

Date: Tuesday 17 February 2026
Time: 3.00pm
Meeting Room: Motueka Library
Venue: 32 Wallace Street, Motueka

Motueka Community Board

MINUTES ATTACHMENTS

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PUBLIC FORUM: Council provides the opportunity for public forum input at its ordinary meetings. The views and opinions expressed in public forum do not necessarily reflect the position of the Tasman District Council, Council officers or elected members



Motueka Community Board Meeting, 17th Feb. 2026

From: Ian Williamson

To Ladychair and members of The Community Board -
It is my first opportunity to wish everyone a Happy New Year.

1. I am very interested to confirm whether or not our Community Board is able to contribute a donation to help get the new Nelson Marlborough Rescue Helicopter Trust's state-of-the-art "Airbus H145" rescue helicopter in the sky.

The Airbus H145 will become operational in the Top of the South in the first half of 2026, marking one of the most significant advancements in emergency aviation the region has ever seen.

NMRHT general manager Paula Muddle says the arrival of the H145 comes with some significant commissioning costs.

First up we have the second two sets of night vision goggles to pay for. We have been approached by a very generous local family who would like to donate \$1 for every \$1 donated up to \$50,000.00 to help with these Night Vision Goggles and other commissioning costs.

The NVG technology will improve night rescue safety and capability offering better clarity, wider views and reduced fatigue, critical as many missions occur after dark, enabling 24/7 operations. Together we are all doing our part to ensure we have an increased service, better patient outcome and equity of care for our region.

Our call to action is "Please can we help fund the gap?"

Thankyou Ladychair.

Donate now at stuff.co.nz/lifesavings

10,000 kids

Rescue helicopter takes flight

COMMUNITY
Yashas Srinivasa

Rescue helicopter pilots are beaming over the Canterbury-West Coast region's new H145 helicopter, a model proven in a life-saving rescue and powerful enough to lure an experienced pilot back home.

After three months of commissioning, the new H145 Airbus Westpac helicopter was officially unveiled on Thursday at the GCH Aviation air rescue base in Christchurch.

The rescue helicopter is the first of three state-of-the-art helicopters for the region.

Rescue helicopter pilot Brent Fredericksen, an Instrument Flight Rules (IFR) training manager, said he was part of a team tasked with rescuing a climber from Mt Rolleston, in Arthur's Pass National Park, about a year ago.

Fredericksen said the original rescue attempt, using a BK117 helicopter, was cancelled because the wind had made conditions too dangerous for the aircraft.

However, another aircraft – the same model as the new one unveiled on Thursday – was available.

"There was a lot of northwest wind that day, and a bit of rain too," he said.

"I went up in an H145 helicopter which has more power, even at a high altitude, and we were able to rescue the climber."

Fredericksen said the woman could have succumbed to the cold if the rescue had been delayed any longer.

He said the H145 machines would vastly improve outcomes for patients.

"The H145 is the ideal machine to use across our challenging South Island terrain and can be flown using Instrument Flight Rules, which means we'll be able to fly in more adverse weather," he said. "This machine is built for rescue missions – it's fast, reliable and designed to save lives."

The new addition had been enough to draw another experienced pilot home. Edward Fry was working in Australia when he heard the service was getting a new H145.

"That's 100% why I'm here; the H145 brought me back," Fry said.

"I can't tell you how excited I am. These machines are going to revolutionise our rescue helicopter service. Its advanced avionics include features like auto-hover, which will provide far greater stability."

He said he was also pleased the fleet of helicopters would all be the same.

"The last thing you want to be doing at



Pilot Brent Fredericksen in front of Canterbury West Coast Air Rescue's new H145 helicopter. PHOTOS: ALDEN WILLIAMS/THE PRESS



Canterbury West Coast Air Rescue Trust chief executive Christine Prince says the larger cabin provides more space to give critical care.

3am is looking for switches. Having identical flight decks across the whole fleet will be incredible."

From January to November 2025, the rescue helicopter had been called to 976 missions, including 620 in Canterbury and 356 in the West Coast.

Canterbury West Coast Air Rescue Trust chief executive Christine Prince said the new helicopter was a "defining moment" for the service. "It signifies the start of the biggest transformation the service has seen in its 40-year history."

Prince described the H145 as the gold standard in air rescue.

"A larger cabin provides more space to give critical care, tail – and rear-mounted cameras improve visibility, while a weather

radar helps pilots avoid dangerous weather during flights."

Last year, the trust launched Mission 2026, a campaign to transform the rescue helicopter service, including the modernisation of the rescue helicopter fleet.

In August, the trust confirmed the purchase of three H145 helicopters to service the Canterbury and West Coast region and supported the purchase of a fourth helicopter for Nelson and Marlborough.

"Buying these helicopters has been an enormous undertaking, but we believe our community deserves a world-class rescue helicopter service. That's what these helicopters will help provide," Prince said.

She said the purchase was possible thanks to support from the community, Westpac, Health New Zealand Te Whatu Ora and service operator GCH Aviation.

She said Westpac also announced an extension of its commercial sponsorship to include the West Coast and Nelson-Marlborough, which was supported by the Nelson Marlborough Rescue Helicopter Trust.

Alongside the helicopters, the trust had raised \$1.5 million to fund new technology, equipment and specialist crew training.

The second and third helicopters are undergoing commissioning, with the fourth due to arrive in Christchurch early next year, Prince said.

"We need to raise a further \$600,000 to get the remaining three helicopters commissioned and fully operational."

Guardian
Motuhako me te Golden Bay

News



A local family has pledged \$50,000 to help with commissioning costs for the region's new rescue helicopter.
Photo: Supplied.



Anonymous donor matches heli fundraiser dollar for dollar

A local family have pledged to match donations dollar for dollar to help get the Nelson Marlborough Rescue Helicopter Trust's state-of-the-art Airbus H145 rescue helicopter in the sky.

The Airbus H145 will become operational in the Top of the South in the first half of 2026, marking one of the most significant advancements in emergency aviation the region has ever seen.

NMRHT general manager Pau-

la Muddle says the arrival of the H145 comes with some significant commissioning costs.

"First up we have the second two sets of night vision goggles (NVGs) to pay for. We have been approached by a generous local family who would like to donate \$1 for every \$1 donated up to \$50,000.00 to help these NVGs and other commissioning costs.

"This is an incredibly powerful way for their donation to make

double the impact and encourage others to give what they can afford to help fund the gap."

The NVG technology will improve night rescue safety and capability, replacing aging gear with tech offering better clarity, wider views - like spotting trees/ridgelines - and reduced fatigue, critical as many missions occur after dark.

These essential tools use photocathodes to amplify available

light like the moon and stars into clear images, enabling 24/7 operations, but rely heavily on public donations for upgrades, allowing crews to find stranded people in total darkness throughout our region.

"We are incredibly humbled by our community and the ongoing support they provide our service," Paula says.

"This fundraising campaign goes over and above the ongoing an-

nual operating costs of the rescue helicopter service.

"Together we are all doing our part to ensure we have an increased service, better patient outcome and equity of care for our region."

Fund the Gap is NMRHT's community call to action - playing your part in fundraising for your rescue helicopter. www.helirescue.co.nz/fundthegap or donate at givealittle.co.nz/cause/nvgs

Shortfalls in Emergency Management preparedness for Motueka and surrounding areas

- The Nelson Tasman Civil Defence Plan is 98 pages long and is really short on detail.
- During the 2025 Floods the greater Motueka region and the Motueka Valley was severely affected with areas affected being Tapawera, Dovedale, Ngatimoti, Motueka River Valley Road, West Bank, Brookyn, Dehra Doon, Riwaka, Marahau, Kaiteriteri, Motueka, and Lower Moutere. The stopbank protecting Motueka township was within 10cm of breach at one point the results of which would have been disastrous. An urgent remedy would be to increase the height of the Stopbank which would likely be a lesser cost than flood repairs to Motueka township.
- In the Civil defence plan the evacuation centres identified for the area are the Motueka recreation centre, Marahau community hall and the Tapawera rugby clubrooms. Nothing for the rest and in fact three facilities in Tapawera were used in the floods. This is a major shortfall in the planning process. The Motueka Recreation centre is adjacent to a floodable creek.
- The Motueka area alone has a population of 8290 of which around 16% are Maori. A Group called Motueka READY have apparently received funding through Kōtuitui Community Development Agency (Regional Community Development agency) to appoint a “coordinator” There is no reference to this or Motueka READY on their website nor is there any communication of this to the wider Motueka community.
- Who monitors the increased river flows in a major weather event?

- Who decides when to evacuate and how does the public get that message? Do locals get involved in the determination as to evacuations?
- Where do people go if the Motueka River floods severely and bridge access or safety is compromised? No answers at the stage.
- There are no locally based response teams identified except for the fire service.
- There are no locally designated volunteer or warden groups identified
- There is no “readiness” plan visible for the greater Motueka area.
- There are no public forums on civil emergency preparedness.
- The Facebook Civil defence page will not be available to everyone in the community.
- The Motueka Community Council, in my opinion needs to take a lead role on this issue and be included in any initiatives by groups such as Kōtuitui Community Development Agency and the Civil Defence and Emergency management agencies.

Chris Clark

18 February 2026



About Us

- Founded in 1976 – we are a longstanding part of the community
- Community support and involvement – everything from home fire safety visits, to community events, to wider fire safety campaigns
- Currently 10 members – but we want 4 more!
- We attend to between 25-40 callouts per year
- Call types:
 - Medicals
 - Fire Alarms
 - Weather events
 - Fires
 - Motor vehicle incidents
 - And More...



Whakaratonga Iwi – Serving Our People | fireandemergency.nz

About Us

We are a part of the community!



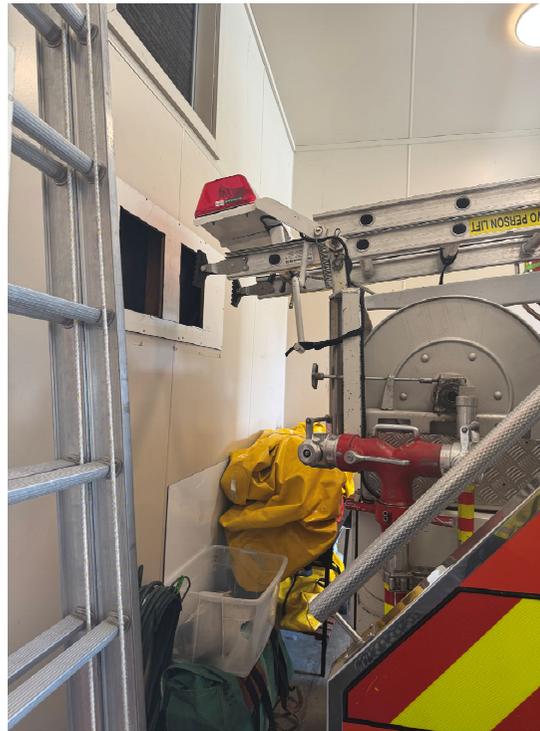
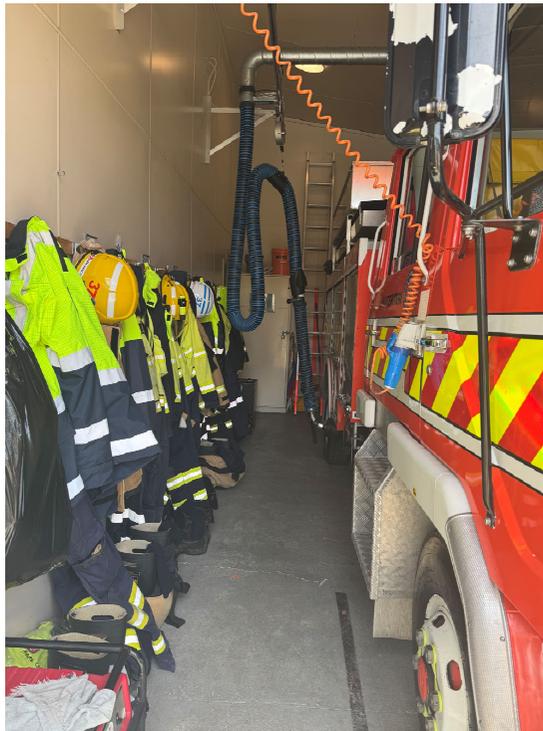
Whakarātonga Iwi – Serving Our People | fireandemergency.nz

Current Situation and Station

- The current station is no longer meeting our needs:
 - It is not big enough
 - Has inadequate ablutions and decontamination provisions; and
 - Has several structural and resilience issues.
- We need to be able to respond to events in a timely manner – the current location presents challenges.
- After analysis, the optimal location is south of the current station location.



Current Situation and Station



Whakararonga Iwi – Serving Our People | fireandemergency.nz

Where to from here?

- We developing a business case to consider our options such as:
 - Renovating the current station
 - Moving to an existing building (The property in Rowling Street is an example of a potential opportunity), or
 - Obtaining some land a building a new station.
- All options have benefits and risks to work through before deciding.
- A new station will:
 - Meet TDC Planning & Consent Processes.
 - Provide resilience during weather and seismic events.
 - Provide quicker response times to emergencies.
 - Improve the environment for volunteers – helping with recruitment and retention.
 - The main siren would likely remain in the current location regardless of what we do.

