

Notice is given that an ordinary meeting of the Environment Regulatory and Operations Committee will be held on:

**Date:** **Tuesday 12 May 2026**  
**Time:** **9.30am**  
**Meeting Room:** **Tasman Council Chamber**  
**Venue:** **189 Queen Street, Richmond**  
**YouTube:** [Tasman District Council Meetings - YouTube](#)

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## **Environment Regulatory and Operations Committee**

**Te Komiti Whakahaere me te Waeture Taiao**

### **AGENDA**

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#### **MEMBERSHIP**

<b>Chairperson</b>	Cr J Ellis	
<b>Deputy Chairperson</b>	Cr C Butler	
<b>Members</b>	Mayor T King	Cr K Maling
	Cr J Ellis	Deputy Mayor B Maru
	Cr K Ferneyhough	Cr D McNamara
	Cr M Greening	Cr P Morgan
	Cr J Gully	Cr T Neubauer
	Cr M Hume	Cr T Walker
	Cr M Kininmonth	Cr D Woods

(Quorum 8 members)

Contact Telephone: 03 543 8400  
Email: [tdc.governance@tasman.govt.nz](mailto:tdc.governance@tasman.govt.nz)  
Website: [www.tasman.govt.nz](http://www.tasman.govt.nz)

## AGENDA

### 1 OPENING, WELCOME, KARAKIA

### 2 APOLOGIES AND LEAVE OF ABSENCE

#### Recommendation

That the apologies be accepted.

### 3 PUBLIC FORUM

- 3.1 Chris Rutledge - Residents Association - Remediation, Restoration and Land Management in the Marahau, Otuwhero and Kaiteriteri Catchment Areas. .... 3
- 3.2 David Oliver - The Goodman-Ledger Wastewater Pumping Station ..... 4

### 4 DECLARATIONS OF INTEREST

### 5 LATE ITEMS

### 6 CONFIRMATION OF [MINUTES](#)

That the minutes of the Environment Regulatory and Operations Committee meeting held on Thursday, 2 April 2026, be confirmed as a true and correct record of the meeting.

### 7 REPORTS

- 7.1 Retrospective Approval - Proposed Changes to the Land Transport Rules Reform..... 5
- 7.2 Amendment to Council's Traffic Control Devices Register and Traffic Control Bylaw 2016 ..... 14
- 7.3 Motueka Heritage Wharf - request for restoration budget ..... 38
- 7.4 Rivers and Coastal Structures report ..... 52
- 7.5 Regulatory Manager's report ..... 59

### 8 CONFIDENTIAL SESSION

- 8.1 Procedural motion to exclude the public..... 67
- 8.2 Tasman's Great Taste Trail - Wakefield to Quail Valley Road ..... 67

### 9 CLOSING KARAKIA

**Note:** The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted.

### 3 PUBLIC FORUM

#### 3.1 CHRIS RUTLEDGE - RESIDENTS ASSOCIATION - REMEDIATION, RESTORATION AND LAND MANAGEMENT IN THE MARAHAU, OTUWHEREO AND KAITERITERI CATCHMENT AREAS.

<b>Report To:</b>	Environment Regulatory and Operations Committee
<b>Meeting Date:</b>	12 May 2026
<b>Report Number:</b>	RERO26-05-6

#### 1. Public Forum / Te Matapaki Tūmatanui

Chirs Rutledge will speak in public forum regarding Remediation, Restoration and Land Management (specifically the application of the National Environmental Standards (NES) for Commercial Forestry) in the Mārahau, Otuwhereo and Kaiteriteri catchment areas.

#### 2. Attachments / Tuhinga tāpiri

Nil

### 3.2 DAVID OLIVER - THE GOODMAN-LEDGER WASTEWATER PUMPING STATION

**Report To:** Environment Regulatory and Operations Committee  
**Meeting Date:** 12 May 2026  
**Report Number:** RERO26-05-7

#### 1. Public Forum / Te Matapaki Tūmatanui

David Oliver will speak in public forum on behalf of a group of Motueka residents who are concerned about the condition of the Goodman-Ledger Wastewater Pumping station. Raw sewage overflowed from it last winter and there have been many leaks of offensive gasses from it.

#### 2. Attachments / Tuhinga tāpiri

Nil

## 7 REPORTS

### 7.1 RETROSPECTIVE APPROVAL - PROPOSED CHANGES TO THE LAND TRANSPORT RULES REFORM

**Decision Required**

<b>Report To:</b>	Environment Regulatory and Operations Committee
<b>Meeting Date:</b>	12 May 2026
<b>Report Author:</b>	Bill Rice, Senior Infrastructure Planning Advisor - Transportation
<b>Report Authorisers:</b>	Dwayne Fletcher, Strategic Planning & Enterprise Manager; Sue McLean, Kaiwhakahaere ā Rōpū – Te Pae Rautaki Ahumoni   Group Manager - Strategy & Finance
<b>Report Number:</b>	RERO26-05-8

#### 1. Purpose of the Report / Te Take mō te Pūrongo

- 1.1 To seek retrospective approval of Council's submission on the proposed Land Transport Rule lane use improvements.

#### 2. Summary / Te Tuhinga Whakarāpototo

- 2.1 A submission on proposed changes to lane use under the Land Transport Rules was lodged with central government on behalf of Council before the consultation deadline.
- 2.2 Councillor feedback was sought prior to lodgement. Three Councillors provided feedback opposing Council's support for introducing minimum passing distances when vehicles overtake cyclists and other vulnerable road users. No objections were raised to the other proposals.
- 2.3 As no formal resolution or clear majority opposing any proposal was identified before the consultation closed, the submission was lodged to ensure Council's views were represented. Staff now seek retrospective approval of the submission as lodged.

#### 3. Recommendation/s / Ngā Tūtohunga

**That the Environment Regulatory and Operations Committee**

1. **receives the Retrospective Approval - Proposed Changes to the Land Transport Rules Reform Report RERO26-05-2; and**
2. **retrospectively approves Council's submission on the Land Transport Rules Reform Programme (lane use improvements).**

#### 4. Background / Horopaki

- 4.1 Central government consulted on five proposed changes to the Land Transport Rules relating to lane use between 25 February and 25 March 2026.

- 4.2 A draft Council submission was prepared by staff and circulated to Councillors for feedback on 10 March 2026. Responses were received from three Councillors, with differing views expressed on the proposal to introduce minimum passing distances when vehicles overtake cyclists and other vulnerable road users. No objections were raised in relation to the remaining proposals.
- 4.3 As no formal resolution or clear majority position opposing any proposal was identified prior to the consultation closing, the submission was lodged on 25 March 2026 to meet the consultation deadline. Further conditional opposition to one proposal was received after the submission had been lodged.

## 5. Analysis and Advice / Tātaritanga me ngā tohutohu

- 5.1 The purpose of this report is to seek retrospective approval of a submission made to central government on proposed amendments to the Land Transport Rules relating to lane use. The submission addressed the following five proposals:
- 5.1.1 **Proposal 1:** Allow children to cycle on footpaths.
  - 5.1.2 **Proposal 2:** Introduce minimum passing distances when vehicles overtake cyclists and other vulnerable road users.
  - 5.1.3 **Proposal 3:** Permit e scooters to use cycle lanes.
  - 5.1.4 **Proposal 4:** Give buses priority when re-entering traffic from bus stops.
  - 5.1.5 **Proposal 5:** Clarify signage requirements for enforcing parking restrictions on berms.
- 5.2 The submission expressed overall support for the proposed changes. Support for Proposal 1 was contingent on safeguards to manage pedestrian safety, including limitations on vehicle types and the ability for road controlling authorities to restrict cycling in areas with high pedestrian activity.
- 5.3 **Proposal 3** was supported on the basis that e scooters and bicycles operate at similar speeds and face similar risks, with a recommendation that the rules provide greater consistency in how these users are treated.
- 5.4 **Proposals 4 and 5** were supported as measures likely to improve network efficiency, safety, and enforceability, with a recommendation that bus priority requirements apply to all road users rather than drivers only.
- 5.5 The most contested element of the submission was **Proposal 2**, which would introduce minimum passing distances for vehicles overtaking cyclists and other vulnerable road users. Some Councillors raised concerns about the practicality of this requirement on narrow roads and for heavy vehicles, and the potential for unintended safety consequences.
- 5.6 The submission nevertheless supported the proposal on the basis that close passing presents a significant and well established safety risk to vulnerable road users, and that similar minimum passing requirements are common in comparable jurisdictions. Very close overtaking of cyclists, particularly at higher speeds or by larger vehicles, is widely recognised as presenting a significant risk of death or serious injury due to vehicle strike, slipstream effects, or loss of cyclist stability.
- 5.7 The intent of the proposal is to clarify expectations for safe passing behaviour, not to require vehicles to overtake where it is unsafe to do so. In practice, compliance may involve motorists slowing down or waiting until there is adequate space to pass safely.

5.8 Informal feedback was sought from Councillors during the consultation period. While differing views were expressed on proposal 2, no clear majority position opposing any proposal was identified before the consultation closed. To ensure Council's views were represented within the consultation timeframe, the submission was lodged on 25 March 2026. Further conditional opposition to proposal 2 was received after lodgement and could not be incorporated.

5.9 It is therefore recommended that Council retrospectively approve the submission as lodged.

## 6. Financial or Budgetary Implications / Ngā Ritenga ā-Pūtea

6.1 There are no direct financial impacts from approving the submission.

## 7. Options / Kōwhiringa

7.1 The options are outlined in the following table:

Option		Advantage	Disadvantage
1.	Retrospectively approve the submission (recommended)	Allows Council's support for significant road safety initiatives proposed by central government to be expressed  Allows suggested changes to those proposals to be considered by central government	May not reflect position of Council on proposal 2
2.	Do not retrospectively approve the submission	May reflect Council's position if a majority of Elected Members oppose proposal 2 (minimum passing distances).	Does not allow Council's support for the remaining proposals to be formally endorsed.  Council would forgo the opportunity to have its suggested comments and refinements considered.

7.2 Option 1 is recommended.

## 8. Legal / Ngā ture

8.1 The proposals consulted on intend to amend the Land Transport (Road User) Rule 2024.

## 9. Iwi Engagement / Whakawhitiwhiti ā-Hapori Māori

9.1 This retrospective approval does not trigger specific iwi engagement requirements.

**10. Significance and Engagement / Hiranga me te Whakawhitiwhiti ā-Hapori Whānui**

10.1 This decision is considered to have low significance because it relates to retrospective approval of a submission already lodged and does not change Council services, budgets, or strategic assets.

	<b>Issue</b>	<b>Level of Significance</b>	<b>Explanation of Assessment</b>
1.	Is there a high level of public interest, or is decision likely to be controversial?	Low	Public had an opportunity to submit to the government on the proposed changes.
2.	Are there impacts on the social, economic, environmental or cultural aspects of well-being of the community in the present or future?	Low	The submission will have little impact. The proposal may have some impacts.
3.	Is there a significant impact arising from duration of the effects from the decision?	No	
4.	Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	No	While the roading network is a strategic asset, the impact of making a submission is likely to be limited.
5.	Does the decision create a substantial change in the level of service provided by Council?	No	
6.	Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	No	
7.	Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	No	
8.	Does the proposal or decision involve entry into a private sector partnership or contract to carry out the deliver on any Council group of activities?	No	
9.	Does the proposal or decision involve Council exiting from or entering into a group of activities?	No	
10.	Does the proposal require particular consideration of the obligations of Te Mana O Te Wai (TMOTW) relating to freshwater or particular consideration of current legislation relating to water	No	

	Issue	Level of Significance	Explanation of Assessment
	supply, wastewater and stormwater infrastructure and services?		

**11. Communication / Whakawhitiwhiti Kōrero**

11.1 No further communication is required beyond notifying relevant staff and updating Council records.

**12. Risks / Ngā Tūraru**

12.1 If approved: Low risk.

12.2 If not approved: Moderate risk that Council's views may not be clearly represented in legislative reform, affecting road safety and efficiency.

**13. Climate Change Considerations / Whakaaro Whakaaweawe Āhuarangi**

13.1 Approving the submission is expected to have minimal direct climate impact. However, if adopted, the proposed changes may support increased uptake of cycling and public transport.

**14. Alignment with Policy and Strategic Plans / Te Hangai ki ngā aupapa Here me ngā Mahere Rautaki Tūraru**

14.1 The proposed changes are consistent with the following community outcomes:

14.1.1 “Our infrastructure is efficient, resilient, cost effective and meets current and future needs.”

14.1.2 “Our communities have access to a range of social, cultural, educational and recreational facilities and activities.”

**15. Conclusion / Kupu Whakatepe**

15.1 The submission was prepared and lodged to ensure Tasman District Council's perspectives were considered in the development of the Lane Use changes to the Land Transport Rules. Retrospective approval is sought to formally endorse the submission.

**16. Next Steps and Timeline / Ngā Mahi Whai Ake**

16.1 Staff will monitor progress of the Bill and provide further advice as amendments are proposed or finalised.

16.2 Updates will be included in future strategy and planning work programmes.

**17. Attachments / Tuhinga tāpiri**

1.  Submission Lane Use Improvements - Tasman District 20260325

11



## Office of the Mayor

Email [mayor@tasman.govt.nz](mailto:mayor@tasman.govt.nz)

Phone 03 543 8444

24 March 2026

NZ Transport Agency Waka Kotahi  
Wellington

[Rules@nzta.govt.nz](mailto:Rules@nzta.govt.nz)

Tēnā koe

### Tasman District Council's submission on the proposed lane use improvements

Thank you for the opportunity to submit on the five proposed changes on lane use improvements. We provide the following comments on each proposal:

#### 1. Allow children aged 12 years and under to ride bikes on footpaths

We are supportive of this change. In our region our cycle counts have shown cycling on some of our footpaths is quite common and likely reflects that many cyclists feel unsafe on our busy urban roads, especially near intersections. As noted in the discussion document, children are often not able to accurately judge traffic speed and movement, and drivers may not see children on bikes on the roads. Therefore, allowing children to ride on the footpaths reduces the risk to young riders.

The Road User Rule prohibits using devices at a hazardous speed. To ensure that speeds are kept low on footpaths, consideration should be given to restricting the types of bikes on the footpaths to regular pedal bikes but not e-bikes as e-bikes typically have higher average speeds.

**We recommend** that: the wording is altered to allow children aged 12 years and under to ride non-electric bikes on footpaths.

There are, however, situations such as pedestrians entering or leaving shops in busy shopping areas, where vulnerable pedestrians may cross the paths of cyclists on the footpath.

**We recommend** that: there is a clause introduced that allows road controlling authorities to restrict cycling in places where there is high pedestrian activity.

Friendly Towns • Motueka and Kiyosato, Hokkaido, Japan • Richmond and Fujimi, Nagano, Japan • Tākaka and Grootegast, The Netherlands

**Tasman District Council**  
Email [info@tasman.govt.nz](mailto:info@tasman.govt.nz)  
Website [tasman.govt.nz](http://tasman.govt.nz)  
24 hour assistance

**Richmond**  
189 Queen Street  
Private Bag 4  
Richmond 7050  
New Zealand  
Phone 03 543 8400

**Murchison**  
92 Fairfax Street  
Murchison 7007  
New Zealand  
Phone 03 523 1013

**Motueka**  
7 Hickmott Place  
PO Box 123  
Motueka 7143  
New Zealand  
Phone 03 528 2022

**Tākaka**  
78 Commercial Street  
PO Box 74  
Tākaka 7142  
New Zealand  
Phone 03 525 0020

Increasing the numbers of cyclists who can legally ride on footpaths is likely to increase the potential for conflict between cyclists and pedestrians. Walking is one of the few transport options available to many vulnerable people such as vision impaired or elderly. Repeated conflicts with cyclists on footpaths may discourage some of these users from walking, making it difficult for them to access activities. Some footpath users may be uncomfortable sharing space with bicycles

It is therefore critical footpath use aligns with the existing provisions in the Road User Rule about behaviour: that anyone using a path must do so in a careful and considerate manner and not create a hazard to others.

**We recommend that:**

- a national education campaign about footpath use be run to coincide with the introduction of these changes
- funding and additional material for RCAs to promote safe and considerate riding behaviour be provided

The proposed rules may increase demand for widening existing footpaths, especially near schools and other locations where large numbers of pedestrians and cyclists are likely.

**We recommend** that: Financial assistance from the Government and/or NZTA be made available to councils for footpath widening.

**2. Set a minimum passing gap for when vehicles pass other road users (cyclists, horse riders etc.) of at least 1metre when passing at speed limits of 60km/h or less, and 1.5metres when passing at speed limits above 60km/h**

We support this change that complements Clause 2.6 of the Road User Rule regarding minimum distances for drivers to pass other vehicles. Any rule changes that legislate for minimum passing gaps alongside vulnerable road users is likely to reduce the risk of those users falling into the path, or being affected by the slip stream of overtaking vehicles.

**3. Allow people to ride e-scooters in cycle lanes**

We support allowing e-scooters to use cycle lanes, as this is already common practice in our district. Bicycles and e-scooters travel at similar speeds and are exposed to similar risks, so it is appropriate for them to share the same space.

We consider it appropriate that people using e-scooters and cyclists are treated the same under legislation in terms of where they can ride.

Under the proposed rules, people aged 13 and over cannot ride bikes on the footpath, but can ride e-scooters there.

We also note that helmets are mandatory for cyclists, but not for e-scooters, despite, as noted above, cyclists and e-scooter riders travelling at similar speeds and being exposed to similar risks.

**We recommend** that: the rules regarding footpath, lane and helmet use be consistent for cyclists and e-scooter riders.

**4. Require drivers travelling below 60km/h to give way to buses leaving bus stops**

We support the introduction of a legal requirement for drivers to give way to buses leaving bus stops as this will enable our eBus services to run more efficiently and reliably, especially during peak times. We recommend that this clause is expanded to include all road users rather than only drivers. This would include motorcyclists, cyclists or people using e-scooters. Given buses have significant blind spots when leaving stops, extending the requirement to all road users would reduce the risk of a bus pulling out into the path of more vulnerable users.

**We recommend** that: the requirements are for all road users not only drivers.

All buses in our fleet have signs on the back of them asking drivers to give way to the bus. Not all drivers comply with this sign. The proposed \$50 infringement fee is likely to encourage better compliance. Compliance with a regulatory sign is likely to be more consistent than with the current signs.

**We recommend** that: NZTA investigate adding a regulatory sign, which would be available for use on the rear of buses, to the Traffic Control Devices Manual.

**5. Clarify signage requirements for enforcing berm parking restrictions**

We are supportive of this change. While our traffic control devices bylaw makes no specific mention of berm parking, and it has not been a particular problem here in Tasman, clarifying signage requirements is helpful if berm parking becomes an issue for us in future

**Conclusion**

Overall, the Council supports the proposed changes. Thank you for the opportunity to make a submission.

Nāku iti nei, nā



Tim King  
**Mayor of Tasman**  
**Te Koromatua o te tai o Aorere**

## 7.2 AMENDMENT TO COUNCIL'S TRAFFIC CONTROL DEVICES REGISTER AND TRAFFIC CONTROL BYLAW 2016

Decision Required

<b>Report To:</b>	Environment Regulatory and Operations Committee
<b>Meeting Date:</b>	12 May 2026
<b>Report Author:</b>	Mike Van Enter, Senior Transportation Engineer
<b>Report Authorisers:</b>	Jamie McPherson, Transportation Manager; John Ridd, Group Manager - Customer & Community
<b>Report Number:</b>	RERO26-05-3

### 1. Purpose of the Report / Te Take mō te Pūrongo

- 1.1 The purpose of this report is to obtain the Council's approval to make changes to the Traffic Control Devices Register and map display, to ensure these (typically parking restrictions and regulatory traffic signs) are enforceable under our Traffic Control Bylaw 2016.

### 2. Summary / Te Tuhinga Whakarāpoto

- 2.1 The Council's Traffic Control Bylaw 2016, and its accompanying Traffic Control Devices Register and map display, is the mechanism for the Council to record all authorised traffic control devices such as parking restrictions and regulatory traffic signs.
- 2.2 This report requests the Council's approval for various changes and additions to the Traffic Control Devices Register.
- 2.3 A summary of the changes can be found in Section 5.

### 3. Recommendation/s / Ngā Tūhunga

**That the Environment Regulatory and Operations Committee**

1. receives the Amendment to Council's Traffic Control Devices Register and Traffic Control Bylaw 2016 RERO26-05-3; and
2. approves, with effect from 12 May 2026 or the date the traffic control device is installed, whichever is later, amendments to regulations, controls, restrictions and prohibitions in the Traffic Control Devices Register of the Tasman District Traffic Control Bylaw 2016 pursuant to clause 7(3) of the Bylaw, as proposed by the diagrammatic descriptions and associated GIS co-ordinates in section 5 of the agenda report outlined below:
  - 2.1 Paid parking – new paid parking restriction
    - 2.1.1 Harkness-Petrie Carpark
    - 2.1.2 Papps Carpark
    - 2.1.3 Warring Carpark
  - 2.2 Decks Reserve Carpark, Motueka – 5 minute loading zone
  - 2.3 Estuary Place – no stopping restriction
  - 2.4 68 High Street Motueka, Police Station – extend no stopping restriction
  - 2.5 Grey Street, Motueka – no stopping restriction

- 2.6 Phoebe Place – new no-stopping restriction
  - 2.7 Churchill Avenue - new no-stopping restriction
  - 2.8 Dorset Street restricted parking and no stopping restrictions
  - 2.9 Fairburn Place - no stopping restriction
  - 2.10 Michael Myers Street, Motueka - no stopping restriction
  - 2.11 Collingwood-Bainham Main Road – new no-parking restriction
  - 2.12 Moutere Highway – new shared path
  - 2.13 Challies Road – new give way intersection priority control; and
3. notes that the Traffic Control Devices Register of the Traffic Control Bylaw 2016 will be updated accordingly.

#### 4. Background / Horopaki

- 4.1 The Council's Traffic Control Bylaw 2016 enables the Council to establish, alter or remove traffic control devices by resolution, amending the Traffic Control Devices Register and map display.
- 4.2 Parking restrictions and certain regulatory Traffic Control Devices are managed through this bylaw. Changes require a resolution of the Council to become legally enforceable.
- 4.3 Consultation should be appropriate and in accordance with the Local Government Act 2002 Section 82, which sets out the principles of consultation. The consultation principles include:
  - 4.3.1 that persons who will or may be affected by, or have an interest in, the decision or matter should be provided by the local authority with reasonable access to relevant information in a manner and format that is appropriate;
  - 4.3.2 the nature and significance of the decision or matter, including its likely impact from the perspective of the persons who will or may be affected by, or have an interest in, the decision or matter; and
  - 4.3.3 the costs and benefits of any consultation process or procedure.
- 4.4 Some of the proposed Traffic Control Device changes are considered to have minor or very isolated effects. Where the effects are considered isolated, consultation is typically via letter inviting feedback from adjacent property owners and businesses.

#### 5. Analysis and Advice / Tātāritanga me ngā tohutohu

##### Central business zone parking management

- 5.1 Paid parking – new paid parking restriction:
  - 5.1.1 Paid parking for 165 off-street all-day carparks in central Richmond was approved by the Council as part of the Annual Plan deliberations on 4 June 2025. Resolution 13 and 14 of that meeting being:
 

*That the Tasman District Council*

    - 13. *confirms the introduction of paid parking for all day parking on off-street carparks in Richmond at the tariff's proposed in consultation, but with a delayed start date of February 2026, noting that the net revenue is for carpark maintenance; and*
    - 14. *agrees to decrease the assumed revenue from paid parking from \$100,000 to \$40,000 for 2025/2026; and*

5.1.2 Fees were proposed as first hour free, then \$1.00/hour up to a maximum of \$4.00 a day.

5.1.3 Paid parking was one of the identified interventions in the 2018 Richmond and Motueka Town Centre Strategy for managing parking demands and getting best value for money. As part of the Annual Plan 2025/26 public consultation, a two-week survey was conducted where we received 347 responses on paid parking. 60% of respondents thought that parking users should cover the cost of carpark maintenance (n=206) compared with 40% of respondents who thought rate payers should cover the cost of carpark maintenance

5.1.4 The locations are:

5.1.5 Harkness-Petrie Carpark as shown by the diagram and co-ordinates below.

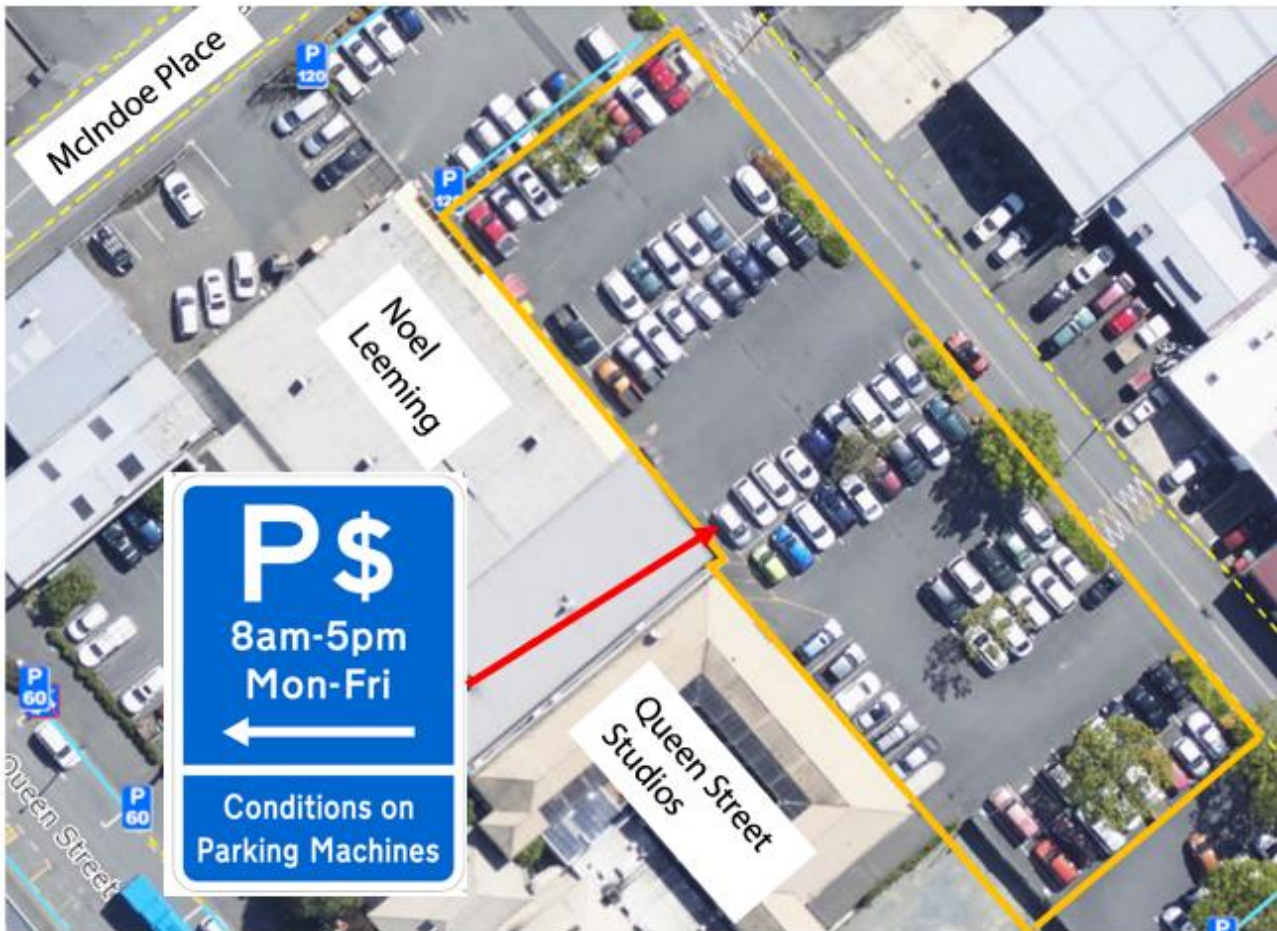


Figure 1: Harkness-Petrie Carpark extent of proposed paid parking.

Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
HARKNESS PETRIE CARPARK	Paid parking 8am – 5pm Mon - Fri	1615350.09	5423817.39	1615400.34	5423756.72
HARKNESS PETRIE CARPARK	Paid parking 8am – 5pm Mon - Fri	1615332.60	5423803.12	1615384.63	5423744.00

Table 1: Harkness-Petrie Carpark extent of proposed paid parking GIS co-ordinates.

5.1.6 Papps Carpark as shown by the diagram and co-ordinates below.



Figure 2: Papps Carpark extent of proposed paid parking.

Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
PAPPS CARPARK	Paid parking 8am – 5pm Mon - Fri	1615311.19	5423662.67	1615266.11	5423626.24
PAPPS CARPARK	Paid parking 8am – 5pm Mon - Fri	1615285.18	5423605.19	1615314.18	5423629.19
PAPPS CARPARK	Paid parking 8am – 5pm Mon - Fri	1615306.64	5423638.64	1615309.25	5423640.95
PAPPS CARPARK	Paid parking 8am – 5pm Mon - Fri	1615303.25	5423647.56	1615315.41	5423657.37

Table 2: Papps Carpark extent of proposed paid parking GIS co-ordinates.

5.1.7 Warring Carpark as shown by the diagram and co-ordinates below.



Figure 3: Warring Carpark extent of proposed paid parking.

Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
WARRING CARPARK	Paid parking 8am – 5pm Mon - Fri	1615443.21	5423370.35	1615484.49	5423404.84
WARRING CARPARK	Paid parking 8am – 5pm Mon - Fri	1615480.68	5423404.69	1615460.90	5423438.73
WARRING CARPARK	Paid parking 8am – 5pm Mon - Fri	1615488.67	5423386.85	1615449.51	5423354.51

Table 3: Warring Carpark extent of proposed paid parking GIS co-ordinates.

## 5.2 Decks Reserve Carpark, Motueka – 5 minute loading zone

5.2.1 Request: Motueka Community House requested a park for its supporters when dropping off donated items.

5.2.2 Feedback: There are no other parties affected. No further feedback has been sought. Staff consider the loading zone can function safely without impacting use of the existing car parks.



Figure 4: Decks Reserve proposed P5 Loading Zone diagram

Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
DECKS RESERVE CARPARK	P5 Loading Zone	1601035.36	5448932.86	1601040.10	5448932.79

Table 4: Decks Reserve proposed P5 Loading Zone GIS co-ordinates.

### Commercial zone parking management

5.3 Estuary Place – no stopping restriction.

5.3.1 Request: For no stopping lines to be extended along the northern side of the road towards Lower Queen Street at the back entrance of the Queen Street Holiday Park.

5.3.2 The proposed restriction is partly due to a crash that happened at this location when a driver was pulling out of the holiday park and was struck by an east bound vehicle. From observation, drivers turning right into Estuary Place are moving to the right side of the gravel accessway instead of keeping left and perpendicular to the road before making a right turn. By cutting across the accessway before observing oncoming vehicles and looking around a parked vehicle, this alters the driver's angle of observation and reduces their sightline. It also appears that drivers are not using the park lane to pull forward to extend their sightline.

5.3.3 Feedback: The initial 5m restriction was consulted on previously and there were no objections. The extension is of minor effect so further consultation has not been undertaken.



Figure 5: Estuary Place proposed no stopping extension.

Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
ESTUARY PLACE	No stopping	1614710.02	5424787.24	1614702.24	5424780.77

Table 5: Estuary Place proposed no stopping GIS co-ordinates.

### Commercial zone parking management

#### 5.4 68 High Street Motueka, Police Station – extend no stopping restriction.

5.4.1 Request: A site meeting was held with Police over issues of sightlines when entering and exiting the Police Station carpark. The existing no stopping lines on the western side of High Street in front of the Police Station are proposed to be extended 10m further north while also extended south to the garden plot near Poole Street. This would result in the loss of several on-street car parks.

5.4.2 The Police also requested keep clear cross-hatching markings to allow Police to enter or exit their station carpark during peak times when traffic backs up blocking access.

5.4.3 Feedback: The proposal was sent to NZTA for their comment and feedback has not yet been received.

5.4.4 The Council does manage roadside parking on state highways in our town centres through our Bylaw, however, we do not manage the traffic lanes or intersections with the state highway. Therefore, the request for keep clear cross-hatching markings cannot be implemented by the Council.

5.4.5 If approved, it is proposed to extend the no stopping lines at the driveway only as requested by the Police.



Figure 6: 68 High Street proposed no stopping extension and keep clear cross-hatching marking.

Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
High St Motueka	No stopping lines	1600941.68	5449293.47	1600941.64	5449303.66
High St Motueka	No stopping lines	1600940.56	5449270.48	1600939.70	5449258.16

Table 6: 68 High Street proposed no stopping extension GIS co-ordinates.

### School zone parking management

#### 5.5 Grey Street, Motueka – no stopping restriction.

5.5.1 Request: Motueka High School has requested broken yellow lines to be extended on Grey Street outside the outdoor education gear sheds.

5.5.2 Feedback: No feedback has been sought. It is not permitted to park over a driveway. These no-stopping lines aim to highlight the driveway, but does not alter the availability of legal parking.

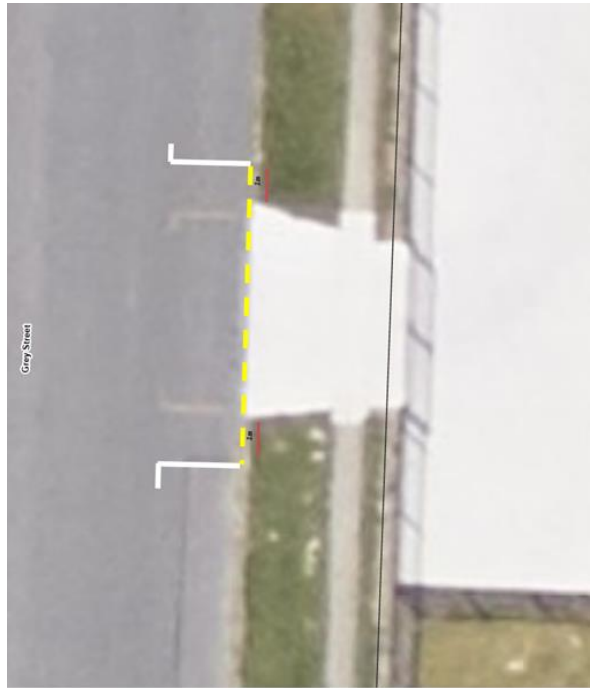


Figure 7: Grey Street proposed no stopping.

Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
GREY STREET (MOTUEKA)	No stopping	1600281.01	5448658.08	1600280.81	5448649.95

Table 7: Grey Street proposed no stopping GIS co-ordinates.

### Residential parking management

#### 5.6 Phoebe Place – new no-stopping restriction

5.6.1 Request: For no stopping lines to be installed around the head of the Phoebe Place cul-de-sac, to ensure drivers can turn around without having to make multiple turns.

5.6.2 Consultation was carried out with street residents. There were no objections received.

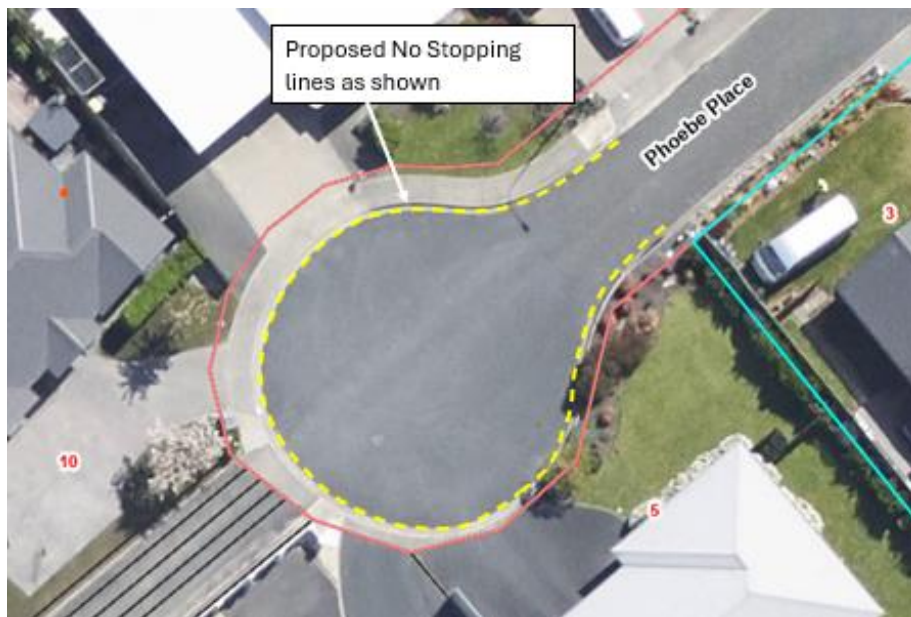


Figure 8: Phoebe Place proposed no stopping.

Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
PHOEBE PLACE	No stopping	1614560.17	5422808.98	1614556.94	5422813.05

Table 8: Phoebe Place proposed no stopping GIS co-ordinates.

5.7 Churchill Avenue - new no-stopping restriction.

5.7.1 Request: For no stopping lines to be installed at the southeastern corner of Churchill Avenue at Mason Place, to ensure a safe sightline when turning right out of Mason Place and seeing approaching traffic coming downhill.

5.7.2 The restriction is approximately one car park length. The corner property affected is 11 Churchill Avenue, which has frontage parking as well as its vehicle access on Mason Place.

5.7.3 Consultation was undertaken with residents including those in Mason Place. Three submissions were received supporting the restriction while one affected resident was opposed.



Figure 9: Churchill Avenue proposed no stopping.

Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
CHURCHILL AVE	No stopping	1616674.06	5422652.33	1616675.29	5422646.43

Table 9: Churchill Avenue proposed no stopping GIS co-ordinates.

5.8 Dorset Street new:

5.8.1 P120 Monday - Friday time restricted parking;

5.8.2 No stopping restrictions (full time); and

5.8.3 No stopping 8.00 am to 6.00 pm Monday to Friday.

5.8.4 Request:

5.8.4.1 Dorset Street does not have enough on-street parking available during the day for residents and visitors due to demand from commuters for all-day parking.

5.8.4.2 Remove some parking to allow easier access to driveways.

5.8.5 Feedback: Consultation has been undertaken with street residents to change some existing no-stopping (8.00am to 6.00pm) to P120 Monday to Friday parking. Five submissions were received which generally approved of the concept, but most wanted better clearance from parked vehicles around accessways.

5.8.6 The road width allows either two parked cars and one movement lane or one parked car and two movement lanes. There is strong all day parking demand due to its proximity to the town centre, and during school pick up and drop off times.

5.8.7 The proposed P120 spaces in residential areas provide for resident and visitor parking and are not expected to be as fully utilised as all day parking, thus providing for improved traffic movement and some residential parking benefit.

5.8.8 The proposed arrangement still allows residential parking during the evenings and weekends when traffic volumes are typically low and resident parking demand is high.

5.8.9 Manoeuvring from driveways can become tight when both sides of the road are parked on with the typical 1m lateral clearance from driveways. Some driveways have been improved by amending or removing parking whilst others remain tight.

5.8.10 Overall, the changes result in three fewer all-day car park spaces and 10 additional P120 8am to 6pm Monday to Friday car park spaces. The additional spaces come from altering current no-stopping 8am to 6pm Monday to Friday parking restrictions to P120.

5.8.11 The proposed changes have been split into sections and diagrams as described in more detail below, for ease of describing them over the length of Dorset Street.

5.8.12 Detail 1: Extend no stopping.

5.8.12.1 This layout (no stopping) was marked when this crossing was implemented in 2024 and should be added to our Bylaw register.



Figure 10: Dorset Street proposed no stopping extension.

Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
DORSET STREET	No stopping	1615219.99	5423473.51	1615226.86	5423457.98

Table 10: Dorset Street proposed no stopping GIS co-ordinates.

5.8.12.2 Detail 2: New P120 time restriction Monday – Friday.

5.8.12.3 Feedback: Residents supported the time restrictions.

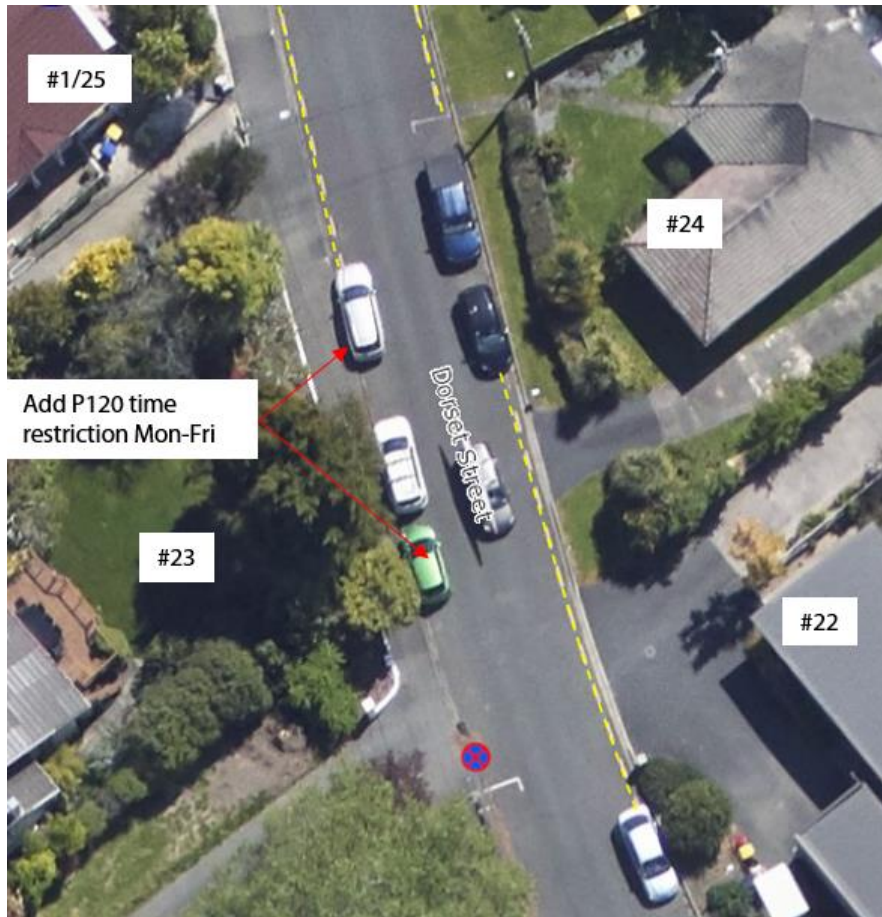


Figure 11: Dorset Street proposed P120 time restriction Monday – Friday.

Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
DORSET STREET	P120 Mon-Fri	1615232.83	5423433.95	1615237.39	5423416.55

Table 11: Dorset Street proposed P120 time restriction Monday – Friday GIS co-ordinates.

- 5.8.12.4 Detail 3: New P120 time restriction Monday – Friday, new no stopping and amend existing no stopping 8.00 am to 6.00 pm Monday – Saturday to no stopping 8.00 am to 6.00 pm Monday – Friday.
- 5.8.12.5 Feedback: Residents supported the time restrictions and removing spaces to aid driveway manoeuvres.
- 5.8.12.6 Summary: Add four P120 time restricted spaces and no-stopping restriction to aid driveway access to number 19 and 20.
- 5.8.12.7 Amend our bylaw to match the existing signs installed onsite. These currently restrict some spaces to no-stopping 8.00 am to 6.00 pm Monday to Friday although our current bylaw is for Monday to Saturday.



Figure 12: Dorset Street proposed P120 time restriction Monday – Friday, no stopping and no stopping 8am – 6pm Monday to Friday.

Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
DORSET STREET	P120 Mon-Fri	1615239.70	5423408.87	1615247.91	5423390.43
DORSET STREET	No stopping	1615255.23	5423392.07	1615264.68	5423374.95
DORSET STREET	No stopping 8am-6pm Mon-Fri	1615251.69	5423383.72	1615255.94	5423376.03

Table 12: Dorset Street proposed P120 time restriction Monday – Friday, no stopping and no stopping 8am – 6pm Monday to Friday GIS co-ordinates.

- 5.8.12.8 Detail 4: New P120 time restriction Monday-Friday.
- 5.8.12.9 Feedback: Residents supported the time restrictions.
- 5.8.12.10 Summary: Change one no-stopping Monday-Saturday to P120 time restricted Monday-Friday.

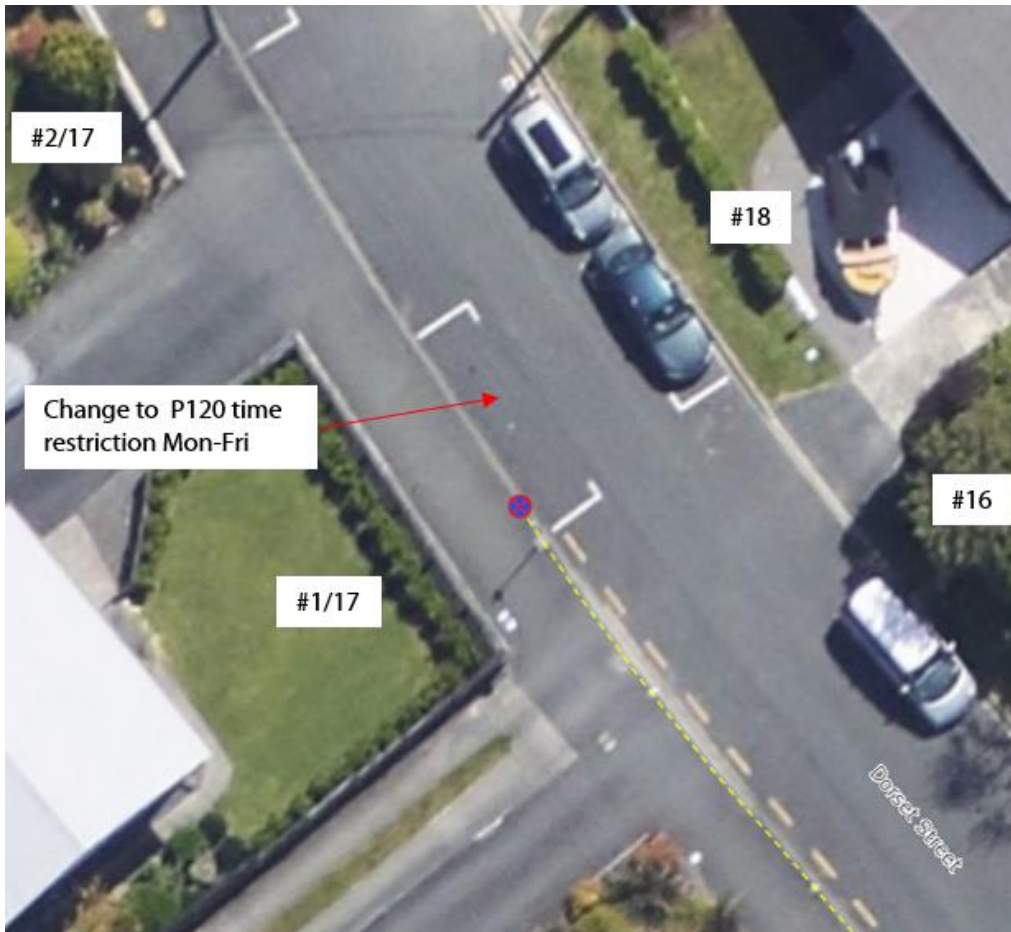


Figure 13: Dorset Street proposed P120 time restriction Monday – Friday.

Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
DORSET STREET	P120 Mon-Fri	1615261.13	5423367.74	1615265.24	5423361.85

Table 13: Dorset Street proposed P120 time restriction Monday – Friday GIS co-ordinates.

- 5.8.12.11 Detail 5: New P120 time restriction Monday–Friday and new no stopping restriction.
- 5.8.12.12 Feedback: Residents supported the time restrictions and improved property access.
- 5.8.12.13 Summary: Change three spaces to P120 time restricted Monday-Friday and add no-stopping lines to improve property access.

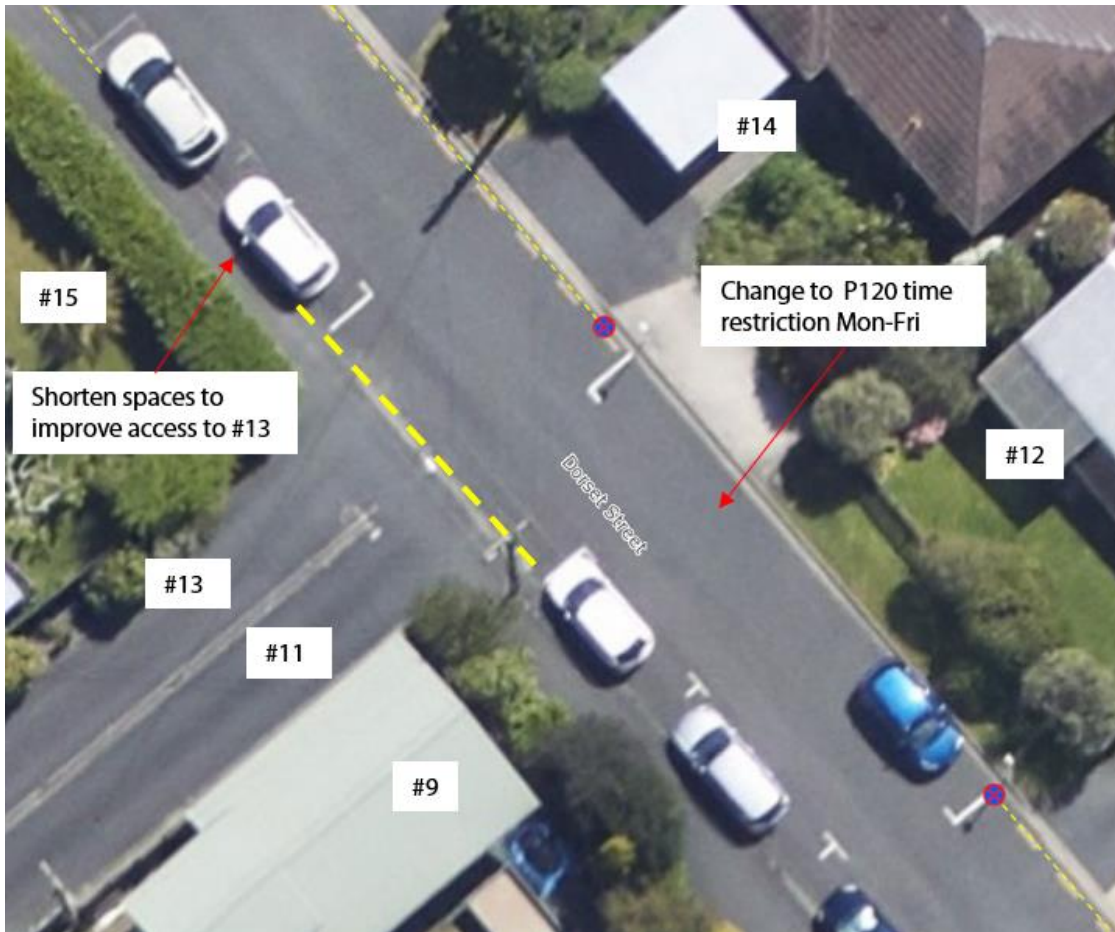


Figure 14: Dorset Street proposed no stopping and P120 time restriction Monday – Friday.

Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
DORSET STREET	P120 Mon-Fri	1615300.80	5423329.45	1615312.60	5423315.60
DORSET STREET	No-stopping	1615289.53	5423331.32	1615297.67	5423322.17

Table 14: Dorset Street proposed no stopping and P120 time restriction Monday – Friday GIS co-ordinates.

5.9 Fairburn Place - no stopping restriction.

5.9.1 Request: For no stopping lines to be installed around the head of Fairburn Place cul-de-sac to ensure drivers can turn around without making multi point turns.

5.9.2 Feedback: Consultation was carried out with street residents. There were three submissions in support and the fourth supported the existing lines being made legal but not the extension.



Figure 15: Fairburn Place proposed no stopping

Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
FAIRBURN PL	No stopping	1601739.53	5456154.54	1601750.36	5456145.80

Table 15: Fairburn Place proposed no stopping GIS co-ordinates.

5.10 Michael Myers Street, Motueka - no stopping restriction.

- 5.10.1 Request: For no stopping lines to be installed along the western side of Michael Myers Street opposite the shared access of numbers 6,8 and 10, to assist turning into and out of the right of way.
- 5.10.2 Feedback: Consultation with nearby residents, with two submissions received in support while two respondents opposed as they felt they weren't needed.
- 5.10.3 As a compromise, the restriction proposed is slightly reduced in length to allow some roadside parking while allowing clear space for drivers turning into and out of the ROW.



Figure 16: Michael Myers Street proposed no stopping.

Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
MICHAEL MYERS ST	No stopping	1600727.53	5449302.52	1600727.79	5449308.35

Table 16: Michael Myers Street proposed no stopping GIS co-ordinates.

### Rural parking management

#### 5.11 Collingwood-Bainham Main Road – new no-parking restriction.

- 5.11.1 Request: During the summer period, people visiting the Langford Store are angle parking on the grass berm and then backing out into the traffic lanes with no visibility. We have received several complaints raising concerns for the public safety.
- 5.11.2 Feedback: Discussion with the Langford Store informs that they are not supportive of no-parking lines as they think the Bylaw process was overkill, however, they recognise that there is a risk and have offered to install their own courtesy no-parking signs. They are not opposed to the parking restriction.
- 5.11.3 Feedback: Number 2 Aorere Valley Road is supportive of the proposal.

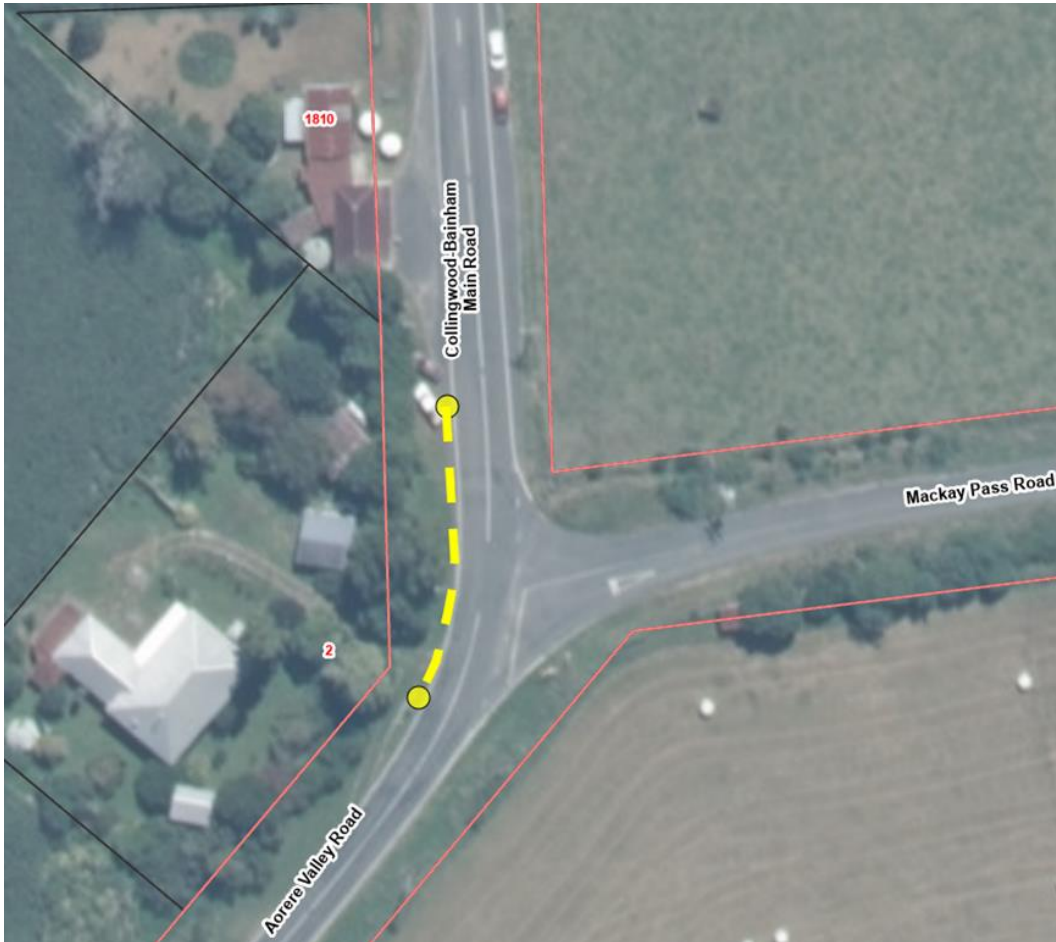


Figure 17: Aorere Valley Road proposed no stopping.

Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
AORERE VALLEY ROAD	No stopping	1563146.85	5487146.33		
COLLINGWOOD-BAINHAM MAIN ROAD	No stopping			1563150.21	5487181.19

Table 17: Aorere Valley Road proposed no stopping GIS co-ordinates.

## Shared path

### 5.12 Moutere Highway – new shared path.

- 5.12.1 Initiated by the Moutere Hills Residents Association, supported by local residents, Upper Moutere School, and the Moutere Hills Community Centre.
- 5.12.2 The path has been recently constructed by the Council, and now needs adding to the Bylaw Register to formalise it as a shared path for use by cyclists in addition to pedestrians.



Figure 18: Moutere Highway new shared path.

Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
MOUTERE HIGHWAY	Shared path	1600521.84	5431358.69	1600778.23	5432660.73

Table 18: Moutere Highway shared path GIS co-ordinates.

### Intersection priority

5.13 Challies Road – new give way intersection priority control.

- 5.13.1 Request: for intersection control as some drivers are not giving way.
- 5.13.2 The sign reinforces the existing give way rules and is not considered a change. No feedback has been sought.



Figure 19: View along Challies Road to its intersection with Golden Hills Road



Figure 20: Challies Road proposed give way.

Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
CHALLIES ROAD	Give way	1608566.68	5424680.60		

Table 19: Challies Road proposed give way GIS co-ordinates.

**6. Financial or Budgetary Implications / Ngā Ritenga ā-Pūtea**

- 6.1 The cost of installing the proposed traffic control devices, and updating the register, will be met from existing transport infrastructure budgets.
- 6.2 Line marking typically requires a re-mark once every two years. Adding additional line marking will incrementally increase maintenance costs and contribute to increased future budgets.
- 6.3 Small signs typically have a 10-year design life but may last much longer. Adding more signs will increase future demand on renewals budgets.

**7. Options / Kōwhiringa**

- 7.1 The options are outlined in the following table:

Option		Advantage	Disadvantage
1.	Approve changes proposed in the report. <b>This is the recommended option.</b>	Improved parking management and path control. Positive feedback from the community who requested changes.	Modest cost of installing changes. Dissatisfaction from submitters who opposed some of the changes. Minor loss in total number of on-street car parks.
2.	Approve some of the proposed changes.	Some of the advantages of Option 1.	If changes are not approved, there could be negative feedback from those involved in the targeted consultation that was undertaken.
3.	Do not approve the proposed changes.	No cost.	No improvement in parking management and path control. Negative feedback from those involved in the targeted consultation that was undertaken.

7.2 Option 1 is recommended.

## 8. Legal / Ngā ture

8.1 The proposed changes meet the requirements of the Tasman District Council Traffic Control Bylaw 2016.

## 9. Iwi Engagement / Whakawhitiwhiti ā-Hapori Māori

9.1 No specific iwi engagement has occurred for the changes. These changes are relatively minor operational issues and isolated in effects.

## 10. Significance and Engagement / Hiranga me te Whakawhitiwhiti ā-Hapori Whānui

10.1 The following table describes the level of significance of this decision. Overall, the level of significance is considered low as the changes are generally minor and staff have consulted with directly affected residents, businesses, and stakeholders. The paid parking decision has been previously made by the Council in 2025.

	Issue	Level of Significance	Explanation of Assessment
1.	Is there a high level of public interest, or is decision likely to be controversial?	Low	This decision affects a relatively small number of roads in the District.

	<b>Issue</b>	<b>Level of Significance</b>	<b>Explanation of Assessment</b>
2.	Are there impacts on the social, economic, environmental or cultural aspects of well-being of the community in the present or future?	Low	Good parking management and traffic controls can contribute towards the success of a place.  The parking restrictions proposed are to address issues identified.
3.	Is there a significant impact arising from duration of the effects from the decision?	Low	Traffic control devices are not permanent and can be changed if required.
4.	Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	Low	The Council's roading network is considered a strategic asset. The changes are intended to improve safety and accessibility of our transport network to a variety of user types.
5.	Does the decision create a substantial change in the level of service provided by Council?	Low	
6.	Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	No	
7.	Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	No	
8.	Does the proposal or decision involve entry into a private sector partnership or contract to carry out the deliver on any Council group of activities?	No	
9.	Does the proposal or decision involve Council exiting from or entering into a group of activities?	No	
10.	Does the proposal require particular consideration of the obligations of Te Mana O Te Wai (TMOTW) relating to freshwater or particular consideration of current legislation relating to water supply, wastewater and stormwater infrastructure and services?	No	

**11. Communication / Whakawhitiwhiti Kōrero**

- 11.1 Letters inviting feedback have been sent to immediately adjacent landowners. Any feedback received is described in section 5 of this report.
- 11.2 Paid parking was approved by the Council as part of the Annual Plan deliberations on 4 June 2025 which described the consultation undertaken.

**12. Risks / Ngā Tūraru**

- 12.1 Low reputational risk associated with not being responsive to community requests and concerns.

**13. Climate Change Considerations / Whakaaro Whakaaweawe Āhuarangi**

- 13.1 The changes to the transport network made by these traffic control devices are not expected to alter transport behaviour at a level that will impact greenhouse gas emissions although increased parking costs may encourage alternative options and reduce transport emissions.

**14. Alignment with Policy and Strategic Plans / Te Hangai ki ngā aupapa Here me ngā Mahere Rautaki Tūraru**

- 14.1 The proposed traffic control device changes are consistent with the Council's Rooding Policies and Strategies.

**15. Conclusion / Kupu Whakatepe**

- 15.1 The changes to traffic control devices are proposed to ensure the safe and efficient functioning of the transport network and manage parking.

**16. Next Steps and Timeline / Ngā Mahi Whai Ake**

- 16.1 If the Council approves the proposed changes:
- 16.1.1 Staff will provide instructions to our contractors to implement the changes required.
  - 16.1.2 Staff will update the Traffic Control Devices Register as soon as changes are in place.

**17. Attachments / Tuhinga tāpiri**

Nil

### 7.3 MOTUEKA HERITAGE WHARF - REQUEST FOR RESTORATION BUDGET

**Decision Required**

<b>Report To:</b>	Environment Regulatory and Operations Committee
<b>Meeting Date:</b>	12 May 2026
<b>Report Author:</b>	David Arseneau, Rivers & Natural Hazards Manager
<b>Report Authorisers:</b>	Mirka Parker, Acting Group Manager - Environmental Services
<b>Report Number:</b>	RERO26-05-9

#### 1. Purpose of the Report / Te Take mō te Pūrongo

- 1.1 The purpose of this Report is to update the Committee on the Motueka Heritage Wharf Restoration initiative, present the business case for its restoration, and request a small capital budget to augment the significant fundraising efforts of the Heritage Wharf Restoration Group (part of the Keep Motueka Beautiful organisation).

#### 2. Summary / Te Tuhinga Whakarāpotō

- 2.1 This report presents a recommendation to allocate a \$25,000 capital budget for the restoration of the Motueka Heritage Wharf, supplementing the over \$289,000 raised by the Heritage Wharf Restoration Group, to ensure that core condition restoration work can be completed on this significant Council historical structure.

#### 3. Recommendation/s / Ngā Tūtohunga

**That the Environment Regulatory and Operations Committee**

- 1. receives the Motueka Heritage Wharf - request for restoration budget Report RERO26-05-9; and**
- 2. approves the recommended \$25,000 capital budget for the core Motueka Heritage Wharf restoration work.**

#### 4. Background / Horopaki

- 4.1 The Heritage Wharf Restoration Group (HWRG), operating within the Keep Motueka Beautiful charitable organisation, is seeking a capital budget contribution from Tasman District Council to stabilise and restore the Motueka Heritage Wharf. The wharf, dating from 1887, is a Council-owned coastal structure and a registered Category 2 Historical Place, nationally significant as the only granite wharf in New Zealand.
- 4.2 The wharf is currently in poor condition and poses a safety hazard to people walking along its length, particularly at its far end. Fencing was installed across the end of the wharf in 2023 but was removed shortly afterwards following public opposition.
- 4.3 The HWRG has prepared a proposal/business case for the restoration work, which is attached to this report. This was prepared in response to Council's feedback after the 4 June

2025 funding request for this project, as part of the 25/26 Annual Plan Deliberations, with finalisation of the business case when the Lotteries grant of \$150,000 was confirmed in March. To date, the HWRG has raised over \$289,000 for the restoration of the wharf.

## **5. Analysis and Advice / Tātaritanga me ngā tohutohu**

- 5.1 The business case assesses four options for the restoration of the wharf, with further details and costings included in the attachment:
  - 5.1.1 Restore using artificial/imitation stone to either the full wharf length or to a shortened length (approx. 5m shorter, covering the most severely degraded portion)
  - 5.1.2 Restore using natural granite, matching the historical/heritage wharf material, to either the full wharf length or to a shortened length
  - 5.1.3 In addition, a “do nothing” option must be considered.
- 5.2 Several key considerations are made when assessing the potential options, including the following:
  - 5.2.1 A significant part of the restoration work can proceed using the available funds raised by the HWRG, noting that these funds are time-limited
  - 5.2.2 The use of artificial/imitation stone has been favourably socialised with Heritage New Zealand as a practical alternative to natural granite
  - 5.2.3 Aspects of the full restoration proposal can be delayed to future years for immediate cost savings, particularly the repointing of the existing granite block wharf structure
  - 5.2.4 The “shortened length” restoration options yield some cost savings but incurs significant uncertainty around: disposal cost of contaminated material, acceptance by Heritage New Zealand, and resource consenting risk from the greater level of coastal disturbance
  - 5.2.5 The “do nothing” option fails to take advantage of the significant fundraising efforts completed by HWRG, leading to greater costs in the future, and will still require at least some safety measures to be installed to mitigate risk to users of the wharf.
- 5.3 The preferred approach is to restore the wharf to its full length using artificial/imitation stone, with a total estimated cost of \$378,600. This includes the wharf repointing cost, leaving an approximate \$89,000 shortfall, of which the HWRG would request \$60,000 capital contribution from Council. If repointing is delayed, the total estimated cost becomes \$316,230, leaving an approximate \$25,000 shortfall.

## **6. Financial or Budgetary Implications / Ngā Ritenga ā-Pūtea**

- 6.1 There is currently no budget allocated in the 2026-2027 Annual Plan for this work.
- 6.2 The restoration is proposed to be undertaken with a debt-funded capital budget due to the nature of the work in rehabilitating a Council asset.
- 6.3 The impact of \$25,000 debt-funded capital budget on rates for the 2026-2027 financial year amounts to the associated debt-servicing cost, estimated at approximately \$2,500, which is not expected to incur noticeable impact to currently planned rates.

**7. Options / Kōwhiringa**

7.1 The options are outlined in the following table:

Option		Advantage	Disadvantage
1.	Approve \$60,000 capital budget for core wharf restoration and repointing	<p>Most comprehensive approach to restoration work, reduces further degradation of wharf structure.</p> <p>Ensures that funds raised by HWRG are put to best use.</p> <p>Capital budget of this magnitude incurs very limited impact to rates.</p>	<p>Higher cost to Council that has not been budgeted in the 26/27 Annual Plan.</p>
2.	Approve \$25,000 capital budget for core wharf restoration	<p>Addresses core restoration needs while reducing cost to Council.</p> <p>Ensures that funds raised by HWRG are put to good use.</p> <p>Capital budget of this magnitude incurs very limited impact to rates.</p>	<p>Cost to Council that has not been budgeted in the 26/27 Annual Plan.</p> <p>Important repointing work needs to be budgeted in future years at potentially higher cost.</p>
3.	Do not approve any capital budget for wharf restoration	<p>No cost to Council.</p>	<p>Funds raised by HWRG likely not sufficient to complete core restoration work.</p> <p>Council loses significant opportunity to renew this important heritage asset.</p> <p>Safety measures still required to be installed.</p>

7.2 Option 2 is recommended.

**8. Legal / Ngā ture**

- 8.1 The Motueka Heritage Wharf is a Council asset. Public use of the asset incurs health and safety obligations which will need to be addressed regardless of the restoration work progressing.
- 8.2 The restoration work will be undertaken under a Council-led infrastructure project and procurement policies.
- 8.3 Council is currently working to execute an agreement with Keep Motueka Beautiful around the management of funds and liabilities for the restoration work, which will be similar in

nature to other projects involving private funding and public assets (i.e., community centres); work will not proceed until such an agreement is in place.

**9. Iwi Engagement / Whakawhitiwhiti ā-Hapori Māori**

9.1 The HWRG and Council staff have undertaken iwi engagement on the proposed restoration, receiving support for the work.

**10. Significance and Engagement / Hiranga me te Whakawhitiwhiti ā-Hapori Whānui**

10.1

	<b>Issue</b>	<b>Level of Significance</b>	<b>Explanation of Assessment</b>
1.	Is there a high level of public interest, or is decision likely to be controversial?	Moderate	High localised interest in Motueka to restore the heritage wharf; significant funds raised by the community.
2.	Are there impacts on the social, economic, environmental or cultural aspects of well-being of the community in the present or future?	Low-Moderate	The wharf is a significant heritage structure, but overall low impact in the context of the community.
3.	Is there a significant impact arising from duration of the effects from the decision?	Low	
4.	Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	N/A	
5.	Does the decision create a substantial change in the level of service provided by Council?	Low	Council LOS for coastal structures is to make them safe for prudent use by public.
6.	Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	Low	No significant impact to debt or rates
7.	Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	N/A	
8.	Does the proposal or decision involve entry into a private sector partnership or contract to carry out the deliver on any Council group of activities?	Low	Contract needed with Keep Motueka Beautiful, in progress
9.	Does the proposal or decision involve Council exiting from or entering into a group of activities?	N/A	

	<b>Issue</b>	<b>Level of Significance</b>	<b>Explanation of Assessment</b>
10.	Does the proposal require particular consideration of the obligations of Te Mana O Te Wai (TMOTW) relating to freshwater or particular consideration of current legislation relating to water supply, wastewater and stormwater infrastructure and services?	N/A	

### **11. Communication / Whakawhitiwhiti Kōrero**

11.1 Keep Motueka Beautiful has communicated extensively on the planned project in support of their fundraising efforts.

### **12. Risks / Ngā Tūraru**

12.1 Risk of adopting proposal: cost escalations when carrying out the restoration work, mitigated through effective project management and procurement under the Project Delivery Office

12.2 Risk of not adopting proposal: safety issues with degraded wharf structure still need to be addressed and will require budget to address, solution is not likely to be popular with the community as demonstrated by the previously installed fencing.

### **13. Climate Change Considerations / Whakaaro Whakaaweawe Āhuarangi**

13.1 No significant climate change implications or considerations relevant to the proposed restoration scope.

### **14. Alignment with Policy and Strategic Plans / Te Hangai ki ngā aupapa Here me ngā Mahere Rautaki Tūraru**

14.1 Alignment with Council asset management responsibilities and coastal structures levels of service.





### **15. Conclusion / Kupu Whakatepe**

15.1 It is recommended that Council allocate a \$25,000 capital budget allowance for the restoration of the Motueka Heritage Wharf, focusing on core rehabilitation activities and delaying the necessary but not critical repointing work to future years.

### **16. Next Steps and Timeline / Ngā Mahi Whai Ake**

16.1 If approved: execute agreement with Keep Motueka Beautiful, finalise Lotteries funding agreement, initiate formal procurement preparation.

**17. Attachments / Tuhinga tāpiri**

- |    |  |    |
|----|--|----|
| 1. | <a href="#"></a> <a href="#"></a> Proposal for funding contribution from the Council | 44 |
| 2. | <a href="#"></a> <a href="#"></a> Heritage Wharf budget information                  | 51 |

## PROPOSAL FOR TDC FUNDING CONTRIBUTION TOWARDS THE RESTORATION OF THE MOTUEKA HERITAGE WHARF

### 1. Executive Summary

The Heritage Wharf Restoration Group seeks Tasman District Council support to stabilise and restore the 1887 Motueka stone wharf that is collapsing from wave action. "The 1887 stone wharf on Motueka Quay, owned by Tasman District Council, is a registered Category 2 Historical Place and is nationally significant as the only granite wharf in the country." The preferred approach is a full-length restoration using artificial stone (concrete blocks incorporating ground-up Separation Point granite) with concrete retaining walls and anchoring, plus tree removal, an accessible footpath and upgraded interpretive signage to include Māori history.

Most preparatory work is complete: engineering design, an Archaeological Authority, iwi engagement, a quantity survey and \$289,000 raised to date through grants, donations and fundraising (including a \$150,000 Lotteries grant). The total imitation-stone estimate is \$378,600, leaving an \$89,000 shortfall for which the Group requests a one-off TDC capital contribution of \$60,000 to enable construction to proceed mid-2026. The Group will raise the balance of \$29,000.

**Therefore it is recommended that Council:**

- a) approve the restoration to proceed using the full-length option with artificial stone;**
- b) contribute capital funding of \$60,000 to enable the project to proceed.**

### 2. Background and Context

The 1887 stone wharf on Motueka Quay, owned by Tasman District Council, is a registered Category 2 Historical Place and is nationally significant as the only granite wharf in the country. Locally its role in the economic and social development of the Motueka district, particularly in enabling the development of the fruit growing industry, gives it considerable historical and social significance. It was the main route in and out of Motueka for people and goods and the business heart of Motueka from 1887 to 1916, when the port was moved to George Quay. It is one of our most significant historic sites.

Nowadays the wharf is a popular local attraction and tourist destination, especially in



conjunction with the adjacent Great Taste Cycle Trail, walkway and picnic area and the nearby shipwreck of the Janie Seddon. It is a good viewpoint and people like to fish off the end. It is a very significant contributor to the aesthetic and recreational value of the Motueka foreshore. Unfortunately the outer end has collapsed due to wave action undermining the stone, making it more vulnerable to stormy seas, and the pointing along much

of the length has deteriorated, enabling water to enter the structure and do further damage.

As we look into a future of changing climate and increasingly extreme weather conditions, we can anticipate that damaging sea conditions will become more common, presenting a growing threat to the integrity of the wharf. While the erosion to date has been a slow process, the sea is now washing out the clay fill at the end, so it is expected to collapse more quickly in future. Recent storms have certainly had an impact. In addition, the pohutakawa trees that have been planted along the wharf are starting to block access and their roots are threatening to dislodge the stonework.

There have been various efforts in the past towards repairing or restoring the wharf. In the distant past concrete slabs were used to replace missing stone blocks. These detract from the heritage value and most are collapsing and need to be removed. In 2006 the Council commissioned Ian Bowman to prepare a Conservation Plan for the wharf, which involved a full restoration and conservation of the stone wharf. In 2008 Keep Motueka Beautiful and the Motueka Historical Society put forward plans for less extensive repairs. In 2009 it was listed as a Historic Place Category 2. In 2011 TDC allocated some funding for restoring the wharf and commissioned David Sissons to prepare an action plan, but it did not proceed. At some stage a proposal was put to Heritage New Zealand involving using concrete blocks instead of granite, but Heritage New Zealand turned it down. In 2019 TDC had the Sissons action plan costed and it came to an estimated \$211,000. Around this time there was confusion regarding the ownership of the wharf and this was not resolved till 2023 when Columbus consultants' investigations confirmed that TDC is indeed the owner. Due to this confusion, no maintenance has been done on the wharf for decades, other than mowing.



Concerns regarding the safety of the unstable end of the wharf prompted the Council to fence off the end in 2023. However, there were many objections from local people, which resulted in the removal of the fence. TDC then offered to work with local organisations towards the restoration of the wharf and this led to the establishment of the Heritage Wharf Restoration Group, under the umbrella of Keep Motueka Beautiful (KMB), with representatives of KMB, the Motueka & Districts Historical Association, and the Motueka Community Board along with TDC. A funding proposal was submitted to the TDC 2025/26

Annual Plan. This was not approved at the time, but Council requested that a business case be presented, including consideration of cost-saving options.



### 3. The case for repair/restoration

The Heritage Wharf Restoration (HWR) Group agreed on the goals to restore the wharf to a condition that will:

- withstand destructive wave action, enabling it to survive for future generations;
- improve the safety for visitors, without having to close it off, by fixing the unstable stone at the end, and putting a wheelchair friendly footpath along the wharf;
- enhance public appreciation of the history of the wharf and the surrounding area, including a Māori perspective, through enhanced interpretive signage.

If action is not taken soon, the old wharf will collapse at a greater rate and become even more of a safety concern. Fencing off most of the length, at Council's expense, will become almost inevitable. Then the wharf will be a blemish on the foreshore, rather than an asset to the town and Tasman District. The heritage and recreational values will be diminished and ultimately lost if the wharf is not repaired. The longer it is left, the more expensive it will be to repair.

The wharf has long been an iconic part of the town's identity and its restoration will not only preserve an important piece of our local heritage, but also enhance the area as a vibrant community space for locals and visitors alike. The restored site will strengthen Motueka's appeal as a coastal attraction, thus encouraging tourism, supporting local businesses, and enhancing Motueka's reputation as a desirable place to live. The wharf could serve as a hub for recreational activities like fishing and kayaking, creating new economic opportunities for the town. The interpretive signage will enhance the sense of identity for locals.

There is strong public support for the restoration, as evidenced by survey feedback and the amount of donations received. In 2024 it was the first choice in Motueka Community Board's public survey of their proposed projects shortlist. The HWR Group conducted a survey of visitors to the wharf and 470 people gave feedback on the proposed restoration. Their views were taken into account in subsequent planning. The key conclusions were:

- 93% thought the wharf should be restored
- 73% thought the Pohutukawa trees should be removed
- 68% thought there should be some fencing
- 60% thought there should be no lighting (to discourage vandalism).
- 79% thought there should be more seating
- 70% thought the interpretation panels should be upgraded

In addition there has been overwhelmingly positive feedback from facebook postings on the Love Motueka facebook page, with 28,350 views and 220 likes and loves.

The HWR Group has already done most of the groundwork for the project:

- Iwi consultation with 7 iwi in the area, through the TDC's iwi engagement process is completed and they were supportive. The HWR Group has been gathering notes on the iwi history of the area, with input from local Māori experts and will work with iwi on design of interpretive signage covering their perspective on the history of the wharf and surrounding area. (The present signage has no Māori history.)
- An engineering design was commissioned from Eliot Sinclair, which involves installing concrete block retaining walls behind the stone walls and anchoring the stone to the concrete blocks.

- The Group, on behalf of TDC, has obtained an Archaeological Authority for the restoration from Heritage New Zealand, based on an archaeological assessment and the engineering design submitted, and after public and iwi consultation.
- Based on expert advice from consultants, TDC planners have advised a Resource Consent is not required, just a MOTCE (marginal or temporary exemption). This will save thousands of dollars.
- A Quantity Survey has been undertaken, giving estimated costs. The Quantity Surveyor also helped to cost the various alternatives being considered.
- So far over \$289,000 has been raised through grants, donations and fundraising. This includes a grant of \$150,000 just received from the Lotteries Environment & Heritage Fund. The application to Lotteries was actually for a grant of \$210,000, so there is a shortfall of \$60,000. Fundraising is ongoing.
- A relatively small capital contribution of \$60,000 from TDC would enable the project to proceed.

So, after all the years of failed attempts, now is the best opportunity to proceed with the wharf restoration, with most of the preparatory work and fundraising already done by the HWR Group. It may be the last chance for TDC to save its asset.

#### 4. Restoration options

From its inception the HWR Group has not proposed a full restoration of the wharf. The present structure is only a part of the original Motueka wharf. The stone causeway seen today led to a piled timber wharf at which much of the shipping berthed, and on which a



number of buildings were placed. Along the causeway there were timber railings on the north side, metal stanchions at intervals on the south side, and on both sides timber fenders were fixed vertically to the stone work to prevent ships being damaged by colliding with the stone. The timber wharf and buildings were removed after the wharf was replaced by the 1916 wharf constructed at the present Moutere Inlet entrance. The guard rails, timber fenders and most of the stanchions also have been removed.

The HWR Group has no intention of reconstructing the timber wharf and its buildings. It is proposed to focus on stabilization, repair and restoration of the stonework

of the causeway. The wooden fenders will not be replaced. Replacement of the wooden fencing and the stanchion and rope fence is regarded as an optional later phase of the project (see below).

**Stone causeway options**

As regards the stone causeway the key options being considered are:

- Using imitation stone (made from concrete mixed with ground-up granite) instead of Separation Point granite.

As far as possible, restoration should utilize original or similar material, but obtaining a supply of Separation Point granite in a timely way is regarded as a high risk. The quarry has been closed for years and the usual quarrying methods (by explosion) are not designed to produce large blocks, as required for the wharf. In view of this, Ian Bowman, the conservation advisor, proposed making artificial stone by incorporating ground-up Separation Point granite into concrete blocks. Alpha Precast have produced some trial blocks which look very like the real stone and they are prepared to do further trials to make it even better. Artificial stone is both cheaper and lower risk. The Archaeological Authority already obtained is for full-length restoration using granite. However, Heritage New Zealand seem amenable to this substitution, because of the risk associated with granite supply. They indicated that a letter seeking a variation to the Authority would likely get a favourable response.

- Shortening the wharf by 5m.

Shortening the wharf by 5m would remove much of the collapsed end and stone blocks recovered from this could be re-used in the restoration, thus considerably reducing the number of new blocks required. However, it would reduce the heritage value of the wharf and the space available for recreational activities. Ian Bowman advised that there would need to be some way of indicating the original length, which has not been investigated at this stage.

Shortening would also require more fill to be removed from the site and there is a moderate risk of contamination in the fill. If contaminated fill is found and has to be removed to a dump, it will add considerably to the cost of the project.

In addition, shortening would require a Resource Consent for removing part of a heritage structure, and a new application to Heritage New Zealand and it may not get their approval. They regarded this as a last resort option and were reluctant to approve it. So, while shortening the wharf would save money, it may not prove to be a viable option.

The Quantity Surveyor's estimates for the cost of the options outlined (excluding signage, seating and fencing) is:

Imitation stone – full length	\$378,600
Imitation stone – 5m shortened	\$319,173
Granite – full length	\$406,777
Granite – 5m Shortened	\$308,156

The Group is optimistic that local suppliers will give this community project good discounts that should bring the actual cost down.

**Fencing options**

The original fencing materials were totara and wrought iron but these are now prohibitively expensive. We are currently pricing alternative materials and if these are acceptable to Heritage NZ and we can raise sufficient funds, then the fencing might proceed as a later phase of the project. Fencing is not required by Council for wharves, but it is noted that the public survey indicated support for fencing.

## **5. Proposed Solution**

The HWR Group proposes to restore the full-length of the stone wharf, but using artificial stone. This reduces the cost and risks of the project, while retaining the heritage values. The Group is seeking capital funding of \$60,000 from TDC to make up the required budget.

## **6. Implementation Plan**

The project has been planned and costed in four phases:

1. Planning, design, consents and fundraising
2. Tree removal
3. Construction and restoration
4. Post-restoration: signage, seating, footpath and optionally fencing

A draft Project Plan is attached. We are currently considering the possibility of deferring re-pointing work from Phase 3, in order to spread the costs out further.

Phase 1 is almost completed. As soon as sufficient funds are raised for the proposed option (\$378,600), phases 2 and 3 can proceed. If the application to TDC is successful, the project could proceed in mid-2026. Phase 3, will be managed by TDC's project management team and it is expected that a request for tenders will be issued for a prime contractor to manage the project. It is estimated that the work may take around three months, depending on the availability of key workers, but this will not be known until tenders are received. Obviously the work will have to be fitted around the low tides.

Fundraising will continue for Phase 4 work. Some organisations are reluctant to give until they know the project is proceeding and Rata Foundation may be interested in funding signage. Phase 4 work will be managed by TDC Parks & Reserves, with help from the HWR Group, alongside the planned landscaping work on the adjacent foreshore reserve.

Key risks associated with the project as proposed are:

- Availability of an experienced stonemason
- Further storm erosion of the stonework prior to or during the reconstruction
- Toxic coal tar has been identified on the top of parts of the northern side wall. It is not believed to be extensive, but that can't be confirmed until some excavation is done. It may not be disturbed by the work, but if it is, the aim will be to bury it within the wharf.

## **7. Financial Analysis**

See the attached Project Budget

## 8. Conclusion and Recommendations

The restoration of the old wharf will

- enable the wharf to survive for future generations, preserving an important piece of our local heritage;
- improve the safety for visitors;
- enhance public appreciation of the history of the wharf and the surrounding area, including a Māori perspective, through enhanced interpretive signage;
- enhance the area as a vibrant community space for locals and visitors alike.
- strengthen Motueka's appeal as a coastal attraction, thus encouraging tourism, supporting local businesses, and enhancing Motueka's reputation as a desirable place to live.

There is strong public support for the restoration of the heritage wharf. The work to date has shown that restoration is feasible and affordable.

**Therefore it is recommended that Council:**

- a) approve the restoration to proceed using the full-length option with artificial stone;**
- b) contribute capital funding of \$60,000 to enable the project to proceed.**

### References

Bowman, Ian, 2006. Old Motueka Wharf, Motueka: Conservation Plan.

Sissons, David, 2011. Old Motueka Wharf: Proposed Action Plan.

Geotechnical RTW Report and Design, Eliot Sinclair, Dec 2024



## Heritage Wharf Project Budget 2025-26 updated 16.3.26 excl GST

EXPENDITURE	Spent \$	Budget \$		Budget \$	
		Imitation stone		Granite	
		A: Full length	B: Shorten 5m	C: Full length	D: Shorten 5m
<b>Phase 1: Planning, design, consents</b>					
Archaeological report,	1,304	1,304	1,544	1,304	1,544
Detailed engineering design	8,318	8,318	8,318	8,318	8,318
Conservation architect input	3,709	5,000	6,000	5,000	6,000
Other consultancy (WSP, ...)	1,013	1,300	1,300	1,300	1,300
MOTCE/Resource Consent and building consent?		1,000	10,000	1,000	10,000
Printing	270	270	270	270	270
Contingency	103	500	1,000	500	1,000
<b>Subtotal</b>	<b>14,715</b>	<b>17,692</b>	<b>28,432</b>	<b>17,692</b>	<b>28,432</b>
<b>Phase 2: Tree removal</b>					
Tree removal, Deconstruction		7,000	7,000	7,000	7,000
<b>Phase 3: Construction &amp; restoration</b>					
Preliminary & general (10%)		24,825	19,903	26,802	19,131
Site preparation		23,000	25,500	23,000	23,000
Substructure Excavation & fill		42,952	29,529	42,952	29,529
Concrete & granite walls build incl drainage		123,550	87,754	143,315	82,526
Wall repointing		43,750	41,250	43,750	41,250
Landscaping		15,000	15,000	15,000	15,000
Margins (8%)		21,846	17,515	23,585	16,835
Scope risk/Contingency (20%)		58,985	47,290	63,681	45,454
<b>Subtotal</b>		<b>353,908</b>	<b>283,741</b>	<b>382,085</b>	<b>272,724</b>
<b>TOTAL Phase 1-3</b>		<b>378,600</b>	<b>319,173</b>	<b>406,777</b>	<b>308,156</b>
<b>Phase 4: post restoration</b>					
Signage, seating, path		24,599	24,284	24,599	24,284
Fencing (optional)		25,211	25,211	25,211	25,211
<b>Subtotal</b>		<b>49,810</b>	<b>49,495</b>	<b>49,810</b>	<b>49,495</b>
<b>TOTAL COST Project Phases 1-4</b>		<b>428,410</b>	<b>368,668</b>	<b>456,587</b>	<b>357,651</b>
<b>INCOME</b>	<b>Requested</b>	<b>Confirmed</b>	<b>Budget Target</b>		
<b>Grants</b>					
Motueka Community Board (held by MCB)		10,000	10,000		
MCB discretionary for archaeological report		700	700		
TDC Community Grants		3,500	3,500		
Network Tasman		4,500	4,500		
The Stout Trust		25,000	25,000		
Pub Charity/other pokie charity	5,000	4,797	10,000		
Other trusts: NBS, Rata ...			15,000		
Lotteries Heritage & Environment Fund		150,000	150,000		
<b>Subtotal</b>		<b>198,497</b>	<b>218,700</b>		
<b>Fundraising</b>					
Talleys (held by TDC)		15,000	15,000		
Genia		2,500	2,500		
Give-a-Little		1,975	2,500		
Other local donations		35,293	40,000		
Fundraising (excl GST)		1,842	2,000		
Overseas	25,000	10,000	20,000		
Interest		4,418	4,418		
<b>Subtotal</b>		<b>71,028</b>	<b>86,418</b>		
<b>KMB &amp; Historical Soc</b>					
KMB Allocated		6,000	6,000		
Motueka Historical Society		5,000	5,000		
<b>Subtotal</b>		<b>11,000</b>	<b>11,000</b>		
<b>Tasman District Council</b>					
Engineering design (Professional Services)		7,103	7,103		
P&R (AY & WSP)		1,708	1,708		
Requested TDC for 2026	60,000		60,000		
<b>Subtotal</b>		<b>8,811</b>	<b>68,811</b>		
<b>TOTAL INCOME</b>		<b>289,336</b>	<b>384,929</b>		
<b>BALANCE (income less cost) Phases 1-3</b>				<b>A</b>	<b>B</b>
<b>BALANCE (income less cost) Phases 1-4</b>				<b>-43,481</b>	<b>16,260</b>
				<b>C</b>	<b>D</b>
				<b>-21,848</b>	<b>76,772</b>
				<b>-71,658</b>	<b>27,277</b>

## 7.4 RIVERS AND COASTAL STRUCTURES REPORT

Information Only - No Decision Required

<b>Report To:</b>	Environment Regulatory and Operations Committee
<b>Meeting Date:</b>	12 May 2026
<b>Report Author:</b>	David Arseneau, Rivers & Natural Hazards Manager
<b>Report Authorisers:</b>	Mirka Parker, Acting Group Manager - Environmental Services
<b>Report Number:</b>	RERO26-05-10

### 1. Summary / Te Tuhinga Whakarāpoto

- 1.1 This report provides Council with a high-level update on the Rivers Activity, covering the period since the June-July 2025 flood events, including the following topics:
- 1.1.1 Flood response and recovery work programme
  - 1.1.2 General river maintenance programme
  - 1.1.3 Regional Infrastructure Fund projects update
  - 1.1.4 Gravel management update
  - 1.1.5 Unmanaged rivers (River “Z”) update
  - 1.1.6 Update on other river management strategy or initiatives

### 2. Recommendation/s / Ngā Tūtohunga

**That the Environment Regulatory and Operations Committee**

1. **receives the Rivers and Coastal Structures report RERO26-05-10.**

### 3. River flood recovery programme update

#### Overview of flood damage to Council river assets

- 3.1 The severe weather events of June and July 2025 produced record-high flows in several of our major rivers and incurred massive damage to property and infrastructure throughout Tasman District.
- 3.2 The Rivers Activity maintains two primary classes of assets along the managed river network: stopbanks and rock protection. The total assessed value of these asset classes, as of the 2025 insurance valuation (distinct from Council’s asset book value, the latest of which was from 2017), are approximately \$125 million and \$152 million, respectively, including about 60km of stopbanks and 1.4 million tonnes of rock protection.
- 3.3 Determination of damage to river assets is being completed in two phases: system-wide estimated based on remote sensing data (aerial imagery, drone photos), and a detailed site condition assessment of each asset.

3.3.1 The first phase is complete, with estimated damage to rock protection assets valued at about \$54.5 million, heavily localised in the most severely impacted rivers (Dove, Motueka, Wai-iti, Motupiko, Tadmor); damage to stopbank assets is estimated at under \$1 million and has since been repaired or scheduled for capital upgrade.

3.3.2 The second phase is underway, with completion of assessments of all Council rock protection assets targeted for the end of the 2026 calendar year. This assessment will inform insurance claims, updated asset book value, and updated insurance schedule moving forward.

### **Response and recovery work**

3.4 Council's Rivers Activity has been heavily focused on flood response and recovery work since the June-July 2025 flood events, with a significant escalation in the resources deployed on site to carry out urgent river works.

3.5 Flood response works consisted of physical works completed during and immediately following the flood events to attempt to mitigate further damage in the series of weather events we experienced. Much of this work included removal of flood debris from bridges and river fairways, and rapid gravel relocation to restore realigned river channels to their pre-flood channels, ahead of more permanent repairs. Overall, approximately \$720,000 was spent on this phase of work.

3.6 Flood recovery works include all repair, reinstatement and resilience work carried out following the flood events to damaged properties and infrastructure. Types of work completed include repairs to damaged stopbanks, river channel realignment and shaping, repair and reinstatement of damaged rock protection assets, and planting of new willow trees for bank stabilisation and flood flow buffering. Overall, approximately \$7 million has been spent on recovery work since July 2025, including:

3.6.1 Over \$850,000 on stopbank repairs, focused on the section of the Wai-iti stopbank that was completely destroyed during the July 2025 flood

3.6.2 Approximately \$3 million of new or reinstated rock protection assets (over 38,000 tonnes of rock placed)

3.6.3 Planting of approximately 7,600 willow trees in early spring 2025, as a precursor to the targeted 25-30,000 willow trees scheduled for the upcoming winter (and every winter for the foreseeable future)

3.6.4 Extensive river channel alignment and shaping work, while preserving the wider corridors scoured by the flood events as much as possible

3.7 At the height of flood response and recovery work in August and September 2025, Taylors had deployed 7 excavators, 6 bulldozers, 5 dump trucks, 6 rock trucks, and several other pieces of machinery, compared to the core river maintenance pool of 2 excavators and 2-3 dump/rock trucks. In addition, several other contractors were deployed for specific response works as surge capacity. This represents by far the most significant flood response work ever undertaken by Council in the Rivers Activity.

### **Flood recovery approach**

3.8 Our recovery approach is focused on restoring our river systems in a way that is resilient to future large floods, cost-effective in the short- and long-term, and restores a level of confidence and normality to affected residents and business owners. This approach includes the following three key principles:

- 3.8.1 Restore channel avulsions into the pre-flood river channel and implement measures to prevent such avulsions from recurring where it is cost-effective and practical, and where there is sufficient river fairway width to reasonably accommodate future floods
- 3.8.2 Employ robust rock protection work where there are substantial risks to people and infrastructure, and where doing so will not cause greater issues nearby
- 3.8.3 Preserve and stabilise wider river fairways to increase the resilience of the river system and adjacent properties against future floods, supported through aggressive planting of wider willow riparian buffers along scoured riverbanks. This is the “long-game” will take many years to complete

### **Flood recovery forward works programme**

- 3.9 The forward works programme for the flood recovery has been developed over the first quarter of 2026. A high-level summary of the programme was communicated through Newline, social media and Council’s webpage in March, including the following major phases:
  - 3.9.1 July 2025 to late 2025: Major river realignments and gravel relocation, and the first phase of rock work across most rivers.
  - 3.9.2 Summer and autumn 2026 (current focus): The peak period of physical works – rock repairs, new rock structures, and continued shaping.
  - 3.9.3 Winter 2026: Significant willow plantings in flood-damaged areas, and maintenance of existing willows to encourage new growth and develop future source material areas.
  - 3.9.4 Spring 2026 to Autumn 2027: Continuing with physical bank protection work in damaged areas – rock repairs and new rock structures.
  - 3.9.5 Winter to Spring 2027: Another major willow planting and maintenance programme over the winter months, with the main river recovery programme winding down in spring with completion of rock works on the more severely damaged rivers (Motupiko, Tadmor, Upper and Lower Motueka, Wai-iti).
- 3.10 There are several other areas of planned work that have not been specifically identified in the recovery programme to date, including channel clearing and capacity improvements in the Brooklyn and Riuwaka areas.
- 3.11 The level of general maintenance work undertaken will increase in the 2026/2027 financial year but is not expected to reach pre-flood levels until the following year.

### **Emergency works resource consenting**

- 3.12 Tasman District Council has been in a near continual state of emergency or local transition-to-recovery period since the June 2025 flood event. Significant river works have been undertaken in response to the floods, under the RMA pathways that are available for such situations. This has enabled important response and recovery works that incur a temporary/non-enduring effect to be completed without first having to obtain resource consent.
- 3.13 However, there have also been a significant amount of new rock protection assets installed and river channels realigned, which may have an enduring effect and require resource consent, and unfortunately the magnitude of work required post-flood would not have been able to be accommodated in the global river works resource consent.

- 3.14 Council staff are working with experienced RMA planners and technical experts to effectively and efficiently ensure our resource consenting obligations are met.

### **Overview of flood response and recovery funding**

- 3.15 There are several sources of funding that will support flood response and recovery in the Rivers Activity, each with different criteria and each with some level of uncertainty attached:
- 3.15.1 Insurance payments for damaged stopbanks and rock protection assets, calculated on the assessed degree of damage/impairment and paid at 40% of the accepted rate for reinstatement of the original asset (no betterment), with Council eligible to receive payment for impaired assets regardless if the assets are immediately repaired
  - 3.15.2 Government financial support through NEMA, including eligible response and reinstatement costs, generally paid at 60% of actual costs to reinstate/repair damaged assets (e.g., only compensate for work done, not all asset impairment), with no payment for betterment or resilience work
  - 3.15.3 Government funding through Tranche 2 of the Regional Infrastructure Fund, focused on flood resilience and upgrade work, up to 60% co-funding for scoped projects, but requiring clarity on insurance/NEMA funding outcomes before confirming
  - 3.15.4 Direct ratepayer funding through the proposed flood recovery targeted rate
- 3.16 A significant complexity to this process is the result of the dynamic nature of rivers themselves. In many cases, flood damage occurred where no rock protection had been previously installed, and some damaged rock protection assets are no longer required in their pre-flood location and configuration. This reality is contrasted with the focus of insurance and NEMA funding on the reinstatement of pre-flood assets.
- 3.17 Discussions have been underway since shortly following the flood events with both insurance and NEMA representatives, and Council staff are working hard to ensure the best possible outcome for ratepayers and our future flood resilience.

## **4. River general maintenance programme update**

- 4.1 General river maintenance work has been significantly reduced since the June-July 2025 flood events, as the budget and contractor resources typically used for maintenance work were reallocated to urgent flood response and recovery. However, the following maintenance activities have continued during the flood recovery period:
- 4.1.1 Regular inspections of culverts and flapgates through Council stopbanks.
  - 4.1.2 Clean up of rubbish illegally dumped along Tasman's rivers, the majority of which is located in the Waimea River Park; over \$19,000 of cost has been incurred since July 2025 for the collection of dumped rubbish, including extensive household rubbish, several cars, and a hot tub.
  - 4.1.3 Mowing of Council stopbanks.
  - 4.1.4 Ongoing maintenance and upkeep of native planting areas, with a scaled-down planting program being carried out in April-May 2026.
  - 4.1.5 Ground-based and aerial spraying of woody weeds along river fairways to keep gravel beaches clear and mobile.

- 4.2 Overall, approximately \$270,000 has been spent on general maintenance work this financial year, up to the end of March 2026.



Image 1-2: Examples of dumped rubbish collected recently in the Waimea River Park.



Image 3: Aerial spraying of gravel beaches underway in the Upper Motueka River (April 2026)

## 5. Regional Infrastructure Fund programme update

- 5.1 Tasman District Council has funding agreements with Kānoa (Regional Economic Development & Investment Unit, MBIE) under both Tranche 1 and Tranche 2 of the Regional Infrastructure Fund (RIF), specifically under the flood resilience funding portion of the RIF which makes up \$200 million of the \$1.2 billion total funding package.
- 5.2 The Tranche 1 funding agreement was executed in the winter of 2024, for the continuation of the Lower Motueka Stopbank Refurbishment programme. The total funding amount is \$12.5 million, split 60/40 between Kānoa and Council, with \$1.5 million allocated to Peach Island flood resilience works and the balance to stopbank refurbishment on the main Lower Motueka River, upstream of the SH60 bridge. As of the end of March 2026, we have delivered \$4.9 million of the \$12.5 million funding package.
- 5.3 The Tranche 2 funding agreement was executed in January 2026, with a total funding amount of \$15.8 million, split 60/40 between Kānoa and Council. The original scope of the funding agreement, which was established in June 2025 immediately before the June-July 2025 flood events, was to increase the level of service of the Lower Motueka River stopbanks to a 1% AEP (100-year) flow event, from the current 2% (50-year) design level. However, the extensive damage that resulted from the floods has shifted this priority and we

are working with Kānoa on a revised flood resilience scope. The following packages of work are currently being planned under Tranche 2:

- 5.3.1 Upgrade of the Brooklyn River stopbanks to a target of 2% AEP flood level, from their current low level of service (less than a 50% AEP in places).
- 5.3.2 Refurbishment of the Lower Motueka River stopbanks downstream of the SH60 bridge.
- 5.3.3 Significantly increasing Tasman’s production of willow and poplar trees for riverbank and hillslope stabilization, through partnerships with local nurseries, landowners, and other stakeholders (e.g., MSD, MPI).
- 5.3.4 Flood resilience improvements for flood-damaged rural areas where stopbanks are not feasible.

## **6. River gravel management update**

- 6.1 Approximately 90,000 cubic metres of gravel have been extracted from Tasman rivers since the June-July flood events, predominantly from the Waimea and Motueka Rivers, and with an increasing amount from Golden Bay rivers to meet demands.
- 6.2 A recurring challenge remains in several areas of the District with gravel availability located an uneconomical distance away from aggregate demand. Some success was seen in the Upper Motueka area in the spring with demand from forestry companies in rebuilding their operational roads.
- 6.3 Our intention moving forward is to work with the aggregate industry on a more structured, collaborative long-term approach to gravel management at key locations to provide better demand planning while meeting our river management and resource consent obligations. This work is still in early development.

## **7. Unmanaged rivers update – Rivers “Z”**

- 7.1 There has been severe flood damage to many of the District’s unmanaged rivers in River Z rating areas. Historically, these areas have benefitted from a Council subsidy programme (up to 50% cost share) and access to experienced contractors operating under the Council’s global river works resource consent. However, the extent of damage from the June-July 2025 floods has rendered this ineffective and unaffordable, and the subsidy programme has been discontinued barring a more comprehensive review of the river rating system.
- 7.2 To help landowners continue necessary works, we are establishing a new process that enables people to carry out work while ensuring appropriate checks are in place. Depending on the nature of work the landowners want to undertake, it will fall under one of the following three categories:
  - 7.2.1 Permitted activity under the TRMP, no further input needed from Council staff.
  - 7.2.2 Low impact activity which would be permitted except for sediment discharge rules in the TRMP, which can be authorised under the global river works resource consent with oversight from Council staff.
  - 7.2.3 Higher impact activity, such as a new rock revetment or channel realignment, that requires a greater degree of assessment, planning and oversight from Council staff. The specific implementation pathway for this category of works is currently being

assessed, since Council will retain responsibility for the effects of these types of features as part of our resource consent obligations.

- 7.3 A series of information pamphlets and a new application/approval permit system is nearing completion for this new process.

<b>8. River management initiatives and strategic matters</b>
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- 8.1 A review of the current river rating system has been initiated, with a focus on assessing both the coverage of our managed river rating areas and the levels of service we provide across the District. A core focus of the review is the manner in which we rate and carry out work on rivers with no stopbank flood protection assets. The intention of the review is to provide a roadmap of rating system change that can be adopted in stages, starting with Year 1 or Year 2 of LTP 2027.
- 8.2 The Rivers & Natural Hazards section has recruited a new Asset & Information Officer, starting 18 May, to provide strong capability and focus on our asset management obligations; this is a direct outcome of the OAG's performance audit of Council's flood protection infrastructure systems, published in December 2025.

<b>9. Attachments / Tuhinga tāpiri</b>
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Nil

## 7.5 REGULATORY MANAGER'S REPORT

Information Only - No Decision Required

<b>Report To:</b>	Environment Regulatory and Operations Committee
<b>Meeting Date:</b>	12 May 2026
<b>Report Author:</b>	Shane Bruyns, Regulatory Manager
<b>Report Authorisers:</b>	Katrina Lee, Acting Group Manager - Environmental Services
<b>Report Number:</b>	RERO26-05-1

### 1. Summary / Te Tuhinga Whakarāpoto

- 1.1 This report provides an overview of activity within the Regulatory Section for the six-month period from 1 October 2025 to 31 March 2026. Activities undertaken by the Resource Management Act (RMA) Compliance Team are excluded, as these are reported separately throughout the year.
- 1.2 One Long Term Plan (LTP) level of service (*We respond to high priority dog complaints within 60 minutes, 24 hours a day, seven days a week*) was achieved at 98.33% against a target of 100%. This variance resulted from an isolated incident where a complaint was not forwarded by the call centre to the on-call officer. Corrective measures have since been implemented to minimise the risk of recurrence. All other LTP levels of service remain on track.
- 1.3 Freedom camping and homelessness continue to place pressure on regulatory services, resulting in increased compliance activity in specific locations across the district.
- 1.4 A long-standing hoarding and squalor matter was resolved through formal intervention, resulting in the abatement of an ongoing public health nuisance following a prolonged period of non-compliance.
- 1.5 Recent amendments to the Resource Management Act have strengthened Council's ability to respond to excessive noise through increased penalties and extended enforcement timeframes.
- 1.6 The total number of dogs in the district decreased by 2.17% compared with the previous year.
- 1.7 Controlled Purchased Operations were undertaken at 21 licensed premises, with two instances identified where alcohol was sold to minors.
- 1.8 The number of parking infringements issued during the reporting period increased significantly compared with the same period in the previous year.
- 1.9 Freedom camping complaint numbers and infringements issued were higher than those recorded in the previous year.

**2. Recommendation/s / Ngā Tūhunga**

**That the Environment Regulatory and Operations Committee**

- 1. Receives the Regulatory Manager’s report RERO26-05-1.**

**3. Food Safety**

- 3.1 Food Control Plan verifications remain current and continue to track as expected. Annual compliance targets are on track to be achieved by the end of the financial year.
- 3.2 The MPI Food Business Levy was introduced from 1 July 2025 for all registered food businesses. Required system updates to support levy processing were completed in October 2025, with invoicing commencing shortly thereafter.
- 3.3 A Notice of Direction was issued to a restaurant in December 2025 following a complaint relating to unsanitary kitchen conditions and inappropriate food storage practices. The operator responded promptly and took satisfactory corrective action. The Notice was lifted in January 2026.

**4. Alcohol Licences**

- 4.1 There was a slight increase in the number of alcohol licences issued compared with the corresponding period in the previous year, as outlined in Table 1.

**Table 1: Alcohol Licenses issued over the period 1 October 2025 to 31 March 2026**

Type	1 October 2024 - 31 March 2025	1 October 2025 - 31 March 2026
Club Licence	1	5
Off-licence	16	20
On-licence	19	24
Special Licence	43	39
Manager’s Certificate	154	165
Temporary Authority Order	6	8
Temporary Licence (existing licensed premises in temporary accommodation)	1	0
<b>Totals</b>	<b>240</b>	<b>261</b>

- 4.2 Environmental Health Officers attended three District Licensing Committee hearings during the reporting period. All hearings related to Temporary Authority Order applications. One application was approved, and two were declined following Committee consideration.
- 4.3 Officers continue to support the review of the Local Alcohol Policy and the Gambling Bylaw.

- 4.4 Compliance checks under the Sale and Supply of Alcohol Act were undertaken at several major events between October 2025 and March 2026, including events held at Neudorf Winery, Silvan Steps, harness racing venues, and the Golden Bay A&P Show. No significant compliance issues were identified. Minor dissatisfaction was noted at the Neudorf concert where bottled wine could not be sold due to licence conditions.
- 4.5 Controlled Purchase Operations were carried out in partnership with New Zealand Police, with 21 licensed premises visited. Two instances of sales to minors were identified. In both cases, enforcement action was taken against the licensee and duty manager. The duty manager’s certificate was suspended for 28 days, and the licensee’s licence was suspended for 48 hours.
- 4.6 Face-to-face assessments for manager’s certificate applicants have recommenced. All new applications and first year renewals are now required to complete an in-person assessment. This approach reinstates the pre - COVID 19 process and replaces the online interviews introduced during the pandemic. Early feedback indicates the revised process is functioning effectively.

**5. Health Licences**

- 5.1 The number of health licences issued under the Health Act during the reporting period was lower than for the same period last year. This reduction primarily reflects fewer Food Control Plans and campground registrations and may also be influenced by prevailing economic conditions.
- 5.2 The number of licences issued is set out in Table 2 below.

Table 2: Total Health Licences issued over the period 1 October 2025 to 31 March 2026		
Type	1 October 2024 to 31 March 2025	1 October 2025 to 31 March 2026
Camping grounds	29	22
Food Control Plans/National Programmes (includes Mobile Shops)	233	216
Funeral Directors	5	1
Offensive Trades	3	3
<b>Totals</b>	<b>270</b>	<b>242</b>

- 5.3 **Campground inspections:** As part of the annual inspection programme, inspections were completed at all 45 campgrounds prior to the 2025 summer season. All sites were assessed as satisfactory.
- 5.4 **Water sampling:** Twenty-four water samples were collected from campgrounds not connected to Council’s reticulated water supply. Twenty-three samples met compliance requirements. One sample detected E. coli; follow-up testing was undertaken by the operator and subsequently met Drinking Water Standards.
- 5.5 A water sample could not be collected at Owen River Recreational Reserve during the reporting period due to site closure resulting from flooding. Sampling will be undertaken at the start of the next summer season in October 2026.

## 6. Noise Complaints

6.1 Noise complaint numbers for the reporting period are set out in Table 3.

<b>Table 3: Numbers of noise complaints</b>		
<b>Type</b>	<b>1 October 2024 to 31 March 2025</b>	<b>1-20 October 2025**</b>
Music/party	417	39
Machinery	51	5
Animal (excluding dogs)	1	1
Other	31	3
<b>Total</b>	<b>500</b>	<b>48</b>

\*\* Reporting for the 2025–2026 period is currently limited due to the transition to a new CRM system. Reporting functionality continues to be developed.

6.2 Between 1 October 2025 and 31 March 2026, officers issued 59 excessive noise directions, three infringement notices, and two abatement notices.

6.3 RMA amendments in 2025 strengthened Council’s noise enforcement framework through increased penalties and extended excessive noise enforcement. The changes are:

- Infringement fines increasing from \$500 to \$1,000
- Abatement offence fines increasing from \$750 to \$1,500
- The excessive noise period being extended from 72 hours to eight days.

6.4 Officers continue to support planning staff by providing technical advice on noise assessments and reviewing relevant resource consent applications.

6.5 Following the service of abatement notices on the Nelson Waimea Clay Target Club and the Nelson Pistol Club on 8 December 2025, no further substantiated noise complaints have been received. Officers continue to work collaboratively with both clubs on noise management and monitoring to support compliance with the requirements of the abatement notices.

## 7. Public Health Nuisance

7.1 Environmental Health Officers have worked with a property owner over several years regarding hoarding and squalor conditions that constituted an ongoing public health nuisance and generated repeated complaints from neighbours.

7.2 In accordance with Council’s statutory obligations under the Health Act 1956, a cleansing order was issued on 5 May 2025.

7.3 As the property owner was unable to comply with the order, Council exercised its statutory powers to coordinate the clean-up of the property to remove the public health risk.

7.4 At the conclusion of the clean-up, inspections were undertaken by a building inspector, plumber, and electrician to ensure the dwelling was suitable for occupation.

7.5 Remedial works were also completed to reinstate a potable water supply, which had been absent for an extended period.

- 7.6 The total cost of the works is estimated at approximately \$55,000. An invoice will be issued to the property owner. While recovery is uncertain, Council will pursue available legislative recovery options, including placing a charge against the property.
- 7.7 Such cases are relatively infrequent and are escalated only where voluntary compliance is not achievable and statutory intervention is necessary to protect the wider community.

**8. Dog Control**

- 8.1 The total number of dogs decreased by 275 compared with the previous year, representing a 2.17% reduction.
- 8.2 Dogs classified as dangerous increased by two, while those classified as menacing decreased by eight

<b>Table 4: Dog numbers as of 31 March 2026</b>			
	<b>2025</b>	<b>2026</b>	
Dogs Registered	12,408	12,212	
Dogs Unregistered	266	187	
<b>Total</b>	<b>12,674</b>	<b>12,399</b>	
<b>Dog Classification</b>			
Dangerous Dogs	27	29	
Menacing Dogs	100	92	
<b>Table 5: Dog attacks reported</b>			
	<b>2024</b>	<b>2025</b>	<b>2026*</b>
Dog attack on human	40	58	20
Dog attack on domestic pet	28	28	22
Dog attack on wildlife	-	12	5

\* Year to Date

**Enforcement**

- 8.3 A total of 276 infringement notices were issued for a range of dog related offences during the reporting period – as outlined in Table 6.
- 8.4 One prosecution was initiated for an offence under section 58 of the Dog Control Act 1996. The matter is scheduled for a Judge - Alone Trial on 15 May 2026.
- 8.5 Forty-seven service requests alleging dog attacks were received during the reporting period, representing a decrease compared with 98 in the previous year. All reports have been or continue to be investigated with appropriate action taken where required.
- 8.6 Five reports were received for dogs attacking wildlife. One infringement notice was issued for failing to keep a dog under control following a substantiated attack on a penguin.

**Rehoming**

8.7 Six dogs were rehomed during the reported period with the assistance of our dog welfare partners.

8.8 No dogs were euthanised during this reporting period.

### Barking

A total of 87 barking complaints were received, with a significant proportion associated with a small number of repeat cases.

<b>Table 6: Summary of Dog Infringements – 1 October – 31 March</b>		
<b>Infringement Issued</b>	<b>2025</b>	<b>2026</b>
Failing to register dog	215	242
Failing to keep controlled or confined	23	26
Failure to comply with classification	5	3
Failure/refusal to comply with the Bylaw	0	0
Failure to implant microchip	0	3
Failure to comply with a barking notice	0	0
Failure to supply information	0	2
<b>Total</b>	<b>243</b>	<b>276</b>

### 9. Stock Control

9.1 Wandering stock were removed from roads on 11 occasions. These matters were resolved promptly, supported by constructive relationships with local farmers.

### 10. Litter and Illegal Dumping

10.1 Seven infringement notices were issued during the reporting period, compared with three issued during the same period in the previous year.

### 11. Health and Safety

11.1 During the reporting period, 24 incidents involving verbal abuse directed at Community Compliance Officers were recorded. All incidents were formally reported and referred to Police where appropriate. In one instance, Police laid a charge of assault, which is now before the Court.

11.2 Other Councils report similar trends, noting that abuse and intimidation of staff working in frontline regulatory roles is an escalating issue across the Local Government Sector, rather than a Tasman specific occurrence.

11.3 To support and enhance the safety of wardens, a range of safety measures remain in place, including the use of body-worn cameras, GPS-enabled portable radios with emergency button functionality, and de-escalation training.

### 12. Parking

12.1 Revenue from parking infringements increased during the reporting period, largely due to increased parking warden presence in high demand locations.

12.2 The increased presence was implemented to manage parking demand, maintain effective turnover in time limited parking spaces, and address congestion and safety issues in areas experiencing high visitor and activity levels during the peak period.

<b>Table 7: Summary of Parking Infringements 1 October to 31 March</b>					
<b>Period</b>	<b>Issued</b>	<b>Paid</b>	<b>Cancelled</b>	<b>To Court</b>	<b>Total \$ Anticipated</b>
<b>2025</b>	1064	\$30,019.00	223	106	<b>\$95,978.00</b>
<b>2026</b>	2354	\$71,727.00	237	294	<b>\$264,423.00</b>
<b>Actual Income</b>					
<b>2025</b>	<b>\$99,241.78*</b>				
<b>2026</b>	<b>\$234,899.91*</b>				

*\*Includes income from the Courts for historical fine payments*

### **13. Freedom Camping**

- 13.1 Freedom camping activity increased during the reporting period. Officers maintained regular patrols and responded to complaints as received.
- 13.2 Complaint numbers increased compared with the previous year, resulting in 47 more infringements issued than in 2025.
- 13.3 An increase in the presence of individuals experiencing homelessness has been observed in some areas of the district, particularly in Motueka and Golden Bay.
- 13.4 During the reporting period, our Officers patrolled these areas and engaged with homeless individuals on 18 occasions.
- 13.5 While Regulatory Services does not deliver social services, when staff encounter individuals who identify as experiencing homelessness, they adopt a supportive, non - punitive approach where appropriate.
- 13.6 Officers encourage the individuals to engage with the Ministry of Social Development for appropriate support and assistance.

<b>Table 8: Summary of Complaints and Infringements for Freedom Camping</b>		
<b>1 October to 31 March</b>		
<b>Period</b>	<b>Infringements Issued</b>	<b>Complaints Received</b>
2023	4	47
2024	9	36
2025	20	18

2026	67	88
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**14. Staffing and recruitment**

- 14.1 There have been no staff arrivals or departures within the Environmental Health team during this period.
- 14.2 A Community Compliance Officer has resigned, and we are working through the recruitment process to find a replacement.

**15. Attachments / Tuhinga tāpiri**

Nil

## 8 CONFIDENTIAL SESSION

### 8.1 Procedural motion to exclude the public

The following motion is submitted for consideration:

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

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

### 8.2 Tasman's Great Taste Trail - Wakefield to Quail Valley Road

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