

Motueka Community Board Meeting 20.11.2018

From: Ian Williamson.

To: Mr Chairman & Members of the Community Board.
Thankyou for this opportunity to speak.

1. On a recent trip across to Richmond I was really disappointed with the quality of our road repairs especially the uneven surface on the repairs from the first bridge to at least Rowings hoop turn off. Could a recommendation be made to NZTA to audit their contractors quality of repair work on SH60 please.

2. In the Press newspaper 26.10.18 I read an article titled "Sunscreen free for Summer". A group called "SkinCan" are installing free sunscreen dispensers at 3 sites in Christchurch for a 6 month pilot scheme. This trial is supported by the Christchurch City Council. Leanne Marriott one of the founders of the group was inspired to support this project as she had a brother of 47 years of age die of melanoma cancer and the fact NZ has the highest rates of skin cancer in the World. This group would be happy to consider a free skin-check clinic in Motueka similar to what they have already done twice in Christchurch.

Would the Community Board support a public dispenser suitably positioned in Motueka eg Memorial Park bearing in mind we are already installing fitness equipment?

3. A neighbour has asked me to enquire whether a designated route has been suggested for heavy fruit-carrying truck and trailer units entering Motueka from the Kiwaka side and travelling to the new Packing Shed on Queen Victoria Street?

4. Demonstrate pictures of "Godwit Sculpture" knowing these birds that visit our "Kumara Sand Bar" annually after a migration flight of 11,000 km's.

Tabled Document

MCB 20/11/18

Many thanks Mr Chairman.

Tabled Document
MCB 20-11-18



Earthquake Prone Priority Buildings

Statement of Proposal

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

1. Introduction

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

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

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

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

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

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

2. Why we're consulting

Your input is required to identify some priority buildings.

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

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

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

3. Proposals

3.1 Vehicular and pedestrian thoroughfares with sufficient traffic to warrant prioritization

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

High pedestrian areas (people not in vehicles)

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

and/or


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

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

and

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

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



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

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

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

Questions

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

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

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

3.2 Buildings on a transport route of strategic importance

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

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

Emergency routes

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

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


with

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

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

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

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

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

Questions

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

4. Have your say

The deadline for submissions is 3 December 2018.

Submissions can be made by the following means:

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

5. What happens next?

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

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

6. New system for managing earthquake-prone buildings

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

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

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

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

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

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

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

A tabulated summary is shown below.

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

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

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

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



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

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

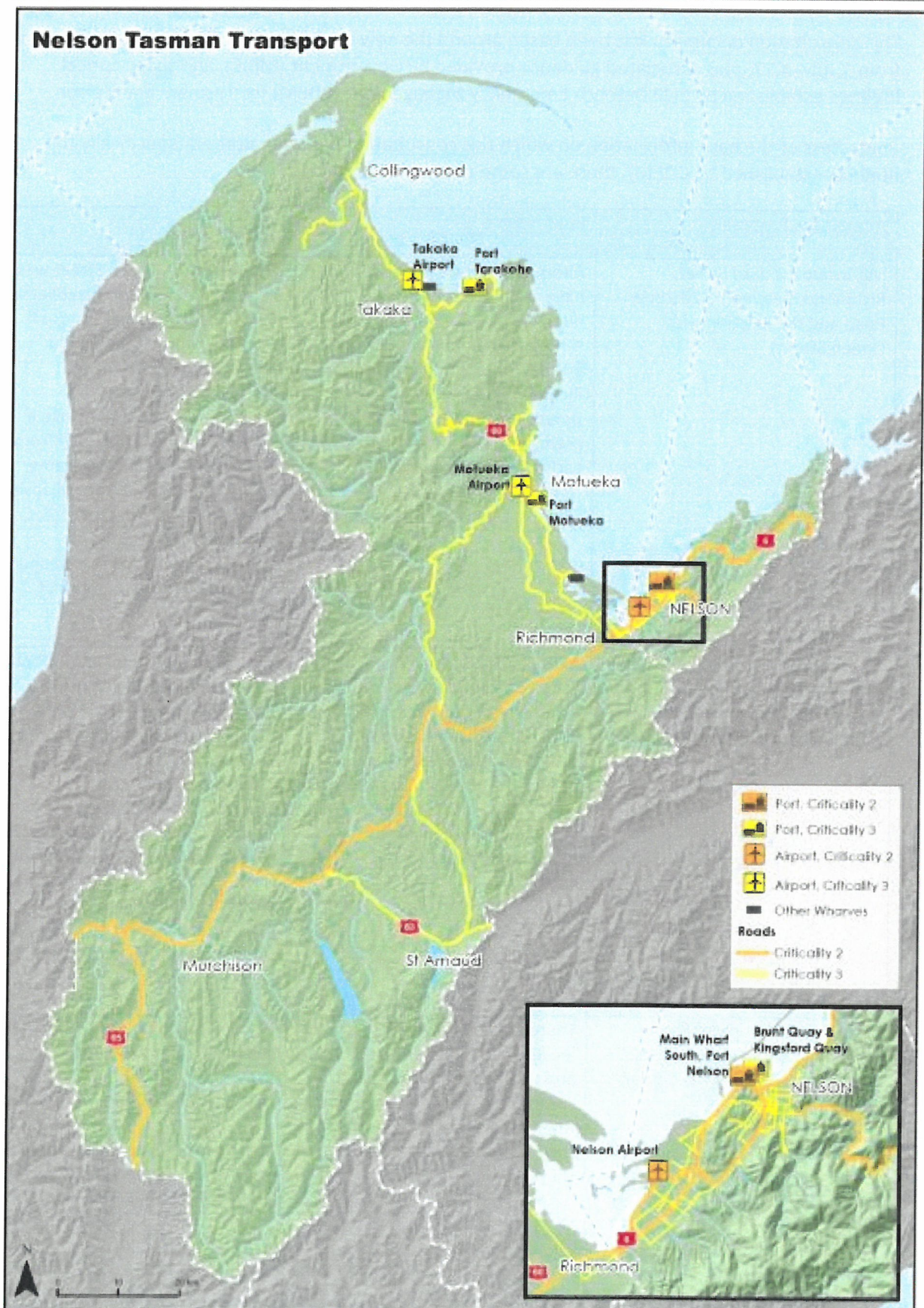


Figure 3-8 Nelson-Tasman Transport Infrastructure

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

7. Alternative Proposals

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

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

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

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

8. Further information

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

Key Council contacts associated with this consultative process:

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02 November 2018



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Legend

Roads

— Road Boundaries

Road Name

Consents

BoresDams

PropertyData



Parcel

LIDAR Contours

Licences

Waimea Water Management
Zones - Options