

REPORT

TO: Motueka Community Board Members
FROM: David Ogilvie, Chair
DATE: 29 April 2011
SUBJECT: **Report to meeting of 10 May 2011 – RMCB11-05-02**

1 Annual Plan Submission

As I explained last month, the Board's submission in November 2010 was quite detailed. Consequently, it seemed preferable to focus on specific issues for the final submission which accompanied the earlier one.

The three focal points were the Board's special rate, river rates and the Motueka Library. The submission noted that other significant issues were currently at various stages of being processed and that the Board would make submissions separately. Also, the Board's support for the projects planned for the Ward in the coming year.

(A copy of both the April and November submissions is attached.)

2 Motueka Airport

The Board deferred a decision on the following recommendation:

"The Motueka Community Board requests the Tasman District Council to transfer governance and operational issues for the Motueka Airport to the Motueka Community Board as from 1 July 2011."

I have had comments from residents regarding the proposal (similar to the letter from Rod Haines) and clearly there is major concern with both management and governance of the Airport, much of it arising from, first, a lack of Motueka and "stakeholder" involvement and secondly, the closed/confidential nature of the Enterprises Subcommittee's debates.

The present situation is untenable and the proposed recommendation endeavours to address the weaknesses. It provides two months to set up a different administrative system, which I envisage including Council, Community Board and "stakeholders".

3 Lower Motueka River Control Project – River Management

Neither session of the two meetings conducted by MWH/TDC on 20 April 2011 was well attended, with fewer than ten in the afternoon and only 15 members of the public in the evening.

Despite the poor numbers, there was excellent comment and observation by local residents who covered both immediate river management issues and the long term flood control concern.

As an overview, there seems to be three distinct aspects to the Motueka River catchment management:

- a) Managing the river by analysing the causes of large floods:
 - a. Land use changes, especially plantation forestry and pastoral farming, leading to silt aggregation and forestry slash build-up;
 - b. Increased public access (with roading and tracking) in the main tributaries of the middle and upper Motueka.
 - c. Removal of native vegetation, and even the “crack willow”.

Comment:

It is necessary to note that these matters are “long term” issues, but the upper catchment needs to be better managed, with indigenous plantings, no increase in forestry and improved monitoring and controls of practices which cause rapid discharge of rain into the main river systems.

- b) River management of the Lower Motueka from the Alexander Bluff Bridge (Rocky River confluence) to the mouth:
 - a. Establish a minimum 1% AEP height along the full length of the stop bank, but not involving a major reconstruction. The stop bank height is, at present, uneven and consequently creates pressure points at those low <2% sections:
 - b. Remove all trees (both dead and growing) from the active river channels and from gravel “islands”;
 - c. Maintain gravel extractions as permitted;
 - d. Shift gravel “islands” to more appropriate flood protection locations;
 - e. Keep all river channels open’
 - f. Liaise with riverside landowners for river flood control. (Their knowledge of the river’s moods is invaluable.)

Comment:

This work is part of the annual river works. Also, it is necessary to keep the various “secondary flood channels” open on the Motueka plains. These require mapping, liaison with owners to keep them debris-free and open. Similarly the coastal open drains (eg Moon Creek, Staples Street drainage etc) require continued managing for flood protection.

- c) Reconstruction/refurbish the existing stop bank.

Of the five options presented to the meetings, Option D to refurbish the existing stop bank, seemed to be favoured, both by MWH/TDC and some residents.

It was suggested that with improved management of the catchment, as highlighted above, Option D may not be needed, but could be reviewed after five or even ten years.

Staging the reconstruction/refurbishment of the stop bank was considered a practical mechanism of achieving Option D.

Comment:

(Some misgivings with Option D need to be stated:

- 1 *The proposed riverside rockwork will remove considerable “storage” area from the river, particularly if it is to extend the full length of the stop bank. This may aggravate flooding. It could be preferable to have that rockwork on the land side of the stop bank?*
- 2 *A narrow impermeable face on the riverside would be effective, eg imported clay.)*
- 3 *Has Option D (and others) been peer-reviewed? How do other councils address permeability concerns (eg Waimakariri, Tutaekuri in Hastings).*

TDC and MWH have promised further consultation and discussion following the meetings and likely pricing of Option D. Opportunities for submissions will follow these meetings.

Recommendation:

That this report on the Lower Motueka River Flood Control be referred to the Tasman District Council for their consideration.

4 Meeting with Community Services Manager, Lloyd Kennedy

I met with Lloyd Kennedy on 21 April 2011 and discussed a variety of subjects:

- Motueka Library extension, or rebuild, or relocation;
- Motueka River public access following the comments by Ross Maley. (Beryl Wilkes will report at a later date.)
- Play equipment at Deck’s Reserve and for the Ledger Goodman reserve (Ledger Avenue – Kingstan Place)
- Swimming pool progress
- National Cycle Trail planning and co-ordinating TDC and Keep Motueka Beautiful Committee’s maintenance and cycleway construction.
- Memorial hall upgrade
- Motueka Quay Historic Wharf upgrade funding
- Deck’s Reserve plaques
- Reserves Financial Contributions (Development levies) for uncompleted projects 2010 – 2011 and for proposed projects 2011 – 2012.

Lloyd indicated that it would be worthwhile to review the available funds and the various projects after 30 June 2011 as there could be the opportunity to develop more projects or increase funding for some projects.

He suggested also that a submission to the annual plan on play equipment and walkways/cycleways would be worthwhile. It was too late to include these items in the Community Board’s submission, but I wrote a separate, personal submission.

It was a valuable discussion, informative and very useful, I believe, both from a personal viewpoint as well as for the Community Board.

5 Projects/Works

A number of activities noted during April:

- Public seats repositioned in High Street (Between Tudor Street and Whakarewa Street).
- Deck's Reserve carpark resurfaced.
- RSA Memorial and Cenotaph refurbished – kowhai tree trimmed, paths steam cleaned, flag placements installed, barrier fence repainted – ready for the Anzac Day ceremony. (Thank you to Francie Wafer).
- Road marking throughout Motueka
- Central Road resealing (200 metres)
- NZTA resurfaced the High Street south round-a-bout
- Rowling Loop culvert
- NZTA road widening north of Harley Road continuing
- Tapu Bay coastal care work progressing

6 Pah Street/High Street/Greenwood Street Intersection

Item from Motueka-Golden Bay News, 7 April 2011 attached.

The article (by Anna Pearson) signalled a most disappointing response by an NZTA manager. It is that sort of comment from NZTA which makes me angry.

There are three sets of traffic signals at the Oxford Street – Gladstone Road – Queen Street intersection which clearly delay traffic flow, yet traffic flow must not be delayed in Motueka at our major intersection, along our main street. NZTA ignores the reality that High Street is our main street.

The inconsistency in NZTA's thinking is abundantly clear – almost arrogant, and ignorant.

It appears that the safety of our Motueka residents is of lesser importance than traffic flow. Installing traffic signals at that corner would provide certainty, security and safety for Motueka people.

NZTA (12 months ago) released its "Safer Journeys 2010 – 2020 – NZ's road safety strategy" with the Minister himself, Steven Joyce, proclaiming that safety was a top roading priority. This obviously does not apply to Motueka residents.

NZTA has just spent \$30 million on the Ruby Bay bypass. They have also contributed to a major project at Stringer's Road. There are currently projects along the Coastal Highway between Tasman and Mariri, and also the reconstruction at the round-a-bout at Three Brothers' Corner.

Traffic lights at the Pah Street – Greenwood Street – High Street intersection should not be a significant cost, but the local safety benefit **would** be significant.

The 2010 Motueka Transport Study recommended it; the Motueka survey in November 2010 made it the top priority. Where does the community go to now?

Support from the Mayor, Councillors and Managers on this matter would be appreciated when they next meet with NZTA.

Support from the four MPs who represent our electorate, to the Minister, would be productive also.

7 Motueka Central and West Planning Strategy

The two sessions (Thursday 28 April 2011) went well, but again the responses from residents was disappointing. The proposals are quite major and demand debate from Motueka residents, and not only from those directly affected.

To summarise the main proposals:

- Central commercial area to be extended into Wilkinson Street and to include Tudor, Wallace and Greenwood Streets to the Wilkinson Street intersection.
- Tourist services zone to be deleted and be rezoned Residential (deferred).
- Rural 1 zone north of Whakarewa Street and northeast of Green Lane to be rezoned Residential (deferred).
- Rural 1 zone northeast of King Edward Street to be rezoned "mixed business".
- Rural 1 zone north of King Edward Street to be rezoned Light Industrial and Heavy industrial
- A new roading and stormwater (with 20 metre swales) pattern from King Edward Street to Pay Street with intersecting streets indicated.

This is the most comprehensive planning strategy for Motueka put forward for many years. The opportunity is significant.

Submissions for this stage of the planning strategy close on 23 May 2011. I encourage every resident/ratepayer to consider the strategy and make a submission if necessary.

8 NZTA/TDC Liaison Meeting – 18 March 2011

Various Motueka items included:

- No parking lines on Motueka High Street (community support to be confirmed).
- Motueka High Street surface condition (programmes for 2011 – 2012)
- Riwaka speed limit (60 kph limit to be reviewed after discussion with Police)
- Motueka River Bridge (silt "build up" to be discussed with TDC environmental staff)
- Motueka River Bridge (November 2010 inspection found no structural problems, despite apparent sag at the western (Riwaka) end).
- High Street intersection upgrades at Pah/Greenwood and Clock Tower corner (travel time benefits to be considered and discussed further with TDC's Gary Clark).

David Ogilvie
Chair

Meetings and Activities : April 2011

April	
4	Our Town Motueka monthly meeting
5	Nelson Tasman Active Transport Forum (Richmond); guest speaker Bevan Woodward, Transport Planner, on "Speed Management Policies and Techniques"
6	Attended Motueka High School "Community Issues" class for their report on free internet in the Library.
10	Christchurch Earthquake Relief cricket match: raised over \$1,500
11	Motueka District Museum Trust Board monthly meeting. (Exterior will require maintenance and possible restorative work.)
12	Motueka Community Board monthly meeting.
13	Festival of Lights committee – reluctant decision not to hold this event this year. Factors of time, money and people all relevant
14	Community Board's public forum on the TDC draft Annual Plan. Wide-ranging topics, but fewer than 12 attended.
18	World Heritage Day – marked by a walk from the Historic Wharf to the Saltwater Baths and brief informative talks from Eileen Stewart and Nigel Duff. Abbeyfield Motueka management committee meeting. Keep Motueka Beautiful Committee monthly meeting.
20	Lower Motueka River Flood Control project – two meetings conducted by MWH and TDC. Disappointing numbers attending, but good questions and observations by those there.
21	Meeting with Community Services Manager, Lloyd Kennedy, over Motueka matters, particularly reserves financial contributions projects.
25	Anzac Day services at Motueka, Riwaka and Ngatimoti.