

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

Date: Tuesday 8 May 2018
Time: 9.00 am
Meeting Room: Takaka Office, 78 Commercial Street,
Venue: Takaka

Golden Bay Community Board ATTACHMENTS

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56 Bishop Road,
Parapara, R.D.2,
Takaka 7182

10 April 2018

Dear Sir/Madam,

The Aorere Futures Trust (AFT) is a trust run by volunteers . Based at Parapara it has 10 Optimists yachts, 17 kayaks and 2 paddle boards for use by families and schools of Golden Bay. It has been in existence for 30 years and has the equipment stored in a shed at what is known as the Parapara Reserve. Russell McKendry, who died last month, was the chairman, secretary, treasurer and organiser of the maintenance on the boats for many years. He also sent out regular newsletters to the members.

As a way of remembering Russell and the amount of work he put into the trust, I would like to request the Community Board consider naming the reserve the "Russell McKendry Reserve" and erecting a sign to that effect.

I have spoken to Beryl Wilkes about this and she is happy with the idea and to send this request to the Community Board.

Thank you.

Yours sincerely,
Pat Beatson



↓ Late Correspondence.

Emma Gee

From: Abbie Langford <abbie.langford22@gmail.com>
Sent: Thursday, 5 April 2018 4:22 p.m.
To: Emma Gee
Subject: Fwd: Collingwood Resource Recovery Centre -- ?????

Follow Up Flag: Follow up
Flag Status: Flagged

Can we add as late correspondence?
 Cheers

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

From: Penny Griffith <griffith.penny@gmail.com>
Date: Wed, 4 Apr 2018, 9:31 PM
Subject: Collingwood Resource Recovery Centre -- ?????
To: Paul Sangster--TDC <paul.sangster@tasman.govt.nz>, Sue Brown <sue.brown@tasman.govt.nz>
Cc: Abbie Langford <abbie.langford22@gmail.com>

kia ora Paul, Sue, Abbie

I packed up some garden tools etc today after having a garage tidy-up ... and took them to the Collingwood Resource Recovery Centre this afternoon, plus my recycling of course.

But it wasn't possible to leave the household items -- the container is no longer open. The regular RRC staff member explained this had happened while he was away on leave -- and that's just how it is now. So we have to take household items to Takaka RRC for recycling, which is more than a bit inconvenient.

Do you know when/why this decision was made, please? -- and why we don't seem to have been notified in any way? I wasted my time twice, packing stuff up and then having to unpack it again at home... and of course have to do that again if I decide to take it to Takaka.

Thanks
 Penny

~~~~~  
**Penny Griffith** >>> [griffith.penny@gmail.com](mailto:griffith.penny@gmail.com)

*postal:* PO Box 54, Collingwood 7054, New Zealand / *street:* 53 Gibbs Road, Collingwood 7073

*landline:* +64--03-524-8112; *mobile:* +64--021-02333-770





**10 April 2018**

**Media Release**

### **Work on Takaka Playground Set to Resume**

Work will resume on installing play equipment at the new Takaka Playground within the next week or so, after a break while contractors and Council staff were diverted to storm recovery work throughout the District.

Tasman District Council Reserves Officer Glenn Thorn says while Cyclone Gita recovery efforts had meant a delay to work on the playground, contractors were expected back on site next week.

“There’s lots of play equipment still to go in, including a slide, swings, seesaw, mini-trampoline, spinning buckets, water and sand play areas – and plenty more. I appreciate it’s been slow progress on site and families have been hanging out to have it finished. We’re grateful for the community’s patience while we’ve turned our attention to the urgent repairs needed in Golden Bay and in other parts of the District.”

Glenn said the remaining work on the playground should take about a month, weather permitting.

The playground design was developed with the input of children at Takaka pre-schools, kindergartens and schools throughout 2016.

“The playground has a natural theme, using wood, stone and water elements – and it’s intended to be intergenerational, so the grown-ups can hop on the equipment and join in the fun with the kids,” Glenn says.

ENDS





**Emma Gee**

---

**From:** Dave Myall <davemyall62@gmail.com>  
**Sent:** Monday, 23 April 2018 2:55 p.m.  
**To:** Golden Bay Community Board  
**Subject:** The Grandstand

Please consider the option of leaving the grandstand where it is with a bit of a "tart up" before pursuing the expensive deconstruction, moving it a minimal distance then reconstructing it again.

One step at a time, please.

Surely it would only cost about 1/2 of the \$60,000 (?) allowed to remove the whole lot if just the attached buildings were removed.

Additionally, once it is left there I am sure various user groups will be lobbying to create storage space beneath the grandstand as there is precious little storage area available.

Regards

Dave Myall



**Emma Gee**


---

**From:** Penny Griffith <griffith.penny@gmail.com>  
**Sent:** Saturday, 31 March 2018 9:12 p.m.  
**To:** Abbie Langford  
**Cc:** Grant Knowles; Emma Gee  
**Subject:** First Encounter 375 -- Golden Bay Community Board grant etc -- Report

kia ora koutou, Abbie and members of the Golden Bay Community Board.

The First Encounter 375 Planning Group has now concluded its responsibilities and is reporting back to the Golden Bay Community Board.

I hope this email is sufficiently formal -- please let me know if you would like a separate report, or a copy of the full report we have sent to TDC's Community Development Committee for its 12 April meeting.

Firstly, thank you very much for the lovely card we received a few weeks ago from the Board thanking us for the event. We very much appreciated your message, and feel pleased with how everything went. One of the stars was the excellent Golden Bay/Mohua weather, which made everything more relaxed.

Specifically we would like to thank the Board, and the staff of the Takaka Service Centre, for helping with the following:

**1 Hire of Pohara Hall:** We very much appreciated flexibility in allowing us occasional access prior to our actual hire dates, so that we could plan well for the hall decorations, exhibition and other events, especially the Official Opening. Also for ensuring that essential maintenance such as fixing loose ceiling tiles, and internal cleaning, were carried out. Pohara Hall is in a superb location and was the perfect place for the "hub" of the FE375 commemoration, with associated parking and beach access, and near the marae. We hope it can continue to be maintained and upgraded as a council community facility.

**2 Grant (\$360) for hire of feeder bus, Farewell Spit Tour** (17 December). The grant of \$360 from the Board's discretionary funds was approved at the October 2017 Board meeting. This grant was a great help to passengers on the tour, especially visitors from outside the bay. As it turned out, fewer passengers than originally planned required feeder bus transport, so a slightly smaller (and therefore cheaper) bus was used.

The cost of this bus plus a small token of appreciation to our volunteer driver (Dave Myall) totalled \$336.34. A surplus of \$23.66 therefore remains in our bank account.

**REQUEST:** We seek your decision on whether:

A) you prefer us to return the \$23.66 to the Board (if so, please let us have the bank account details)

OR

B) you agree that the funds can be retained, specifically towards the costs of screening the FE375 documentary (filming funded by a Pupu Hydro Society grant) at the Village Theatre, probably in mid-May (details are currently being finalised).

Please let me know if you require any other information. Thank you.

Kind regards  
nga mihi

**Penny Griffith**  
*Convenor, First Encounter 375 Planning Group*

~~~~~  
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landline: +64--03-524-8112; *mobile:* +64--021-02333-770



GOLDEN BAY RETURNED AND SERVICES ASSOCIATION (Inc.)

President: Mr. Noel Baigent
Ph: (03) 525 7566

C/- Fire Station, 6 Motupipi St, Takaka 7110
Email: goldenbayrsa@gmail.com

Abbie Langford
Chairperson
Golden Bay Community Board
c/- Tasman District Council
Golden Bay Service Centre
PO Box 74
TAKAKA

10th April 2018

STREET BANNERS: PROVISION FOR 'LEST WE FORGET' FLAGS

Dear Abbie,

The Golden Bay RSA understands the GBCB is seeking to have permanent [fixed] street banners displayed along and above Commercial St.

The RSA would appreciate if during your negotiation and planning for these poles/banners that provision is made to allow the temporary hanging of 'Lest we Forget' banners in the days prior to ANZAC and Armistice days, as is done in the greater majority of towns throughout NZ.

The RSA has already purchased the banners and is currently working with Council to have them installed in time for this years ANZAC commemorations.

The design of the 'Lest we Forget' banners is illustrated in the attached document.

The RSA would appreciate if the Board could include the RSA when considering the final fixed pole designs.

Kind regards,

Noel Baigent
President, GBRSA

Item

Attachment 6

**GOLDEN BAY RSA
STANDARD STREET BANNER
1800 X 900MM**



Emma Gee

From: Abbie Langford <abbie.langford22@gmail.com>
Sent: Thursday, 5 April 2018 4:23 p.m.
To: Emma Gee
Subject: Fwd: Tasman Consultation: Long Term Plan 2018-2028 and Concurrent Consultations

Follow Up Flag: Follow up
Flag Status: Flagged

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

From: Submission Confirmation <website@tasman.govt.nz>
Date: Thu, 5 Apr 2018, 4:08 PM
Subject: Tasman Consultation: Long Term Plan 2018-2028 and Concurrent Consultations
To: <abbie.langford22@gmail.com>

Dear Mrs Abbie Langford

Thank you for your submission on the Long Term Plan 2018-2028 and Concurrent Consultations

Your SubmissionId is 18457. You have uploaded 0 documents.

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

You have submitted the following information:

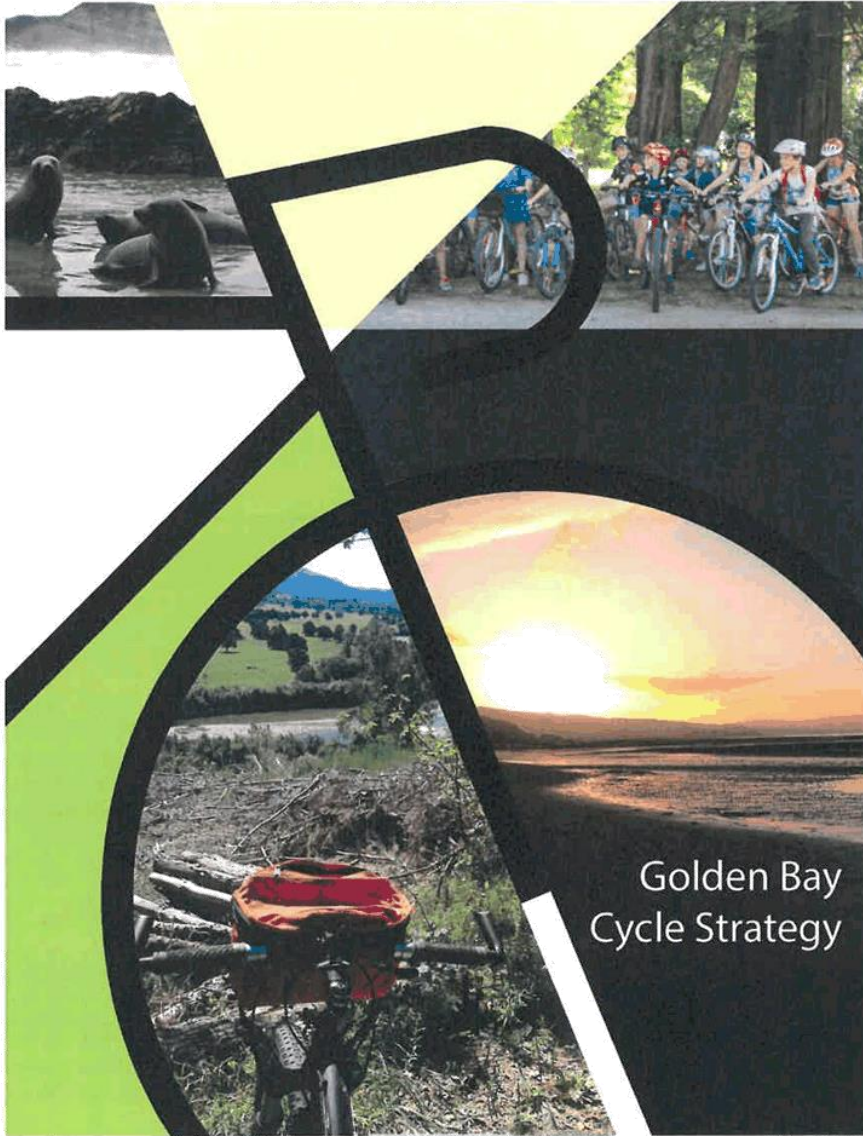
- Organisation: **Golden Bay Community Board**
- Position: **Chair**
- Email: abbie.langford22@gmail.com
- Address: **53 McCallum Road R.D 1**
- Takaka, 7183
- Phone:
- Mobile: **0276240680**
- Desire to Speak: **I do not wish to speak**

Subject(s) submitted on:

Subject	Answer Summary
19 Other Supporting Information: please give us your feedback on the Supporting Information listed on page 34 of the Consultation Document and available on our website. (TDC - Community Development)	The Golden Bay Community Board would like to acknowledge the hard work that the staff have put into the long term plan. We are pleased that many of the boards recommendations have been taken into consideration, particularly with regard to the storm water issues at Collingwood and Pohara. There are still some major issues that we believe need addressing urgently. The cross sealing of the Takaka runway is one of these. The road closure of Takaka Hill due to major

slips really highlighted the importance of alternative transport in and out of the region. If the runway was cross sealed this would allow for larger planes to utilise the airport and would also allow for landing easily no matter what the wind and weather direction. The other issue is the ongoing maintenance of gravel roads. We appreciate the increased maintenance of these roads, but many of our major tourist destinations are located on gravel roads, and the residents that live on these roads are finding increasing tourist numbers create very dusty and unpleasant conditions in the summer. We ask that council reconsider tar sealing some of the areas such as McGowan St in Puponga so that dust no longer is an issue.

System Generated Mail - Do Not Reply



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Introduction

This strategy provides the roadmap for developing an evolving network of cycleways that connects people and communities across Golden Bay and links with other cycle networks beyond.

It is a 20 year plan that kickstarts action on the top priority routes in the first two years. It makes Golden Bay cycle friendly - safe commutes, challenging trails, fun rides. It embraces the concept of shared pathways for both cycling and walking. It provides cycling infrastructure and safe environments that enables cycling to be an accessible way of travelling for everyone - young, old and all of us in-between!

This vision and strategy is community-owned and led. It is based on a series of consultations with diverse community sectors, including businesses, landowners, police, health, environmental guardians, people who walk or cycle, and the general public, together with feedback from community surveys. It was developed in response to a strong call from our community for better, safer cycling infrastructure in the Bay.

"I see a day when our main arterial routes are as cycle friendly as they are car friendly - where our kids can bike safely to school, our energetic oldies can safely ride between communities in the Bay and our growing tourist population chose to ride rather than to drive as they explore the art and natural beauty of Golden Bay"

- Debbie Pearson, coordinator Cycle Strategy Working Group

Commented [AW1]: If so, should this be reflected in the name of the strategy?

Throughout NZ transportation planning is seeking to rely more and more on cycling to contribute to the sustainable management of transportation networks. Authorities are developing ways to reduce dependence on the motor car and are instead identifying ways to encourage cycling. Evidence suggests that increasing numbers of walkers and cyclists can stimulate economic activity, promote accessibility and community cohesion, reduce congestion, improve safety, reduce transport emissions and improve public health.

The NZ government has recognised that encouraging more cycling and walking has many benefits, both for our communities and for us as individuals. The latest government initiative have been the Urban Cycleway Programme (UCP) and the New Zealand Cycle Trail initiative. .

Tasman District Council has highlighted the importance of cycling in "Connecting the Top of the South - Tasman Regional Land Transport Plan 2015", with policies to promote and support the convenience and safety of cycling to increase usage and mode share, and to promote cycling as a mode of transport.

Where are we at?

Golden Bay is a stunningly beautiful destination with many great natural attractions. There are numerous great mountain biking trails and walks. However much of the connecting roading infrastructure is narrow and, in many places, has no shoulder, making it unsafe for biking and walking. Industrial traffic use the roads to service the fishing/mussel industry, quarry, farming, and forestry. Mobile homes and boat and trailer combinations are common on the roads during the summer tourist season.

A number of the schools in Golden Bay are located on these narrow roads, making it unsafe for children to walk or bike to cycle. Enabling safe cycling to schools is highly desirable, as it gives children more independence, healthy exercise and more social interaction on their way to and from school. The need for safe walking/cycling paths to school has reached a new urgency in the Bay as the free school bus service is no longer available for Yr 1-8 children who live within 3.4 kms of the school, and Year 9 - 13 children who live within 4.8 kms of the school.

Golden Bay is part of the wider Tasman region, which has been named as a 5 star cycling destination, thanks to some fabulous cycling provided by the Great Taste Trail (Nelson/Richmond/Motueka/Kaiteriteri) and the Heaphy Track. Improved cycling infrastructure in Golden Bay will provide safe cycling links between these popular trails.

Golden Bay is a health conscious and environmentally aware community and supportive of modes of transport that are sustainable and healthy. Cycling has been growing in popularity, and more and more people both living in Golden Bay and visiting Golden Bay wish to cycle, both for commuting and for recreation.

“Golden Bay is a remote but very beautiful community, which sees a massive influx of tourists in summer. A cycle track (particularly one which connects Abel Tasman to the winter Heaphy mountain bike season) would provide an injection of winter visitors (and income) to the community.”
- Taj Rabosky, Golden Bay resident

During the holiday period the population of Golden Bay increases significantly and many of these visitors bring bikes to the Bay. With the rising popularity of the Great Taste trail, the Old Ghost trail and the Heaphy trail, the number of bikes arriving in Golden Bay has increased markedly. Many visitors have commented that they would love to ride

more but currently feel it is unsafe on the narrow roads. Tourism involving cycling is increasing internationally, and without improvements in the cycling environment, Golden Bay will increasingly miss out on taking advantage of this development.

The location of the current cycle trails in Golden Bay is shown in Figure 1 *Golden Bay Cycle Strategy Map*.

Statistics

A survey of Golden Bay residents and visitors in 2017/2018 provided the following statistical insights:

- 71% of respondents cycled on Golden Bay roads
- 96% of respondents would cycle more if the infrastructure was improved
- 99.6% supported the development of the top priority proposed cycle route, from Pohara to Takaka.

Equally insightful were the comments. Of the 750 respondents 80% provided comments, many expressing concern that cycling on the roads was dangerous, particularly during summer. Here is an excerpt of a few comments that reflect the overall flavor:

- “The lack of safe cycle spaces definitely has meant I am biking less than I would like to. I have lived in Pohara while working in town and East Takaka. I biked during the winter, but as soon as the roads started to get busy I had to stop as it didn’t feel safe. The stretch of road from town to Paynes Ford is would also be great to have as a safe bike area, especially from the hospital to Paynes Ford. Thanks!”
- “There is hardly any [cycle infrastructure] but it would be used by many people if available. The weather is conducive to cycling but the roads are dangerous, too narrow for sharing with trucks and cars.”
- “Terrible very unsafe which means we cannot ride as often as we would like. It also means when the roads are busy in summer it is very unsafe. Our children cannot ride safely to school especially out here in Pohara. A route into town is very overdue.”
- “What infrastructure?...lots of development at Pohara / Ligar Bay but no corresponding upgrade of the narrow road between Motupipi school and the beach....on Monday was passed by three truck and trailer units on the double yellow lines with nowhere for a cyclist to pull over....I don’t blame the truckies they have a barge at Tarakohe to service....it is an accident waiting to happen...”

A survey of Golden Bay residents and visitors in 2017/2018 showed that 96% of people would cycle more if the cycling infrastructure was improved.

Why Cycle?

In Golden Bay, there are many of the ideal conditions which facilitate cycling as a means of transport and recreation: the climate is mild, the terrain is for the large part gentle, the landscape is of the right scale and interest. Communities are scattered but connected - in many ways, cycling is an ideal means of getting around for people of all ages.

The advantages of cycling are broad-ranging and relate not only to the individual, but also to the community and to the environment. They include:

- quick and convenient means of travel, particularly for short journeys
- healthy for the individual - incorporating exercise into normal daily routines improves fitness, cardiovascular health, body resilience, fights cancer and autoimmune diseases and acts as a great de-stressor after a long day!
- promotes a higher level of connectivity in a community, which is socially healthy and good for businesses
- environmentally friendly - reducing our collective "greenhouse gas" emission when we bike instead of drive
- Less congestion on the roads, less noise pollution and lower long term wear on the roads/pathways compared to cars and trucks.
- cheap means of transport - low initial cost and low running costs.
- with safe cycling options, children can achieve independent personal transport for journeys to school, sports, and other activities. This reduces time and financial pressure on parents and keeps the kids fit at the same time.
- bicycles demand minimal expenditure for routes and support
- facilities, compared to motor vehicles

People cycle for many reasons, including transport, health, sport, and recreation. It provides independent transportation for those people who have limited resources and provides a low-cost transport alternative for all. Community benefits include business stimulation, a fitter more healthy population, and sustainable transport. By providing a cohesive cycle network within and connecting to Golden Bay, these benefits can be realised. Currently there is substantial suppressed

"When I see an adult on a bicycle, I do not despair for the future of the human race."

- H.G. Wells

demand for cycling in the region due to the lack of safe cycling options. This is evidenced by the continued vocal support for cycle-way developments.

With a better understanding of our environmental responsibilities, the needs of our community, and our own personal wellbeing, the bicycle is rising to the fore as a better way to travel; electric bikes are expanding the range and possibilities for cyclists. Cycling is much more than just a recreational activity, it is a mode of transport which people have a right to utilise in safety, not as second class road users.

The Golden Bay Cycle Network

Network Design

The proposed routes are designed to provide an interconnected network of trails that serve short trips to schools and shops, provide safe and convenient commuter cycling, link to other great regional cycling trails and promote recreational activities encouraging new riders young and old to get out and enjoy cycling.

Fundamental to the design of these cycleways is that they will be shared pathways for both cycles and pedestrians.

Cyclists have four basic needs and requirements wherever they ride. The requirements are:

- a safe space in which to ride
- a smooth and consistent riding surface
- routes that are well connected and continuous
- commuting routes that enable speed maintenance. Commuting routes that require cyclists to regularly slow to stop and to take long deviations are undesirable.

Some of the proposed routes are alongside road and some are off-road. Where a route is alongside road, separation between the cycleway and the road is envisaged.

Developing Cooperative Solutions

Realising this vision of an interconnected network of trails needs a cooperative approach. The solutions need to be community driven and developed in conjunction with the Transport Agency and TDC. All different parts of our community have a part to play - it will require public and private cooperation, volunteers, professionals, funding, good will, enthusiastic support, keen users (the bikers and walkers!), grunt work, planning, communicating - we all have important roles to play.

It is important to recognise the difficulties of putting routes through private land or even public roading corridors that are currently not being used as roads. It is proposed that the group responsible for actioning the strategy works closely with representatives from landowners who are potentially open to having routes through their land. This liaison group would promote a shared understanding of the needs of landowners and the cycle route network and produce guidelines for key areas of discussion and agreement. This is intended to smooth the way for cooperative solutions where routes cross private land.

What About Horses?

The trails will be a shared pathways for people walking or cycling. Unfortunately experience has shown that cycles and horses on the same trail are a dangerous combination. Horses are very easily spooked by a cyclist, especially when coming up to one from behind. So the routes proposed here are for cycling and walking only.

Design Standards

The cycleway design will follow the NZ Cycle Trail Design Guide. The latest version of the guide is available at <https://nzcycletrail.com>

This identifies a number of different grades of tracks. We will adopt Grade 1 where possible, or Grade 2 where the terrain is too steep or undulating.

Route Map and Route Descriptions

The current and proposed cycle routes are shown in *Figure 1 - Golden Bay Cycle Strategy Map*. A description of each of the proposed routes is outlined on the following pages, together with information on the viability of the trail and how it fits with our strategic vision. The trails have been grouped into the broad priority groups of Top, Medium, and Low.

Top Priority Routes

Top priority was given to those trails that:

- Provided essential safe commuting routes that connected communities and key facilities
- Enabled kids to ride safely to school
- Addressed dangerous areas where commuting was highly desirable
- Any hurdles were considered surmountable in the 1-4 year term

The following top priority routes are targeted for development in the next 1-4 years

1. Takaka to Pohara
2. Takaka to Collingwood
3. Takaka to Paines Ford
4. Upper Takaka to East Takaka Road turnoff

Medium Priority Routes

Medium priority was given to those trails that:

- Off road trails that provided alternatives to commuting routes
- Routes that linked National Parks or other trails
- Any hurdles were considered surmountable within 6 years

The following routes are targeted for development in 5 - 10 years:

1. Wainui to Pohara
2. Collingwood to Heaphy ¹
3. Paines Ford to Upper Takaka via East Takaka Road¹
4. Takaka river trail
5. Motupipi river trail
6. Paines Ford Cycle Trail extension
7. Takaka Hill Bridle Path

Low Priority Routes

Low priority was given to those routes that did not meet the above criteria but were still considered desirable and viable.

1. Paper road route linking Glenview Rd to Takaka
2. Old Road Wainui
3. Birds Clearing to Canaan

¹ These routes would not require a special trail. Existing road options that are low traffic and appropriate for bikes would be identified and marked with appropriate signage.

- 4. Paper road route from the bottom of the Rameka to Park Rd
- 5. Baulk Rd (from One Spec Rd to Te Waikoropupu Springs)



Figure 1 - Cycle Route Map

Education and Encouragement

Following the provision of cycling infrastructure, education and encouragement are equally important as strategies to promote the uptake of cycling, and the realisation of its benefits as previously outlined in this Strategy.

Encouragement

While the cycle network will provide immediate benefits to existing cyclists, there is a need to encourage potential cyclists to venture out and realise these benefits for themselves as well.

Methods for encouraging the uptake of cycling may include:

- Promotion of events that encourage cycling, and support local initiatives such as the Nelson Marlborough Helicopter Rescue Trust cycle ride, Aotearoa Bike Challenge, and Bike to Work Day.
- Support organisations promoting cycling, and its safety such as the Police, the Heart Foundation, the Cycling Action Network, Tasman District Council, local bike shops and cycle clubs.
- Initiate wider campaigns to raise awareness and encourage cycling as environmentally friendly, healthy and beneficial to the local economy.
- Facilitate positive employer attitudes and incentives for employees to cycle to work.

Education

The objective of education in the context of the Cycling Strategy is to ensure that motor and cycle traffic can co-exist safely on the roading network, without either mode dominating. Often, cyclists tend to favour the convenience and directness afforded by the roading network, and the cycling network will always incorporate dual use roads. As long as cyclists are required to interact with other road users there will be a need to educate cyclists and motorists, to maintain a safe environment. There is a valid perception that cycling on the roads is too dangerous and it discourages many potential cyclists. Education, the promotion of safe cycling, and a safe network would shift this perception and result in more use of bicycles.

Commented [AW2]: I don't really like this section. What is a cyclist anyway? As far as I'm concerned, we should achieved that a much higher proportion of the population at least sometimes travels by bike, and when those same people then drive around, they may have a much more positive attitude of people cycling when they encounter them.

Commented [DP3R2]: I'm OK with leaving this in - I think it has a place but I'm not precious about it. Other thoughts?

An education strategy would seek to promote the use of the roading network as a shared space, which is safe for all users and a place of positive social interaction. Education programmes would be based on:

- the rights and responsibilities of road users as defined in the New Zealand Road Code
- development of particular skills to promote competence, confidence, and safety

Methods for education in shared road use may include:

- Organising in-school safe riding programmes, incorporating road practice and cycle roadworthiness inspection.
- Organising on-road cycle coaching and skills workshops for adults
- Driver education through cycle awareness information, signage and publicity.

Funding

This strategy provides the basis for discussions with potential funders. The list of potential funders includes the following:

Tasman District Council (TDC) - the council has included funding of 1.2 million (shared with NZTA) for the Pohara - Takaka shared pathway for 2019/2020 in their draft long term plan, which is currently under consultation. In general the council are responsible for all roads/paper roads in Golden Bay EXCEPT SH60.

NZTA- at a national level NZTA is responsible for the state highways. In this strategy this specifically affects the remainder of the high priority routes, all of which are proposed as alongside road cycleways on SH60. The routes where NZTA funding would be sought are:

- Takaka Collingwood
- Takaka Paines Ford (could be supplemented by local business funding with local naming rights)
- Upper Takaka to East Takaka Road

NZTA also has funding available through the Land Transport Fund for cycleways that qualify for assistance. This funding is in partnership with another funder and is generally matched one to one. Often the other funder is the District Council (as is envisaged for the Takaka Pohara route) but sometimes it is also community raised funds via charities, local businesses

et al that is then handed to the district council, as only district councils can apply for Transport Agency subsidy.

Other Government funding options - with the change in government new policies around cycleway support are under consideration and it looks likely that the NZ Cycle Trail fund will be reopened for a further funding round.

Charities - there are a number of charities, some here in the Bay and other large funders outside of the Bay, that provide assistance to projects that provide demonstrable community benefit.

Local Businesses - Golden Bay is home to some excellent community minded local businesses who may be open to providing financial support to the cycle network.

Crowd Funding - this approach works on the principle that if everyone in a community gives a little it adds up to a sizeable amount that enables great things to happen.

Community fundraising - raffles, events, rides, cake stalls....all those great grass roots initiatives that help provide funding to keep things moving.

Monitoring and Reviewing the Plan

As the cycle network develops it is important to monitor uptake and satisfaction from all parties. This could take the form of a survey of stakeholders and users. Design and initiation of this survey will be managed by the group responsible for actioning this strategy.

It is recommended that the strategy is reviewed after the first 2 years and then 5 yearly from then on, or at a point where there is a major shift in context - such as a significant change in government policy or in the regional context.

Appendix 1: Route Descriptions

Takaka to Pohara

Route Description	From Takaka to Pohara alongside road. Starting at both Motupipi and Mehana St and following Abel Tasman Drive to Selwyn St in Pohara.
Why is this route desirable?	Prime commuting route that links Takaka to the growing community of Pohara. Provides safe cycling and walking for school children to get to Motupipi primary school from the communities in Glenhope, Motupipi and Pohara. First part of the long term vision to link Abel Tasman National Park and the Heaphy with cycle infrastructure.
How viable is the route?	This is a highly viable route that has been planned in detail by TDC. There are 2 or 3 small areas where the route may cross private land adjacent to the road and these will need to be worked through with the landowners. Cost of the route is \$1.2 million, including a dedicated cycle bridge over the Motupipi river.

Takaka to Collingwood

Route Description	From Takaka along SH60 to Collingwood
Why is this route desirable?	Prime commuting route between Takaka and Collingwood communities. Will provide safe riding access to the scenic road from Collingwood to Farewell spit and west from Collingwood to the Heaphy.
How viable is the route?	The roading corridor through this stretch is very narrow in places, with some areas where land adjacent to the existing narrow road is owned privately. This will take a coordinated effort between the council and the community and in particular the landowners adjacent to the road. Difficult but not impossible if good will exists on all sides.

Takaka to Paines Ford

Route Description	From Takaka alongside SH60 to Paines Ford
Why is this route desirable?	This will provide cycle, walkway and motor scooter access to the Community Health Centre and the Recreational Centre. It will provide cycle access for school children attending GB High. This is particular important as these children do not have access to the free school bus service because of their proximity to the school. It also provides cycle access to the popular Paines Ford area, with its off road cycle trails, climbing and swimming. This ultimately will form part of the linkage all the way to Upper Takaka.
How viable is the route?	This appears to be a very viable route with sufficient roading corridor to construct a safe cycle route.

Upper Takaka to East Takaka Road turnoff

Route Description	From Upper Takaka community alongside SH60 to the East Takaka turnoff
Why is this route desirable?	Provides a safe cycle link to the East Takaka Road. East Takaka Road has low traffic numbers and could be used by cyclists to link onto the Paines Ford cycleway at the Takaka end. Provides backbone linking cycle infrastructure.
How viable is the route?	Appears to have sufficient roading corridor but this would need further investigation.

Wainui to Pohara

Route Description	Alongside road route from Pohara to Wainui
Why is this route desirable?	Builds on the top priority cycle route from Pohara to Takaka. This will complete the route linking Takaka to the Abel Tasman (Gibbs Hill) - providing a viable safe cycling route that connects the communities of Wainui Bay, Tata Beach and Ligar Bay to Pohara and Takaka via cycle trails.
How viable is the route?	Subject to slips and potentially difficult in places to add a cycling lane at reasonable cost. On the positive side this is a lightly used road, particularly from Tata to Wainui.

Collingwood to Heaphy ²

Route Description	This would make use of existing back roads that do not carry much traffic. The routes would be signposted for cyclists. Building of new trails is not envisaged
Why is this route desirable?	Completes the link from Takaka to the popular Heaphy Track mountain bike ride.
How viable is the route?	Definitely viable as the infrastructure already exists. Work would be on signage and map notation only.

² These routes would not require a special trail. Existing road options that are low traffic and appropriate for bikes would be identified and marked with appropriate signage.

Paines Ford to Upper Takaka via East Takaka Road¹

Route Description	This makes use of the existing East Takaka Road which is a lightly used road that is part sealed part gravel. Appropriate signage would be put in place to mark this as a cycling option
Why is this route desirable?	Links Upper Takaka through to Takaka. Provides a safe cycling option for this main arterial route into Takaka.
How viable is the route?	The road already exists. This option would require signage only. The route only carries light traffic but it is very narrow in places, especially along the gravel portion.

Takaka River Trail to Waitapu Bridge

Route Description	From Takaka the track will start at the end of Reilly Street and travel down the eastern side of the Takaka River to Waitapu Bridge.
Why is this route desirable?	This will provide an off-road connection between Takaka and the Waitapu Bridge. This is a highly desirable trail as it is close to both Takaka and the camping area at Waitapu Bridge. It will be a very pretty trail and will be popular with walkers as well as bikers.
How viable is the route?	The route is technically easy to form, though a bridge will be required across Te Kaka stream. Almost all the land is in private ownership and some of the land owners are strongly opposed. Parts of this area are used for commercial purposes: the sewerage system plus Solly's gravel extraction. Some thought will need to go into how the trail will fit in with these. Parts of the track will go under water when the river floods.

Motupipi River Trail

Route Description	Proposed route is on the northern bank of the Motupipi River (seaward side) from the road bridge at Burnside Rd to the Sunbelt Cres recreation Reserve. This connects to a paper road going back to Abel Tasman Dv on the Nalder farm. It could provide a parallel alternative to the main road arriving directly into Takaka. There is room for it pass under the Motupipi Bridge where it could connect to a cycleway located on the downstream side of the bridge (note this is the opposite side for the cycle way to the TDC proposal, which I believe is flawed. Further discussion required here)
Why is this route desirable?	This would provide: <ul style="list-style-type: none"> • Safe off road commuting • Scenic river side cycling • Loop track option for riders from Takaka who could return via Rototai or the main road cycle way. • Direct access to Burnside Rd and the bike park on Motupipi Hill • Increased community engagement with riparian strip and associated restoration work
How viable is your route?	The route is dependent on agreement from two farming landholders who are approachable. It would require new formation and possible shifting of fences. There is scope to couple the cycle way with streamside restoration work to achieve two goals. As a route, it is on a logical line and provides direct access to Takaka. Not sure whether the river has a marginal strip or not. See TOS map below
Any other comments?	I suggest that it links to the TDC roadside route on ATD by passing under the Motupipi bridge. The ATD route would more cohesive and safer if stayed on the seaward side of Able Tasman Dv for its entire length rather than crossing the main road twice (Rototai & Motupipi corners). It is quite feasible to pipe or span the ditch beside the road at the Hurst farm to overcome that issue; also saves having to move the power poles on the opposite side of the road.

Paines Ford Extension to East Takaka Road

Route Description	Travels south from the southern end of Paines Ford. Current plan is for it to join with East Takaka Road; long term plan is for it to continue up river.
Why is this route desirable?	<p>This will provide an off-road alternative to East Takaka Road.</p> <p>It is a scenic track, which will be popular with recreational bikers and tourists.</p> <p>It is part of an overall strategy of having a cycle route beside the entire length of the Takaka River.</p> <p>It will fit in well with a cycle route between Paines Ford and Takaka.</p>
How viable is this route?	<p>The route has a number of deep streams which are problematic to bridge.</p> <p>Some of the soil is very sandy, requiring a lot of aggregate/work to form the track.</p> <p>South of Paines Ford the route is in private ownership. The next part of the track the land owners are broadly happy for the track to travel over their property.</p> <p>Parts of the track go significantly under water when the river floods.</p>

Takaka Hill Bridle Path

Route Description	This travels between Upper Takaka and Marahau over the Takaka Hill.
Why is this route desirable?	This will provide an off-road connection between Golden Bay and trails on the other side of the Takaka Hill, such as the Great Taste Trail.
How viable is this route?	<p>It will take some work to determine the viability of this. The exact route of this is not known, and it is also not known whether the route is feasible for a bike trail.</p> <p>Developing this is likely to be a considerably large job, however it will be a significant trail once completed.</p> <p>Much of the route is a paper road, however some parts are in private/DOC ownership.</p>

Other comments?	As it is a historic route, the Historic Places Trust is likely to have an interest in this. This will be a possible source for funding, but they may also impose restrictions on how the route is re-developed.
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Paper road route linking Glenview Rd to Takaka

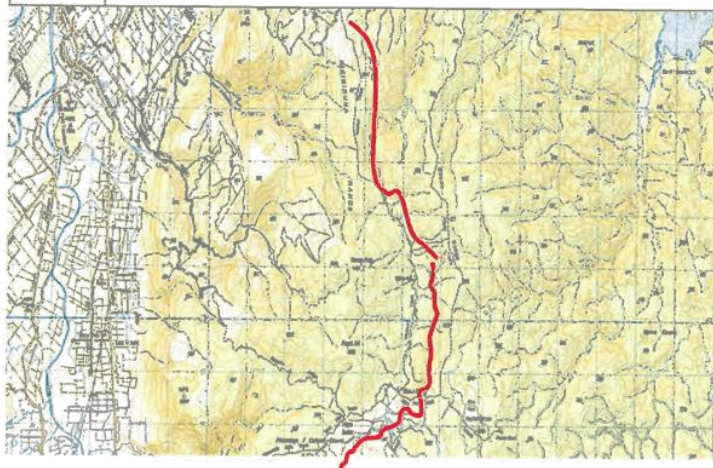
Route Description	An extension of the road from Park Avenue. This is a paper road.
Why is this route desirable?	Provides an off road link to Glenview Road, which has low traffic volumes. This would make a scenic loop through Pohara then back to Takaka on the (hopefully!) newly formed cycle and walkway commuting route from Takaka to Pohara.
How viable is the route?	Route crosses private land and is currently closed off by the landowner.

Old Road Wainui

Route Description	
Why is this route desirable?	
How viable is the route?	

Birds Clearing to Canaan

Route Description	This route uses public roads on the Golden Bay and Takaka Hill sides with ATNP between. The route would follow the Bird's - Wainui River- Canaan tramping track and would advanced riding. Big hills and challenging track; it is already being cycled regularly even though not a designated cycle route but it is logical and appealing connection to hard core riders.
Why is this route desirable?	This route would provide an alternate entry-exit to GB for bike-packing riders, plus an advanced grade day circuit ride taking in Canaan and the Rameka Track. This would be purely recreational riding but be an addition to the regional network as a link to Tasman Bay via backcountry terrain. It passes the small Wainui Hut which is under utilised and could be upgraded for the purpose. It would be similar to the Barron Flat - Flora link
How viable is your route?	The main barrier to overcome is permission from DOC to allow cycling on the track. This would require public consultation and Conservation Board input. There would also be minimal physical work required on the track but no major realignments or formation as it would left as an advanced ride.
Any other comments?	This would Low Priority but would worth adding to any other routes proposed for ATNP and packing them as an approach to DOC



Paper road route - bottom of the Rameka to Park Rd

Route Description	Short paper road connecting the bottom of Rameka Road to Park Avenue.
Why is this route desirable?	The cycle route down the Rameka track / Project Rameka is a very popular route. This will allow cyclists an off-road route to Park Ave, reducing the amount of travel cyclists need to do on SH6.
How viable is your route?	The route is technically easy to form. While it is a paper road, the adjacent land owner is farming this and is strongly opposed to the opening of this paper road.
Any other comments?	If a route between Paines Ford and Takaka is also developed, we will need to think about how this route will fit into this.

Baulk Rd (One Spec Road to Waikoropupu Springs)

Route Description	Baulk Road runs from One Spec Road to Pupu Springs Rd.
Why is this route desirable?	A scenic off road trail that provides a loop along low traffic routes in combination with SH60.
How viable is the route?	Part of this route is a paper road and part is in private ownership. Discussions with the landowner are a first step.

Acknowledgement



Development of this Strategy was facilitated by the Golden Bay Cycle and Walkway Society

(03) 525 6224

Item

Attachment 8

24 January 2018

GRANDSTAND AGREEMENT

TASMAN DISTRICT COUNCIL

**GOLDEN BAY GRAND STAND RESTORATION SOCIETY
INCORPORATED**

 **Simpson Grierson**
Barristers & Solicitors
Auckland, Wellington & Christchurch
New Zealand
www.simpsongrierson.com

AGREEMENT DATED

1 FEBRUARY

2018

PARTIES

1. **TASMAN DISTRICT COUNCIL (Council)**
2. **GOLDEN BAY GRAND STAND RESTORATION SOCIETY INCORPORATED (Society)**

BACKGROUND

- A. The Society wishes to preserve and restore the upper level of the Grandstand located at Golden Bay Recreation Park (**Grandstand**).
- B. At its meeting on 14 December 2017, the Council noted the intention for the upper level of the Grandstand to be preserved, restored and repositioned on a new ground floor and foundation on a new permanent site. *about 18m south of its current position*
- C. As a preliminary step towards such permanent relocation, the Council agreed (at its cost, subject to feasibility and being within budget) to uplift, remove and relocate the upper level of the Grandstand and any associated salvaged material from the demolition of the lower level (collectively referred to as **Upper Level Grandstand**) to *[Golden Bay Agricultural and Pastoral Assn Inc Land]* (**Storage Site**) upon which ownership of, and all risk associated with, the Upper Level Grandstand will transfer to the Society. *1/2/18*
- D. The purpose of this agreement is to give effect to the Council's resolutions of 14 December 2017 relating to the Grandstand, subject to the specified terms and conditions. This agreement sets out the terms and conditions agreed between the parties related to the uplift, removal and relocation of the Upper Level Grandstand on the Storage Site and its subsequent ownership by the Society.
- E. Other than the matters addressed in clause 4.6 and 4.7 below, this agreement does not apply to any proposed permanent relocation of the Upper Level Grandstand.

THIS AGREEMENT RECORDS THAT:**1. OFFER CAPABLE OF ACCEPTANCE**

- 1.1 This agreement has been signed by the Council prior to its submission to the Society and represents a full and final offer. This offer is open for acceptance by the Society until 5.00 pm on Friday 2 February 2018 (**Expiry**) (time being of the essence).
- 1.2 If, by the Expiry:
 - (a) the Society has not accepted the offer by signing this agreement; and
 - (b) given written notice of such acceptance by returning the signed agreement to the Council's Chief Executive

then this offer will lapse, it will not be capable of acceptance and will have no legal effect, and the Society will have no right or claim against the Council.

AGMT - Golden Bay Grandstand Interim Relocation Agreement - 24 January 2018 updates (Clean Version) - 30214013 v2.DOCX
- Draft 23/01/2018

2. SOCIETY'S OBLIGATIONS

- 2.1 In consideration of the Council meeting the cost of the uplift, removal and relocation of the Upper Level Grandstand and completing the obligations in clause 3, the Society:
- (a) will, within 2 weeks of the date of signing of this agreement (time being of the essence), provide to the Council written evidence (to the Council's satisfaction in its sole discretion) that the Society has entered into a suitable agreement with the owner of the Storage Site to provide for the storage of the Upper Level Grandstand at the Storage Site;
 - (b) immediately upon delivery of the Upper Level Grandstand to the Storage Site in accordance with this agreement, accepts full ownership of the Upper Level Grandstand on an "as is, where is" basis and at the Society's risk in all respects;
 - (c) indemnifies the Council against all actions, proceedings, calls, claims, demands, losses, damages, costs, expenses or liabilities of any kind suffered or incurred by the Council as a result of:
 - (i) the act or neglect of the Society or of any person for whom the Society is responsible relating to the Upper Level Grandstand once ownership of it has transferred to the Society under clause 2.1(b); or
 - (ii) the Society's breach of, or failure to comply with, the Society's obligations under this agreement.
- 2.2 In the event that the Society does not provide written evidence under clause 2.1(a) (to the Council's satisfaction in its sole discretion) within the timeframe specified in that clause, this agreement will be at an end and the Society will have no right or claim against the Council.

3. COUNCIL OBLIGATIONS

- 3.1 In the event that the Society provides written evidence under clause 2.1(a) (to the Council's satisfaction in its sole discretion) within the timeframe specified in that clause, the Council will obtain an estimate from a suitably qualified contractor or contractors for the full cost to:
- (a) uplift, remove and relocate the Upper Level Grandstand to the Storage Site;
 - (b) demolish and remove the remainder of the Grandstand; and
 - (c) undertake all other works associated with such demolition, removal and relocation.
- 3.2 If the estimate in clause 3.1 does not exceed \$100,000 plus Goods and Services Tax, the Council will (at its cost) within a reasonable timeframe:
- (a) seek to obtain any necessary statutory and regulatory consents and approvals (including but not limited to resource consent, building consent and consent from the Heritage New Zealand Pouhere Taonga under the

- Heritage New Zealand Pouhere Taonga Act 2014) necessary to uplift, remove and relocate the Upper Level Grandstand to the Storage Site;
- (b) enter into a contract with a suitably qualified contractor or contractors to complete the uplift, removal and relocation of the Upper Level Grandstand to the Storage Site; and
 - (c) subject to the issue of all necessary consents under clause 3.2(a) on terms satisfactory to the Council, through its contractors, undertake the uplift, removal and relocation of the Upper Level Grandstand to the Storage Site in accordance with any relevant consents and approvals.
- 3.3 If the estimate in clause 3.1 does exceed \$100,000 plus Goods and Services Tax, the Council will notify the Society in writing accordingly and unless the Council explicitly agrees to meet any excess costs, this agreement will be at an end, and the Society will have no right or claim against the Council.

4. MISCELLANEOUS

- 4.1 To avoid doubt, the Society acknowledges and agrees:
- (a) that, in the event that:
 - (i) the Society does not accept the offer by complying with the requirements of clause 1.1 by the Expiry; or
 - (ii) clause 2.2 applies; or
 - (iii) clause 3.3 applies and the Council does not explicitly agree to meet any excess costs;


the Council will proceed to demolish the Grandstand in accordance with the existing HNZPT archaeological authority and other relevant consents.
 - (b) that the Council has not made any representations or given any warranties regarding (but not limited to) structural soundness and integrity of the Upper Level Grandstand, its suitability for permanent relocation and use, or otherwise; and
 - (c) ownership of the Upper Level Grandstand transfers to the Society under the terms of this agreement on a strictly "as is, where is" basis.
- 4.2 The Council (and its contractors) will not be liable to the Society if (for any reason) the Upper Level Grandstand is damaged or destroyed or any damage is caused to any real or personal property in the course of the uplifting, removal and relocation of the Upper Level Grandstand to the Storage Site.
- 4.3 The Society acknowledges that the Council is the territorial authority for Tasman District under the Local Government Act 2002. The Society further acknowledges that the Council has signed this agreement in a non-regulatory capacity. This agreement does not bind the Council in its capacity as a regulatory authority in any way, and any consent or agreement given by the Council under this agreement is not an agreement or consent in its regulatory capacity and vice versa. When acting in its regulatory capacity, the Council must consider all applications to it without regard to this agreement. The Council will not be liable to the Society or to any other party if, in its regulatory capacity, the Council declines or imposes conditions

on any consent or permission that the Society or any other party seeks for any purpose associated with this agreement.

- 4.4 Unless otherwise stated in this agreement, each party will bear its own costs and expenses in connection with the negotiation, preparation and implementation of this agreement.
- 4.5 This agreement records the entire understanding and agreement of the parties relating to the matters dealt with in this agreement. This agreement supersedes all previous understandings or agreements (whether written, oral or both) relating to such matters.
- 4.6 Subject to the terms and conditions expressly recorded in this agreement, the Council undertakes that it will not take any action concerning matters under its lawful control or responsibility that would render a proposed permanent relocation site for the Upper Level Grandstand unavailable or unsatisfactory for this purpose.
- 4.7 Subject to the terms and conditions expressly recorded in this agreement, including in particular clauses 4.3 and 4.8, should the Society ultimately achieve the preservation, restoration and repositioning of the Upper Level Grandstand at a permanent location, the Council undertakes to investigate and consider the merits of protection and recognition of the Upper Level Grandstand in an appropriate manner, including the possibility of inclusion of the relevant parts of any such structure in the historic heritage schedules of the Tasman Resource Management Plan.
- 4.8 To avoid doubt and except as expressly provided in clause 4.6, the parties acknowledge and agree that this agreement does not create any binding obligations on the parties with respect to the proposed permanent relocation of the Upper Level Grandstand (whether related to location, timing and cost of relocation, or otherwise) it being the intention of the parties that they will enter into good faith negotiations regarding such matters following temporary relocation of the Upper Level Grandstand in accordance with this agreement, noting Council resolution that *the permanent relocation position will be as requested, subject to completion of any necessary approval process, and the suitability of the site [foundation] preferred by the Society*

SIGNATURES

Signed on behalf of
TASMAN DISTRICT COUNCIL
by its Chief Executive acting under
delegated authority


Chief Executive *27/1/18*

J 1/2/18
R 1/2/18

Grandstand Agreement

Page 5

**SIGNED on behalf of GOLDEN BAY
GRAND STAND RESTORATION
SOCIETY INCORPORATED by:**

NOEL ALFRED BAYGENT
Full name of Authorised Signatory


Signature of Authorised Signatory

ROBIN MANSON
Full name of Authorised Signatory


Signature of Authorised Signatory

AGMT - Golden Bay Grandstand Interim Relocation Agreement - 24 January 2018 updates (Clean Version) - 30214013 v 2.DOCX
- Draft 23/01/2018

Golden Bay Promotion Association Inc

P O Box 218
Takaka 7142

Email : kerstin@goldenbaynz.co.nz

GST Reg. Number: 51-731-328



Tax Invoice No.: 00002107

Date: 1/04/2018

Page: 1

Bill To:

Golden Bay Community Board
14 Junction Street,
PO Box 74,
Takaka 7142

Description	Amount
BASIC membership from 01 April 2018 - 31 March 2019	\$210.00

We do appreciate your support.

Total GST included : \$27.39
Total Amount Due \$210.00

Payments may be deposited direct to bank account # 03 1711 0003245 00
with the invoice number as reference.
or, Cheque payments to : Golden Bay Promotion Assn and post
with the remittance advice below.

REMITTANCE ADVICE

Golden Bay Promotion Assn
P O Box 218
Takaka 7142

Golden Bay Community Board
14 Junction Street,
PO Box 74,
Takaka 7142

Tax Invoice No.: 00002107

Amount Paid : \$

Emma Gee

From: Joan Reilly <joan.reilly84@gmail.com>
Sent: Saturday, 14 April 2018 6:07 p.m.
To: Paul Sangster
Cc: Sue Brown; Golden Bay Community Board
Subject: Leaving grandstand where it is.

Follow Up Flag: Follow up
Flag Status: Flagged

Good evening councillors,
Just wanting to add my name to supporting the Golden Bay Grandstand restoration society Inc, in their efforts to retain the grandstand on its present site and cleaning up its hangers on in the shape of removing lean too and squash court.
To me moving it is non productive when it can be utilised with no disruption to the Recreation centre where it is.
Regards

Joan Reilly

Golden Bay Community Board, 9.00am 10 April 2018

Jill Pearson

I speak as an individual.

If you watch the Commonwealth Games you will notice that the coverage is full of grandstands, but they are not the main item. They are a none-issue at the Games, and could be at our showgrounds.

Grandstands do not seem to have gone out of fashion, and without them the events at the Games would be diminished, I think we'd all agree. It is nice that the Commonwealth athletes' parents and grandparents can be in the stands to watch them.

At the showgrounds we have right now an opportunity to have a grandstand – at no cost to the TDC ratepayers, AND the opportunity for TDC to 'save' the \$100,000 it has agreed to go towards moving the grandstand 18m sideways. At the same time the Councillors agreed to the grandstand being in the same parking area, which means that whether the grandstand is moved or stays, the number of carparks will not be affected.

There is an opportunity right now to trial having the two buildings, the rec centre and the grandstand, fully open for a year or so without moving the grandstand, to enable future decisions to be well informed. This in effect would be a no-cost feasibility study.

I ask that the Community Board support the council to show adaptive leadership by spending time to trial for a year or so the use of both buildings, particularly now with ongoing climate damage adding to the yearly expenses of the district.

There are other potential benefits to keeping the grandstand where it is, and I ask the Community Board to investigate whether the changing rooms at the new facility are big enough, as the ground floor of the grandstand, without change of purpose, could be used for changing rooms.

I ask the Community Board to investigate if there is a need for a wooden floored exercise room at the showgrounds, and a concrete floored weights room. The ground floor of the grandstand could be used for any of these activities, as it has both kinds of floor.

I also ask that the Community Board undertake to be a neutral collector of information and feedback regarding the showgrounds and its facilities.

Please bear in mind that the showground and its facilities are used by people and organisations that aren't necessarily part of a registered user group. I ask that the Community Board ensures that correct up to date facts are available to the wider community. I ask that the Community Board invites feedback from the community based on this information. A&P show goers are already more informed having had two shows without the use of a grandstand.

Can I please have your response in writing.

Thankyou.

Emma Gee

From: Jill Pearson <jmpearson64@gmail.com>
Sent: Thursday, 19 April 2018 10:44 a.m.
To: Golden Bay Community Board
Cc: Abbie Langford
Subject: 14 December 2017 resolution etc
Attachments: TDC Resolution 14.12.2017.docx; Grandstand Agreement Final 2018.02.01.pdf

Good morning Community Board members,
At the meeting of 10 April there was some confusion regarding aspects of the TDC resolution of 14 December 2017. Also the agreement signed between TDC and the grandstand society. Please find attached both documents for your information. It is point 8 in the resolution that was unclear, and page 2 in the agreement that talks about the final site.

Regards
Jill Pearson

Emma Gee

From: Sue Brown
Sent: Saturday, 14 April 2018 1:17 p.m.
To: Golden Bay Community Board
Subject: FW: media release: Study proves exceptional visual clarity of Te Waikoropupū Springs

Hello all,
 This good news may have come to your email box already but it's the weekend so sharing to be sure!
 Great news on result and ability to test in future.
 Regards, Sue.

Sue Brown
 Councillor
 DDI 03 543 8400 | Sue.Brown@tasman.govt.nz
 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: Chris Choat
Sent: Friday, April 13, 2018 4:12 PM
To: Cherie Sivignon (cherie.sivignon@fairfaxmedia.co.nz); 'chief reporter Nelson Mail'; David Armstrong; GB Weekly; Helen Murdoch Nelson Mail; Jo GB Weekly; Mainland TV; Nelson Live; Newsroom; Newstalk ; reporter@guardianmotueka.co.nz; Scoop; Tracy Neal RNZ; Waimea Weekly Emily; Waimea Wkly
Subject: media release: Study proves exceptional visual clarity of Te Waikoropupū Springs



Media Release
13 April 2018

Study proves exceptional visual clarity of Te Waikoropupū Springs

Te Waikoropupu Springs has proven to be clearer than it was when first measured 25 years ago.

Using new methodology, NIWA scientists, contracted by Tasman District Council through an Envirolink Science grant, deployed instruments for three months between October and January at the Springs in Takaka to measure the clarity of the water.

Mayor Richard Kempthorne said with the level of community and wider interest in the Springs the Council felt it was important to see if it was possible to establish a recent clarity measure for the Springs. "With the success NIWA achieved through the use of instruments instead of divers to assess visual clarity in Blue Lake in the Nelson Lakes National Park we felt there was such a possibility."

The first optical measurements of the Springs were made by the Department of Scientific and Industrial Research in 1993. This work resulted in a visual clarity measure of 63m.

25 years later NIWA scientists have revised that figure upwards and now estimate the average visual clarity of the water to be about 75m. Pure water has a visual clarity of about 83m. The Springs are now broadly comparable to Blue Lake which has a visual clarity of 70-80m.

The clarity was measured during a three month deployment in the main Spring basin using a beam transmissometer which captured 60 measurements in one-minute bursts every 10 minutes, resulting in almost one million data-points. So there was a need for detailed data quality control and analysis. As this project ran over several months it has also provided a comprehensive data set to assess how visual clarity varies over different time scales, from hours to months. "Given the time taken and number of data-points gathered we can have a high level of confidence in the result."

With the success of the methodology and the ongoing interest in the health of the Springs Mayor Kempthorne suggested that this is likely to be something we would now look to repeat on a regular basis to give the community reassurance that nothing is changing, for example every five years to coincide with other State of the Environment Monitoring programmes.

In addition to the clarity measure additional water quality properties, including temperature, dissolved oxygen and turbidity, were also measured.

"NIWA will compare this to Council's regular water quality sampling and that of the Friends of Golden Bay and reported back in a few weeks' time," said Kempthorne. "While giving further reassurance on the quality of the spring it should also prove the robustness of the monitoring undertaken by the Council."

The high frequency monitoring detected small daily variations corresponding to about 1-2m in visual clarity, with the highest visibility at midnight, and lowest around midday.

This is likely to be due to plants in the spring basin releasing light-scattering oxygen bubbles as they photosynthesise during the day.

Underwater video demonstrated that "dancing" white marble sands on the floor of the springs coincided with some short-term episodes of reduced visual clarity, lasting between a few hours and several days. Visual clarity was as low as 4m for a short time in mid-January following almost 240mm of rainfall that resulted in surface waters entering the springs' basin from the surrounding bush reserve. These intense rainfall events are expected to have this type of impact in the valley floor with similar reductions in clarity occurring at Blue Lake from time to time following storms.

The exceptional visual clarity appears to result from extremely efficient natural filtering removing particles within the Springs aquifer before re-emergence of the water. Te Waikoropupū Springs, along with Blue Lake, are considered to have some of the clearest waters ever measured. Te Waikoropupū Springs are also the largest cold water springs in the Southern Hemisphere.

"It is great news that there is no evidence to indicate there has been any decline in visual clarity in Waikoropupū in the 25 years since the direct measurement of 63 m was made by the DSIR," said Mayor Kempthorne. "The new report is very reassuring and has been keenly awaited by the community so I know it will be widely distributed.

"We are expecting a level of national and maybe even international interest given the iconic nature of the Spring and the present Water Conservation Order process occurring".

For the full report see: <http://www.tasman.govt.nz/link/water-clarity-report-te-waikoropupu-springs>

For more information contact:

Rob Smith
Environmental Information Manager
Tasman District Council

Emma Gee

From: Ratepayers and Residents <ratepayersandresidents@gmail.com>
Sent: Monday, 16 April 2018 5:45 p.m.
To: ratepayersandresidents
Cc: chairperson.bgwca@gmail.com; secretary.bgwca@gmail.com; Sue Rewcastle; ourmapua@gmail.com; Marahau Sandy Bay Ratepayers and Residents Association; secretary@mhra.org.nz; Motueka Valley Association; Murchison and Districts Community Council; Brent Higgins; Tim Leyland; Tony Pearson Tasman Area Community; sonia@allaccounts.co.nz; Golden Bay Community Board
Subject: 20180416 To ratepayers and elected representatives in Tasman : An update on some important issues that will affect all ratepayers in New Zealand.

Kia ora to everyone in the Tasman area !

Seems we are living in 'interesting' times.

Here's some interesting reading on some ratepayer-related goings on that affect us all here in New Zealand.

[Mangawhai Ratepayers VS Kaipara District Council and Northland Regional Council - Ratepayers lose, costs awarded against Chairman Bruce Rogan AND against the Association.](#)

[Penny Bright's Campaign](#) to force Auckland City to comply with the Public Records Act is really heating up as they are threatening to sell her house 'to recover unpaid rates'.

[Ombudsman slams local councils.](#) for refusing to comply with the Local Government Act

[Saving Local Democracy - Dr MIke Reid](#)

Feel free to forward these on through your networks and if you know of other 'interesting' stories, please send your account of them here to us at : ratepayersandresidents@gmail.com

Alan Preston in Mangawhai . Tel. 09 4315389 or 02102377242

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

Footnote :

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

address . e.g. mytownsorganisation@gmail.com - or which are associated with your organisation's own website e.g. me@mytownsorganisation.org.nz to ensure that, by being transferrable, your organisation remains contactable after its members inevitably move on.
For a good model , check out the [Waiatarua Ratepayers and Residents' Association Inc's](#) excellent web-site .

Moved Cr Sangster/Cr Brown

CN17-12-4

That the Full Council

1. receives the Golden Bay Grandstand report RCN17-12-03; and
2. notes that, subsequent to the agenda being published, the Golden Bay Grand Stand Community Trust has written to advise that it is prepared to preserve and restore the upper level of the grandstand on a new ground floor and foundation on a site about 18m south of its current position; and
3. delegates to the Chief Executive the task of working with the Trust (or new entity) to try to reach an agreement on the restoration, preservation and repositioning of the upper level of the grandstand (which will be removed from the existing site) and that such agreement will include details about the various parties' responsibilities, ownership of the materials, who pays for what, and the proposed future relocation site (which may or may not be that proposed by the Trust); and
4. agrees that as part of the demolition work (if feasible and within the previously-agreed budget), the upper level of the grandstand and any salvage materials are to be removed from Council land (and that this may occur ahead of any agreement being concluded with the Trust or other entity); and
5. agrees that the Council ownership interest in the upper level of grandstand and the materials may be transferred to the Trust or new entity as part of any such agreement; and
6. notes that a budget of \$100,000 has previously been approved for the demolition and can be applied to removing the upper level of the grandstand; and
7. notes if there is no agreement by 2 February 2018 staff by proceed to remove the structure in accordance with the Heritage NZ Archaeological Authority.

Item

8. notes the relocation position will be as requested, subject to completion of any necessary approval processes and the suitability of the site preferred by the Trust.

CARRIED

Attachment 16