



# *Hastings District Council*

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[www.hastingsdc.govt.nz](http://www.hastingsdc.govt.nz)

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## OPEN

## ATTACHMENTS UNDER SEPARATE COVER

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# COUNCIL MEETING

Meeting Date: **Thursday, 25 June 2020**

Time: **9.30am (Adopt A/P)**

Venue: **Council Chamber  
Ground Floor  
Civic Administration Building  
Lyndon Road East  
Hastings**

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ITEM	SUBJECT	PAGE
6.	<b>ANNUAL PLAN AND DEVELOPMENT CONTRIBUTIONS POLICY 2020/21 - CONSIDERATION OF SUBMISSIONS AND ADOPTION OF PLAN.</b>	
Attachment 1:	Submission No 1 - Jan Daffern	1
Attachment 2:	Submission No 2 - Marcus Hill (TN Property Group)	7
Attachment 3:	Submission No 3 - Jenn McMillan	25
Attachment 4:	Submission No 4 - Ashleigh Scott	27
Attachment 5:	Submission No 5 - Ricardo Fox	29
Attachment 6:	Submission No 6 - Shirley Goodenough	31
Attachment 7:	Submission No 7 - Hine Karauria	33
Attachment 8:	Submission No 8 - Lindsey Marshall	35

Attachment 9: Submission No 9 - Carley Slade	37
Attachment 10: Submission No 10 - Tia Whiti	39
Attachment 11: Submission No 11 - Adrian McMillan	41
Attachment 12: Submission No 12 - Ngahuaia Harris	43
Attachment 13: Submission No 13 - Krystal Thompson	45
Attachment 14: Submission No 14 - Annika Funnell	47
Attachment 15: Submission No 15 - Janice Gordon	49
Attachment 16: Submission No 16 - Jessica Smith	51
Attachment 17: Submission No 17- Charlene Tuahine	53
Attachment 18: Submission No 18 - Jo-ann Paton	55
Attachment 19: Submission No 19 - Tamsyn Davies	57
Attachment 20: Submission No 20 - Russell Irving	59
Attachment 21: Submission No 21 - June Crawford	61
Attachment 22: Submission No 22 - Angela Hunter	63
Attachment 23: Submission No 23 - Dawn Tyler	65
Attachment 24: Submission No 24 - Jo Coughlan (NZ Chinese Language Week Trust)	67
Attachment 25: Submission No 25 - Michelle Loveday	69
Attachment 26: Submission No 26 - Warren Elliott (Keirunga Gardens Arts & Craft Society)	71
Attachment 27: Submission No 27 - Memory Kaukau	79
Attachment 28: Submission No 28 - Meryanne Afualo	81
Attachment 29: Submission No 29 - Brenda Walsh	83
Attachment 30: Submission No 30 - Hayley Holloway	85
Attachment 31: Submission No 31 - Stephanie Nixon	87
Attachment 32: Submission No 32 - Karen Cooper	89
Attachment 33: Submission No 33 - Murray Douglas	105
Attachment 34: Submission No 34 - John Roil	107
Attachment 35: Submission No 35 - Keith Newman	113
Attachment 36: Submission No 36 - Mark Aspden (Sport Hawkes Bay)	115
Attachment 37: Submission No 37 - Brent Sheldrake (Sport New Zealand)	119
Attachment 38: Submission No 38 - Nick Richards	123
Attachment 39: Submission No 39 - Louise Gould	127
Attachment 40: Submission No 40 - Luke & Krissy Shadbolt	129
Attachment 41: Submission No 41 - Peter Bloor	131
Attachment 42: Submission No 42 - Tristan Seccombe (Havelock North Wanderers)	133
Attachment 43: Submission No 43 - Des Ratima	135

5/27/2020

Wufoo · Entry Detail

## HDC- Draft Annual Plan 2020/21

COMPLETE

#2

## CREATED



PUBLIC

May 18th 2020, 12:15:18 pm

## IP ADDRESS



163.47.190.74

## \* Name:

Jan Daffern

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**Please indicate whether or not you wish to speak to Council in regards to your feedback in June. Note: This option is dependent on government advice on COVID-19 alert levels and practical considerations in regard to social distancing protocols.**

Yes

**If your feedback relates to a rural matter, it will also be discussed at the Rural Community Board Meeting in June. Please indicate if you also want to speak to the Rural Community Board. The same restrictions as outlined above also apply here.**

**What are the main topics you wish to feedback on?**

This submission seeks a full remission of all double factored elements of my rates. I also submit that all holiday accommodation providers, with an SUIP, should be included for a full remission, if they desire. Furthermore, owners of SUIP s should be invited to participate, openly and transparently, in any further discussions to ascertain if they should be included or excluded from part or all of the Joint Waste Management and Minimisation Plan (WMMP).

**Please tell us your views here: (Alternatively you can attach a document below)**

(No response)

rates\_remission\_suip.doc

<https://app.wufoo.com/#/entry-manager/1210/entries/2>

1/1

Item

Attachment 1

**Background (June 2014 - March 2020)**

We own and operate a small holiday cottage, deemed a secondary dwelling (SUIP). As part of the Hasting Council's 2014/15 Annual Draft Plan, with effect from 2014 we have been subjected to a double factoring of both the Community and Resource Management Charge and the Uniform Annual General rates fees. In effect, compared to neighbouring properties of equal or similar land value, we pay in excess of \$500 per annum, or around \$45.00 per month in additional rates.

As a consequence of the actions of Hastings DC, the rates payable to the Hawke's Bay Regional Council also increased by nearly 50%, due to a double factoring of their Uniform Annual General Charge, Emergency Management and Economic Development fees. HBRC's rates increases are a direct result of the double factoring regime enforced by the Hastings DC; which is yet another additional financial burden. Additional double factoring of HBRC's rates were not even clarified and made absolutely clear to ratepayers by Councillors when we were instructed in 2014 that our rates payable would increase by a considerable amount. Hastings DC was negligent in communicating what was essential further information.

The increases in rates payable, outlined in the previous paragraph, followed a submission hearing at the Council Chamber on 3rd June 2014 whereby submitters passionately described the personal, emotional and financial difficulties that would occur as a result of a drastic increase in their rates. Throughout the hearings submitters also explained the reasons for additional dwellings on their properties; this varied from accommodation provision for elderly or disabled relatives or extended members of the family; all of which provide a valuable service towards the welfare and well-being of the community as a whole. In certain instances, whereby dependent family members were concerned, eventually a remissions policy was initiated by the Council. Tourist accommodation providers were not shown the same appreciation.

However, a remissions policy is also applied when an employee permanently resides in an additional secondary dwelling when it is essentially for the operation of a business site. This seriously begs the question why should providers of accommodation for transient and ad-hoc visitors to Hawke's Bay be discriminated against and financially double factored when permanent residents such as employees living in secondary dwellings do not? Therefore, according to current Hastings DC policy, it appears that permanent employees do not make an environmental impact upon the region whilst visitors do.



Furthermore, no double factoring is applied when holiday accommodation provision, such as bed and breakfast or home stay, is attached and is an integral part of the main home. Why is it that some accommodation providers are treated more favourably than others?

What has never been acknowledged is that holiday accommodation providers improve economic activity within the region. Employment opportunities are established and any third party involved in the tourism industry, such as shops, wineries, restaurants, sports and entertainment venues also gain economic revenue; synergy exists between us.

Moreover, and to add insult to injury, on Friday 14th July 2017 we received a letter from Phillip Doolan, the Solid Waste Engineer at Hastings DC, informing us that, with effect from 1st July 2017, we would be charged for the rubbish and recycling collection service. Due to a small holiday cottage located on our property, the charge would be factored twice and consequently the cost to us would be \$116.00 per year. With regards to the recycling collection service at the gateway to our property, this is a service we do not require as we have adequately managed our own recycling needs.

This letter came as a complete surprise because there was absolutely no prior notice or consultation. Due to the Council's lack of communication, prior to this, we were not even aware or informed about when or how this service would operate.

In 2017, following the notification of double factoring of rubbish/recycling charges I contacted Hastings DC. I was advised by the Chief Executive of Hastings DC that 'Council's Rating Review Working Party (RRWP) proposed to discuss this issue again in the coming months'. Indeed following this advice I also contacted my local Councillor to discuss this matter and raise my concerns. Since then nothing has happened in either a positive or negative manner. We were promised a review that never happened.

3

Since 2014 to now, we remain extremely concerned about any other charges which will now be subjected to a double factoring policy, without any prior notice or consultation.

Whenever I have approached both the Hastings DC and the Hawke's Bay Regional Council about the draconian financial measures they have imposed upon us, the consistent response has always been that they are entitled to do this and that was the end of the discussion as far as they were concerned.

### **May 2020**

Sadly, it is only since Covid 19 arrived on our shores that the benefits for the economy that tourism yields have been fully realised and appreciated. The economic future for New Zealand, post Covid 19, is without doubt extremely bleak. Tourism operators in New Zealand face overwhelming challenges especially now that our gateways to overseas visitors will remain firmly closed for the time being. Conversely, due to the decline in the economy, it is also predicted that many people will have to encounter a lowering of disposable income. This compounded by the fact there may be reluctance for large numbers of people to mix and mingle together or that people would want to be too far away from their familiar surroundings.

On Thursday, 7<sup>th</sup> May 2020 and bearing in mind that council is very much aware of the fact that we do not require a recycling service, together with our fear of increased costs, 6 black plastic recycling collection boxes were placed by our mailbox on the state highway. We are also aware that two Wheelie rubbish bins will be delivered from the 1<sup>st</sup> July 2020 as well. (According to Hastings DC's Annual Plan proposals, the charge to ratepayers for rubbish/recycling collection will be \$199.00 per annum. However, for owners of SUIP s, who are double factored, the cost will be \$398.00 per annum)

Specifically personal, and following detailed conversations that have taken place with Council up to now, I have pointed out that, in addition to double factoring, it is totally impractical for us to transport, six recycling boxes and two wheelie bins, fully laden, 250 metres down a very steep hill to our main gate.

4

We live on a busy State Highway; litter blowing about is a continual problem. This option ignores health and safety hazards when there is the potential for glass/plastic/paper falling or blowing onto the highway and into the flow of traffic.

Furthermore, upon closer inspection of what can be recycled and what can't, it turns out that very little can actually be recycled. Only plastics marked 1 and 2, paper and cardboard and glass bottles and jars can be recycled; virtually everything else will not be recycled which is in fact the majority of food/household packaging. This makes a mockery of your slogan 'MAKE LANDFILL YOUR LAST CHOICE' when in fact most food/household packaging will now end up in the landfill and *is* the only choice. What a shameful legacy Hastings DC has created for future generations.

#### **Submission Summary**

In light of all the above, and to be treated fairly, this submission seeks a full remission of all double factored elements of my rates. I also submit that all holiday accommodation providers, with an SUIP, should be included for remission, if they desire. Furthermore, owners of SUIP s should be invited to participate, openly and transparently, in any further discussions to ascertain if they should be included or excluded from part or all of the Joint Waste Management and Minimisation Plan (WMMP).

Jan Daffern,  
Property Number 50748  
1405, State Highway Two,  
RD2,  
Napier. 4182.  
(06) 836 7500



5/27/2020

Wufoo - Entry Detail

## HDC- Draft Annual Plan 2020/21

COMPLETE

#3

## CREATED



PUBLIC

May 22nd 2020, 3:16:52 pm

## IP ADDRESS



202.137.245.228

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Howard Street

Howard Street

Hawkes Bay

4130

New Zealand

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(No response)

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marcus.hill@twproperty.co.nz

**Please indicate whether or not you wish to speak to Council in regards to your feedback in June. Note: This option is dependent on government advice on COVID-19 alert levels and practical considerations in regard to social distancing protocols.**

Yes

**If your feedback relates to a rural matter, it will also be discussed at the Rural Community Board Meeting in June. Please indicate if you also want to speak to the Rural Community Board. The same restrictions as outlined above also apply here.**

**What are the main topics you wish to feedback on?**

See attached

**Please tell us your views here: (Alternatively you can attach a document below)**

See attached

200522\_annual\_plan\_submission\_tw\_property\_limited.pdf

<https://app.wufoo.com/#/entry-manager/1210/entries/3>

1/1

Item

Attachment 2





22 May 2020

2020/21 Draft Annual Plan

Dear Hastings District Council

Please see submission attached regarding the Draft Annual Plan 2020/21.

Our particular interest in this process relates to the Howard Street Structure Plan area, as owners of the circa 2.8ha block of land at 1239 Howard Street

We are submitting to this process as it now transpires that because the Internal Development Contribution Policy for the Howard Structure Plan area remains unresolved it is important that we are recognised in both processes.

We ask that any documents submitted into either process be mirrored as reflecting our concerns and points of view for both the IDCP and the Annual Plan review.

Items submitted into this process have previously been submitted into the IDCP process for Howard Street, and I can add the following as a rider to the documents below:

- The processes relating to the IDCP for Howard Street currently remain unresolved in the eyes of us as landowners.
- The Council position that any unspent moneys taken under DC collection will be repaid to owners is not one that we believe is backed up by legislation, and not an approach that warrants deliberately "overcooking" either design or cost assumptions. Nor is this best practice or beneficial to landowners who have their land value directly impacted by the levels that the IDCP is set.
- Meetings to date with HDC and their consultant team have not yielded the desired outcomes relating to tabling a design and engineers estimate that is accurate in our professional opinion.
  - It is our belief that our recommendation that HDC should seek peer review of both the detailed Stantec design, and the engineers costing schedule estimate has now partially been put into action with anecdotal discussions with HDC staff leading us to believe that there is a peer review of the costing schedule currently occurring.
- It is our belief that the design conservatism and costings shown to date still lead us to believe that HDC is a) paying a lot in design costs, and b) trying to mitigate their risks to a level that is far greater than a developer would find it prudent to do so when completing similar works.
- It is our belief that the proposed development contributions mooted for the Howard Street Structure Plan area are excessive, not backed up by market

Item

Attachment 2





GROUP OF COMPANIES

Item

driven/financially prudent design or costing, and in turn places excessive contribution levies on the owners of the land in the area.

- Making a development stack up in the current environment with DCs at this level is almost impossible and at the very least unattractive to developers.
  - In an environment where Council officials proposit to be actively promoting housing development in areas such as Howard Street, these DCs do not back up that desire.
- The Council's acquisition of the land required to make this Structure Plan area work has also been protracted and we believe that the PWA has not been used efficiently to achieve the result sought by all. We believe that there is still much water to flow under the bridge before the Council is in a position to actually complete the works envisaged in the Structure Plan.

We request to be heard in this process, and reiterate that from our perspective we wish all our communications on the IDCP for the Howard Street Structure Plan area to be taken as applying to both the IDCP review and the Draft Annual Plan 20/21 consultation.

For clarity, the documents below are those that were submitted by us for the IDCP submissions for the Howard Street Structure Plan area, and should be assumed for this Annual Plan submission also.

Attachment 2

Regards

A handwritten signature in black ink, appearing to read 'M Hill'.

Marcus Hill

General Manager

TW Property Limited

**TWPH submission relating to HDC Proposed Amended 2019/20 Development Contributions Policy (DCP). The proposed changes to the DCP relate solely to land located within the Howard Street Residential Zone.**

This submission responds to the HDC proposal to amend the 2019/20 Development Contributions Policy (DCP), and the request for submissions before the 18<sup>th</sup> October 2019.

This submission calls for:

- An independent peer review by an independent Civil Engineer of the Stantec design for infrastructure envisaged under the Structure Plan for the Howard Street area
- Design value engineering if appropriate to be undertaken in conjunction with appropriate engineers, and producing an amended final design
- A subsequent revised schedule of quantities and engineering cost assessment of this peer reviewed and value engineered design, again by an independent Civil Engineer
- Reassessment of the proposed Development Contribution levy per HUE for the Howard Street Structure Plan area.

### **Background**

Subject Property 1239 Howard Street



TWPH have owned the 2.8ha property at 1239 Howard Street since 2016. This property borders Parkvale School and has substantial frontage to Howard Street. The land was purchased to complete a residential subdivision, and TWPH have been in discussions with HDC for over 2 years.

During the period of ownership TWPH have continually sought to have the timing of this Structure Plan Area expedited, and have made all efforts to assist the HDC in bringing this area forward for meaningful development.

Meetings have occurred between TWPH and the Hasting District Mayor regarding our concerns about how long the process has taken, with assurances given that the process to HDC completing the physical works envisaged in the Structure Plan being paramount in the priorities of the HDC, in order to free up much needed housing land in this area of the district.

**Information informing the proposed DCP 2019/2020 relating to Howard Street**

The designation of the roading network has occurred (Hearing Feb 2019, decision circa 2-3 weeks later). At the hearing HDC tabled Stantec's relatively detailed concept plans for the engineering works required to complete the circa 800m of internal roading and associated 3 waters infrastructure.

At the meeting called by HDC to brief landowners in the Structure Plan area recently (27<sup>th</sup> September 2019), the Council officers tabled that HDC is yet to receive detailed design for the Engineering works from Stantec. To our knowledge there is still no detailed civil engineering design for the proposed works.

The ring-fenced sum for the internal roading and infrastructure works has been tabled by HDC to be circa \$8.13m (\$8.68m including the purchase of the land for the roading network – See Telfer Young report which states total compensation for land purchase of \$552,000).

This is to be equally divided by the additional 290 HUEs added as part of the Structure Plan. It should be noted that the figure of \$33,551 tabled by HDC is greater than the figure of  $\$8,680,000 / 290 = \$29,931$  per HUE, which means there is an average (interest and other charges) charged per HUE of circa \$3,620 + GST. Over the 290 HUEs this totals interest and other charges of circa \$1.05m.



**WHAT WILL THE INTERNAL SERVICING DEVELOPMENT CONTRIBUTION COVER??**

INCLUDED <i>Council will undertake this work</i>	EXCLUDED <i>Landowners will be expected to undertake this work</i>
<ul style="list-style-type: none"> <li>• The purchase of any land required under the designation for the road corridor</li> <li>• The construction of the main road, footpath and associated street-lighting under the designation</li> <li>• Providing an overland flow stormwater solution to the attenuation area</li> <li>• The construction of water and sewer services within the road corridor</li> </ul>	<ul style="list-style-type: none"> <li>• The installation of any utility services such as telecom, gas and fibre</li> <li>• The construction of any roading, footpath construction or street-lighting required outside the designation area</li> <li>• The construction of any water or sewer servicing located outside the designation area</li> </ul>

**WHAT IS THE COST OF THE INTERNAL SERVICING DEVELOPMENT CONTRIBUTION?**

Total internal servicing costs are anticipated to be \$8.68m excluding GST and interest costs. The key components are listed below. The proposed internal servicing development contribution currently stands at \$33,551 (excluding GST) per additional lot created.

ACTIVITY	COST
<b>ROADING</b>	
• Land Acquisition & Earthworks	\$0.93m
• Road Construction (Kerb & Surfacing)	\$1.41m
• Footpaths, Berm and Landscape	\$0.37m
• Streetlights	\$0.17m
<b>STORMWATER</b>	
• Pipes, Manholes & Sumps	\$1.67m
<b>SEWER</b>	
• Gravity Mains & Manholes	\$1.1m
<b>WATER</b>	
• Water Mains, Valves & Fire Hydrants	\$0.78m
<b>CONTINGENCIES AND P &amp; G</b>	\$2.25m

**COULD THE INTERNAL SERVICING DEVELOPMENT CONTRIBUTION CHANGE?**

The above costs are indicative, and based on concept only so yes, they may change. Costs will be refined as detailed design plans are undertaken and contracts are tendered. There will be further revisions of this calculation before any landowner is required to pay their contribution.

Factors affecting the potential increase or decrease to the contribution are variation in actual versus budgeted costs, interest rate fluctuations, and speed of development completion.

**WHEN DO I NEED TO PAY MY DEVELOPMENT CONTRIBUTIONS?**

Payment of the development contribution will be required at the earlier of:

- applying for Code Compliance Certificate where building a new dwelling, or
- issue of 224c where you are creating additional lots through the subdivision of your property.

**WHAT IF I DECIDE NOT TO DEVELOP MY PROPERTY?**

Contributions are triggered by any development of your property. If you do not develop your property, you will not be required to pay either development contribution.

**WILL I BE REQUIRED TO PAY THE STANDARD GREENFIELD DEVELOPMENT CONTRIBUTION AS WELL?**

Yes. Under the 2019/20 schedule of charges a 'Greenfield DC' of \$19,178 (excluding GST) will also apply. This covers your share of the wider growth infrastructure costs external to the property boundary and also the purchase of land and construction of the stormwater attenuation solution located within the Howard Street Development Area.

**Analysis of Stantec / HDC figures relative to current market construction projects**

As discussed with Council officers through the process of engagement since the designation of the roading corridor, it has been noted that many of the figures used in the Stantec schedule are higher than what we see in other projects we are currently engaged in.

This raises to issues:

- The use of higher than market rates in the engineers estimates of costs
- The apparent higher than average levels of design contingency within the Stantec design that has been used to inform the above schedule

It should be noted that through the process the submitter has been furnished with and has carried out assessment of the Stantec schedule of quantities, and informed HDC of concerns relating to the above bullet points.

**Specific examples of concerns:**

Concerns can be categorised into two areas:

1. Differences in Stantec Schedule prices vs current tendered jobs currently being completed by reputable contractors
2. Design by Stantec that layers design contingency into the schedule at a level that exceeds what would normally be expected

**Preliminary and General**

HDC schedule claims \$2,250,000

- Noted that in Stantec's schedule this includes traditional P & G items, along with including Engineering fees and contingency.
- Based on the construction of \$8.13m this reflects 28% of the cost
  - This is excessively high in relation to other construction projects

Using a current example of a comparable project currently in construction, in more challenging physical site conditions than Howard Street, using a reputable Civil Contractor, the above comparable Preliminary & General items, we would have circa 15-17% of construction value for these items

**Earthworks**

Line items in the schedule are significantly higher than current market tendered projects we are currently completing

For example:

- Cut to waste
  - Stantec quotes \$75m<sup>3</sup>
  - Example from current market tender \$10-15m<sup>3</sup>
- Cut to fill
  - Stantec quotes \$40m<sup>3</sup>
  - Example from current market tender \$16-18m<sup>3</sup>

**Sanitary Sewer Construction**

Items in the Sanitary Sewer area of the schedule show significant discrepancies with current tendered projects

For example:

- Supply and lay DN150mm lines
  - Stantec quotes \$480/m
  - Example from current market tender \$282-\$300/m
- Supply and lay DN225mm Lines
  - Stantec quotes \$520/m

- Example from current market tender \$372-400/m

It is worth noting that the comparable project used in this example has Sanitary Sewer pipe being laid at deeper levels than the Howard Street project, making the discrepancies even more concerning.

### Water Works

Items in the Water Works area of the schedule show significant discrepancies with current tendered projects

For example

- Supply and lay 63OD PE pipe
  - Stantec quotes \$165/m
  - Example from current market tender \$60/m
- Supply and lay 125OD PE pipe
  - Stantec quotes \$200/m
  - Example from current market tender \$100/m
- Supply and install of fire hydrant
  - Stantec quotes \$5,250 each
  - Example from current market tender \$3,278 each
- Construct anchor/thrust blocks
  - Stantec quotes \$2,500 each
  - Example from current market tender \$685 each

### Roading / Pavement design

Line items layer multiple design contingencies into the schedule.

For example:

601.4 Supply and Lay Class c Geotextile

601.5 Supply and place XXX Geogrid

This is on top of the assumption that cement stabilisation is required (601.2)

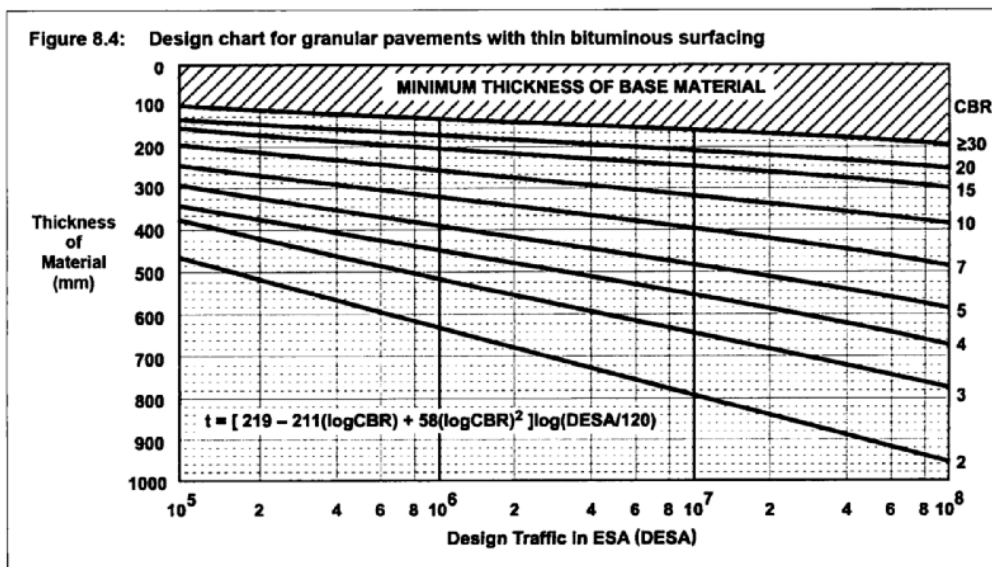
There is sufficient Geotechnical data available to be making much more definitive design assumptions regarding Road formation than simply layering contingent design items on top of each other.

The Stantec estimate provides for a cement stabilised sub-base 250mm deep, class C geotextile, geogrid, 150mm thick AP40 basecourse, and 60mm asphaltic concrete. Total pavement thickness is 460mm.

The Cardno geotechnical report for the Howard Street development shows a CBR of 5% 300mm below the surface. This is not the best conditions but still good enough to construct a conventional flexible pavement on.



Assuming that a CBR of 5% is representative, and using  $10^5$  axles over the design life (the internal road is a minor residential road), Figure 8.4 from AustRoads gives an indicative 300mm thick pavement.



It is possible that the CBR closer to the stream is lower, and more design axles may have been used. What is clear is that a peer review of the design will ensure the correct design assumptions are made to reduce the risk of any over engineered designs. It is also clear that a 460mm pavement thickness with cement stabilisation with geogrid suggests a very poor subgrade indeed. **We request to see the design calculations.**

The Stantec schedule calls for 60mm Asphaltic Concrete for road sealing, where as 25mm is the accepted thickness on a vested road. Peer review and value engineering will rationale these items to align more closely with the market.

### **Conclusion**

In conclusion the submitter requests that a full peer design review be undertaken so as to ensure that all elements of overdesign are eliminated and that costings are related to the actual market cost of works that are confirmed by competitive tender processes. A full value engineering process must be undertaken of the final Stantec civil infrastructure design.

The submitter requests a new engineering schedule and engineers pricing estimate be completed using data from a number of recent civil projects in Hawkes Bay.

The submitter requests that the schedule of prices be matched to market costs so that when tenders are invited in a competitive tendering process, these tenders are not inflated to match the inflated DC Schedules provided to date.

The submitter requests a copy of the detailed design review as soon as it is completed.

Clearly HDC cannot go ahead with servicing the structure plan development if they don't have funding in place, for which they need the DC policy to be adjusted. But land owners cannot be expected to pay more than the actual cost to service the development. It is an implicit assumption in the Local Government Act (LGA) is that the Local Authority will be effective and efficient, which goes back to the principles local authorities must act in accordance with, as set out in section 14 of the LGA. For the situation we have here, where the cost estimate is high and the roading design appears to be over engineered and overly conservative, principles (f) and (g) seem particularly pertinent.

### **Neighbouring Landowner Request**

Barry and Lynne Keane (214-216 Havelock Rd) have requested that we as submitters include the email below in support of our proposal, and we submit this on their behalf, with their approval

*Hello again Marcus.*

*I have failed to find the right entry point on the HDC website, and I am about to fly out from Auckland. Therefore I wish to adopt plan B, viz, to ask you to present our concerns about the HDC's high ISDC cost estimates to the Hastings District Council as part of your submission on 18 Oct 2019*

*See below:*

*To Hastings District Council.*

*Subject: Howard St Development ISDC Estimates*

*Ref 27 Sep 19 HDC Briefing to Landowners*

*We wish to register our concern about the very high ISDC estimates presented at the 27 Sep 19 Hastings District Council (HDC) briefing.*

*This point was raised at that meeting by Marcus Hill, who has years of experience in land development at the planning and implementation levels, and who invited HDC to agree to a peer review at the 27 Sep briefing to landowners.*

*We therefore formally request that a peer review of HDC's civil design and subsequent cost estimates be undertaken, to determine whether the design reflects best engineering practice and estimates*

*provided by HDC are actually fair and reasonable, and properly reflect development costs in the current marketplace.*

*Yours Sincerely*

*Barry & Lynne Keane*

*214-216 Havelock Rd Owners.*

Item

Attachment 2

**BEFORE THE HASTINGS DISTRICT COUNCIL**

**IN THE MATTER HOWARD STREET DEVELOPMENT CONTRIBUTIONS  
OF**

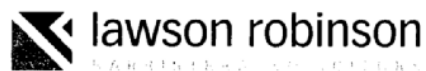
**A N D SUBMISSION BY TW PROPERTY HOLDINGS LIMITED**

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**SYNOPSIS OF SUBMISSIONS FOR TW PROPERTY HOLDINGS LIMITED**

Dated: 3 December 2019

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Telephone: 06 833 5012  
Facsimile: 06 833 5014  
PO Box 45 Napier 4140

Counsel: Matthew Lawson

**May it please the Council:**

1. These submissions are made on behalf of TW Property Holdings Limited (TW). TW is the owner of a substantial parcel of land comprising 2.8207 ha and being more particularly described in record of title HB110/280. A copy of the certificate of title is **attached** to this synopsis.
2. As you will see from the title and from the aerial photograph (also attached), the TW Land fronts onto Howard Street to the north-east and is bounded in the north by the Parkvale School. The physical address for the property is 1239 Howard Street.
3. The submitter's submission is attachment 2 to the Council Agenda and has been entered under the name of Marcus Hill who is the representative of TW.

**Relief sought**

4. From the outset, it is submitted that TW opposes the recommendation for Council to receive the report attached to the agenda titled Howard Street Development Contributions submissions.
5. It follows from that submission that no decision should be made to amend the 2019/20 development contribution policies, at least at this stage.
6. From the outset it is also noted that as an experienced property developer, TW is not opposed to the charging of infrastructure costs to developers by way of development contributions but TW considers that the costs should be realistic market based costs that allow predictability and certainty and also accord with commercial best practice.
7. TW's position is simply that it would be premature to make changes to the Development Contribution Policy at this stage given the fact that Council simply does not have adequate and accurate information on which to base a financial policy such as the development contribution policy.

ML-136417-10-15-1

**Prudent financial management**

8. Pursuant to section 14 of the Local Government Act 2002, Council is required to act in accordance with basic principles including the principle that a local authority should undertake any commercial transactions in accordance with sound business practices<sup>1</sup> and should ensure prudent stewardship and the efficient and effective use of its resources in the interests of its District, including by planning effectively for the future management of its assets<sup>2</sup>.
9. To that end, pursuant to section 101 of the Local Government Act 2002, Council is required to manage its revenues, expenses, assets, liabilities, investments and general financial dealings prudently and in a manner that promotes the current and future interests of the community.
10. One of the methods by which Council achieves prudent financial management of its affairs is through the Funding and Financial policies required to be adopted pursuant to section 102. The policy on development contributions or financial contributions is one of the five key financial policies that Council must adopt under section 102.
11. As noted in section 102(1) of the Local Government Act, the rationale for funding and financial policies is in order to provide "predictability and certainty" about sources and levels of funding. As already noted, the development contribution policy is one of the key financial policies of Council to achieve that predictability and certainty.
12. As will be evident from the officers report attached to the agenda, the officers acknowledge the concerns raised by submitters around the costs and express and intention to update the policy once detailed design plans are developed and land acquisition negotiations are concluded<sup>3</sup>. In other words, Council is not yet at the point where the detailed design and costs can be predicted with any certainty, both of which are key outcomes required by section 102.

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<sup>1</sup> Section 14(1)(f)

<sup>2</sup> Section 14(1)(g)

<sup>3</sup> Paragraph 4.2, first bullet point



13. Further, the officers propose to set up a meeting with submitters to understand where submitters believe savings could be made. As will be evident from the submission made by TW and from the opening comments by Marcus Hill, there are substantial discrepancies and instances where both design parameters and construction costs have been included in the Council's calculations that far exceed what is required by Council's code of engineering practice and indeed by the internationally accepted Austroads standards for road construction. Mr Ehlers will expand on these aspects.
14. TW is an experienced developer and both Mr Hill and Mr Ehlers have many years' experience in the construction of residential and other subdivision developments. They have first-hand knowledge of the costs of building infrastructure as they are currently undertaking a residential development in Napier City. The construction costs achieved by a competitive tender process are much lower than those included in the Council calculations. In other words, Napier and Hastings operate in the same construction market and the costs included in the Council development contribution calculations do not reflect the actual market cost for construction of the proposed services.
15. This issue arises in part out of the fact that the works project is behind schedule..
16. **Attached** is a copy of the Council Howard Street Development Plan prepared by Stantec. The design check, design review, scheduling of quantities and cost estimates, check and review of those cost estimates and finalisation of costs were all supposed to have been completed by the beginning of October 2019 and all documentation including final detailed design was supposed to have been completed by the end of October 2019. As noted in the Officers report, these detailed design and costings are not yet complete.
17. The project is behind schedule and instead of Council considering amendment to its Development Contribution Policy having regard to finalised design and finalised costings, you are being asked to adopt one of the most important policies required by the Local Government Act 2002 for financial planning, based on conceptual plans that are not

ML-136417-10-15-1

finalised, costings that are not finalised and which are clearly out of step with market costs currently being experienced within the Hawke's Bay construction sector.

18. It is submitted that consideration of this matter should be deferred until those detailed design and costings are available for consideration both by submitters and by Council.

**“Adopt it and change it later”**

19. It is submitted that the suggested intention to update the policy once detailed design plans are developed and land acquisition negotiations are concluded is not an appropriate approach to a Development Contribution Policy being adopted under section 102 which has as its stated intent, the provision of predictability and certainty about sources and levels of funding and expenditure.
20. Nor is it appropriate to proceed on the basis that a refund would be made if the actual costs are less. Council's own development contribution policy<sup>4</sup> and the Local Government Act 2002 at sections 209, provide only limited circumstances in which a development contribution is refunded and these are limited to where the development does not proceed, the consent lapses or is surrendered, if Council does not provide the infrastructure for which it was collected and if Council does not apply or use the money within 10 years of the contribution being received.
21. Importantly, the Council policy does not include a policy of refunding development contributions should the costs of providing the infrastructure be less than what was estimated in their development contribution policy.
22. The reality is that the costs are never less because of the signals that putting figures such as those proposed in this policy amendment would have on market expectations.

**Unrealistic market expectations**

23. As already noted, pursuant to section 14(1)(f) of the Local Government Act, Council must act in accordance with the principle that a Local

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<sup>4</sup> See paragraph 6.3.3

Authority should undertake any commercial transaction in accordance with sound business practices.

24. It is not sound business practice to send a message to the market that you have estimated the costs of providing services at 2, 3 or in the case of earthworks, up to 6 or 7 times the current market cost of doing that work. What Council is saying to the market is that it is willing to pay much more than the current market rates for works.
25. Put simply, if you estimate that these are the costs that Council is prepared to pay, that is what will happen. Tenders will substantially reflect those estimates with the result that those are the costs that Council will pay and in turn pass on to these land owners. That is not sound business practice.

#### **Development agreements**

26. At paragraph 3.4 of the officer's report, the risk of development being stifled and not proceeding in a timely manner if Council left it to the market to construct the works.
27. That risk is acknowledged and the prudence of having a "back up plan" by way of a designation and the possibility of enforcing Council's powers under the Public Works Act is a prudent step to take. However, the reality is that at the current estimates of costs, the land developers would be far better to construct the services themselves.
28. This is an alternative to do this and to manage that risk by using Development Agreements entered into pursuant to section 207A to 207F of the Local Government Act 2002.
29. However, the ability to enter into a Development Agreement would similarly be contingent on appropriate detailed design being completed.
30. As a result, for the same reason that the consideration of this amendment to the development contribution policy is premature, consideration of how this development area at Howard Street could be better staged and/or developed by way of development agreements is premature at this stage.

**Conclusion**

31. It is submitted that the consideration of this amendment to the development contribution policy should not occur until detailed final design and costings are available for consideration both by Council and by submitters.
32. Design should avoid over design and costings should reflect actual construction costs in the market.
33. The Policy does not provide for refunding Contributions that are overcharged even if cost savings were achieved.
34. It is further submitted that the prospect of adopting the current amendment in the anticipation and knowledge that the costings are not accurate reflections of current market rates, is not prudent financial management and does not give rise to the predictability and certainty envisaged by the Local Government Act 2002.
35. TW Property Holdings Limited is certainly not opposed to the integrated development of infrastructure and the funding of that integrated development of infrastructure through development contributions, but the policy should be based on final design and accurate costings.
36. The proposed amendment to the Development Contributions Policy do not achieve the required predictability and certainty.

Dated this 3<sup>rd</sup> day of December 2019

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Matthew Lawson  
Counsel for the Appellant

ML-136417-10-15-1

5/27/2020

Wufoo - Entry Detail

## HDC- Draft Annual Plan 2020/21

COMPLETE

#4

## CREATED



PUBLIC

May 26th 2020, 11:16:10 am

## IP ADDRESS



222.155.59.191

## \* Name:

Jenn McMillan

## \* Address:

427 Collinge Rd  
Mayfair  
Hastings  
4122  
New Zealand

## \* Daytime contact phone:

68762063

## Evening contact phone:

(No response)

## \* Email address:

utopiacakes@xtra.co.nz

**Please indicate whether or not you wish to speak to Council in regards to your feedback in June. Note: This option is dependent on government advice on COVID-19 alert levels and practical considerations in regard to social distancing protocols.**

No

**If your feedback relates to a rural matter, it will also be discussed at the Rural Community Board Meeting in June. Please indicate if you also want to speak to the Rural Community Board. The same restrictions as outlined above also apply here.**

No

**What are the main topics you wish to feedback on?**

the pedestrian crossing in Willowpark Rd outside Mayfair School

**Please tell us your views here: (Alternatively you can attach a document below)**

We have a lot of kids using the crossing daily, not just on school days, and some cars are just not stopping. Some measures to slow vehicles down would be helpful to keep the kids safe

<https://app.wufoo.com/#/entry-manager/1210/entries/4>

1/1

Item

Attachment 3





5/27/2020

Wufoo - Entry Detail

## HDC- Draft Annual Plan 2020/21

COMPLETE #5

## CREATED



PUBLIC

May 26th 2020, 11:24:32 am

## IP ADDRESS



163.47.237.157

## \* Name:

Ashleigh Scott

## \* Address:

102b duchess crescent  
Hastings  
4122  
New Zealand

## \* Daytime contact phone:

279163764

## Evening contact phone:

(No response)

## \* Email address:

ashmarie106@hotmail.com

Please indicate whether or not you wish to speak to Council in regards to your feedback in June. Note: This option is dependent on government advice on COVID-19 alert levels and practical considerations in regard to social distancing protocols.

No

If your feedback relates to a rural matter, it will also be discussed at the Rural Community Board Meeting in June. Please indicate if you also want to speak to the Rural Community Board. The same restrictions as outlined above also apply here.

No

## What are the main topics you wish to feedback on?

Safer roads- willowpark road crossing outside mayfair school.

## Please tell us your views here: (Alternatively you can attach a document below)

I feel this crossing is not safe for the children, alot of people are speeding down this road. Please implement speed bumps or some other way to slow people down for the safety of all.

<https://app.wufoo.com/#/entry-manager/1210/entries/5>

1/1

Item

Attachment 4



5/27/2020

Wufoo - Entry Detail

## HDC- Draft Annual Plan 2020/21

COMPLETE

#6

## CREATED



PUBLIC

May 26th 2020, 11:31:30 am

## IP ADDRESS



122.56.75.57

## \* Name:

Ricardo Fox

## \* Address:

1110 Willowpark rd

Hastings

4122

New Zealand

## \* Daytime contact phone:

274470744

## Evening contact phone:

(No response)

## \* Email address:

ricardofox10@gmail.com

**Please indicate whether or not you wish to speak to Council in regards to your feedback in June. Note: This option is dependent on government advice on COVID-19 alert levels and practical considerations in regard to social distancing protocols.**

No

**If your feedback relates to a rural matter, it will also be discussed at the Rural Community Board Meeting in June. Please indicate if you also want to speak to the Rural Community Board. The same restrictions as outlined above also apply here.**

No

**What are the main topics you wish to feedback on?**

Willowpark Rd crossing between Bill Mathewson Park and Mayfair School.

**Please tell us your views here: (Alternatively you can attach a document below)**

I am having ongoing incidents with drivers not slowing down at the school crossing, even when signs and teachers are out. As I said last year it is only a matter of time before someone is hit or killed. It is a significant concern for the school.



5/27/2020

Wufoo - Entry Detail

## HDC- Draft Annual Plan 2020/21

COMPLETE #7

## CREATED



PUBLIC

May 26th 2020, 11:33:57 am

## IP ADDRESS



101.98.251.22

## \* Name:

Shirley Goodenough

## \* Address:

209 Kenilworth Road  
Mayfair  
Hastings  
4122  
New Zealand

## \* Daytime contact phone:

2102655150

## Evening contact phone:

(No response)

## \* Email address:

shirleygoodenough@gmail.com

**Please indicate whether or not you wish to speak to Council in regards to your feedback in June. Note: This option is dependent on government advice on COVID-19 alert levels and practical considerations in regard to social distancing protocols.**

No

**If your feedback relates to a rural matter, it will also be discussed at the Rural Community Board Meeting in June. Please indicate if you also want to speak to the Rural Community Board. The same restrictions as outlined above also apply here.**

No

**What are the main topics you wish to feedback on?**

Speeding cars along Willowpark road, by Mayfair school.

**Please tell us your views here: (Alternatively you can attach a document below)**

Its totally ridiculous the speed some cars go along the road knowing full well there is a school and other community facilities nearby. There have been several near misses on the pedestrian crossing when children are on their way to or from school. Surely it's about time something is done to make this part of the road safer for pedestrians on the crossing





5/27/2020

Wufoo - Entry Detail

## HDC- Draft Annual Plan 2020/21

COMPLETE

#8

## CREATED



PUBLIC

May 26th 2020, 11:52:30 am

## IP ADDRESS



203.109.216.233

## \* Name:

Hine Karauria

## \* Address:

913c Nelson street, North  
Mahora  
Hastings  
4120  
New Zealand

## \* Daytime contact phone:

21517114

## Evening contact phone:

(No response)

## \* Email address:

hine76@gmail.com

**Please indicate whether or not you wish to speak to Council in regards to your feedback in June. Note: This option is dependent on government advice on COVID-19 alert levels and practical considerations in regard to social distancing protocols.**

No

**If your feedback relates to a rural matter, it will also be discussed at the Rural Community Board Meeting in June. Please indicate if you also want to speak to the Rural Community Board. The same restrictions as outlined above also apply here.**

No

**What are the main topics you wish to feedback on?**

Safer roads- The Willowpark road crossing outside Mayfair School.

**Please tell us your views here: (Alternatively you can attach a document below)**

This crossing is not safe for the rugby club, community or school. Cars are speeding down Willowpark Road and often are not stopping for people crossing the road. Speed measures need to be implemented at this crossing.



5/27/2020

Wufoo - Entry Detail

## HDC- Draft Annual Plan 2020/21

COMPLETE

#9

## CREATED



PUBLIC

May 26th 2020, 11:53:35 am

## IP ADDRESS



202.56.36.71

## \* Name:

Lindsey Marshall

## \* Address:

1407 Caroline Rd

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Hastings

4122

New Zealand

## \* Daytime contact phone:

212929466

## Evening contact phone:

(No response)

## \* Email address:

lindsey.marshall@barnardos.org.nz

**Please indicate whether or not you wish to speak to Council in regards to your feedback in June. Note: This option is dependent on government advice on COVID-19 alert levels and practical considerations in regard to social distancing protocols.**

No

**If your feedback relates to a rural matter, it will also be discussed at the Rural Community Board Meeting in June. Please indicate if you also want to speak to the Rural Community Board. The same restrictions as outlined above also apply here.**

No

**What are the main topics you wish to feedback on?**

Safety on Willowpark crossing by the Mayfair school

**Please tell us your views here: (Alternatively you can attach a document below)**

There need to be additional speed limiting protocols in place. The crossing is currently unsafe, I witnessed a car almost hit a child on the crossing this morning.

<https://app.wufoo.com/#/entry-manager/1210/entries/9>

1/1

Item

Attachment 8





5/27/2020

Wufoo - Entry Detail

## HDC- Draft Annual Plan 2020/21

COMPLETE

#10

## CREATED



PUBLIC

May 26th 2020, 11:58:23 am

## IP ADDRESS



121.98.25.132

## \* Name:

Carley Slade

## \* Address:

210 Mayfair Ave  
Mayfair  
Hastings  
Hawkes bay  
4122  
New Zealand

## \* Daytime contact phone:

68760299

## Evening contact phone:

(No response)

## \* Email address:

cslade@orcon.net.nz

**Please indicate whether or not you wish to speak to Council in regards to your feedback in June. Note: This option is dependent on government advice on COVID-19 alert levels and practical considerations in regard to social distancing protocols.**

No

**If your feedback relates to a rural matter, it will also be discussed at the Rural Community Board Meeting in June. Please indicate if you also want to speak to the Rural Community Board. The same restrictions as outlined above also apply here.**

No

**What are the main topics you wish to feedback on?**

Safer roads - The Willowpark Rd crossing outside Mayfair School

**Please tell us your views here: (Alternatively you can attach a document below)**

It is getting super dangerous for my child to cross over to school, as people are speeding down the road and not stopping. Please help to keep our kids safe getting to and from school. Thanks a million

<https://app.wufoo.com/#/entry-manager/1210/entries/10>

1/1

Item

Attachment 9



5/27/2020

Wufoo - Entry Detail

## HDC- Draft Annual Plan 2020/21

COMPLETE

#11

## CREATED



PUBLIC

May 26th 2020, 12:01:03 pm

## IP ADDRESS



47.72.95.155

## \* Name:

tia whiti

## \* Address:

1211 cunningham crescent, mayair  
hastings  
hawkes bay  
4122  
New Zealand

## \* Daytime contact phone:

2108555036

## Evening contact phone:

(No response)

## \* Email address:

tiawhiti@gmail.com

**Please indicate whether or not you wish to speak to Council in regards to your feedback in June. Note: This option is dependent on government advice on COVID-19 alert levels and practical considerations in regard to social distancing protocols.**

No

**If your feedback relates to a rural matter, it will also be discussed at the Rural Community Board Meeting in June. Please indicate if you also want to speak to the Rural Community Board. The same restrictions as outlined above also apply here.**

No

**What are the main topics you wish to feedback on?**

Safer roads-The Willow Park crossing outside of Mayfair school.

**Please tell us your views here: (Alternatively you can attach a document below)**

This crossing is not safe for the Rugby Club, community or school. Cars are speeding down Willowpark Road and often not stopping for people to cross the road. I have even many near misses and drivers have just carried on driving. Speed measures need to be implemented at this crossing



5/27/2020

Wufoo - Entry Detail

## HDC- Draft Annual Plan 2020/21

COMPLETE

#12

## CREATED



PUBLIC

May 26th 2020, 12:07:55 pm

## IP ADDRESS



115.189.81.178

## \* Name:

Adrian McMillan

## \* Address:

427 Collinge Road

Hastings

Hawkes Bay

4122

New Zealand

## \* Daytime contact phone:

274446635

## Evening contact phone:

(No response)

## \* Email address:

adrianmcm427@gmail.com

**Please indicate whether or not you wish to speak to Council in regards to your feedback in June. Note: This option is dependent on government advice on COVID-19 alert levels and practical considerations in regard to social distancing protocols.**

No

**If your feedback relates to a rural matter, it will also be discussed at the Rural Community Board Meeting in June. Please indicate if you also want to speak to the Rural Community Board. The same restrictions as outlined above also apply here.**

No

**What are the main topics you wish to feedback on?**

Safer roads - The Willowpark Rd crossing outside Mayfair School

**Please tell us your views here: (Alternatively you can attach a document below)**

This crossing is not safe for the rugby club, community or school. Cars are speeding down Willowpark Road and often not stopping for people crossing the road. Speed measures need to be implemented at this crossing. This council needs to act and put the safety of our community first.

<https://app.wufoo.com/#/entry-manager/1210/entries/12>

1/1

Item

Attachment 11





5/27/2020

Wufoo - Entry Detail

## HDC- Draft Annual Plan 2020/21

COMPLETE

#13

## CREATED



PUBLIC

May 26th 2020, 1:05:20 pm

## IP ADDRESS



222.155.61.242

## \* Name:

Ngahuia Harris

## \* Address:

1005 Oliphant Rd  
 Raureka  
 Hastings  
 4122  
 New Zealand

## \* Daytime contact phone:

274310393

## Evening contact phone:

(No response)

## \* Email address:

nomharris4@gmail.com

**Please indicate whether or not you wish to speak to Council in regards to your feedback in June. Note: This option is dependent on government advice on COVID-19 alert levels and practical considerations in regard to social distancing protocols.**

No

**If your feedback relates to a rural matter, it will also be discussed at the Rural Community Board Meeting in June. Please indicate if you also want to speak to the Rural Community Board. The same restrictions as outlined above also apply here.**

No

**What are the main topics you wish to feedback on?**

Safer roads - The Willowpark Rd crossing outside Mayfair School.

**Please tell us your views here: (Alternatively you can attach a document below)**

As an ex resident in Willowpark Rd and having my child currently attend Mayfair school, I am well aware of the speeding and unsafe driving that takes place at all times of the day and night in Willowpark Rd North. Seeing as there is a rugby park, school, kindy's and the local lantern light dairy all in close proximity to each other, it is a very active community with many children playing, walking and biking in the area.

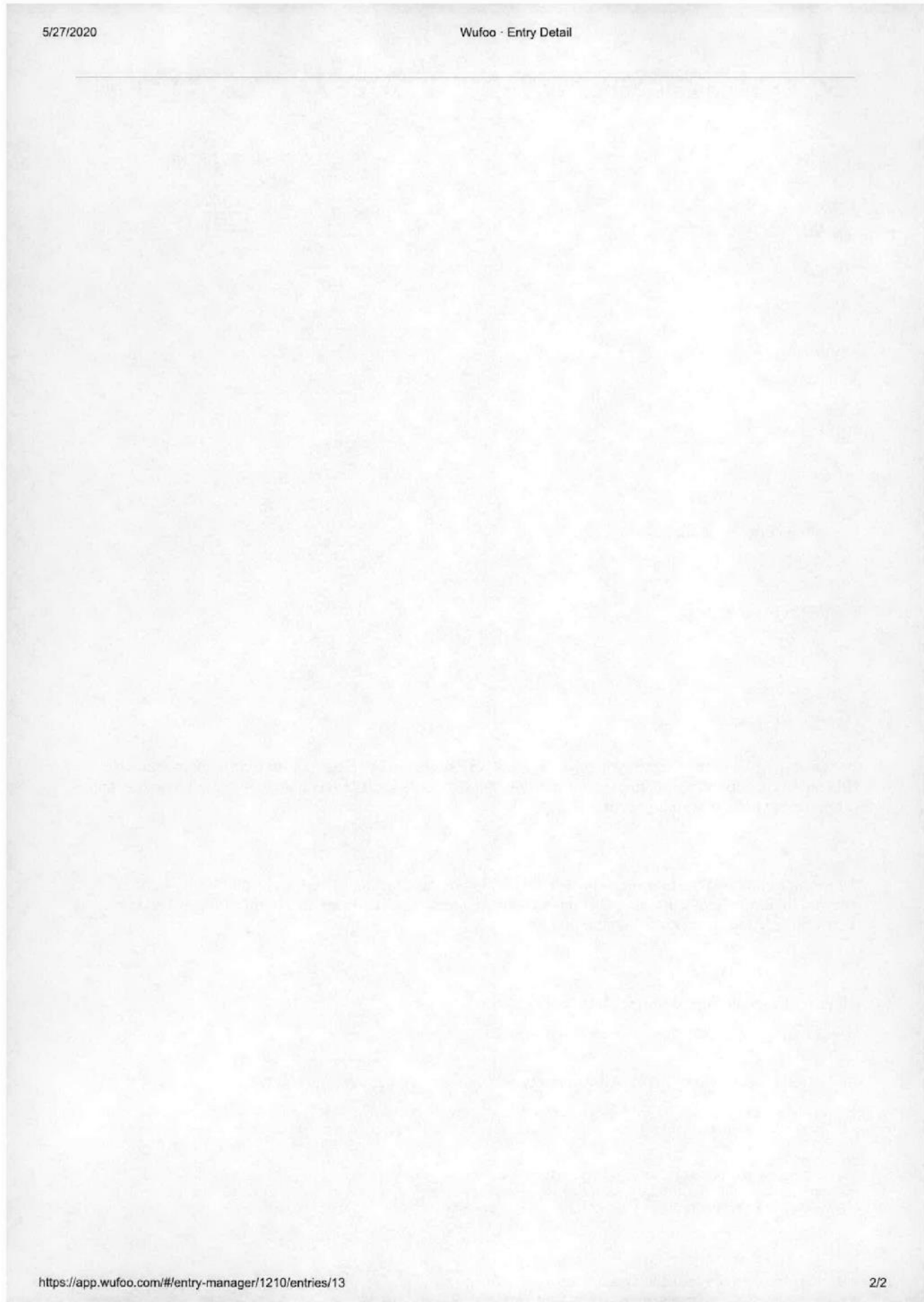
Cars are speeding down Willowpark Road and often not stopping for people crossing the road. Speed measures need to be implemented at this crossing to make it safer, because as it currently stands it isn't causing drivers to be safe. This area needs attention to make it as safe as possible again for the young school kids, the rugby club and the community of Mayfair.

<https://app.wufoo.com/#/entry-manager/1210/entries/13>

1/2

Item

Attachment 12



5/27/2020

Wufoo - Entry Detail

<https://app.wufoo.com/#/entry-manager/1210/entries/13>

2/2

Item

Attachment 12

5/27/2020

Wufoo - Entry Detail

## HDC- Draft Annual Plan 2020/21

COMPLETE

#14

## CREATED



PUBLIC

May 26th 2020, 1:25:01 pm

## IP ADDRESS



101.98.237.135

## \* Name:

Krystal Thompson

## \* Address:

303 Alexandra street  
Hastings  
4122  
New Zealand

## \* Daytime contact phone:

2108810740

## Evening contact phone:

(No response)

## \* Email address:

knnt644@gmail.com

**Please indicate whether or not you wish to speak to Council in regards to your feedback in June. Note: This option is dependent on government advice on COVID-19 alert levels and practical considerations in regard to social distancing protocols.**

No

**If your feedback relates to a rural matter, it will also be discussed at the Rural Community Board Meeting in June. Please indicate if you also want to speak to the Rural Community Board. The same restrictions as outlined above also apply here.**

No

**What are the main topics you wish to feedback on?**

Safer roads - The Willowpark Rd crossing outside Mayfair school.

**Please tell us your views here: (Alternatively you can attach a document below)**

This crossing is not safe for the rugby club, community or school. Cars are speeding down Willowpark Road and often not stopping for people crossing the road. Speed measures need to be implemented at this crossing.

<https://app.wufoo.com/#/entry-manager/1210/entries/14>

1/1

Item

Attachment 13





5/27/2020

Wufoo - Entry Detail

## HDC- Draft Annual Plan 2020/21

COMPLETE

#15

## CREATED



PUBLIC

May 26th 2020, 2:19:04 pm

## IP ADDRESS



118.149.86.166

## \* Name:

Annika Funnell

## \* Address:

707 Elm Road  
Akina  
Hastings  
4122  
New Zealand

## \* Daytime contact phone:

273466229

## Evening contact phone:

(No response)

## \* Email address:

annikafunnell@gmail.com

**Please indicate whether or not you wish to speak to Council in regards to your feedback in June. Note: This option is dependent on government advice on COVID-19 alert levels and practical considerations in regard to social distancing protocols.**

No

**If your feedback relates to a rural matter, it will also be discussed at the Rural Community Board Meeting in June. Please indicate if you also want to speak to the Rural Community Board. The same restrictions as outlined above also apply here.**

No

**What are the main topics you wish to feedback on?**

The safety of pedestrians crossing outside Mayfair school on Willowpark road.

**Please tell us your views here: (Alternatively you can attach a document below)**

Cars rarely stop for pedestrians at the zebra crossing. More safety messages need to be put in place to ensure cars stop, especially before and after school as many children use this crossing.

<https://app.wufoo.com/#/entry-manager/1210/entries/15>

1/1

Item

Attachment 14



5/27/2020

Wufoo - Entry Detail

## HDC- Draft Annual Plan 2020/21

COMPLETE

#16

## CREATED



PUBLIC

May 26th 2020, 2:49:24 pm

## IP ADDRESS



121.75.173.108

## \* Name:

Janice Gordon

## \* Address:

1208b Cunningham Crescent

Hastings

4122

New Zealand

## \* Daytime contact phone:

224727645

## Evening contact phone:

(No response)

## \* Email address:

geminiwiremu@gmail.com

**Please indicate whether or not you wish to speak to Council in regards to your feedback in June. Note: This option is dependent on government advice on COVID-19 alert levels and practical considerations in regard to social distancing protocols.**

Yes

**If your feedback relates to a rural matter, it will also be discussed at the Rural Community Board Meeting in June. Please indicate if you also want to speak to the Rural Community Board. The same restrictions as outlined above also apply here.**

No

**What are the main topics you wish to feedback on?**

Willowpark rd crossing

Item

Attachment 15

5/27/2020

Wufoo - Entry Detail

**Please tell us your views here: (Alternatively you can attach a document below)**

I live on the otherside of willowpark road thru the rugby ground and use the crossing everyday with my child. She also does the road patrols which i help out sometimes also.

The biggest issue i have noticed is the speed at which vehicles are travelling at coming from both ends. At times i have had to walk into the middle of the crossing to slow traffic or stop it as there are kids on the crossing its scary as some dont slow down til they realise i wont move til the child is safely to the other side. Ive copped abuse from drivers as they think they own the road simply because they are late for work or blatantly drive too fast. This needs serious addressing i have witnessed near misses that could injure or worst kill one of our kids at the speeds being reached in this small bit of road.

Thanks to mayfair school principle rico fox we have an opportunity to speak up about this and hope something such as a speed bump can be placed to prevent anything horribly happening to one of our nabies even the general public who use the crossing.  
Nga mihi

Item

Attachment 15

5/27/2020

Wufoo - Entry Detail

## HDC- Draft Annual Plan 2020/21

COMPLETE

#17

## CREATED



PUBLIC

May 26th 2020, 2:51:12 pm

## IP ADDRESS



118.149.75.166

## \* Name:

Jessica Smith

## \* Address:

610c Williams street

Mahora

Hastings

4120

New Zealand

## \* Daytime contact phone:

223222762

## Evening contact phone:

223222762

## \* Email address:

sharnandjess@gmail.com

**Please indicate whether or not you wish to speak to Council in regards to your feedback in June. Note: This option is dependent on government advice on COVID-19 alert levels and practical considerations in regard to social distancing protocols.**

No

**If your feedback relates to a rural matter, it will also be discussed at the Rural Community Board Meeting in June. Please indicate if you also want to speak to the Rural Community Board. The same restrictions as outlined above also apply here.**

No

**What are the main topics you wish to feedback on?**

Willow park road mayfair school entrance/ rugby park parks

**Please tell us your views here: (Alternatively you can attach a document below)**

It would be excellent to see some kind of speed control down this end of willow park road, numerous times cars have been seen speeding through here irrelevant of school signs and traffic suggesting they should slow down. This morning both my children would have been taken out by a ute going well over the 40k school zone speed through the pedestrian crossing had the deputy principal not been there guiding them over. Please consider speed bumps as I really do believe it will make drivers notice how busy the area can actually be.

<https://app.wufoo.com/#/entry-manager/1210/entries/17>

1/2

Item

Attachment 16



5/27/2020

Wufoo - Entry Detail

## HDC- Draft Annual Plan 2020/21

COMPLETE

#18

## CREATED



PUBLIC

May 26th 2020, 3:05:35 pm

## IP ADDRESS



203.109.235.128

## \* Name:

Charlene Tuahine

## \* Address:

1227 Cunningham Cres  
Mayfair  
Hastings  
Hawkes Bay  
4122  
New Zealand

## \* Daytime contact phone:

212166260

## Evening contact phone:

(No response)

## \* Email address:

babejune3@hotmail.com

**Please indicate whether or not you wish to speak to Council in regards to your feedback in June. Note: This option is dependent on government advice on COVID-19 alert levels and practical considerations in regard to social distancing protocols.**

No

**If your feedback relates to a rural matter, it will also be discussed at the Rural Community Board Meeting in June. Please indicate if you also want to speak to the Rural Community Board. The same restrictions as outlined above also apply here.**

No

**What are the main topics you wish to feedback on?**

Safer roads - The Willowpark Rd crossing outside Mayfair School

**Please tell us your views here: (Alternatively you can attach a document below)**

This crossing is not safe for the rugby club, community or school. Cars are speeding down Willowpark Road and often not stopping for people crossing the road. Speed measures need to be implemented at this crossing.

<https://app.wufoo.com/#/entry-manager/1210/entries/18>

1/1

Item

Attachment 17





5/27/2020

Wufoo - Entry Detail

## HDC- Draft Annual Plan 2020/21

COMPLETE

#20

## CREATED



PUBLIC

May 26th 2020, 6:11:19 pm

## IP ADDRESS



222.153.161.183

## \* Name:

Jo-ann Paton

## \* Address:

505 Collinge Road

Mayfair

Hastings

4122

New Zealand

## \* Daytime contact phone:

272939037

## Evening contact phone:

(No response)

## \* Email address:

joann.paton@gmail.com

**Please indicate whether or not you wish to speak to Council in regards to your feedback in June. Note: This option is dependent on government advice on COVID-19 alert levels and practical considerations in regard to social distancing protocols.**

No

**If your feedback relates to a rural matter, it will also be discussed at the Rural Community Board Meeting in June. Please indicate if you also want to speak to the Rural Community Board. The same restrictions as outlined above also apply here.**

**What are the main topics you wish to feedback on?**

Safer roads - The Willowpark Rd crossing outside Mayfair School

**Please tell us your views here: (Alternatively you can attach a document below)**

This crossing is not safe for the rugby club, community or school. Cars are speeding down Willowpark Road and often not stopping for people crossing the road. Speed measures need to be implemented at this crossing.

<https://app.wufoo.com/#/entry-manager/1210/entries/20>

1/1

Item

Attachment 18

5/27/2020

Wufoo - Entry Detail

## HDC- Draft Annual Plan 2020/21

COMPLETE

#21

## CREATED



PUBLIC

May 26th 2020, 6:14:51 pm

## IP ADDRESS



222.153.161.183

## \* Name:

Jo-ann Paton

## \* Address:

505 Collinge Road

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## \* Daytime contact phone:

272939037

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joann.paton@gmail.com

**Please indicate whether or not you wish to speak to Council in regards to your feedback in June. Note: This option is dependent on government advice on COVID-19 alert levels and practical considerations in regard to social distancing protocols.**

No

**If your feedback relates to a rural matter, it will also be discussed at the Rural Community Board Meeting in June. Please indicate if you also want to speak to the Rural Community Board. The same restrictions as outlined above also apply here.**

**What are the main topics you wish to feedback on?**

People speeding on Collinge road

**Please tell us your views here: (Alternatively you can attach a document below)**

We have daily incidents of cars speeding along Collinge road with no regard for others. There are also often dragsters that think it's fun to race along Collinge road as well. Some form of speed control or reduction options seriously need to be implemented urgently.

<https://app.wufoo.com/#/entry-manager/1210/entries/21>

1/1

Item

Attachment 18

5/27/2020

Wufoo - Entry Detail

## HDC- Draft Annual Plan 2020/21

COMPLETE

#22

## CREATED



PUBLIC

May 26th 2020, 7:45:16 pm

## IP ADDRESS



222.152.203.17

## \* Name:

Tamsyn Davies

## \* Address:

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226224393

## Evening contact phone:

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## \* Email address:

tr\_davies@live.com

Please indicate whether or not you wish to speak to Council in regards to your feedback in June. Note: This option is dependent on government advice on COVID-19 alert levels and practical considerations in regard to social distancing protocols.

No

If your feedback relates to a rural matter, it will also be discussed at the Rural Community Board Meeting in June. Please indicate if you also want to speak to the Rural Community Board. The same restrictions as outlined above also apply here.

No

## What are the main topics you wish to feedback on?

Pedestrian crossing on Willowpark road outside Mayfair school. Cars speed on that road and sometimes don't stop! It's only a matter of time until an innocent child is hurt

## Please tell us your views here: (Alternatively you can attach a document below)

(No response)



5/27/2020

Wufoo · Entry Detail

## HDC- Draft Annual Plan 2020/21

COMPLETE

#23

## CREATED



PUBLIC

May 26th 2020, 9:23:54 pm

## IP ADDRESS



163.47.236.187

## \* Name:

Russell Irving

## \* Address:

1018 Beatty Street

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Hawke's bay

4122

New Zealand

## \* Daytime contact phone:

275722759

## Evening contact phone:

(No response)

## \* Email address:

russell05irving@gmail.com

**Please indicate whether or not you wish to speak to Council in regards to your feedback in June. Note: This option is dependent on government advice on COVID-19 alert levels and practical considerations in regard to social distancing protocols.**

Yes

**If your feedback relates to a rural matter, it will also be discussed at the Rural Community Board Meeting in June. Please indicate if you also want to speak to the Rural Community Board. The same restrictions as outlined above also apply here.**

No

**What are the main topics you wish to feedback on?**

Traffic speed on willow park road north, directly outside Mayfair school.

Item

Attachment 20

5/27/2020

Wufoo - Entry Detail

**Please tell us your views here: (Alternatively you can attach a document below)**

Immediate action needs to be taken to ensure the safety of our kids and community, in regards to consistent speeding vehicles in this area, I have major concerns that it is only a matter of time before we see an unfortunate incident, it is the councils duty to provide a safe environment around our schools by installing road humps or similar barriers to minimise the risk to our young children by motorists who continue to speed pass Mayfair school and the sports park.

I look forward to a swift reply to this very concerning subject and appreciate the support and action the council will take on this matter in advance.

Item

Attachment 20

<https://app.wufoo.com/#/entry-manager/1210/entries/23>

2/2



5/27/2020

Wufoo · Entry Detail

## HDC- Draft Annual Plan 2020/21

COMPLETE

#24

## CREATED



PUBLIC

May 27th 2020, 11:31:37 am

## IP ADDRESS



122.56.75.57

## \* Name:

June Crawford

## \* Address:

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Hastings  
4122  
New Zealand

## \* Daytime contact phone:

68785518

## Evening contact phone:

(No response)

## \* Email address:

jcrawford@mayfair.school.nz

**Please indicate whether or not you wish to speak to Council in regards to your feedback in June. Note: This option is dependent on government advice on COVID-19 alert levels and practical considerations in regard to social distancing protocols.**

No

**If your feedback relates to a rural matter, it will also be discussed at the Rural Community Board Meeting in June. Please indicate if you also want to speak to the Rural Community Board. The same restrictions as outlined above also apply here.**

No

**What are the main topics you wish to feedback on?**

Safer roads - The Willowpark Rd crossing outside Mayfair School

**Please tell us your views here: (Alternatively you can attach a document below)**

This crossing is not safe for the rugby club, community or school. Cars are speeding down Willowpark Road and often not stopping for people crossing the road. Speed measures need to be implemented at this crossing



5/28/2020

Wufoo - Entry Detail

## HDC- Draft Annual Plan 2020/21

COMPLETE

#25

## CREATED



PUBLIC

May 27th 2020, 8:44:39 pm

## IP ADDRESS



163.47.238.153

## \* Name:

Angela Hunter

## \* Address:

1304A Jellicoe street

Mayfair

Hastings

4122

New Zealand

## \* Daytime contact phone:

273647259

## Evening contact phone:

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## \* Email address:

hunan263@gmail.com

**Please indicate whether or not you wish to speak to Council in regards to your feedback in June. Note: This option is dependent on government advice on COVID-19 alert levels and practical considerations in regard to social distancing protocols.**

No

**If your feedback relates to a rural matter, it will also be discussed at the Rural Community Board Meeting in June. Please indicate if you also want to speak to the Rural Community Board. The same restrictions as outlined above also apply here.**

No

**What are the main topics you wish to feedback on?**

The Willowpark Rd crossing outside Mayfair School

**Please tell us your views here: (Alternatively you can attach a document below)**

This crossing is not safe for the rugby club, community or school. Cars are speeding down Willowpark Road and often not stopping for people crossing a road. Speed measures need to be implemented at this crossing.

<https://app.wufoo.com/#/entry-manager/1210/entries/25>

1/1

Item

Attachment 22





**Feedback Form to:  
Draft Annual Plan 2020/21  
Draft Development Contributions Policy  
Amendment to Revenue and Financing Policy**

Item

Strategy Manager  
Hastings District Council  
Private Bag 9002  
HASTINGS

**Feedback closes 9 June 2020**

(\*Mandatory field)

Title:	<input type="text"/>	
First name:	<input type="text" value="Dawn"/>	*
Last name:	<input type="text" value="Tyler"/>	*
Street address:	<input type="text" value="612 Park Road South Akina Hastings"/>	*
Daytime contact phone:	<input type="text" value="06 9748352"/>	*
Evening contact phone:	<input type="text" value="0297700004"/>	
Email address:	<input type="text" value="Dawnt85@gmail.com"/>	

Please indicate whether or not you wish to speak to Council in regards to your feedback in June. *Note: This option is dependent on government advice on COVID-19 alert levels and practical considerations in regard to social distancing protocols.*

- ☐ Yes  
☒ No

If your feedback relates to a rural matter, it will also be discussed at the Rural Community Board Meeting in June.

Please indicate if you also want to speak to the Rural Community Board. *The same restrictions as outlined above also apply here.*

- ☐ Yes  
☒ No

What are the main topics you wish to feedback on?

**Safer roads – The Willowpark Rd crossing outside Mayfair Primary School**

Attachment 23

Please tell us your views here. Please write clearly in ink to enable copies to be made.

The crossing is not safe for the rugby club, the community and the school.
Cars are speeding down Willowpark Road and often not stopping for people crossing the road.
Speed measures need to be implemented at this crossing.
I have two children and four other family members that attend Mayfair primary and I shouldn't feel that
My family are unsafe going to school.

**Please Note: Your submission is a public document for the use in the Annual Plan process and details may be publically available.**

Item

Attachment 23



Hastings District Council,  
Private Bag 9002,  
Hastings 4156

4<sup>th</sup> May 2020

Dear Mayor Sandra Hazlehurst and Councillors,

#### **Annual Plan Submission 2020/21**

I am writing regarding an annual plan submission and budget bid for \$5,000 to assist with delivery of the New Zealand Chinese Language Week (NZCLW) being held across New Zealand 20-26<sup>th</sup> September 2020. We acknowledge this may be a late submission and appreciate your consideration of our request.

#### **Background**

The New Zealand Chinese Language Week Charitable Trust was established in 2015 to enhance New Zealanders' understanding of Chinese language and culture. Since then New Zealand Chinese Language Week has grown in reach and exposure year-on-year and had strong support from current and previous governments, as well as many Councils, schools and businesses.

Building linguistic and cultural skills of New Zealanders not only provides a crucial underpinning of our educational and social strength as a country and community, but will increasingly be a necessary foundation for New Zealand business, government and society to engage with China. Such skills will be needed to rebuild our tourism industry, to support local governments and their sister city initiatives, and to promote trade and investment.

As acknowledged already through Sister City relationships and the China New Zealand Mayoral Forum the relationship with China is an important one. Many local businesses have found the support of their council has helped them to do business in China. Supporting NZCLW is another practical way to get more local businesses and communities exposed to Chinese language and culture leading to more trade and exchanges. The week is growing in popularity and becoming an annual fixture on the calendar, however we require sponsorship and partnerships to deliver the initiative – hence we are asking for your financial support.

#### **NZCLW 2020**

This week NZCLW will build on its past successes engaging schools; government and local government; local communities and commercial enterprises. We do this through supporting the delivery of a range of fun and practical activities – exposing Kiwis to Chinese culture and encouraging Kiwis to “give Chinese a go”. Planned activities include:



- Events to promote Chinese learning in schools, including activities with schools in China
- Publishing a trilingual children's book for distribution to schools and libraries across NZ
- Community-based activities including National Dumpling Day
- Challenges to promote basic Chinese skills in business and the community, with supporting printed material
- High level promotion of the importance of building Chinese language capacity – from the Prime Minister, Mayors, Ministers and business leaders
- Media promotion
- Ongoing engagement and activities via social media

In terms of council involvement, previously many Mayors have taken up the #5Days 5 Phrases Challenge; libraries have held a range of activities including book readings in Mandarin, China themed displays and dances, calligraphy demonstrations and other events.

We believe supporting New Zealand Chinese Language Week is an investment in New Zealand's future and its prosperity. It is a means of acknowledging our multi-cultural character and the contribution made by New Zealanders of Chinese ethnicity to our business and society. As we emerge from Covid-19 having a society that has enhanced linguistic and cultural capability to engage with China will become ever more important. All parts of our community – government and business in particular – need to build knowledge and understanding of China and its language and culture.

For more information don't hesitate to visit the NZCLW website: [www.nzclw.com](http://www.nzclw.com)

Thank-you for considering our Annual Plan 2020/21 late submission. If you have any further queries or information please do not hesitate to contact Jane Budge, NZCLW Project Manager, on email [jane@silvereye.co.nz](mailto:jane@silvereye.co.nz) or phone (021) 393-112.

Warmest regards,

*Jo Coughlan*

Jo Coughlan  
Chair  
New Zealand Chinese Language Week Trust



**Submission to:****Draft Annual Plan 2020/21**

Strategy Manager

Hastings District Council

Private Bag 9002

HASTINGS

Title: Rev

First name: Michelle

Last name: Loveday

Street address: St John's Presbyterian Church, 608 Frederick Street, Mahora, Hastings 4120

Daytime contact phone: 878 4724

Evening contact phone: 027 303 8438

Email address: [michelle@stjohnshastings.org.nz](mailto:michelle@stjohnshastings.org.nz)

I wish to speak to my submission at a Council meeting set down for hearing submissions.

**Main topic of the submission:**

Development of a Community Plan for Mahora suburb.

**My views:**

I am making this submission on behalf of St John's Presbyterian Church, where I am employed as Community Minister. St John's has been a community worship centre in Mahora for over eighty years, and most of its attendees reside and/or work in this suburb.

In conjunction with St John's Community Action Group, which has been conducting informal community research in Mahora since January 2018, I have read and reviewed other HDC community plans and have met with HDC staff members, who in various ways have encouraged me to make this submission for your consideration. We believe that a Community Plan will help the Mahora community to identify actions to meet identified objectives related to planning, provision and improvement for residents of this suburb including:

- Investigate options for a Community Centre, where residents may access facilities and attend programmes to develop their social connection and enhance their wellbeing, including a free counselling service.
- Consider improvements to Mahora reserves, such as those found in Tamatea Place, Kauri Street and Duke Street. This could include public toilets, water fountains, rubbish bins, and a

shaded BBQ and play area. The planting of trees would enhance two of these reserves.

These improvements would be beneficial for Mahora families, providing a free community space where children can play safely, and people can meet for recreational purposes.

- Establish a Neighbourhood Watch group in Mahora, to increase community safety and foster social connection amongst residents.

**The following are some ideas and background to be included:**

I was employed as a counsellor, Critical Incident Stress Management respondent, and family mediator, based in Mahora from 2010 to 2017. Based on my experience in this work, combined with my role as Community Minister at St John's since 2017, I am making this submission because I have become aware of many areas of social concern in Mahora. I have based these concerns around the framework of Dr Mason Drurie's 'Te Whare Tapa Wha' model of health and wellbeing. They include needs in the areas of:

- Mental / Psychological Wellbeing
- Social / Relationship Wellbeing
- Physical Wellbeing
- Spiritual / Identity Wellbeing

The Ministry of Justice has recently released findings from research around vulnerability to repeated acts of crime, identifying that those most at risk are likely to be Maori, single, aged between 15 – 29. Researchers discovered that this group is more at risk of harm from people in the community such as neighbours, rather than family members, but much of this crime goes unreported.

A high proportion of Mahora residents fit within this demographic. Our informal research has revealed that there are people of all ages in our community who are vulnerable and in need of urgent access to support from the community. We are particularly concerned about the high incidence of family harm, suicidality, mental health issues, dependencies, financial deficit, homelessness, criminal activities, and isolation we have observed in Mahora.

We believe that the development of a Mahora Community Plan is an urgent need to help address these and other issues our suburb is currently experiencing.

I request your consideration to this submission, for the sake of the enhanced wellbeing and safety of Mahora residents, and the promotion of growth and economic stability in our suburb.

Submission to the Hastings District council Annual Plan.*from*

Keirunga Gardens Arts and Craft Society Incorporated

*referred to as*

Keirunga – The Creative Hub.

*On behalf of*

The Society, Its member Groups, and Friends of the Arts.

General.

This submission is for Keirunga Gardens which is managed under Parks and Reserves. It is divided into two areas, the parcel of land leased by Keirunga – The Creative Hub and, the car park area of the Keirunga reserve.

Elements of this submission relate to previous agreements with the Hastings District Council and the building consent associated with the rebuild of Art centre facilities. The remainder relates to identified Hazards, security and protection of the Council-owned buildings and the surrounding areas.

Keirunga Gardens.

Fig 1, indicates the area leased by Keirunga the Creative hub. This being the area inside the red boundary lines. The current lease agreement - which has been under a rewrite since Dec 2018 – states that the HDC retains the responsibility for all exterior matters relating to the grounds, The Nelson Homestead Fig 2 (1) and The Cottage Fig 2 (2), While Keirunga - The Creative hub, as the tenant, is responsible for the interior of the buildings. While not written this - through demonstration - excludes structural.



**Fig 1.** Keirunga – The Creative Hub, leased area as highlight inside the red line.

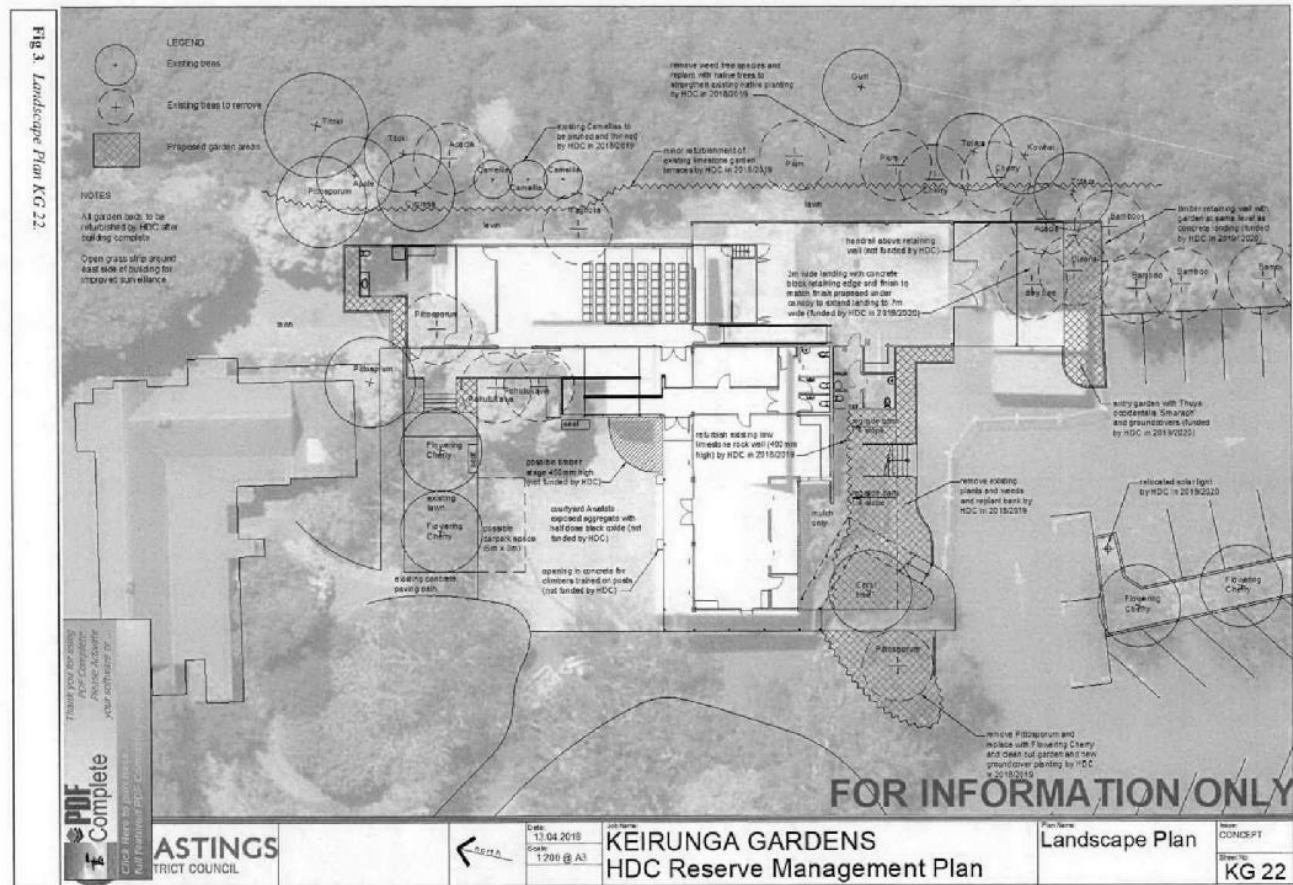


**Fig 2.** Keirunga – The Creative Hub areas. 1, Homestead. 2, Cottage. 3, road junction. 4, Carpark Light. 5, Exit. 6, Drop. 7, Bamboo.

Items being submitted.

1. Adherence to the Building consent Landscape plan sheet KG22 relating to,
  - 1.1 Removal of Bamboo and oversight as to vehicle parking.
  - 1.2 Installation of solar parking light as per consent.
2. Reallocation of car park spaces and resealing of the car park.
3. Additional Transit safety markings and tools.
4. Security Scoping study in Joint investigation Keirunga – The Creative Hub.
5. Fencing of a drop over one meter.
6. Repairs to previous alteration of Nelson Homestead.





1. Adherence to the building consent Landscape plan Sheet HK22. Fig3.

1.1. Removal of Bamboo and oversight as to vehicle parking.

Fig 2 (7), Is an area of bamboo that was marked for removal as part of the Building Resource consent. There were several reasons for this.

It intruded on the Gallery workshop floor space - stage three of the rebuild - and the main entrance to the art facilities.

It allowed undesirable individuals to gather out of sight and conduct socially unacceptable activities.

It became a place to dump rubbish.

It hindered the security of Keirunga Reserve.

The removal of the bamboo opens up the area and removes hiding places. It makes vehicles in the car park more visible and therefore aids in creating a visual deterrent.

At the beginning of this year after several calls to police for dangerous driving, illegal activities and intimidation shown towards members of the Society, the council was approached to ensure the removal occurred. The question was put to them about the nature of the barriers that would be installed to prevent vehicles accidentally driving off the remaining edge? It was discovered this was an oversight and there is no plan in place. It was agreed that -for the short term - the bamboo would be cut to a low level until a plan and funding were made available for suitable barriers. Fig 4. It should be highlighted that the car park is for all Keirunga Reserve users.

**Submission request 1.1** That funding is allocated for the completion of bamboo removal as per the building resource consent and, that a suitable physical barrier is approved by the council to prevent any possibility of vehicles moving too close to the edge and tipping over. Note: This submission should be considered to be, in-conjunction with submissions number 2, Reallocation of car park spaces and resealing and number 3, Additional Transit safety markings and tools.



**Fig 4.** Bamboo area post cut. Red line indicates the extent of the over hang to the entrance to stage three of rebuild. Wooden deck area seen in photo is the foundations to stage three.

1.2 Installation of Solar Park lighting as per consent.

The bottom right corner of Fig 3 shows an island that separates carpark spaces. Near one of the cherry trees it is indicated – relocated solar light by HDC 2019-2020. Fig 5. There have been some near miss's recorded in the Societies health and safety register relating to members who have not been able to see when exiting the facilities. Others have commented how they cannot see when trying to get to their cars post an event and more recently prior to COVID shut down walking their dogs. This was noticeable post several shows whereby Staff had to use torch's to show members to their cars. By the time the restrictions on COVID -19 come off the days will be shorter.

**Submission request 1.2.** Please reallocate the funds required to install the Solar light in the carpark as per the resource consent.





Fig 5. Solar Light for carpark

2. Reallocation of car park spaces and resealing of the car park.

The Car park of Keirunga reserve is in an average state. The removal of bamboo and the construction of stage three will increase the surface area available for car parks. It will also generate new areas for Mobily parking. It is noted that in selected areas of the car park require repair of the tarsal while the whole car park requires a repaint. Fig 4, shows what is perhaps the best parking lines in the car park when compared to fig 6-9.

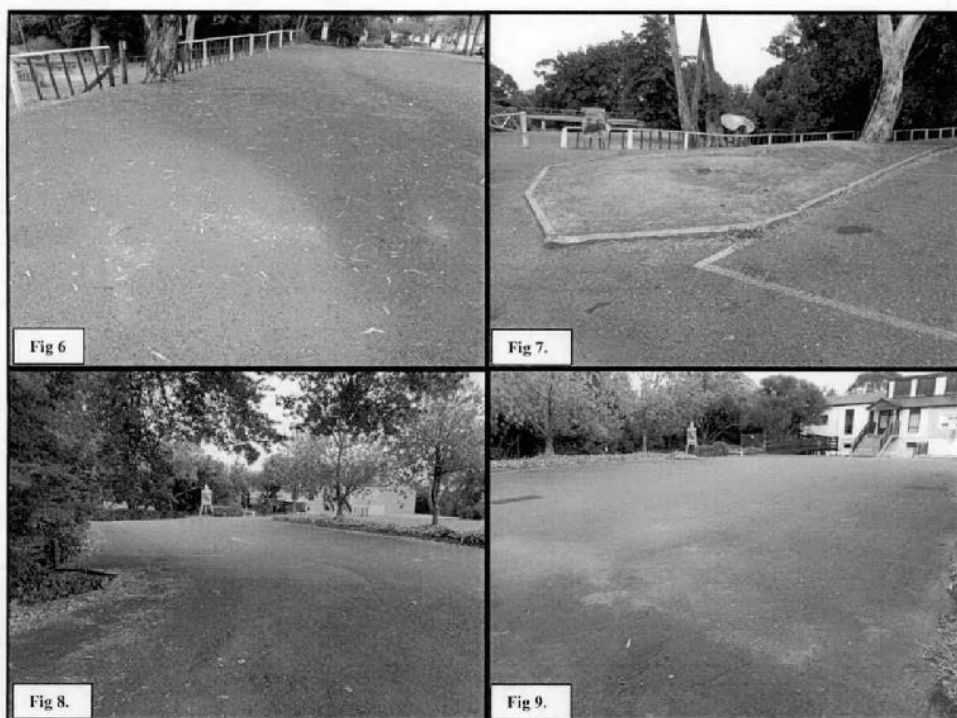
**Submission request 2.** That the carpark is resurfaced post the bamboo removal and a new parking space allocation plan created.

3. Additional Transit safety markings and tools.

In line with the above, there is an absence of road markings relating to traffic flow. The two exit points from the car park near the Keirunga buildings – as indicated by the red arrows in fig 2, - merge at point 3 of fig 2. This is a blind junction. We have had numerous small collisions at that location and on three occasions, I have personally found cars sitting just before it, blocking traffic and hiding from view. It would be ideal if a mirror could be mounted on a pole near the junction that would allow anyone exiting the gardens to see if anyone else is coming from the other exit. Fig 10.

There have been several occasions where individuals have entered Keirunga via the exit way forcing society member and the public to back up the narrow unlit exit. This is well signposted. In a recent discussion with the HDC security officer, it was agreed that directional indicators i.e. arrows or words, "WRONG WAY" need to be painted on the road near and at the exit point. Fig 2 (5).





**Submission request 3.** That the car park be repainted with the inclusion of transit arrows and wrong way indicators and the installation of a mirror to allow viewing of blind merge area and reduce vehicle contacts.



Fig 10. Suggested Mirror location.

#### 4. Security Scope study in Joint Venture with Keirunga – The Creative Hub.

On the 12th of March, Representative of Keirunga met with HDC Security officer about a joint approach to security and monitoring of Keirunga. There have been several accounts of vandalism, intimidation and antisocial behaviour. It was discussed that this joint venture would see Keirunga have a stake in supplying its own security system to which external cameras would be included. However, all external monitoring from any security system would be monitored by the council in order to comply with Privacy Laws. The council would cover the cost of monitoring.

**Submission request 4.** HDC consider a cost share in a scoping project around the setting up and monitoring the security of Keirunga gardens.

#### 5. Fencing of drop over one meter.

Both Council and Keirunga – The Creative hub have identified a fall hazard in the gardens in front of Cottage as indicated as point 6 of Fig 2. It appears that this used to be a rest area of sorts nevertheless, the drop is over 1 metre and is not fenced off. It is likely that at some stage a person will fall into it. Fig 11.

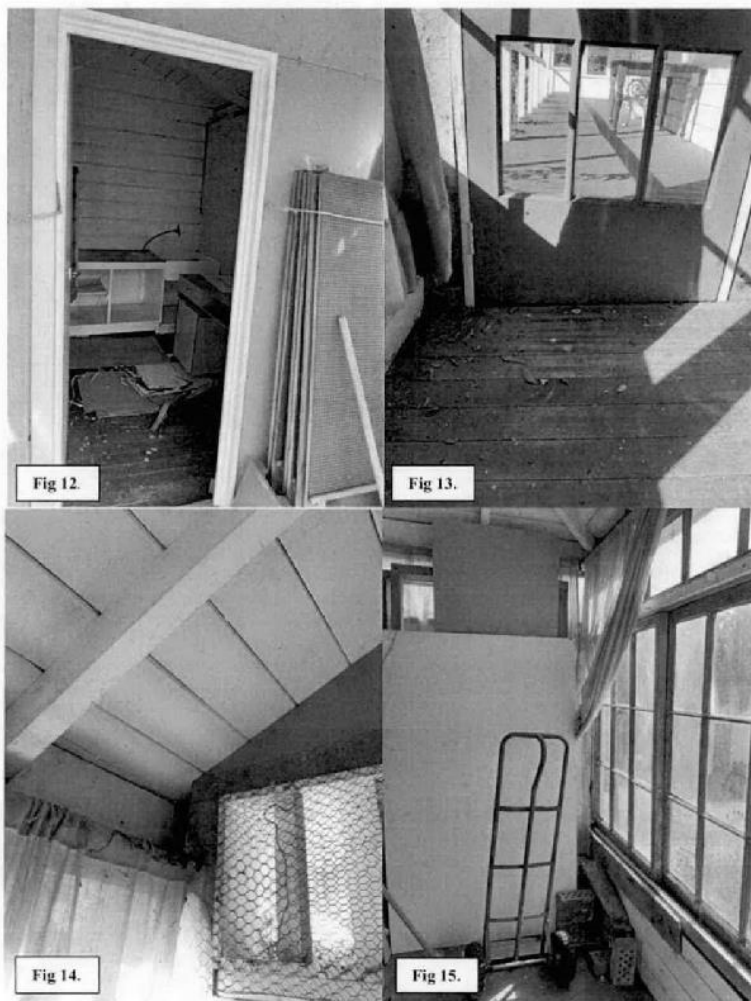


**Submission request 5.** Consideration is given to the installation of fencing around drop off.

#### Repairs to an extension of the Nelson Homestead.

We have been unable to determine if a particular extension to the Nelson Homestead were permitted or when they occurred. At some point, a small annex was created on the southern side of the homestead. The materials used are almost certainly not appropriate and its build questionable. It has not been used for many years and certainly not within the life of the current committee, many of whom have been on the committee for 5 years. Information was sort from previous committee members as to the history of the annex but alias no concrete answers have been found. Noting that areas of this annex are rotting, a quote was sought from the council's builder to repair the annex so that it could be used or alternatively returned to its original condition. Tony McHannigan – Capital Programme Manager: Public spaces, stated that as there were no funds available application would have to be sought via annual plan submission. At the time of writing Keirunga was not aware of the cost of the repairs. Fig 12- 15 speak for themselves.

**Submission request 6.** Funds are allocated to the repairs or removal of a questionable extension to the Nelson Homestead.



#### 6. Summary.

Keirunga Gardens is part of the Recreational Reserves portfolio containing council owned buildings which are leased to Keirunga – The Creative Hub who also own buildings on the site. Six submissions have been made around adherence to a building consent, Health and Safety, Security and improvements. The Society remains committed to providing safe and secure facilities to its members, Artist groups and the general population and will continue to work with representatives of the council to ensure this happens.

Warren Elliott.  
Facilities Manager.  
E: [facilities@Keirunga.org.nz](mailto:facilities@Keirunga.org.nz)  
M: 027 444 0372

For

Keirunga – The Creative Hub.





5/27/2020

Wufoo - Entry Detail

## HDC- Draft Annual Plan 2020/21

COMPLETE

#19

## CREATED



PUBLIC

May 26th 2020, 4:31:05 pm

## IP ADDRESS



121.75.169.164

## \* Name:

Memory Kaukau

## \* Address:

183 Shakespeare Road

Bluff Hill

Napier

4110

New Zealand

## \* Daytime contact phone:

211621533

## Evening contact phone:

211621533

## \* Email address:

memory.kaukau@gmail.com

Please indicate whether or not you wish to speak to Council in regards to your feedback in June. Note: This option is dependent on government advice on COVID-19 alert levels and practical considerations in regard to social distancing protocols.

Yes

If your feedback relates to a rural matter, it will also be discussed at the Rural Community Board Meeting in June. Please indicate if you also want to speak to the Rural Community Board. The same restrictions as outlined above also apply here.

Yes

Item

Attachment 27

5/27/2020

Wufoo - Entry Detail

Item

Attachment 27

**What are the main topics you wish to feedback on?**

if possible I will be happy to speak to both Council and the Rural Community Board dependent on the Covid restrictions.

Related area: Moteo Pa Road

Topic - extension of the footpath - three street lights - 'slow down' sign.

**Footpath:**

The current footpath begins at the junction of Moteo Pa Road as you enter the Pah (village) and stops just before Residential No. 205. I am requesting for the footpath to continue from 205 to Moteo Station. My family and I will be building 7 homes along Moteo Pa Road, between No. 205 (1 house next to 205 on Property No. 94175) and 6houses on Properties 94177 and 94178, before house number 229. I am requesting the footpath continues to Moteo Station approximately 25 meters from house number 229. There are 2 families who live within Moteo Station whose children attends Puketapu Primary School. The children walk along the road to get to their school pick up point at the junction of Moteo Pa Road. Once the house is built on Property 941775, 3 children will use the footpath to get to the junction to board their school bus. At properties 94177 and 941778, 1 child will use the footpath. Other uses of the footpath will be the residence for walks, walking to the urupa and Marae, which are located on the private road from the junction. Moteo Pa Road is used by RockIt Apples, vineyards, orchard owners and farmers. This road is busy and there is no speed limit sign only a 'children crossing' which is not effective.

Street Lights - Three street lights along Moteo Pa Road would be helpful especially at night and when my families housing project is complete. Street lights at entrances to properties 94175, and 94177 and at the entrance of Moteo Station, I think house number 254 is just inside Moteo Station. Council probably has a distance between street lights, so what suits Council's criteria.

Slow Down sign - once my families housing project is complete, the traffic will increase by 7 cars probably twice a day, traveling along Moteo Pa Road, to slow down to enter into the properties. There will be no entrance to Property 94178 only 94175 and 94177. Some how,... there needs to be a slow down sign or jutter bars when approaching these properties as we need to drive into our properties safely and traffic behind us will need to slow right down until we merge left into these properties. The families at Moteo Station also have concerns about the traffic and the speed that cars travel. Their main concern is when their children walk along Moteo Pa Road to their school pick up point, located at the junction.

**Please tell us your views here: (Alternatively you can attach a document below)**

My view is that Moteo village/pah has only 1 street light which actually lights up our urupa, and a half finished footpath, surely we deserve more.

I made a submission to Council, not sure of the year, about 18 19 years ago for a footpath, this is how Moteo go its footpath and the street light.

With the rates that have come from Moteo over that time, perhaps it is deserving that Moteo receives the request for an extension to the footpath, street lights and a slowdown, or some other means to slow the traffic down along our one and only public road. Once our housing project is complete rates to the Council will increase as each household will need to pay rates.

If this request or submission is approved, Council will be helping 5 families and their children. Thank you for this opportunity to submit my request on behalf of Moteo residence current and future.

5/29/2020

Wufoo - Entry Detail

## HDC- Draft Annual Plan 2020/21

COMPLETE

#26

## CREATED



PUBLIC

May 29th 2020, 11:50:52 am

## IP ADDRESS



125.236.217.20

## \* Name:

Meryanne Afualo

## \* Address:

401A Fenwick Street  
Mayfair  
Hastings  
4122  
New Zealand

## \* Daytime contact phone:

211087359

## Evening contact phone:

(No response)

## \* Email address:

meryannetime@gmail.com

**Please indicate whether or not you wish to speak to Council in regards to your feedback in June. Note: This option is dependent on government advice on COVID-19 alert levels and practical considerations in regard to social distancing protocols.**

No

**If your feedback relates to a rural matter, it will also be discussed at the Rural Community Board Meeting in June. Please indicate if you also want to speak to the Rural Community Board. The same restrictions as outlined above also apply here.**

No

**What are the main topics you wish to feedback on?**

The Willowpark Rd crossing outside Mayfair School

**Please tell us your views here: (Alternatively you can attach a document below)**

This crossing is not safe for the rugby club, community or school. Cars are speeding down Willowpark Road and often not stopping for people crossing the road. Speed measures need to be put in place.

<https://app.wufoo.com/#/entry-manager/1210/entries/26>

1/1

Item

Attachment 28





6/2/2020

Wufoo - Entry Detail

## HDC- Draft Annual Plan 2020/21

COMPLETE

#27

## CREATED

## IP ADDRESS



PUBLIC

May 30th 2020, 3:23:17 pm



122.58.104.86

## \* Name:

Brenda Walsh

## \* Address:

124 Harlech St, Mayfair

Hastings

4122

New Zealand

## \* Daytime contact phone:

2041168895

## Evening contact phone:

(No response)

## \* Email address:

brenzwash@yahoo.com

Please indicate whether or not you wish to speak to Council in regards to your feedback in June. Note: This option is dependent on government advice on COVID-19 alert levels and practical considerations in regard to social distancing protocols.

No

If your feedback relates to a rural matter, it will also be discussed at the Rural Community Board Meeting in June. Please indicate if you also want to speak to the Rural Community Board. The same restrictions as outlined above also apply here.

## What are the main topics you wish to feedback on?

Mayfair School, Willowpark Road crossing.

## Please tell us your views here: (Alternatively you can attach a document below)

There are so many speeding sh\*heads that don't give much of a toss about our school community when driving past our school.

Measures need to be taken to keep people safe, more than what has been done so far!

Speed bumps installed, that's a good start!

<https://app.wufoo.com/#/entry-manager/1210/entries/27>

1/1

Item

Attachment 29



6/2/2020

Wufoo - Entry Detail

## HDC- Draft Annual Plan 2020/21

COMPLETE

#28

## CREATED

## IP ADDRESS



PUBLIC

May 30th 2020, 3:57:07 pm



101.98.40.157

## \* Name:

Hayley Holloway

## \* Address:

40

Dover Road

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4120

New Zealand

## \* Daytime contact phone:

278744566

## Evening contact phone:

(No response)

## \* Email address:

hayley.work@hotmail.com

Please indicate whether or not you wish to speak to Council in regards to your feedback in June. Note: This option is dependent on government advice on COVID-19 alert levels and practical considerations in regard to social distancing protocols.

No

If your feedback relates to a rural matter, it will also be discussed at the Rural Community Board Meeting in June. Please indicate if you also want to speak to the Rural Community Board. The same restrictions as outlined above also apply here.

No

## What are the main topics you wish to feedback on?

The road crossing on Willowpark Road in Mayfair, Hastings.

## Please tell us your views here: (Alternatively you can attach a document below)

Something needs to be done to ensure the safety of the children. There is a school and sports field here (Mayfair School). My child attends this school and I stand there waiting with her for up to 10 minutes in the morning before a car will stop at the pedestrian crossing. This is no problem for me as I am with my child but there are a lot who walk themselves to school and there have been near misses lately where children have gone to cross the pedestrian crossing and cars have driven through it. We need speed measure implemented in this area for everyone's safety

<https://app.wufoo.com/#/entry-manager/1210/entries/28>

1/2

Item

Attachment 30



6/2/2020

Wufoo - Entry Detail

## HDC- Draft Annual Plan 2020/21

COMPLETE

#29

## CREATED

## IP ADDRESS



PUBLIC

Jun 1st 2020, 2:33:33 pm



222.154.70.98

## \* Name:

Stephanie Nixon

## \* Address:

801 Willowpark Road South

Hastings

Hawke's Bay

4122

New Zealand

## \* Daytime contact phone:

274417470

## Evening contact phone:

(No response)

## \* Email address:

miss.s.nixon@hotmail.com

Please indicate whether or not you wish to speak to Council in regards to your feedback in June. Note: This option is dependent on government advice on COVID-19 alert levels and practical considerations in regard to social distancing protocols.

No

If your feedback relates to a rural matter, it will also be discussed at the Rural Community Board Meeting in June. Please indicate if you also want to speak to the Rural Community Board. The same restrictions as outlined above also apply here.

No

## What are the main topics you wish to feedback on?

Safer roads - The Willowpark Rd crossing outside Mayfair School,

## Please tell us your views here: (Alternatively you can attach a document below)

This crossing is not safe for the rugby club, community or school. Cars are speeding down Willowpark Road and often not stopping for people crossing the road. Speed measures need to be implemented at this crossing.

Please make this a top priority, it is not safe for our Tamariki.

<https://app.wufoo.com/#/entry-manager/1210/entries/29>

1/2

Item

Attachment 31





**Feedback Form to:**  
**Draft Annual Plan 2020/21**  
**Draft Development Contributions Policy**  
**Amendment to Revenue and Financing Policy**

Strategy Manager  
Hastings District Council  
Private Bag 9002  
HASTINGS

**Feedback closes 9 June 2020**

(\*Mandatory field)

Title:	Miss	
First name:	Karen	*
Last name:	Cooper	*
Street address:	1259 Howard St, Hastings 4122	*
Evening contact phone:	027 406 6526	
Email address:	japeka@xtra.co.nz	

Please indicate whether or not you wish to speak to Council in regards to your feedback in June. *Note: This option is dependent on government advice on COVID-19 alert levels and practical considerations in regard to social distancing protocols.*

- ☒ Yes (Possibly but to be confirmed)  
☐ No

If your feedback relates to a rural matter, it will also be discussed at the Rural Community Board Meeting in June.

Please indicate if you also want to speak to the Rural Community Board. *The same restrictions as outlined above also apply here.*

- ☐ Yes  
☒ No (Not relevant)

What are the main topics you wish to feedback on?

**2020-21 Development Contributions Policy.**  
**Particularly Development Contributions and Internal Servicing Development Contributions as these relate to the Howard St rezoned area**

*Please tell us your views here. Please write clearly in ink to enable copies to be made.*

Please refer attached document and associated Appendices

***Please Note: Your submission is a public document for the use in the Annual Plan process and details may be publically available.***



## Submission to HDC 2020/21 Annual Plan Process (June 2020)

From Karen Cooper, 1259 Howard St, Hastings

This submission is in response to the 2020/2021 Annual Plan process. It relates only to the Development Contributions (DC) and proposed Internal Servicing Development Contributions (ISDC) policies specifically as these impact on the Howard St rezoned area. This is the fourth submission or feedback I have made on this topic and for completeness earlier submissions are appended to this submission.

Appendix 1 – Written Submission on the September 2019 proposed Howard St ISDC policy

Appendix 2 – Supplementary verbal submission to the Council hearing 3 December 2019

Appendix 3- Informal feedback to Council officers on the proposed ISDC as revised May 2020

This submission summarises the main issues I would like to raise and should be read in association with aspects of Appendices 1-3 which contain a fuller discussion of the various points. I appreciate that the proposed ISDC for Howard St has already been discussed at a Council meeting in December 2019 but as it was deferred and not adopted, there is still an opportunity for Council to reconsider some of the underpinning issues. I also acknowledge that since the 3 December Council meeting the design and costings of the proposed road have undergone extensive review resulting in a revised ISDC figure of approximately \$21,000 (excl GST) with a total development contributions figure for Howard St of approximately \$41,000 (excl GST) per household lot/unit created. This contrasts with the draft figures in the Draft Annual Plan of \$33,551 (excl GST) for the ISDC.

I would like to restate that I do not oppose outright the concept of some form of ISDC; only in so far as both the revised (May 2020) and the original (September 2019) proposed ISDC models are currently structured in that both place all the burden of the increased cost on developers and on landowners selling land to developers.

Part of the wider issue is that Council does not distinguish between the impact of any ISDC on developers as distinct from landowners who sell land to developers but who are not developing their land themselves. Consequently as a landowner, but not a developer, I bring a slightly different perspective. My interest in the development contribution issue, and specifically the proposed Howard St ISDC, is from two perspectives:

- *Firstly*, the impact of the ISDC on the land purchase price offered by a developer
- *Secondly*, the interrelated issue of the impact of the proposed ISDC on developers as it can determine whether or not a developer will consider the purchase of land in Howard St area and therefore whether or not they are prepared to undertake any housing development

### In Summary my Ongoing Concerns are:

1. While the revised Howard St ISDC figure of approx. \$21,000 (as at May 2020) is more palatable than the originally proposed figure of \$33,551 (as at September 2019) it is still too high, is spread over a relatively small number of housing units, and still unfairly places all the burden of the cost of road construction and service installation on developers and landowners. The proposed ISDC has become a barrier to land sale in Howard St and land required to provide much needed housing sites in Hastings is therefore at risk.

2. The ISDC forms part of any valuation in respect of a land sale and is factored into the developer's cost structures. As such it has the potential to either decrease purchase price offers from developers to landowners (which is not acceptable to landowners who will not sell at the lower prices) and/or cause developers to pull out of the market because they deem it uneconomic to develop the land. Both these factors have already happened for Howard St.
3. Furthermore, the amended ISDC as advised in May 2020 is not a stable value, is still only indicative, is still subject to further potential modifications from external review, the tender process and increased costs for land acquisition, has not yet been adopted by Council and is therefore subject to increase, even in the short term. Some developers do not believe the amended figure (as provided by Council officers in May 2020) is sustainable and consequently are very shy of making any commitment to the Howard St area on the basis of this figure.
4. Council is legally permitted to only recover capital costs that it incurs and if any recalculation results in an ISDC rate that is lower than what was paid by any landowner then Council will refund the difference. However, this policy refers to developers who undertake a subdivision and not to the original landowners who sell land to developers. Any such refund would go the developer and the original landowners would receive no benefit from any cost recalculations. Therefore, for land sales to proceed, the ISDC needs to be a stable value that both developers and landowners can have confidence in.
5. There is no provision in the proposed ISDC for any increase in the costs of land acquisition for either the structure road or the stormwater area. I understand from Council officers that compensation for the stormwater area resides in the standard greenfields DC at the original low HDC valuation figures and there is no allowance in the ISDC for compensation for the road. . If compensation for land acquisition increases then, as per advice from council officers, this would likely be added to the ISDC figure. It is apparent that several landowners will not accept the low compensation valuations provided by HDC for the land to be taken for both roading and stormwater and will likely challenge HDC through the Public Works Act and Land Valuation Tribunal proceedings. As a consequence, the ISDC figure as proposed could increase, land acquisition will be delayed and that would accordingly delay commencement of any public works.

#### **What I Would Like Council to Consider**

- As stated in my earlier submissions (Appendices 1,2, 3), I would still like Council to reassess the basis of the proposed ISDC policy to spread the impact and provide a broader, fairer and more equitable basis of recovering the costs of constructing the roading corridor and associated infrastructure services. I therefore urge Council to consider a hybrid model of development contributions (eg a lower value ISDC supported by some level of rate take) to reflect the wider community use of Howard St services and amenities. I don't believe this has been yet adequately considered or addressed by elected Councillors and just because a hybrid model and/or rates have not been used as a funding mechanism in the past is no reason not to reconsider the issue.
- ISDC values are included in land compensation valuations so it has become a "chicken and egg" situation with one dependent on the other. Therefore, any increase in land acquisition costs has the potential to sharply increase the ISDC which has a downstream effect on land values. If the ISDC is to have any form of credible stability, land acquisition costs need to be removed from the ISDC and funded through other avenues.

- I again urge Council to get the matter of the Howard St ISDC resolved as a matter of urgency. It is now over 18 months since the road designation process and six months since the Council meeting 3 December 2019 where the Mayor gave a clear steer to officers to hasten the process. As landowners we are still waiting and in the meantime potentially interested developers are moving on to other areas which offer easier pickings.

K M Cooper  
1259 Howard St, Hastings  
5 June 2020

**Appendix 1: Written Submission (October 2019)****Submission from Karen Cooper, 1259 Howard St, Hastings on the Proposed HDC Amendments to Development Contributions for the Howard St Residential Area****Summary*****In summary, I submit the following:***

- While accepting that HDC will need to recover the costs of construction of the roading corridor and associated services by some mechanism, I do not agree with the proposed ISDC policy in its current form which will adversely and unfairly affect both developers and landowners who are not developers;
- The proposed ISDC policy will have a significant adverse impact on the Howard St development area by increasing the cost of development, reducing land sale prices and reducing land values. It may also result in an increase in house prices out of kilter with other areas in HB and, in a worse-case scenario, limit or stall development of the area;
- I therefore request that Council reconsiders and reassesses the basis of the proposed development contributions policy and considers alternative options, including hybrid options of part development contributions and part rating intake to spread the impact and provide a fairer and more equitable basis for recovering the costs of constructing the road and services. The cost recovery base needs to be spread much wider than just the small number of Howard St landowners;
- I request that Council undertakes an independent peer review of the design, including specifications and all design assumptions, along with all engineering estimates for costings associated with developing the road to verify costing accuracy and alignment to market rates.

**(A) Introduction:**

This submission is in response to an invitation by Hastings District Council (HDC) on 11 September 2019 for landowners in the Howard St rezoned area to submit in response to the proposed policy change in Development Contributions.

I refer to the HDC documents relating to the proposed Internal Servicing Development Contributions (ISDC) policy which seeks to ring-fence costs associated with land purchase for the road corridor; construction of the main road, footpath and associated street lighting; provide an overland flow stormwater solution; and the construction of water and sewer services within the road corridor. The FACT Sheet provided by HDC is attached. This ISDC policy proposes to recover these costs through an additional contribution of around \$33,551 + GST per additional lot created. This would effectively increase development contributions from the standard \$19,178 + GST for the current greenfield development contributions to around \$52,729 + GST per HUE created.

**(B) Background:**

I own a 2.7655 ha block of land in the Howard St residential development area. I am currently in final stage negotiations with a developer to purchase Lot 2 (land area approximately 2.22ha) on the

attached plan. I intend to remain living on the property in Lot 1 and that land is not available for development.

Part of Lot 2 will be taken by HDC for stormwater and structure road to service the new housing developments. Negotiations with HDC are ongoing in respect of land acquisition and compensation.

At the Commissioner hearing in February 2019 in response to the HDC Notice of Requirement to designate the roading corridor, I supported, in general terms, both the designation of the roading corridor and the additional stormwater corridor at 214 Havelock Rd. At that time, I accepted that designation of the road and its construction by HDC was the best option to provide an efficient, integrated and cohesive development of road, stormwater, water and wastewater infrastructure in a timely manner across the whole of the rezoned area.

In their recent communications, HDC seems to make the assumption that all landowners are developers or potential developers. This is not the case. There are currently only two or three landholdings owned by developers who have purchased land for development or people who have lived on the land for many years and have now decided to develop their land; the remainder are most likely to sell their land to a developer. I do not intend to develop the land myself but instead intend to sell part of the land to a developer. Nevertheless, as a landowner but non-developer, the proposed policy on ISDC will still have a significant and adverse impact on me.

**(C) My Concerns with the Proposed ISDC Policy:**

I recognise that HDC, in purchasing the land required under the Public Works Act to construct the road and install services will incur costs that will need to be funded (probably through debt servicing) and recovered through some mechanism.

However, I do have significant concerns regarding the proposed ISDC Policy and do not accept it in its current form. This policy, as proposed, will adversely and unfairly affect both developers and landowners who are not developers. My concerns are:

1. The proposed ISDC policy will nearly treble the current development contributions and place a significant increased cost and financial burden on both professional developers and landowners wishing to develop their land. Some of these costs may be able to be passed on to the end purchaser with the subsequent sale of sections or house and section packages but only to the extent that the market will support. Any increased cost put on developers and passed on to the end purchaser has the potential to increase the cost of housing in this area (costs which will have nothing to do with a higher level of dwelling specifications or higher quality builds). Such cost pressure may end up making the Howard St area unfavourable in comparison with other areas for potential housing purchasers.
2. Developers will look for any means to reduce the impact of the increased development contributions. Hence they will very likely significantly decrease their purchase price offers for land in the Howard St area to reflect their increased development costs associated with the increase in Development Contributions.. The result would be downward pressure on land values in the Howard St area out of kilter with those in other housing developments elsewhere in Hastings and the wider Napier-Hastings region. This potential reduction of land values could



very well reduce the amount of land coming to market as landowners (including me) would not sell at lower prices.

3. I ask the question – does HDC want the Howard St development to go ahead? Landowners are already being significantly disadvantaged with the ridiculous and unfair low or nil HDC compensation offers for land under the proposed roading corridor. They are being disadvantaged again with these proposed high development contributions. With the combination of points 1 and 2 above, the possibility is a worst case scenario where developers will pull out, landowners will not sell their land and the Howard St area would not be developed at all or only very slowly.
4. My property already bears a disproportionate and unfair burden of services to support the rezoned area. In fact, approximately 26% of the whole property and 32% of the land available for development is taken up by roading and stormwater services. As a consequence, the residual land in my property is marginal for development and any increase in HDC costs will likely make it uneconomic.
5. Because of road shapes, the length and area of the roading corridor across the various properties may not directly correlate to the number of housing units that can be built on each property ie landowners are paying for a percentage of the entire road through the ISDC that is not necessarily proportional to the land area available for development. This will result in an inequitable distribution of development levies. For example:

Landowner	Property	Total Land Area of Property	Area of Land Required for Road	Proportion of Road area to Property Land Area
Cooper	1259 Howard St Lot 2 excluding land area of 4450m <sup>2</sup> under stormwater)	1.8755 ha (this area only is available for development)	0.2621 ha	14%
TW Property Holdings	1239 Howard St	2.8207 ha	0.2582ha	9.1%
Gee	226-234 Havelock Rd	3.2375ha	0.2909 ha	8.9%
Gee	238 Havelock Rd	1.6187 ha	0.2632 ha	16.2%
Burns	208 Havelock Rd	1.5631 ha	0.1455 ha	9.3%

6. It is all very well for HDC to say in their rationale for implementing a ISDC approach (refer presentation to landowners 27 September 2019) that “growth pays for growth”, that “development contributions should be recovered from those benefiting from the assets”, and to quote the Local Government Act of “fairness and equity”. In the Howard St development, there are only 290 dwellings proposed – the nearly threefold increase in proposed development contributions is a significant cost to place on such a small number of housing units. I submit that the wider community also benefits from the increase in rates, the use of the recreational assets created and the walking/cycling connectivity between Howard St and the Havelock road. The cost recovery base, in my view, needs to be spread much wider than just the Howard St landowners.
7. More usually in residential subdivisions, the costs associated with the road and service corridor would be met by the developer. However the developer, while still required to meet the HDC Engineering Code of Practice, would have discretion on how these costs were incurred. In the

current scenario with HDC constructing the road, developers/landowners do not have this discretion and costs outside their control are being imposed by Council. It has been put forward by other submitters that the current Council estimate of costs to construct the roading corridor and associated infrastructure (which is being used to inform the proposed Development Contributions policy) is too high when viewed against other current development cost data. This needs to be investigated and analysed by independent professionals before any decision is made regarding finalising the Howard St Development Contributions policy.

8. There seems to be limited precedent for the proposed ISDC model. In Hastings this model has been used only in the industrial areas of Irongate and Omahu. In Napier, a similar model has evidently been used in Te Awa with a resulting decrease in land values. It is my understanding that landowners in Irongate were similarly opposed to the ISDC model. I question whether this model been implemented elsewhere in New Zealand and, if so, what have been the results and consequences.
9. HDC, under the Local Government Act, can only recover the actual costs incurred under any form of development contributions. However, as further analysis and more detailed engineering design is carried out, costs are consequently refined and may in fact decrease. Any cost reduction as a result of refined analysis should be passed on to those who incurred the expense. However recent indications from Irongate are that there has been no refund of earlier paid development contributions when costs came down. Early adopters of developments will therefore be proportionately disadvantaged if they pay higher development contributions and don't get any refund if costs decrease.
10. I am concerned at the continuing delays with getting the road and service corridor designed and constructed. Some landowners are ready to sell land and/or commence their developments now. Continuing delays will result in missed market opportunities and an increase the holding cost of capital. HDC made the decision to bring forward the rezoning of the Howard St area in November 2015 and now should have a responsibility to facilitate its further development in a cost effective and timely manner. As landowners, we are not seeing this.

**(D) I Seek the Following Considerations from the Hastings District Council**

1. **That Council considers and provides detailed analysis and costings for alternative models to recover the costs associated with construction of the roading corridor and associated services, to spread the cost structure more equitably and to reduce the burden of such a large increase in development contributions on Howard St developers and landowners.**
  - What are the alternative options for HDC to recoup the costs of infrastructure?
  - Have alternative models been considered?
  - Have alternative models of cost recovery been costed for comparison?

***Some alternative options might include some combination of:***

- (a) A hybrid model of development contributions and rate take. This model could have a part cost recovery through increased development contributions (although less than currently proposed) coupled with ring-fencing the standard rate take from the Howard St area to offset part of the costs.
- (b) A hybrid model of some increase in development contributions but incorporating some form of modest targeted rate might also work to distribute the cost more evenly.
- (c) Development contributions based on land area developed rather than dwelling number

2. **That Council undertakes an independent engineering peer review of the engineering design specifications and the engineer's cost estimates for the civil works associated with the proposed ISDC to ensure they are accurate, robust, realistic but not inflated, competitive and in line with market rates.** I understand that the ISDC figures provided by HDC are, at this stage, based on concept designs only. To underpin any increases in development contributions, a more accurate picture of the true costs needs to be provided through more detailed engineering design and more accurate financial analysis. This will also help reduce any cost fluctuations further down the track. *(Also refer to my endorsement of the submission of TW Property Holdings below).*
3. **That Council engages in dialogue on design and costings with experienced professional developers with an interest in developing property in the Howard St area, who are used to constructing roads and installing services, to compare costings.** My understanding is that at least one landowner has made Council aware of concerns regarding the design and engineering cost estimates, and that some estimates appear to reflect large differences compared to market figures.
4. **I also ask that Council consider providing some flexibility to allow experienced developers to construct segments of the road themselves (particularly those segments with exits to Howard St (ie TW Property Holdings and the developer purchasing my land)).** Any such construction would need to be compliant with the HDC Engineering Code of Practice. The rationale is to:
  - Ensure these segments of the road were constructed in the most cost effective and timely manner
  - Enable construction of those segments of the road opening to Howard St to be commenced and completed within an earlier timeline to enable the proposed residential developments on the Cooper and TW Property Holdings land to proceed in a more timely manner
  - Allow developers to integrate service connections to connect their sites to council sewer, stormwater and water connections at the time of road construction without the need to dig up the completed road and reinstate it if these processes are carried out separately.

#### **(E) Support for TW Property Holdings Submission**

I have been sent a copy of the TW Property Holdings submission and endorse their submission. In particular I endorse:

- Their request for a full independent peer review of the HDC numbers in the proposed ISDC policy to verify their accuracy and to ensure they are in line with market rates.
- Their request for a peer review of the engineering design and process to ensure any surplus costs are eliminated
- Their request to verify that any increase in development contributions are only the actual costs to service the development and are based on effective and efficient use of resources as is required under Section 14 of the Local Government Act

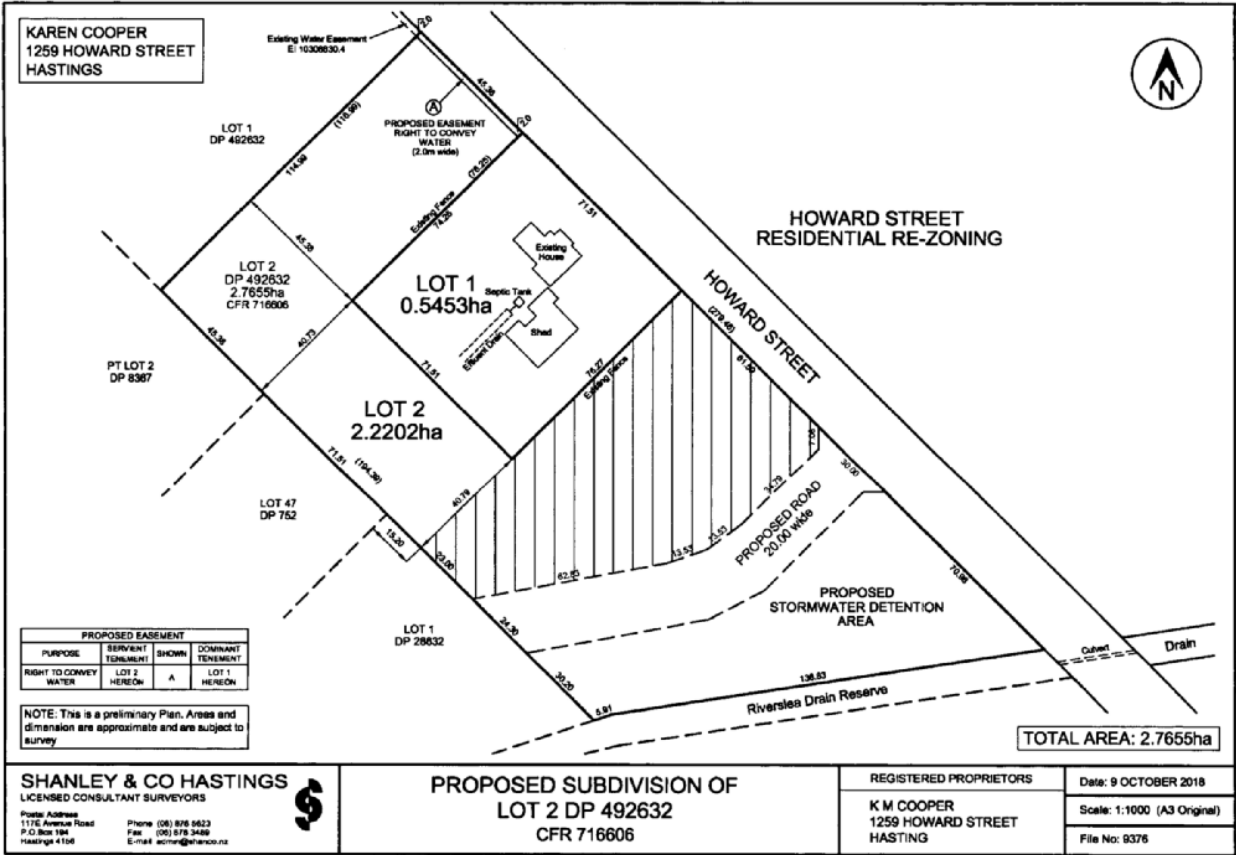
K M Cooper  
1259 Howard St, Hastings 4122  
12 October 2019



11

Item

Attachment 32



**Appendix 2: Verbal Submission (December 2019)****Supplementary Verbal Submission to Council Hearing 3 December 2019 on Proposed Howard St Internal Servicing Development Contributions (ISDC) From Karen Cooper**

This submission should be read in conjunction with my written submission dated 12 October 2019. My property is at 1259 Howard St Hastings and is part of the new Howard St rezoned area. Part of my property is currently on the market. As such it is being directly and negatively impacted by the proposed ISDC. Further to my earlier submission I would like to emphasise four points:

**Firstly:** I recognise that HDC in purchasing land required under the PWA (specifically land for the road and stormwater detention), constructing the road and installing services will incur costs that will need to be funded through some mechanism. Hence, I do not oppose outright the concept of some form of ISDC; only in so far as the proposed model is currently structured in that it places all the burden of the increased cost on developers and landowners.

**Secondly:** My main concerns relate to how the increased costs will impact on landowners, developers and, in particular, land value. These points are covered more fully under points 1 – 5 on pages 2 and 3 of my earlier submission.

As a result of the increased levies, developers will look to decrease their cost structure and one way in which they will do that is to decrease the price of land purchase. This will likely result in:

- a potential downward pressure on land values resulting in land prices in the Howard St area becoming out of kilter with other areas of Hastings and Havelock North
- A potential reduction of the amount of land coming to market as landowners refuse to sell at the lower prices.
- Developers pulling out of the market as it becomes uneconomic to develop land. If this occurred it would be contrary to the intent of Plan Change 3.

From my own experience, relating to my land, and as a direct result of the proposed ISDC:

- One developer has pulled out of a conditional agreement in part due to uncertainty around the scale of development contributions
- One developer has pulled out of a potential sale citing that development of the Howard St area is now uneconomic
- One developer is reviewing their purchase price offer
- Preliminary and independent valuations are showing that land values could decrease by around 6-10%.

**Thirdly,** as the proposed ISDC is negatively impacting on land values, landowners are being disadvantaged twice:

- through a reduction in land values which is adversely affecting purchase price offers by developers
- through the low compensation offers that have been made by Council for the land to be taken for roading and stormwater (*Note: development levies are factored in to the before and after compensation valuations as specified under the PWA*).

Furthermore, I understand that Council is required to approve any negotiated land purchases and these are subject to an approved development contributions funding model". Therefore, until a model is approved, it follows that compensation negotiations cannot be finalised.

**Finally,** I am concerned that the full burden of the increased costs is being placed on what is effectively a small number of landowners and developers. In the Howard St area, there are only 290 dwellings proposed. The three fold increase in the proposed ISDC is an unfair burden to place over a relatively small number of housing units. I submit that while landowners and developers of the Howard St area certainly do benefit, and should therefore bear a portion of the infrastructure cost, they are not the only beneficiaries.

- The roading corridor is a public road and will be used by a range of citizens and ratepayers
- The associated infrastructure provides increased connectivity between Howard St and Havelock Road leading to other amenities like schools, parks and retail facilities in the area
- The walking, cycling and reserve amenities will also likely be widely used
- If the supermarket proceeds, the road and other services will be used by a range of ratepayers not necessarily connected with the Howard St development area

#### **What I would Like Council to Consider**

1. I would like Council to reassess the basis of the proposed ISDC policy to spread the impact and provide a broader, fairer and more equitable basis of recovering the costs of constructing the roading corridor and associated infrastructure services. My preferred option would be for Council to consider a hybrid model of development contributions supported by some level of rate take to reflect the wider community use of services and amenities.

Although some form of targeted rate is possible, I accept the officer's comments that a targeted rate would disadvantage those who choose not to develop their land or to delay development. It may also affect uptake of sections and/or housing stock as rates would be higher for the duration of the targeted rate.

2. I request that Council undertakes an independent peer review of the design, including specifications and all design assumptions, along with all engineering estimates for costings associated with developing the road to verify costing accuracy and alignment to market rates. To this end I support a similar request by other submitters (Countdown, TW Property and Barry Keane)
3. Notwithstanding the existing road designation (which was executed prior to the information on increased development contributions being made available), I also request that Council consider providing some flexibility to allow experienced developers to construct segments of the road themselves (particularly those segments with exits to Howard St where development can be from Howard St and therefore independent of the structure road (ie TW Property Holdings and the developer purchasing my land). The rationale for this is provided under Point 4 Page 5 of my earlier submission.

K M Cooper

1259 Howard St, Hastings, 2 December 2019

**Appendix 3: Informal Feedback to Council Officers (May 2020)****Howard St Proposed ISDC (as Revised May 2020)****Submission from Karen Cooper, 1259 Howard St, 20 May 2020**

This submission is in response to a request from Sam Faulknor, Hastings District Council Strategic Project Manager, to comment on the proposed revised ISDC for Howard St as advised May 2020.

It follows an earlier submission process and council hearing 3 December 2019. This submission should be read in conjunction with my earlier submissions dated 12 October and 2 December 2019 as some of my concerns raised then are still current and are reiterated here.

Again, I recognise that HDC in purchasing land required under the PWA (specifically land for the road and stormwater detention), constructing the road and installing services will incur costs that will need to be funded through some mechanism. Hence, I do not oppose outright the concept of some form of ISDC; only in so far as both the revised (May 2020) and the original (September 2019) proposed ISDC models are currently structured in that both place all the burden of the increased cost on developers and landowners.

It is pleasing to see the ISDC value has been reduced in the advice received from HDC in May 2020 (from \$33, 551 proposed in September 2019 to approx. \$21,000 in May 2020). Accordingly, I would like to acknowledge the work undertaken by council staff and TW Holdings to review the infrastructure costs.

However, I still have a number of concerns. These concerns again relate to the impact of the proposed ISDC on landowners and developers, on land values and on the willingness or otherwise of developers to develop land in the Howard St area.

**Firstly**, It would appear that the revised ISDC figure, as advised in May 2020, is still not a stable value, is still only indicative and therefore subject to change, even in the short term, specifically:

- The ISDC figure has not yet been adopted by council
- It is still subject to the tender process for construction of the road and associated services
- I understand that the costings provided are now subject to some form of external review
- Given the likely ongoing delays in commencement of construction of the road and the fact that council is committed to recalculating the ISDC on an annual basis, further increases in the ISDC may be likely before any resource consents for housing development (when the ISDC charges will need to be paid) actually get underway
- There is no allowance for any increase in the costs of land acquisition for either the road or stormwater areas

**Secondly**, HDC seems to be focusing on the impact of any development contributions policy on developers. However landowners who are not developers, but who sell land to developers, are also part of the equation and are negatively impacted by the ISDC, including the revised value. The ISDC forms part of any valuation in respect of a land sale and is factored in to the developer's cost structures. As such it has the potential to either decrease purchase price offers from developers to landowners (which is not acceptable to landowners) and/or cause developers to withdraw their interest because they deem it uneconomic to develop the land. From a personal perspective, I have now had five potential developers pull out of a sale because of the ISDC. They have moved on to easier pickings in areas where an ISDC charge does not apply. Land required to provide much



needed housing sites in Hastings is therefore at risk. The ISDC has, in fact, become a barrier to land sale in Howard St.

**Thirdly**, there is no provision in the proposed ISDC for any increase in the costs of land acquisition. It is apparent that several landowners will not accept the ridiculously low compensation valuations provided by HDC for the land to be taken for both roading and stormwater and will likely challenge HDC through the Public Works Act and Land Valuation Tribunal proceedings. As a consequence, land acquisition will be delayed and will accordingly delay commencement of any public works.

Any increase in land acquisition costs has the potential to sharply increase the ISDC. Furthermore ISDC values are included in land compensation valuations so it has become a “chicken and egg” situation with one dependent on the other. If the ISDC is to have any form of credible stability, land acquisition needs to be removed from the ISDC and funded through other avenues.

**Fourthly**, I would still like Council to reassess the basis of the proposed ISDC policy to spread the impact and provide a broader, fairer and more equitable basis of recovering the costs of constructing the roading corridor and associated infrastructure services.

As it stands, the full burden of the increased costs for Howard St is being placed on what is effectively a small number of landowners and developers. In the Howard St area, there are only 290 dwellings proposed. The proposed ISDC, which is still double the standard development contribution, is an unfair burden to place over a relatively small number of housing units. I submit that while landowners and developers of the Howard St area certainly do benefit, and should therefore bear some portion of the infrastructure cost, they are not the only beneficiaries.

- The roading corridor is a public road and will be used by a range of citizens and ratepayers
- The associated infrastructure provides increased connectivity between Howard St and Havelock Road leading to other amenities like schools, parks and retail facilities in the area
- The walking, cycling and reserve amenities will also likely be widely used
- If the supermarket proceeds, the road and other services will be used by a range of ratepayers not necessarily connected with the Howard St development area

I therefore urge Council to consider a hybrid model of development contributions supported by some level of rate take to reflect the wider community use of services and amenities. I don't believe this has been yet adequately considered or addressed by elected Councillors and just because a hybrid model and/or rates have not been used as a funding mechanism in the past is no reason not to reconsider the issue.

#### **Conclusion**

Due to the number of variables still in play, which have not yet been fully costed, defined or resolved, it is difficult to have any confidence in the ISDC figure as proposed in May 2020. Given current Council policies there is still the potential for the ISDC to be increased, potentially significantly so. Accordingly, I am not prepared to support the amended ISDC value as proposed.

K M Cooper  
20 May 2020



6/8/2020

Wufoo - Entry Detail

## HDC- Draft Annual Plan 2020/21

COMPLETE

#30

## CREATED



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Jun 8th 2020, 12:58:36 pm

## IP ADDRESS



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**Please indicate whether or not you wish to speak to Council in regards to your feedback in June. Note: This option is dependent on government advice on COVID-19 alert levels and practical considerations in regard to social distancing protocols.**

Yes

**If your feedback relates to a rural matter, it will also be discussed at the Rural Community Board Meeting in June. Please indicate if you also want to speak to the Rural Community Board. The same restrictions as outlined above also apply here.**

**What are the main topics you wish to feedback on?**

Deletion of Stallholder's license fee - submitting on behalf of the Hawke's Bay Farmer's Market



6/8/2020

Wufoo - Entry Detail

**Please tell us your views here: (Alternatively you can attach a document below)**

With the full implementation of the Food Act 2014, the Stallholder License is no longer required as all relevant businesses are covered by the various National Standards or MPI. Council has, or has access to these lists.

In any event the relevant stallholder has responsibility to their approval authority under the Standard for food safety compliance and it is this person/body who is required to deal with any breach and can charge if required. The Council is no longer an automatic body in this regard.

We have met with an Environmental Health Officer to discuss this and we assumed a change would be made prior to this Plan. In this absence we now submit that the fee is no longer required and many other councils including in Hawke's Bay have either done this, or exempted stallholders( from a fee)who are covered by a National Standard. The fee is redundant as a result of the Food Act food safety regime.

Item

Attachment 33

<https://app.wufoo.com/#/entry-manager/1210/entries/30>

2/2



**Feedback Form to:**  
**Draft Annual Plan 2020/21**  
**Draft Development Contributions Policy**  
**Amendment to Revenue and Financing Policy**

Item

Strategy Manager  
 Hastings District Council  
 Private Bag 9002  
 HASTINGS

**Feedback closes 9 June 2020**

(\*Mandatory field)

Title:	<input type="text"/>	
First name:	<input type="text" value="John"/>	*
Last name:	<input type="text" value="Roil"/>	*
Street address:	<input type="text" value="1139 Maraekakaho Road"/>	*
Daytime contact phone:	<input type="text" value="0274491526"/>	*
Evening contact phone:	<input type="text" value="0274491526"/>	
Email address:	<input type="text" value="john@pmhb.nz"/>	

Please indicate whether or not you wish to speak to Council in regards to your feedback in June. *Note: This option is dependent on government advice on COVID-19 alert levels and practical considerations in regard to social distancing protocols.*

☐ Yes

If your feedback relates to a rural matter, it will also be discussed at the Rural Community Board Meeting in June.

Please indicate if you also want to speak to the Rural Community Board. *The same restrictions as outlined above also apply here.*

☐ Yes

What are the main topics you wish to feedback on?

**Rates Increase**  
**Development Contributions**  
**Revenue and Funding Policy; Building Control and Environmental Consents**

Attachment 34

Please tell us your views here. Please write clearly in ink to enable copies to be made.

#### **Rates Increase**

I understand that there are many reasons for the rates increase, however at a time when the community is feeling the after effects of Covid-19, many businesses and the public are experiencing a loss of income whilst contemplating the financial long-term implications.

It is understood that prior to Covid-19 occurring, HDC and many parts of NZ were experiencing significant growth and, as such, forecast large increases for growth within the community. Subsequently, local councils predicted the need to increase their rates. However, the situation has changed dramatically over the last 2-3 months.

Currently we seeing that Council is increasing not only rates but is increasing its costs to run its local government responsibilities, such as building control and environmental consents. (The explanation from Council is that the public/ private split needs to better reflect the benefit accrued to the business owners / land-owners of a property. An information request has been sent to Council, 2/6/2020, on how this public / private split has actually been calculated however at the time of writing this report no information has been provided.

Too often the first response from local councils is to just employ more people or to just increase the cost to run the service. This is the easy option for Council. Solutions such as internally reviewing its own efficiencies or outsourcing work to private companies are not fully evaluated. It seems that Council has a policy of employing more staff without fully rationalising the benefits that other options provide for.

*In my view, requesting staff to look at their own efficiencies is like asking a fox to look after the chicken house.*

As a business involved with Council on a regular basis, we at Hawke's Bay Project Management Ltd have seen an increase in the use of consultants, however we have seen no reduction in the number of people employed at Council. We do not have an issue with the use of consultants, but are concerned that Council is doing both, i.e. employing consultants to undertake work while retaining staff who are employed to do the same job.

At a time when Council is encouraging lean manufacturing within outside businesses in order to improve their efficiencies, it is unacceptable for Council to internally review its own business costs. Currently, Council efficiencies are reviewed by local government employees who have a vested interest in keeping their own jobs.

Item

Attachment 34

**Revenue and Funding Policy (Building and Planning)**

A Building Industry and Planning Group was formulated several years ago with regular meetings at Council. The reason for this was to discuss local issues and to remove any surprises coming out of Council and/or to discuss topical issues that involve industry players.

It is extremely disappointing not to have this paper distributed to the Building and Planning Industry members in order to better get feedback, rather than hiding it in a Rating Paper.

*Note: Council has a full database of individual members and businesses.*

The Revenue and Funding Policy for Building and Environment consenting *acknowledges* the fact that it is not possible to accurately quantify the split between the private benefits with the public benefits. As such, the assessment for charging and increasing the Council costs to undertake this work is very much *subjective*.

However, from a public or business point of view, Council has a monopoly: it can charge whatever it likes as the public is forced to use their service, and costs are unable to be accurately set. The subjective assessment is actually just a guess??

**Building Control**

I am currently unaware of what/how costs are split from every department within Council and on-charged to the Building and Planning Departments. (*I have requested a copy of these calculations, however at the time of this report no information has been received from Council.*)

In many cases, the costs to run a department is fully paid by ratepayers such as Parks through targeted rates, and in areas such as Building and Planning, costs are subjectively split depending on who is, so to speak, divvying out the cake.

In order for Council to run a Building Control division within its organisation, it is currently required to split the income between various departments within Council. And this split (for instance, of money to process a building consent) is determined by Council, while the public is forced to use the council service as Council has a monopoly on the service.

However, as we have moved into a technological age, we have seen the processing of building consents outsourced to independent processing businesses. These businesses are able to process building consents nationally, as in order to carry out this service they are required to be nationally certificated, *i.e. able to process building consents for all councils in NZ as the Building Act and Building Code is set at a national level (exactly the same as HDC processing officers).*

**Fact:**

If Council outsourced the processing of building consents, then the administration and building staff could be significantly reduced. This would also relieve the cyclical nature of the building industry and pressure from councils to comply with the 20 days statutory timeframes to process building consents, and would reduce the specialised training required to undertake this work. Freeing Council up to concentrate on its core services. Currently these external services provide a more cost-effective service.

What we have found over the Covid-19 pandemic and prior, is that technology enables contractors and employees to work remotely.

There is a great opportunity to evaluate some of the services within Council to reduce the costs to ratepayers whilst still operating as a local council. Unless of course, this department is being used as a cash cow to support other non-productive departments within Council.

**The benefits of outsourcing:**

1. Council is able to remove/ reduce the costs of running a department which is being subsidised by the ratepayer. (Direct from Council's paper.)
2. The Building Act and Code are prescribed by the Government and those accredited processing agencies are registered to undertake this work and have the required insurances to carry out this function. (Thus, more effective and efficient.)
3. Technology provides for the electronic submission and processing of these consents around NZ as well as locally. *i.e. through national processing.* (Again, more effective and efficient.)
4. The private sector is able to run this more efficiently and effectively than local government, with less overheads. (Meaning, reduced costs to the consumer/ public.)

5. At the end of the day, there is a significant saving to the consumer with the same assurances and insurance from these providers. If it wasn't so, then the Government would not have provided the relevant licenses.
6. Less pressure on local resources. (Over the last 4 years Council has had a large turnover of staff within both building and planning departments. This has resulted in more recruitment and training as the skill required in both of these areas is sought after in the private sector.)
7. Rates are reduced as internal departments are able to be reduced, with less staff and less infrastructure required at Council.

**Downside:**

1. Council is required to downsize not only these departments but other sectors in Council that support these teams.
2. Other departments currently being subsidised by the Building and Planning department would be required to evaluate their costs/ overheads.

*The question here is, has any independent evaluation been completed on this scenario?*

**Recommendations:**

1. Carry out a full, independent review of the advantages and disadvantages of retaining a building processing unit.
2. The review should cover whether or not Council should initiate a central processing unit for Hawke's Bay.
3. Look into outsourcing all processing of consents.
4. Calculate the cost savings.

*The review must be fully independent of HDC.*

*Note: It is acknowledged that councils have a statutory responsibility under the Resource Management Act, the Building Act and the Biosecurity Act.*

*However, if this service can be managed by outsourcing the processing of consents in a more efficient manner, whilst saving costs to the ratepayer, then it makes sense to evaluate these options.*



### Development Contributions and Rates

Prior to Development Contributions coming into HDC policy back in 2007, the infrastructure costs were paid out of rates over a period of time. Land was rezoned, services would be installed, and land value would increase in price, and rates were set.

*This was historically how the costs were recovered. More properties paying into pool of rates.*

What we have seen over the last few years is a shortage of land, which has pushed land prices up, which in turn has increased rates. (Remembering that rates are set on land value.)

Over the last few years Council has refused to connect the issue between the collections of Development Contributions and the rates collected once the development has occurred.

The following is an actual example of a completed subdivision that has enabled industrial activity to take place. Take particular note, that the costs to complete the roading part of the project is to be completed in the years to come, i.e. DC's collected on the whole development which may take many years to complete.

The following shows the breakdown of costs from DC's collected and the correlation of rates collected shortly after.

#### Irongate

- 1 HDC are to collect \$10,000,000(+ interest) from DC's in Irongate. Roothing, wastewater and water. (Table A3) (Rounded)
- 2 This collected from 94ha out of the rezoned 118ha. (4.6) Actually 118 ha pays the increase in rates.
- 3 Life of project has reduced from 35 years to 18 years. (**Probably less, and more likely to be 5 years.**)
- 4 DC's are collected ahead of roading projects such as roundabouts and road widening. Dates tbc.
- 5 The DC Policy does not provide for over-collection of DC's.

The stakeholders at Irongate contribute 100% of the DC's at the General Industrial Zone at Irongate, apart from York Rd roundabout.

As a result of these contributions, the land value has gone up.

Whilst staff may advise that this is because the land value has gone up, the main reason for the increase is the rezoning, which is attributed to the infrastructure that the Irongate stakeholders have paid for.

Last year, I submitted at the HDC Annual Plan that the rate-take should be taken into account when considering the increase in DC's. However, my objection was denied.

**The figures below reflect the initial increase of rates; they do not include HBRC rates:**

#### Property 1

2015-2016 Rates = \$1,844.00 (No connection to services)

2019-2020 Rates = \$7,324.49 (No connection to services)

**2020-2021 Rates = \$24,353.36 (No connection to services)**

#### Property 2

2015-16 Rates = \$12,458.20 (No connection to services)

2018-19 Rates = \$12,758.80 (No connection to services)

2019-20 Rates = \$39,728.36 (No connection to services)

**2020-21 Rates = \$70,963.60 (Connection to sewer)**

**Property 3**

2015-16 Rates = \$15,432.00 (No connection to services)

2018-19 Rates = \$14,491.00 (No connection to services)

2019-20 Rates = \$14,979.60 (No connection to services)

**2020-21 Rates = \$30,967.08 (No Connection to services)**

**In other properties within Irongate, rates have increased 200% each year over the last 3 years. Thus, HDC will collect an increase in rates of 118ha x \$12,680 = \$1,496,240 pa based on 2020 land value.**

Note, each property has 1 x 25mm water connection and 3600l/ day wastewater connection, essentially domestic water and wastewater only.

**Conclusion:**

Council is collecting twice (double dipping).

1. Landowners pay 100% of infrastructure and roading costs upfront (and ahead of time).
2. As a result, the land value increases and they pay again high rates based on increase costs of the land brought about by having infrastructure.
3. In fact, the DC's should be decreasing as the expected take-up of land for industrial purposes has decreased the take-up period. *The take-up period was originally 35 years, then 18 years (now), however, it's more likely to be within 5 years.*
4. The current financing rates (interest has also reduced from what was originally estimated).
5. Is HDC going to provide a refund on DC's collected if interest costs and land take-up is reduced?
6. HDC are to increase DC's at Irongate again this year.
7. HDC have not valued the jobs and economic development occurring with industrial development.
8. HDC's DC Policy does not provide for a refund of over-collected funds.

**Closing Comments:**

1. The Consultation paper sent out by HDC indicates that Industrial properties will increase by 25%. The figures that we have presented shows this figure to be **grossly inaccurate**. Industrial rates at Irongate have increased by over **300%** in the last 3 years and in some cases as much as **500%**.
2. Council has indicated that they are able to improve their operational efficiencies by \$1.8m by reducing personal training, travel and accommodation costs. This is the only identifiable reduction in costs identified in the Council paper and clearly identifies the limitations of reviewing internally.
3. What is evident in the Rating review is that Council is spending more than it is earning with no desire to cut back on costs or efficiencies. There is a clear mandate to charge the commercial industrial sector more, through Development Contributions and services that Council has a monopoly on.



**Submission to Hastings District Council Annual Plan 2020/2021**

To whom it may concern,  
WOW Inc (Walking on Water) wishes to commend the Hastings District Council for its plan to invest in protecting public assets and infrastructure at Cape View Corner.

As you will know this has been a long-term goal of WOW Inc, which represents the Cape Coast community in relation to coastal protection and beautification.

It has been heartening to see the progress made and the willingness of the mayor, executive officers and engineers of Hastings Council to support this long overdue protection.

We look forward to seeing the rock revetment take shape in that most vulnerable area in a way that will protect the access road, the water mains, the electrical supply, cycle track and beach access in the near future.

We are encouraged that this project had been accepted as fitting into the Clifton to Tangoio Coastal Hazards Strategy and in fact could be viewed as leading the way as the council responds to community concerns and takes leadership in response to the urgency of this task.

We believe this work, once completed will fit it well with the beautification already proposed in the Cape Coast Reserves Plan and help transform an eyesore into an asset.

WOW is also pleased to fully support the efforts underway between council and private property holders in the adjacent Haumoana 21 section to come up with a complementary protection project with appropriate public good considerations.

We look forward to seeing this progress which will bring about a much needed transformation of this area and remain hopeful that the consenting, in line with the co-operative approach of councils and approaches to Central Government for flexibility in relation to the RMA, does not present an obstacle.

Yours Sincerely  
Keith Newman  
Chair of WOW Inc

\*\*\*\*\*

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6/9/2020

Wufoo - Entry Detail

## HDC- Draft Annual Plan 2020/21

COMPLETE

#31

## CREATED



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Jun 9th 2020, 12:08:36 pm

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**Please indicate whether or not you wish to speak to Council in regards to your feedback in June. Note: This option is dependent on government advice on COVID-19 alert levels and practical considerations in regard to social distancing protocols.**

Yes

**If your feedback relates to a rural matter, it will also be discussed at the Rural Community Board Meeting in June. Please indicate if you also want to speak to the Rural Community Board. The same restrictions as outlined above also apply here.**

No

**What are the main topics you wish to feedback on?**

(No response)

**Please tell us your views here: (Alternatively you can attach a document below)**

(No response)

sport\_hawkes\_bay\_submission.pdf

<https://app.wufoo.com/#/entry-manager/1210/entries/31>

1/1

Item

Attachment 36

9 June 2020

### Submission to Annual Plan

Sport Hawke's Bay has worked closely with Hastings District Council since its establishment in 1989.

Our mission is to create a healthy, vibrant community by supporting more people to be physically active. We acknowledge the massive investment which the Council has made – and continues to make - in providing facilities for the community to engage in sport and active recreation.

In this regard we particularly note:

- the completion of destination playground at Cornwall Park;
- the improvement of Raureka, Flaxmere and Havelock North reserves and parks;
- Council's ongoing investment into the Mitre10 Regional Sports Park (including the grant for the development of the Canoe Polo facility); and
- Council's commitment to improving the Flaxmere Community Centre including the building of additional court space.

We also acknowledge the ongoing funding that the Council provides to Sport Hawke's Bay. Over the past 12 months, working in conjunction with Council officers, we have utilised that funding to support activity in the community in a number of ways, including:

- An Active Hub at the Flaxmere Community Centre with 60 tamariki attending. We worked alongside Hawke's Bay Rugby, Basketball Hawke's Bay, Touch Hawke's Bay and Youthtown to deliver a range of activities for tamariki.
- Cooking Classes for Kids held at the Flaxmere Community Centre attended by 240 children.
- Play sessions focussed on providing opportunities for children 5 and under to be active in Camberley. We worked alongside Camberley School, Camberley Kindergarten and Te Kohanga Reo o Heretaunga with 320 children attending over a 12 month period.
- Participating in the development of the Camberely Community Plan.
- Play sessions focussed on providing opportunities for children 5 and under to be active in Raureka. We worked alongside Raureka Kindergarten, ABC and EcoKids with 260 children attending over a 12 month period.
- Developing a pilot program at Irongate School aimed at upgrading teachers to National Certificate in Recreation and Sport – Coaching and Instruction (Cycle Skills Instructor) Level 3 so they can confidently teach children as well as supervise children of all year groups biking to the community gardens at Te Aranga Marae.
- Work with student leaders at Flaxmere College to get a focus group of non-participants from the school together to discuss opportunities and ideas to increase participation. The feedback showed that the most popular options were Yoga, BoxFit and a Magpie (rugby union) session.

- Working with Weston Sports to increase confidence of female rangatahi to use physical activity as a vehicle to improve their overall wellbeing and taking what they learn at Weston Sports back into their communities.

We appreciate the ongoing support Council contributes to Sport Hawke's Bay and look forward to continuing working alongside Council staff to help foster recreational participation while creating safe, healthy and liveable communities.

We also draw Council's attention to the difficulties being faced by many organisations in the Sport and Recreation sector as a result of Covid-19. This has particularly hit major winter codes hard (Netball, Basketball, Hockey, Rugby and Football) as the shift to Alert Level 4 coincided with the scheduled start of their season. Their revenues – which at a local level are mainly from subscriptions, Gaming Trusts and sponsors - have been impacted severely and in many cases the ability of their national body to support them has been dramatically reduced.

However sport and recreation remain vitally important to our community - arguably more so than ever at this point. In these difficult times we ask that Council does what it can to maintain its traditional high level of support for these activities – both in terms of funding services and developing and maintaining fields, reserves, cycle paths and other recreation related spaces and places.

We would like to be heard in support of our submission.

Yours sincerely

Mark Aspden  
Chief Executive





8 June 2020

## Submission to Hastings District Council's 2020/21 Annual Plan

Sport New Zealand and Local Government share a common interest to ensure the wellbeing of all New Zealanders using physical activity as a core building block. Together we need to collectively focus on the significant task ahead – that of the social and economic recovery of our country as a result of COVID-19.

### The impact of COVID-19 on the play, active recreation and sport sector

The impact of the COVID-19 pandemic has hit the sport sector hard, with fears that COVID-19 could force numerous sport and active recreation organisations to collapse. Sport and active recreation rely on a fabric of clubs and associations, which play a key role in allowing so many New Zealanders to take part. These organisations are the lifeblood for many communities.

By nature, and without much in reserves, the COVID-19 crisis will undoubtedly result in sport organisations facing financial black holes they may not be able to navigate their way out of. Consequently, many governing bodies and associations have had to stand down their grassroots-focused workforces, and some are facing further cost-cutting measures.

While social restrictions have eased, and play can resume in some form, organisations are likely to face ongoing issues reopening their doors and getting members back. For example, new hygiene and sanitation requirements add to the cost burden, while the capacity of individuals and families to cover registration fees may be reduced. There are issues ahead that haven't been addressed yet, which could have a number of long-lasting impacts on participation levels, the economy and society.

These are the main issues for the sport sector currently observed:

- **Lost revenue:** Inability to provide their services to their membership, especially at the time of year which marks the beginning of the season for winter codes and typically at a time when they organise tournaments, events and training. They have also lost a significant part of the income that comes from other sources i.e. Class 4 Gaming, social events, food and bar sales and different types of fees, e.g. membership, participation or subscriptions.
- **Cash flow difficulties:** organisations have fixed costs that they have to pay regardless of the loss of revenues.
- **Reduced capacity:** Sports organisations have lost a significant part of their workforce, i.e. layoffs of employees or volunteers who are restricted to their homes during the lockdown.

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New Zealand Government



2

- **Membership:** Even with the restrictions relaxed, there is the possibility that people are gradually becoming comfortable in their COVID-19 adjusted leisure patterns and that they will not want to re-commit to club-based sport participation. Further, with the rise in unemployment caused by the pandemic, many individuals and families will not have the disposable income available to pay membership fees and other associated costs with sport participation. As we know, deprived communities are often the most fragile and hard hit by such events, and they are the ones that can least afford to lose access to play, active recreation and sport.

If sport and recreation organisations have no option but to succumb to COVID-19, the impact on the sector and on physical activity levels in our communities will be catastrophic.

With this in mind, we would like to acknowledge and thank you for the immediate steps the Hastings District Council has taken, to support the play, active recreation and sport sector in your community including the 'Rapid Relief Fund' of \$100,000 which was available to community organisations to support their work during lockdown. Local Government is one of our most critical stakeholders and the major provider of facilities for the play, active recreation and sport sector. Maintaining your investment is vital.

#### **The importance of rebuilding a sustainable sector**

The benefits of play, active recreation and sport on wellbeing are well known and proven. Being physically active improves mental and physical health, quality of life and individual wellbeing. In contrast, disengagement and physical inactivity is associated with poor health, a rise in health costs, loss of productivity and associated costs, such as pain and unhappiness to individuals and families.

Play, active recreation and sport supports the social integration of whānau, friendship networks and communities. Whānau relationships and spiritual connections through whakapapa and tangata-whenua are particularly important for Māori and Pasifika. We know that healthier, happier individuals are more likely to do well in other areas of their lives, such as in social and professional situations. These social factors lead to robust community cohesion and resilience and contribute to social, cultural and economic development (WHO 2018).

#### **Sport New Zealand's response to the crisis**

Sport NZ is implementing a number of measures in response to COVID-19 including:

- An initial \$70m commitment which was announced in April to help sustain our partner organisations, including RSTs, with baseline funding through until 30 June 2021;
- A \$15m **Community Resilience Fund** which was made available in early May (from re-prioritisation of Sport NZ programmes and reserves) which is now delivering money to help regional and local organisations remain financially viable through the immediate period of disruption created by COVID-19. Clubs can apply for up to \$1000 in support. Regional recreation and sports organisations can apply for up to \$40,000. RSTs are administering the fund on behalf of Sport NZ utilising their local sector knowledge and connections. To date and via our regional investment partner Sport Hawkes Bay, it is difficult to break down the investment at this stage into a district by district basis, but of the total \$595,000 available to the Hakes Bay region, the RST have already distributed a total of \$226,000 with applications still pending at the time of writing.
- A **\$265m Recovery Package** was announced by the Minister as part of Budget 2020. This is the largest

3

ever investment by Government into the Play, Active Recreation and Sport sector and it reflects the significant impact of COVID-19. The funding will be spread over four years and seek to achieve three outcomes:

**1. Reset and Rebuild (30%)**

This new funding will provide further support and relief to ensure organisations at all levels, local, regional and national, remain viable for their communities. It will help these bodies to make the changes required to operate successfully and thrive in a post COVID-19 environment. It will also seek to address current imbalances in the sector, including the underrepresentation of women and girls, Māori, people with disabilities and low socio-economic groups.

**2. Strengthen and Adapt (40%)**

COVID-19 has highlighted many areas in which sport and recreation organisations are vulnerable and ways to make them stronger. Opportunities might include mergers and/or shared services models. How and where this future-focused funding is targeted is something Sport NZ will work through in collaboration with our partners and wider stakeholders.

**3. Different and Better (30%)**

Because this is a once in 50-years opportunity, we have to make the most of this chance to reimagine how the sector might look in the future and what will best enable it to meet the needs of all New Zealanders, including those who are currently underrepresented. Our sector won't maximise our future potential if we simply replay our current approach.

**Hastings District Council Partnership with Sport Hawkes Bay**

- On behalf of the people of Hastings and Sport NZ, thank you for your contribution to sport and recreation in your district. As highlighted on the following page and throughout this submission, district councils are critical enablers in driving quality play, active recreation and sport experiences and the wellbeing outcomes that we all seek, and your effort and investment is sincerely appreciated.
- Sport NZ would also like to take this formal opportunity to thank you for the strong partnership that has long existed between Sport Hawkes Bay and the Hastings District Council, as evidenced by the extensive list of projects, programmes and quality opportunities that have been developed over recent years.

**Your critical role in the sustainability of a vibrant sector**

Sport and recreation contribute \$4.9 billion or 2.3% to our annual GDP, with the sector employing more than 53,000 New Zealanders. However, the downstream benefits of sport and recreation on our society extend beyond the numbers, to explain who we are as a nation, our tenacity, our spirit and at times like this, our courage.

Like all local and central Government organisations, we understand you will be redefining strategy, re-evaluating priorities and grappling with funding pressures. Given this is a crucial time when many impactful decisions will be made, you need to be aware of how critical territorial authorities are to the play, active recreation and sport system. Local Government is the major provider of facilities for the sector. Without these facilities, the sport and recreation organisations that Sport NZ funds would not be able to provide the

4

participation opportunities that they do to your communities.

Without sustained investment from local government, our sector and communities will suffer, and that will create significant consequences for New Zealand into the future, resulting in much wider issues for us all to manage.

We sincerely look forward to continuing to work with you in partnership, to ensure access to play, active recreation and sport remains within the reach of all communities, across Aotearoa New Zealand.

Ngā mihi nui



**Brent Sheldrake**

Regional Partnership Manager - Northern

M: 027 478 5122

E: [brent.sheldrake@sportnz.org.nz](mailto:brent.sheldrake@sportnz.org.nz)

Item

Attachment 37

6/9/2020

Wufoo - Entry Detail

## HDC- Draft Annual Plan 2020/21

COMPLETE

#32

## CREATED



PUBLIC

Jun 9th 2020, 1:50:45 pm

## IP ADDRESS



119.224.80.76

## \* Name:

Nick Richards

## \* Address:

1200 willowpark rd nth

Mayfair

Hastings

4122

New Zealand

## \* Daytime contact phone:

223236008

## Evening contact phone:

(No response)

## \* Email address:

nick.lanarichards@yahoo.co.nz

Please indicate whether or not you wish to speak to Council in regards to your feedback in June. Note: This option is dependent on government advice on COVID-19 alert levels and practical considerations in regard to social distancing protocols.

Yes

If your feedback relates to a rural matter, it will also be discussed at the Rural Community Board Meeting in June. Please indicate if you also want to speak to the Rural Community Board. The same restrictions as outlined above also apply here.

No

## What are the main topics you wish to feedback on?

- Feasibility study for Bill Matheson
- Traffic calming measures for willowpark rd outside school
- lowering/removal of bund
- angled parking ou

## Please tell us your views here: (Alternatively you can attach a document below)

(No response)

<https://app.wufoo.com/#/entry-manager/1210/entries/32>

1/2

Item

Attachment 38

6/9/2020

Wufoo - Entry Detail

mayfair\_community.docx

Item

Attachment 38

Kia Ora,

The Mayfair community plan was presented in 2017 and had two main priorities. A community hub and a master plan for Bill Matheson park. With a focus on safety, connectivity and better utilization of the park. We again would like to submit to the annual plan as we work towards our goals.

Feasibility study – This is essential because without one we are unable to continue progressing our community plan. With renewal on the horizon and a COVID-19 rebuild underway we need to ensure that the next direction we take is future focused.

Traffic calming measures – We have been working with council around data and options for the section of Willowpark outside of the school. Speeding and failing to stop still continues even with our local constable present. We feel it is a tragedy waiting to happen especially because so many Tamariki who use that crossing every day. Council have identified a possible temporary solution as a measure to slow traffic. At this stage we are waiting for costings.

Bund lowering/removal – This is a recommendation from the CPTED report done end 2014. Completing this has been reprioritised as other projects were more important at the time. Having the sight line from the road to see what is happening in the park was always a key focus. The ability for a patrol car to drive by and sight 100% of the park. A costing was done for last year.

Angled parking – The school and community want to work together with council to mirror the parking on the park side. This has been a great success and believe changing the parking space will improve safety, capacity and be an asset for the future.

We look forward to hearing your response.

Nga mihi





**From:** Louise Gould [mailto:louisepgould@gmail.com]  
**Sent:** Wednesday, 10 June 2020 2:46 PM  
**To:** Colin Hosford <colinh@hdc.govt.nz>  
**Subject:** Annual Plan submission 20/21

Dear Colin,

I would like to submit to the Annual Plan 20/21.

I live in Waimarama and would really like to see the new entrance into the reserve finished. The new entrance way is planned to come off Gilray Place and lead into the reserve offering a beautiful and scenic approach to the beach which will be much safer!

As a local I notice so many cars parked all over the road leading to the beach on Moori Rd and Arini Rd during the summer and find it a bit chaotic and unsafe -especially when there are a lot of children and families around. This has been in discussion for a while now (in the Reserve Management Plan) and with a growing summer population, more people taking the trip to the beach, we would like to see this done sooner rather than later.

I know there are also plans for a tennis court which would be much appreciated by locals and by visitors. I was told that someone in the village has made a donation to the tennis court, it would be great to get it done and improve the activeness of our people.

Our submission is that we would like to see the new entrance to Waimarama Domain and the tennis court completed over this next financial year.

I would be more than happy to come and speak to Council about my submission.

Many thanks,  
Louise Gould



**From:** Luke and Krissy <krissyandluke@gmail.com>

**Date:** 10 June 2020 at 5:17:38 PM NZST

**To:** Colin Hosford <colinh@hdc.govt.nz>

**Subject:** Waimarama Domain submission

We would like to submit to the annual plan for Hastings 2020/21 year. We are from Waimarama and live and work in the village where we enjoy our local community and our visitors from around New Zealand and overseas. Our village has grown in summer activity dramatically over the last couple of years, maybe because of the growing population of Hastings?. With more people visiting during the days and the baches full to bursting from October until Feb. we have noticed more pressure on the road outside the shop and leading into the reserve. We know that council and our local councillor, Sophie Siers are working on a current enhancement of the village with plantings and new sculptures done by Phil Belcher, we are excited to see these come to fruition.

What we would love to see is the planned tennis court (in our current reserves management plan and budgeted for 2024/25 100K) and the planned new entrance way into the reserve through Gilray Place (budgeted for 2025/27 300k) be brought forward into this year to finish the upgrade of our township and to improve the practical roading issues we are experiencing.

With our new signage, sculptures and storyboards we think we might become even more popular! The new road into the reserve is essential to stop the log jam down Moori Road and associated parking issues. It would also be a beautiful entrance and welcome into our village. The tennis court which our local farming family has already contributed \$20k towards would enhance the reserve area for locals and tourists alike.

We had lots of engagement for our Reserves management plan in 2014 and the road into Gilray place (action 14), was planned in this document for delivery by 2018-2020. We would very much like this to be completed within the planned time frame.

The tennis court (action 7) was planned for 2021/24 but with the generous donation from the Chestermans we would love to see this brought forward too.

We would like to speak to this submission in council and look forward to hearing from you.

Yours sincerely

Luke and Krissy Shadbolt

16 Lightning Ridge View, Waimarama

0220703634



**Lex F. Verhoeven**

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**Subject:** FW: Objection to increase of rates for the 2020-2021 financial year.

**From:** Peter Bloor [<mailto:landsolutions@xtra.co.nz>]  
**Sent:** Thursday, 11 June 2020 2:17 PM  
**To:** Andy Vautier <[andrewv@hdc.govt.nz](mailto:andrewv@hdc.govt.nz)>  
**Cc:** Karen@brownrigg.co.nz; 'Peter Bloor' <[landsolutions@xtra.co.nz](mailto:landsolutions@xtra.co.nz)>  
**Subject:** Objection to increase of rates for the 2020-2021 financial year.

Good afternoon Andy

I have been advised the submissions closed on 9 June for striking the rates for the coming year.

I am not sure if you are in a position to accept an out of time submission so please forward onto the appropriate person.

I do advise Brownrigg Agriculture Group Limited strongly oppose any increase in rates for the 2020-21 year on the following grounds:

- A comparison of the 112 blocks farmed in the HDC area there is a jump of 4.8 percent increase proposed for the 2020-21 rates year.
- Hawkes Bay Regional Council has through good management retained the current 2019-2020 level for the 2020-2021 rating year
- Central Hawkes Bay District Council I understand are doing their best to retain the rates at the 2019-2020 level.
- All local farming operations whether they be agriculture or horticulture, dairy of stock fattening or stock rearing have all had a double whammy with drought that will affect more than one season.
- Covid 19 has severely restricted throughput and effective management at harvest and packing to ensure safe distance is maintained.
- Returns on produce have been lower than forecast due to international distribution networks in turmoil as Countries were in various stages of lockdown.
- Every area of industry, packhouses, agriculture, horticulture, farming, traders, tourism and others have been hard hit financially.

With no increase in rates the Council may need to temporarily shelve some items that were planned for the 2020-21 financial year, but surely it makes more sense to retain the rates for the 2020-2021 year at the current level thereby assisting employers to retain their staff so there is more money to circulate.

I urge the Council to seriously consider this brief submission and support Hastings in their efforts to turn around local economy in the shortest time possible.

Thank you

Peter Bloor  
 Brownrigg Agriculture Group  
[landsolutions@xtra.co.nz](mailto:landsolutions@xtra.co.nz)  
 Phone: 021 183 2559  
[www.brownrigg.co.nz](http://www.brownrigg.co.nz)





Hastings District Council,  
Private Bag 9002,  
Hastings 4156, New Zealand.

Reference: Submission to Draft Annual Plan.

10<sup>th</sup> June 2020

To whom it may concern,

Acting on behalf of Havelock North Wanderers AFC (HNWAF), we would like to propose an amenity upgrade to our existing changing room facilities at Guthrie Park used by the club.

HNWAF is one of the largest iconic sports clubs offering development programme that attracts approximately 49 teams comprising of 450 successful next generation junior footballers alongside of 9 senior football teams that has approximately 180 players. We are one of two Football Clubs that represent Hawkes Bay within Central Federation League that hosts verity of teams from all over the region. Last year our remarkably successful Federation Team have narrowly missed promotion opportunity to be part of the NZ Central Football League, this season our club has high expectations of achieving our milestone once again and will accommodate teams from wider regions.

For the next 18 weeks during football season our club and changing room facilities will attract approximately 60 senior players per week on average. Hygiene of all participants are at the forefront of our club and members at large, due to current Covid 19 related health risks it is even more important to offer facilities that is able to provide capability to cope with the demand.

Unfortunately, and regrettably HNWAF is not in a financial position to source or pay for the upgrade of more sustainable hot water system due to impact of CV19 therefore; we are kindly requesting assistance from HDC Council for the replacement of the existing hot water cylinder and converting this facility to gas hot water system.

As per above, the growing number of teams and players now playing football, the current system does not meet the needs of the facilities and are often running short of hot water on Saturdays.

I would like to take this opportunity to thank the panel for their kind consideration of our proposal to help and assist our club to offer our community facilities that offer convenience to mitigate health and hygiene risks.

Regards,

Tristan Seccombe  
[Tristan.seccombe@mitre10.co.nz](mailto:Tristan.seccombe@mitre10.co.nz)  
Ph: 0275123840





11 June 2020

**Submission to the Hastings District Council Annual plan**

After several community hui and participating in two HDC zui, there appeared to be a discrepancy in terms of HDC encouraging Community plans. This is essentially a total community and volunteer effort. The importance of these plans is becoming more widely accepted, yet there is no budget allocation to develop or implement any of the goals in community plans. The plans are important to both community and council contributing to the wellness of the District. Yet they are predominately the efforts of community volunteers.

Communities must engage in contestable funding. Other organisations in the contestable funding battle are by enlarge self-interest. Communities are by their nature about communities rather than organisations. This seen as unfair by our community of Whakatu.

At a zoom meeting of the Whakatu community tonight it was agreed:

1. That Hastings District Council establish a budget to support the development of Community plans.
2. That Hastings District Council establish a targeted rate that would contribute to a Community Chest.
3. That funds from the Community Chest be used to assist the achievement of community goals contained in their Community Plan.
4. That Hastings District Council establish a Community Round Table Group that develops relationships and communications between communities and between communities and HDC.

D.K. Ratima ONZM; JP  
Community kaumatua