021

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TASMAN DISTRICT COUNCIL
Golden Bay Community Board
March 2021

Profit and Loss	Monthly			YTD v Full Year		
	Actual	Budget	Budget %	YTD Actual	Annual Budget	Annual Budget %
REVENUE						
CCB rate	4,840	4,864	99%	43,557	58,364	75%
Golden Bay Market	439	288	152%	2,475	1,612	154%
Closed Account Interest	14	39	35%	124	465	27%
Total revenue	5,293	5,191		46,156	60,441	
EXPENSE						
Remuneration						
Chairperson Monthly Salary	1,092	1,092	100%	9,827	13,103	75%
Members (3)	1,638	1,776	92%	14,740	21,317	69%
Community Board Members Reimbursements	457	678	67%	5,925	8,131	73%
Miscellaneous						
Photocopying	0	0	0%	0	476	0%
Community Board discretionary fund	0	1,947	0%	1,100	3,728	30%
Community Board special projects	18,970	0	0%	18,970	10,000	190%
Community Board expenses	187	172	109%	2,022	2,588	78%
Contingency allowance	0	70	0%	0	845	0%
Cost of elections	0	0	0%	253	253	100%
Total expenses	22,343	5,735	390%	52,837	60,441	87%
Net Charges	(17,050)	(544)		(6,681)	0	

Year to date

Equity

Opening Surplus/(Deficit) Balance 1 July 2020	58,953
Net Income Surplus/(Deficit) March 2021	- 6,681
Closing Surplus/(Deficit) Balance 31 March 2021	52,273

Notes to the accounts

A) Discretionary fund

Balance brought forward from 2019/20	-
Plus budget allocation	3,728
Available funds	3,728
Less expenditure	1,100
Remaining Balance	2,628

Discretionary Fund

Gibbs Hill Grant returned	-	500
GB Shared Rec Facility - fireworks		500
Collingwood School - prizegiving		50
Golden Bay - prizegiving		50
Golden Bay A&P Assn		500
GB Shared Rec Facility - Santa parade		500
Total expenditure to March 2021		1,100

B) Special Projects

Balance brought forward from 2019/20	20,000
Plus budget allocation	10,000
Available funds	30,000
Less expenditure	18,970
Remaining balance	11,030

Special Projects

CCTV Cameras	18,970
Total expenditure to March 2021	18,970

7.3 ACTION SHEET

Information Only - No Decision Required

Report To: Golden Bay Community Board
Meeting Date: 11 May 2021
Report Author: Jess McAlinden, Team Leader Customer Services
Report Number: RGBCB21-05-3

Item 7.3

1 Summary

1.1 The Action Sheet is attached to this report.

2 Draft Resolution

That the Golden Bay Community Board receives the Action Sheet RGBCB21-05-3.

Item 7.3

3 Purpose of the Report

- 3.1 To discuss actions identified in previous meetings and update the Board on any development or outcomes.

4 Attachments

1. [↓](#) Action Sheet

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Attachment 1

MeIAction Sheet – Golden Bay Community Board

Item	Action Required	Responsibility	Completion Date/Status
Meeting Date: 9 June 2020			
Discretionary Fund	Abbie and Jess to request a report from staff to revise the limit on the Discretionary Fund Grant Applications	Abbie/Jess	15/6 - Jess and Abbie emailed Susan 17/7 – 13/10 – Ongoing 10/11 – Jess and Dennis to work on a report 8/12/ - ongoing 16/2 – This item has been ongoing for some time, does the Board still wish to proceed investigating an increase in the amount available for distribution from the Discretionary Grants Fund? 13/4 - Ongoing
Meeting Date: 9 March 2021			
Footpaths and cycleways around Collingwood	Dennis to organise a discussion for development of footpaths and cycleways in Collingwood	Dennis	13/4 - Ongoing
Meeting Date: 13 April 2021			
Golden Bay Rooding projects	Abbie to request an update on planned rooding projects for GB, esp pedestrian refuge in motupipi st, and Pupu Springs road maintenance.	Abbie	27/4 Response from Engineering: <i>Motupipi ped refuge, at this stage no practical design has been found. As for planned works on Pupu Springs Road, there is some AC levelling and a few other cyclic maintenance tasks to be completed but not major /project works planned.</i>
Copper Banners	Require securing, contractor approached, requires STMP. Abbie to seek assistance from Engineering	Abbie	27/4 Response from Engineering: <i>The board would need to go through a contractor like Fulton Hogan to provide the traffic management. AS you will need both a TMP and someone to setup and manage the traffic management on site (this person must be a qualified STMS).</i>

Item	Action Required	Responsibility	Completion Date/Status
Willow St Carpark	Seeking establishment of time limited parking for the carpark	Abbie	<i>27/4 Response from Engineering: Yes this can be arranged, There a currently 6 P60 parks, 1 E-vehicle park & 1 disabled park. Can you let me know if the Board has a particular number of parks they want restricted.</i>
Road sealing	Concern about roadworks at Pakawau, residents report no notice of works received, concerns over quality of work.	Abbie	<i>27/4 Response from Engineering: This was a reseal project managed by Downer's, they completed letter drops (see attached) to affected residents to advised them of the upcoming work. The chip was swept to the side of the road to allow the road markers to do the line marking. once enough sites were completed, the vacuum truck drove over from Nelson to remove the loss chip on the berm.</i>
Pakawau Sea Wall	Ongoing Dennis to check with staff re pre-lodgement meeting	Abbie & Dennis	<i>13/4 re-added to the Action sheet as an ongoing subject. Staff have met with the applicant representatives.</i>
Standing Orders Training	Booked for 12.30pm to 3.00pm on Monday 10 May	All Board members	<i>16/4 Invite sent</i>
MBIE	Workshop booked for 3.00pm to 5.30pm on Monday 10 May	Jess/Abbie	<i>16/4 invite sent</i>
Financial report	Dennis to check balance of Special Projects Fund	Dennis	<i>Has been updated and will show in March accounts</i>
GBMAHP	Abbie to obtain more info from Chris Bennett, Dennis to speak with staff	Abbie/Dennis	<i>Staff have communicated with Chris Bennett and process back underway</i>
Rototai Road Gum Tree	Dennis to follow up on service requests	Dennis	<i>Trees were identified and removed as part of the hazardous roadside tree program which was a post covid response.</i>

8 CORRESPONDENCE

8.1 CORRESPONDENCE REPORT

Information Only - No Decision Required

Report To: Golden Bay Community Board
Meeting Date: 11 May 2021
Report Author: Jess McAlinden, Team Leader Customer Services
Report Number: RGBCB21-05-4

1 Summary

1.1 The correspondence report is included in the agenda.

2 Draft Resolution

That the Golden Bay Community Board receives the Correspondence Report RGBCB21-05-4.

3 Purpose of the Report

- 3.1 The correspondence items sent and received since the last meeting are attached to this report.

4 Attachments

1.	↓ GB A&P Show (Discretionary Grants Fund Accountability Form)	23
2.	↓ Tasman Environment Plan presentation to GBCB 13/4/2021	25
3.	↓ Long Term Plan presentation to GBCB 13/4/2021	53
4.	↓ Waka Kotahi Speed limit update (Paines Ford to Takaka)	85
5.	↓ C McConville Tabled Documents 13/4/2021	87
6.	↓ GBMAHP Tabled Documents 13/4/2021	89
7.	↓ N Lloyd Tabled Documents 13/4/2021	103
8.	↓ P Brennan Tabled Documents 13/4/2021	105
9.	↓ Waka Kotahi (Waitapu Bridge community korero invitation)	129
10.	↓ GBCB Long Term Plan Submission 25/4/2021	131
11.	↓ T & I Robertson 27/4/2021	133

2021 GBCB DISCRETIONARY FUND ACCOUNTABILITY FORM

Name of Organisation GOLDEN BAY AGRICULTURAL & PASTORAL ASSN INC

We, being Officers/Accountant of the above organisation hereby certify that we received a grant from the Golden Bay Community Board Discretionary Fund in 2020.

The grant was spent as follows and we attach evidence of expenditure (receipts, invoices or signed statements by the organisation's Accountant).

<u>ST JOHN</u>	<u>\$ 497.00</u>
_____	\$ _____
_____	\$ _____
_____	\$ _____

Amount allocated: \$ 500

Amount unspent: \$ Nil

With this grant we were able to deliver the following benefits to the community:

Assistance with the St John 1st Aid support at our 2021 Star Show. This provided show attendees with quality 1st Aid care, plus funds for St John.

How was the support of Tasman District Council acknowledged (attach evidence)

Unfortunately our grant acknowledgment arrived after our show. However notification of this grant will be in our end of year financial statement, available for viewing through Charities Services

Name and signature of two office holders:

1 st Contact: <u>Jean Wedderburn</u>	2 nd Contact: <u>Daphne Woods</u>
Signature: <u>[Signature]</u>	Signature: <u>[Signature]</u>
Position: <u>Secretary</u>	Position: <u>Treasurer</u>
Telephone: <u>027 344 3316</u>	Telephone: <u>03 525 7333</u>
Date: <u>24/3/21</u>	Date: <u>24/3/21</u>

Please return this form when your project is finished or within 9 months of receiving the funding:
 Golden Bay Community Board
 C/- Tasman District Council
 PO Box 74
 Takaka 7142
 (Please use a separate form for each grant received.)



St John National Office
Private Bag 14902
Panmure
Auckland 1741
New Zealand
Telephone 0800785646



Golden Bay A&P Association
607 Abel Tasman Drive
RD 1
Takaka 7183

TAX INVOICE

GST Number: 10-571-065
Customer No: 1343900
Invoice No: 25560699
Date: 09/02/2021

Description	Event Date : 16/01/2021	\$Amount
Event: Golden Bay A&P Show 2021		
	Event No : 265162	Amount to Pay 780.00

The invoice amount below, and any donation you may choose to make, can be paid using one of the payment options listed below.



St John is concerned with protecting the privacy of your personal information. Information provided to us will be used in accordance with our privacy policy and may be used to contact you for feedback and research purposes. You can review our privacy policy at www.stjohn.org.nz/privacy.

Fee	780.00
GST	117.00
Total	\$897.00

REMITTANCE ADVICE

St John National Office
Private Bag 14902, Panmure
Auckland 1741, New Zealand

Name : **Golden Bay A&P Association**

Customer No: **1343900**

Invoice No: **25560699**

Payment Due : **\$897.00 NO-S**

Payment enclosed for :

Invoice Payment \$.....
My Donation is \$.....
Total Payment Enclosed \$.....



PAYMENT MADE EASY

- Credit Card** - Pay on line by going to www.stjohn.org.nz/pay or call 0800 ST JOHN (0800 785 646)
- Internet Banking** - your bank should already have St John set up as a bill payee option; if not our bank details are **12-3244-0023915-000** If you are paying for more than one invoice please send your Remittance Advice to RemittanceAdvice@StJohn.org.nz Otherwise please ensure your customer number and invoice number are marked in the payer reference fields.
- New Zealand Post** - present this invoice at any New Zealand Post retail outlet for an easy payment option
- Cheque** - please make cheque payable to St John National Office and return with this remittance advice

Please tick if receipt required



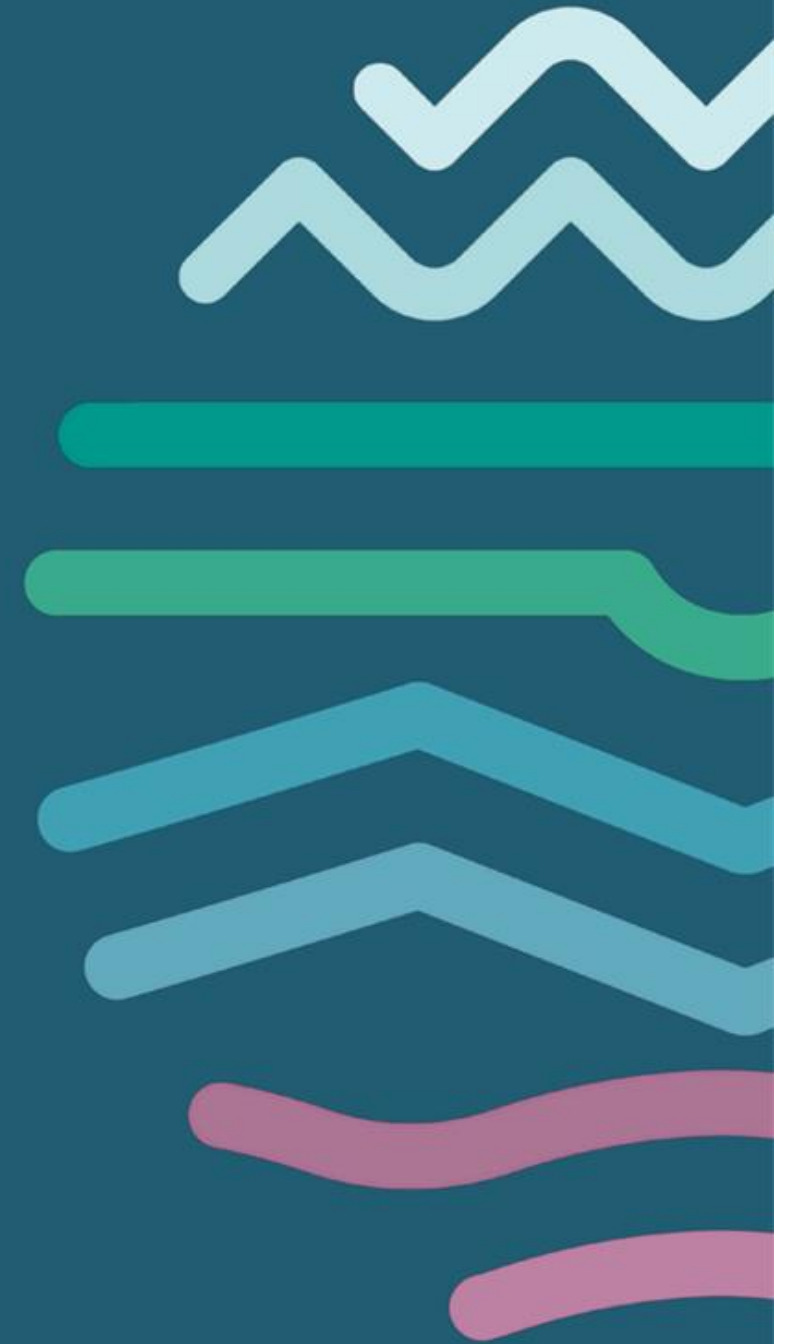
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Te Kaunihera o
te tai o Aorere

Principal Planner Kathie Fletcher

What is Aorere ki uta, Aorere ki tai -
Tasman Environment Plan?



Our District

- Diverse urban, rural & coastal areas provide us with a great lifestyle.
- These environments are the foundation of many livelihoods.
- We have a lot to offer & our towns and local centres are growing.



Video

<https://youtu.be/W2dPq-hIJ8M>

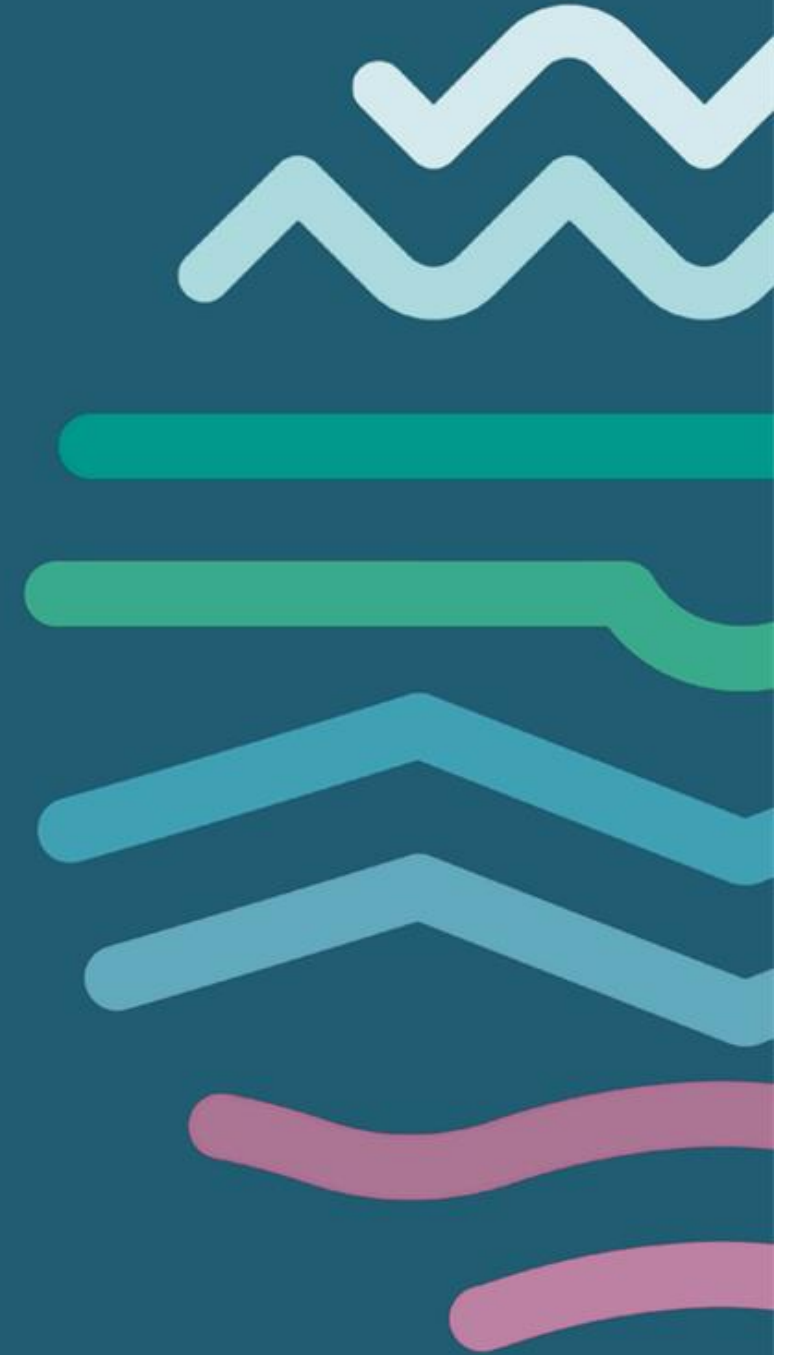
What's the Tasman Environment Plan to you?

- Sets direction for our significant regional issues:
 - Where do we want to get to in the future?
 - How do we want to achieve this?
- **Regulations** - a rule book for what individuals/businesses can and can't do.
- **Policy guidance** - to help decide if resource consents should be granted, and with what conditions.



Policy Manager Barry Johnston

What the Tasman Environment Plan covers



Key drivers?



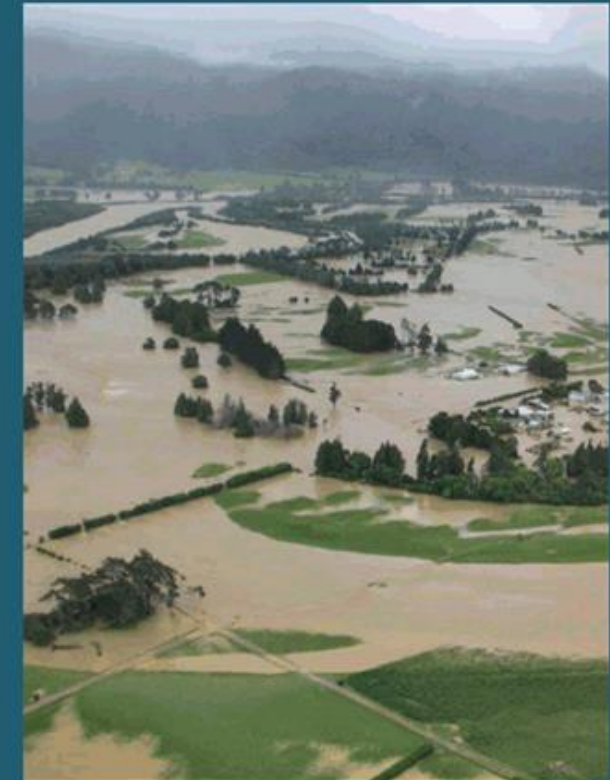
**Biodiversity
& biosecurity**



Freshwater



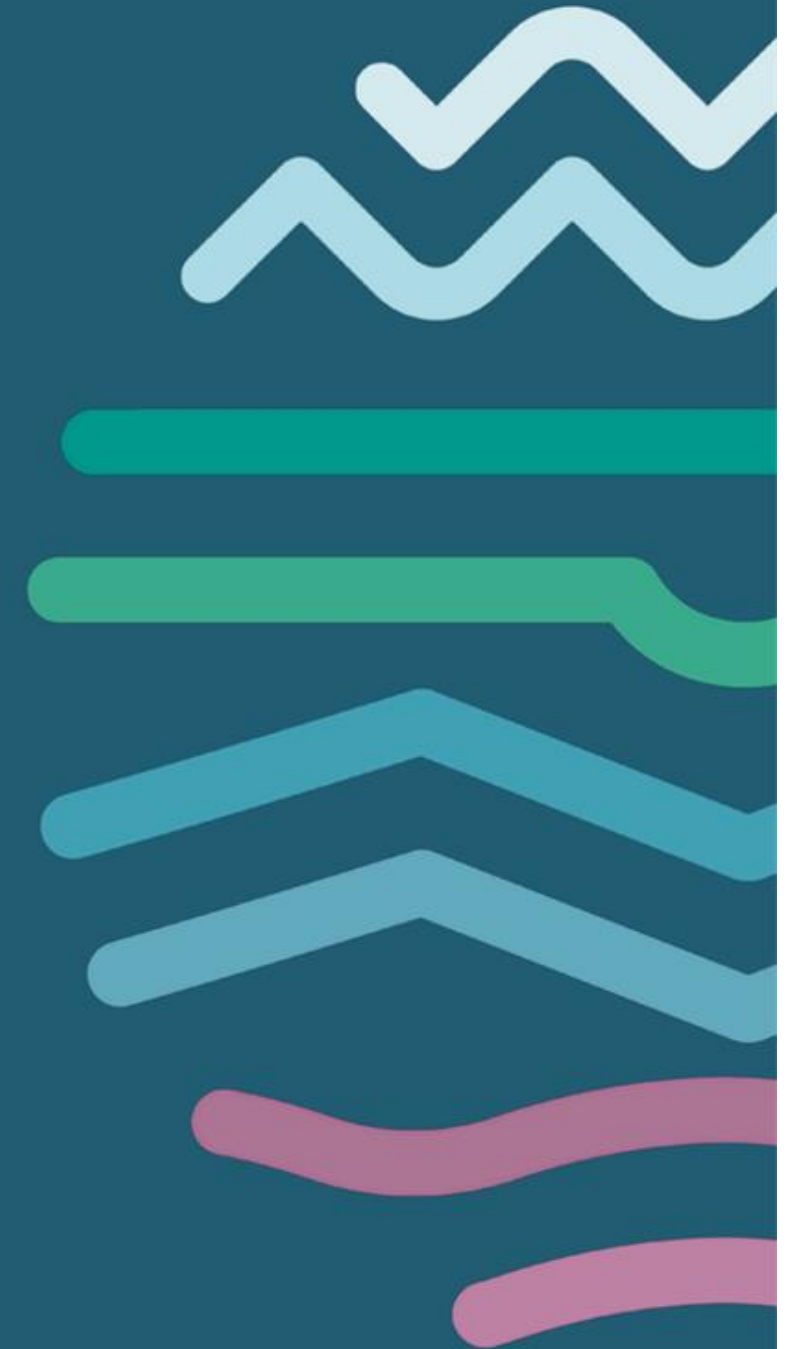
**Population
growth**



**Climate change &
natural hazards**

Key themes

- Our towns and local centres
- Our coast and marine environment
- Our rural areas
- Biodiversity
- Freshwater
- Air quality
- Climate change
- Natural hazards
- Special Places



Tasman's planning framework

Tasman Regional Policy Statement 2001

Significant resource management issues & how we'll address them.

Tasman Resource Management Plan

Combined Regional, Coastal and District Plan.





Why review?

- Meeting legislation and responding to case law
- Changing environment, community, and issues
- Improving functionality and making technical changes to create a single, user-friendly plan
- Better integrated management of Tasman's resources
- Greater shared understanding of the key issues in our district and the role of plans





Golden Bay

Golden Bay

Discussion

- What aspects of the TEP is the GBCB most interested in?
- How can the TEP team best engage with the GBCB?

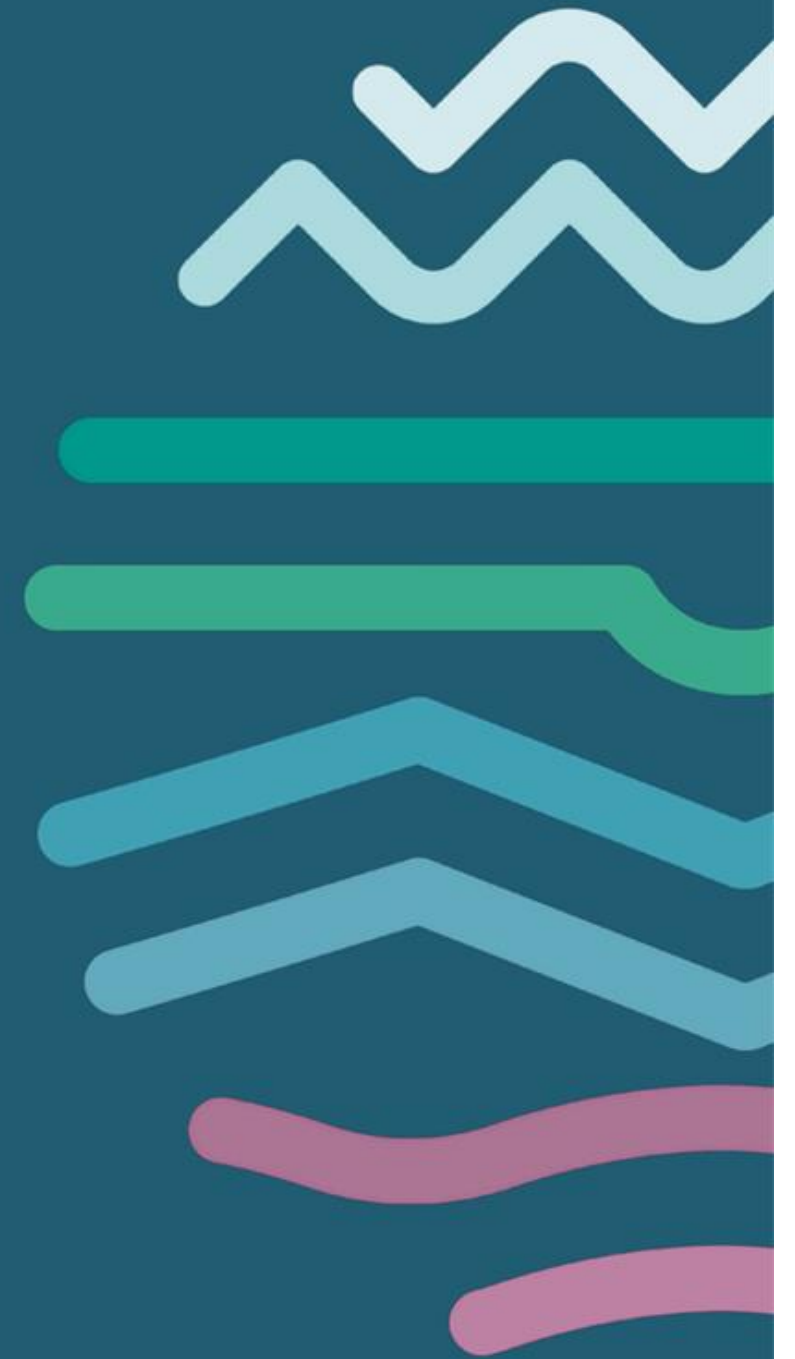
We're interested in any feedback you might have:

- Residential Growth
- Industrial and Commercial
- Pohara and Eastern GB
- Rural Residential Living
- Freshwater
- Aquaculture
- Outstanding Natural Landscapes and Features



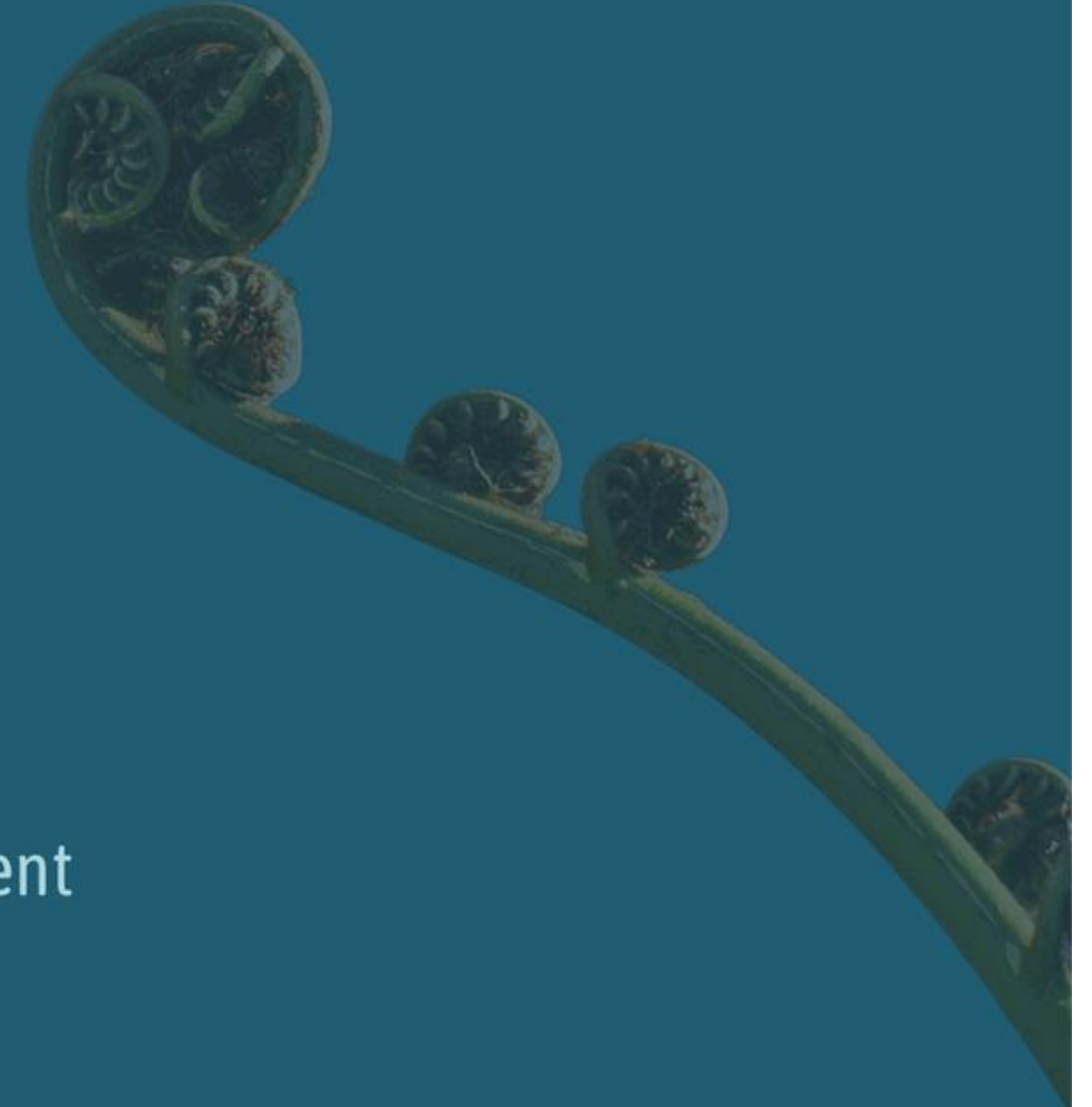
Principal Planner Kathie Fletcher

Partnerships and how you can get involved



Working with iwi

- Nine iwi with interests in Tasman
- Opportunity to strengthen relationships
- Conversations to understand Te Ao Māori
- Enabling kaitiakitanga
- All about interconnectedness (ki uta ki tai)
- Respecting the presence of people in the environment
- Working collaboratively
- Sustainable future for all



TASMAN ENVIRONMENT PLAN REVIEW

This is a very large, complex project and timeframes may change as we move through the process. Please check regularly for timeline updates.



Creating the plan together



Engagement round one (2020)
Hearing from our communities, confirming the issues
(to direct policy & planning work).



Engagement round two (2021/22)
Developing/testing issues and options with communities
and stakeholders through targeted engagement.



Engagement round three (2023)
Consultation on the draft Tasman Environment Plan.

COMPLETED

Iwi engagement ongoing

Ways to get involved

- Explore our website
 - Find out more about the plan
 - Send us comments
 - Share important issues and opportunities
- Send us an email (environmentplan@tasman.govt.nz)
- Sign up for our newsletter to stay informed and be invited to give your views in engagement round two

www.environmentplan.tasman.govt.nz



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Rural Areas

Tasman's rural areas are landscapes people work, live, and recreate in

[Home](#) / [Plan Themes](#) / [Rural Areas](#)



The majority of Tasman District's land is zoned rural. The productive use of rural land underpins the social, economic and cultural well-being of the people of the District. We know from previous conversations with our communities that it is important for our rural areas to keep looking and feeling rural as they grow. It's also important to keep productive land available for food production in the future.

Creating the new Tasman Environment Plan is an opportunity to review our current policies designed to look after our rural areas. We want to build resilience in the face of a changing climate and natural hazards, turn around biodiversity loss, retain productive land, further protect and restore waterways, and plan for sustainable development. This includes careful management of all earthworks.

Our promise to engagement participants

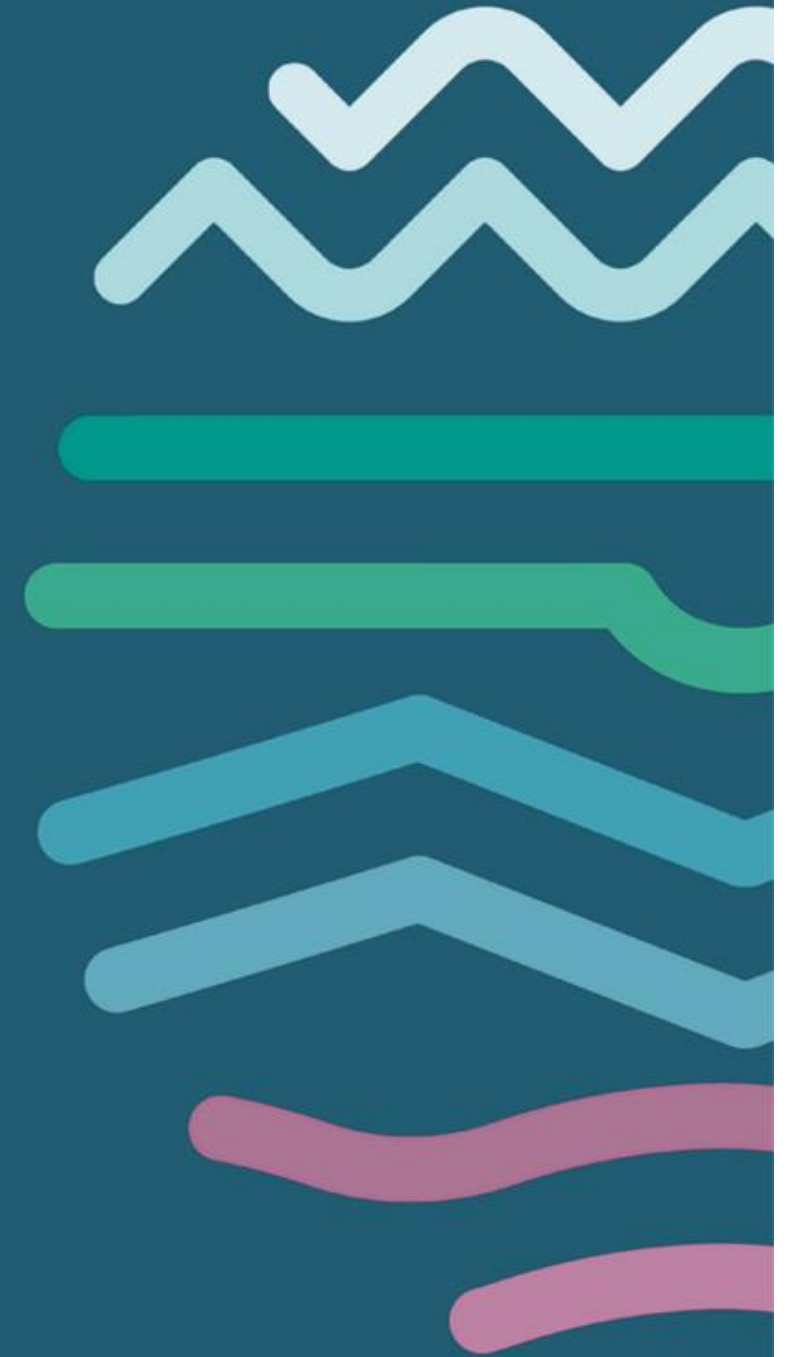
We will keep you informed as we progress the Tasman Environment Plan and provide regular opportunities for your input and feedback on the matters that are important to you.

Together, we will design a plan that reflects the environmental, economic, cultural, and social aspirations of the district.



Governance & Decision-making

Role of community boards?



Governance Structure and Decision-making

- Well suited to support input from and engagement with iwi entities, Community Boards, stakeholders and local communities.
- Platform that solidifies and clarifies respective roles at the outset.
- Robust participatory process which honours Te Tiriti O Waitangi partnership.

TEP Direction Principles

Principles for TEP development:

- To recognise the interconnectedness of the environment and people, ki uta ki tai
- To enable healthy and resilient communities by achieving healthy and resilient environments (Te Mana O Te Taiao)
- To meet the present and future needs of our communities, council work in partnership iwi
- To enable community development within environmental limits
- To support and enable the restoration of at risk environments
- To recognise and provide for the wellbeing of individuals, where this is not at the expense of the public good
- To take a precautionary or responsive management approach, dependent on the nature and extent of the risk, and where there is uncertainty or a lack of information
- To ensure the TEP provides strategic leadership for Council's key planning documents.

Timeframes and Decisions

2021 - issues & options

- Confirm issues & options (preferred option) for community consultation

2021-2022 - final option/drafting instructions

- Confirm preferred option to be drafted into plan content (subject to clarity on new plan requirements)

2022-2023 - plan content – Objectives/Policies/Rules

- Start to review new plan content

Governance Structure and Decision-making

What roles do Community Boards want to have in TEP process and direction setting?

Opportunities to contribute include:

- Written feedback on papers and workshop material
- Attendance at workshops – discussion and feedback
- Community perspective – testing options

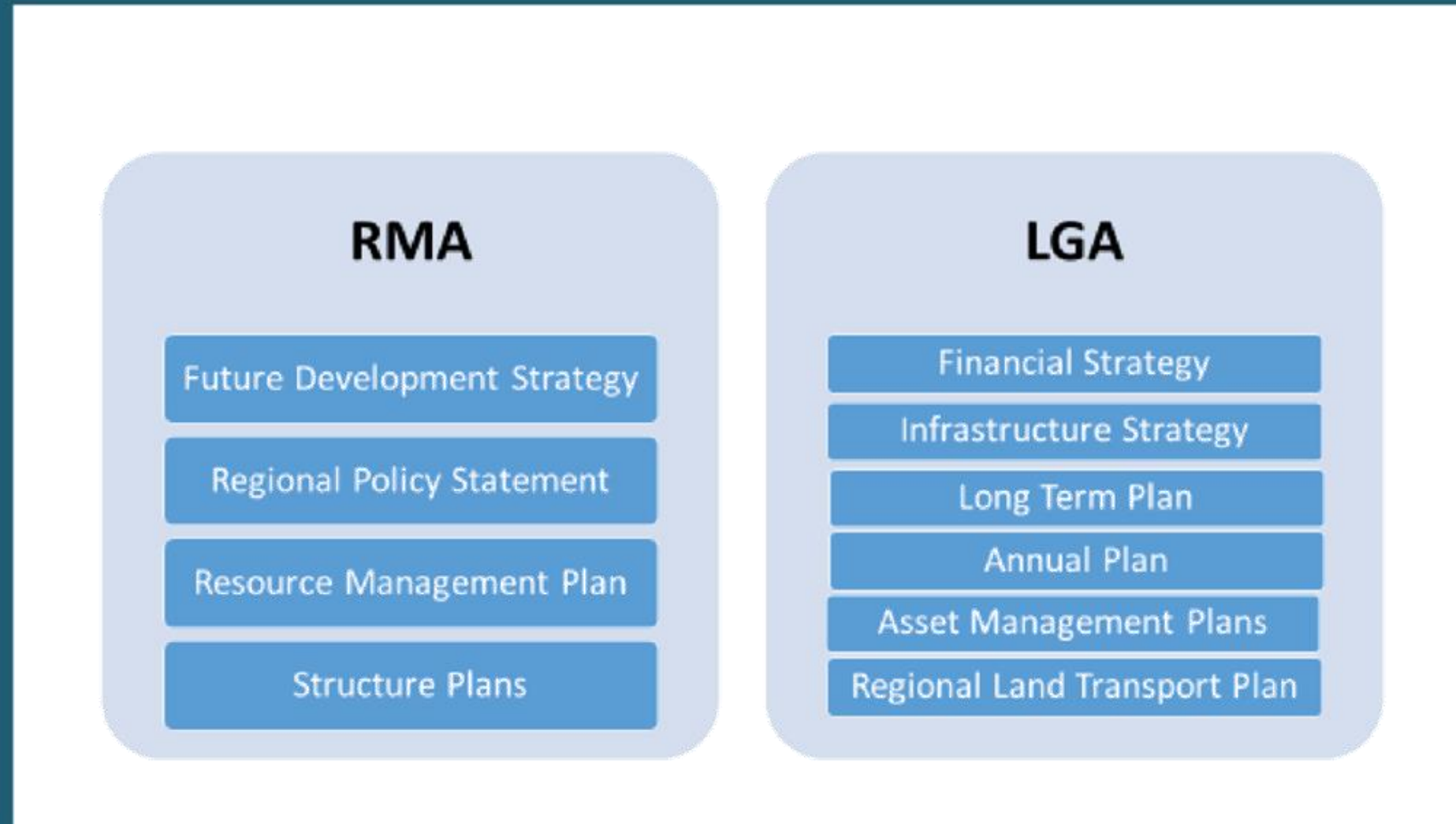
Thank You

Visit us online: www.environmentplan.tasman.govt.nz

Contact us: environmentplan@tasman.govt.nz



The Local Government Act (The LGA)





**PLANTING
THE SEEDS FOR
TASMAN'S FUTURE**

Ka tupu te purapura
ka ora te Aorere

**TASMAN'S 10-YEAR
PLAN 2021 – 2031**

Community Consultation Document

 **tasman** district council | Te Kaunihara o
te tai o Aorere

**SUBMISSIONS CLOSE
SATURDAY 24 APRIL 2021**
You can submit online
at [LTP.tasman.govt.nz](https://ltp.tasman.govt.nz)

Planning for our future

- Purpose of a 10-Year Plan
- Consultation Document
- Supporting Information
- Your rates

Long Term Plan 2021-2031



Our strategic priorities

- A healthy and sustainable natural environment
- Strong, resilient and inclusive communities
- Enabling positive and sustainable development
- Contributing to a diverse society and celebrating our culture and heritage
- A high standard of service

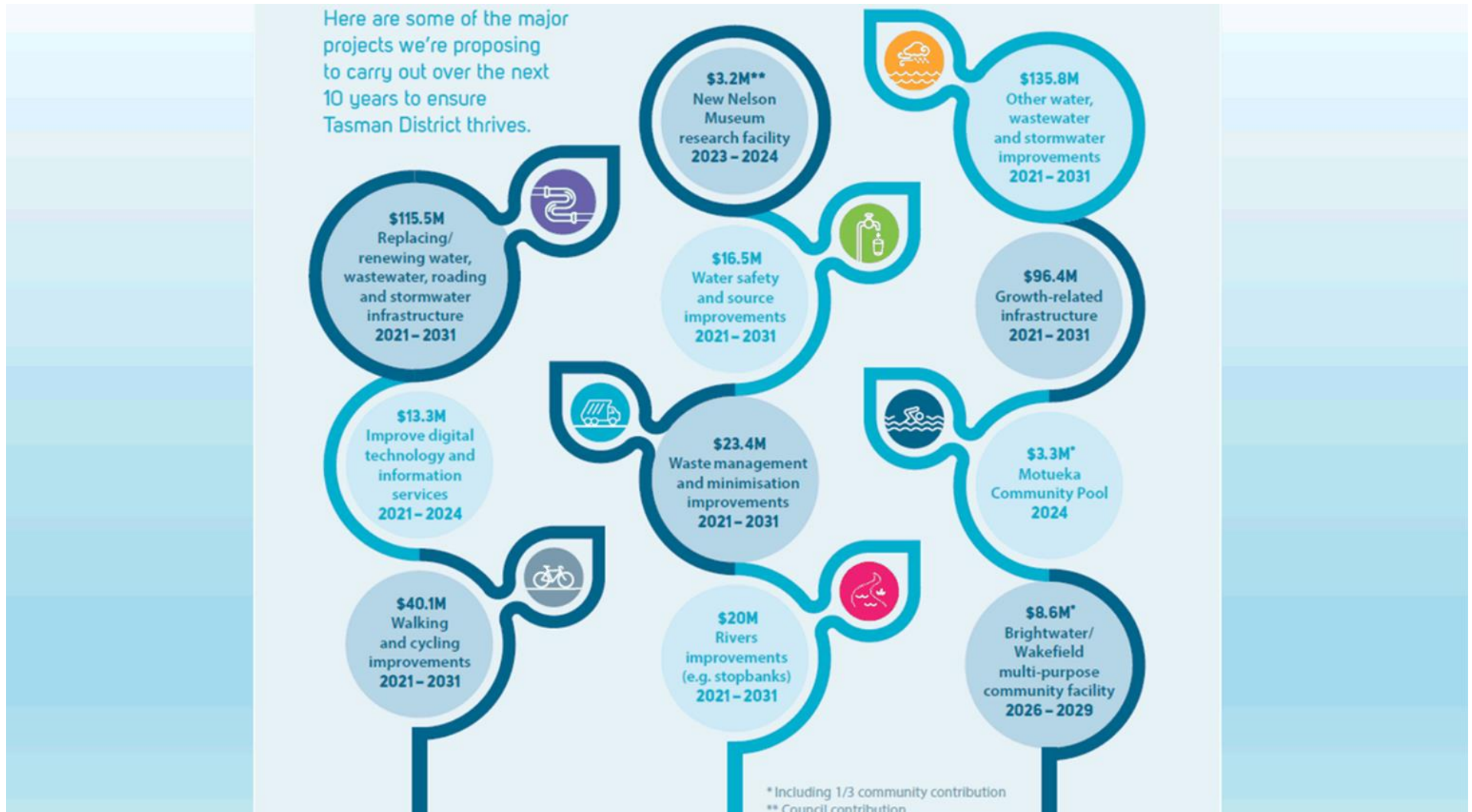
Long Term Plan 2021-2031



2021 – 2031 at a glance

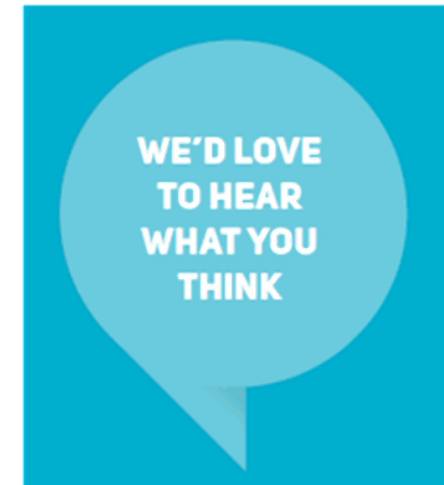
- Ensure there is enough zoned and serviced land for new homes and businesses
- Responding to climate change
- Building, renewing and maintaining our infrastructure
- Deliver priority work programmes – roading, water, wastewater, stormwater, recreation, responding to environmental priorities
- Increase borrowing – sensible and prudent level

Long Term Plan 2021-2031



The big choices

- Homes for our community
- A new company model for Nelson Airport and Port Nelson
- Responding to climate change
- Waimea Community Dam – allocation of additional irrigator capacity costs



Long Term Plan 2021-2031

Homes for our community

We propose to:

- Spend \$124m over 10 years to meet forecast demand for infrastructure, to service development across the whole District.
- Most of the cost will be met by the developers.



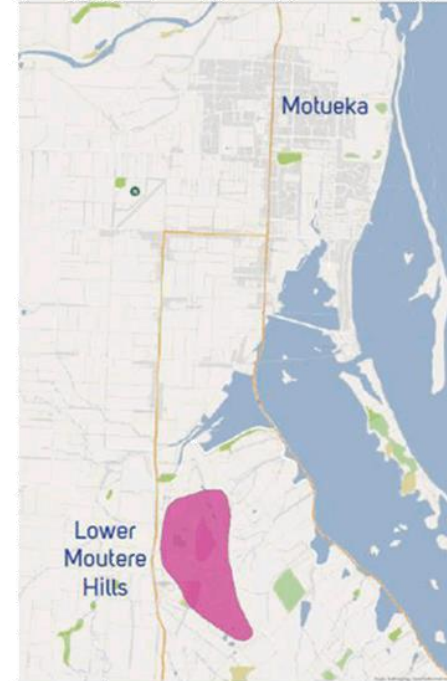
Long Term Plan 2021-2031



Homes for our community

Option B:

- Spend \$169 million over the next 10 years to meet the forecast demand for the District as a whole, as well as provide for more growth closer to Motueka.
- Most of the cost will be met by the developers.



Long Term Plan 2021-2031



A new company model for Nelson Airport and Port Nelson

With Nelson City Council we jointly propose to:

- Transfer our shareholdings in the Airport and Port to a new single parent company.
- Both councils will retain 50% shares in the new operational holding company.
- The Ministry of Transport will continue to own one share in Nelson Airport, the ‘kiwishare’.



Long Term Plan 2021-2031

A new company model for Nelson Airport and Port Nelson

Alternative option B:

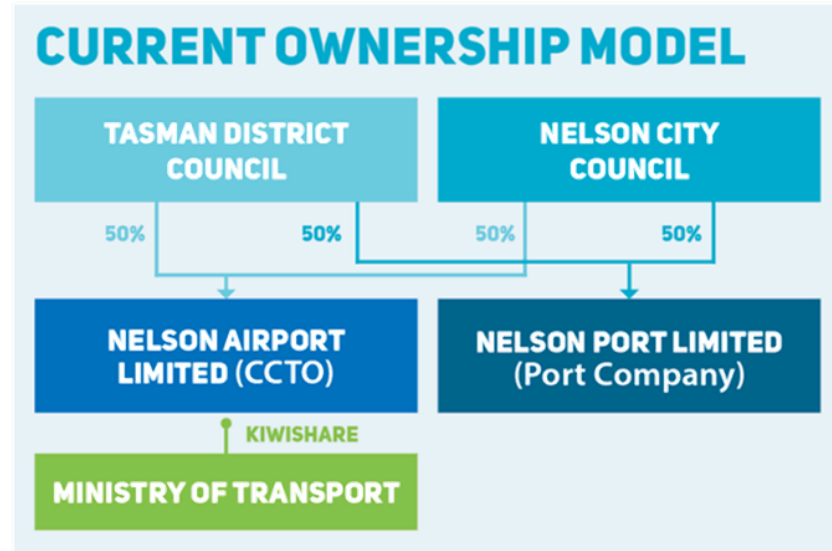
- Status quo

Alternative option C:

- New company established as a funding vehicle only

Alternative option D:

- New company established as a funding vehicle and shared service arrangement



Long Term Plan 2021-2031

Responding to climate change

Over the next 10 years, as part of our ‘business as usual’ work programme, we’ll invest in key areas that contribute to our climate action goals:

- \$38m for active transport
- \$14.9m for public transport
- \$10.1m for tree planting to help store carbon
- \$9.3m for waste management and minimisation initiatives

Long Term Plan 2021-2031



Responding to climate change

We also propose to invest in new initiatives to implement our Climate Action plan:

- \$0.3m for monitoring Greenhouse Gas and emissions reduction planning
- \$1.8m for energy efficiency initiatives for our buildings, water supply and wastewater activities.

Overall, we'll make an affordable level of investment of \$37m spread over the next 10 years.


Government funding of \$37.3m will match Council's spend.

Total investment is \$74.3m over the next 10 years.

Long Term Plan 2021-2031

Waimea Community Dam Cost Allocation

- As of Feb 2021 the expected total cost for the Dam is \$158.4m
- Waimea Water Ltd cost estimate range \$148m to \$164m
- Our proposed LTP budget allows for a total project budget of \$159m
- Proposed budget includes provision for future hydro power
- Total budget increase \$54.5m



How should the irrigators' share of the project cost increases be collected?

Long Term Plan 2021-2031

Waimea Community Dam Cost Allocation

The Dam costs are apportioned across those that benefit:

- 49% assigned to irrigators
- 21% to urban water users
- 30% to ratepayers for the environmental and public good, and the ability to meet growth demands

First \$3m of additional costs are funded 50:50 by Council and Waimea Irrigators Ltd(WIL), meaning the remaining irrigators' share is **\$25.2million**.



Long Term Plan 2021-2031

Waimea Community Dam Cost Allocation

Our preferred Option – A mixture of targeted and District-wide rates

Target rate \$14.6m

Debt servicing costs collected using the proposed target rate for WIL affiliated irrigators

Proposed targeted rate		
Property Land Value	Annual Rate 2021/2022	Annual Rate 2025/2026
\$740,000	\$254	\$1,246
\$970,000	\$333	\$1,633
\$1,430,000	\$490	\$2,408

District-wide rates \$10.6m

Debt servicing costs funded by the general rate.

Proposed Impact on the general rate

For the Median property value in the District of \$660,000 the contribution to the annual rate will be **\$2** in 2021/22 rising to **\$5** in 2025/2026

Long Term Plan 2021-2031



Further Information

What is the total effect on rates of recovering Council's share under the current funding model?

Urban Water Rates

For a typical urban property that uses 215m³ of water per year, the Dam-related fixed and volumetric charges would increase from **\$98** in 2021/2022 to a peak of **\$190** in 2023/2024.

District Wide Rate

District wide rate increases from **\$26** in 2021/2022 to a maximum of **\$56** in 2023/2024.

Zone of Benefit

Zone of Benefit rates peak at 0.0064 cents per dollar in 2023/2024.

For a property valued at \$660,000 the rate would be **\$42**.

For properties that use a WIL affiliated water consent they will pay the District Wide Rate and Zone of Benefit Rate, as well as any of the rates proposed in the preferred option. In addition, they also pay irrigator charges to WIL and if applicable the Council water rate.

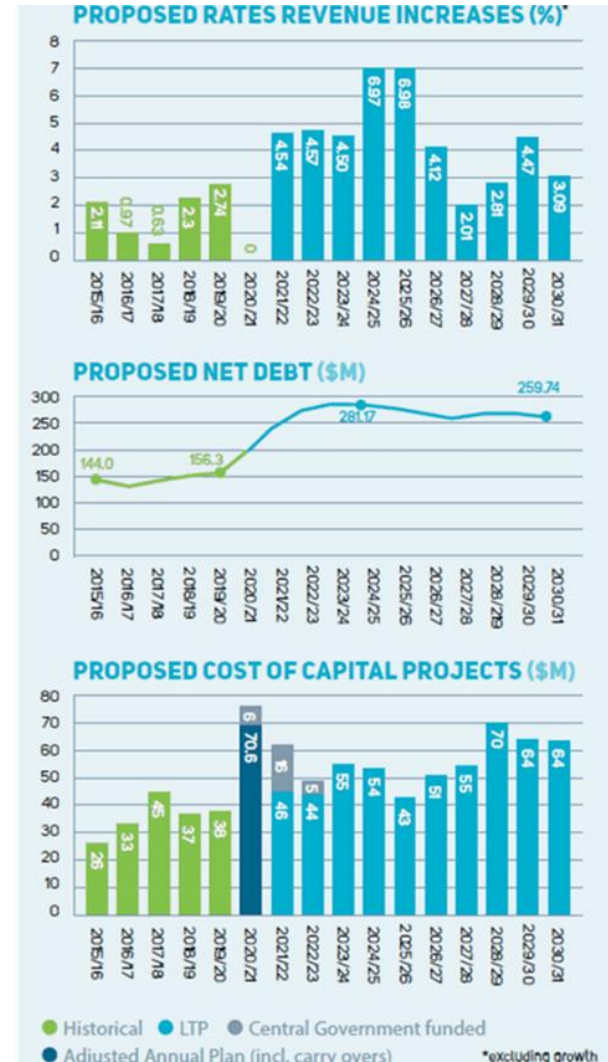
Long Term Plan 2021-2031



Key Numbers

- Over the next 10 years it will cost \$1.8 billion to manage and run our District
- We are setting our net debt cap at \$282 million
- Our annual rates income increases range between 4.5% and 7.0%, starting at 4.54% in 2021/2022

Long Term Plan 2021-2031



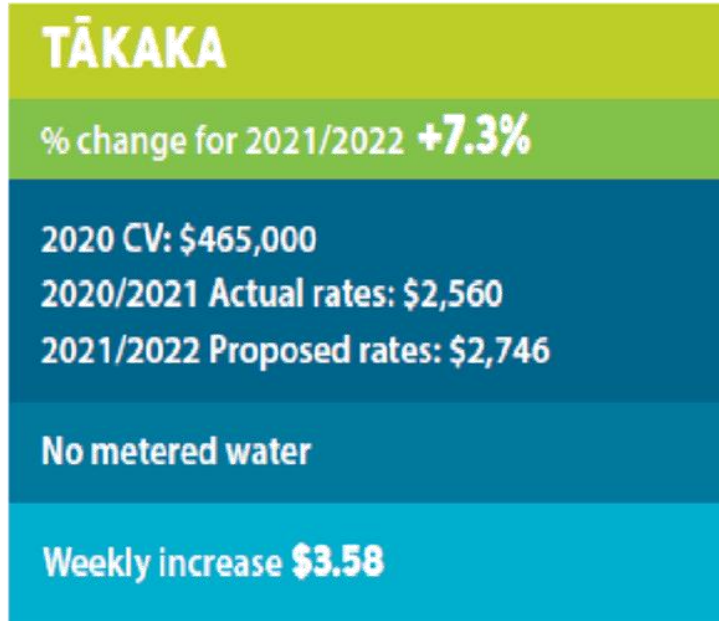
Key Numbers

- \$58m on community projects, including Motueka Pool and Wakefield/Brightwater Community Centre
- \$124m on growth projects
- \$271m on maintaining and improving our levels of service
- \$225m on renewing and replacing existing assets and infrastructure

Long Term Plan 2021-2031



2020 Property Revaluations and Rates



- The three-yearly revaluation of Tasman District properties was carried out by Quotable Value in late 2020.
- Property revaluations can have an impact on your rates bill.
- Residential properties increased an average of 22%.
- Lower-valued residential properties saw the greatest value increases.

Long Term Plan 2021-2031

Rates Examples - Rural

Type & Location	2020 Capital Value (CV)	Water Supply	2020/2021 Actual Rates	2021/2022 Proposed Rates	% Change
Dairy Farm – Collingwood Bainham	\$7.02 million	No metered water	\$20,930	\$16,075	-23.2%

Where the money come from:



Where the money goes:



Long Term Plan 2021-2031

Golden Bay projects

Water Supply	Council Enterprises	Community Development	Wastewater
Water Safety improvements	Tākaka aerodrome runway extension	Golden Bay Recreation Park Grandstand	Golden Bay wastewater network upgrades
Upgrade of Pōhara water treatment plant to provide safe water and meet the Drinking Water Standards New Zealand	Extension and sealing of the cross runway to improve safety during strong winds	We propose to upgrade the grandstand at Golden Bay Recreation Park	New pump stations and pressures mains at Pōhara and Tarakohe
2021 – 2022	2021 – 2022	2021 – 2024	2021 – 2027
\$1.2 million	\$260,000	\$950,000 (incl. community contribution)	\$5.1 million

Long Term Plan 2021-2031

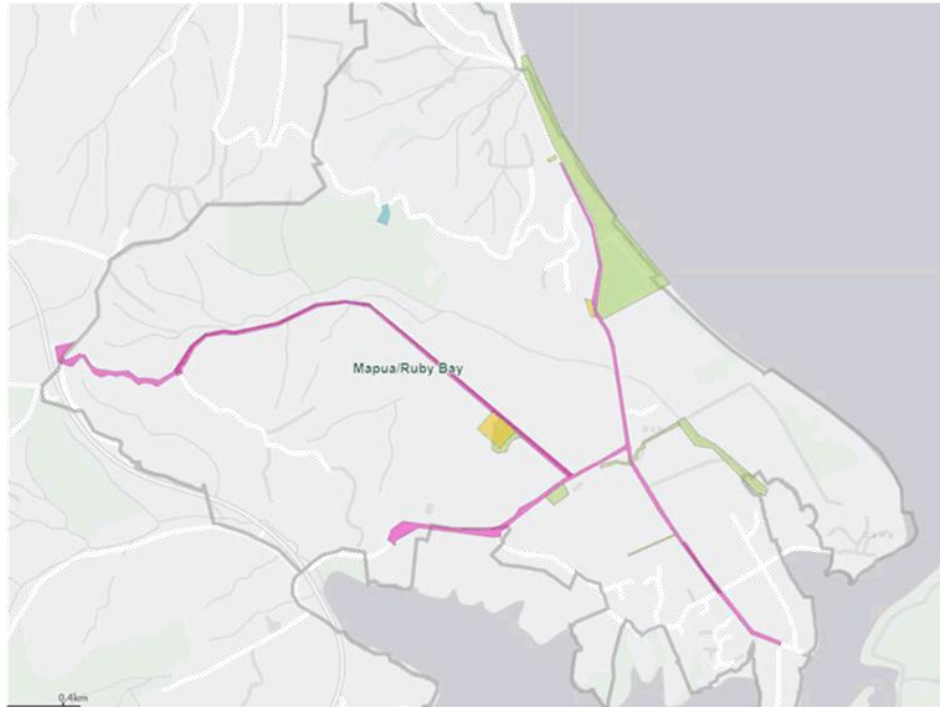


Golden Bay projects

Council Enterprises	Council Enterprises	Stormwater	Transport
Collingwood Holiday Park	Port Tarakohe renewals	Tākaka Stormwater Improvements	Town Centre cycling improvements
Regular renewal of park assets to keep them in good condition	Provision to allow for replacement of the plastic floating marina and other capital renewals	Network upgrades and water quality improvements	Providing facilities to support walking and cycling in the Tākaka town centre
2021 – 2031	2023 – 2030	2027 – 2029	2027 – 2029
\$110,000	\$3 million	\$2 million	\$1.6 million

Long Term Plan 2021-2031

Want to know more about your area?



Community reports and maps are available for:

- Brightwater
- Wakefield
- Māpua
- Moutere
- Motueka (including Riwaka)
- Richmond
- Kaiteriteri/Mārahau
- Golden Bay/Mōhua
- Lakes-Murchison

Long Term Plan 2021-2031

Concurrent consultations and supporting info

We are also consulting on:

- Draft Revenue and Financing Policy
- Draft Rates Remission Policy
- Draft Schedule of Fees & Charges 2021/2022
- Draft Development and Financial Contributions Policy

Key supporting information includes:

- Draft Financial Strategy
- Draft Infrastructure Strategy
- Draft Funding Impact Statement (Rates)
- Draft Activity Management Plans
- Community reports and maps



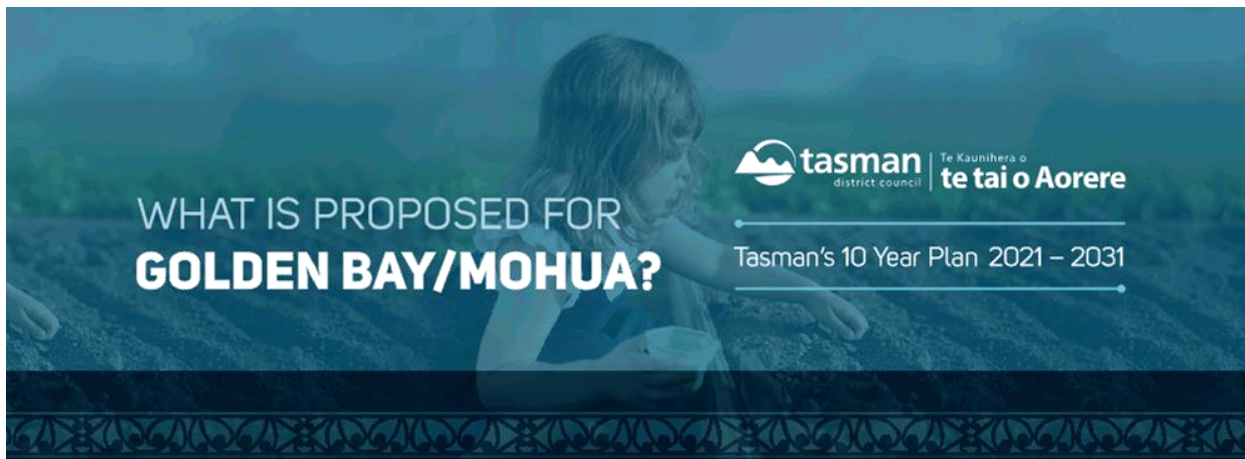
Visit
LTP.tasman.govt.nz
for further details

Long Term Plan 2021-2031

IT'S IMPORTANT YOU HAVE YOUR SAY ON THE BIG CHOICES FOR TASMAN. VISIT [LTP.TASMAN.GOV.T.NZ](https://ltp.tasman.govt.nz)

SUBMISSIONS CLOSE SATURDAY 24 APRIL 2021.
You can submit online at [LTP.tasman.govt.nz](https://ltp.tasman.govt.nz)

tasman district council | Te Kaunihera o **te tai o Aorere**



This is an overview of Golden Bay/Mohua’s growth projections and some of the significant projects Council has proposed for the next ten years. These projects aim to maintain and improve the services we provide, and make sure our public infrastructure is maintained and fit for purpose. This information is to inform consultation on Tasman’s 10 Year Long Term Plan 2021–2031. Feedback is open until 24 April 2021.

GROWTH PROJECTIONS 2021–2031

Over the next ten years, Tasman’s population is projected to grow by 7,700, under a medium-growth scenario, to reach 64,300 by 2031. Council has considered a range of population growth scenarios with varying assumptions regarding births, deaths and migration. A low-growth scenario would see Tasman’s population grow by 3,800, while the high-growth scenario would result in growth of 11,000 more residents.

After considering recent estimated population and dwelling growth rates, Council has assumed the medium-growth scenario for the Long Term Plan (LTP).

The population of the Golden Bay Ward is projected to increase by 200 between 2021 – 2031 under the medium scenario but the change could be as high as 500 (high scenario) or as low as a decrease of 100 (low scenario).

Council has estimated the likely development in Golden Bay in terms of the number of new houses or new business properties we assume can and will be built. This is based on the demand projections under a medium scenario, the amount of serviced and zoned land, and knowledge of development proposals and landowner intentions.

Council anticipates that Golden Bay will have a sufficient supply of residential land to meet the projected demand for new houses, including holiday homes. Council also expects there will be sufficient land available to meet future demand for commercial/industrial properties in Golden Bay for the next ten years. The actual number and location of new houses and commercial/industrial buildings is largely determined by the private sector, including landowners, financial institutions and the construction industry. Council acknowledges that there is unmet demand in some parts of the District, and is working to address this.

These growth projections for Golden Bay cover the entire Ward, including Tākaka, Collingwood, Pōhara/Ligar Bay/Tata Beach, as well as the rural Ward Remainder area. Growth projections are updated every three years as part of each LTP. If actual growth starts occurring at a faster rate, Council will respond by considering necessary changes to projects and plans.



BEYOND 2031

Based on past migration trends and the population age structure, Golden Bay's population growth is projected to slow down and eventually decline from approximately 2038. However, due to the decrease in household size, some demand for new houses is expected to continue beyond then. The location and type of future development has been guided by the Nelson Tasman Future Development Strategy (FDS). The FDS has identified several potential growth areas in Golden Bay. At this stage, we don't expect development to start in these areas, unless growth occurs at a higher rate than expected.

Changes to zoning to enable different types of development or new locations will be considered in the development of Tasman's new resource management plan, which we're calling Aorere ki uta, Aorere ki tai – Tasman Environment Plan. Further information is available at environmentplan.tasman.govt.nz.

The Nelson Tasman Future Development Strategy (FDS) is a joint strategy between Tasman District Council and Nelson City Council which identifies future growth areas for various types of development, including intensification, expansion and rural residential. Further information on the FDS is available on our website at tasman.govt.nz/link/fds. The FDS will be reviewed in 2021/2022 and there will be an opportunity for further public feedback.

DEMOGRAPHIC PROJECTIONS

Updated population projections have been used to estimate future demand for new houses and business properties. The key demographic trends for Tasman are ongoing population growth over the next 30 years, driven by net migration gains. Growth is expected to slow over time, largely due to an ageing population.

AGEING POPULATION

Under the medium scenario, all age groups in Tasman are projected to experience growth. However, the highest growth continues to be in the 65+ age group, whose proportion is projected to increase from 21% in 2018 to 34% in 2048. This increase, known as structural ageing, means that total population growth rates are projected to slow down over time.

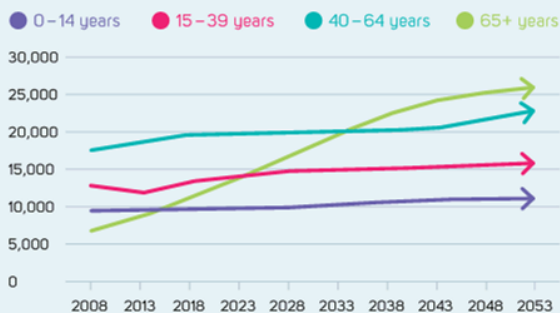
For the Golden Bay Ward, the percentage aged 65+ years is projected to increase from 22% in 2018 to 34% by 2033, and 37% by 2048.

The ageing population is driving a change in the average household size, as the number of one-person households and couple-without-children households are projected to increase.

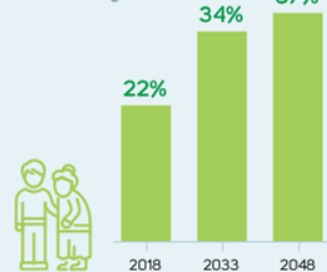
HOLIDAY HOMES

There is a significant proportion of holiday homes in some parts of Golden Bay, and a corresponding increase in the population during holiday seasons. The estimates for future residential growth include demand for holiday home properties and assume the current proportion is maintained of dwellings which are used for these purposes. For example, approximately 50% of dwellings in Pöhara/Ligar/Tata are holiday home properties.

TASMAN POPULATION CHANGE BY AGE GROUPS



PROJECTED POPULATION AGED 65+ YEARS Golden Bay Ward



WHAT INVESTMENT IS PROPOSED IN THE NEXT TEN YEARS FOR INFRASTRUCTURE AND COMMUNITY FACILITIES?

Council provides wastewater and stormwater services to the Tākaka settlement, as well as a limited reticulation for fire-fighting purposes in the town centre. Residents are required to supply their own water and Council has not planned to install a reticulated public water supply in Tākaka. Council provides wastewater and stormwater services to most residential properties within the Pōhara / Ligar Bay / Tata Beach settlement area. A public water supply is only provided to part of Pōhara. Council provides water, wastewater and stormwater services to Collingwood. The road network stems from SH60 and varies from urban to rural. The main settlements have limited footpath and cycleway connections. Council recently completed a new cycleway between Tākaka and Pōhara. The Golden Bay community is serviced by a range of parks, reserves and community facilities.



You can see the locations of these projects on a map at LTP.tasman.govt.nz. Also available are maps of the parks and community facilities in your area.

Council has proposed further investment, including these projects, to improve the services we provide, and make sure our public infrastructure is maintained and fit for purpose.



WATER SAFETY IMPROVEMENTS

2021–2022 • \$1.2 million
Upgrade of Pōhara water treatment plant to provide safe water and meet the Drinking Water Standards New Zealand



TĀKAKA AERODROME RUNWAY EXTENSION

2021–2022 • \$260,000
Extension and sealing of the cross runway to improve safety during strong winds



GOLDEN BAY RECREATION PARK GRANDSTAND

2021–2024 • \$950,000 (incl. Community contribution)
Upgrade the grandstand at Golden Bay Recreation Park



GOLDEN BAY WASTEWATER NETWORK UPGRADES

2021–2027 • \$5.1 million
Upgraded pump stations and pressures mains at Pōhara and Tarakohe



PORT TARAKOHE RENEWALS

2023–2030 • \$3 million
Provision to allow for replacement of the plastic floating marina and other capital renewals



CYCLE LANES

2026–2028 • \$500,000
Providing new cycle lanes on key transport routes



TOWN CENTRE CYCLING IMPROVEMENTS

2027–2029 • \$1.6 million
Providing facilities to support walking and cycling in the Tākaka town centre



TĀKAKA STORMWATER IMPROVEMENTS

2027–2029 • \$2 million
Network upgrades and water quality improvements

Note: Although the full project costs are included in Council's budget, funding can be from a variety of sources, including targeted rates (for projects which serve a specific area), development and financial contributions, government funding, as well as general rates.

ASSUMPTIONS AND UNCERTAINTY

There is always a degree of uncertainty when making assumptions about the future. There are several factors which are difficult to predict such as population migration, developer and landowner activity, and natural events. The Covid-19 pandemic has created even more uncertainty in the development of this Long Term Plan.

We will continue to monitor population change, economic growth and construction activity. The timing and location of new infrastructure, to enable future development, is based on the LTP growth scenario. Growth projections are updated every three years as part of each LTP. Any significant changes will be incorporated in future updates of Council's strategic plans, including the Future Development Strategy, Long Term Plans and Annual Plans. We're also working with our communities on a new resource management plan, which we're calling Aorere ki uta, Aorere ki tai – Tasman Environment Plan. Further information is available at environmentplan.tasman.govt.nz.



Want to know more
about the LTP and
how to give feedback?

[VISIT LTP.TASMAN.GOV.T.NZ](http://VISIT.LTP.TASMAN.GOV.T.NZ)

Feedback is open until
24 April 2021.

Te Kaunihera o
te tai o Aorere



50 Victoria Street
Private Bag 6995
Wellington 6141
New Zealand
T 64 4 894 5400
F 64 4 894 6100
www.nzta.govt.nz

13 April 2021

Abbie Lanford
Golden Bay Community Board Chair
78 Commercial Street
Takaka

Dear Golden Bay Community Board,

I am writing to let you know that Waka Kotahi NZ Transport Agency has considered all submissions received during consultation under clause 2.5 of the Land Transport Rule: Setting of Speed Limits 2017 on speed limit changes for **State Highway 60, Paines Ford to Tākaka** in the Tasman region.

We appreciate the time you spent providing your thoughts on this speed review. This insight provides us with valuable information about how communities use their roads, so we can make sure speeds are right for the road and safe for everyone.

Based on the information gathered through consultation and our technical review process, our decision is to proceed with the proposed speed limit changes.

With the Tākaka to Paines Ford shared path now complete, active mode users have a safer route to travel on, off the state highway. Together with a reduced speed limit, this will make SH60 safer for everyone.

The outcome for the speed limit changes are in line with the speed limit changes proposed at consultation.

As we have completed the decision-making process on these changes, there is no further opportunity to provide submissions on this speed review.

The following new speed limits will come into effect from 5 May 2021:

Confirmed speed limit changes for State Highway 60, Paines Ford to Tākaka		
Location	Current speed limit	New speed limit from 5 May 2021
SH60 – 100m southwest of Paines Ford Bridge to 270m south of Motupipi Street.	100km/h (with seasonal 80km/h)	80km/h

For further information, including a map of the speed limit changes, the consultation summary and submissions, visit www.nzta.govt.nz/painesford

Yours sincerely

Emma Speight
Director Regional Relationships
Waka Kotahi NZ Transport Agency

G. B. G. B.FOREST - BIRD

MBIE have put out a discussion document on freedom camping.

Tourism Minister Stuart Nash refers in his foreword in the document to "caring for nature" and "protecting our natural environment."

In a Stuff article, ^{on Friday last week} the Minister refers to ~~the~~ ^{the} growing pressure from a surge in freedom camping and the concern locals have for bird sites in Golden Bay. I am here to ask the G.B.G.B. to make a submission on this document and ask ~~for~~ ^{that MBIE support the} protection of our shorebirds. Minister's call fo

MOHUA BLUE PENGUIN TRUST

Update board - installation of 150 boxes. staked + tagged. We are in the process of microchipping ^{wading, penguins, measuring flipper length and} ~~birds~~ with 80 chipped as of yesterday. John Lockrem has remarked on the size of our birds, some weighing up to 1.4 kilograms. They are in beautiful condition. On Wednesday night last week we found a dead penguin inside a nesting box. It did not belong in that box, the two occupying birds had been microchipped, rocks were removed off the top of the box. The penguin had puncture marks on the head and under the flippers consistent with a dog attack. This happened in a dog prohibited area. We have a problem at the Port with dog owners living on boats and at the NZMCA park flouting the rules. Not putting dogs on a lead and taking dogs into the prohibited area.

"Theory without practice is empty; practice without theory is blind."

www.wgtn.ac.nz/profdev



VICTORIA UNIVERSITY OF
WELLINGTON
TE HERENGA WAKA

I am here today as Chair of the MBPT to ask the Community Board to support the request of our trustees and Professor Lockrem for dogs to be banned from Port land. The Port land is not public land, it is owned by TDC and therefore TDC have the authority to make this call.. Please support us and let's keep this precious taonga species safe.





GOLDEN BAY / MOHUA AFFORDABLE HOUSING PROJECT

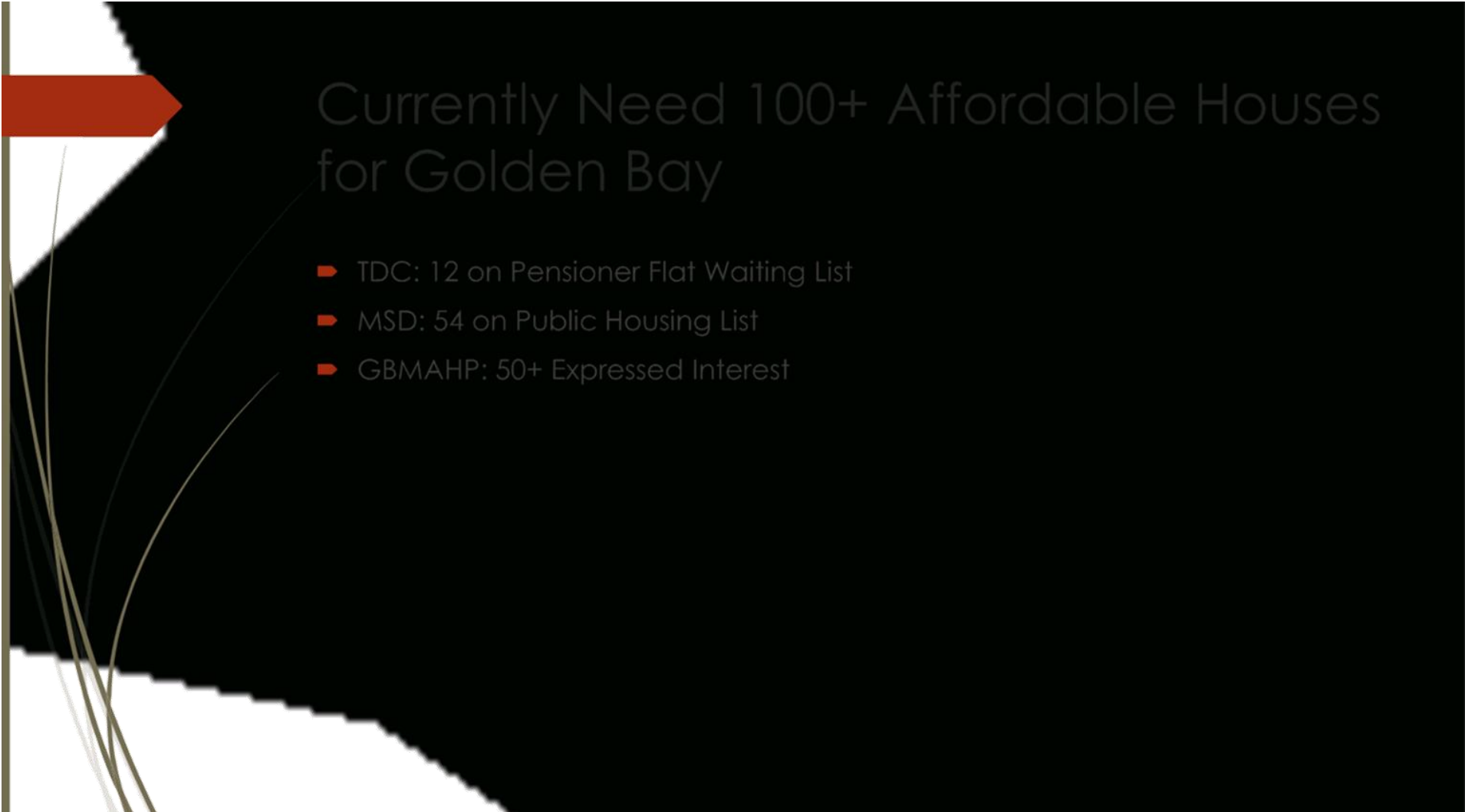
www.mygbhousing.info

*Our mission: Providing Golden Bay/Mohua with
quality affordable housing to rent or own*

Dr. Christopher R. Bennett

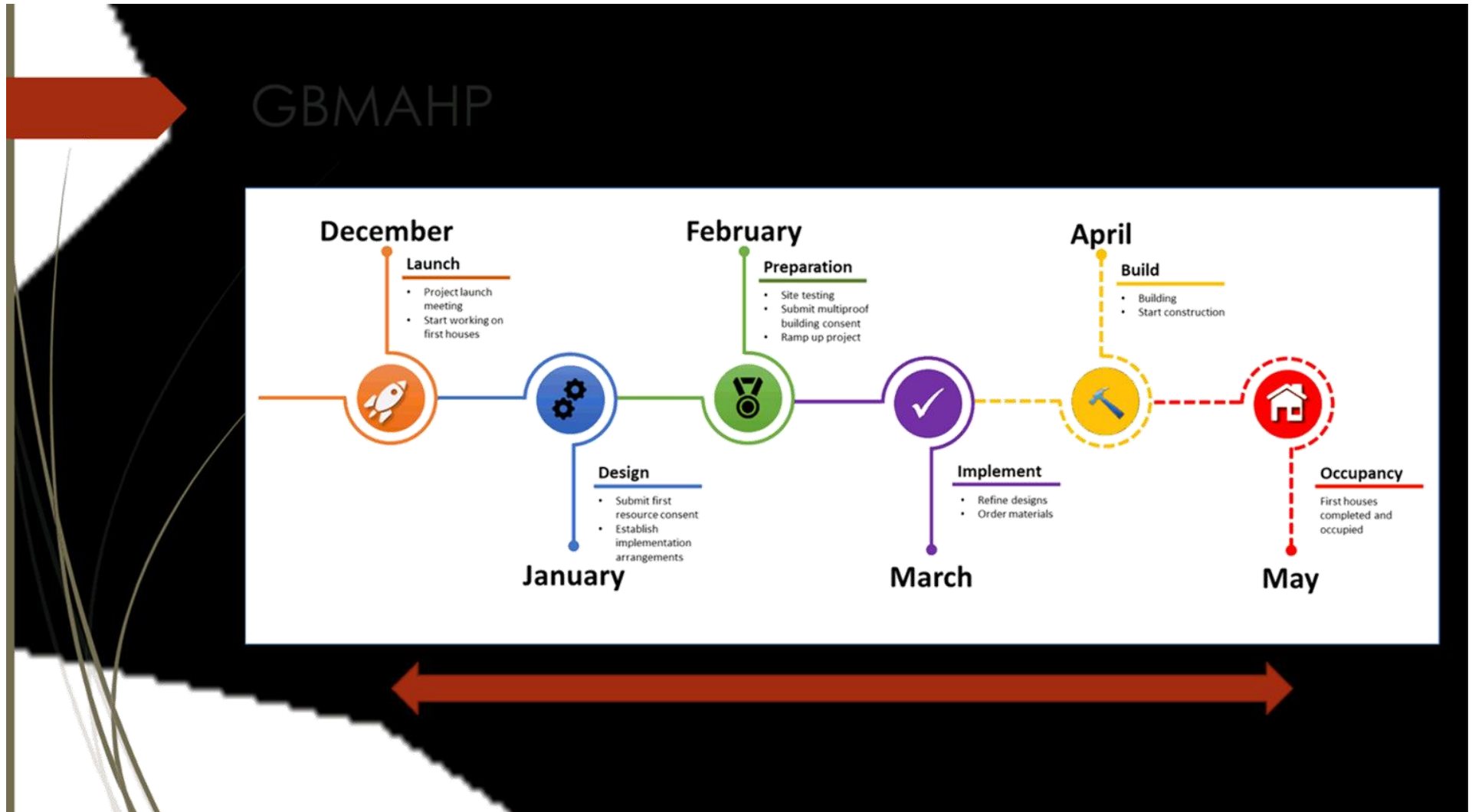
chris@mygbhousing.info

April 3, 2021



Currently Need 100+ Affordable Houses for Golden Bay

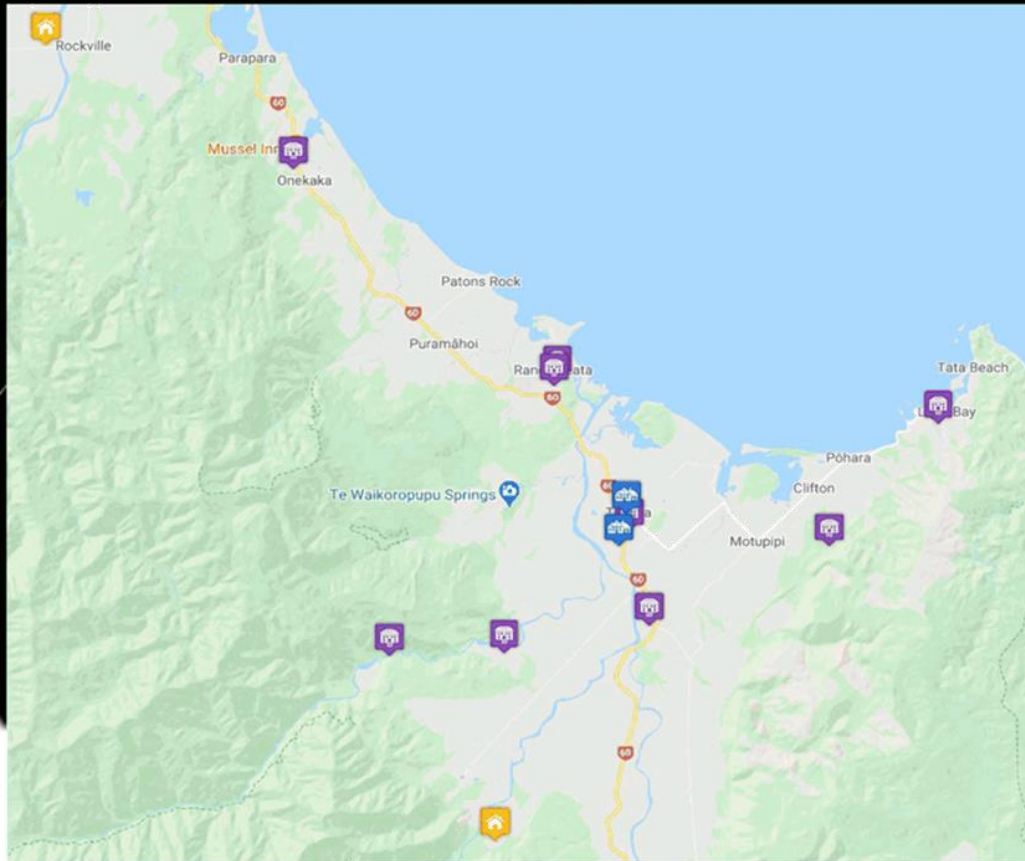
- ▶ TDC: 12 on Pensioner Flat Waiting List
- ▶ MSD: 54 on Public Housing List
- ▶ GBMAHP: 50+ Expressed Interest





Housing and Land Options


	Secondary Minor Dwelling	Occupancy License	Development	
Number of Houses		 or   ...	 ...	
	One	One or Many	Large Number	
Land Ownership	Land Owner	Land Owner	MAH Trust	
Land Tenure	Permanent	35 Year Resource Consent	Permanent	
Ultimate House Ownership	Land Owner	MAH Trust	Tenant (Buy or Rent-to-Own)	MAH Trust

Land Offers



 The Gold icons are **Phase 1** house sites where the Resource Consents are approved or underway so house **construction is expected**.

 The Blue icons are **Phase 1** house sites still at the preliminary stages but **likely to proceed**.

 The Purple icons are **Phase 2** sites where the landowners have approached the GBMAHP about the possibility of hosting homes. No assessments have been done as to the viability of participating in the project and it is uncertain how many of these will proceed.

Progress



- Occupancy by

Phase 1 Houses



Project Supporters

GOODISON
ARCHITECTURE

Golden Bay Roofing

GOLDEN BAY
PLUMBING & GAS

New Zealand Certified Builders Association
NZCB

Frank Byrne - Builders is a member of Certified Builders Association

HAZARDCO

At Frank Byrne - Builders our Health and Safety Policy based on HazardCo Group Recommendations

Panasonic

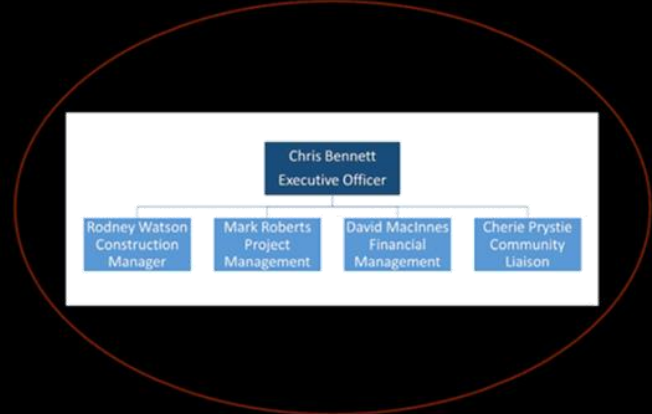
FRANKLIN
INNOVATIVE PLUMBING SOLUTIONS

Establishing Mohua Affordable Housing Trust



Mohua Affordable Housing Trust
 Governance
 Operational Policies
 Ownership of Houses
 Financial Oversight

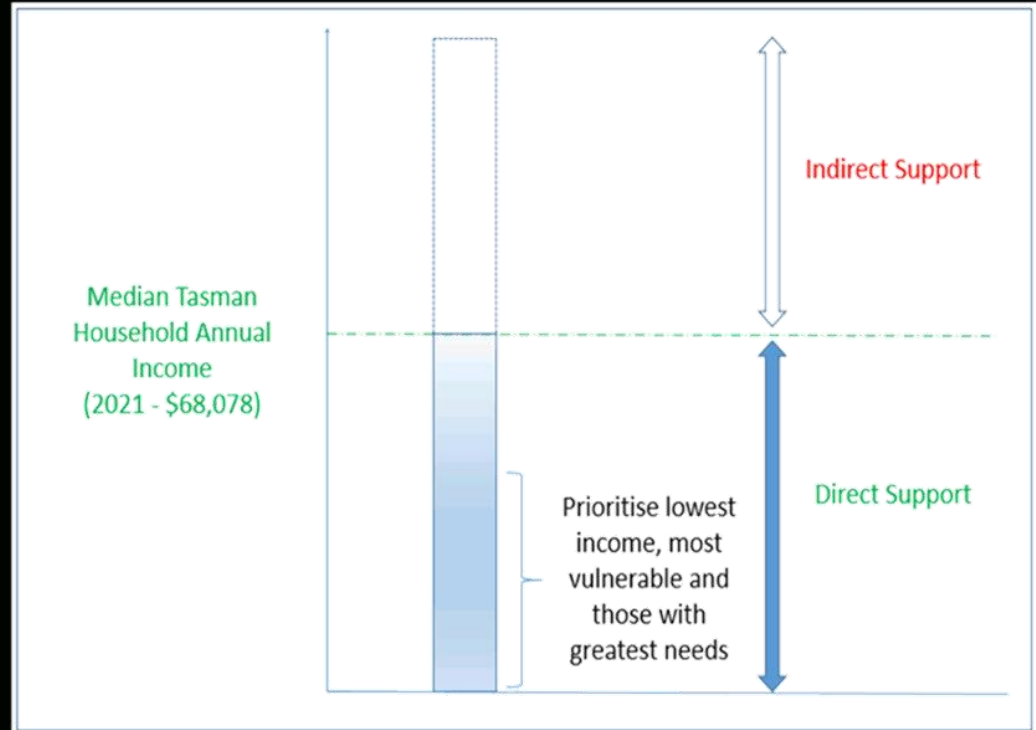
GOLDEN BAY / MOHUA AFFORDABLE HOUSING PROJECT
 Manages Project



House Construction

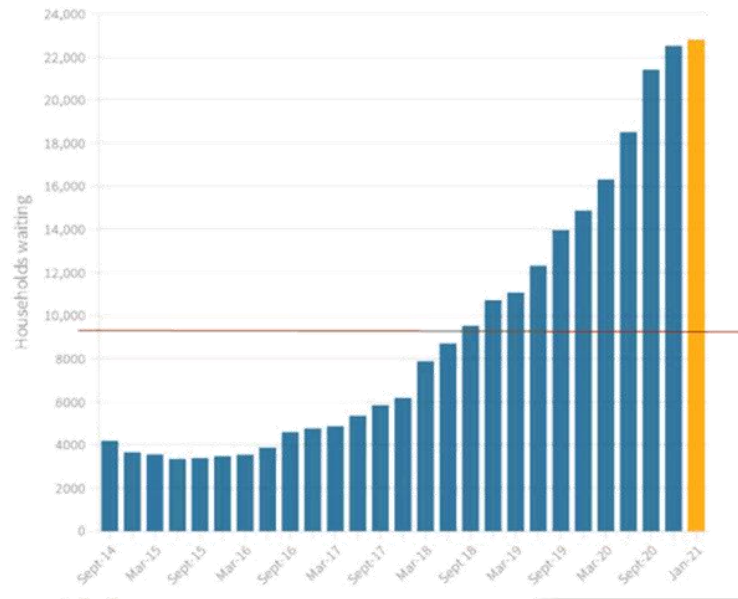
Not Helping Everyone: Eligibility

- ▶ **Direct support:** those who are poor, in need, disabled, aged, or suffering genuine hardship
- ▶ **Indirect support:** others



Biggest Challenge: Funding

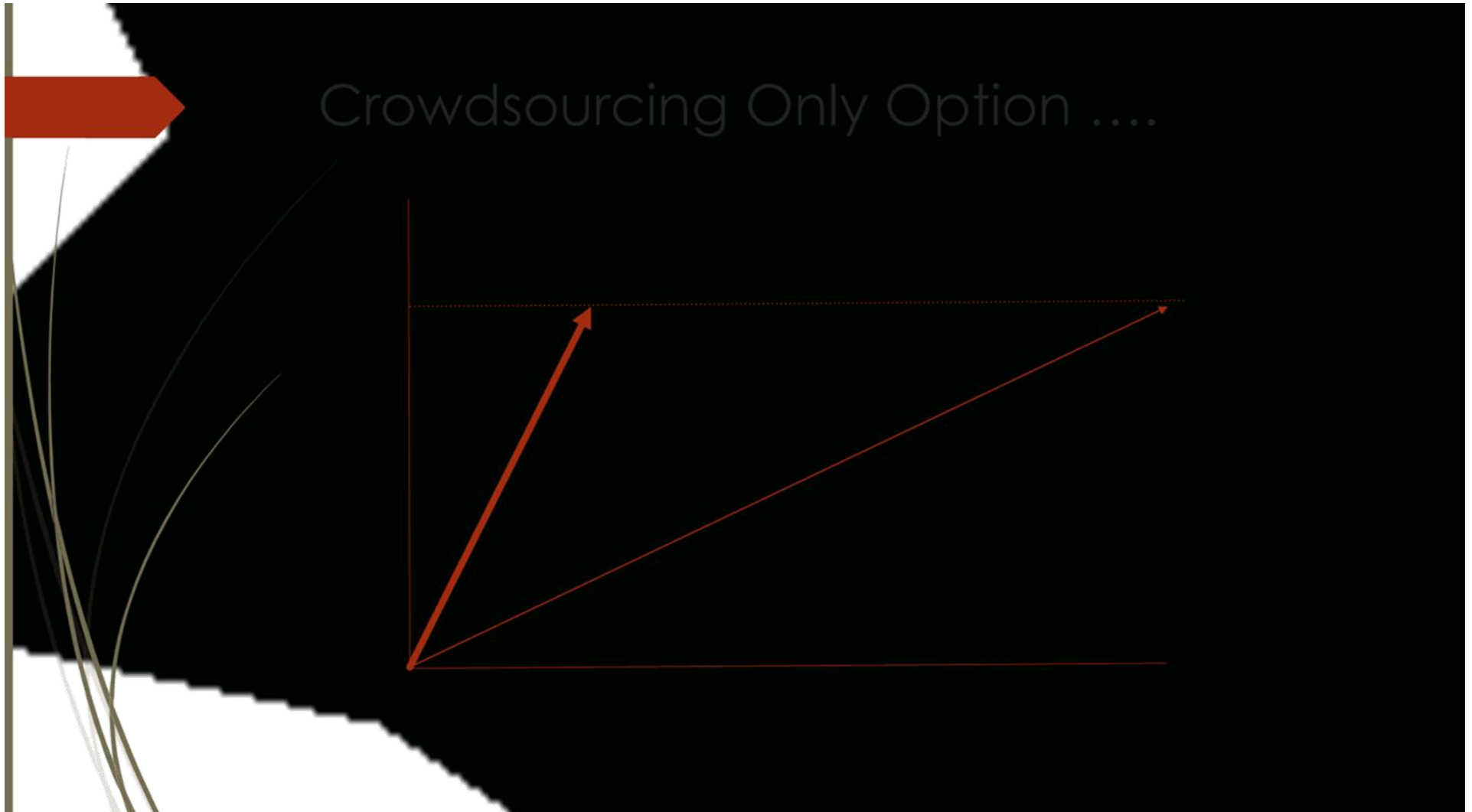
The surging waitlist for public housing




Missing:

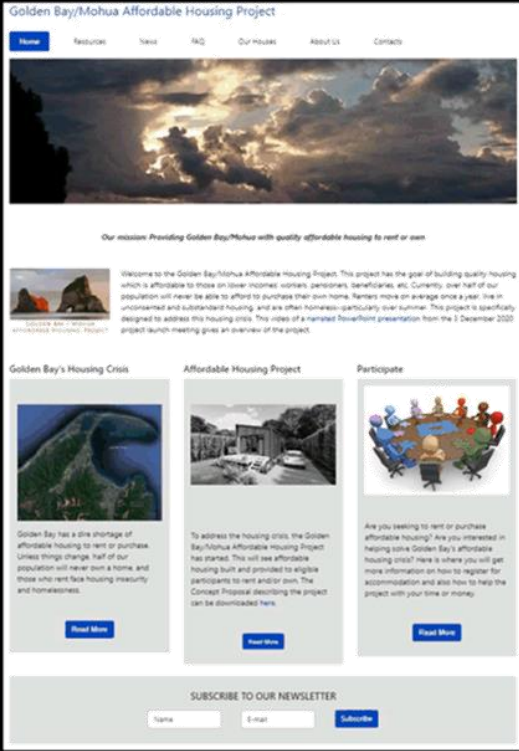
No funding

<https://www.stuff.co.nz/national/politics/300265596/public-housing-waitlist-hits-new-record-of-22803-as-new-builds-slow-in-january>





The End



Golden Bay/Mohua Affordable Housing Project

Home Resources News FAQ Our Houses About Us Contacts

Our mission: Providing Golden Bay/Mohua with quality affordable housing to rent or own

Welcome to the Golden Bay/Mohua Affordable Housing Project. This project has the goal of building quality housing which is affordable to those on lower incomes: workers, pensioners, beneficiaries, etc. Currently, over half of our population will never be able to afford to purchase their own home. Renters more on average spend a year, live in unheated and substandard housing, and are often homeless—particularly over summer. This project is specifically designed to address this housing crisis. This video of a named PowerPoint presentation from the 3 December 2020 project launch meeting gives an overview of the project.

Golden Bay's Housing Crisis Affordable Housing Project Participate

Golden Bay has a dire shortage of affordable housing to rent or purchase. Unless things change, half of our population will never own a home, and those who rent face housing insecurity and homelessness.

To address the housing crisis, the Golden Bay/Mohua Affordable Housing Project has started. This will see affordable housing built and provided to eligible participants to rent and/or own. The Concept Proposal describing the project can be downloaded here.

Are you seeking to rent or purchase affordable housing? Are you interested in helping solve Golden Bay's affordable housing crisis? Here is where you will get more information on how to register for accommodation and also how to help the project with your time or money.

SUBSCRIBE TO OUR NEWSLETTER

Name E-mail

For further information
www.mygbhousing.info

PAKAWAU COMMUNITY RESIDENTS ASSOCIATION (PCRA)

I have three points I wish to address at this Public Forum.

One: Noted on last month's Agenda that the GBCB has added Pakawau Seawall to the Action List, as requested, and I acknowledge GBCB intent to follow up the action list and to respond.

Note also in the unconfirmed GBCB March Minutes that Mr Bush-King acknowledged work going on behind scenes and that Council was developing a policy around private structures on public land. Cr Butler reiterated this, confirming progress was being made.

However I also note that whilst action is ongoing and not yet resolved, the Pakawau Seawall once again is no longer listed on today's agenda action list.

I wish to confirm that the PCRA continues to be engaged with the TDC and will do so until the issue of Coastal Protection has been resolved.

I wish to acknowledge the efforts of Councillor Butler to make progress and to register that we are ready to engage with the TDC and hold a pre-lodgement meeting on a new consent application.

Our only concern is that we have yet to hear from the TDC on when that pre-lodgment meeting will take place.

I request that the GCBC retains the Pakawau Seawall as an ongoing live agenda item and to record that the PCRA is awaiting TDC confirmation on a date for a pre lodgement meeting.

Two: At the end of last month road maintenance work was carried out on the Collingwood-Puponga Road.

A number of complaints were forwarded to the PCRA in respect of receiving No Notification of road closures, the poor quality of the work carried out, the damage done to grass berms from leftover excess gravel and concerns that whilst the roads may now have a new seal it has at best only hidden existing potholes and has done little to solve uneven wearing.

These concerns were detailed in my email to the TDC and the GBCB Chair on 31 Mar 21.

I wish to acknowledge that TDC took prompt action to respond directly to me and as a consequence follow up action was taken just after Easter to clear away the excess gravel left behind.

However it remains a WHY, WHEN and WILL task on the TDC to investigate:

Why the Pakawau Community was not given due notice of any road closures and disruptions.

When action will be taken to properly repair the Collingwood Puponga Road and raises the question ..**Will** future road planning needs include provision of a safe pedestrian footpath and a permanent 50 kph speed limit within the Pakawau residential zone.

I look forward to getting a response from these issues from the TDC

Third and Finally. I wish to record that the PCRA as an organisation will actively be engaged in the consultation processes being planned for both the Long Term Development Plan and the Tasman Environment Plan. The PCRA is happy to host a Public Meeting at Pakawau in order to engage positively and ensure the voice at the top of the top of the south is heard and acknowledged

Jai PCRA



Nigel Lloyd OBE

Chairman Pakawau Community Residents Association

13 April 2021

April 14 2021

I would like to talk about motocross noise concerns from the Harwood Track, Motuipipi.

I will start with the Top of the South 2 day motocross event held on 3rd & 4th April 2021 in Motuipipi. The event was allowed by TDC under the new temporary activity rule (17.6.2.1. in the Tasman Resource Management Plan) under the condition that the event was publicly notified and advertised for public admission. We feel that the event was not advertised and very few people were aware the event was on. It was not advertised in the GB Weekly or the GB Noticeboard Facebook site. I received a flyer in my mailbox 17 days before the event, but I know people on Packard Road and Glenview Road did not. They woke up on Easter Saturday to a loud motocross event. When I got the flyer to say the event was on I was shocked - even more so when I asked TDC about it because in 2012 after the findings from the Ombudsman's office, such an event was not allowed because it exceeded the zone noise limits. I would add that this event was on the Nelson Motor Cycle Calendar from 23 January 2021.

I understand that a review of the TRMP will be happening soon. I think the temporary activity rule should be scrapped. Council has an obligation to control nuisance created by noise. This temporary activity status removes residents right to protection from excessive, intrusive noise. I would like the board to inform me when I can submit to that review. The GB Community Board wrote very good recommendations back in 2012. TDC should have adopted them, in particular the need for a resource consent to create a motocross track. That happens in other council's all over NZ. I have a copy of a report from Palmerston North Council regarding rural activities where motocross tracks require a resource consent.

Another much more worrying noise concern is the ongoing practices that can occur on the track. Some residents find the loudness, frequent use and duration very hard to live with. Since 2013 the Motuipipi track has not been used much because the riders moved out of the district. That changed on Boxing Day 2020 with a training session organised by professional motocross coach Jade Thompson. He doesn't live in GB, but he knows the conditions of using this track. Sunday and public holidays are not allowed because the noise exceeds the zone rules. Noise control Officer Paul Sangster told me he could not stop the riding because it was agricultural noise. Paul knows that is incorrect and the riding should have stopped or riders issued with a fine. The training sessions continued over January, February and March this year. We received an email 25 March 2021 from Jade Thompson to say he intends to use the Motuipipi track for training later this year. A return to routine practicing on the track is a big concern for residents affected by the noise from motocross. In 2005, before the competition track was created, 30 residents signed a petition to say we did not want to live next to a motocross facility. It is too close to houses and the noise rebounds in the limestone cliffs. We struggled with the noise for 8 years and we've had enough. There seems to be a lot of support for motocross in the TDC region and we would like Jade Thompson to find a different track to operate his training business. We ask the GB Community Board and TDC councillors to support this request.

I would like to table:

1. A copy of the letter from TDC about the Ombudsman's findings (pages 1 & 2)
2. GB Community Board recommendations re motocross
3. Email from Graham Cardus regarding COP conditions
4. Email from Graham Caradus regarding and 2 emails from Graham Caradus
5. NMCC Facebook entry 23 Jan with Top of the South already on the calendar
6. Jade Thompson's Target MX training business
7. A copy of Palmerston North City Council Rural Zone Activities (motocross require a resource consent)
8. Palmerston North report on motocross 23 Feb 2015

Thank you for the opportunity to speak today.

Paddy Brennan 146 Rocklands Road, Clifton

Office of the Mayor

Findings from Ombudsman
Reporttasman
district councilFile E450
C785

30 March 2012

Friendly Towns
Motueka and Renwick, Blenheim, Golden
Bay, Marlborough, Nelson, Tasman, West Coast
Tasman and West Coast, the North West Coast

30 March 2012

John Salmon & Paddy Brennan
Rocklands Road
Clifton
Takaka 7183

Dear John & Paddy

MOTUPIPI MOTOCROSS TRACK

The purpose of this letter is to summarise the position that has been reached in relation to motocross practices or events occurring on the track situated on Geoff Harwood's property at Packard Road, Motupipi.

The Office of the Ombudsmen wrote to Council on 26 August 2011, and as a result of those findings, a legal opinion was sought in relation to the interpretation of rural zone noise rules. The legal opinion dated 28 October 2011 reversed the guidance provided by an earlier legal opinion. The net result is that the rural noise performance standard specified in the Tasman Resource Management Plan is now considered applicable to motocross bikes operated on rural land.

Council has now established a database detailing sound levels that can be expected on neighbouring properties if motocross bikes are used on the Harwood property, either for practice, or during motocross events. In summary, depending on weather conditions, the number of bikes practicing and the nature of the practice, it is likely that motocross bikes using the track in compliance with the Tasman District Council Code of Practice for Recreational Use of Motorbikes (COP) will comply with the rural day time noise limits, but will not comply with the more restrictive limits set for **Sundays or public holidays**. However, Motocross **events** are more than likely to **exceed** even the more tolerant day time noise performance standards and are effectively **prevented** from being held at that site under these newly established circumstances. **This is not the outcome sought by complainants, who were generally tolerant of annual motocross events, but wished to see practice sessions stopped.**

The Ombudsman's findings also raised the issue of the COP, and commented on the advantages that further refining of the COP may offer. However a meeting conducted on 28 November 2011 with parties involved in this matter confirmed that complainants are looking for a greater degree of control than may be imposed by a COP that applied across the whole of Tasman District. In brief, there is an expressed desire on the part of the complainants that there will be conditions imposed on the track that will see its use being

ceased once Hamish Harwood is no longer practicing on it and that no other rider should use the track. In general, the position that complainants have expressed is that the only acceptable long term outcome would be a complete cessation of all motocross activity at the site. Council has no legislative mandate to enforce such a process on the owner of the track, and even if a change to the Tasman Resource Management Plan was made, a **legitimate existing use has now been established** and would provide an on-going existing use right, provided intensity or scale did not change.

→ there is no provision for this in the RMA

It is concluded that the fine tuning of the COP that may be possible for the whole of the District will not provide an acceptable degree of progress for the complainants in this matter.

In general, compliance with the COP has been achieved over the last summer, but deviations from the notified riding times have been a concern for some complainants. We note there was also one complaint about the proposed riding time not being specified in a notification.

Records kept by the track users suggest that the four hour limit imposed by the COP has not been breached, and there is no evidence from the complainants suggesting otherwise. Such variance from the expected notification system are minor, and as the COP requires notification "of a likely timetable", there is doubt as to whether a technical breach has actually occurred if the riders start late and finish late, particularly if the variation is in the order of 30 minutes.

Prior to the end of 2011, the track users volunteered a number of changes that will reduce the nuisance noise caused by this motocross track. These include:

- Requirement to contact Shane or Belinda Harwood prior to anyone riding the track. This arrangement results in Geoff Harwood, who is the landowner, not being able to grant such approval.
- Quad bikes are no longer being permitted to use the track.
- The general public have been excluded from using the track, with the privilege of using the track being reserved for competitive riders only.
- No Sunday use of the track is permitted.
- A genuine attempt to reduce the use of the track after 5pm has been made, but on occasions, due to other pressures this cannot be achieved.
- Responding to special requests (not to ride at a particular time) from local residents.

The point of dispute on which the resolution of this issue is now dependant relates to interpretation of sections 16 and 326 of the Resource Management Act 1991(RMA). In essence, section 326 says "... *excessive noise*" means any noise that is under human control and of such nature as to unreasonably interfere with the peace, comfort, and convenience of any person...". This requirement does not provide for an absence of intrusive noise, but restricts noise that "unreasonably" impacts on people.

Office of the Mayor

189 Queen Street, Private Bag 4, Richmond, Nelson 7050, New Zealand
Phone 03 543 8405 Fax 03 543 8560 Email mayor@tasman.govt.nz Website www.tasman.govt.nz





GB Community Board

Recommendations re motocross

12 June 2012

20. Lighting and the Night Sky

If you have travelled the Ruby Bay Bypass at night you may have noticed the new lighting at the intersections. This LED lighting shines down and keeps the night sky light pollution free.

The Golden Bay Community Board has had several approaches over the years to have our night sky kept light pollution free.

The example has been given of Tekapo which has embraced this concept of an unpolluted starry night sky.

Tekapo is under consideration for World Starlight Reserve status, the results of which will be known early June.

Seven years ago the Mackenzie District Council initiated an extensive series of Public meetings to establish the Tekapo District's blueprint for the Town's future. There were extensive discussions and Town planners, Government advisors and other experts were called in from many fields.

The result of the public meetings and debate was a major policy document called the 'Tekapo Vision'. One of the very important cornerstones of this document was the statement – "That we protect the dark sky".

It was shortly after the release of the Tekapo Vision that the first thoughts arose locally about the concept for a type of "Park in the Sky" to help ensure Tekapo's precious asset was not lost through light pollution, not only for the sake of Mt John but for future generations. It was a simple concept but one that quickly caught on, particularly Internationally where a good many parts of the World have already lost their starry night Sky.

Recommendation:

That The Golden Bay Community Board looks to raise awareness of this in the Community and enquires from Council ways in which we can look at preserving our starry night sky and minimizing the light pollution.

21. Motocross Code of Practice

This is the Community Board's submission to the Draft Code of Practice.

"Submission regarding Motocross Code of Practice

The issue of Motocross noise in the Motupipi area has been a matter of concern for a number of years, having first being brought to the Board's notice in 2005. Over the



years a Code of Practice has been developed, which really has done no more than legitimize what residents see as intrusive noise that is not from a rural activity.

The track operators have largely obeyed the Code, although there have been times where they have operated outside designated times, and with more bikes on the track than allowed by the code. Noise levels taken by Council staff have also exceeded allowable levels.

The Golden Bay Community Board would like to submit that:-

1. The revised Code of Practice be re-named The Code of Compliance.
2. That the Code of Compliance be strictly monitored.
3. That there be a sunset clause in the agreement, so that the Motupipi Motocross track on Harwood's property be shut down in 18 months, i.e. on the 30th November, 2013. This will give plenty of time for participants to find an alternative venue.
4. The allowable hours of riding per day be limited to three.
5. Any track that is used regularly ie more than two days per week, or is used for competitive events or training requires a resource consent as a notified activity."

22. Collingwood Streetscaping

Council's Steve Elkington met with Paddy Gillooly and me to look at the draft plans for low cost streetscaping of Collingwood. These plans include a different parking configuration which will result in increased parking spaces on Tasman Street along with traffic calming measures, planting trees and a general tidy up of ropes, bollards, seats and rubbish bins along with water-blasting the concrete areas of the township.

Mr Elkington will laminate some plans that we will distribute around local shops for residents to peruse and comment back to us. We will arrange a meeting in a couple of months to discuss what everyone thinks of the plans.

I stress they are low cost as there is very little money being allocated for streetscaping in these times of fiscal restraint.

23. 1080

Nicola and Peter Blasdale spoke to Public Forum at the May meeting regarding their concerns that 1080 is to be dropped in the catchment supplying the Tukurua community water scheme.

4/12/2021

GMX - Noise from MX track on Geoff Harwood's property

GMX

Breach of COP conditions

Noise from MX track on Geoff Harwood's property

From: "Graham Caradus" <Graham.Caradus@tasman.govt.nz>
To: "Paddy Brennan" <paddybrennan@gmx.com>
Cc: "Adrian Humphries" <Adrian.Humphries@tasman.govt.nz>, "Julie Halsey" <Julie.Halsey@tasman.govt.nz>
Date: Feb 4, 2021 11:46:27 AM

Good afternoon Paddy

It's a shame for you that this matter has arisen again after so many years with little intrusive noise.

Here's a copy of the email I sent to Shane earlier today:

Good morning Shane

We have received complaints about the activity that has been occurring on the moto cross track on your fathers property. You will remember that we had an email exchange last month about the notification process.

The complaint alleges that on three occasions, riding has occurred on the track, but that no prior notice had been given to the neighbours. It also alleges that riding occurred on Monday 28th of December. That day was a public holiday, and the noise performance standards that apply are the same as Sundays. You may recall that the noise performance standards for Sundays are quite restrictive at LAeq(15 minutes) 40dB and LA^Fmax 70dB. It has been our observation (based on many days of noise measurements made from neighbouring properties) that all but very small capacity bikes are very likely to breach these more restrictive standards, and as a consequence, there is an expectation that riding will not occur on Sundays or public holidays.

My view is that the Code of Practice - Recreational use of Motorbikes (COP: attached) is crude tool that prescribes a way in which motor bike use can occur on private property without creating excessive noise. Conversely, if riding occurs in breach of that COP and complaint about the noise is received, the conclusion that we draw is that excessive noise is likely to have occurred.

Additionally, to comply with the COP, the notification process must be observed.

Council has an obligation imposed by statute to control nuisance created by noise, and specific tools for dealing with excessive noise are provided to Councils by statute. The Council has also put considerable resource into this specific issue over the years, and I am disappointed that the failures alleged above could have occurred. I note that two of these dates occurred after I had emailed the notification address to you on 5 January 2021.

Pleased be warned, that if riding occurs in breach of the COP at your fathers property in future and noise complaints are received for those occasions, that I will serve an abatement notice on him (as property owner). The consequences of breaching the conditions of an abatement notice include a \$750 infringement fine.

<https://3c-bs.gmx.com/mail/client/mail/print.jsessionid=E946A9C3186EBC9FE317403FF8847881-n1.bs13a?mailId=tmai1660619fa475acc8>

1/2

4/12/2021

GMX - Noise from MX track on Geoff Harwood's property

*I remain available to discuss this matter should you wish to do so.

Please keep me informed if there are further issues with non-compliance with the COP.

I note that you ask for information about the users of the track. That is a matter that you need to approach the land owner about, but I note that there is no obligation for them to provide you with that information. The COP (attached) does not place any limitation or restriction on the origin of the persons that ride on any track. That is, riding is not limited by the COP to the land owner or family members.

Kind regards

Graham

Graham Caradus

Team Leader - Environmental Health

DDI +64 3 543 8488 | Mobile +64 27 458 3672 | Graham.Caradus@tasman.govt.nz

Private Bag 4, Richmond 7050, NZ



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Attachments

- image998161.jpg
- image006089.png
- image942734.png
- Code of Practice-Recreational use of Motorbikes-August 2012 .pdf

<https://3c-bs.gmx.com/mail/client/mail/print;jsessionid=E946A9C3186EBC9FE317403FF8847881-n1.bs13a?mailId=tmai1660619fa475acc8>

2/2

4/12/2021

GMX - RE: Top of the South Motocross Event

GMX

Email from Graham Caradus
regarding TOP of SOUTH 2021

RE: Top of the South Motocross Event

From: "Graham Caradus" <Graham.Caradus@tasman.govt.nz>
To: "Paddy Brennan" <paddybrennan@gmx.com>, "Adrian Humphries" <Adrian.Humphries@tasman.govt.nz>
Cc: "Chris P Hill" <chrisp.hill@tasman.govt.nz>, "Celia Butler" <Celia.Butler@tasman.govt.nz>, "Dennis Bush-King" <Dennis.Bush-King@tasman.govt.nz>, "Kit Maling" <Kit.Maling@tasman.govt.nz>, "Tim King" <Tim.King@tasman.govt.nz>, "RPringle" <rpringle@xtra.co.nz>, "Environmental Health" <EnvironmentalHealth@tasman.govt.nz>
Date: Mar 17, 2021 1:39:02 PM

Hi Paddy

I had a lengthy discussion with your neighbour Russell on exactly this situation this morning. I've copied him into this reply as there is some additional information included about the new temporary activity rule 17.6.2.1. in the Tasman Resource Management Plan (TRMP) that I was unable to put my finger on during our discussion.

I think it is necessary to state that the assurances you have received in the past have been in relation to the noise rules that existed in the TRMP at that time. That has changed as a consequence of the temporary activity rule. For clarity, for the Rural 2 zone in which the Harwood property and M-X tracks are situated on, the TRMP rule is as follows:

Temporary ActivitiesC60 1/16
Op 6/19

- (o) **An event that is advertised for public admission meets the following conditions:**
- (i) for any one site, the zone noise limits are exceeded for not more than two days within any 12-month period and this exceedance occurs only between the hours of 8:00 am and 6:00 pm;
 - (ii) any temporary building or structure that is used is removed at the end of the event.
 - (iii) where the event is located in the High Fire-Risk Area as shown on the planning maps and occurs between 1 October to 30 April, a fire preparedness plan is provided to the Waimea Fire and Emergency New Zealand for management under the Fire and Emergency New Zealand Act 2017 and to adjacent landowners 14 days before the activity commences, which provides sufficient detail to satisfy the purposes for which it is required and includes:
 - (a) the location, time and duration of the event and the number of people expected to attend the event;
 - (b) risk reduction measures including: briefing information for participants; management of spark hazardous activities (including smoking, lighting of fires and barbecues); length and dryness of grass; and a cancellation procedure for the event if the Build Up Index (BUI) of the nearest remote access weather station forecasts or has a BUI reading of 80 or more or a Fire Weather Index forecasts or reads 24 or higher;

<https://3c-bs.gmx.com/mail/client/mail/print;jsessionid=E946A9C3186EBC9FE317403FF8847881-n1.bs13a?mailId=tmai166cfd90f7e00393>

1/4

4/12/2021

GMX - RE: Top of the South Motocross Event

- (c) fire readiness measures including water and equipment for firefighting; number of people on site trained in firefighting to New Zealand Qualifications Authority (NZQA) or Fire and Emergency New Zealand Training and Progressive System (TAPS) module standards; location of safe site areas; an evacuation plan with a stay/go procedure and at least two escape routes to safe areas; a plan of how emergency services will access the site; an emergency notification process for organisers and attendees and a tested communication plan for phone or radio for communication with emergency services.

C60 1/16
Op 6/19

Note: Other legislation or requirements relating to health, food safety, building and traffic management need to be complied with.

I'm told by Russell that one of Council's Planners has recently told the M-X Club that they're OK to run with a 2 day event because of the provisions of 17.6.2.1. I think the Planner is correct from a TRMP perspective, but of course the proviso is that other legislation must be complied with.

I need to establish a clear position in relation to the effects of s16 and 326 of the RMA to determine if I should be taking any action. Fortunately I have a large amount of data that I've gathered over the years by undertaking numerous noise measurements at this specific site (being the notional boundary of the nearest rural dwelling) whilst M-X events are occurring.

Here's what I've established from thirty two 15 minute measurement periods taken during events. Results were:

- LAeq(15 minutes) 59dB to 69dB
- LAFmax 68dB to 81dB
- LAGC 44dB to 55dB

These numbers do not represent just a minor exceedance of the noise performance standards; this is reasonably loud, and from a subjective perspective, quite intrusive, to the extent that conversation would be interrupted by those LAFmax levels approaching 80dB. Prior to the temporary activity rule, those numbers would indicate a clearly enforceable breach of the rules.

The mitigating factors are that the conditions of a temporary activity rule in the TRMP can be met with prior notification and public attendance being invited. It seems possible that such events could well be staged at more than one location in Golden Bay, in each case, with a sensitised neighbourhood nearby.

Does it trigger s326 to s328 RMA actions from Council? Quite possibly, but I don't have sufficient certainty to risk defending the issue of an abatement notice in the Environment Court. In assessing the subjective impact, the frequency is at a very low level if for no more than 2 days per year. The duration is also limited, and it seems likely the Court may consider these factors will offset the offensiveness of the noise and the intensity. Whilst there are rural dwellings nearby, there is no residential zone close by so the location may be acceptable as well.

<https://3c-bs.gmx.com/mail/client/mail/print;jsessionid=E946A9C3186EBC9FE317403FF8847881-n1.bs13a?mailId=tmai166cfd907e00393>

2/4

4/12/2021

GMX - RE: Top of the South Motocross Event

The temporary activity rule is to be reviewed by Council in the near future, and such a review may be the right opportunity for you to make your concern about this matter receive attention. I have forwarded the detail of this complaint/situation to that review team for their information.

Kind regards

Graham

Graham Caradus

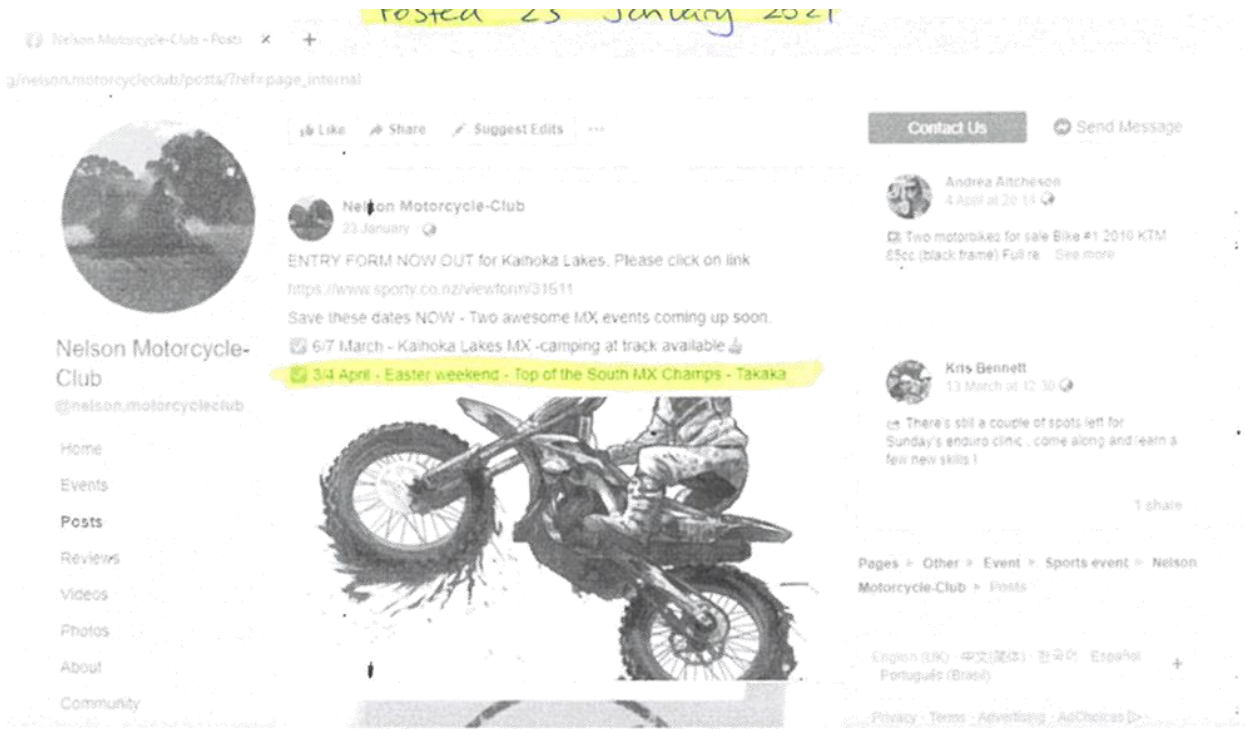
Team Leader - Environmental Health

DDI +64 3 543 8488 | Mobile +64 27 458 3672 | Graham.Caradus@tasman.govt.nz

Private Bag 4, Richmond 7050, NZ



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Event was on NMCC 23 Jan 2021
and known to TDC(?)

A small group of residents informed
17 March 2021

4/12/2021,

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About **Jade Thompson**
motocross
training website
business

Target mx coaching

New Zealand's top motocross coach. If you are looking for the best results on and off the track contact us to discuss your options and personalise your plan to reach your full potential.

Thanks for visiting!

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With a variety of offerings to choose from, we're sure you'll be happy working with us. Look around our website and if you have any comments or questions, please feel free to contact us.

We hope to see you again! Check back later for new updates to our website. There's much more to come!

Riders



Donovan Ward
Junior 125



Jack Symon
Junior 125 / 85



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Jade Thompson
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 full time motocross
 coach, former racer

Test Riders

Jade Thompson
 Motocross coach and
 personal trainer. Founder
 of Target mx coaching

Bailey Banks
 2015 New Zealand junior
 12-14yrs 125cc champion



Tynan and Seth Morrow
Pro 65 / 8-11 85



Kayden Thompson
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1/2

4/12/2021

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1/2

Item 8.1

Attachment 8



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Target MXcoaching

5 March · 🌐

SMALL GROUP MX COACHING SESSION.

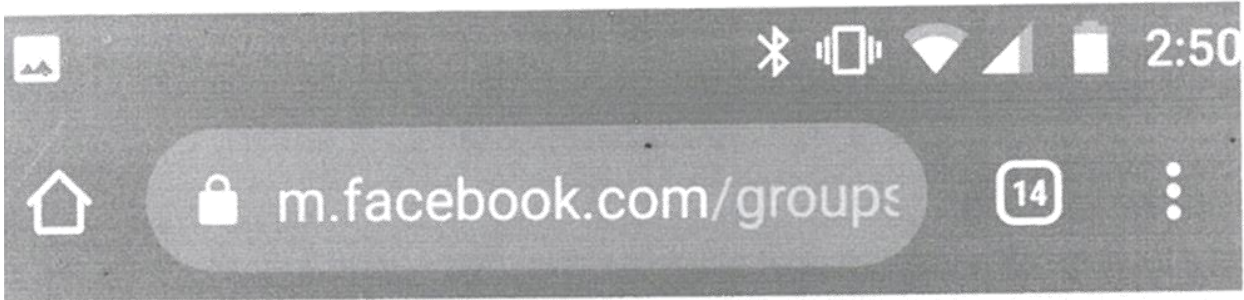
- Harwoods mx track (where the top of the south mx champs will be)
- Saturday march 13th
- 2 hour session
- Maximum of 4 riders
- 65cc pro riders and 85cc riders only.

Get some coaching and track time before the top of the south mx champs.

This will be the only 65-85cc session between now and the champs.

Contact Jade Thompson
0274880220

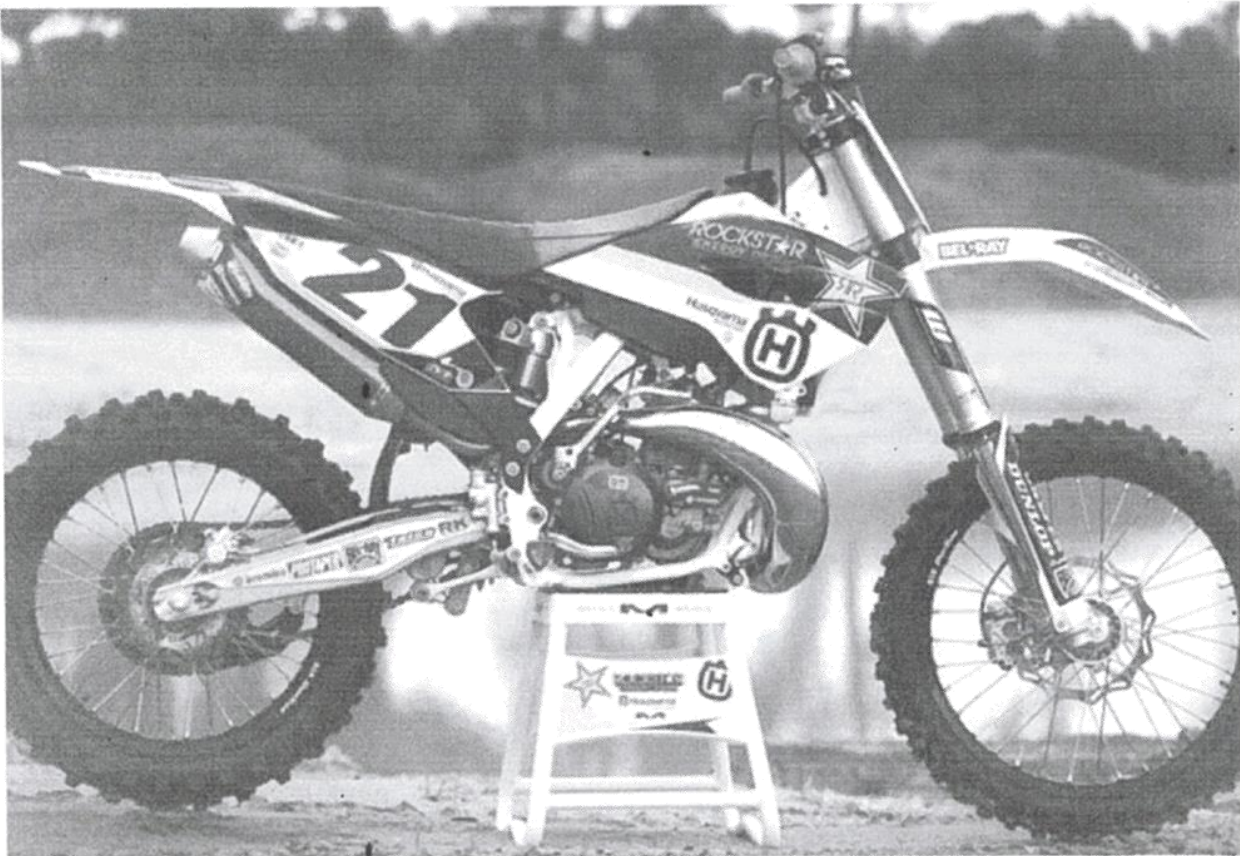




Travis Langford ▸ MiniMotos TAKAKA

23 November 2017 at 06:41 · 🌐

This Saturday there will be a fantastic opportunity to ride at the famous **Harwood track** at **Motupipi**. Let me or **Jade Thompson** know if you're keen to ride on a nicely powerharrowed track starting at 10am Saturday morning. **\$30 each**. I'll be there from 9 and let me know if you need directions



Palmerston North City Council
 requires a resource consent for
 a motocross track

W pncc.govt.nz | E info@pncc.govt.nz | P +64 6 356 8199 | Private Bag 11034, The Square, Palmerston North, New Zealand



Fax No: 06 3514471

Property File Ref: S022/0074-0088/GEN

Paul Barris
 P O Box 9046
 Terrace End
 PALMERSTON NORTH 4441

4th November 2014

Dear Paul

74-98 SETTERS LINE

Council has received a complaint over the use of property at 74-98 Setters Line, Palmerston North. Council has been advised that a motorcycle/4 wheel drive circuit has been created on the site.

I note that this property is situated in the rural zone. The Palmerston North City District Plan permits certain activities in the rural zone, for example farming, horticulture, forestry, dwellings, etc. These are all permitted activities. The use of your property as a gathering place for motorcyclists/MWD on a regular basis falls under Community and Leisure Facilities, which the District Plan defines as "means land and/or buildings used for public or private recreation, entertainment, meetings or social events." As such the following District Plan rule applies:

R 9.9.4 Community and Leisure Facilities and Tourist Facilities (excluding those prohibited by R 9.11.1).

Community and Leisure Facilities and Tourist Facilities are Discretionary Activities (Unrestricted).

In determining whether to grant consent and what conditions to impose, if any, Council will in addition to the City View objectives in section 2 and the Rural Zone objectives and policies, assess any application in terms of the following further policies:

- (a) To avoid, remedy or mitigate the effects of noise, hours of operation and other environmental disturbance on surrounding rural environments, particularly residentially used properties.
- (b) To avoid, remedy or mitigate the adverse effects on the safe and efficient operation of the roading network from the traffic movements generated by activities.
- (c) To ensure the provision of adequate on-site parking, loading, manoeuvring and access space to avoid this taking place on roads.
- (d) To avoid, remedy or mitigate the visual impact of any proposed buildings or structures on the rural environment.
- (e) To ensure the design and appearance of any structure is in character with or complementary to the ambience and amenity values of the rural environment.
- (f) To ensure that building construction is fitted with appropriate acoustic insulation to achieve a satisfactory internal noise environment.

NOTE TO PLAN USERS:

Refer to Section 5.4 (j) - Information Requirements for Land Use Consents for additional information to be provided when lodging an application for a resource consent in respect of noise attenuation.

Explanation

Both these activities have the potential to cater for the recreation and leisure needs of the rural and wider community, including visitors to the City. However their potentially diverse nature means they must be carefully assessed to ensure that all adverse effects are avoided, remedied or mitigated.

What this means is that to continue to use this property as a gathering place for motorbike riding/4WD, will require a resource consent. Under a resource consent the above policies would be considered, also we would have to consider whether dust and noise were issues and neighbours approval would be needed.

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W pncc.govt.nz | E Info@pncc.govt.nz | P +64 6 356 8199 | Private Bag 11034, The Square, Palmerston North, New Zealand



As such, continued use of the site for motorbike riding/4WD, except for farm use, needs to cease until a resource consent is obtained. If you have any queries please contact me on (06) 356-8199 extension 7705 or alternatively by email steve.mcnicholl@pncc.govt.nz.

Yours sincerely

Steve McNicholl
MONITORING & ENFORCEMENT OFFICER

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Palmerston North City Council

23 Feb 2015

Private Bag 11034, Manawatu Mail Centre, Palmerston North 4442, New Zealand P 64 6 356 8199 W www.pncc.govt.nz

MEMORANDUM TO COMMITTEE/COUNCIL

File No: S22/74-98/PLN

TO Chairperson and Committee Members

DATE OF MEETING 23 February 2015

FROM Senior Planner (Compliance and Resolutions)

DATE 13 February 2015

SUBJECT DEPUTATION; COMPLAINT REGARDING ACTIONS OF COUNCIL STAFF, MOTORCYCLE TRACK ACTIVITY, 74-98 SETTERS LINE Rural Zone

Issue

At the Community Development Committee meeting on Monday 9 February 2015 a deputation by Mr Barris and Mr Dunlop was received in which a number of criticisms were made regarding the actions of staff in responding to the operation of a motorcycle track activity on the above site. Council staff were responding to 48 public complaints about noise and dust being generated by the unconsented motorcycle track activity. The use occurred at varying times during the week including weekends. As a result the Committee instructed the Chief Executive to provide a report to the Council meeting being held on 23 February 2015 that addressed the concerns raised by the Deputation

Background

In late October 2014 planning staff received an enquiry from a member of the public regarding tracks that had been formed on land that was previously used as the Golf City 9 hole public golf course (11.5ha in area) at the eastern end of the airport runway owned by Mr Barris (see attached location plan).

Council's Planning Enforcement officer undertook a site visit and took photos of the property in question. Following this staff emailed Mr Barris to seek clarification as to the intended use of the track. Mr Barris advised staff that a group of motorcycle enthusiasts had approached him to use the land to operate off road motorbikes. Staff verbally advised Mr Barris this was not a permitted activity and would require a resource consent. This was confirmed in a letter dated 4 Nov 2014 (copy attached).

Based on Council records and recollections by staff the following is a chronology of the subsequent events surrounding the actions by staff and resulting enforcement action in terms of the motorcycle track activity;

- 7 Nov 2014 – Council received a complaint regarding the track being used for motorcycle use.
- 10 Nov 2014 - Senior staff met with Mr Barris whereby he was advised again that the motorcycle activity needed resource consent to be able to operate. There were varying levels of motorbikes being used with people attending as either riders or spectators. Mr Barris told staff that he had made the tracks, but he had nothing to do with the motorcycle activity. Staff recalled that Mr Barris



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made comments at the meeting that as far as he was concerned, the people operating the motorcycles were unknown to him and were doing so illegally without his permission and Council could remove them from his land.

- After the 10 Nov meeting, investigations were undertaken by staff into the operation of the motorcycle track. It was determined, in checking Facebook, that Mr Dunlop was the operator of the track. Staff phoned Mr Dunlop and told him what Mr Barris had advised Council. That Mr Barris did not know who the motorcyclists were. That Council could have them removed from his land. Mr Dunlop said this was not right because he had been talking to Mr Barris and that Mr Barris had told him that a resource consent was required and there were issues with noise and dust. That Mr Barris had told Mr Dunlop he had this issue in hand.

- Complaints from the public continued to be lodged with Council regarding dust and noise due to the motorcycle track continuing to operate. In all, Council received 48 complaints over 8 weeks.

- 18 December 2014 – Abatement Notice served on Mr Barris. Follow up site visit determined the illegal use was continuing to operate.

- 22 December 2014 - A decision was made by the General Manager Customer Services to seek an Interim Enforcement Order from the Environment Court. This was based on information that staff had become aware that the operators intended to expand the use over the Christmas period during which time Council would have limited opportunity to deal with the non-complying activity. It was also considered that such action was the best option to minimise the effects from dust and noise generated by the activity on local residents during the holiday period. An order was granted by the Court (22 Dec 2014) in the name of Mr Barris and Mr Dunlop requiring that the motorcycle activity must cease operation immediately, that a barrier be put up over the entrance to the property immediately and a sign be erected by 16 Jan 2015.

- 23 December 2014 – Meeting between Mr Barris, senior Council staff and Councillor Utikere in which Mr Barris was advised that he knew he needed a resource consent, and had told Mr Dunlop the same. Mr Barris also told Mr Dunlop, "to go ahead with the activity anyway and if Council went easy on any enforcement action to then continue. If Council got tough then they would have to stop." Mr Barris commented that obtaining a resource consent would be very difficult due to problems of containing dust and noise. Mr Barris agreed to allow Council to get Armourguard to issue trespass notices to motorcyclists using the track.

- Over the Xmas period and up until early January, the motorcycle track continued to operate resulting in more complaints being lodged with Council by local residents. This was despite the interim enforcement order having been issued by the Court. Council had Armourguard occasionally monitor the site and respond to complaints including asking people to leave the track. Council tried to contact Mr Dunlop repeatedly to get the motorcycle activity to stop or get the barrier erected over the entrance but Mr Dunlop did not respond. The barrier was not erected until January 7th, in contravention of the interim enforcement order. The sign was erected in January within the allowable timeframe.

- In early January, the motorcycle track eventually ceased operating.

Council staff sought remedy through the Courts because the activity was continuing to operate as explained above. The cost of Council's lawyers in obtaining the abatement notice and the enforcement order was \$4322.85. In addition, PNCC paid for Armourguard to attend Mr Barris' site each time there was a complaint to stop the activity being undertaken because Mr Barris and Mr Dunlop did not do so themselves, even though the Court Order required them to do so. The cost of this to PNCC was \$494.

At the meeting of the Community Development Committee a number of criticisms were tabled by Mr Barris and Mr Dunlop over the actions of Council staff in terms of the non-complying activity. They made the following key points.

- A group of motorcycle enthusiasts led by Mr Dunlop set up a motorcross track on land owned by Mr Barris at 74-98 Setters Line at the eastern end of the Palmerston North airport runway.
- Mr Barris and Mr Dunlop contend that Council officers were rude and biased and had quashed this opportunity for young people to create an activity with great potential in Palmerston North.
- Mr Barris said that he was told he had no choice but to apply for a resource consent which was a waste of time and money.
- That such a consent would cost approximately \$20,000
- Staff advised that such a consent was unlikely to be approved
- That staff made no effort to assist them in finding alternative sites
- That there should be a special allowance made to reduce the cost to such groups for a consent eg \$500
- Mr Barris said that they fully complied with the Court Order.
- Mr Dunlop said the track was open for just over a week before it was shutdown.
- In their view the key reasons that had the use stopped, being noise and dust, were not a problem.
- General perception that Palmerston North City was not an easy place to do business in
- Manfield was not a suitable alternative as they were difficult to deal with, preference for such a use to operate within the City boundaries

Consideration

In making a decision for the Interim Enforcement Order, the Environment Court agreed with Council staff that resource consent was required for the activity.

On the one hand it could be seen as unfair that a keen group of young people have been stopped from pursuing a business opportunity that could be an attraction for the city. On the other hand, the applicants did not consider potentially affected persons or if their actions would have adverse consequences on anyone else. Those who complained and were affected by noise and dust did not get the opportunity to participate in a process to determine potential affects as is their legal right under the District Plan and the Resource Management Act.

Planning staff can only consider those issues set down in the District Plan. It is noted that the deputation were disappointed that staff made little effort to take a win-win approach. Though staff have a primary duty to ensure the District Plan is complied with the concerns of developers are constantly recognised by regulatory staff to ensure they are as business friendly as possible.

The Resource Management Act is a permissive document that enables applicants to proceed with activities, provided the applicant can avoid, remedy or mitigate adverse effects on the environment. In

- 4 -

this case Mr Barris and Mr Dunlop proceeded with full knowledge they needed resource consent and without making any attempt to avoid, remedy or mitigate adverse effects of noise and dust on surrounding neighbours.

There was concern that Mr Dunlop had not responded to Council's many attempts to communicate with him and might not appreciate the seriousness of the situation so messages were sent to him to set out his options. Mr Dunlop has said that Council officers were rude and biased. This allegation is refuted as evidenced by the *attached* emails.

Council officers in the past have been criticised in some quarters for not providing an applicant with full information about the resource consent process or the costs of proceeding. Therefore, this information was provided to Mr Barris and Mr Dunlop to ensure that if they proceeded they were fully aware of the implications. With any resource consent, particularly if neighbours approvals are required, there is no guarantee that consent approval will be given. They were advised that Council staff were unlikely to support the proposal if the expected effects on the environment from dust and noise could not be controlled.

Mr Barris has said that Council officers stated that the resource consent would cost \$20,000. The attached email shows that no such figure was quoted by Council officers. However, if a resource consent did proceed, this could well be an approximate cost, particularly if neighbours approvals were required and one of the neighbours did not give their approval. This would mean that a limited notified resource consent would be required. It is a common practice of staff to advise applicants of both a worse and best case scenario regarding costs to ensure an applicant is fully informed if they choose to lodge an application.

Mr Dunlop says the track was open for a week. The timeline above shows motorcyclists used the track from 7 November through until early January (a total of 8 weeks).

Mr Barris stated the interim enforcement order was fully complied with. It was eventually, but the barrier was not put in place until approximately 16 days after the date required by the Court Order. This meant that between Xmas and early January, motorcycles continued to access and use the track which generated noise and dust complaints.

A suggestion was made that community groups should be charged a reduced fee to process resource consents. This is contrary to the Community Funding Policy. The policy states that the full cost of processing be on charged to such groups. In addition no provision has been included in the draft LTP budget 2015/25 for the Regulatory Activity to provide for such a proposal.

In summary it is considered that a balanced approach was taken by staff in dealing with a non-complying land use. Staff took into account the wishes of the organisers of the activity as well as the expectation of neighbouring land owners regarding the need to ensure that any effects were controlled.

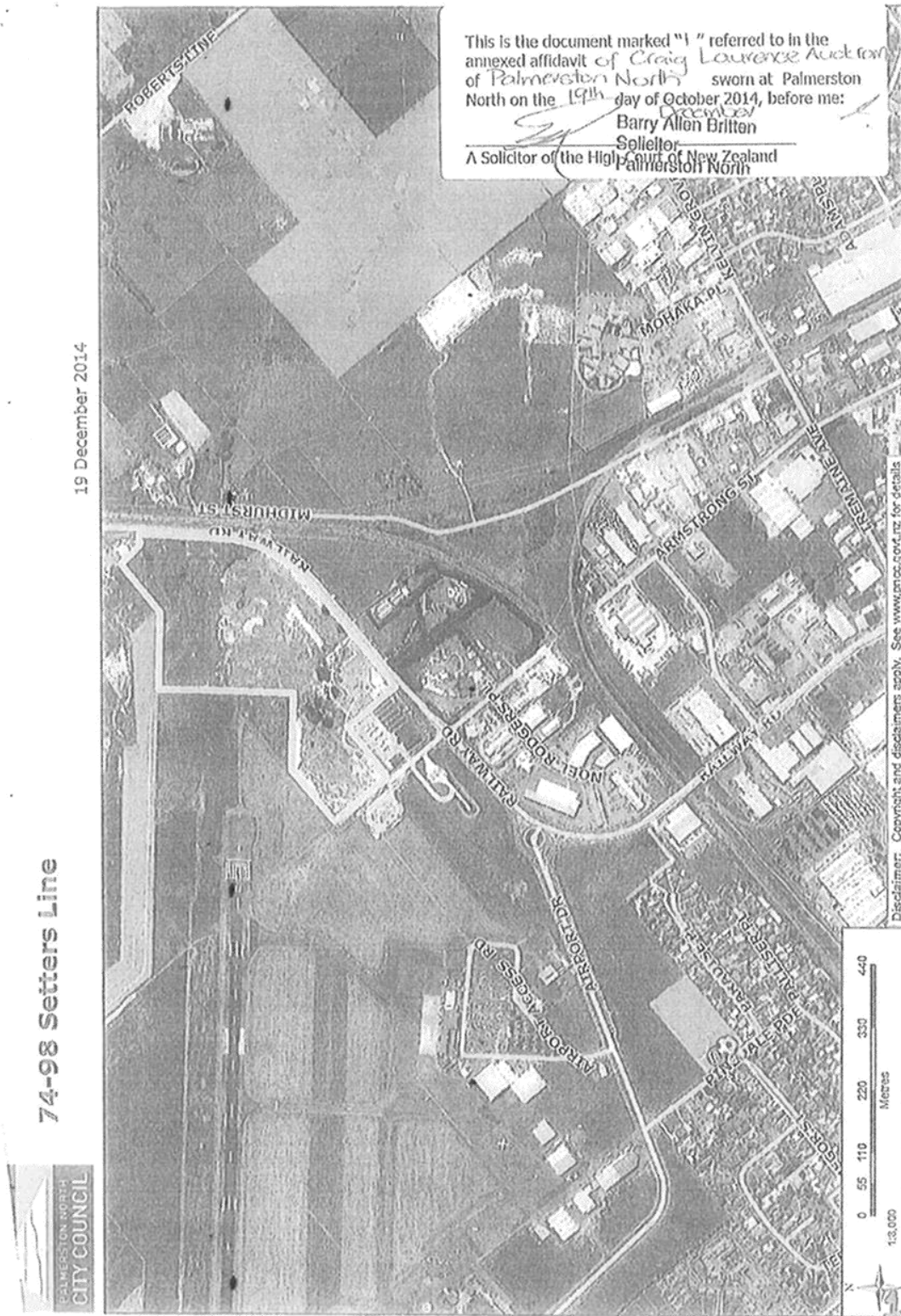
Recommendation

1. That the information be received.



Craig Auckram
SENIOR PLANNER (COMPLIANCE AND RESOLUTIONS)





Golden Bay/ Mohua community invited to kōrero about Waitapu

23 April 2021 1:00 pm | Waka Kotahi NZ Transport Agency

Manawhenua ki Mohua and Waka Kotahi NZ Transport Agency are inviting the local community to provide insights to help develop the longer-term plan for the Waitapu Bridge site adjacent to the Tākaka River in Mohua/ Golden Bay.

“It is important to work alongside Manawhenua ki Mohua and with the community to get the best outcomes for this culturally significant site, Waitapu,” says Waka Kotahi Director of Regional Relationships, Emma Speight.

“This is a great opportunity for the community to hear from Manawhenua ki Mohua and Waka Kotahi on the history of Waitapu, and to get an understanding of the community’s views on why this area is special to them so that these values can be interwoven into the longer-term plan.”

Manawhenua ki Mohua, an iwi-mandated organisation representing Ngati Tama, Ngati Rārua and Te Ātiawa, says the kōrero with local community and site users is key to finding a workable solution and a positive outcome for everyone.

“To address the social, cultural and community values of Waitapu, we need to protect and look after those things dear to the local community,” Manawhenua ki Mohua says.

Waitapu is sacred for Manawhenua ki Mohua. WAITAPU is wāhi tapu – the name Waitapu translates as ‘sacred waters’.

“As kaitiaki (guardians) of taonga (sacred treasures) in Mohua we strive to protect and look after taonga for future generations,” Manawhenua ki Mohua says.

Ngā WAITAPU o Huriawa (the sacred waters of Huriawa) flow directly adjacent to Waitapu.

The Tākaka awa (river) and associated whenua (land) was extensively used by tūpuna (ancestors) and these relationships are reflected by the numerous, interrelated tapu sites in the area – extending from Te Waikoropupū (upstream) to the mouth of the Tākaka awa.

In late 2020, Waitapu was removed from the Freedom Camping Bylaw by Tasman District Council. The area is now being managed by Waka Kotahi NZ Transport Agency in partnership with Manawhenua ki Mohua.

Waka Kotahi has been working with Manawhenua ki Mohua to find a way to protect Waitapu, with an agreed interim plan, followed by a longer-term plan.

As part of an interim plan, both Manawhenua ki Mohua and Waka Kotahi agreed to not allow overnight camping at the site. Waka Kotahi then erected 'No overnight stays' signs to deter people. Unfortunately, people have still been using the site for overnight camping, which is continuing to impact upon the surrounding environment.

"One of the aims of the co-management with Manawhenua ki Mohua is to restore the river environment and the water quality at Waitapu. Even with good management, people camping overnight generally results in some damage to and pollution of the land and the river.

"We want Waitapu to be an area of pride for everyone in Mohua," Ms Speight says.

Join us:

Manawhenua ki Mohua and Waka Kotahi want to hear your views to help develop the longer-term plan for Waitapu. Come along to the following events and share why Waitapu is special to you.

Friday 30 April

- Manawhenua ki Mohua karakia and kōrero starting at the Waitapu Bridge site at 3.30pm, then following on at the Golden Bay Recreation Centre at 5-6.30pm.

Saturday 1 May

- Community drop-in session from 10am – 12pm at the Tākaka Village Green

If you cannot make these events, you can email your feedback or ask us questions by emailing waitapubridge@nzta.govt.nz. Feedback closes at 5pm on Monday 10 May.

Waka Kotahi NZ Transport Agency works to create transport solutions for all New Zealanders – from helping new drivers earn their licences, to leading safety campaigns to investing in public transport, state highways and local roads.

Jess McAlinden

From: Abbie Langford <abbie.langford22@gmail.com>
Sent: Sunday, 25 April 2021 7:30 am
To: Averill Grant; Grant and Clair; David Gowland; Jess McAlinden; Chris P Hill; Celia Butler
Subject: Fwd: Tasman Consultation: Tasmans 10 Year Plan 2021 - 2031

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

From: **Submission Confirmation** <website@tasman.govt.nz>
 Date: Sat, 24 Apr 2021, 9:47 am
 Subject: Tasman Consultation: Tasmans 10 Year Plan 2021 - 2031
 To: <abbie.langford22@gmail.com>

Dear Abbie Langford

Thank you for your submission on the Tasmans 10 Year Plan 2021 - 2031

Your SubmissionId is 29205. You have uploaded 0 documents.

This email is intended for you to keep as confirmation of your submission.

You have submitted the following information:

- Organisation: **Golden Bay Community Board**
- Position: **Chair**
- Email: abbie.langford22@gmail.com
- Address: **c/o Takaka Service Centre Takaka**
- Takaka,
- Phone: **0276240680**
- Desire to Speak: **I do not wish to speak**

Subject(s) submitted on:

- 01. CHOICE 1 HOMES FOR OUR COMMUNITY Do you support the Council's proposed Option A, or do you prefer the alternative Option B?
- 02. CHOICE 2 WAIMEA DAM - ALLOCATION OF ADDITIONAL IRRIGATOR CAPACITY COSTS Do you support the Council's preferred Option A, or one of the alternative options (B, C, or D)?
- 03. CHOICE 3 - NEW COMPANY MODEL FOR PORT NELSON AND AIRPORT Do you support the Council's proposed option (Option A), or one of the alternative options (B, C, or D)?
- 04. CHOICE 4 – CLIMATE CHANGE Do you support the Council's preferred option (Option A), or do you prefer the alternative option (Option B)?
- 09. Any other feedback?

System Generated Mail - Do Not Reply

Jess McAlinden

From: Reception Takaka
Sent: Tuesday, 27 April 2021 8:30 am
To: itrobertson@xtra.co.nz
Subject: RE: Contact the Community Board

Hi Trudy and Ian,

Thank you for your email to the Golden Bay Community Board – I will enter your request as correspondence for the upcoming meeting which is scheduled for 11 May.

I have also logged your request with our Engineering team and asked them to investigate. Your service request number is SR2108252.

Kind regards,

Jess

Private Bag 4, Richmond 7050, NZ



This e-mail message and any attached files may contain confidential information, and may be subject to legal professional privilege. If you are not the intended recipient, please delete

From: website@tasman.govt.nz <website@tasman.govt.nz>
Sent: Sunday, 25 April 2021 3:02 pm
To: Golden Bay Community Board <GoldenBayCommunityBoard@tasman.govt.nz>
Subject: Contact the Community Board

This is the second attempt - does it look better

Your name

Trudy and Ian Robertson

Your address

38 Cornwall Place, Tata Beach

Your phone number

0274378186

Your email address*

itrobertson@xtra.co.nz

Your message

We would be very grateful if you could please seriously consider putting yellow lines to prevent cars and boats parking at the very end of Cornwall Place (at the turning end of the culdersac).

While it is not an issue for much of the year it is a potentially very dangerous situation over January and part of February. In summary, people drive their boats up Cornwall Place to turn around. There have been cars and boats parked all around this culdersac at this time of the year which makes it impossible for cars with boats to turn around. They therefore have to reverse all the way back down Cornwall Place with a boat on the back. This is extremely dangerous and some of these boats are very large. It really is an accident waiting to happen, especially if a little child is getting in a car or gets in the way of the reversing boat. The reversing driver just wouldn't see them with a large boat on the back.

Living in Cornwall place, this culdersac gets used as a turning point for boats many times the day. When so many cars and boats are parked around this area, only small boats can do three point turns and even this is dangerous. Having the big boats then reverse all the way back down the street when there are children and pedestrians everywhere going to the beach is very dangerous. The parking was especially bad this year with people trying to squeeze as many cars into this area as possible. We very much hope you will look into this.
Thank you for your assistance.

Upload
Privacy Statement

9 CONFIDENTIAL SESSION

9.1 Procedural motion to exclude the public

The following motion is submitted for consideration:

That the public be excluded from the following part(s) of the proceedings of this meeting. The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution follows.

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

9.2 Pohara Boat Club

Reason for passing this resolution in relation to each matter	Particular interest(s) protected (where applicable)	Ground(s) under section 48(1) for the passing of this resolution
The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.	s7(2)(i) - The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	s48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.