



# *Hastings District Council*

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Lyndon Road East, Hastings*

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## OPEN A G E N D A

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### HASTINGS DISTRICT RURAL COMMUNITY BOARD MEETING

Meeting Date: **Monday, 27 May 2019**

Time: **2.00pm**

Venue: **Landmarks Room  
Ground Floor  
Civic Administration Building  
Lyndon Road East  
Hastings**

<b>Members</b>	Chair: Mrs S Maxwell Mr N Dawson, Mr M Lester and Ms Lesley Wilson Councillors Kerr and Lyons
<b>Officer Responsible</b>	Group Manager: Asset Management – Craig Thew
<b>Committee Secretary</b>	Carolyn Hunt (Ext 5634)

## Hastings District Rural Community Board – Terms of Reference

The Community Board is a separate entity to the Council. The role of the Community Board is set out in Section 52 of the Local Government Act 2002. The Council is authorised to delegate powers to the Community Board.

### **Membership (6 members)**

Chair (elected by the Board)

Deputy Chair (elected by the Board)

4 Elected Community Board Members

1 Mohaka Ward Councillor

1 Kahuranaki Ward Councillor

**Quorum** – 4 members

### **DELEGATED POWERS**

#### **General**

1. To maintain an overview of services provided by the Council within the Community Board's area.
2. To represent, and act as an advocate for, the interests of the community represented.
3. To consider and report on all matters referred to the Board by the Council, or any matter of interest or concern to the Community Board.
4. To communicate with community organisations and special interest groups within the community;
5. To undertake any other responsibilities that are delegated to it by the Council.
6. To appoint a member of the Community Board to organisations approved by the Council from time to time.

### **LONG TERM PLAN/ANNUAL PLAN/POLICY ISSUES**

7. Authority to make a submission to the Long Term Plan/Annual Plan process on activities, service levels and expenditure (including capital works priorities) within the Board's area or to make a submission in relation to any policy matter which may have an effect within the Board's area.

### **ROADING AND TRAFFIC**

8. Authority to exercise the Council's powers and functions in relation to roads within the Board's area under the following sections of the Local Government Act 1974:
  - Section 335 (vehicle crossings);
  - Section 344 (gates and cattle stops);
  - Section 355 (overhanging trees).
9. Authority to exercise the Council's statutory powers (including any relevant powers conferred by bylaw) over roads within the Board's area in respect of:
  - (i) Road user behaviour at intersections;
  - (ii) Controls on stopping or overtaking
  - (iii) Controls on turning
  - (iv) Pedestrian safety,
  - (v) Footpath maintenance and improvements.
  - (vi) Accident investigation studies, lighting and other safety works
10. For the avoidance of doubt, nothing in this delegation authorises a Community Board to deal with a matter, in the exercise of delegated authority, in a manner which is conflict with any policy or decision of the Council or any standing committee of the Council in relation to the same matter.

**HASTINGS DISTRICT COUNCIL**  
**HASTINGS DISTRICT RURAL COMMUNITY BOARD**  
**MEETING**

**MONDAY, 27 MAY 2019**

**VENUE:** Landmarks Room  
Ground Floor  
Civic Administration Building  
Lyndon Road East  
Hastings

**TIME:** 2.00pm

**A G E N D A**

**1. Apologies**

An apology from Mr Lester has been received.

At the close of the agenda no requests for leave of absence had been received.

**2. Conflict of Interest**

Members need to be vigilant to stand aside from decision-making when a conflict arises between their role as a Member of the Council and any private or other external interest they might have. This note is provided as a reminder to Members to scan the agenda and assess their own private interests and identify where they may have a pecuniary or other conflict of interest, or where there may be perceptions of conflict of interest.

If a Member feels they do have a conflict of interest, they should publicly declare that at the start of the relevant item of business and withdraw from participating in the meeting. If a Member thinks they may have a conflict of interest, they can seek advice from the General Counsel or the Democratic Support Manager (preferably before the meeting).

It is noted that while Members can seek advice and discuss these matters, the final decision as to whether a conflict exists rests with the member.

**3. Confirmation of Minutes**

Minutes of the Hastings District Rural Community Board held Monday 4 March 2019.  
(Previously circulated)

<b>4.</b>	<b>Annual Plan Submissions 2019/20</b>	<b>5</b>
<b>5.</b>	<b>Te Pohue Community Water Supply Request</b>	<b>81</b>
<b>6.</b>	<b>Rural Transportation Activities Report</b>	<b>95</b>
<b>7.</b>	<b>Additional Business Items</b>	
<b>8.</b>	<b>Extraordinary Business Items</b>	
<b>9.</b>	<b>Recommendation to Exclude the Public from Item 10</b>	<b>121</b>
<b>10.</b>	<b>Forestry Slash - Increased Inspection Regime</b>	

**REPORT TO:** HASTINGS DISTRICT RURAL COMMUNITY BOARD

**MEETING DATE:** MONDAY 27 MAY 2019

**FROM:** STRATEGY MANAGER  
LEX VERHOEVEN

**SUBJECT:** ANNUAL PLAN SUBMISSIONS 2019/20

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## **1.0 SUMMARY**

- 1.1 The purpose of this report is to update the Board on submissions received to the 2019/20 Annual Plan and to highlight any particular matters of relevance raised in respect of the rural community.
- 1.2 A number of members of the community will be addressing the Board in respect of their submission.
- 1.3 This issue arises from the special consultative process undertaken in accordance with the provisions of the Local Government Act 2002.
- 1.4 The Council is required to give effect to the purpose of local government as set out in section 10 of the Local Government Act 2002. That purpose is to enable democratic local decision-making and action by (and on behalf of) communities, and to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future.
- 1.5 The objective of this decision relevant to the purpose of Local Government is to enable public participation in the decision making processes of Council.
- 1.6 This report concludes by recommending that the report be received.

## **2.0 BACKGROUND**

- 2.1 The Draft Annual Plan was released for public consultation on 6 April 2019 with submissions closing on 12 May 2019. The Council has received 34 submissions to the draft plan. The lower level of submission response was expected, given that the Council was not consulting on any new proposals. The Annual Plan contains the Year Two 2018/28 Long Term Plan work programme, which is planned to be delivered without any consequential change.
- 2.2 The submissions received cover a range of issues, and predominantly include requests for funding support for new initiatives.
- 2.3 The Draft Annual Plan contained a proposed general rates increase for the rural area of **2.8%** for the 2019/20 financial year.

2.4 The submission issues that have a rural focus (or have an impact in the rural area) can be summarised as follows:

- Waimarama Hall Maintenance (*submission 16 - Tony Lane*)
- Waipuka 2E litter issues (*submission 18 – Kiri Goodspeed*)
- Te Pohue and surrounds Community Plan (*submission 20 – Kiri Goodspeed*)
- Bayview/Whirinaki cycleway (*submission 22 – Vicki Butterworth*)
- Esk river care group – (*submission 25 – Dan Bergoff-Howes*)
- Rating system – (*submission 27 – Jim Galloway*)
- Consultants/Post RMA work evaluation – (*submission 30 – John Roil*)

2.5 The following section provides some further supporting officer commentary where appropriate for the submission topics listed above.

#### **Waimarama Hall Maintenance (submission 16)**

*The submitter outlines a range of Waimarama Hall maintenance items requiring attention.*

Officers are currently working through the list of items with the view of developing a staged potential funding plan to address the priority issues. The funding plan may consist of a combination of rural halls funding, community plan funds, some operational budget allocation, external funding applications and local community input.

In recent years the use of the hall by the local community has dropped off. A new group of volunteers has been formed and the community impetus of earlier years is returning. This enthusiasm is the backbone of rural halls and officers are keen to support this local energy.

The request is for multiple actions totalling circa \$100,000 with local community support totalling circa \$15,000. These works may be able to be reasonably carried out over three to four years.

As part of an overall staged funding plan as outlined above, Officers support the earmarking of \$10,000 from the existing parks new works budget to assist the hall committee in undertaking priority 1 tasks in 2019/20.

#### **Indiscriminate littering – Waipuka 2E (submission 18)**

*The submitter outlines concerns regarding littering at Waipuka 2E and suggests a waste collection solution.*

Parks staff have been in discussion with land owners adjoining the Tiakitai Road coastal reserves. Officers are in support of the request to install litter receptacles to try to improve the state of the reserves and nearby sites. Officers believe the best option is to install a double litter bin which allows for general litter and recyclables.

The initial cost to supply and install the double bin can be appropriately funded from the Waimarama Reserves Management Plan LTP allocation. However the annual cost of servicing the bins is \$950pa and will need to be allocated in the maintenance budgets for the 19/20 Annual Plan and in subsequent years.

The request to install a 40 foot recycling bin is not supported by officers. There are a number of reasons why this is not supported including;

- The containers are only for recycling and not general waste and litter;
- The Waimarama community already has a recycling facility at the Domain and this would be an unnecessary duplication and cost;
- A recycling container in this isolated location is likely to attract unwanted rubbish and litter as some members of the community will take the opportunity to dump non-recyclable goods in or near the container. This will likely lead to making the small Tiakatai reserves more untidy;
- The initial installation of a double bin should suffice as an interim measure however as a partnership with local hapu develops, other options for controlling litter can be brought back to Council.

#### **Te Pohue Community Plan (submission 20)**

*The submitter outlines a request for the development of a community plan for the Te Pohue, Te Haroto, Tarawera area within the Mohaka ward.*

Officers support the development of a Te Pohue Community Plan, which can be accommodated within the budget and work plan for 2019/20.

#### **Bayview to Whirinaki Cycleway extension (submission 22)**

*The submitter outlines a proposal and funding request for \$100,000 toward the Bayview to Whirinaki cycleway.*

Officers support the proposed Bay View to Whirinaki Cycleway Extension. This would be a popular addition to the Hawke's Bay trails and complete an iconic off-road route from Whirinaki all the way to Clifton, connecting communities as it does so. It would also link a major employer and a large recreational facility with the urban areas of Hawke's Bay.

This project utilises a mix of local roadsides, state highway, railway land and beachfront. It spans both Napier and Hastings and would create a new walking and cycling bridge between the two. 50% of funding has been approved by MBIE with roughly 10% being requested from each of the three councils and 20% from Pan Pac. The project is not currently funded in the LTP.

#### **Esk River Care Group (submission 25)**

*The submitter requests start-up funding for the Esk River Care Group.*

The HDC has begun with the initial steps of working alongside the Esk River Care Group as they look to promote a community driven plan to restore portions of the Esk River catchment. This is a bold and worthwhile plan and that involves many landowners including Council. Officers are supportive of this group and suggest an allocation of \$10,000 seed funding be considered by Council. This can be used to set up their trust structure, undertake survey work in partnership with adjoining land owners or to initially undertake an approved planting plan on Council or public reserves.

**Rates (submission 27)**

*The submitter outlines a number of matters in respect of the rating system, with particular regard to the use of uniform charges.*

**Uniform Annual General Charge (UAGC):**

Council is able to recover up to 30% of its rates revenue through uniform and targeted rates (excluding Water & Sewage Disposal) that are set on a uniform basis. Historically this has sat around the 25% mark.

One of the drivers for the reduction from 24% to 23% is the increase in 'non uniform' rates such as Water and Wastewater. As a result of significant increases in these activities, the uniform based charges now represent a smaller % of overall rates.

Another driver has been the reallocation of communication costs within the Leadership function. These are now recovered in the same way as other Marketing Costs which are funded through a combination of General Rates / Community Resource Management Rate ( 35% of these costs are funded on a uniform basis).

It is predicted that this trend will continue over the lifetime of the LTP with the UAGC % reducing to approximately 22% by 2028.

Council could consider increasing the level of its uniform charges by shifting costs from the general rate to the UAGC or Community Resource and Management Rate. It should be mindful that the higher level of uniform charges would shift the incidence of rates from high land value / high differential properties to other rating groups, particularly low land value properties. This is always a balance the Council needs to manage.

The costs associated with Administration Buildings in particular are currently recovered from General Rates. They are allocated 80% to Rating Area One / 20% to Rating Area Two. Of the \$345,534, \$69,107 is recovered across Rating Area Two properties, set differentially on a land value basis.

Council could determine that the benefit of these particular costs are equal and move the costs from General Rates to the UAGC basket of costs, however in this instance the impact on most Rural properties would be minor. For example: whilst a \$500,000 land value Farm would see a reduction in their General Rates of \$11.50, they would see a corresponding increase in their UAGC of \$12.

**General Rate:**

Council undertook a thorough review of its differentials in 2012 looking at the levels of service each differential group broadly receives from those activities funded through General Rates. Due to the financial impacts of the changes recommended, council agreed to implement the changes in differentials over an 8 year period. These changes were paused in (Year 5) due to the concerns that the revaluation may have skewed the intended outcomes.

Whilst the differential changes has marginally shifted the incidence of rates from Residential properties (<1ha) to Lifestyle / Horticulture / Farming properties (>1ha), a major causation of recent higher than average rate increases for Farming properties was the 2016 revaluation where Lifestyle / Horticulture / Farming land values increased at a greater rate than other properties within RA2.



### Recommendation

It is the Council practice to periodically review the equity and fairness of rates and Officers recommend that a review of the analysis that underpins the current system be undertaken and reported back to the Council's Rating Review Working Party. It is timely to do this as the analysis will also consider any 2018 revaluation impacts. The appropriate level of uniform charging moving forward can then be considered in that context.

### Use of consultants and post evaluation of work (submission 30)

*The submitter questions the council's use of consultants and calls for a formal post evaluation of work.*

In a general sense resource consents have become more complex over time. This reflects best practice and the outcome of Environment Court decisions which naturally means that consenting has also become more complex. Council does not automatically require peer reviews in either building consent or resource consent applications. The release in late 2017 of revised liquefaction hazard maps and the subsequent implementation by Council of its guidelines around geotechnical investigations have led to use of peer reviewers on land investigation matters mainly related to subdivision.

Council does use local as well as out of the district RMA specialists and geotechnical engineering reviewers. We have found often that there are conflicts in the use of local RMA specialists and geotechnical engineers due to their engagement and roles undertaken with local private sector clients who lodge with HDC. Council has undertaken formal post evaluation RMA assessments where these are of substantial public interest such as the Te Mata Track resource consent. This has resulted in an improvement in the recognition of cultural values in significant landscape areas.

Council management does support its staff to make the appropriate judgements on both building consents and resource consent applications. We accept that some parties may not see it this way however it is considered overall that the consenting officers do achieve a good balance between meeting requirements of the Building Act and Resource Management Act, achieving the statutory processing timeframes and seeking appropriate advice where complexity dictates.

## **3.0 CURRENT SITUATION**

- 3.1 Any comments the Rural Community Board wishes to make in respect of the submissions will be documented at the meeting of the Board and tabled for Council consideration at its meeting commencing on Tuesday, 4 June 2019.
- 3.2 It has been the practice of the Board to provide advice to Council as to the proposed upper rates increase limit when assessing new proposals for funding via the submission deliberation process.

## **4.0 RECOMMENDATIONS AND REASONS**

- A) That the report of the Strategy Manager titled "Annual Plan Submissions 2019/20" dated 27/05/2019 be received.**

**Attachments:**

- |   |   |                  |
|---|---|------------------|
| 1 | Submission No. 16 - Tony Lane (Waimarama Hall Committee)            | CP-01-23-1-19-16 |
| 2 | Submission No. 18 - Keri Goodspeed (Recycling Waimarama)            | CP-01-23-1-19-18 |
| 3 | Submission No. 20 - Kiri Goodspeed (Community Plans)                | CP-01-23-1-19-20 |
| 4 | Submission No. 22 - Vicki Butterworth (Hawkes Bay Regional Council) | CP-01-23-1-19-22 |
| 5 | Submission No. 25 - Dan Bergoff-Howes                               | CP-01-23-1-19-25 |
| 6 | Submission No. 27 - Jim Galloway (Federated Farmers)                | CP-01-23-1-19-27 |
| 7 | Submission No. 30 - John Roil                                       | CP-01-23-1-19-30 |



**Submission to:  
Draft Annual Plan 2019/20  
(Including Draft Development  
Contributions Policy)**

Strategy Manager  
Hastings District Council  
Private Bag 9002  
HASTINGS

**Submissions close 12th May 2019**

(\*Mandatory field)

Title:	<input type="text" value="Waimarama Hall"/>
First name:	<input type="text" value="Tony"/> *
Last name:	<input type="text" value="Lane"/> *
Street address:	<input type="text" value="2282 Waimarama Road"/> *
Daytime contact phone:	<input type="text" value="0274404320"/> *
Evening contact phone:	<input type="text"/>
Email address:	<input type="text" value="tonylane@xtra.co.nz"/>

Please indicate whether or not you wish to speak to your submission at a Council Meeting set down for hearing submissions, commencing **04 June 2019**.

- ☒ **Yes** ✓  
☐ **No**

If your submission is a rural matter, it will also be discussed at the Rural Community Board Meeting (27 May 2019).

*Please indicate if you also want to speak to the Rural Community Board.*

- ☒ **Yes** ✓  
☐ **No**

What are the main topics in your submission?

Request for funds to carryout essential maintenance work on the hall in order to ensure its ongoing use.

A table detailing all the items being applied for is attached refer attached letter, appendix one and appendix two.



## Waimarama and Maraetotora Memorial Hall

2282 Waimarama Road

### Submission for funds

In March of this year the current committee became aware of Hastings District Council (HDC) distancing themselves from the day to day running of the local hall.

At the March meeting it was decided to "get organised" so decisions were made to action several items which included:

- 1 Appointing positions to members of the committee.
- 2 Appointing bank signatories and setting up online banking.
- 3 Identifying and cultivating options to maximise use of the hall.
- 4 Creating a google Gmail account and drive for management of documents & Hall bookings.
- 5 Identifying issues relating to both maintenance and hygiene that required attention to ensure the longevity of the hall.

The new committee finds itself in a position of having to play catch-up on maintenance of the hall for which the cost is well beyond the resources of the community including any 50/50 contribution from Hastings District Council.

**We recently had a booking for an event at the hall cancelled as when the people hiring the hall visited to scope things out they were less than impressed with the facilities. The Committee believes once this kind of publicity gets out it will have an extremely detrimental impact on the viability of the hall.**

In this document we wish to outline the findings of inspections by both ourselves and trades people into issues identified. It became apparent very quickly that some of the issues identified fell into the category of regular maintenance and ideally should have had resources applied some years ago. The impact of this neglect is a building in need of some extra work by way of catch-up. The flow on effect from this catch-up work is an elevated cost which the hall resources and local community will struggle to meet.

Therefore, a request has already been made to HDC for acknowledgement of the need for a catch-up and ideas on how this might be funded.

The full list with quotes, estimates and photos are attached. We understand any significant expenditure will require thorough investigation and have provided specialist advice for the exterior cladding of the hall.

## Waimarama and Maraetotora Memorial Hall

2282 Waimarama Road

**Appendix one:** a spreadsheet which details all the issues identified.

Each item is numbered, has a priority set, identified for the applicable fund, costs identified based on quotes and local financial input which is arrived at by applying a financial cost to labour, materials & costs incurred in demolition, removal, preparation and provision of services (scaffolding etc)

The table below sets out each item and the reason for the expenditure.

Item #	Title	Reason for expenditure
1	Electrical work	Refer item 1 in quote from Scott Applegate, the switch board is in an unsafe condition
2	Electrical work	Refer item 2 in quote from Scott Applegate, not so urgent but some issues with night lighting
3	Hot water supply	The supply of hot water for washing dishes & hand washing is supplied by old zips which have become "limed up" due to hard water. The proposal is to replace these with an Infinity and water softener. Refer to quote from Panton Plumbing
4	Chairs	The exiting chairs are very old and having come through the flood are stained and brittle and are starting to break. The proposal is to replace them with new all-weather UV resistant polypropylene chairs
5	Exterior cladding	As can be seen from photos the exterior cladding is in a very poor state (comment from two reputable painters) and requires significant remedial work most of which is long overdue. Resene Paints have supplied a methodology & Freeman Decorators are preparing a quote. There will be significant input from local handymen on this task.
6	Kitchen floor	The floor covering in the kitchen is lifting and cannot be kept hygienically clean
7	Ovens	The ovens are very old unreliable & difficult to clean & beyond their useful life for catering for large numbers
8	Fridge	The fridge is dirty, stained inside and grossly unhygienic.
9	Dishwasher	A commercial dishwasher will ensure dishes are hygienically clean and remove the need for re-washing as happens at present when the hall is checked post event
10	Kitchen benches	These are old, facias missing which makes cleaning impossible, vermin can run across plates etc with ease

**Appendix two:** photos of the exterior cladding, kitchen & meter box.



## Waimarama and Maraetotora Memorial Hall 2282 Waimarama Road

**Quotes on hand** are also attached.

The committee is committed to reinstating the hall as a focal point for the wider community.

The hall has a variety of current users (see below) and with the advent of a Facebook page and upgraded facilities the opportunities for use are endless.

- 1 Police base over Xmas New Year holiday
- 2 Birthday celebrations
- 3 Community gatherings
- 4 Civil Defence
- 5 Yoga
- 6 Line dancing
- 7 School activities
- 8 Waimarama Marine Club
- 9 Waimarama Surf Club
- 10 Anzac Day service
- 11 Market day
- 12 Weddings
- 13 The area at the back of the hall has been identified as an area where functions can be held thus leaving the front area for parking. A request is in place (and programmed but not yet completed) for the clearing of trees overhanging this area.



## Waimarama Hall mainatanance

Item #	Priority per HDC criteria	Fund	Item	Local \$\$	HDC\$\$	description
1	1	Rural Halls Fund	Electrical work essential, refer note from Scott Applegate	\$1,000	\$7,850	a. Replacement of old fuses on main switchboard with circuit breakers. b. Replace lighting in main hall with LED fittings x 8 c. Install emergency lighting main hall and back door. d. Install smoke alarms throughout building. e. Replace exterior light at rear door (near switchboard) f. Disconnect unsafe light fittings on the stage.
2	4	Rural Halls Fund	Electrical work required	\$1,000	\$4,339	a. Install additional power points x 4 in main hall b. Replace toilet light fittings x 3 with LED units. c. Upgrade main entrance light fittings. e. Install additional power points in kitchen
3	1	Rural Halls fund	Plumbing Infinity hot water system & water softener	\$2,000	\$6,545	Existing hot water is old and unreliable, removal & disposal of existing \$1000
4	4	Annual plan	Harvey Norman chairs	\$500	\$5,160	Replace the chairs as existing chairs old and fragile, some have collapsed with people sitting on them, disposal of old chairs \$500

3 appendix one list

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14/05/2019



## Waimarama Hall mainatanance

5	3	Rural Halls fund	Painting / staining of exterior cladding weather boards.	yet to be determined, probably labour in preparation	\$68,246	Resene Paints have visited site and presented a methodology for repair of the exterior cladding, walls & ceilings, doors & windows, spouting, gutters, down pipes, flag pole. Freeman Decorators are preparing a quote to carry out the work which we will have for Rural Halls funding by the end of May 2019
6	4	Annual plan	Replacement of the flooring lino in the kitchen	\$2,000	\$5,000	removal & disposal of existing floor covering
7	4	Annual plan	Replacement of gas oven cook top	\$1,500	\$3,500	removal & disposal of old stoves, labour & travel \$1000
8	1	Rural Halls fund	Replacement of fridge	\$1,000	\$1,877	removal & disposal of old fridge, labour & travel \$1000
9	4	Annual plan	Dishwasher	\$500	\$963	Purchase & install, labour & travel \$500
10	1	Rural Halls fund	Replacement of kitchen benches	\$2,500	\$5,000	removal & disposal of existing, install of new units \$2500

3 appendix one list

2

14/05/2019



appendix two photos.docx

1



appendix two photos.docx

2



appendix two photos.docx

3





# FREEMAN DECORATORS LTD

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HASTINGS

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EMAIL: [freeman-decorators@xtra.co.nz](mailto:freeman-decorators@xtra.co.nz)

Monday, May 13, 2019

Waimarama Hall

[tonylane@xtra.co.nz](mailto:tonylane@xtra.co.nz)

Good Afternoon Tony,

**RE: Exterior Re-Painting to the Waimarama Hall.**

We are pleased to submit our estimate as detailed below:

**\$59,345.00 + GST**

**(Fifty Nine Thousand, Three Hundred & Forty Five Dollars + GST)**

**SCOPE OF WORK:** As per Resene Paints Specification.

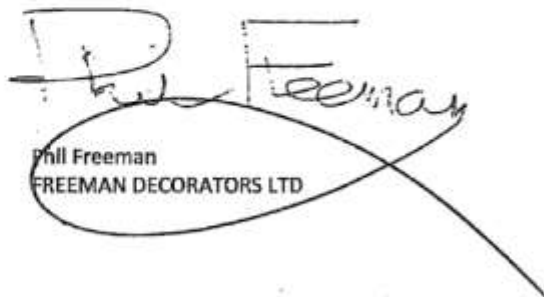
**NB:** Scaffolding edge protection will be required for the roof painting which is included in our estimate.

The Resene specification requires extensive stripping and removal of the existing paint coatings. This is a labour intensive process which requires specialist equipment and expertise. We have that equipment and the qualified trades personnel to undertake this work.

We propose that the work be undertaken on a charge up basis with the above quotation being a maximum charge for the work as envisaged.

Work would be undertaken by competent trades personnel and satisfaction guaranteed upon completion.

Regards



Phil Freeman  
FREEMAN DECORATORS LTD

☐ PAINTING ☐ PAPERHANGING ☐ WATERBLASTING ☐ LACQUER FURNITURE FINISHING  
☐ SPRAY-PAINTING ☐ TEXTURED COATINGS ☐ ZOLATONE SPECIAL EFFECT FINISHES  
☐ EQUUS WATERPROOFING SYSTEMS

REGISTERED MASTER PAINTER

Item 4

Attachment 1

## Submission to: Draft Annual Plan 2019/20

Strategy Manager  
Hastings District Council  
Private Bag 9002  
HASTINGS

### Submissions close 12th May 2019

Title: Mrs  
First name: Kiri  
Last name: Goodspeed  
Street address: 41 Richmond Road, Te Pohue  
Daytime contact phone: 02108320406  
Evening contact phone: 02108320406  
Email address: hamlink77@gmail.com

I wish to confirm that this is a Rural Matter and I would appreciate the opportunity to speak to the Rural Community Board at the planned meeting for 27/05/19.

#### Main Topic of the Submission:

Placement of a 40ft Recycling and Waste Rubbish Collection Bin at Waimarama Reserve No.3 on Tiakitai Road, Waimarama.

#### My Views:

After reading and reviewing the HDC community plan for Waimarama and the Waimarama Reservations Management Plan; further, in the course of ongoing discussion between mana whenua stakeholders Waipuka2e Reservation Trustees and Parks and Reserves Manager Colin Hosford; I have been requested in my role as a Responsible Trustee for Waipuka2e Maori Reservation and as part of our Waipuka2e/ HDC delegate team to write this submission.

For years we have had concerns and issue with indiscriminate littering, freedom camping at the Waimarama Reserve No.3 and 'fence-hopping' by visitors to the beach to dump rubbish and go to the toilet on our reservation. Whilst the HDC team and Waipuka2e continue to work through most of these issues together; we wish to request the placement of a 40ft Recycling and Waste Rubbish Collection Bin at Waimarama Reserve No.3 on Tiakitai Road in the meantime to address littering.

Although we understand there is some concern of illegal dumping at these rubbish/recycling sites; further, it is acknowledged that there are less rate-paying titles at the Northern end of the Waimarama Beach, the Trustees feel that the increased beach goers and higher volumes of traffic down Tiakitai Road to gain vehicle access to the beach, has brought increased littering and that the volumes now warrant the collection and disposal of litter at this site. As kaitiaki to this whenua, we believe this is a significant first step in addressing the needs and interests of both the public and mana whenua stakeholders as partners with the Hastings District Council.

## Submission to: Draft Annual Plan 2019/20

Strategy Manager  
Hastings District Council  
Private Bag 9002  
HASTINGS

### Submissions close 12th May 2019

Title: Mrs	
First name:	Kiri
Last name:	Goodspeed
Street address:	41 Richmond Road, Te Pohue
Daytime contact phone:	02108320406
Evening contact phone:	02108320406
Email address:	hamlink77@gmail.com

I wish to confirm that this is a Rural Matter and I would appreciate the opportunity to speak to the Rural Community Board at the planned meeting for 27/05/19.

#### Main Topic of the Submission:

Development of a Community Plan for Te Pohue, Te Haroto and Tarawera within the Mohaka Ward.

#### My Views:

After reading and reviewing other HDC community plans and in discussion with our Councillor Tania Kerr, I am encouraged to make this submission for your consideration. I believe that the time is ripe for our community to begin planning a pathway forward for cohesive action to revitalise, beautify and realise the potential of our district. It will be imperative to have the support of the Hastings District Council to provide both a vehicle for communication and planning; and assistance in recognising or identifying realistic goals amongst the interests and needs of the community.

The following are some ideas and background to be included:

- 1) I propose creation of a Road Side Reserve Site at Te Pohue: This could encompass the following facilities - Public Toilet, Rubbish and Recycling Waste Station and Human Effluent Disposal Site; Electric car charging.

As the main transit trunk for Hawkes Bay passes through the district, the impact of visitors is felt in a lack of ablution facilities, minimal waste or recycling collection and huge tracts of land worked and managed by absentee Forestry Corporates. As a resident and Private Forestry owner I will often find rubbish and human waste in the driveway of our property,

talking with other locals and driving past 'as it is happening' shows just how much of a problem this is becoming.

2) Community Hall – Option 1) Rainwater catchment, Option 2) Relocation to the School

Option 1) Currently there is no water source at the hall due to vandalism (information from Andy Fleming @ Rayonier Matariki). I have attempted to hire the hall for family events twice and it has logistically not worked out, latest in April 2019, to be told I would need to provide my own water. There is currently an old 10,000lt diesel tank being filled by forestry for ablution facilities but this unsafe water is still accessible in the kitchen, this has become a Health and Safety issue and places the everyday use of the hall out of the question. I propose a rainwater system be installed to the roof with storage of at least 2x 20,000lt water tanks on site.

Option 2) Te Pohue school faces a challenging future this year as the Ministry of Education is kicking off a project to lift and relocate all the classrooms and office away from an erosion site. At this time the School Hall and Play Centre Building will be demolished due to MOE standards on Building Age and Condition.

I propose that opportunity exists to relocate the Community Hall to the School which resolves the need to seek funding for a new build at the school. This will mean that the Community Hall potentially could be utilised by the school for sport, assembly, by Play Centre or a Play Group and local residents for private functions – with greater frequency than the current location allows.

3) Beautify entrance to Te Pohue Loop and Richmond Road.

There is a historical building (Village Store) which is currently disintegrating and has become an eye sore. Community fundraising could purchase, refurbish or demolish the building, create a Community House or Community Store (Local Produce and Crafts) and/or King Stream Park Reserve.

4) Fibre Option Connect within the village. I propose that Te Pohue is a viable trial site of fibre provision to a rural community.

5) Civil Defence Centre is currently the school – No Signage. The school holds the Civil Defence Radio and Supplies however there is nothing to advertise that this is the case.

6) Community Watch Group – I was asked to provide my details almost 4 years ago for the Community Watch Group. As I have not heard anything since I believe it should be revitalised.

7) Tarawera, Te Haroto and Te Pohue are 'Gateway' communities and effectively become the 'front door' for visitors to the Hawkes Bay region. An issue exists in a disconnect between potential stakeholders such as caretaker agencies (e.g. New Zealand Transport Agency and Hastings District Council), Forestry Corporates (e.g. Rayonier Matariki and Pan Pac), Mana



Whenua Stakeholders, local interest groups and residents. I propose that a Community Plan would provide a facility to communicate, properly identify potential stakeholders, address issues and ensure creative solutions for the future.

I request your consideration to this submission and perhaps these and other ideas and issues could create a comprehensive and collective plan for the growth of our community.

5/10/2019

Wufoo - Entry Detail

## HDC - Draft Annual Plan 2019/20

COMPLETE

#18

Submission to: Draft Annual Plan 2019/20  
(Including Draft Development Contributions Policy)

## CREATED



PUBLIC

May 10th 2019, 2:32:14 pm

## Name:

Vicki Butterworth

## Address:

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Please indicate whether or not you wish to speak to your submission at a Council Meeting set down for hearing submissions, commencing 04 June 2019.

Yes

If your submission is a rural matter, it will also be discussed at the Rural Community Board Meeting (27 May 2019). Please indicate if you also want to speak to the Rural Community Board.

Yes

## What are the main topics in your submission?

On behalf of Hawke's Bay Trails we are seeking support with funding of \$100,000.00 for the Bay View to Whirinaki Cycleway Extension of Hawke's Bay Trails, as approved by New Zealand Cycle Trail. This is for a 7.5km shared coastal cycle trail, including a dedicated swing bridge for cycling and walking. This had the benefits of connecting with an off road link to ride to the HBMTB Club Pan Pac Eskdale MTB Park, eliminating riding on two difficult bridges and provides safer commuter/recreational option for locals residents and Pan Pac employees.

<https://app.wufoo.com/#/entry-manager/934/entries/18>

1/2

Item 4

Attachment 4

5/10/2019

Wufoo - Entry Detail

**Please tell us your views here or attach a file below.**

We are seeking your funding support for this project, please find more detail in the Feasibility Report for the Bay View to Whirinaki Extension attached.

Total project costs are estimated at \$1,008,247.50 and we are requesting \$100,000.00 from Hastings District Council towards this. We have funding support from MBIE for half of the total costs confirmed and are seeking the balance of local co-share from all three councils, NZTA and others. Once funding is confirmed we wish to advance this project.

**Attach your submission**

feasibility\_report\_bay\_view\_extn\_for\_hb\_trails\_may\_2019.pdf

<https://app.wufoo.com/#entry-manager/934/entries/18>

2/2

**Item 4****Attachment 4**



## FEASIBILITY REPORT

BAY VIEW TO WHIRINAKI CYCLEWAY EXTENSION  
HAWKE'S BAY TRAILS

May 2019

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## 1. BACKGROUND

This proposed northern extension of the existing Bay View shared cycle way would create an additional 7.5km pathway along the coast and complete an iconic off-road route through Hawke's Bay from Whirinaki in the north all the way to Clifton – over 35kms to the south.

With nearly 4.5km of the proposed route being through coastal beach reserve, it takes in spectacular views across Hawkes Bay to Cape Kidnappers, Napier Hill and Te Mata Peak, and would be a popular addition to the Hawkes Bay trails. Over the last decade, there has been high public interest in the extension with repeated requests and submissions to local councils to complete the route.



The proposed cycle way would also connect a major local employer with over 500 employees to the Napier area, creating a safe off-road path for commuters from the south. The pathway would also link the local Eskdale mountain bike park, one of the country's largest. The extension could therefore be attractive to a broad range of recreational and utility bike riders.

This feasibility report identifies a proposed route with alternatives, including the risks and costs associated with the route.

pg. 2

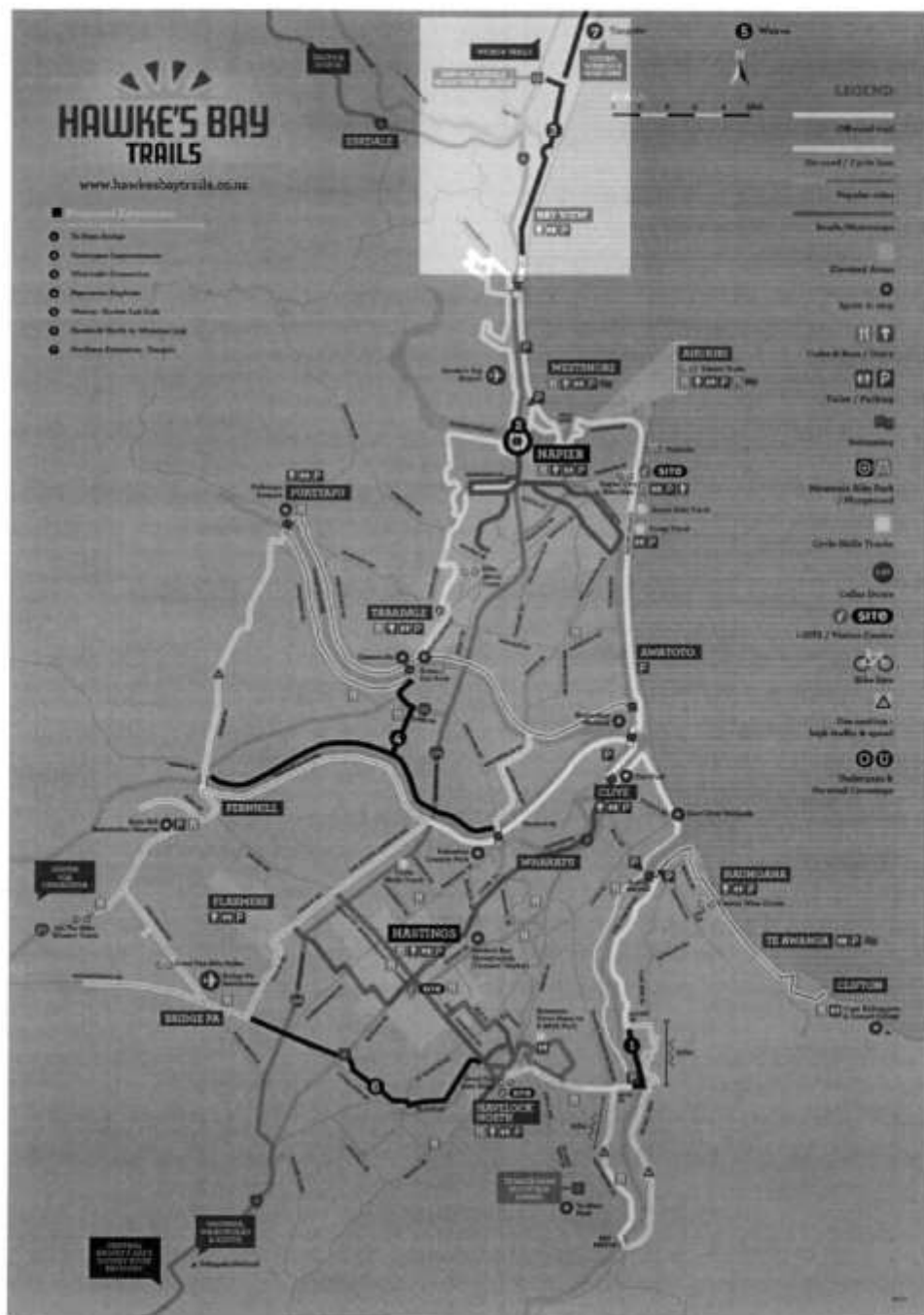


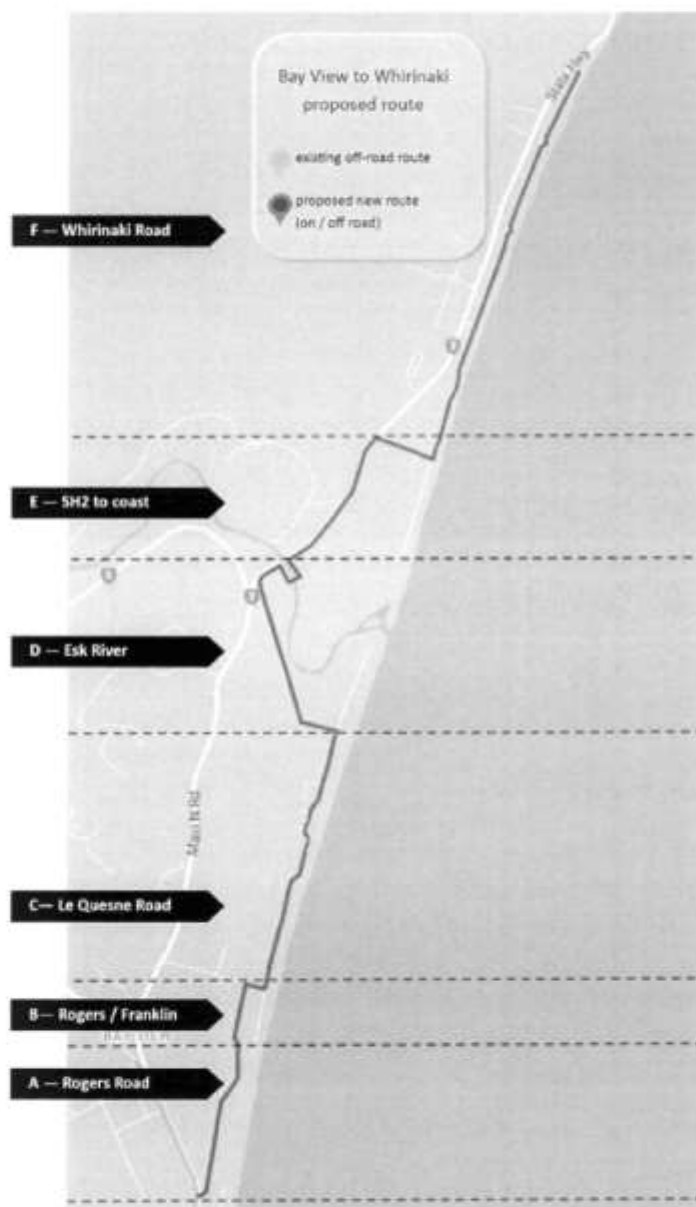
Figure 1: Route as part of HB Trails network

pg. 3



## 2. PROPOSED ROUTE

The proposed route runs 7.5km along the Hawkes Bay coast, heading inland midway to cross the Esk River. For this report, this is divided into sections A – F, with each section described in more detail separately here.



pg. 4



### 3. Section A: Rogers Road

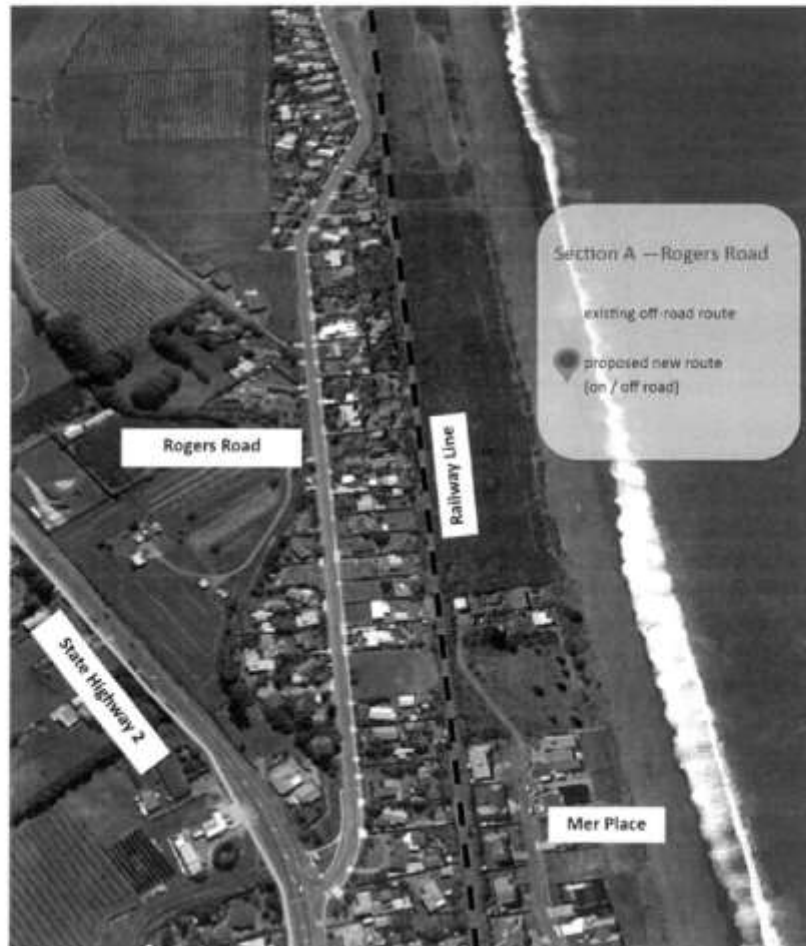


Figure 2: Rogers Road looking north

#### 3.1 SECTION BACKGROUND

Rogers Road links up with SH2 and the existing cycle way on the western side of SH2. To access the road from the existing pathway, a crossing would need to be built.

Rogers Road is a short (950m) road classified as a minor residential road with an ADT of approx. 600 vehicles /day. It is of varying width, but averages about 5.9m wide. Its posted

pg. 5

speed limit is 50 km/h. It appears to have very little residential parking on the road so cycling on the road itself should be safe even for inexperienced users.



*Figure 3: Rogers Road looking north*

Note that because of the expected subdivision work at the northern end of Rogers Road (see also section 4 below), the traffic volume on the road can be expected to increase.

Rogers Road has one new footpath on the eastern side of the road of width 1.7m, which although is less than the recommended width for a shared pathway could be used by inexperienced cyclists who prefer not to use the road. The western side of the road has a very wide berm of approx. 5m.

### 3.2 ALTERNATIVE ROUTES CONSIDERED

Many cyclists travelling up the coast from Napier head towards Snapper Holiday Park, just south of Rogers Road. Because of this existing demand, the preferred route would have been to cross Gil Road and use Mer Place to follow the coastline as closely as possible (see Figure 4: Property boundaries, Mer Place below).

However, the property boundaries north of Mer Place stretch from the railway line all the way to the beach, making this route unfeasible.

pg. 6



Figure 4: Property boundaries, Mer Place

An alternative might be to follow the railway reserve (which is wide at approx. 20m, so a path would be possible), but since the railway is bordered on both sides by residential properties it doesn't offer any practical advantages to Rogers Road (which runs parallel to the railway). There are also several (well publicised and unresolved) encroachments on the rail reserve by private property owners.

Cyclists coming from the south could still go through the Holiday Park, before exiting onto Gil Road and joining Rogers Road just 80m further down SH2.

### 3.3 RECOMMENDED APPROACH

- Install a crossing across SH2 to link Rogers Road with the existing SH2 pathway - similar to that which already exists further south. A safe place for this crossing (with good sightlines along the highway and away from intersections) could be at

pg. 7

519 Main North Road, which is 150m south of Rogers Road.

- Link the crossing with Rogers Road using a short off-road concrete path on the eastern side of SH2, joining Gil Road with Rogers Road along the state Highway.
- Since Rogers Road is a quiet residential street, use a short marked on-road route rather than construct a new path (similar to Haumoana route approach).

#### 3-4 RISKS / OPPORTUNITIES

None identified for this section

pg. 8

#### 4. Section B: Rogers / Franklin roads

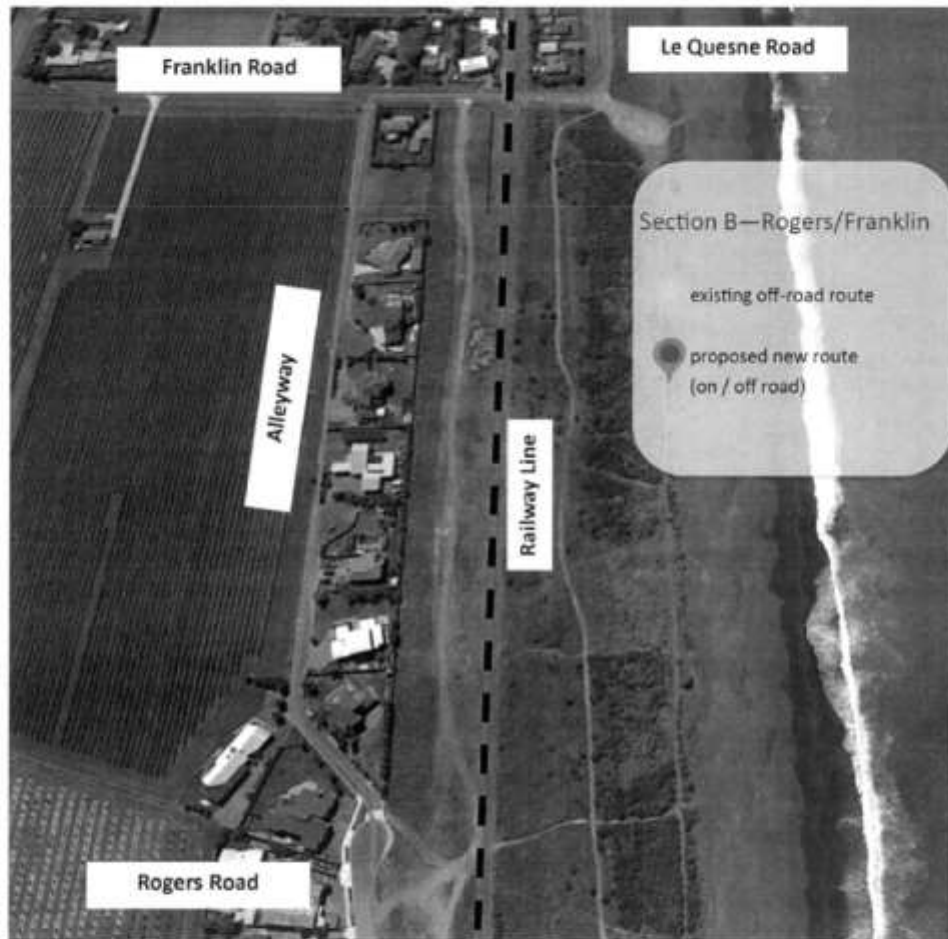


Figure 5: Rogers / Franklin Roads

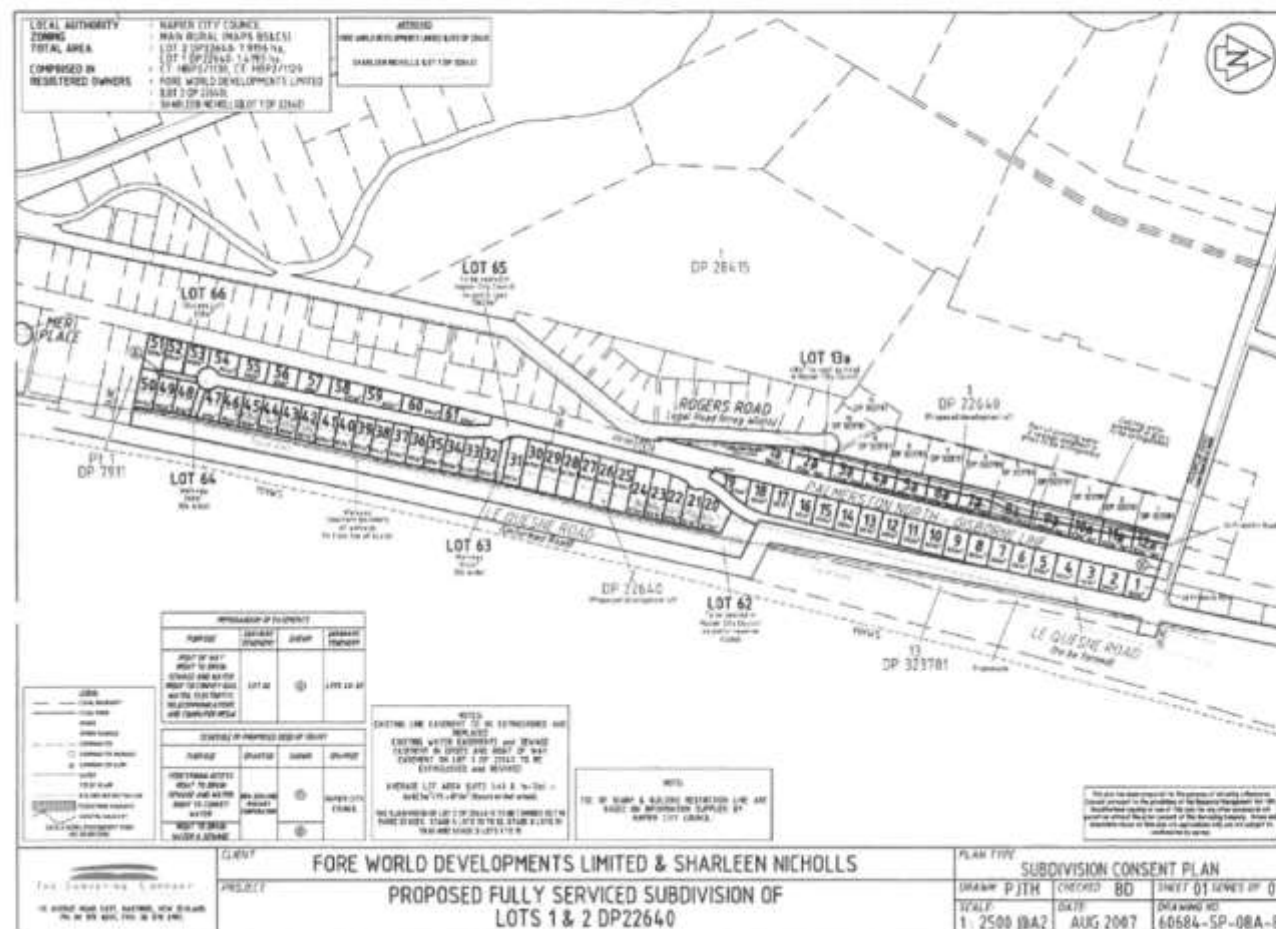
##### 4.1 SECTION BACKGROUND

Although two rough tracks heading north already exist either side of the railway line, this area is marked for large scale development. Subdivision consent has been given for 61 new houses in the area across both sides of the railway. For this reason, the recommended route (initially at least) is to follow a 350m long alleyway leading from the end of Rogers Road north to Franklin Road. This alley is only 1.6m wide and is unsuitable for bidirectional cycle traffic.

pg. 9



Figure 6: Proposed development on Rogers Road





The subdivision plans (Consent # RMs07123) were submitted in September 2017 (see Figure 6: Proposed development on Rogers Road above) and preliminary building work has already started. They include an extension of the (existing) Le Quesne Road to the north, which is currently a paper road in this area. They also propose a pedestrian crossing across the railway to the new road, which could form an ideal route to take once constructed.

Once the subdivision work is complete, there will be a direct route to Le Quesne Road from Rogers Road. Until that time the temporary proposed route would be the alleyway below leading to Franklin Road.



*Figure 7: Alley looking north from end of Rogers*

#### 4.2 ALTERNATIVE ROUTES CONSIDERED

The paper Le Quesne Road extends further south beyond the subdivision work and would have been a candidate for the route but bends onto the beach beyond this.

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#### 4-3 RECOMMENDED APPROACH

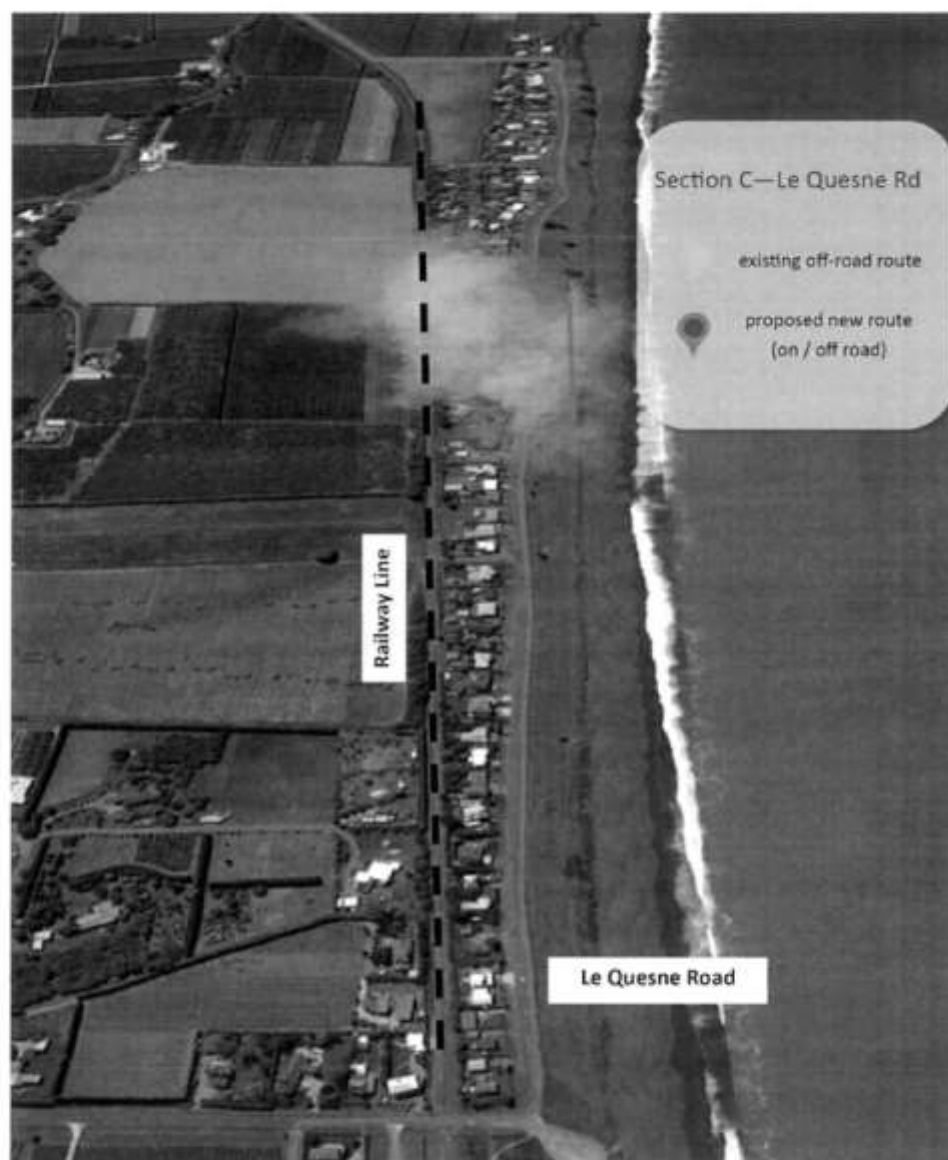
Depending on the subdivision timeframe and on the creation of this route:

- Initially, use signage and road markings to direct cyclists along the alleyway towards Franklin Road and then to meet up with the coastal route of Le Quesne Road.
- Remove the staple barriers at each end of the alleyway
- Once the subdivision work is complete, direct cyclists across the new railway crossing and along the new extended Le Quesne Road

#### 4-4 RISKS / OPPORTUNITIES

If this route is pursued, it would be worth working with the Napier City Council and the subdivision developer early to ensure a continuous route, especially if the opportunity exists to widen any planned footpaths.

## 5. Section C: Le Quesne road

*Figure 8: Le Quesne Road looking north*

pg. 13

### 5.1 SECTION BACKGROUND

This section follows Le Quesne Road along the beachfront. Le Quesne is classified as a minor residential road and is a cul-de-sac, with houses to the west and a wide beachfront reserve along its length to the east.

At the start of the road (where it meets the railway line) the road has an ADT of approx. 1000 vehicles and a current posted speed limit of 70 km/h.

At the end of the road (1.7km to the north) the ADT drops to less than 200, with a speed limit of 50 km/h.

The width of the road varies between 6.4m to 7.2m.



*Figure 9: Le Quesne Road looking south*

The wide beachside reserve has views across Hawkes Bay towards Cape Kidnappers, Napier Hill and the Havelock hills, including Te Mata Peak. This section is outstandingly scenic and would make this an iconic and popular off-road ride with cyclists in its own right – it is already popular with walkers on the road. Therefore, despite the low road volumes, the recommended route would be to construct an off-road limesand path along the reserve, a length of 1.7km.

pg. 14

#### 5.2 ALTERNATIVE ROUTES CONSIDERED

An on-road route would be possible but unlikely to be so popular – this section of the overall route would be a big attraction.

#### 5.3 RECOMMENDED APPROACH

- Construct a 2.5m wide limesand path for the length of the reserve (1.7km)

#### 5.4 RISKS / OPPORTUNITIES

None identified. Given the wide reserve, this path is likely to be supported by local residents as well as visitors.

## 6. Section D: Esk River section



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## 6.1 SECTION BACKGROUND

This section maps out the most feasible route to cross the Esk River and return to the coast further north. It is the section involving the biggest hurdles to complete the route.

There are several important background issues to consider along this section,

- The river mouth – the channel shifts over time and is surrounded by unstable gravels.
- The intersection of State Highway 2 / State Highway 5 to Taupo and the railway line – this intersection has been flagged for improvement by NZTA
- The Napier-Gisborne railway line, which is currently closed but is due to be reopened with a limited service
- The property boundaries, some of which are influenced by the river and others of which have legal issues.

### 6.1.1 River mouth

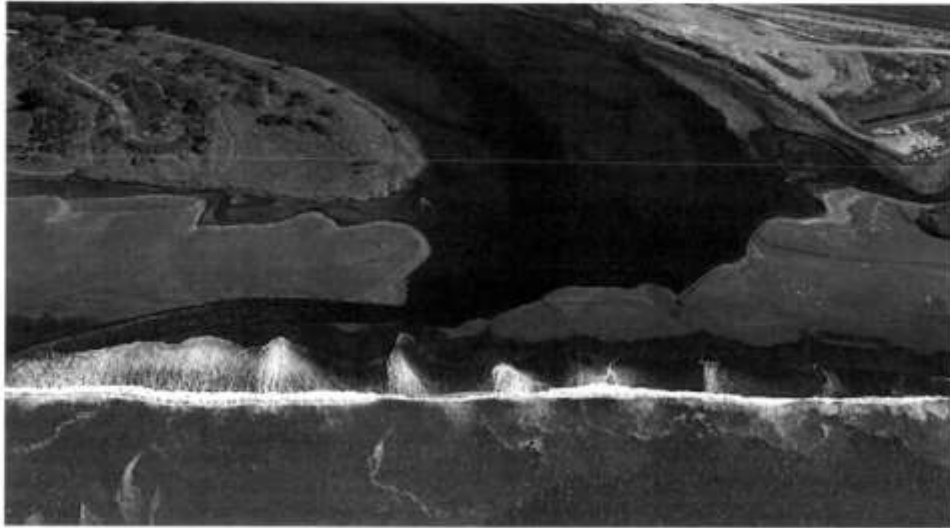
Le Quesne Road continues as a paper road along the coastline for approximately 500m to the Esk river mouth. There is an existing rough formed track along this route and this path seems to be popular with walkers already. This would make it an ideal route for the proposed pathway (and still might), but it is not possible to cross the estuary at this point and if the route used this track it would then have to follow the river upstream inland.



*Figure 10: Looking north across Esk river mouth*

pg. 17

The river mouth of the Esk is surrounded by unstable gravel, the beach being classified in geological terms as "pure coarse grained". The channel to the sea is very wide and has significantly changed over time, making the construction of any type of bridge over the estuary itself unfeasible.



*Figure 11: Esk river mouth looking west*

Further inland from the beach where the land is more stable, the channel is still too wide to bridge economically (more than 100m width).

In addition, the river recently flooded heavily, and there is evidence of large debris some distance from the river at this point. HBRC advice is that bridging the river would be more feasible further upstream.

Therefore, the proposed route tracks inland and crosses the river closer to the existing road bridge where the river course is fixed.

#### 6.1.2 SH intersection

The intersection of SH2 (Napier to Gisborne) with SH5 (Napier to Taupo) and the Napier Gisborne railway line is a known road safety black spot and is flagged for improvement (although there are no time frames and no funding assigned currently). Seven years ago several options were developed, with one possible option being the creation of a roundabout requiring property purchase in the surrounding area. In this case the existing road bridge across the river was not affected.

At the moment there is no certainty over the progress of this long existing proposal.

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### 6.1.3 Legal property boundaries and the river

The largest and most complex issue in this area is the position of the legal property boundaries and the physical location of the Esk River. These are not the same!

Properties 1 through 7 below all adjoin the Esk River with a river boundary. The river has been classified as 'navigable' by the Crown therefore the doctrine of 'Ad Medium Filum Acque' (the ownership of the river bed to the centre of the river) does not apply. Any new subdivision would need to include a 20 metre wide setback for the 'Queens Chain' or marginal strip, which would provide public ownership and protect access. This Queens Chain would be owned by the Crown acting through the Department of Conservation. The existing legal boundaries of Properties 1 through 7 adjoining the Esk River are not the same as the physical boundaries. The legal boundaries were set by survey and show the physical river boundaries as they were at the time of survey. An example is Property 7, which was last legally surveyed in 1959. Attached as an appendix is a copy of the survey plan DP 9884 plan from 1959. The plan shows that the Esk River has changed course substantially from the earlier survey of the same area in December 1926 as shown on DP 4741. This means that the legal boundaries defined in Figure 13 below cannot be relied on.

As a result of the physical river boundaries (not the documented boundaries) a river bank pathway could be feasible. A track exists from the end of the Le Quesne paper road along the bank for part of the river, with a wide margin from an existing orchard (below). This is one candidate for an alternative route.



*Figure 12: Bank of Esk River, looking west upstream*

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A riverbank option could be feasible although there are encroachment issues near to the river. The Esk River is land of the Crown and is administered and managed by the Hawke's Bay Regional Council. Any proposed inland route is not compromised by land tenure issues, other than those affecting Property 5 - a Maori Freehold Land parcel (see also Appendix). The ownership structure means that the Crown/Council does not have any realistic compulsorily acquisition powers. Any agreement will be costly and take over a year to achieve, with no guarantee of success.

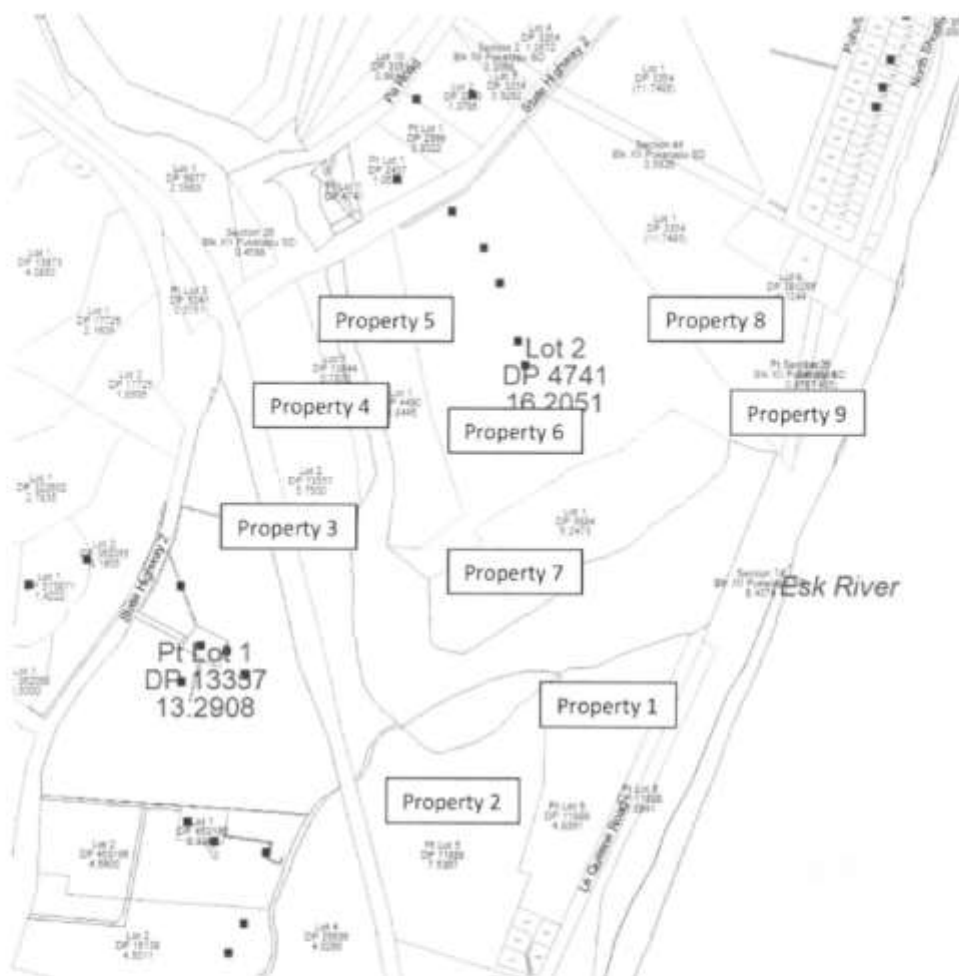


Figure 13: Property owners, Esk River





Figure 14: Property boundaries, Esk River

#### 6.1.4 Railway line

The Napier / Gisborne railway line runs along the coast and then cuts inland south of the Esk River, crossing the river and then running parallel to SH5 Taupo road for some distance.

The future of the railway has been uncertain since it was closed in December 2012. However, the government recently committed \$5 million for Kiwi Rail to reopen the line

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for logging trains and allow a low-speed forestry service to operate between Wairoa and Napier Port. Trains are expected back on the line before the end of 2018.

The railway corridor from near Le Quesne Road to State Highway 2 is mostly wide and offers an opportunity to create a route parallel to the river.

For much of the section the railway runs on a high embankment, and for some of the length it is bounded by a deep drainage ditch with steep sides on the eastern side. However, the railway reserve is very wide, ranging from a minimum width of 24m to over 40m in some areas. It extends well beyond the ballast embankment and over some of the adjacent drains – there is encroachment from orchards and other properties in some areas. On the western side of the railway much of the area is very heavily overgrown and hard to assess.

This means that there is likely room for a cycle way at least 5m from the track centre line (Kiwi Rail requirements) and that there would be scope to negotiate with landowners around a path on rail reserve where encroachment has taken place.



*Figure 15: Railway looking south towards Bay View*

However, the costs of using the railway reserve could be higher than normal. Kiwi Rail requires that pathways need to be fenced on the railway side with mesh fences 1.2m to 1.8m high. Similar projects around the country have also stalled due to the high lease

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costs imposed by Kiwi Rail, which are at commercial rates with a community discount. In addition, the process for designing, assessing and constructing any level crossings needed is now very expensive, with a single crossing likely to cost at least \$50K once all relevant safety and design assessments have been completed.

pg. 23

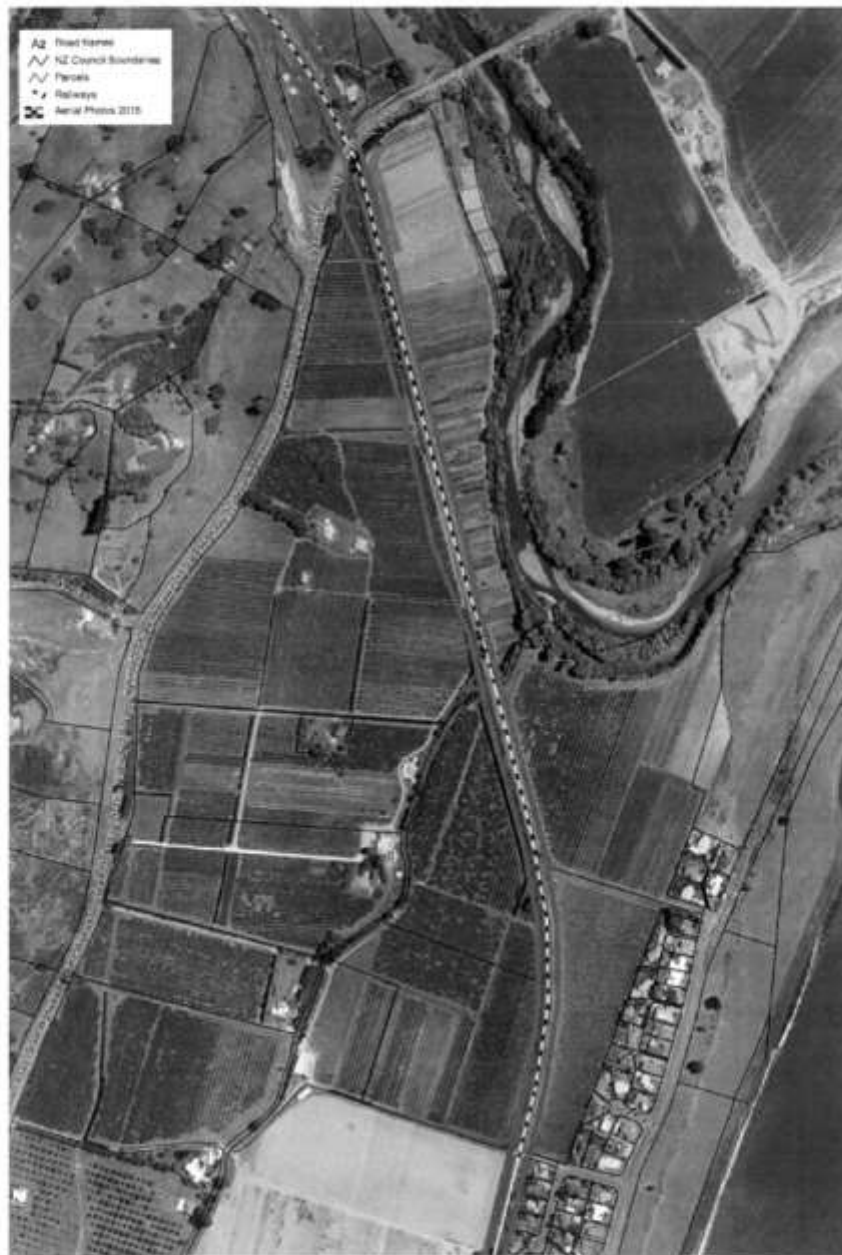


Figure 16: Rail corridor north of Le Quesne Road

pg. 24

All these obstacles have been raised with NZTA in connection with existing railway projects, who are raising them with Kiwi Rail.

A possible link to the rail corridor would be at the end of Le Quesne Road over private land, where a farm track already exists (below). There are also other opportunities further south.



*Figure 17: private land off Le Quesne, looking west to railway line*

#### 6.2 RECOMMENDED APPROACH

The width and changing channel of the Esk River means that the preferred crossing is closer to the existing road bridge rather than towards the sea. From Le Quesne Road there are a few available alternatives to reaching this point.

I have not contacted any of the landowners in this area (see Appendix for list) – it is possible that they would all be amenable to a riverbank route from Le Quesne and this would then be the simplest, cheapest and most scenic option. But given the uncertainty around both the river property boundaries and the owner's reaction the most straightforward option currently appears to be using the rail corridor for now and the one recommended here.

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*Figure 18: proposed river crossing alignment with property boundaries (south side)*

pg. 26

To cross the river at the end of the rail corridor (where SH2 meets the railway and heading towards the river) there is a wide road reserve allowing for a pathway. There are existing tracks here on both sides of the highway that could be used.



*Figure 19: proposed Bridge location (a)*

The proposed crossing would be approximately 50m downstream from the existing road bridge at a point where there is no evidence that the course of the river has changed over the last few decades (see appendix A). The bridge span at this point would be a maximum of 60m and probably less, allowing for a single span. On the other side of the river, there is an easy route available back upstream towards the state highway.





*Figure 20: proposed bridge location, alternative view*



*Figure 21: Proposed crossing point on Esk, looking north*

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### 6.3 ALTERNATIVE ROUTES CONSIDERED

As discussed above, there are several alternative routes available for this section - although the start and end points are largely fixed by necessity. While the recommended route uses the railway corridor, it's possible that the final route used is a combination of those discussed once further surveys and consultation has been conducted.

In summary, the main two alternative routes would be:

- a) River bank - Follow the Le Quesne "paper road" further up the coast to the river, then follow the river bank upstream until the proposed bridge location is reached. There are existing paths and tracks for much of this route, but it would need more landowner negotiation / detailed surveys
- b) River bank / railway combination - this would be a combination of the route above and the recommended route along the railway, joining the railway corridor where it widens halfway along its length and where a small creek joins the river.

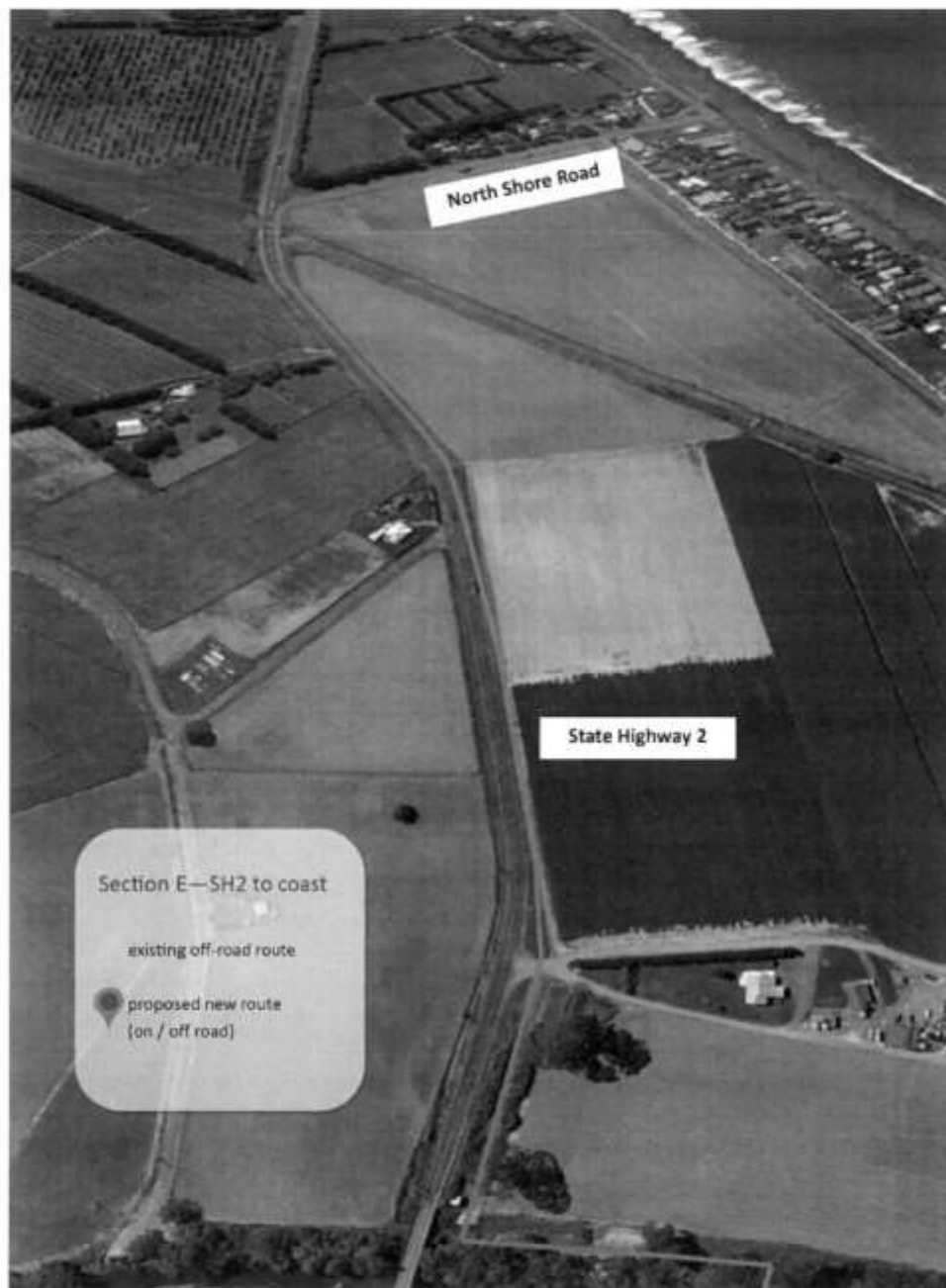
### 6.4 RISKS / OPPORTUNITIES

Main risks identified for this section:

- a) Possible use of rail corridor - other pathways around the country that plan to use the rail corridor have foundered over land lease costs, although NZTA have plans to address.
- b) Property boundaries - as described above, in particular Property 5
- c) Bridge construction - recent severe floods in area may impose additional constraints/costs on engineering solution.

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## 7. Section E: SH2 to coast section



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#### 7.1 SECTION BACKGROUND

This section takes a route from the Esk River bridge crossing back to the coast. The river forms the boundary line between Napier City and Hastings District Councils, so the route now crosses land within HDC boundaries.

From the river, an existing track (within the road reserve and shown below) runs parallel to SH2 and up to the road itself.



*Figure 22: Existing track from river to SH2*

A coastal path would then be preferable once the river is crossed, but two large blocks of land are an obstacle to this – with no obvious current route in this direction available. The northern bank of the Esk has an (unofficial?) landfill site with no public access, making the most direct route back to the coast difficult.



*Figure 23: landfill site on northern bank of Esk River*

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The other block of land is currently given over to crops and is divided by a large drain running diagonally across it. HDC say there are no formal plans to subdivide this currently, although the owner has raised the issue with HBRC.

Some recent subdivision consents have been granted by HDC closer to the coast, creating new properties and a new road - "Pohutukawa Drive" - running parallel to the coast, but there doesn't seem to be an opportunity to take advantage of this. There is a narrow strip of land leading to SH2 and created to reserve a private right of access.

The earliest opportunity to return to the coast is therefore North Shore Road, which is just under 1km along SH2 from the river.

The width of the berm on the eastern side of SH2 (in the road reserve) varies, from a wide maximum of approx. 5m for much of its length (particularly around the middle sections) to a narrower 2.5m nearer to the intersection with North Shore Road (below). There appears to be space for a 2m wide footpath along the entire SH section here, though.



*Figure 24: Berm on SH2 eastern side, corner near North Shore Road*

North Shore Road runs from SH2 to the beach at Whirinaki, for a length of 370m

It has wide grass berms on both sides, particularly on the southern side of the road, where the berm averages over 6m wide (see below). Trees have been planted in the centre of this

pg. 32

berm relatively recently, but there is still space for a path on either side without damaging these.



*Figure 25: North Shore Road looking towards coast*

#### 7.2 ALTERNATIVE ROUTES CONSIDERED

As above, more direct routes back to the coast have been investigated but access issues and the existence of a large (and ugly) landfill site has prevented this.

#### 7.3 RECOMMENDED APPROACH

- From the river, use the existing track towards SH2 and create a 2m limesand track along the eastern berm of SH2 to North Shore Road (1km)
- At North Shore Road, continue a 2m limesand track along the southern side for 370m to the beach.

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7-4 RISKS / OPPORTUNITIES

None identified.

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## 8. Section F: Whirinaki Road



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### 8.1 SECTION BACKGROUND

This section links the end of North Shore Road with the end of Whirinaki Road, approximately 2.5km further north.

At the end of North Shore Road, a track already exists along the beach for 550m until it reaches Whirinaki Road. This is part limesand and has been constructed privately, using limesand paid for by Pan Pac Ltd as a community project. This is good evidence for the existing demand for a link on this part of the route. This track is on public land.



*Figure 26: Existing track from North Shore Road, looking north*

The track reaches the southern end of North Shore Road, which is a quiet, low volume residential road with a 50 km/h posted speed limit. It's very similar to Le Quesne Road (section C) in this respect, also with houses on the western side and with a wide reserve on the beach side. It is also a cul de sac so almost all the road traffic along it is from residents themselves.

Whirinaki Road is narrow, averaging between 4.5m and 5.0m wide with no centre line. Like Le Quesne it also has great views across Hawkes Bay and would be an iconic off-road ride.

Pan Pac Ltd (timber products) in Whirinaki employs over 450 people, and there is known demand to a link for cycling commuters to the site from the Napier area (see also letter in Appendix). Many of these feel that cycling along SH2 to the factory site is too dangerous. For this reason, it would be worth extending the off-road track along the entrance to Whirinaki Road and to a crossing point to the Pan Pac factory entrance.

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*Figure 27: Whirinaki Road looking south towards Napier*

#### 8.2 ALTERNATIVE ROUTES CONSIDERED

None necessary

#### 8.3 RECOMMENDED APPROACH

- Replace existing track from North Shore Road to Whirinaki Road (550m) with 2.5m wide limesand track
- Create new 2.5m limesand track along length of North Shore Road (2100m) in the beach reserve
- Extend the off-road path to SH2, and create a crossing to the Pan Pac entrance (200m away from Whirinaki Road).

#### 8.4 RISKS / OPPORTUNITIES

None identified

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## 9. OUTLINE COST ESTIMATES

The total length of the path would be approx. 7.5km. The cost of the bridge is based on similar wooden swing bridge examples constructed locally at Whakatu (across Karamu Stream) and at Waipukurau (across Tukituki)

Section	Rayview to Whirinaki Exts	Length (m)	From	To	Estimated Costs	Assumptions
A.1	Crossing across SH2		319 Main North Road	N/A	\$ 20,000.00	inc design
A.2	2.5m concrete path for 35m	35	319 Main North Road	Rogers Road	\$ 5,000.00	Assumption for location of crossing
B.1	Remove staples, posts replace with barrier		Rogers Road	alleyway	\$ 3,886.00	
C.1	2.5m wide limesand for 1700m	1700	Franklin Road	End of Le Quesne (north)	\$ 53,000.00	low risk, fairly easy route
D.1	2.5m wide limesand for 1600m	1600	End of Le Quesne	Esk River	\$ 80,000.00	Approx same distance for 2 x routes, some earthworks / clearing, higher risk
D.2	1.2m mesh fencing (900m)		N/A	N/A	\$ 25,000.00	
D.3	professional fees - land, surveying, consult		N/A	N/A	\$ 30,000.00	
D.4	Land purchase / lease / Kioritall		N/A	N/A	\$ 70,000.00	
D.5	Design costs for this section (excluding bridge)		N/A	N/A	\$ 25,000.00	
D.5	Vegetation clearing		N/A	N/A	\$ 10,000.00	
D.8	Bridge across Esk	60	N/A	N/A	\$ 240,000.00	Based on Karamu Stream / Waipuk examples, design & build, inc ramp
E.1	2.0 limesand path along SH2 for 1km	1000	Esk River Bridge	North Shore Road	\$ 31,000.00	fairly low risk
E.2	New fencing / earthworks / drainage SH2		Esk River bridge	North Shore Road	\$ 10,000.00	
E.3	2.0m limesand path along North Shore Road (370m)	370	SH2	North Shore Road	\$ 12,000.00	trees?
F.1	2.5 limesand path on existing track (530m)	550	North Shore Road	Whirinaki Road	\$ 22,000.00	
F.2	2.5 limesand path along Whirinaki Road (2100m)	2100	end of existing track	North end of Whirinaki Rd	\$ 75,000.00	
ALL	vignage		all	all	\$ 25,000.00	est 13 poles / 30 blades inc installation
ALL	Consent fees		all	all	\$ 10,000.00	
ALL	Excavator X 1		N/A	N/A	\$ 7,575.00	
<b>SUBTOTAL</b>					<b>\$ 775,575.00</b>	
Contingency (30%) *note more than CRA as advised by NACT					\$ 232,672.50	
<b>TOTAL</b>					<b>\$ 1,008,247.50</b>	

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5/13/2019

Wufoo - Entry Detail

## HDC - Draft Annual Plan 2019/20

COMPLETE

#24

Submission to: Draft Annual Plan 2019/20  
(Including Draft Development Contributions Policy)

## CREATED



PUBLIC

May 12th 2019, 7:11:50 pm

## Name:

Dan Bergoff-Howes

## Address:

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Eskdale  
4182  
New Zealand

## Daytime contact number:

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## Evening contact number:

## Email:

dan@tdinvestments.co.nz

Please indicate whether or not you wish to speak to your submission at a Council Meeting set down for hearing submissions, commencing 04 June 2019.

No

If your submission is a rural matter, it will also be discussed at the Rural Community Board Meeting (27 May 2019). Please indicate if you also want to speak to the Rural Community Board.

No

## What are the main topics in your submission?

Reserves - start up funding for Te Wai-o-Hinganga (Esk) River Care Group

## Please tell us your views here or attach a file below.

Please see attached submission

<https://app.wufoo.com/#/entry-manager/934/entries/24>

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Item 4

Attachment 5



Te Wai-o- Hinganga (Esk) River Care Group

**Submission on the Hastings District Council Annual Plan****From:** Te Wai-o- Hinganga (Esk) River Care Group**Topic:** Reserves**Contact:** Daniel Bergloff-Howes 0212135044 [dan@tdinvestments.co.nz](mailto:dan@tdinvestments.co.nz)**Amount Requested:** \$7,500

We are a newly formed river care group in the Esk Catchment. We would like to take this opportunity to apply for funding to assist in getting the group up and running. We are forming a trust to hold monies and to create the legal structure to enable us to enter a long-term agreement with DOC to replant and manage a marginal strip of land along the Esk River. We are also looking to plant two HDC Esplanade Reserves in the future. Both pieces of land are currently unmanaged and full of weeds. Currently we are operating under the banner of Landcare Trust. Start-up funding would enable us to:

1. Cover legal costs in forming a Trust
2. Create a website for communication
3. Survey the DOC marginal strip
4. Fence the strip

The group welcome the investment of \$8.7 million to further enhance a number of parks and reserves across the district. We are proposing that a small portion of this could be used to support our community group wanting to create and enhance natural areas in the district. Our goal is to enable the public to access the DOC strip which is adjacent to Eskdale Park and therefore improving recreational opportunities in this area.

The following paragraphs describe our plans in more detail.

**Te Wai-o-Hinganga (Esk) River and its Tributaries**

Te Wai-o-Hinganga (Esk) River is an extensive river with its origins high on Maungaharuru Range. It flows south-east and exits at the entrance to the Esk Valley into Hawke's Bay. The predominant land use in the river catchment is forestry and sheep/beef farming with some horticulture on the lower reaches. There are remnant native bush blocks throughout the catchment.

**Who are we?**

Te Wai-o- Hinganga (Esk) River Care Group is a newly established community group aimed at enhancing the river for both water quality and biodiversity. Esk catchment residents are proposing a local river catchment care group based on the success of the Whangawehi Catchment Management Group and the Maraetotara Tree Trust as a model for what can be done in Te Wai-o-Hinganga River Catchment. Both these groups have been successful in working with landowners to re-establish native vegetation along waterways. Both these groups began with a group of concerned people and a few willing landowners and developed into large-scale catchment projects. Te Wai-o-Hinganga (Esk) river care group would like to work alongside the HBRC and HDC to achieve this vision.



Te Wai-o- Hinganga (Esk) River Care Group

### Te Wai-o-Hinganga catchment



### Relationships

#### **Hukarere Girls' College**

Hukarere School is located adjacent to the Esk River and provides an opportunity for the school to get students involved in river care and native forest restoration.

The school is considering the possibility of developing a program for the students around propagating native plants to establish native vegetation in the vicinity of the school to enhance biodiversity. Te Wai-o-Hinganga plan to partner with the school to establish a growing and planting program. There is discussion around Maori traditional medicinal uses of native plants as well.

The Russell family farm located in the catchment has open their native bush for the students to collect seed to grow for the river planting program. To get the school started they need a shade house for plant propagation.

#### **Eskdale School**

Although no formal agreement has been made, Eskdale school have expressed an interest in supporting Hukarere with the development of a nursery (Eskdale School already has one), by growing plants, water testing and assisting with and advertising native planting days.

#### **Local Iwi**

Te Wai-o- Hinganga (Esk) River Care Group has opened discussions with Petane Marae, Tongio Marae and Maungaharuru Tangitu Trust to work with them to enhance the river. Local hapu have offered full support for this project and is part of our working group. The group recognises that cultural values held for the river are an integral aspect of the restoration efforts.

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## Te Wai-o- Hinganga (Esk) River Care Group

**Hastings District Council**

The group are developing a relationship with Hastings District Council with full support from Deputy Mayor Tainia Kerr. We have had a fantastic response to date and it has been suggested by staff that we apply for start-up funding for the group through the annual plan process.

**Hawke's Bay Regional Council**

Initial conversations with Hawke's Bay Regional Council staff and councillors have indicated support for this project. We had a positive meeting with Rex Graham on site at the river and he has offered full support for the project. A member of the Te Wai-o-Hinganga (Esk) river care group is also a member of the Esk Scheme Committee, the HBRC led flood protection group.

**Other relationships**

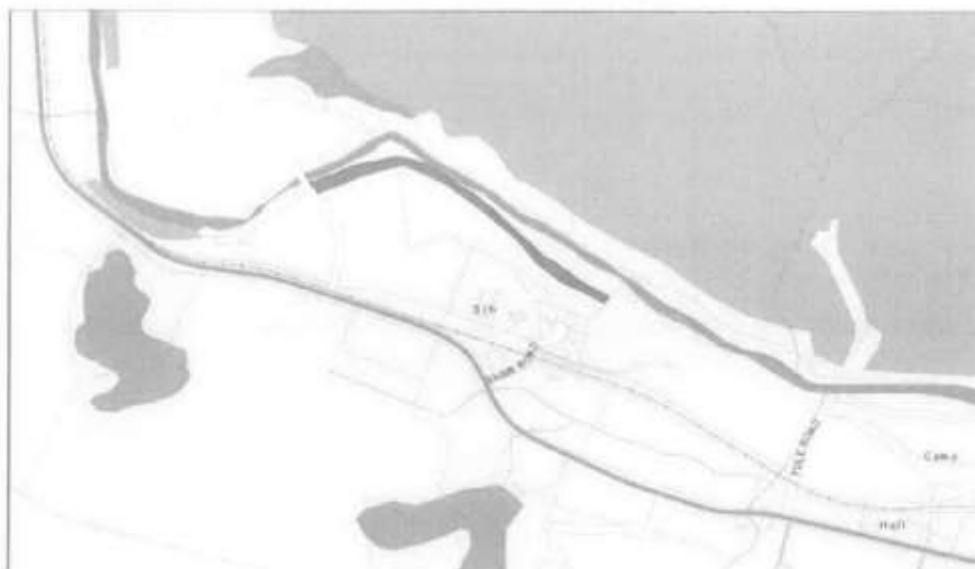
Several landowners in the catchment have been working with the group. The group has started discussions with Forest Management New Zealand who manage land in the catchment that have significant patches of native bush.

We have also met with PanPac who manage the largest forestry blocks in the catchment and rely on the river for their processing plant. Pan Pac have indicated they are interested in providing financial support for the project.

DOC has given full support.

**Planting Strategy****Department of Conservation Marginal Strip**

A potential first focus for the group is a DOC Marginal strip along the river. The strip is a kilometre long, is not fenced and is completely weed infested. Sections of the marginal strip are used by trespass grazing and asparagus farming. After fencing, the marginal strip will provide 4.4 ha of land to reforest into a Kahikatea, Matai Forest type which is some of the rarest habitat types in Hawke's Bay. **DOC land in dark green**

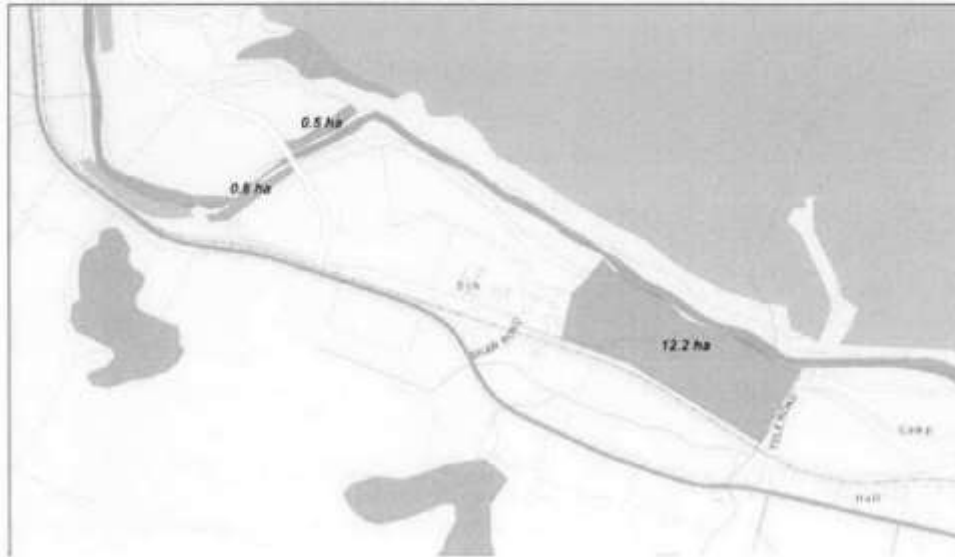


## Te Wai-o- Hinganga (Esk) River Care Group

**Hastings District Council Managed Land**

Another potential site for reforestation is Hastings District Council (HDC) land. HDC have management of about 1.5 km of stream edge on both sides of the DOC marginal strip.

This includes 0.6 ha of land upstream of the DOC Marginal Strip and the 14ha Eskdale Reserve downstream. The group is in discussions with Hastings District Council on fencing and planting the riparian. HDC have committed to working with the care group. The group has been planting the adjoining Eskdale park with Hukarere school with support from HDC. **HDC land marked in green**

**Waikokomiko Gorge**

The ecosystem type for Waikokomiko Gorge is MF1 - Totara, titoki forest.

This ecosystem is extremely rare and threatened nationally, occurring in warm to mild and drought prone areas of the Wellington, Hawke's Bay and locally Manawatu-Wanganui Regions in the North Island and in the Marlborough District in the South Island. MF1 is listed as acutely threatened in Hawke's Bay, with less than 10% remaining. Hawke's Bay is regarded as the national stronghold for MF1.

The land owner excluded stock from the gorge in 2002 and initiated a secondary species planting programme in 2003. All plants were grown in a nursery on the farm and seed was locally sourced.

Weed surveillance and control has been undertaken since 2005. Possums have been controlled since 2000 and predator control (rodents and mustelids) was initiated in 2007.

The ecosystem is in good health except for deer browse. Over recent years feral deer numbers have increased and as a result are heavily browsing palatable plant species within the gorge and surrounding area. Adjacent property owners enjoy having feral deer, making control efforts futile due to constant deer movements between the properties. The land owner has deer fenced a finger of the gorge (2ha) in an attempt to protect some of the plant species from deer browse.

Approximately 1400m of the gorge is deer fenced but a further 1700m needs fencing.

Te Wai-o- Hinganga (Esk) River Care Group



Item 4

Attachment 5



Te Wai-o- Hinganga (Esk) River Care Group

**Before - Weedy edge of the DOC Marginal Strip**



**AFTER - Picture represents the vision of Te Waiohinganga (Esk) River Care Group with a wide margin of native vegetation that not only enhances fish habitat but also provides a corridor for native birds and reptiles. This will also reduce silt and stabilize riverbank**



**Contact**

Daniel Bergloff-Howes - 0212135044 or [dan@tdinvestments.co.nz](mailto:dan@tdinvestments.co.nz)

Kim Anstey - 0210441210 or [kim.anstey3@gmail.com](mailto:kim.anstey3@gmail.com)

# SUBMISSION

TELEPHONE 0800 327 646 | WEBSITE [WWW.FEDFARM.ORG.NZ](http://WWW.FEDFARM.ORG.NZ)



To: Hastings District Council

Submission on: **Draft Annual Plan 2019-20**

Date: 12 May 2019

Submission by: Hawke's Bay Federated Farmers

**JIM GALLOWAY**

HAWKE'S BAY PROVINCIAL PRESIDENT

Federated Farmers of New Zealand

Ph 027 3625 755

E [jim.nette@xtra.co.nz](mailto:jim.nette@xtra.co.nz)

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SENIOR POLICY ADVISOR

Federated Farmers of New Zealand

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E [rdasent@fedfarm.org.nz](mailto:rdasent@fedfarm.org.nz)

Hawke's Bay Federated Farmers welcomes this chance to submit on the Hastings District Council draft Annual Plan 2019-2020.

We acknowledge any submissions made by individual members of Federated Farmers.



**SUMMARY**

1. Federated Farmers opposes the dropping of the Uniform Annual General Charge from 24% down to 23%.
2. That "equal benefit" activities are shifted off the general rate and onto the UAGC, like building administration.
3. That \$11.22 is added to the UAGC to fully fund the *administration buildings* activity.
4. That the General Rate for Rating Area 2 primary production properties remains at 0.2835 cents per land value dollar, and does not increase to 0.2951 as proposed.
5. Federated Farmers supports the sophisticated General Rate system of differentials by Rating Area and by land use.
6. That the General Rate is not used when there is no link between land value and the service provided.

**UNIFORM ANNUAL GENERAL CHARGE**

It looks like there are some changes proposed to the Uniform Annual General Charge, and not for the better.

Last year the UAGC was charged at \$236 per SUIP, and this year it is dropping down to \$209.

The total amount collected via this rating mechanism is also dropping. Last year it collected \$6,507,046 and this year it is dropping to \$6,066,554. This is a 6.8% reduction.

Not only has the total amount dropped from last year, but it is also less than what was forecasted. The 2018-2028 Long Term Plan forecasts that, in year two of the plan in 2019, the total collected via the UAGC is to be \$ 6,784,751. However this Annual Plan intends to collect only \$6,066,554 instead.

Year	UAGC per SUIP	Total collected	Percentage compared to 30% allowable
2018	\$236	\$6,507,046	24%
2019	\$209	\$6,066,554	23%

Federated Farmers opposes this erosion of the UAGC. We prefer a UAGC that is as close to the legislative 30% maximum as possible.

Now it might seem unusual for Federated Farmers to advocate to pay a higher rate! However the reason for this is because better use of a UAGC means less reliance on the General Rate. It is also more equitable for all ratepayers to contribute the same amount to the same services, when they receive the same benefit.

The “equal benefit, equal rate” philosophy is demonstrated well with Hastings using the UAGC to fund the leadership activity. All ratepayers benefit equally from the leadership of the Council and therefore it is only right that they all pay an equal amount towards it. There is no link between a ratepayers’ property value and the leadership they receive, so a property value rate should not be used to fund it.

As always, we suggest that “equal benefit” activities are shifted off the general rate and onto the UAGC, like building administration.

*Administration Buildings* will be receiving \$345,534 from the general rate in 2019-20, yet this will be an activity that all ratepayers benefit from equally. There is no link between a ratepayer’s land value, be it high or low, and whether they receive high or low benefit from council administration of buildings. With the UAGC having room to increase before it maxes out the 30% limit, it could be increased to fund Administration Buildings.

The rating base of 30,786 means that each of these SUIPs will only have to contribute \$11.22 each on the UAGC to fully fund this activity.

The Council may be concerned that ratepayers will view any UAGC increase as being unaffordable, However Hastings UAGC at \$236 is very affordable compared to neighbouring Central Hawkes Bay District Council’s 2018 UAGC at \$383. Not only is the total dollar amount less for Hastings ratepayers, but the 2018 CHB UAGC only equates to 13% of their total rate take, whereas Hastings’ at \$236 is 24% because of a more sophisticated rating system.

#### Recommendations:

1. Federated Farmers opposes the dropping of the Uniform Annual General Charge from 24% down to 23%.
2. That “equal benefit” activities are shifted off the general rate and onto the UAGC, like building administration.
3. That \$11.22 is added to the UAGC to fully fund the *administration buildings* activity.

#### GENERAL RATE

The general rate funds 65% of Community Facility Provision and Council Planning and Regulatory functions, and the full cost of transportation, stormwater disposal and other miscellaneous expenditure that is not being funded by separate targeted rates or the Uniform Annual General Charge.

For farmers in Rating Area 2, it will be charged at 0.2951 cents per land value dollar. This is an increase from the 2018 rate of 0.2835 cents.

In 2018 the General Rate netted a total of \$8,705,780 from all properties in Rating Area 2, this year it will collect \$9,169,033.

Federated Farmers supports the differentials and rating areas that make the Hastings General Rate more equitable, however we remain opposed to the over-reliance many councils have on this mechanism. To be fair, part of this problem is the limits imposed on councils by Central Government, but this does not obscure the fact that farmers’ rates bills are disproportionately high and general rates are a major exacerbating factor.

Since 2008, a member's 190ha farm has paid a total of \$56,375 to the Hastings District Council. The member's rates just get bigger every year. In 2018 the bill was \$169 more expensive than it was in 2017. It is \$387 more expensive than it was in 2016. The General Rate makes up \$5,460 of the total 2018 bill of \$5,950.

As a contrast, a neighbouring lifestyle block has had an \$18 reduction in 2018. This property paid \$110 less than they did in 2016.

Yet living next door to one another these ratepayers have access to exactly the same services that are funded by the General Rate. They can both visit the library, public toilets in town, and parks. They both benefit from the Council's regulatory and planning functions the same. They both receive the same level of service for stormwater (which is nil). About the only difference is that the farm generates some livestock truck movements a couple of times per year, although they both drive their private vehicles on the same roads about the same amount.

Another member with a 1,186ha farm pays over \$30,000 to the Hastings District Council in rates for just the current year. This farm has 240ha of retired land that is not used for production, and yet the General Rate still is levied over it. Over the last ten years this farmer would have contributed huge amounts in rates, has he received an equivalent value in service?

**Recommendations:**

4. That the General Rate for Rating Area 2 primary production properties remains at 0.2835 cents per land value dollar, and does not increase to 0.2951 as proposed.
5. Federated Farmers supports the sophisticated system of differentials by Rating Area and by land use.
6. That the General Rate is not used when there is no link between land value and the service provided.

---

Federated Farmers is a not-for-profit primary sector policy and advocacy organisation that represents the majority of farming businesses in New Zealand. Federated Farmers has a long and proud history of representing the interests of New Zealand's farmers.

This submission is representative of member views and reflect the fact that local government rating and spending policies impact on our member's daily lives as farmers and members of local communities.



5/13/2019

Wufoo - Entry Detail

## HDC - Draft Annual Plan 2019/20

COMPLETE

#22

Submission to: Draft Annual Plan 2019/20  
(Including Draft Development Contributions Policy)

## CREATED



PUBLIC

May 12th 2019, 6:09:08 pm

## Name:

John Roil

## Address:

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Maraekakaho Rd  
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New Zealand

## Daytime contact number:

274491526.0

## Evening contact number:

## Email:

john@pmhb.nz

Please indicate whether or not you wish to speak to your submission at a Council Meeting set down for hearing submissions, commencing 04 June 2019.

Yes

If your submission is a rural matter, it will also be discussed at the Rural Community Board Meeting (27 May 2019). Please indicate if you also want to speak to the Rural Community Board.

Yes

## What are the main topics in your submission?

The increased use of Consultants across all aspects of Council business, including external legal agencies.

What is also missing is any type of formal process of Post evaluation of work or Debrief involving stakeholder groups outside of Council.

<https://app.wufoo.com/#/entry-manager/934/entries/22>

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Item 4

Attachment 7



5/13/2019

Wufoo - Entry Detail

Item 4

**Please tell us your views here or attach a file below.**

As a business owner we supply a large amount of documentation to Council through the RMA process and Building consent departments. More recently our building consents have been outsourced to a local agency that has improved the time for the building processing of plans, which is a positive.

However Council is now requiring more work to be externally peer reviewed to outside agencies out of HB. Not only does this extra consultation cost our clients more money, but slows down processes that are already cumbersome and Risk averse.

It is time to review whether Council should review the expertise within Council or undertake a Risk analysis of this outsourcing and where required employ people who have the necessary skills.

In addition to this Risk aversion is any type of evaluation or Post reporting of RMA work. We acknowledge that complaints could be made however in many cases if Council undertook a formal approach to Post evaluate the RMA actions taken by staff, then there is the possibility to increase / improve the service.

My understanding that before the water crisis, HDC spent in excess of \$8.0m on external consultants and legal fees.

The question I am raising is whether Council management is so risk adverse and lacking confidence that we are now seeing an increase in consultants, where individuals are afraid to make decisions.

This needs to be addressed as the current time delays and extra costs are actually slowing development and increasing costs to clients, unnecessarily.

**Attach your submission**

Attachment 7

<https://app.wufoo.com/#/entry-manager/934/entries/22>

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**REPORT TO:** HASTINGS DISTRICT RURAL COMMUNITY BOARD

**MEETING DATE:** MONDAY 27 MAY 2019

**FROM:** GROUP MANAGER: ASSET MANAGEMENT  
CRAIG THEW

**SUBJECT:** TE POHUE COMMUNITY WATER SUPPLY REQUEST

---

## **1.0 SUMMARY**

- 1.1 The purpose of this report is to obtain a decision from Council on the future maintenance and management of Te Pohue community drinking water supply.
- 1.2 This proposal arises from a request by the community to return the management and maintenance of the existing community water supply to Council.
- 1.3 The Council is required to give effect to the purpose of local government as set out in section 10 of the Local Government Act 2002. That purpose is to enable democratic local decision-making and action by (and on behalf of) communities, and to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future.
- 1.4 The objective of this decision relevant to the purpose of Local Government is to provide safe and effective services to the community.
- 1.5 This report concludes by recommending that Council take back the maintenance and management of the Te Pohue water supply and recommend to Council that funding provision is included to complete initial upgrades to meet drinking water requirements.

## **2.0 BACKGROUND**

- 2.1 The small community supply at Te Pohue services approximately 20 properties and the Te Pohue School.
- 2.2 The water supply was largely constructed in 1975 by the then Hawkes Bay County Council (HBCC). This work changed the water source from the small lake at Te Pohue to a spring located on a private farm in the general vicinity. Funds were levied from the community by the HBCC to complete the works.
- 2.3 Easements were established across this farm, and elsewhere in the system where the pipe crosses private land. These easements were set and remain in the name of the HBCC (which in practice transferred to Hastings District Council (Council) following amalgamation of councils in 1989.
- 2.4 In 1982 Te Pohue community petitioned the HBCC to take over the maintenance and management of the Te Pohue water supply. This request was accepted by the HBCC and the local community took over the responsibilities to maintain and manage the supply.

- 2.5 Small adjustments to sections of the easements were approved by council officers in 1993 following a request of a landowner to enable private building works.
- 2.6 The supply currently has a committee that oversees the management and operation of the water supply including collection of funds from those serviced from the supply. This committee is not a legal entity.
- 2.7 The supply is currently classified on the Ministry of Health Register of drinking water supplies as a neighbourhood supply with a stated population of 60.
- 2.8 The system currently has no treatment, with the raw spring water feed into the system, and down to the community through 50mm galvanised pipes (some which have PE pipe installed as liners following leaks), into 2 reservoirs (one relatively new plastic tank, and one old concrete tank in need of renewal, and out to surrounding properties.
- 2.9 Council documents, such as the earlier small communities sanitary service assessments (completed for Council by OPUS in approx. 2005) had noted the supply as a private supply with no council involvement.

### **3.0 CURRENT SITUATION**

- 3.1 During 2018 a periodic water sample test returned a positive result for E. coli, this event has triggered a series of events and reviews that the community has been working through.
- 3.2 The school has installed a UV unit to enable it to provide drinking water to the students and staff, this was done so they could cease the need to provide bottled water. It is understood by officers that specific treatment and storage for the school had been programmed by the Ministry for Education but the school was still waiting for this work to be completed.
- 3.3 The water supply committee has had discussions with the local Drinking Water Assessor (DWA), at this discussion the DWA noted to them the requirements and potential liabilities in the Health Act for non-compliance. Officers do not believe the DWAs or water supply committee have performed a risk assessment of the supply. The potential liability issue triggered further concerns by the various parties involved in the supply, namely the property owner where the spring is located, the private resident who is consent holder for the water take, and the volunteer committee overseeing the management of the water supply.
- 3.4 The committee is aware that the requirements and expectation on what is required in providing a water supply to a community had tightened and that future changes were likely to increase these requirements further.
- 3.5 Given these issues the community approached Council officers as they considered potential pathways forward, including the option to transfer back the maintenance and management of the supply. These discussions culminated in a public meeting that Cr Kerr and Mr Thew (Group Manager Asset Management) attended in Te Pohue on 27th March 2019. At the meeting the situation and potential options were discussed. In these it was emphasised that it was a community decision that needed to be taken, and then council would consider the community request.

- 3.6 The basic essence of the options discussed with the community were:
- 3.6.1 Self-service supply, this could involve rainwater tanks, or the use of the current supply as a raw water supply (which would require the ongoing management of the existing supply) and each property needing to demonstrate compliance with the building act requirement of providing a potable water supply - councils regulatory team would need to be provided information to support this for each property.
- 3.6.2 The community upgrade the current system to make and keep it compliant to current (and future) legislative requirements. The committee had done some investigation of potential costs for this (up to \$62k one off costs, and estimated \$700-\$800annual costs). From initial assessments officers note that the actual costs are likely higher, particularly for other upgrades/renewals and if the DWA require more sophisticated treatment control and monitoring systems.
- 3.6.3 That the community request that council take back over the maintenance and management of the water supply. The harmonised water rate was discussed as was the fact that council would need add chlorine, along with raw water treatment (likely Filters and UV) to the supply to provide protection from the real risks in the reticulation. They were advised if they don't want chlorine then do not ask for council water supply involvement.
- 3.7 At the meeting it was noted that the community would do a vote on the options they wanted to be considered. The outcome of that vote was 20 vs 2 in favour of requesting council to take back the maintenance and management of the supply, with properties then charged annually as per the water targeted rate. A submission (attached) from the community has been received from the community in this regard.
- 3.8 Initial site inspections by officers has occurred to get a very basic understanding of the current system, collation of further information is currently underway.

#### **4.0 OPTIONS**

- 4.1 **Option 1:** Not accept the request to take back the maintenance and management of the supply
- 4.2 **Option 2:** Accept the community request to take back the maintenance and management of the supply

#### **5.0 SIGNIFICANCE AND ENGAGEMENT**

- 5.1 This decision relates to a submission from an affected community. The objective of the communities request aligns with the Council priority area of safe drinking water.

#### **6.0 ASSESSMENT OF OPTIONS (INCLUDING FINANCIAL IMPLICATIONS)**

- 6.1 Option 1 would leave the community in its current situation, where the water committee would have to consider its role and the future options. To continue it will need assistance from various entities to deliver safe and compliant drinking water to the community. If it did not continue then the properties served in community would need to make changes to individually provide their

own water needs. The community could also consider its options given the question over actual scheme ownership, with the former HBCC decision only mentioning transfer of maintenance and management, and the easements remaining in favour of HBCC.

- 6.2 Option 2 would require council to make funding allowances both operationally and to capital budgets to plan, operate, and make capital renewals and enhancements (e.g. inlet improvements, reservoir, treatment plant, backflow, changes to pipework, etc.) to the system.
- 6.3 Officers have not completed a detail assessment to confidently assess the potential costs at this stage. Immediate improvements to provide safer water would be in the range of \$75k - \$100k, however to meet the full requirements of the Drinking Water Standards, and to align with the adopted approach for Councils supplies then substantially more investment would be required. For context the cost of full treatment and control system upgrades across the other rural supplies is in the order of \$1M per site, with variations across the small supplies depending on specific needs. The level of service provisions, now and into the future will also need assessment (i.e. firefighting provision, on demand vs top up, etc)
- 6.4 If the committee and Council decide to accept the submission then officers will endeavour to provide a better indication of costs and realistic delivery timeframes prior to the final adoption of the Annual Plan. The aforementioned costs are provided as a guide to assist with deliberations.
- 6.5 In terms of the potential impact on the targeted water rate the following provides a guide:
  - \$100k of operational spend results in an increase in the order of \$4.00 per property per year, and
  - \$1M of capital spend has an effect of approximately \$3.20 per property per year.
- 6.6 There would be no immediate impact on the water targeted rate for the 2019/20 financial year as set out within the draft Annual Plan. The forecasted projection of the water targeted rate in the Council's Long Term Plan through to 2027/28 will however need to be adjusted. This adjustment can also consider how to spread the impact of any increase over time, considering when the council has more budget capacity than it does currently. Future adjustments would also consider other project costs over the term of the Long Term Plan.
- 6.7 Liability for the supply's compliance would shift to Council so an agreed plan would need to be compiled alongside health officials. This work would need to be prioritised alongside the other water priorities.
- 6.8 The consideration of precedent also should be considered, in that what is councils approach if, or more likely when, other community supplies make similar requests. One special consideration for this supply is that the supply was originally built and operated by council (via HBCC), Council has a role given the easement ownership, and the earlier decision was specific to maintenance and management, with ownership not specifically noted.

- 6.9 Council will need to consider its policy position and approach to future applications for assistance. This Policy development will need to consider, once available, the new regulatory requirements for drinking water and in particular consider the obligations on territorial authorities and water suppliers. Ideally the policy could be progressed via regional collaboration, with the joint drinking water governance committee supported by the joint working group providing the vehicle to progress this.

## **7.0 PREFERRED OPTION/S AND REASONS**

- 7.1 Option 2, that Council take back the maintenance and management of the Te Pohue water supply and provide additional funding into the 2019/20 annual plan to enable upgrades.
- 7.2 The first steps would need to include:
- Collection asset / pipe information and condition assessment
  - Risk assessment and source protection
  - Treatment options, and staging
  - Transfer of consent and confirm easement arrangements (for access, and reservoirs)

## **8.0 RECOMMENDATIONS AND REASONS**

- A. **That the report of the Group Manager: Asset Management titled “Te Pohue Community Water Supply Request” dated 27/05/2019 be received.**
- B. **That the Hastings District Rural Community Board endorse the request from the Te Pohue Water Committee for Council to take back the maintenance and management of the supply.**
- C. **That the Hastings District Rural Community Board recommend to Council to include additional funding into the 2019/20 Annual plan to enable improvements to the supply.**

**With the reasons for this decision being that the objective of the decision will contribute to meeting the current and future needs of communities for good quality local infrastructure to provide safe drinking water in a way that is most cost-effective for households and business by:**

- **Providing appropriate investment and management oversight to meet current and future requirements of a safe drinking water supply.**

### **Attachments:**

- |   |  |                   |
|---|--|-------------------|
| 1 | Supply Submission for Te Pohue Water Supply Management Submission - Kiri Goodspeed | WAT-20-10-19-1458 |
|---|--|-------------------|

## Submission to:

Assets Manager  
Hastings District Council  
Private Bag 9002  
HASTINGS

Title: Mrs	
First name:	Kiri
Last name:	Goodspeed
Street address:	41 Richmond Road, Te Pohue
Daytime contact phone:	02108320406
Evening contact phone:	02108320406
Email address:	hamlink77@gmail.com

## Main Topic of the Submission:

Water Supply Management at Te Pohue, within the Mohaka Ward.

In my capacity as Acting Chair of the Te Pohue Water Board I am writing to formally request the Hastings District Council resume management and maintenance of the Water Supply asset at Te Pohue.

The affected ratepayers completed a community referendum on 10/04/2019 which returned a result 22/2 in favour of supporting the return to HDC management. I have included a copy of the information booklet provided for this referendum as an addendum to this submission. I wish to bring to your attention; that information provided by Councillor Tania Kerr was included in this booklet to assist community decision making. This means that the community result is made on the basis that any return to HDC management would mean the systems inclusion in the Council's Long Term Plan for Water Strategy with costs reflective of the Water Targeted Rate Harmonisation.

The current understanding is that the reticulated system asset is in fact vested in the Hastings District Council ownership by the amalgamation of the Hawkes Bay County Council; that this ownership was never vested in the consumers, however all decisions around maintenance and remodelling of the system in the interim 37 years has been based on the assumption that the Te Pohue Water Board (Supply Committee) were in fact the owners of the system. This is further reinforced by other correspondence and reports from Council Archive records.

Due to a recent positive E-Coli water test result and subsequent involvement from the Public Health Unit, we are required to begin a journey to compliance. Further impacted by the prior enactment of legislation such as the Anti-Money Laundering and Anti-Terrorism Financing Act 2014 and Drinking Water Standards Amendment to the Public Health Act, etc; the Te Pohue Water Board has had to research and establish the facts around this asset ownership, the Water Board's own standing as a legal entity and begin planning development for redesign of the reticulated system to achieve compliance and enable registration as a Drinking Water Supplier. Any work on these issues and at



this scale will require significant upfront capital investment and cooperation from the consumers; not limited to physical asset changes, but significant legal and compliance framework, process systems and ongoing administration.

As background I have included the following historical information:

- The reticulated Water Supply system at the Te Pohue village was developed in the late 1970s by the Hawkes Bay County Council in response to the need to move away from drawing water from the Te Pohue lake.
- The easements for the groundwater spring source are made out in favour of the Mayor, Councillors and Inhabitants of the Hawkes Bay County Council.
- 12/07/1982 Council resolved that the Engineer be authorised to negotiate the transfer of maintenance of the system to the consumers. Source:(CTA-02-21-19-68 Civic Treasures & Archives - Archives - Archiving of HBCC Engineering Files - Te Pohue Water Supply 1974-1985 Hawkes Bay County Council).

I am available to answer any questions via telephone at the below number. I await your further response to this submission and would ask that all correspondence be sent attention the Te Pohue Water Board Chairman, Kiri Goodspeed, via email to [tepohuewatersecretary@gmail.com](mailto:tepohuewatersecretary@gmail.com)

Kind Regards,

Kiri Goodspeed  
Acting Chairman of the Te Pohue Water Board  
02108320406

1

## **Making an informed choice....**

This guide is an overview of information provided by the Hastings District Council and the Te Pohue Water Supply Committee/Water Board, collated to remind and assist your decision for the future of our Water Supply.

### **How Much?**

**Option1 – Council Owned/Maintained**

**Option 2 – Community Owned/Maintained**

### **Who?**

**Option1 – Council Owned/Maintained**

**Option 2 – Community Owned/Maintained**

### **Next Steps....**

**Options for Returning**

**Ballot Results**

**Registration as Owner**

2

## Making an informed choice ....

### How Much?

#### Option1 – Council Owned/Maintained

"The water rate for properties connected to a council water supply

Actual 2018/19 \$357 increasing to

Forecast 2022/23 \$532

Forecast 2027/28 \$610

*This information is extracted from last year's ten year plan (budget)"*

Craig Thew, Assets Manager has advised that any increase past 2027/2028 should plateau or any increase should be minimal.

Obviously this is not guaranteed as these figures are provided for budgeting only.

Making an informed choice....

2.2 The Strategy

2.2.1 'It starts with water'

This Long Term Plan has been challenging. The investment package to support the Council's new Water Strategy is significant. This plan has been built around that financial reality. In addition to funding set aside in the 2017/18 Annual Plan for initial work, this plan allocates a further \$31.8m over 3 years to support the implementation of a robust future water investment strategy for the urban supply. Investment of \$7m across seven smaller water supply schemes is also budgeted.

The strategy has been put together based on learnings from the Havelock North water supply contamination event, findings from the Government Inquiry and potential changes being signalled across the country in terms of new drinking water standards.

**Water Strategy – Key Aspects**

Underway

- Closure of bore linked to contamination
- Chlorination of water supplies
- Increased range and frequency of testing
- National and international water experts employed
- Operational change programme in place
- Collaboration on a joint water working group
- Brookvale Bore 3 fitted with treatment plant
- Bore heads lifted above ground level
- Investigating new water sources

Coming

- New water source operational
- Installation of a new water main between Hastings and Havelock North
- Permanent closure of Brookvale bore field
- Treatment facilities installed across all water sources.

Total cost \$47.5m

- \$250 per property increase
- Spread over first 3 years

**Note:** This applies to properties connected to Council's water supply network only.

How can we manage this?

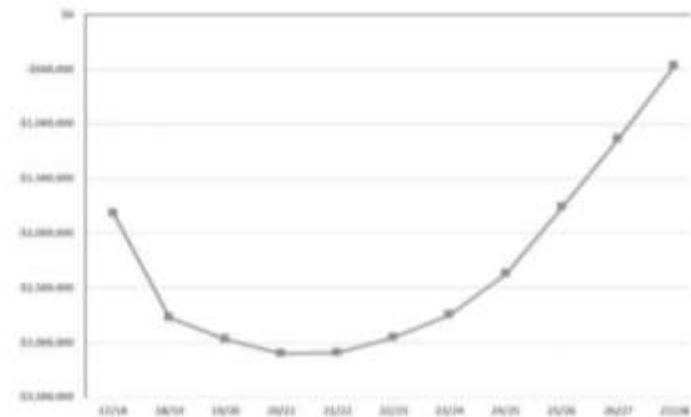
We need to address these new costs but we need to do it in a managed way within the affordability constraints of our community. The Council also believes that the community expects it to continue to invest in other areas to take the community forward. This all needs to be balanced.

The Council is proposing to spread the impact of this investment over the life of this plan (the next 10 years). This will see the water account run into deficit for a number of years, before reaching a sustainable level by Year 10. This strategy will lock-in incremental increases to the targeted water rate for the next 10 years, and bind future Council's to this broad investment strategy. A step change in the targeted rate of \$250 over the first 3 years is proposed.



Making an informed choice....

Forecast Impact on Water Targeted Rate Reserve



Harmonisation of urban and rural water targeted rates

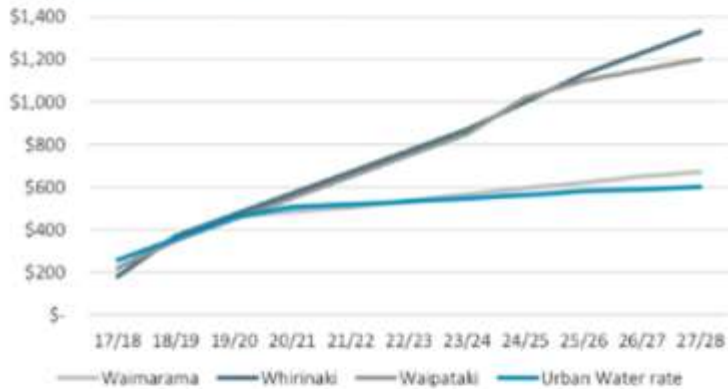
The future landscape for the management of drinking water is not only changing and having impacts on the districts urban water supply. Significant investment to meet new standards is also being signalled in this plan for rural water supplies at Whirinaki, Waimarama and Waipatiki. This investment is a significant challenge as it can only be paid for by the limited number of properties connected to those schemes.

Given the new realities of drinking water management the council is proposing a one network approach whereby the necessary standards can be achieved for all water supplies in the district and that this is paid by way of one uniform targeted rate applied to all properties serviced by a water supply. This will also have the benefit of future proofing the various water supply schemes from any shocks or uncertainties in the future.

The graph below shows the forecast increase required for each of the rural supplies based on the investment signalled in this plan. It outlines that in each case the targeted rate is projected to increase to a point above the forecast urban supply targeted rate.

This means that all the targeted rates could be harmonised together, with the rural supplies gaining a slight advantage, but with little impact on urban supply users – as the number of rural connections is not significant relative to the scale of the larger urban supply.

Water targeted rate harmonisation



2.2.2 Funding Depreciation

Depreciation Overview

Depreciation reflects the use or consumption of the service potential implicit in an asset.

As depreciation reflects the consumption of the asset over its useful life, there are two critical factors in determining this expense. The first is the asset cost or revalued amount, and the second is the asset's useful life. It is therefore not related to the physical wearing out of the asset.

The purpose of depreciation is not to provide for the replacement of the asset(s); however this may be an intended or unintended consequence.

Depreciation is especially important as it ensures that today's ratepayers pay their fair share (and only their fair share) of consumption of the assets. Depreciation is therefore a vital component in the process of setting rates and charges.



5

## Making an informed choice ....

### How Much?

#### Option 2 – Community Owned/Maintained

Capital Project and Ongoing Maintenance:

The costs involved in the Capital Project will include:

Legal Fees (for Incorporation of a Legal Entity, Renegotiation of Easement, Deed of Legal Ownership, Release of Liability Waiver) Estimate - \$3500 to \$7000 (this estimate is built off assumptions given our current spend at this point)

Capital Plant (Fitted Individual Filter \$2500 each) or Community Filter (Water Softener /UV Light \$25,000 to \$50,000)

The costs involved in the Ongoing Maintenance will include:

Pipe Maintenance: \$100 per supply property (as required)

Filter Service and Parts/Chemicals: Estimate \$600 per supply property

Admin & Insurance Fees: \$100 per supply property

Total required funding per supply property:

One off Capital investment in 2019: \$2750

Annual costs: \$700 - \$800 per annum approximately

6

## Making an informed choice....

### Who?

#### Option1 – Council Owned/Maintained

Legal: The Council would assume legal responsibility and liability for quality; would become the registered Drinking Water Supplier, Resource Consent holder for water abstraction.

Capital Project: Would fall to the Assets Management team to finance and complete to compliance.

Maintenance: Would be responsibility of HDC Drinking Water Team or Contractor.

#### Option 2 – Community Owned/Maintained

Legal: The Te Pohue Water Supply Committee/Water Board would assume legal responsibility and liability for quality; would become the registered Drinking Water Supplier, The Chairperson would be Resource Consent holder for water abstraction. Responsible membership to the water committee includes. Constitution and Risk Management planning will need revision annually to keep pace with legislative changes. The Drinking Water Standards are currently under review and this will result in more changes and therefore must be reflected in the Constitution and Risk Management planning without delay.

Capital Project: Would fall to the Community to finance and complete to compliance. This will include physical work by volunteers within the community on building the plant.

Maintenance: Would be completed by Community Members or Contractor.

Currently maintenance has been completed by our community. With the new system, the workload will increase and more community involvement will be necessary. Demographically our population is aging, so some reflection must be given to succession planning for any workload by younger members of the community.

## Making an informed choice....

### Next Steps....

The results of the closed ballot will indicate our community's interest in either Option 1 – Council Owned/Maintained or Option 2 – Community Owned/Maintained. The question posed for your decision is:

That the "Responsible Members" connected to the Te Pohue Community Water Scheme **SUPPORT/ DO NOT SUPPORT** the return of the water scheme to Hastings District Council.

Please complete the enclosed Ballot Form and send it to the Returning Officer by midday (12noon GMT+13) 10<sup>th</sup> April 2019.

### Options for returning:

Sealed Ballot Box: is held at Te Pohue Primary School (Available between 9am to 3pm, Monday to Wednesday.

Postal Return: an enclosed Prepaid Envelope has been provided.

Returning Officer  
435 Waitara Road  
R D 2  
Te Pohue 4182

Email: complete the ballot, scan and email to the Returning Officer:

[premierfarmingnz@gmail.com](mailto:premierfarmingnz@gmail.com)

### Ballot Results

Ballot results will be collated and reported by the Returning Officer. The results will be sent to the Te Pohue Water Supply Committee Secretary and then distributed to the wider group and the Hastings District Council.

### Registration as Owner

Once the Ballot Report is received we will begin to Road Map the resulting outcome. This will either mean planning our compliance action as a community or a transition of care to the Hastings District Council.

**REPORT TO:** HASTINGS DISTRICT RURAL COMMUNITY BOARD

**MEETING DATE:** MONDAY 27 MAY 2019

**FROM:** TRANSPORTATION OPERATIONS MANAGER  
ADAM JACKSON

**SUBJECT:** RURAL TRANSPORTATION ACTIVITIES REPORT

---

## **1.0 SUMMARY**

- 1.1 The purpose of this report is to update The Rural Community Board with the Rural Transportation Programmed Project Status and Activities Report.
- 1.2 This issue arises from the Board's desire to receive regular updates on progress with the works programme and other activities.
- 1.3 The Council is required to give effect to the purpose of local government as prescribed by Section 10 of the Local Government Act 2002. That purpose is to meet the current and future needs of communities for good quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses. Good quality means infrastructure, services and performance that are efficient and effective and appropriate to present and anticipated future circumstances.
- 1.4 This report concludes by recommending that the report be received.

## **2.0 2018/19 RURAL TRANSPORTATION ACTIVITIES REPORT**

### **3.0 Mohaka River – Pakaututu Protection Works**

- 3.1 During the September 2018 storm event, the Mohaka River eroded a large portion of Pakaututu Road away. A diversion has been in place since.
- 3.2 Beca consultants have undertaken a survey and design of a permanent repair to this area. A copy of the design drawings is found in **Attachment 1**.
- 3.3 The estimate to build this repair is \$2.1m and consists of building 9,000m<sup>3</sup> of groynes. There is additional subsidy available for this activity from NZTA and the local share can be funded from the emergency reserve fund. The table below shows the effect of this work on the Rural Flood Emergency Event Reserve.

Activity	Total Cost	Local Share	Rural Flood Emergency Event Reserve Balance
Balance as at September 2018			\$1,817,871
September Event and June 2018 carry over costs	\$2,175,000	\$633,000	\$1,184,871.00
Pakaututu, Mohaka River Groynes	\$1,950,000*	\$426,000	<b><u>\$758,871.00</u></b>

\*Cost excludes \$150,000 diversion allocation within original September event costings

- 3.4 The work is extensive and cannot be undertaken during fish spawning (July-September).
- 3.5 Council officers are working with Hawke's Bay Regional Council to undertake preliminary works in June that may lessen the risk on the diversion road over the winter period.
- 3.6 A peer review of the design will also be undertaken to ensure the preferred option is the most cost effective for the community prior to initiating any procurement process. The outcome of this peer review will be presented to the Rural Community Board.

#### 4.0 RISK REGISTER

- 4.1 During Q1 of 2019, Council officers and Fulton Hogan developed a risk register for CON2017086 – Rural Pavement and Corridor Management Contract.
- 4.2 The risk register was created using Council's risk assessment criteria and scoring/weighting system.
- 4.3 This risk register is reviewed at monthly meetings, with new risks added as and when they arise. The register is a live document and provides Council assurance that the high level risks on this Contract are understood and treatments are in place to mitigate their effects.
- 4.4 This register was endorsed by the Contract Management Team in April 2019. A copy of this register is found in **Attachment 2**.

#### 5.0 BRIDGE UPDATE

- 5.1 The works on the bridge strengthening programme is ongoing. Avery's (Ohurakura Road) bridge strengthening works is underway while Ohara (Big Hill Road) strengthening works is being procured. Riggirs (Maraetotara Road) bridge design is complete and will progress onto construction in the next financial year. Moeangiangi (Waikare Road), Berry (Berry Road), Mangatahi low level (Mangatahi Road) are under design.



- 5.2 Investigations for bridges on Ohurakura Road, Napier Road and Mutiny Roads for the High Productivity Motor Vehicle (HPMV) programme is also underway and we are ahead of schedule.
- 5.3 The “settlement” at Blacks Bridge approach on Taihape Road has been repaired.
- 5.4 Hastings District Council has applied for the Provincial Growth Fund (PGF) to support local share of the bridge strengthening programme. Other Hawkes Bay Councils (Wairoa, Central Hawkes Bay) have proposed similar intentioned work to PGF, and the application is currently being worked through as a combined regional application. A Government announcement is expected in June.
- 5.5 Regardless of the timing of PGF, work is underway to prepare for the next 3 years of bridge strengthening work.
- 5.6 Turamoe No. 2 bridge at the end of Turamoe Road is currently undergoing design and a resource consent is being sought to implement construction.

## **6.0 MIDDLE ROAD CORRIDOR MANAGEMENT PLAN**

- 6.1 Eynon Phillips will present the Draft Middle Road Corridor Management Plan for comment.

## **7.0 WORKS UPDATE**

- 7.1 **Attachment 3** provides an update of works across DRA2
- 7.2 **Attachment 4** provides the Rural Community Board with a snapshot of activities undertaken between March 2019 and May 2019.

## **8.0 RECOMMENDATIONS AND REASONS**

- A) That the report of the Transportation Operations Manager titled “Rural Transportation Activities Report” dated 27/05/2019 be received.**

### **Attachments:**

- |   |   |              |
|---|---|--------------|
| 1 | Design Drawings Pakaututu Road - Mohaka River | TR-8-19-9671 |
| 2 | RCB May 2019 Report - Risk Register           | TR-8-19-9658 |
| 3 | Status Report                                 | TR-8-19-9659 |
| 4 | Photos May 2019                               | TR-8-19-9660 |



Drawing Plotted: 21 Mar 2019 5:32 p.m.



■ CIVIL - WATER

Project No 3935280

www.beca.com

PAKAUTUTU ROAD  
EROSION PROTECTION

LOCALITY PLAN  
AND DRAWING LIST

Prepared for



By  
Beca

21st MARCH 2019

www.beca.com



LOCALITY PLAN

DRAWING LIST		
DRAWING NO.	REV	DRAWING TITLE
3935280-CA-001	A	COVER PAGE AND DRAWING LIST
3935280-CA-100	A	SITE PLAN AND SETOUT TABLE
3935280-CA-101	A	TYPICAL SECTIONS AND DETAILS OPTION 1 - ROCK (SHEET 1 OF 2)
3935280-CA-102	A	TYPICAL SECTIONS AND DETAILS OPTION 1 - ROCK (SHEET 2 OF 2)
3935280-CA-103	A	TYPICAL SECTIONS AND DETAILS OPTION 2 - CONCRETE (SHEET 1 OF 1)



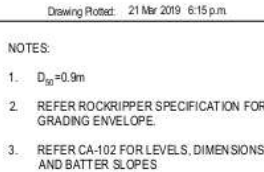
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Document No: 3935280-CA-001.DWG







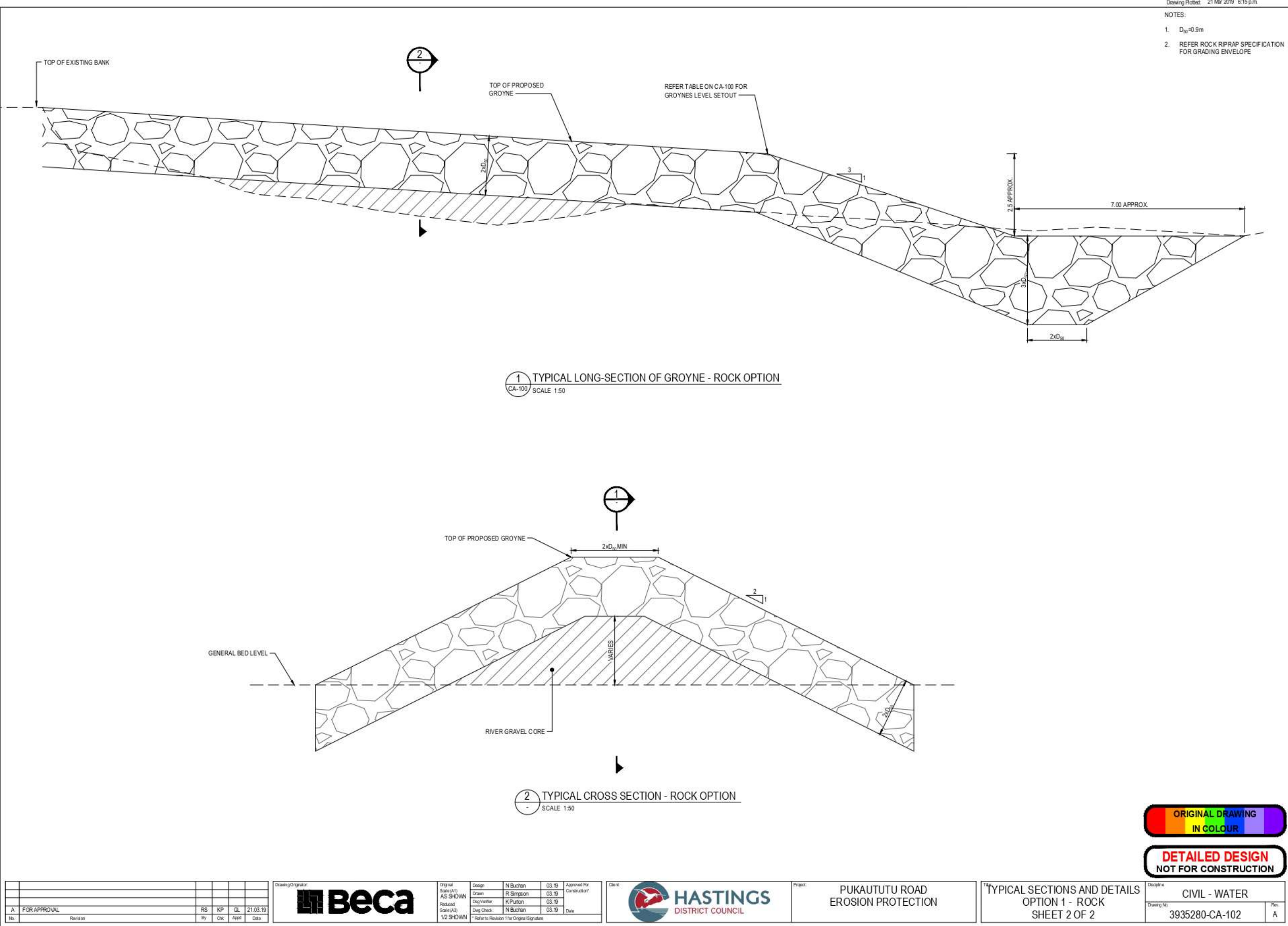


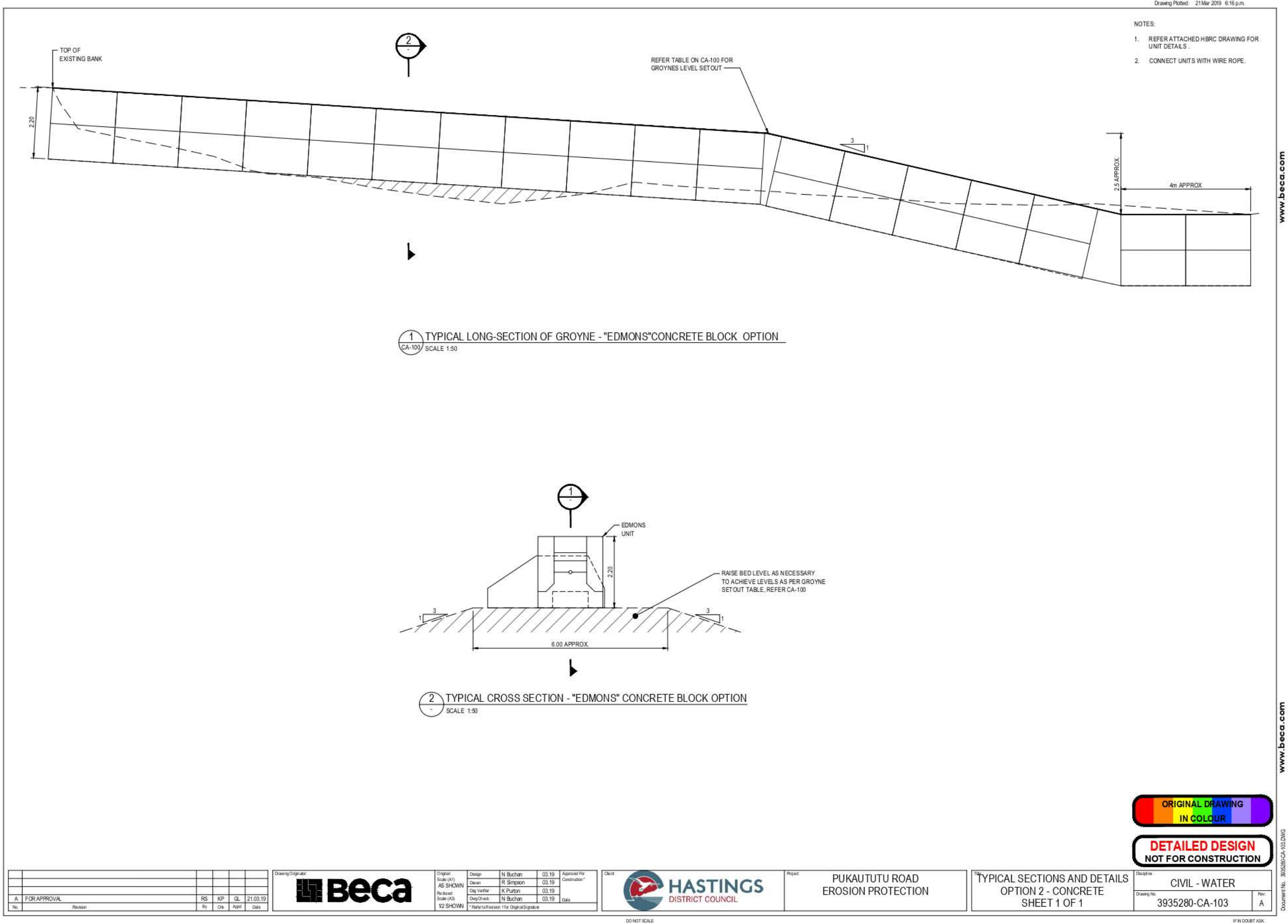
**www.beca.com**

**DETAILED DESIGN**  
NOT FOR CONSTRUCTION

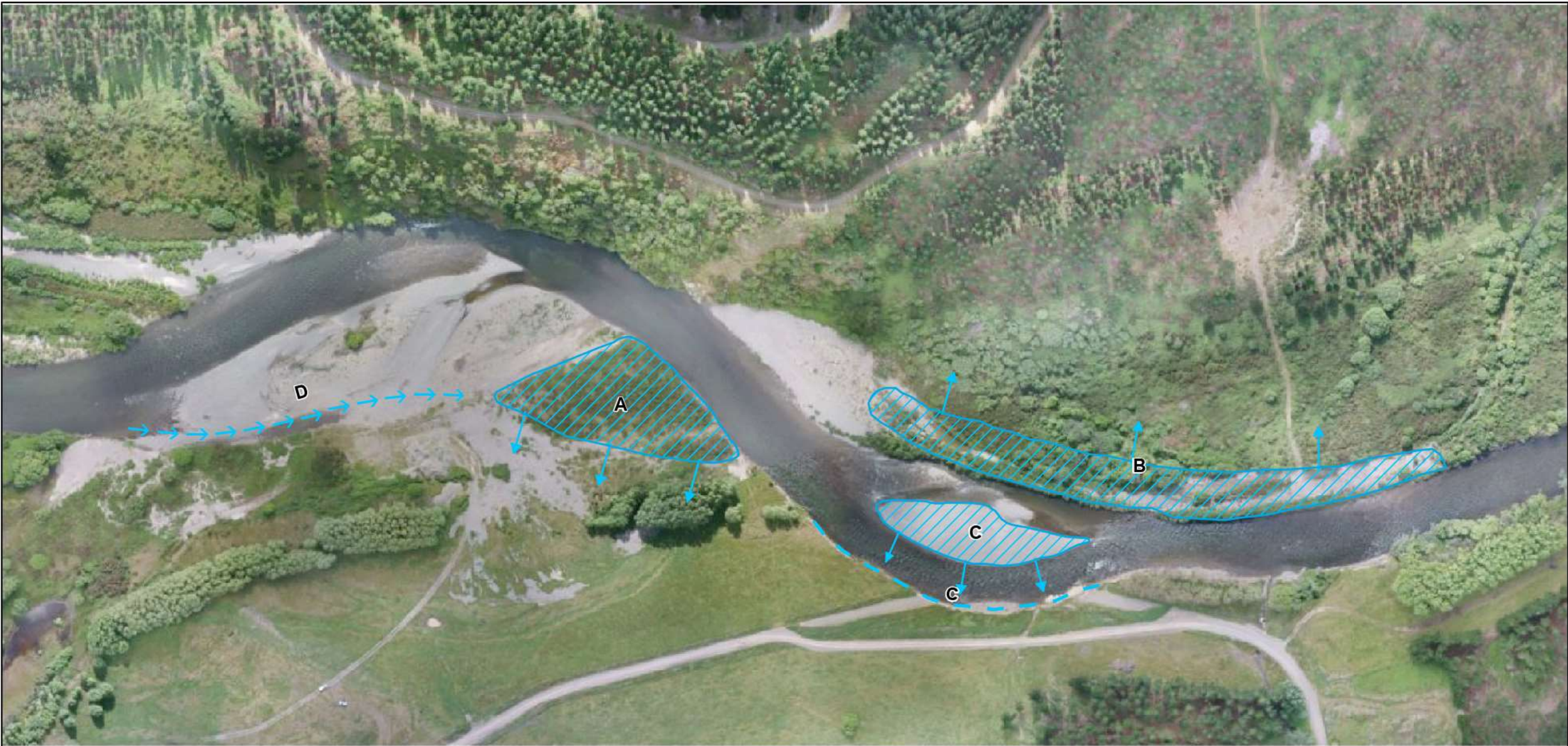
Discipline		CIVIL - WATER
Drawing No.	3935280-CA-101	Rev. A











- A. Strip island and push material into right edge bank
- B. Strip left bank edge and encourage river erosion to take pressure off eroded area C
- C. Use island material to fill existing erosion area
- D. Deepen Overflow Channel

 Shifted Material



Map Produced using ArcMap



Projection: NZTM  
Datum: D\_NZGD\_2000

### Mohaka River Works

Not to Scale

Original Size: A3  
Date: Thursday, 16 May 2019

DATA SOURCE: Cadastral information derived from the Land Information New Zealand's Core Record System (CRS).  
CROWN COPYRIGHT RESERVED

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DISCLAIMER: The Hastings District Council cannot guarantee that the data shown on this map is 100% accurate.

MohakaTempWorks





Risk Register as at 01/02/2019

Hastings District Council & Fulton Hogan  
CON2017086 Rural Pavement and Corridor Maintenance Contract

This Risk register provides a summary of the top risks facing the Hastings District Council and Fulton Hogan

Risk Number	Date Added	Risk Description	Category	Severity of risk BEFORE Treatment				Summary of treatment to mitigate the risk	Severity of risk AFTER Treatment (Current Assessment)				
				Likelihood	Impact	Adverse Risk	Score		Likelihood	Impact	Adverse Risk	Score	Assessment Date
1	25/01/19	Unsafe workplace	Public Safety	Probable	Severe	Extreme	45	H&S Plan, TMP & TTM, QA Plan Implementation & Checking, Innovations Etc.	Possible	Moderate	Medium	8	25/01/19
2	25/01/19	Unsafe Network	Public Safety	Almost Certain	Severe	Extreme	70	MIS / SIS, Response Times, Inspections & Programming, Treatment	Almost Certain	Major	Extreme	56	25/01/19
3	25/01/19	Unacceptable Financial Management	Finance	Probable	Moderate	High	38	Cash flow / Budget Management, Budget meetings, Accuracy of claims & programmes, Quarterly Management of budgets	Likely	Minor	Low	6	25/01/19
4	25/01/19	Unsatisfactory Quality outcomes & Delivery of Physical Works	Customer	Almost Certain	Moderate	High	28	Quality Contract Management plan, Meeting Contract Specifications, Service levels, Response times, Communication	Probable	Minor	Medium	9	25/01/19
5	25/01/19	Loss of key staff (permanent or temporary)	People	Probable	Moderate	High	38	Retention Strategy, Training, Succession Plan, Performance reviews, Business continuity, Multi skilled staff	Probable	Minor	Medium	9	25/01/19
6	25/01/19	Key subcontractor failure to perform / loss of relationships	Delivery	Likely	Major	High	24	Subbie Agreements, Meetings, Relationships, Secure other resources, Business	Possible	Moderate	Medium	8	25/01/19
7	25/01/19	Storm Event / Network Emergency	Network	Probable	Major	Extreme	36	Emergency Response Plan, Resources, Communication, Reporting, Staff allocation	Probable	Moderate	High	18	25/01/19
8	25/01/19	Poor Asset Management	Network	Almost Certain	Moderate	High	28	Maintenance Intervention Plan & Guidelines, Staff Training, Experienced staff	Probable	Minor	Medium	9	25/01/19
9	25/01/19	Network compromised by changes of land use and traffic	Network	Almost Certain	Major	Extreme	56	Planning, MIP & MIG, Communication between affected parties, i.e. Logging, Farm use, Industry, HDC & Industry Communication, Additional funding & restriction of work	Almost Certain	Moderate	High	28	25/01/19
10	25/01/19	Inadequate response to customer requests	Customer	Almost Certain	Moderate	High	28	Customer call centre and interaction with Contractor, RAMM Customer dispatches & Archimedes monitoring, Response Times, Client feedback to customer, HDC to Government KPI's, On-site customer interactions, Staff culture	Probable	Minor	Medium	9	25/01/19
11	25/01/19	Region wide Civil Defence Emergency	Network	Possible	Severe	Extreme	70	Business continuity Plans (HDC & FH), Emergency Response Plan, Network Recovery	Possible	Severe	Extreme	70	25/01/19
12	25/01/19	Unacceptable Data Management & Quality	Finance	Almost Certain	Moderate	High	28	Contract Management Plan, Staff Training in use of RAMM, Fulton Hogan quality systems, BECA auditing, PH self auditing	Almost Certain	Insignificant	Low	5.5	25/01/19
13	25/01/19	Inadequate resource availability	Delivery	Probable	Moderate	High	38	Back up of key plant, Preventive plant maintenance strategy, Workshop Agreements with local suppliers of plant & hire equipment, Material supply agreements with local quarries, Subcontract agreements	Likely	Minor	Low	8	25/01/19
14													
15													
16													



## Area Wide Pavement Treatment (AWPT) Q2 2019

Road Name	Start	End	Length	Treatment Year	Treatment Type	Comments
KAHURANAKI ROAD	8946	10670	1724	2018/19	AWPT	Contract has been let. Build expected mostly in 19/20 season
KERERU ROAD	12900	13456	556	2019/20	AWPT	Designed - to be constructed 2019/20 season
MCVICAR ROAD	3933	3963	30	2018/19	AWPT	Designed - to be constructed May
TAIHAPE ROAD	26900	27400	500	2018/19	AWPT	Build has commenced. Completion expected in May.
MIDDLE ROAD	9162	10431	1269	2018/19	AWPT	Designed - to be tendered in March with build expected mostly in 19/20 season
KERERU ROAD	11057	11856	799	2019/20	AWPT	Designed - to be constructed 2019/20 season
MT ERIN ROAD	200	1800	1600	2019/20	AWPT	Being designed in 18/19
MIDDLE ROAD	4938	5127	189	2020/21	AWPT	
MIDDLE ROAD	7160	8820	1660	2020/21	AWPT	
MIDDLE ROAD	17310	18300	990	2020/21	AWPT	
KERERU ROAD	18107	18600	493	2020/21	AWPT	
KERERU ROAD	21200	21400	200	2020/21	AWPT	
KAHURANAKI ROAD	11750	12070	320	2021/22	AWPT	
KAHURANAKI ROAD	15500	15880	380	2021/22	AWPT	
MIDDLE ROAD	8820	9162	342	2021/22	AWPT	
MIDDLE ROAD	18300	18943	643	2021/22	AWPT	
RAUKAWA ROAD	10340	10750	410	2021/22	AWPT	





Other Activities  
Q2 2019

ROAD	Activity	What Community will See	Current Status	Period
Various	Resealing	Sealing over existing sealed roads to provide additional waterproofing, and/or texture improvements	Complete	Aug - April
Various	Bridge maintenance and inspections	Most major maintenance and component renewal activities completed.	Ongoing, some renewals (above water)	October - June
Various	Flood Damage repairs	Complete flood damage repairs. Last of the repairs (excluding Mohaka river) by end of May.		Q4 2018 to Q2 2019

<p>Waimarama Road: Sightrail repairs</p> 	<p>Waimarama Road: Sightrail repairs</p> 
<p>Darkys Spur Road: Bridge Expansion Joints</p> 	<p>Darkys Spur Road: Bridge Expansion Joints</p> 
<p>Darkys Spur Road: bridge railing repairs</p> 	<p>Darkys Spur Road: railing repairs</p> 



<p>Whanawhana Road: Bridge Abutment Riprap</p> 	<p>Whanawhana Road: Bridge Abutment Riprap progress</p> 
<p>Puketitiri Road: Culvert Cleaning Road</p> 	<p>Puketitiri Road: Culvert Cleaning Road</p> 
<p>Matapiro Road: Sign &amp; Sightrail repairs</p> 	<p>Matapiro Road: Sign &amp; Sightrail repairs</p> 
<p>Waikere Road: Bridge Scaffold installation &amp; Inspection</p> 	<p>Waikere Road: Bridge Scaffold installation &amp; Inspection</p> 

Whanawhana Road: Bridge rail repairs	Whanawhana Road: Bridge rail repairs
	
Whanawhana Road: Bridge Abutment Riprap	Whanawhana Road: Bridge Abutment Riprap progress
	
Puketitiri Road: Culvert Cleaning	Puketitiri Road: Culvert Cleaning
	



<p>Mangatahi road: Sightrail around Water pump</p> 	<p>Mangatahi road: Sightrail around Water pump</p> 
<p>Kereru Road: Sump repairs</p> 	<p>Kereru Road: Sump repairs</p> 
<p>Heays Access Road: Watertable reinstatement</p> 	<p>Heays Access Road: Watertable reinstatement</p> 

<p><b>Maraetotara Road: Culvert Sock Install</b></p> 	<p><b>Maraetotara Road: Culvert Sock Install</b></p> 
<p><b>Mangatutu Bridge: Bridge Scour works</b></p> 	<p><b>Mangatutu Bridge: Bridge Scour works</b></p> 
<p><b>Dasent Road: Watertable culvert scour repairs</b></p> 	<p><b>Dasent Road: Watertable culvert scour repairs</b></p> 



<p>West road: Culvert Construction</p> 	<p>Heays Access: drainage works</p> 
<p>Heays Access: drainage works</p> 	<p>Heays Access: drainage works</p> 
<p>Waimarama Road: Limesand Footpath</p> 	<p>Waimarama Road: Limesand Footpath</p> 







<p>Te Apiti Road North: Watertable Cleaning</p> 	<p>Te Apiti Road North: Watertable Cleaning</p> 
<p>Duff Road: Dropout Repairs</p> 	<p>Duff Road: Dropout Repairs</p> 
<p>Waimarama Road: Culvert headwall repairs</p> 	<p>Waimarama Road: Culvert headwall repairs</p> 



<p>Taihape Road: Litter</p> 	<p>Taihape Road: Litter</p> 
<p>Middle Road: Scour repairs</p> 	<p>Middle Road: Scour repairs</p> 
<p>Aropaoanui Road: Fallen tree</p> 	<p>Aropaoanui Road: Fallen tree</p> 







Item 6

Attachment 4

**HASTINGS DISTRICT COUNCIL**

**HASTINGS DISTRICT RURAL COMMUNITY BOARD MEETING**

**MONDAY, 27 MAY 2019**

**RECOMMENDATION TO EXCLUDE THE PUBLIC**

**SECTION 48, LOCAL GOVERNMENT OFFICIAL INFORMATION AND MEETINGS ACT 1987**

THAT the public now be excluded from the following part of the meeting, namely:

**10. Forestry Slash - Increased Inspection Regime**

The general subject of the matter to be considered while the public is excluded, the reason for passing this Resolution in relation to the 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 is as follows:

<b>GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED</b>		<b>REASON FOR PASSING THIS RESOLUTION IN RELATION TO EACH MATTER, AND PARTICULAR INTERESTS PROTECTED</b>	<b>GROUND(S) UNDER SECTION 48(1) FOR THE PASSING OF EACH RESOLUTION</b>
<b>10.</b>	<b>Forestry Increased Regime</b>	<b>Slash - Inspection</b> <b>Section 7(2)(i)</b> The withholding of the information is necessary to enable the Council to deliberate in private on its decision or recommendation in relation to the submissions received in respect of the Draft District Plan.  Information in the attached report is commercially sensitive.	<b>Section 48(1)(a)(i)</b> Where the Local Authority is named or specified in the First Schedule to this Act under Section 6 or 7 (except Section 7(2)(f)(i)) of this Act.