

Monday, 24 May 2021

Te Hui o Te Kaunihera ā-Rohe o Heretaunga

Hastings District Council

Hastings District Rural Community Board Meeting

Kaupapataka

Attachments Under Separate Cover – Volume 1

Te Rā Hui:
Meeting date: **Monday, 24 May 2021**

Te Wā:
Time: **1.30pm**

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

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www.hastingsdc.govt.nz**

HASTINGS DISTRICT COUNCIL
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Phone **06 871 5000** | www.hastingsdc.govt.nz
TE KAUNIHERA Ā-ROHE O HERETAUNGA

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4/15/2021

Wufoo - Entry Detail

HDC - 2021 - 2031 Long Term Plan

COMPLETE

#6

CREATED



PUBLIC

Apr 14th 2021, 10:12:55 am

IP ADDRESS



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Please indicate whether or not you wish to speak to your submission at a Council Meeting set down for hearing submissions, commencing 8 June 2021.

No

If your submission is a rural matter, it will also be discussed at the Rural Community Board Meeting (24 May 2021). Please indicate if you also want to speak to the Rural Community Board.

No

What are the main topics in your submission?

Beatification of our Rural approaches to the area.

<https://app.wufoo.com/entry-manager/1681/entries/6>

1/2

Item 4

4/15/2021

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Please tell us your views in the text box or by attaching your submission below.

Hastings District has much in the consultation booklet about beautification of the city centre. Wonderful.

We are a big area and this attitude needs to be extended towards to the approaches to the city and beyond that to the whole area. There are many pockets of land that have been side stepped by new, and road route alterations, which get progressively filled with weeds!

I realise it will be difficult to prevent vandalism but we should be filling these pockets with plants and trees that reflect our Region. This will not only beautify the District but increase the bird life.

Care would be needed to plant the right tree in the right place so it didn't impinge on power lines, but this can be managed. e.g. on our road the power lines go across the paddocks not along the road, so this would be fairly simple.

When I lived in Auckland we had a school run fundraising initiative to plant curb-side trees.

The property owners contributed to the cost of the tree.

It was co-ordinated by the local school PTA and so it became a community project, (so the school benefitted financially too)

There are street trees in the city. Why not in the Rural area too?

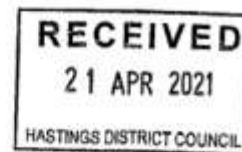
Attach your submission

Item 4

<https://app.wufoo.com/entry-manager/1661/entries/6>

2/2

539 Apley Road,
Puketapu
Napier 4184



17th April, 2021

To: Hawke's Bay District Council

Ref: HDC Long Term Plan Feedback – Alexander (Apr 2021)

To Whom It May Concern,

Firstly, well done on preparing such professional Long Term Plan Consultation documentation ("Planning For Our Future").

From my own family's perspective, the anticipated average annual rates increase (7%) for rural areas needs to be considered very carefully by the Hastings District Council (HDC); in alignment with both 1) what private infrastructure rural property owners may already have in place and 2) who the main beneficiaries of HDC implemented new/ improved infrastructure will actually be.

I sincerely hope that the HDC will be calculating individual rural property rates increases on a pro rata basis, where the two aforementioned factors play a critical role in determining these calculations.

Let me explain...

Earlier this year our family – living at 539 Apley Road, Puketapu – installed a further 25,000 lt water storage tank on our property (at the cost of \$5,000), to increase our rain water storage capacity to 75,000 litres. Once full, the three tanks that we have onsite will provide a sufficient volume of water to meet our family's entire annual water usage needs (irrigation included).

We do not feed any of our used water into any public waste/ storm water system. Rather, water used within our home is directed into a septic tank, which is emptied by a third party service provider at our cost.

We do not draw any public or private above (river/ spring) or below ground fresh water for any purpose pertaining to our property, whatsoever; and this will remain the case for as long as we are the owners-occupiers of this property.

So where water reform activity is concerned, given our family's commitment to harvesting and storing rainwater to meet all of our own freshwater needs – and our private infrastructure in place for dealing with waste water, we do not expect to – nor will be willing to – pay any rates contribution towards any public infrastructure that is focused on water extraction and/ or conveyance and/ or storage and/ or disposal into the future; whilst we are living at 539 Apley Road, Puketapu, Napier.

It's encouraging to see rural roads being considered a priority use of rate payer funds.

I view the improvement/ increasing of parks and reserves as a low priority compared to the other stated HDC focuses in the proposed District Plan. HB region already has a generous number of such assets that are fit for purpose, and just need maintaining.

And now onto some other key opportunities for HDC consideration...

- a) Convert the current two-laned Expressway between Napier and Hastings into four lanes (two in each direction).

It is more than a reasonable prediction to make that demand for the envious lifestyle that Hawke's Bay offers is only going to increase over time. Therefore, realistically we can expect the resident population of Hawke's Bay to increase going forward.

Right now the two-laned Expressway between Napier and Hastings falls short of providing appropriate capacity to enable uncongested and time efficient road travel between these cities. Going forward, with growth in the resident population, this problem is only going to worsen; until such time that providing two lanes in each direction is a reality.

I view the expansion of the Expressway to provide two lanes in each direction as being the single most pressing public asset consideration right now, sitting equally alongside achieving high quality fresh water for Napier residents.

- b) Key (high traffic) single lane bridges in Hawke's Bay need to become two laned.

Bridges such as that located at Brookfields need to become at least two-laned; to improve travel time efficiencies and the overall road travel experience. Traffic flow needs to be unimpeded, by removing unnecessary stopping to give way at one lane bridges.

All in all, I still feel and believe that Hawke's Bay is developing in the right direction – balancing residential and commercial needs with environmental considerations. It's a great place to be.

Regards,

Peter Alexander

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4/27/2021

Wufoo - Entry Detail

HDC - 2021 - 2031 Long Term Plan

COMPLETE

#15

CREATED



PUBLIC

Apr 23rd 2021, 3:20:53 pm

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Please indicate whether or not you wish to speak to your submission at a Council Meeting set down for hearing submissions, commencing 8 June 2021.

Yes

If your submission is a rural matter, it will also be discussed at the Rural Community Board Meeting (24 May 2021). Please indicate if you also want to speak to the Rural Community Board.

What are the main topics in your submission?

Addressing light pollution and setting standards to combat it's impacts on health, ecosystems, culture, climate and astronomy based tourism.

Please tell us your views in the text box or by attaching your submission below.

(No response)

Attach your submission

submission_by_graham_palmer.pdf

<https://app.wufoo.com/entry-manager/1681/entries/15>

1/1



I wish to raise the issue of light pollution and the implications if we do not address it's spread through our environment.

My name is Graham Palmer. I am an astronomer (member of the Hawke's Bay Astronomical Society since 1999), a photographer, a geographer and a small business owner. I have built a dark-sky observatory and with the help of my wife, we have established an eco-friendly, astronomy-based accommodation destination west of Maraekakaho, Hastings.

Our location on Aorangi Road was chosen for its beautiful night sky. Using a sky quality meter, I was able to determine that our location is ranked as either a 2 or a 3 on the Bortle scale of 1-9. 1 being a pristine dark location, 9 being inside a major city. https://en.wikipedia.org/wiki/Bortle_scale

When designing our outdoor lighting, we chose to use down-lights exclusively, in order to illuminate where we needed it, without impacting the night sky. Even our sensor lights are eve-mounted down-lights. This has resulted in having the lighting we need without spoiling photography operations in the observatory or when we have guests taking guided night sky tours.

I will make the argument that the long-term plan should take outdoor lighting design seriously for several reasons:

- Human health – many studies now link blue light and general light pollution with long-term health problems, including mental health issues in young people.
https://www.darksky.org/light-pollution/human-health/?fbclid=IwAR3ta6f77TZQvSmqCTeRHnEcfZ6v3W1nYy1QBNGsGwVcq7qA_-XNQjr3B8Y and https://edition.cnn.com/2020/07/08/health/night-light-pollution-disrupt-sleep-wellness/index.html?fbclid=IwAR21HZt-JgO3yf5Jog5Jdz88BryQVMwPmC-QIR2OUJ00BFawCX3R0T_Khn0
- Ecosystem health – stray light (particularly blue) is proven to harm insect populations and interfere with bird migration patterns.

https://www.nationalgeographic.com/science/article/nights-are-getting-brighter-earth-paying-the-price-light-pollution-dark-skies?fbclid=IwAR1gypSmPaGN82x8jGCEnPsHCp79jT3ftu0-vG-EUZ_dqDlTn7qordUnvE

- Cultural impacts – humans have a long and storied relationship with the night sky, which is currently being lost. <https://cescos.fau.edu/observatory/lightpol-culture.html>
- Scientific loss – astronomers, both professional and amateur, rely on dark skies in order to carry out their research. <https://www.royalsociety.org.nz/major-issues-and-projects/blue-light-aotearoa/matai-arorangi-astronomy/>
- Economic impact – light pollution hurts our economy and our resources. <https://cescos.fau.edu/observatory/lightpol-econ.html?fbclid=IwAR3-ONxvdeftERnAIJWB2eeHRdMlpMp2CIWEGxp2Kh3Kgy9iqaMBp8Ofjic>
- Climate change – Excessive lighting wastes energy, and due to the fact it is being drawn during normal hours of darkness, this power is more likely to be generated by non-renewable means, contributing to our carbon emissions. https://phys.org/news/2017-03-filp-pollution.html?fbclid=IwAR1gypSmPaGN82x8jGCEnPsHCp79jT3ftu0-vG-EUZ_dqDlTn7qordUnvE
- Astronomy Tourism – New Zealand is internationally recognized as a dark-sky location, positioned under the most spectacular section of the Milky Way. Preserving and improving the quality of our lighting can only enhance and develop this growing industry. <https://media.newzealand.com/en/story-ideas/heavens-above-star-gazing-in-new-zealand/>

Of all the different types of pollution that currently degrade our environment, light pollution is the one that is possibly the easiest and fastest to solve. It literally can be stopped by the flick of a switch. However, I am not so naïve to think it is that easy in practice. Lighting infrastructure that currently exists will take many years to correct and bring up to any new standards that are set. Therefore, the most effective thing that can be done, is to quickly set standards for all new outdoor lighting to prevent the issue getting worse in the mean-time. This will allow us to concentrate on solving the issues with existing lighting in the region over the coming years.

Recommendations -

I believe that council should introduce dark-sky standards for all new outdoor lighting being fitted to commercial, industrial and residential construction. These standards should include:

- Full cut-off shielding to eliminate light spill into the sky and surrounding areas
- Set strict regulations to limit light trespass
- Set a maximum outdoor colour temperature limit of 2,700 Kelvin
- Ban the sale and installation of poorly designed flood-lighting and promote the use of exterior down-lights in their place
- Apply these shielding and colour temperature standards to all council maintained street lighting and work with Waka Kotahi to ensure all regional roading meets these same standards.

.....
Supporting documentation - The following was sourced from the ministry for the environment:

Ministry for the Environment >>
>> New Zealand's Environmental Reporting Series

Our air 2018 DATA TO 2017

– Pages 57-60

Quality-of-life impacts

Other impacts of human activities in the air include light pollution, noise pollution, and odours. They are explored in this section. They can have adverse effects on quality of life and human health. Cultural values and eco system well-being can also be adversely affected.

Night skies and light pollution

There is increasing awareness of the importance of night skies, alongside growing recognition that this resource is being compromised by light pollution from human activities. Naturally dark night skies are important for multiple reasons, including:

- tikanga Māori (Māori cultural practices)
- unique scenic and scientific values
- the health of native species and ecosystems
- Human health, both physical and mental
- business opportunities from astro-tourism

The extent of light pollution

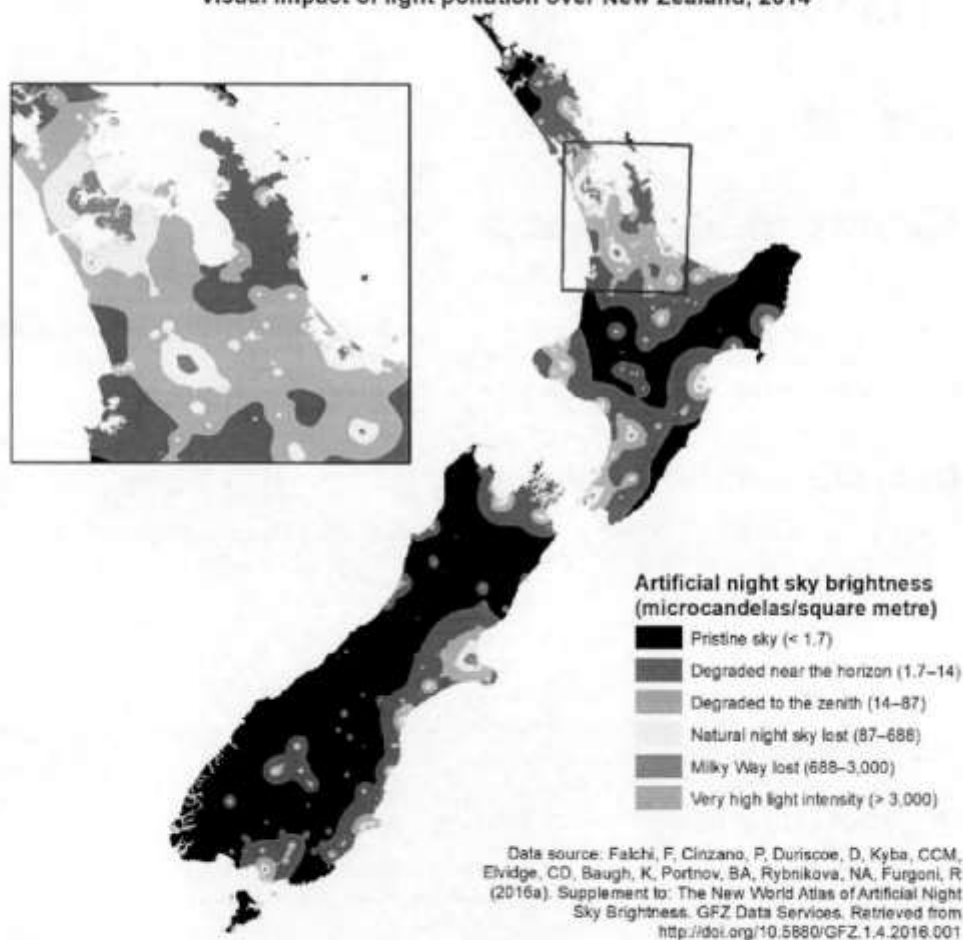
The darkness of night can vary naturally and can also be negatively affected by light pollution. A full moon can be so bright that a torch is not needed, while the faint glow of stars and the Milky Way can be enough to illuminate overturned ponga (silver tree fern) fronds that Māori have traditionally used to mark pathways. Light pollution from artificial lighting is a modern phenomenon that can wash out starlight in the night sky, interfere with astronomical research, disrupt ecosystems, and undermine cultural values.

Light pollution has been estimated for the entire world, including New Zealand. Satellite measurements from six months of observations in 2014 were used to obtain artificial night sky values in microcandelas per square metre (Falchi et al, 2016b). The data indicate that much of New Zealand had little or no light pollution, except for urban areas (see figure 24).

Based on land area, 74 percent of the North Island and 93 percent of the South Island had night skies that were either pristine or only degraded by light pollution near the horizon. However, despite artificial light levels being generally low across much of the country, most New Zealanders live in cities and are therefore disconnected from the night sky. Nearly all parts of all major urban areas had light pollution levels where the natural night sky is lost; it is estimated that over half (56 percent) of New Zealanders are unable to see the Milky Way (Falchi et al, 2016b).

Figure 24

Visual impact of light pollution over New Zealand, 2014



Night skies are culturally important

Pacific peoples were, and still are, highly skilled voyagers. They travelled the vast expanses of the Pacific Ocean to settle the many islands of the Pacific using traditional navigation techniques.

Māori arrived in Aotearoa during the great waka (canoe) migrations by using expert knowledge that included reading the stars and other elements of the environment. Connections back to these waka are a critical element of Māori identity.

In recent decades there has been a renaissance in traditional navigation practices. Many traditional waka now retrace ancestral voyage routes by using the customary techniques, such as the star compass, for direction. These practices link the present generation to Polynesian ancestral knowledge.

Te Pae Māhutonga (the Southern Cross) is a constellation that is visible low in the night sky and identifies the South Pole. It has long been used to navigate and has been associated with Polynesian and European arrival in New Zealand (Durie, 1999). Matariki was also frequently used in navigation, and was instrumental to the early navigators finding New Zealand (Matamua, 2017).

Celestial bodies are culturally and spiritually significant to Māori. Mātauranga Māori comes from Māori relationships and interactions with the environment developed over thousands of years. Māori observe the stars and moon phases to inform how they apply traditional knowledge. Poor visibility of the night sky affects their ability to use and develop mātauranga and to undertake culturally significant practices.

Knowledge of the stars and Maramataka (the lunar cycle) are both used by Māori as a guide for planting, harvesting, hunting, and gathering food and also for voyaging, building, celebrating, and karakia (prayer) (Matamua, 2017). Each phase of the moon has a different name and indicates whether an activity is suitable or unsuitable for the day ahead. Similarly, tohunga (experts) would look at the position, brightness, colour, and movement of stars to deduce information and rely on it for traditional practices (Matamua, 2017).

Matariki

The Matariki star cluster is also known as Pleiades or the Seven Sisters. Some iwi use other stars to signal the time associated with Matariki, such as Puanga to the east.

Matariki means 'the eyes of god'. A longer form of this name is Ngā mata o te ariki o Tawhirimātea. This name reflects the traditional creation stories shared by some iwi that recall when Tawhirimātea, enraged at the separation of Papatūānuku (Earth Mother) and Ranginui (Sky Father), ripped out his eyes, crushed them, and threw them to the sky. Hence,

Matariki comprises the eyes of Tawhirimatea, who is also known as the blind god, illustrating the character of the winds.

Matariki is a significant time for remembering those who have recently died. During the year, Taramainuku (the captain of the waka-o-Matariki) collects the dead after they make their way along te ara wairua (the spiritual pathway) to Rerenga Wairua (Cape Reinga). They fall as stars at the prow of Taramainuku's waka.

Pōhutakawa is the star associated with the dead, and rises during June. When Matariki rises, Taramainuku releases the hunga mate (those who have passed on) to carry on their journey into the afterlife (Matamua, 2017). This is why Māori lament during the rising of Matariki – it is a time for the last farewell.

Matariki is also a time of renewal and celebrating new life. The rising of Matariki signals the Māori New Year, and indicates what the forthcoming year will look like. There has been a recent revival in Matariki celebrations nationally. Matariki is an example of the significance of the stars, both spiritually and for cultural practice and knowledge, as an intrinsic element of te ao Māori (the Māori world view). Maintaining good visibility of the night sky is crucial to preserve this relationship.

Naturally dark night skies are a scenic and scientific resource

Naturally dark night skies are recognised as a scenic resource in New Zealand for recreational star gazers and astronomical studies. The Mackenzie region, in the centre of the South Island, is recognised as one of the best stargazing sites on Earth, due to very limited light pollution and unusually clear atmospheric conditions. Controls for outdoor lighting were first put into place in the Mackenzie region in the early 1980s to help minimise light pollution.

In 2012, a 4,300 square kilometre area was proclaimed an International Dark Sky Reserve – the largest in the world (International Dark Sky Association, 2012). It also has gold tier status, which is generally reserved for the darkest skies. The astronomical research centre Mount John Observatory lies within this reserve. Around 200,000 people visit each year to see the stars. The Starlight Festival held at Mt Cook is a highlight in the growing astro-tourism industry (International Dark Sky Association, 2017).

The organisers of the International Dark Sky Reserve recognised that the night sky played a critical role for Māori, not only for navigation, but also because astronomy and star lore have become integrated into Māori culture and part of daily life. The reserve seeks to honour this history by recognising that the night sky is an integral part of the area's natural and cultural landscape (International Dark Sky Association, 2012).

Night skies are critical for the well-being of ecological systems

Light pollution can disrupt natural patterns in ecosystems. This is particularly critical for nocturnal species, which are active at night, such as kiwi and native bat species. The absence of light is a key element of their habitat.

International research has revealed numerous connections between light pollution and species disruption. Many species rely on natural patterns of light and dark to navigate, cue behaviours for nesting and mating, and hide from predators or forage for food (Gaston et al, 2013; Rich & Longcore, 2005).

Limited information is available on how light pollution affects native species and ecosystems in New Zealand. However, in Nelson and Hawke's Bay unusual nocturnal feeding behaviour has been observed, where groups of karoro (southern black-backed gull) were feeding on swarms of beetles that are attracted to artificial light (Pugh & Pawson, 2016). In Hamilton, a survey of native long-tailed bats found they were detected much less frequently at places with even a small increase in the number of roads and street lights (Le Roux & Le Roux, 2012).

New energy-efficient lighting technologies, such as light emitting diodes (LEDs) may exacerbate light pollution problems by changing the spectrum of light emitted. Low-pressure sodium streetlights, with their familiar orange hue, are being replaced by LED lights in places such as Wellington and Auckland. These LED lights produce a more natural white light made up of a broad spectrum of wavelengths, which is visible to a wider range of species. This can affect circadian rhythms and melatonin production (Gaston et al, 2013). It can also affect night vision in humans (Falchi et al, 2016b). However, many newer lighting systems include better horizontal shielding so less light escapes upwards to pollute the night sky. These studies suggest that light sources with a colour temperature of 2,700 Kelvin or below are best.



Strategy Manager
Hastings District Council
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HASTINGS

Submission to:
Draft Long Term Plan 2021/31

Submissions close 7th May 2021

(*Mandatory field)

Title:

First name:

Last name:

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Daytime contact phone:

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Email address:

Please indicate whether or not you wish to speak to your submission at a Council Meeting set down for hearing submissions, commencing **08 June 2021**.

- ☐ Yes
☒ No

If your submission is a rural matter, it will also be discussed at the Rural Community Board Meeting (24 May 2021).

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

- ☒ Yes
☐ No

What are the main topics in your submission?

50km through Muck village. Needs more signage, light up signs, highlight school signs, narrow road as a traffic calming method? Lots of large trucks (logging, milk trucks)

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

rumbling through and not slowing down in time. If a truck lost control it could be a danger to school.

Mainly want light up signs or signs which show your speed. People may not be aware that they are approaching a school.

Please Note: Your submission is a public document for the use in the Long Term Plan process.

5/3/2021

Wufoo - Entry Detail

HDC - 2021 - 2031 Long Term Plan

COMPLETE

#51

CREATED



PUBLIC

May 2nd 2021, 8:15:42 pm

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Please indicate whether or not you wish to speak to your submission at a Council Meeting set down for hearing submissions, commencing 8 June 2021.

No

If your submission is a rural matter, it will also be discussed at the Rural Community Board Meeting (24 May 2021). Please indicate if you also want to speak to the Rural Community Board.

No

5/3/2021

Wufoo - Entry Detail

What are the main topics in your submission?

I'm a member of Omaha community I have lived in the community my whole life, I'm 48
I have rung and asked about what our rates CONTRIBUTE TO AND WE GET ABSOLUTELY NOTHING

NO FRESH WATER STATION SO OUR COMMUNITY CAN GET CLEAN FRESH WATER !!!!

NO PARK FOR OUR CHILDREN

NO Foot path maintenance - Nil for the last 30 years

NO Rubbish NO Recycling

NO Lawn mowing along roadsides we as a community mow our own ????

NO Road sweeper only when I complain

3 Community street lights

NO SPEED CAMERAS SAFE ROAD SIGNAGE

WHAT HAS THE COUNCIL DONE FOR OUR COMMUNITY EVER

WE ARE JUST DELIBERATELY LEFT OUT BECAUSE WE ARE A MAORI COMMUNITY WHILE DEVELOPMENT HAPPENS AROUND US
AND WE ARE STRIPPED FROM OUR NATURAL RESOURCES / OUR WAAHI TAPU DESTROYED

ITS TIME FOR OUR COMMUNITY TO RECEIVE A PARK / A WATER STATION / SAFE ROAD - CAMERAS

Please tell us your views in the text box or by attaching your submission below.

OMAHU COMMUNITY

WOULD LIKE TO BE INCLUDED IN THE DISTRICT PLAN FOR AT LEAST

A FRESH WATER STATION

A PARK

PUBLIC TRANSPORT ONE DAY A WEEK FOR WHANAU TO BE ABLE TO GET STORES / PAY BILLS TOWN

FUNDS FOR A RANGATAHI COMMUNITY BUILDING -

COMMUNITY ASSIST

RECYCLE BINNS

CONSULTATION WITH COUNCIL FOR ANY NATURAL RESOURCE CONSENTS WITHIN OUR WHENUA

Attach your submission

5/7/2021

Wufoo - Entry Detail

HDC - 2021 - 2031 Long Term Plan

COMPLETE

#126

CREATED



PUBLIC

May 7th 2021, 1:44:47 pm

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Please indicate whether or not you wish to speak to your submission at a Council Meeting set down for hearing submissions, commencing 8 June 2021.

No

If your submission is a rural matter, it will also be discussed at the Rural Community Board Meeting (24 May 2021). Please indicate if you also want to speak to the Rural Community Board.

No

What are the main topics in your submission?

Fresh water station

Peck for the children

Recycle station

Speed Cameras

Move 50 Signs further back up Korokipo Road

Yellow lines in places that trucks park which have caused accidents

Assistance for our Rangatahi

Planting programs along our Rivers, lakes, streams - could help with employment

Community assist (our own whanau) could be employed

<https://app.wufoo.com/entry-manager/1661/entries/126>

1/2

5/7/2021

Wufoo - Entry Detail

Please tell us your views in the text box or by attaching your submission below.

I have live in my Hapori / community for over 40 years, as a teenager we had a high school bus that took us to HGHS / HBHS that soon stopped and whanau had to struggle to get their children to school to receive the education they needed, our river has changed drastically over the years the eco system in our Awa the Ngaruroro has depleted we don't have flounder Koura not much tuna the shingle extraction needs to stop water consents should be monitored and halved for our community we want a freshwater station, recycle bins, a park for the kids, speed cameras, stop signs by the urupa, yellow lines along the roads so trucks ain't parking in places that cause accidents, move the 50signs back further up korokipo road, help with our Rangatahi something for our community we have never been included in any district plan upgrades.

I invite you to come and talk with our Hapu around how we can be included in the district plan at Omahu Marae

Attach your submission

5/10/2021

Wufoo - Entry Detail

HDC - 2021 - 2031 Long Term Plan

COMPLETE

#144

CREATED



PUBLIC

May 7th 2021, 4:38:18 pm

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Please indicate whether or not you wish to speak to your submission at a Council Meeting set down for hearing submissions, commencing 8 June 2021.

Yes

If your submission is a rural matter, it will also be discussed at the Rural Community Board Meeting (24 May 2021). Please indicate if you also want to speak to the Rural Community Board.

Yes

What are the main topics in your submission?

No waste water drainage in my community, no fresh water station in our community. No public transport for our high school students and others.

No recovery plan. No park for our kids. No recycling bins. No traffic control (speed). No following through with closing the bridge to heavy traffic (trucks, logging trucks, harvesters). No monitoring of toxic sprays used in orchards including organic grown vegetation. Far too many resource consents being given out.

<https://app.wufoo.com/entry-manager/1681/entries/144>

1/2

5/10/2021

Wufoo - Entry Detail

Please tell us your views in the text box or by attaching your submission below.

No waste water drainage in my community, no fresh water station in our community. No public transport for our high school students and others.

No recovery plan. No park for our kids. No recycling bins. No traffic control (speed). No following through with closing the bridge to heavy traffic (trucks, logging trucks, harvesters). No monitoring of toxic sprays used in orchards, viticulture lists including organic grown vegetation. Far too many resource consents being given out.

The above are matters that have continuously been neglected by HDC for decades. You the current Councilors carry these serious issues on your shoulders and continue to carry out this destructive behaviour.

We of Omaha invite you to come and talk to us about your proposed 10 year long term plan around the input that we have that is NOT included in your 10 year long term plan.

Attach your submission

<https://app.wufoo.com/entry-manager/1681/entries/144>

2/2

5/7/2021

Wufoo - Entry Detail

HDC - 2021 - 2031 Long Term Plan



#121

CREATED



PUBLIC

May 7th 2021, 11:59:14 am

IP ADDRESS



* Name

Tania Huata

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64 Taihape Road, Omahu

Omahu

HASTINGS

4175

New Zealand

* Daytime contact phone:

272578606

Evening contact phone:

(No response)

* Email

tania.huata@yahoo.co.nz

Please indicate whether or not you wish to speak to your submission at a Council Meeting set down for hearing submissions, commencing 8 June 2021.

Yes

If your submission is a rural matter, it will also be discussed at the Rural Community Board Meeting (24 May 2021). Please indicate if you also want to speak to the Rural Community Board.

Yes

What are the main topics in your submission?

Cap on population growth.
Infrastructure and maori community needs

<https://app.wufoo.com/entry-manager/1661/entries/121>

1/2

5/7/2021

Wufoo - Entry Detail

Please tell us your views in the text box or by attaching your submission below.

Submission for HDC

"Our vision for the Hastings District represents the foundations of our community: land and people. We are focused on protecting and enhancing our fertile land and the life-giving waters which support it, and helping the people of this place to fulfil their aspirations and prosper together".

Presently we have Tangata whenua around the table but I feel they are under represented on many of the important issues for example whom is making the decisions and prioritising action plans and budgets.
There is an obvious imbalance between cooperate interest and maori throughout this strategic plan,

Water and infrastructure is a priority as this sets the foundation for people to thrive.

Decisions made need to be based on what is actually the current state of our water supplies and our ability to prevent contamination from industrialised horticulture, agriculture practices and over exploitation.

We have a need for renewed infrastructure for our basic living needs such as, house hold drinking water supplies and waste water drainage systems.

Council really needs to settled on a population cap catering to aquifer water supplies.

Infrastructure is lacking in many maori communities this is what Council should be concentrating on.

Attach your submission

Proposed rural rate increases submission HDC

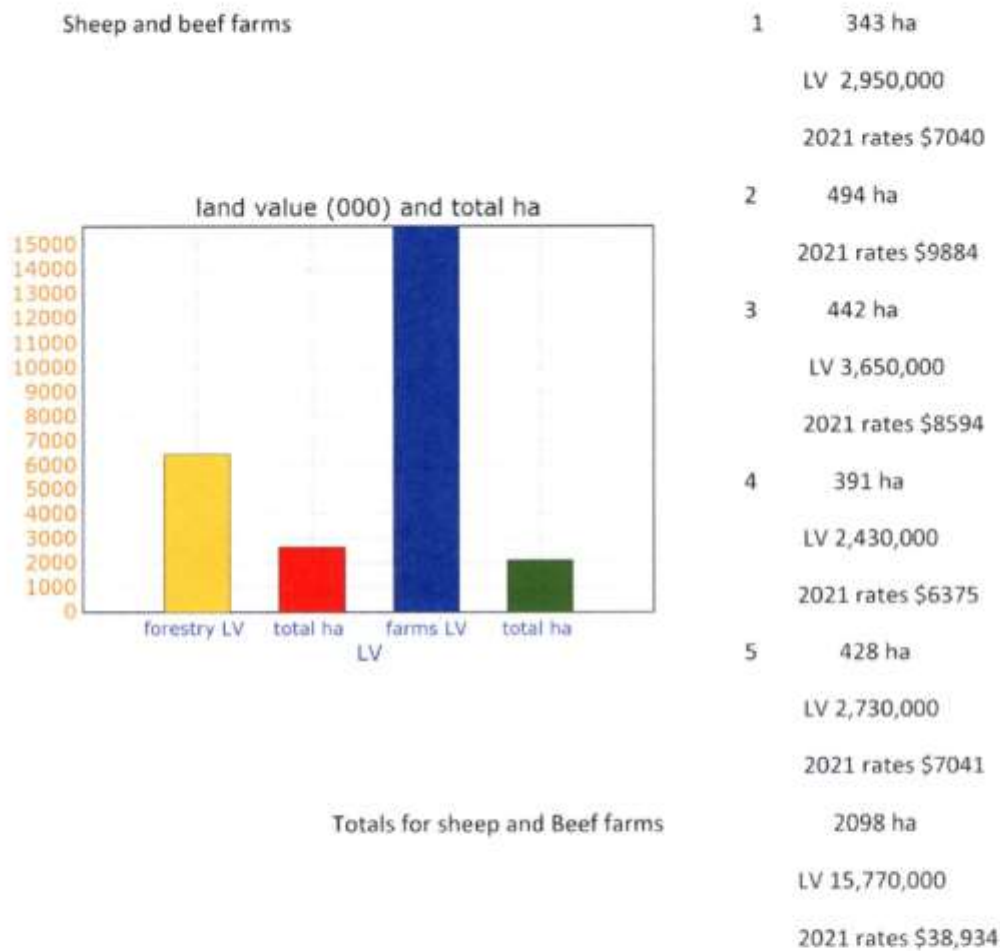
When we can't see the wood for the trees.

I would like to submit my view of an omission and unintended consequence manifesting itself unseen in the HDC ten year plan. If not included and considered, the situation will continue to worsen. It has already created an anomaly that I contend is unfair, unjust and detrimental to the ratepayers, the council, and the future of our region.

To demonstrate what has happened I have collated information from a small area on one local road and compared rates and rate trends. I have chosen 9 properties all on this same road where each property boundaries the next. Properties A, B, C, and D are forestry blocks mostly planted from 1989 to 1994. Properties 1,2,3,4, and 5 are hill country sheep and beef farms all are in permanent pasture with no cropping.

| | |
|-----------------------------|----------------------|
| Forestry Property A | 1726 ha |
| | LV 4,200,000 |
| | 2021 rates \$9816 |
| B | 365 ha |
| | LV 890,000 |
| | 2021 rates \$2466 |
| C | 371ha |
| | LV 910,000 |
| D | 2021 rates \$2510 |
| | 172ha |
| | LV 455,000 |
| | 2021 rates \$1500 |
| Totals for forestry blocks. | 2634ha |
| | LV 6,455,000 |
| | 2021 rates \$16 292. |

As a group forestry are paying \$6.18 per hectare on land valued @ \$2450 per ha.



As a group farms are paying \$18.55 per Hectare on land valued @ \$7516 per ha.

If forestry land was valued as the same as farms, their land would have a value of \$19,798,935 as opposed to \$6,455,000. If it were rated the same the HDC would receive in rates \$48,860.

\$32,568 more than the current \$16,292 they receive.

Arguments used by LINZ to justify the low value of their property include the now limited land use of their land, but they are quick to point out that the returns from forestry, where they use the soil that is the land to grow their trees, is greater than the returns from farming.

It is also maintained that because they don't live at their forestry blocks that a reduction in rates is called for. My counter argument is if I owned a house in Hastings as well as a farm, I would not expect to get a rates reduction and the suggestion that I should, would be laughed at.

Similarly if I asked for a rate reduction because the farm had one owner and I lived alone there would be no such thing.

Forestry land isn't always the end possible use. North of Taupo thousands of hectares was converted from forestry to Dairy farms. I understand the land valuation is set by LINZ and is therefore not within the power of HDC to change. However as more and more land is converted to forestry further devaluation of these blocks of land will occur. There is a need for LINZ to further justify their method of valuation.

Historical Rates increase/decrease.

Using the same forestry blocks over a 13 yr period.

Property A 2008/09 \$7460

2020/21 \$9816

31.58% inc

B 2008/09 \$2692

2020/21 \$2466

Minus 8.39% dec

C 2008/09 \$2812

2020/21 \$2510

Minus 10.7% dec

D 2008/09 \$1757

2020/21 \$1500

Minus 14.6% dec

Totals

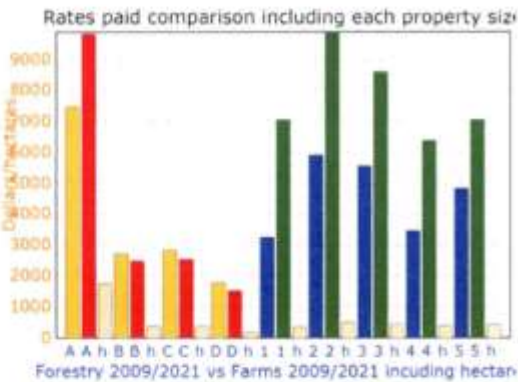
2008/09 \$14721

2020/21 \$16292

An average increase over 13 yrs of 10.67% or .82% per annum

Using the same farm blocks over 13 yrs

| | | |
|------------|---------|--------|
| Property 1 | 2008/09 | \$3234 |
| | 2020/21 | \$7040 |
| | Inc | 117% |
| 2 | 2008/09 | \$5903 |
| | 2020/21 | \$9884 |
| | Inc | 67% |
| 3 | 2008/09 | \$5543 |
| | 2020/21 | \$8594 |
| | Inc | 55% |
| 4 | 2008/09 | \$3447 |
| | 2020/21 | \$6375 |
| | Inc | 85% |
| 5 | 2008/09 | \$4824 |
| | 2020/21 | \$7041 |
| | Inc | 46% |



An average increase over 13 yrs of 70 % or 5.35% per annum.

Noteworthy is that New Zealand's inflation rate per annum over the last 12 years is 1.6%

Once again, forestry increases per annum were less than 1 %.

Tonnage per Hectare leaving properties per annum.

Forestry. 400ha

200 stems per ha, 2 ton average tree equals 400 tonne per ha.

Divided by life of forest 30 years equals 13 tonne per hectare, multiplied by a 400 hectare block equals 5200 tonnes per 400ha block per year.

Farm. 400 ha

2000 lambs @40 kg 80 tonne

70 head of cattle @ 600kg 42 tonne

500 ewes @60kg 30 tonne

80 bales of wool @ 160 kg 13 tonne

Total. Farming 165 tonne per yr as opposed to forestry 5200 tonnes per year.

165 tonnes of mostly food and natural fibre for a hungry world produced from a 400 hectare farm with 100 hectares of regenerating bush and scrub. With fenced off waterways to rivers and 300 hectares of permanent grassland. All of it carbon sequestering land that the farmer cannot claim. Not one single carbon credit.

Forestry roads for logging trucks have to be formed in most blocks, they require heavy machinery to build them and massive amounts of aggregate, a 200 mm base material plus 100 mm of gravel with all roads at a gradient of less than 13 degrees. While this amount of roading decreases on the second rotation they continually require maintenance.

This influx in machinery would more than equal the 8 trucks a year that this farm would bring in for fert and feed.

None of the farming or forestry properties receive water or waste collection. None of the properties are connected to sewerage. The road is the main service council provides directly to the residents. People put forward that because the forestry owner doesn't live on the property they don't use the road. Yet their output tonnage says otherwise. As farmers that live where they work most of the time when they step out the door, they are at work. Every time a forestry manager/employee comes to work, they drive to the forest.

Looking to the future of exotic and native forests as carbon sinks, what land value will be put on these blocks for rating purposes? How will rate revenue be affected on land that is locked away compared to production forest? Will you expect farmers and urban people to carry the burden of maintenance on a road that travels through or boundaries a carbon block?

If the regional council procures more land for plantation or carbon farming will the HDC charge them rates?

The current rating system for rural land is in desperate need of an overhaul including radical change. You may hear submissions from others that forestry creates more jobs. This is highly disputed and I would encourage councillors to consult federated farmers for their view on this.

The Whirinaki pulp mill is a great asset to Hawkes Bay that does create and sustain many jobs. In the beginning their business model was to obtain an area of land that would perpetuate a rotation of supply that would satisfy their timber and pulp operations.

It is my opinion that this business model has changed as now proportions of their harvest trees are going direct to port as export logs. If this is true, why has their business model changed? Will they continue to want to purchase more farm land for forestry that will surpass the pulp and timber mill requirements?

You may also hear that there is only forestry competing for land purchase in northern Hawkes Bay. That few farmers have the appetite for hill country farming at the current purchase price levels. This may well be true and yes forestry conversions are pushing up the value of farmers land. This in turn currently creates sustained rate increases for the farmers left, fuelling their desire to sell as it's all in the too hard basket. Then once forestry has the land the rates take diminishes as the land devalues further exasperating the situation of how to fund the rural roads.

The ten year plan draws our attention to an aging population while i don't believe it is much of an issue for our urban population I do believe our rural farm owners average age is increasing. This is another aspect that is driving forestry conversions.

Some may dismiss this submission and the grounds that the information is not validated and it includes back of the envelope calculations. I would challenge any one to disprove them. I have taken the rates calculations directly off the Hastings District council web site. I don't believe this particular area is an anomaly and my example could be compared with similar results though out the region.

In conclusion I ask that you consider the long term future of land use in the region you serve and realise that bad decisions and short sighted fix-its. Like we need more money for bridges, lets continue with the status quo of increasing rural area 2 rates while ignoring the forestry impact.

This will continue to have devastating consequences to our social, economic and natural environment. While over time eroding the rural rate revenue and adding further cost to the maintenance of our roads through the encouragement of forestry.

It's worth repeating;

The example of one rural road with a mix of hill country farms and forestry blocks showed,

The total rates paid from forestry blocks planted after 1991 has decreased over the last 13 years by as much as 14%.

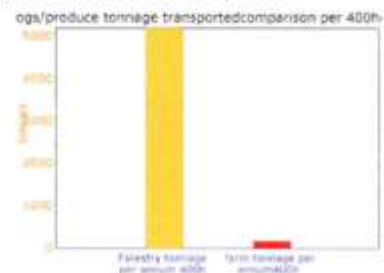
The total rates paid from sheep and Beef farms over the last 13 years has increased by 70%.

Tonnage leaving a forest of 400ha per year is 5200 tonnes.

Tonnage leaving a farm of 400 ha per year is 165 tonnes.

Concerned Citizen

Ben Lee.



Addendum;

How much do logging trucks contribute from RUC funds in the NLTF that matches local body investment? A difficult question that I couldn't answer. It is also worthy to note that log transportation is recognized as the most expensive commodity to transport. So laying additional costs on their section of the industry seems unfair.

However,

According to the "Impact summary; increases to road user charges 2019/20"

And the " RUC : Applying lessons learned in NZ to the US" report 2019.

In the NLTF once ratepayer funds are added to it the fund is made up of a 20% contribution from heavy trucks.

The local roads funding as a percentage share is 44% local rates, 8% vehicle licensing, 23% light RUC and petrol tax, and 25% heavy RUC.

The National heavy truck fleet is approx 155 000. How many are logging trucks and as a percentage which trucks are using our rural roads the most?

Ref; New Zealand forestry Handbook,

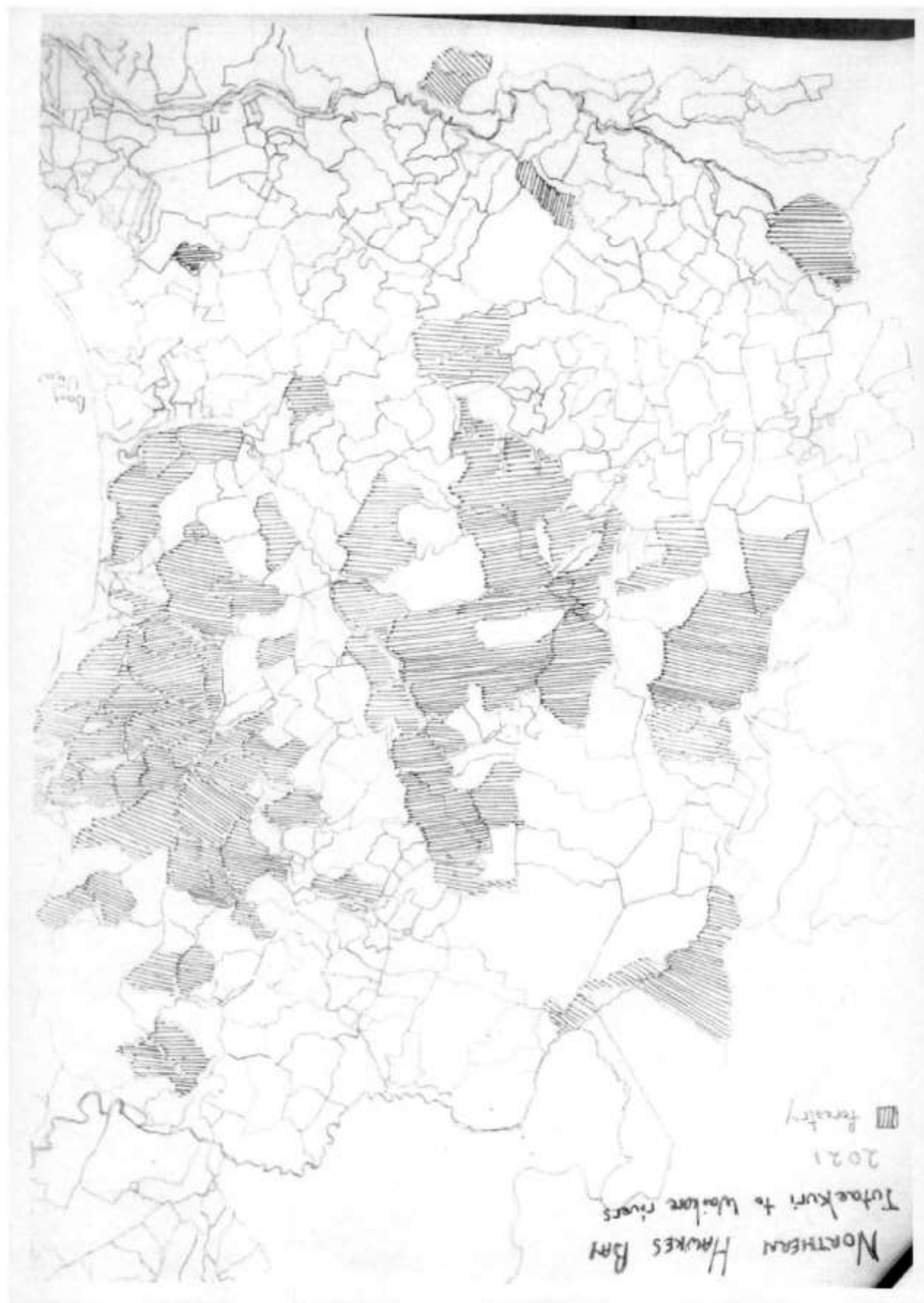
The Hastings District council web site,

RUC Applying Lessons Learned,

Impact summary increases to RUC 2019,

NZTA







Strategy Manager
Hastings District Council
Private Bag 9002
HASTINGS

**Submission to:
Draft Long Term Plan 2021/31**

Submissions close 7th May 2021

(*Mandatory field)

| | |
|------------------------|--|
| Title: | <input type="text" value="Focus Maraekakaho"/> |
| First name: | <input type="text" value="Jenny"/> * |
| Last name: | <input type="text" value="Foote"/> * |
| Street address: | <input type="text" value="3311 SH 50 RD1 Hastings"/> * |
| Daytime contact phone: | <input type="text" value="021 427 278"/> * |
| Evening contact phone: | <input type="text" value="021 427 278"/> |
| Email address: | <input type="text" value="jenny@footefamily.co.nz"/> |

Please indicate whether or not you wish to speak to your submission at a Council Meeting set down for hearing submissions, commencing **08 June 2021**.

- ☒ Yes
☐ No

If your submission is a rural matter, it will also be discussed at the Rural Community Board Meeting (24 May 2021).

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

- ☒ Yes
☐ No

What are the main topics in your submission?

1. Focus Maraekakaho requests a new 5 year Community Plan 2023 – 2028.
2. Focus Maraekakaho requests \$25,000 to support the construction and installation of 3 new village entry threshold signs.
3. Focus Maraekakaho requests that Council give priority to traffic calming measures in Maraekakaho in the next Annual Plan round.

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

Focus Maraekakaho (Focus MKK) is an active community advocacy group based in Maraekakaho.

The current Maraekakaho Community Plan 2017 – 2022 was developed by Focus MKK in direct consultation with the local Maraekakaho community, with support from Hastings District Council.

Focus MKK would like to formally inform Hastings District Council that we would like our Community Plan to be renewed when it expires at the end of 2022, with a view to developing a new 5 year plan 2023 – 2028.

We have worked hard to achieve the goals set out in the current plan, and have seen wonderful successes. Please see Appendix I for some of our completed objectives. We are still working hard to achieve continued community engagement and improvement, with our Community Plan at the heart of what we do. While the plan won't expire for another 18 months, we want to ensure that Council includes it in your Long Term Plan.

This year we used the Community Plan to create an annual action plan, which we are working off this year to streamline the projects at the forefront of our community. These include:

- Connecting the Maraekakaho Community – building a business network, hosting a youth night, installing a community noticeboard, developing a community welcome pamphlet
- Roading – Installation of village entry threshold signage, traffic calming measures, roadside planting
- Safety & Security – supporting Safer Hastings initiatives, promoting Neighbourhood Support
- Health & Wellbeing – promoting rural safety and support
- Emergency preparedness – developing a community resilience plan with CDEM

Our plan is to continue to create annual action plans, but we believe it is still imperative for our community to have an overarching plan to guide the future of Maraekakaho.

Focus MKK has been actively seeking funding from external sources to support our community plan actions. In November 2020 we received \$4,960 from the Ministry of Social Development Community Capability and Resilience Fund to support our community plan initiatives that support our community's rebuild and recovery from COVID-19.

Road safety is a key priority for our community. **We request that Council give priority to traffic calming measures in Maraekakaho in the next Annual Plan round.**

We also would like to apply for \$25,000 to support the construction and installation of 3 new village entry threshold signs.

We have been working with Council (including the Parks & Open Spaces team) and the community to develop the concepts for these signs. Please see Appendix II for details. These signs have been in the pipeline for the past three years, and are finally coming to fruition after much of the background work (artist's rendition, engineering report, quotes for building work and consent from local landowners) has taken place. Where possible, we will be using community muscle power to build these signs, but will need to pay for material costs and

some professional work, as well as consents from the council. This will cost approximately \$8,500 per sign. We will cover any extra amount with external grants applications.

We believe these signs will enhance Council's Gateway Strategy by providing a sense of arrival to our community with each of the art works relevant to their locations throughout our community (e.g. horticulture/agriculture/viticulture/community).

Focus MKK has a proven success record with an active, well connected community. We have greatly appreciated Hastings District Council's support in our endeavours to this point, and in anticipation of your continued support for both our immediate roading objectives and future community plan aspirations look forward to working with you in the future.

Kind regards,
Focus Maraekakaho Team
George McMillan (chair)
Michael Hope
Jenny Foote
Helen Liddle
Jonathan Stockley
Kate Renton
Darryl Judd
Rae Willets

Please Note: Your submission is a public document for the use in the Long Term Plan process.

Appendix I: Maraekakaho Community Plan completed objectives




Maraekakaho Community Plan 2017 - 2022

INTEREST GROUP COMPLETED OBJECTIVE

| OBJECTIVE | ACTION | TIMELINE/ MEASURE | COMMUNITY | PARTNERSHIPS |
|---|-------------------------|------------------------|--|--------------------------|
| 1. Roadway <ul style="list-style-type: none"> Enhance road safety for all users including vehicles, pedestrians, cyclists and horse riders. Ensure our roads and their shoulders/shoulder/sideways connect our community. Future proof roadways to allow for future community expansion and needs. | Planting along roadways | Completion August 2019 | <ul style="list-style-type: none"> Plant Karoro Road roadside from east of Salsbery Lane to SH 52 and along SH 52 where appropriate on Karoro Road. Designed for beautification. Help residents know they are entering a community. create a sense of identity and community. Beautify 500m of Karoro Road with plantings. | HDC ASBC KororoRDC |





Want to get involved?

Contact Focus Maraekakaho through our Facebook page [@focusmkk](https://www.facebook.com/focusmkk)







Maraekakaho Community Plan 2017 - 2022

INTEREST GROUP COMPLETED OBJECTIVE

| OBJECTIVE | ACTION | TIMELINE/ MEASURE | COMMUNITY | PARTNERSHIPS |
|---|---------------------------|-------------------|---|---|
| 3. Community Facilities Ensure appropriate local facilities are available, accessible, and welcoming for community use. | Create a recycling depot. | 2017 | <ul style="list-style-type: none"> • Work with the council to place a recycling facility in the designated position. • Facilitate planting at the depot. • Monitor the depot to ensure it is kept tidy & raise with HDC if problems arise. | HDC Russell Road FocusMKK MKK School |





Want to get involved?

Contact Focus Maraekakaho at info@focusmkk.org.nz or visit our [Facebook page](#) or call Focus Maraekakaho Chairman Charlie Bagard on 027 240 8294.







Maraekakaho Community Plan 2017 - 2022

INTEREST GROUP COMPLETED OBJECTIVE

| OBJECTIVE | ACTION | TIMELINE/ MEASURE | COMMUNITY | PARTNERSHIPS |
|--|---|------------------------------|---|---|
| 6. Safety and Security Maintain current low levels of reported crime and minimise growth in criminal/antisocial behaviour. | Expand current Neighbourhood Support network and ensure all new residents know about it. Regulate all Neighbourhood Watch signs. | August 2018 June 2018 | <ul style="list-style-type: none"> Each road/community area to have contact person. Plan how to communicate in an emergency. Involve in erection of signs. Help with raising funds. Provide new strategic signs on private land. New signage to include CCTV cameras operating in the area. | Neighbourhood Support Neighbourhood Support Police |





Want to get involved?

Contact Focus Maraekakaho through our Facebook page [@focusmkk](https://www.facebook.com/focusmkk)






Maraekakaho Community Plan 2017 - 2022

INTEREST GROUP COMPLETED OBJECTIVE

| OBJECTIVE | ACTION | TIMELINE/ MEASURE | COMMUNITY | PARTNERSHIPS |
|--|--|---|---|--|
| <p>3. Emergency preparedness</p> <p>Improve the overall preparedness of our community and ability to respond and recover from emergencies and adverse events.</p> | Encourage all families to link at their resilience and to prepare emergency plans. | Initial projects initiated by June 30/18 then ongoing | Develop preparedness and planning projects with community groups and organisations e.g. school, Gumbies, youth group. | FocusMKK MKK Civil Defence Team Community groups |



Want to get involved?

Contact Focus Maraekakaho through our Facebook page [@FocusMKK.org.nz](#)



Appendix II: Maraekakaho Village Entry Threshold Signage Concepts




Maraekakaho Community Plan 2017 - 2022

INTEREST GROUP OBJECTIVE – ROADING

| OBJECTIVE |
|---|
| 1. Roading |
| <ul style="list-style-type: none"> Enhance road safety for all users including vehicles, pedestrians, cyclists and horse riders Ensure our roads and their shoulders/berms always connect our community Future proof roading to allow for future community expansion and needs |
| ACTION |
| Erect threshold signage to mark the entrance to Maraekakaho |
| TIMELINE/MEASURE |
| August 2018 |
| COMMUNITY |
| <ul style="list-style-type: none"> Design signage using local artists Erect signs near the Whimmet and Gairdner Brewery (SH 302) and the West side of the Village on Kereka Road |
| PARTNERSHIPS |
| Focus MKE HDC NETA Local Community Artists |



Want to get involved?

Contact Focus Maraekakaho at info@focusmkk.org.nz or visit our Facebook page or call Focus Maraekakaho Chairman Charlie Bogard on 027 340 8294





5/5/2021

Wufoo - Entry Detail

HDC - 2021 - 2031 Long Term Plan

COMPLETE

#72

CREATED



PUBLIC

May 4th 2021, 7:52:30 pm

IP ADDRESS



* Name

Amy RENALL

Address

141 Wenley Road, Raukawa

Hastings

Hawkes's Bay

4174

New Zealand

* Daytime contact phone:

272455897

Evening contact phone:

(No response)

* Email

meandamyastin@gmail.com

Please indicate whether or not you wish to speak to your submission at a Council Meeting set down for hearing submissions, commencing 8 June 2021.

No

If your submission is a rural matter, it will also be discussed at the Rural Community Board Meeting (24 May 2021). Please indicate if you also want to speak to the Rural Community Board.

No

What are the main topics in your submission?

The sealing of Rural roads.

<https://app.wufoo.com/entry-manager/1681/entries/72>

1/2

5/5/2021

Wufoo - Entry Detail

Please tell us your views in the text box or by attaching your submission below.

I currently reside on a stretch of gravel road approximately 2km long. The road, being Wenley Road is approximately 20km from Hastings.

The gravel on the road is becoming more and more dangerous as the traffic using the road is increasing.

There are 5 resident houses, with another two sites being created this year for more houses and further sites planned over the coming years. However the main use of the road is by agriculture with a large new flat block being sold this year and the Rocket Apples.

The traffic on the road is now continuous and at times all through the night causing huge ruts in the road.

The road during the summer months kicks up so much dust from the trucks and vehicles it is at times difficult to see more than 20 metres. The dust is also causing health issues with my husband who has chronic asthma and a child at another address, the dust covers everything, washing, any outdoor seating, vehicles and it makes it really miserable if you are walking on the road.

During the winter the gravel turns to mud, this makes it slippery to drive on. There is an intersection just up from our house where the drainage is so bad it floods with any decent rain meaning you are driving in a huge puddle approximately 0.5m deep which for our elderly neighbour would be quite scary to drive through.

Myself and my neighbours have called continuously about this stretch of road, and are continually told we don't have enough traffic to seal it. This seems hardly fair when there is no measure, with only one recording being set during covid lockdown for a couple of days. Also no appreciation of the traffic during harvesting. During the last 7 days the road has had continuous trucks and vehicles day and night going in and out and every morning when getting the kids to school the road is getting worse and worse.

This submission is to request that this road is sealed for the safety of the residents.

Attach your submission

<https://app.wufoo.com/entry-manager/1681/entries/72>

2/2

5/5/2021

Wufoo - Entry Detail

HDC - 2021 - 2031 Long Term Plan

COMPLETE

#74

CREATED



PUBLIC

May 5th 2021, 8:34:25 am

IP ADDRESS



124.157.85.162

* Name

Dennis Hall

Address

1161 SH2

Wairoa Road

Napier

4182

New Zealand

* Daytime contact phone:

69745157

Evening contact phone:

274975153

* Email

Dennis.Hall@panpac.co.nz

Please indicate whether or not you wish to speak to your submission at a Council Meeting set down for hearing submissions, commencing 8 June 2021.

No

If your submission is a rural matter, it will also be discussed at the Rural Community Board Meeting (24 May 2021). Please indicate if you also want to speak to the Rural Community Board.

No

What are the main topics in your submission?

Rural Roding network improvement proposal as discussed in the Hastings District 2021 - 2031 Long Term Plan Consultation Document

Please tell us your views in the text box or by attaching your submission below.

Please see attached submission

Attach your submission

final_submission_5_may_2021.pdf

<https://app.wufoo.com/entry-manager/1681/entries/74>

1/1



1161 SH2 Wairoa Road
Private Bag 6203
Hawke's Bay Mail Centre 4142
Napier, New Zealand
Phone 64 6 831 0100
Email: panpac@panpac.co.nz

5 May 2021

Strategy Manager
Hastings District Council
Private Bag 9002
Hastings

By Online Submission

Hastings District 2021 – 2031 Long Term Plan

1. This is a submission by Pan Pac Forest Products Limited (Pan Pac) on the Hastings District 2021 – 2031 Long Term Plan (the Plan).
2. Pan Pac is a member of the Forest Owners Association (FOA), Wood Processors and Manufacturers Association (WPMA), New Zealand Pine Exporting Companies (NZPEC), Road Transport Forum (RTF), Hawke's Bay Forestry Group (HBFG) and we support the aspects of these industry associations submissions where they are consistent with this submission.
3. Pan Pac would like to recognise the very positive relationship we have with the Hastings District Council Asset Management team who we meet with on a 6 monthly basis to discuss woodlot and Pan Pac forests cartage plans for the next 5 years or so.
4. Pan Pac has a log cartage contractor workforce of some 100 truck and trailer units that transport about 2.1 million tonnes of logs from the forests to the Pan Pac manufacturing site at Whirinaki, to other domestic processors and to the Port of Napier for export. This cartage covers about 20 million kms per annum of which we estimate 40% is on Hawke's Bay rural roads i.e., about 8 million kms per annum.

Key Points

5. Pan Pac as a ratepayer of the Hastings District Council supports the investment in rural roads as they are the backbone of Hawke's Bay rural activity and this infrastructure is vital to the operations of Pan Pac.
6. Hastings District, Hawke's Bay as a region and the Hawke's Bay economy is very reliant on the rural roading network.
7. The standard of the rural roading network is dependent on the amount of money that is spent on it.
8. Pan Pac is supportive of a safe, efficient and resilient rural roading network with associated infrastructure.
9. Pan Pac supports the preferred option of a balanced investment that will see a lift in rates to fund improvements to the rural roading network from \$6 million currently to \$11 million in year six of the Plan.
10. Pan Pac supports the work planned to improve drainage, increase resealing of roads to 80km per annum over 6 years, increasing investment in unsealed road metalling to align with periods of intense forestry harvesting, escalating investment in road safety projects to meet new national standards and continuing the seven year programme of bridge strengthening works.

11. The Health, Safety and wellbeing of the workforce whether it be directly employed, or contractors is paramount to Pan Pac. Therefore, the rural roading network needs to be safe and well maintained.
12. Pan Pac's log cartage drivers are concerned with the current condition of some rural roads in the Hastings District. Those concerns include the number of corrugations, rutting, potholes and narrowness of these roads. Pan Pac's log cartage fleet is fitted with Central Tyre Inflation (CTI) systems. This allows the driver to adjust tyre pressures from the cab of their truck to suit the speed and weight of the unit but does not greatly assist with countering the effects of poor road conditions as described above.
13. The bridge strengthening work currently underway across the District is critically important to Pan Pac. Some bridges are still limited to 44 tonnes which restricts the gross truck and trailer weight and also means heavy transporters used for harvesting and other large machinery cannot use these bridges. The current weight restriction on the Rissington Bridge results in significant detours for large forest areas impacting on efficiency, productivity and increased fuel costs with the associated carbon footprint impacts.
14. Widening of rural roads e.g., Heays Access Road, Bell Rock Road, Kereru Road and Soldiers Settlement Road would be beneficial to the safety of our log cartage operators and for those rural ratepayers using these roads.
15. Pan Pac would support the performance of road maintenance and repairs (rural and urban) outside of normal operational hours (6:00am – 6:00pm) to reduce the impact on an already congested roading network.

Conclusion

16. We appreciate the opportunity to submit on the Plan and look forward to a safe, resilient and efficient rural roading network being in place for the benefit of the rural community and the Hawke's Bay economy.

Yours sincerely
Pan Pac Forest Products Limited



Dennis Hall
Company Secretary

5/6/2021

Wufoo - Entry Detail

HDC - 2021 - 2031 Long Term Plan

COMPLETE

#89

CREATED



PUBLIC

May 6th 2021, 12:15:18 pm

IP ADDRESS



* Name

Tom Wallace

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Auckland

1020

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21911566

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(No response)

* Email

tom@re-leased.com

Please indicate whether or not you wish to speak to your submission at a Council Meeting set down for hearing submissions, commencing 8 June 2021.

No

If your submission is a rural matter, it will also be discussed at the Rural Community Board Meeting (24 May 2021). Please indicate if you also want to speak to the Rural Community Board.

No

What are the main topics in your submission?

Banning vehicles at Waimarama Beach between Pouhokio stream and Kuku Rocks.

Please tell us your views in the text box or by attaching your submission below.

I believe there should be a vehicle ban (with the exclusion of vehicles that are towing boats) between Pouhokio stream and Kuku Rocks at Waimarama Beach.

Over the years the beach has become more and more popular, especially towards the Northern end of the beach which used to be sparse. It is now common to see cars and two-wheel motorbikes driving very fast along the beach and weaving between children playing in the sand. It is clearly dangerous and I believe there will be a serious accident in the near future if action is not taken.

Regards,
Tom Wallace.

<https://app.wufoo.com/entry-manager/1681/entries/89>

1/2

5/6/2021

Wufoo - Entry Detail

HDC - 2021 - 2031 Long Term Plan

COMPLETE

#90

CREATED



PUBLIC

May 6th 2021, 12:52:49 pm

IP ADDRESS



* Name

Sophie Wallace

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Hawke's Bay

Havelock North

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sophiejanewallace@gmail.com

Please indicate whether or not you wish to speak to your submission at a Council Meeting set down for hearing submissions, commencing 8 June 2021.

No

If your submission is a rural matter, it will also be discussed at the Rural Community Board Meeting (24 May 2021). Please indicate if you also want to speak to the Rural Community Board.

No

What are the main topics in your submission?

Total ban of vehicles at Waimarama Beach between Pouhokio Stream and Kuku Rocks.

Please tell us your views in the text box or by attaching your submission below.

I have been extremely alarmed and horrified at the reckless driving and speeding taking place by motorbikes and vehicles on the beach, particularly during the busy summer months. The lagoon area attracts a particularly high volume of cars; on many occasions I have witnessed motor vehicles and motorbikes attempt to do wheelies and donuts in this area - always skidding and often coming very close to rolling. Young families play in this area and the current arrangement is a disaster waiting to happen. I urge you to please ban vehicles before it is too late. I've heard other families now say they would rather go to Mt Maunganui for a summer holiday where there are no vehicles as the vehicles scare them so much.

Attach your submission

<https://app.wufoo.com/entry-manager/1681/entries/90>

1/1

5/6/2021

Wufoo - Entry Detail

HDC - 2021 - 2031 Long Term Plan

COMPLETE

#85

CREATED



PUBLIC

May 6th 2021, 10:27:31 am

IP ADDRESS



* Name

Maree Sorensen Wallace

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4294

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mareesw@hotmail.com

Please indicate whether or not you wish to speak to your submission at a Council Meeting set down for hearing submissions, commencing 8 June 2021.

No

If your submission is a rural matter, it will also be discussed at the Rural Community Board Meeting (24 May 2021). Please indicate if you also want to speak to the Rural Community Board.

No

What are the main topics in your submission?

Vehicle access at Waimarama beach.

<https://app.wufoo.com/entry-manager/1681/entries/85>

1/2

5/6/2021

Wufoo - Entry Detail

Please tell us your views in the text box or by attaching your submission below.

I would like to see a total vehicle ban at Waimarama beach between Pouhokio stream and Kuku Rocks.

It would preserve the " lovely natural environment " as is written in The Hastings District Council mission statement.

It would stop any confrontation on the beach when vehicles are driving dangerously.

It would add to the amenity value of Waimarama beach for all who use it.

It would make the beach safer for everyone, at the moment vehicles on the beach are a tragedy waiting to happen.

It would be possible to make Waimarama beach once more take its place as one of New Zealand's finest.

Attach your submission

<https://app.wufoo.com/entry-manager/1681/entries/85>

2/2

5/7/2021

Wufoo - Entry Detail

HDC - 2021 - 2031 Long Term Plan

COMPLETE

#104

CREATED



PUBLIC

May 6th 2021, 11:13:54 pm

IP ADDRESS



* Name

Jeremy MacLeod

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4120

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Evening contact phone:

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* Email

jeremy@kahungunu.lwi.nz

Please indicate whether or not you wish to speak to your submission at a Council Meeting set down for hearing submissions, commencing 8 June 2021.

Yes

If your submission is a rural matter, it will also be discussed at the Rural Community Board Meeting (24 May 2021). Please indicate if you also want to speak to the Rural Community Board.

What are the main topics in your submission?

- Vehicle access to Waimarama Beach

Please tell us your views in the text box or by attaching your submission below.

There has been numerous concerns raised by the Waimarama community regarding the dangerous situation involving vehicles speeding and hoorning down the beach, namely between the Paparewa entrance to the Herring Pool, but also extending north to Waipuka. The Waimarama Māori Committee wishes to speak to this issue with the Council on 8 June 2021. The issue creates huge safety concerns for the community and we want the Council to consider serious action to eradicate this problematic issue.

Attach your submission

<https://app.wufoo.com/entry-manager/1681/entries/104>

1/1

5/7/2021

Wufoo - Entry Detail

HDC - 2021 - 2031 Long Term Plan

COMPLETE

#98

CREATED



PUBLIC

May 6th 2021, 5:45:03 pm

IP ADDRESS



* Name

Jonathan Wallace

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Please indicate whether or not you wish to speak to your submission at a Council Meeting set down for hearing submissions, commencing 8 June 2021.

Yes

If your submission is a rural matter, it will also be discussed at the Rural Community Board Meeting (24 May 2021). Please indicate if you also want to speak to the Rural Community Board.

Yes

What are the main topics in your submission?

Amenity values of our beaches.

5/7/2021

Wufoo - Entry Detail

Please tell us your views in the text box or by attaching your submission below.

I submit that the seasonal ban on vehicle access to Waimarama Beach be changed to permanent. Reasons:

1. Confrontation. I have witnessed many incidents of (mainly parents of young bathers) yelling at drivers of vehicles driving through picnic, swimming and play areas. This leads to heated arguments which will soon turn to violence.
2. Safety. As above, someone will soon be seriously hurt or killed.
3. Amenity value. This stretch of beach is one of the jewels in Hawke's Bay's crown and it is seriously being compromised by a few who choose to drive through an occupied beach.

There is no necessity for vehicles to drive on the main popular portion of the beach with the exception of vehicles towing watercraft. Access is regularly available off the roads that run in close parallel. The seasonal nature of the ban makes it confusing. A permanent ban would bring certainty.

Attach your submission

<https://app.wufoo.com/entry-manager/1681/entries/98>

2/2

5/7/2021

Wufoo - Entry Detail

HDC - 2021 - 2031 Long Term Plan

COMPLETE

#117

CREATED



PUBLIC

May 7th 2021, 10:53:07 am

IP ADDRESS



* Name

Sam Wallace

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sam@shgl.co.nz

Please indicate whether or not you wish to speak to your submission at a Council Meeting set down for hearing submissions, commencing 8 June 2021.

No

If your submission is a rural matter, it will also be discussed at the Rural Community Board Meeting (24 May 2021). Please indicate if you also want to speak to the Rural Community Board.

No

<https://app.wufoo.com/entry-manager/1681/entries/117>

1/2

5/7/2021

Wufoo - Entry Detail

What are the main topics in your submission?

Hi there,

I would like consideration to be given to ban motor vehicles from Waimarama Beach from Pouhokio to Kuku.

The beach is a lovely family destination and used by all members of the Hawke's Bay community. I cherish memories of old growing up and playing at the beach.

It seems backward that there is not a full motor vehicle ban along this strip to protect the safety of the families that use it.

There is no functional / practical purpose for people to drive cars or motorbikes along that strip of beach. It creates major safety concerns.

Council should protect themselves before a terrible incident occurs with a collision by banning motor vehicles along the stretch.

There is plenty of less populated areas of beach to the north for people to drive cars and motorbikes down that don't have negative impact on people's safety and general amenity and enjoyment of the beach.

It would be well considered to follow through on this ban.

Regards,

Sam

Please tell us your views in the text box or by attaching your submission below.

(No response)

Attach your submission

5/7/2021

Wufoo - Entry Detail

HDC - 2021 - 2031 Long Term Plan

COMPLETE

#133

CREATED



PUBLIC

May 7th 2021, 2:32:02 pm

IP ADDRESS



* Name

Beverly Te Huia

Address

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Waimarama

Hastings

4150

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21572006

Evening contact phone:

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* Email

beverly@choices.maori

Please indicate whether or not you wish to speak to your submission at a Council Meeting set down for hearing submissions, commencing 8 June 2021.

Yes

If your submission is a rural matter, it will also be discussed at the Rural Community Board Meeting (24 May 2021). Please indicate if you also want to speak to the Rural Community Board.

Yes

What are the main topics in your submission?

Property damage, faecal pollution, sand dunes destruction, unlawful firefighting and rubbish dumping due to public access.
Danger to private owners, children and animals.

<https://app.wufoo.com/entry-manager/1681/entries/133>

1/2

5/7/2021

Wufoo - Entry Detail

Please tell us your views in the text box or by attaching your submission below.

Our whānau and hapu live on our Māori own land in Waimarama/Waipuka. We have done so for generations. This land extends from Waingongoro stream to Waikoukou stream in Waipuka (ocean beach). Throughout the generations we have seen people come and go, including vehicle access along the beach increase. As a whānau, we have also enjoyed this privilege to access the long stretch of Waimarama and Waipuka by motor bike, car, truck or tractor. However, we have recently witnessed the destruction to the environment, private land and property, alongside the danger to people and animals, that having vehicle access along the beach has now become.

Hastings District Council is responsible for the access gained by public along Waimarama and Ocean beach. Our whānau and Marae hapu (Hinitemoa) would like access for motorbike and cars to STOP. People who have access have destroyed our property, batches, fencing and signs. They also use our lands as a toilet and the sand dunes for 4wheeling. We feel stressed and burdened by hot summer weekends, when we are confronted by dirty sunbathers, who poo on our lands, tear up our land and dunes with their bikes and drive the 4 wheel trucks up Waingongoro stream. We have been abused by people, when we have asked them not to dump rubbish, tear down the signs or burn or cut our fences. There is an expectation and privilege that NZ beaches and sand dunes are public property, which is there to be enjoyed by whom ever and however. We have recently started native Rongoa planting and monitoring wildlife within our hapu boundary. The birds that nest on our lands do so in winter undisturbed. However, summer visitors bring their roaming dogs and have killed many nests. Again, they have accessed this from along the beach. The increasing danger to people, property and environment by allowing vehicle and motorbike access along Waimarama beach will only to worsen.

Most beaches in NZ no longer allow vehicle access due to the dangers and damage. We have more vehicles, 4 wheelers, and people, therefore to stop access now will allow the natural rebuild of sand dunes, fun and flora before it is completely destroyed.

Nga Mihi.
Beverly

Attach your submission

<https://app.wufoo.com/entry-manager/1681/entries/133>

2/2

5/6/2021

Wufoo - Entry Detail

HDC - 2021 - 2031 Long Term Plan

COMPLETE

#87

CREATED



PUBLIC

May 6th 2021, 11:46:27 am

IP ADDRESS



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ANTON MAURENBRECHER

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Evening contact phone:

6468750087

* Email

benaz@xtra.co.nz

Please indicate whether or not you wish to speak to your submission at a Council Meeting set down for hearing submissions, commencing 8 June 2021.

Yes

If your submission is a rural matter, it will also be discussed at the Rural Community Board Meeting (24 May 2021). Please indicate if you also want to speak to the Rural Community Board.

Yes

What are the main topics in your submission?

- We question the relevance and underlying Town Planning principles of the LTP process in the light of the rapid changes in our environment, climate change, Covid 19, immigration law changes and changes to the RMA.
- We question the true nature of the consultation process as not taking proper regard for lay input.

Please tell us your views in the text box or by attaching your submission below.

(No response)

Attach your submission

final_ltp_submission_maurenbrecher_.pdf

<https://app.wufoo.com/entry-manager/1681/entries/87>

1/1

Submission on the Hastings District 2021-2031 Long Term plan

Submitter: Anton Louis Maurenbrecher

Date: 5 May 2021

This submission refers to the following reports:

- [Our Land 2021 report](#)
- [The Expert-Policy Political Nexus and High-Impact Risks](#) (Gluckman & Bardsley, 2021)
- [Migration and New Zealand's Frontier Firms](#) (NZIER, 2020)
- [productivity.govt.nz/assets/Documents/Terms-of-reference-v5.pdf?vid=3](#) (Robertson, 2021)

Our main concerns for the planning principles behind the LTP are as follows:

- A lack of recognition of the Human Capital Stock of Hawkes Bay as an integral part of the 'Versatile Soils of the Heretaunga Plains'.
- There appears to be a bias for supporting global enterprises into obtaining large tracts of land under the amalgamation rules at the cost of smaller enterprises. Global enterprises have been shown to be sensitive to changes in immigration policy. This has been discussed in an [NZIER report to the New Zealand Productivity Commission](#) and can be evidenced in the following quote:
7.2 The rest of the economy Second, excessive low-skilled migration is likely to depress productivity, by reinforcing lowwage, low-productivity business models; hampering the development of human capital by New Zealanders, especially those facing other challenges to employment (social disadvantage, low school achievement); and supressing the gains from automation and other capital investment.

This also appears to be subject of a new enquiry into immigration settings for New Zealand's long-term prosperity and wellbeing. We note that the NZIER report states that present immigration policy does not appear to have led to a significant increase in productivity.

- There appears to be a trend towards accepting biased expert advice in favour of local experience (see table 1, P.18 on cognitive biases and heuristics in the [Gluckman/Bradley report](#)).
- It is our contention that smaller enterprises (Ma and Pa Orchards) are able to fully utilise the Capital Stock of the land in conjunction with the Human Capital Stock and are likely to be more innovative.
- The term 'Human Capital Stock' is in danger of being associated with slavery rather than the description of a skill set. It is possible that we are undervaluing our local workforce. The Hawkes Bay 'skill set' is inextricably associated with the utilisation of versatile soils. This includes the capacity to house 'Human Capital Stock' in suitable locations without unduly impinging on versatile soil.
- The LTP appears to focus on the urban environment at the cost of the rural environment. A policy of compact development may not be what is needed in a changing environment that is struggling to house rural workers and middle management.
- We do not think that the LTP is reacting to change rapidly enough. The Clifton to Tangoio Coastal Hazards Strategy 2120 is an example of a study that has dragged on too long and now appears to

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have been taken out of the LTP. Managed Retreat appears to have taken a backseat to the demands of vested interests of coastal landowners.

- We do not see the LTP process as suited to the present need, being too slow and likely to be overtaken by changes to the RMA and ratification of the new National Policy Statements with consequent likely changes to the Regional Policy Statements in a Schedule 1 process.

3

Below, we have tabled some comments and suggestions:

| LONG TERM PLAN STATEMENT | COMMENT | SUGGESTION |
|--|--|---|
| <i>The type of housing available in Hastings should match the diversity and needs of our people while also managing urban sprawl onto the productive Heretaunga Plains. Moving forward this will require a more compact community connected by a range of effective transport choices.</i> | What percentage of housing is for horticulture and agricultural workers? There would appear to be an emphasis on urban housing at the cost of rural solutions for a diverse workforce. The concept of 'compact development' is also something that must be addressed in the light of the recent pandemic and more public appetite to live at lower density. | Agricultural and horticultural workers could be better housed on rural residential blocks rather than compacted into cities. This would preclude the necessity for transport from an urban to a rural environment. |
| <i>It is important to connect our people, places, products and markets by providing a safe, effective road network that allows people and goods to travel where they need to go, however they choose.</i> | Would it be better to connect locally? I.e., 20-minute cities? https://www.stuff.co.nz/national/300017910/introducing-the-20-minute-city-the-real-city-of-the-future | Promote villages such as Haumoana, Te Awanga and Clive by connecting them to local services in flood and Tsunami safe areas rather than promoting travel to Hastings and Napier. The phrase: ' however they choose ' would indicate a lack of leadership in sustainable transport. |
| <i>Our economic success is linked to the success of our rural areas and rural communities who we will support while adapting to the changing environment.</i> | Recent consent decisions seem to show appetite for protecting the land capital stock without regard for the human capital stock of the rural community. Support appears to be available to large enterprises that can afford professional input at the cost of boutique operations. | Enable horticultural and Agricultural workers, both labour and managerial, to utilise marginal land as lifestyle, housing and boutique growing activities. |

4

| | | |
|--|---|---|
| <p><i>Maximising output from the land by retaining versatile and productive soils for food production, managing land use, and managing human behaviour which impacts water quality (an essential resource) is one of the most important themes running through our strategic direction. As a community we need to waste less and embrace a more sustainable way of living and look after our precious outstanding landscapes such as Te Mata Peak.</i></p> | <p>Granular mapping has been ignored in defence of the Integrity of the District Plan. Human Capital Stock has not been recognised as part of the 'versatility' of the land (as opposed to the 'versatility' of the soil).</p> <p>Below a quote from Our Land 2021 report: "Our exports and domestic food production currently rely on the small amount of highly productive land we have. Using land that is not highly productive for food growing, especially horticulture, results in lower yields unless more intensive land management approaches are used. Intensive land management is about getting the most from each hectare of land – maximising the yield of milk, meat, timber, fruit, vegetables, or crops. Intensive land management risks degrading the quality and health of the soil."</p> <p>There appears to be no reporting on the benefits of exports on the local communities. The Productivity Commission seems to suggest that there are no such benefits.</p> | <p>Rectify and update soil maps. Recognise local expertise in identifying correct land use. Allow low density rural residential proposals to sort their own sustainable water, power and wastewater solutions, at no cost to council.</p> |
| <p><i>Hasting District is experiencing high demand for housing. With 6,180 new residents predicted in our district by 2031, Council needs to ensure enough 'serviced' land is available to meet varying housing needs.</i></p> <p><i>It is also important to manage existing housing pressure points including housing affordability, seasonal worker accommodation and various social housing needs.</i></p> | <p>If 'serviced' land is in short supply, would it not be sensible to look at the availability of low-density land which can be serviced 'on site'.</p> <p>Variation 7 (now Plan Change 1) has limited accommodation versatility by delineating between RSE, social housing and visitor accommodation.</p> | <p>Allow removable accommodation to be used for whatever is required: Visitor , backpacker, emergency or disaster accommodation.</p> |

5

| | | |
|--|--|---|
| <p><i>Regional Coastal Strategy</i> <i>The Clifton to Tongoio Coastal Hazards Strategy 2120 is being developed to understand coastal hazards risks and the management options for this key part of the Hawke's Bay coastline. There are likely to be far reaching funding impacts for our community over time. The Forecasting assumption and effect of uncertainty Infrastructure Strategy sets out the process undertaken to date and future proposed steps. The full impacts have not been fully quantified, or a funding strategy agreed at this time. This work is in progress with the partner Councils and as highlighted in the LTP consultation document is likely to form a separate consultation process after the 2021-2031 Long Term Plan.</i></p> | <p>This should not be a 'medium' priority issue as stated in the full LTP report. Below, quote from the recent Gluckman/Bardsley report (P12):</p> <p><i>In New Zealand, much of the responsibility for reducing vulnerability and adapting to climate change is devolved to local and regional government. Despite knowledge of the potential impacts, insufficient and variable action has been taken, exemplified in delays by regional authorities in addressing the need for managed coastal retreat as a longer-term adaptation measure, and allowing continued seaside building in vulnerable areas. While some councils have produced reports, little action is as yet evident. These issues are complicated by questions around legal rights and responsibilities, and by the political challenge.</i></p> | <p>Allow discussion as part of the present LTP as to the timing and scope of a separate consultation on Coastal strategy without fear of being found to be 'out of scope'. Clarify Council's legal responsibility to provide up to date reports such as the Risk Register mentioned in the Gluckman/Bardsley report (P14, 2021).</p> |
|--|--|---|

2021. *Our Land 2021*. [ebook] Ministry for the Environment. Available at: <<https://environment.govt.nz/publications/our-land-2021/>> [Accessed 5 May 2021].

Gluckman, P., & Bardsley, A. (2021). *UNCERTAIN BUT INEVITABLE: THE EXPERT-POLICY-POLITICAL NEXUS AND HIGH-IMPACT RISKS* [Ebook]. Retrieved from <https://informedfutures.org/wp-content/uploads/High-impact-risks.pdf>

NZIER. (2020). *Could do better Migration and New Zealand's frontier firms* NZIER report to the New Zealand Productivity Commission [Ebook]. Retrieved from https://nzier.org.nz/static/media/filer_public/aa/90/aa90adcc-6b33-4b32-b329-8170a84493f5/migration_and_frontier_firms_-_for_release.pdf



6 May 2021

QEII submission on Hastings District Council draft LTP

We welcome the opportunity to comment on Hastings District Council (HDC)'s draft Long-Term Plan (2021-2031). Our comments relate to the council's role in protection of indigenous biodiversity in the region, and the opportunity for QEII and the Council to work together for conservation outcomes on private land.

1. QEII in Hastings District – partnering with landowners to protect indigenous biodiversity on private land

QEII plays an important role in biodiversity conservation in the Hastings District. We partner with private landowners to place covenants on their land to protect areas with open space values, in perpetuity. The scope of 'open space' is wide: covenants protect areas of cultural, historical, landscape, and most often, land with high indigenous biodiversity and conservation values.

An open space covenant is an agreement between QEII and a landowner to legally protect the open space values of an area. The covenant document sits on the land's title and is passed with the land to all subsequent landowners. The covenant document sets out what activities can and cannot be done inside the covenanted area.

Our Regional rep for the Hastings District, Troy Duncan, facilitates our work on the ground through trusted relationships with landowners and the rural community.

QEII regional representatives monitor covenants on a biennial basis, as well as offering support to landowners to enhance and manage their covenants to ensure the best outcomes for the values protected. Covenant protection is in perpetuity, and QEII works hard to uphold this protection.

Our positive and trusted relationships with landowners, the financial support we offer for covenant establishment, and the ongoing support and advice our reps give landowners for ongoing stewardship of their covenants are all essential for the success of the QEII model.

We support landowners by matching their contribution to the costs of establishment fencing for stock exclusion, paying for a survey of the area to be protected, and providing an 'establishment grant' for pest plant and animal control or revegetation where appropriate. We also run an annual contestable fund through which covenantors can apply for funding to continue stewardship of their protected areas.

There are 112 registered covenants in the Hastings District, protecting approximately 2,968 hectares of privately owned land, with more at varying stages of the registration process. Most of these covenants offer protection for areas with high-biodiversity value. There are many more areas of indigenous biodiversity in the district in need of protection.

We work with many councils across the country to support landowners on their conservation journeys. Currently, the council provides an incentive to landowners to protect biodiversity on their land through rates remission. This is highly valued by the landowners we work with. We can see further opportunities for QEII and HDC to collaborate more over the next ten years to accelerate the protection of indigenous biodiversity on private land in the Hastings district.

2. Biodiversity conservation in the district

In our submission, HDC needs to introduce a structured approach to protecting and managing indigenous biodiversity. Loss of indigenous biodiversity is still occurring on private land across the district and this work needs to be a priority for the council. Aside from ensuring the District Plan is always current, the draft LTP documents do not include any levels of service related to indigenous biodiversity.

Local authorities have an obligation under the Resource Management Act to recognise and provide for matters of national importance including:

- Preservation of the natural character of the coastal environment, wetlands, and lakes and rivers and their margins.
- Protection of outstanding natural features and landscapes.
- Protection of significant indigenous vegetation and significant habitats of indigenous fauna.

The likely introduction of an NPS-IB (National Policy Statement for Indigenous Biodiversity) this year will mean increased regulatory responsibilities for the council regarding biodiversity. It is expected that this will require all local authorities to identify and map Significant Natural Areas (SNAs) within their boundaries and introduce provisions to maintain them – including but not limited to managing adverse effect through the District Plan.

It is our observation that early engagement and support for landowners helps to smooth the transition towards a regulatory framework. We would like to see the council start taking steps towards engaging landowners with this work and putting in place incentives and support for landowners who are proactive in protecting and actively managing the areas of high indigenous biodiversity value on their land. Offering rates remission on land legally protected for conservation is a great start. We would also like to see the council explore options for establishing a grant to support landowners with conservation activities.

We see opportunities for QEII and HDC to work together to facilitate this work on private land. Around the country, other Councils have successfully incentivised private land conservation by contributing to fencing costs or pest plant and animal control when landowners commit to protection through QEII covenants. We would be happy to discuss opportunities to work together further with the council.

3. Rates remission

Hastings District Council currently provides rates remission on land voluntarily protected for natural, historic, heritage and cultural conservation purposes. This includes QEII covenants and the landowners we work with are very appreciative of this policy.

The financial advantage, while often small, sends a signal to the wider community that participation in biodiversity protection is valued and encouraged by the local council. We hope to see this support for landowners being proactive about protecting the special areas on their land (e.g. through covenanting with QEII) continue.

5/7/2021

Wufoo - Entry Detail

HDC - 2021 - 2031 Long Term Plan

COMPLETE

#101

CREATED



PUBLIC

May 6th 2021, 8:59:20 pm

IP ADDRESS



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Please indicate whether or not you wish to speak to your submission at a Council Meeting set down for hearing submissions, commencing 8 June 2021.

No

If your submission is a rural matter, it will also be discussed at the Rural Community Board Meeting (24 May 2021). Please indicate if you also want to speak to the Rural Community Board.

No

What are the main topics in your submission?

I would like to propose a park and ride system for public transport from Maraekakaho into Hastings, Havelock etc. Obviously not right now, but we need to plan for a future where we use less transport and every day hundreds of individual cars head into town from rural areas like Maraekakaho. As people become more mindful of the impact of transport I believe a bus system would become more viable and a park and ride could work really well. It would also be nice to have the bike path that finishes at Selini extended to make it to Maraekakaho as that would make biking much safer for our community.

Please tell us your views in the text box or by attaching your submission below.

(No response)

<https://app.wufoo.com/entry-manager/1681/entries/101>

1/2

5/7/2021

Wufoo - Entry Detail

Attach your submission

5/7/2021

Wufoo - Entry Detail

HDC - 2021 - 2031 Long Term Plan

COMPLETE

#115

CREATED



PUBLIC

May 7th 2021, 10:15:20 am

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Please indicate whether or not you wish to speak to your submission at a Council Meeting set down for hearing submissions, commencing 8 June 2021.

Yes

If your submission is a rural matter, it will also be discussed at the Rural Community Board Meeting (24 May 2021). Please indicate if you also want to speak to the Rural Community Board.

Yes

What are the main topics in your submission?

1. Health and Safety
2. Infrastructure
3. Gazetting of Districts

<https://app.wufoo.com/entry-manager/1681/entries/115>

1/2

5/7/2021

Wufoo - Entry Detail

Please tell us your views in the text box or by attaching your submission below.

1. Health and Safety of rural community. Whose responsibility?
2. Infrastructure: What evidence that it is fit for purpose? Are indices used by Council in need of review?
3. Gazetting of Districts over Tutaekuri River

Attach your submission

<https://app.wufoo.com/entry-manager/1681/entries/115>

2/2

SUBMISSION

TELEPHONE 0800 327 646 | WEBSITE WWW.FEDFARM.ORG.NZ



To: Hastings District Council

Submission on: **Draft Long Term Plan 2021-2031**

Date: 7 May 2021

Submission by: Hawke's Bay Federated Farmers

JIM GALLOWAY
HAWKE'S BAY PROVINCIAL PRESIDENT
Federated Farmers of New Zealand

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SENIOR POLICY ADVISOR
Federated Farmers of New Zealand
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Hawke's Bay Federated Farmers welcomes this chance to submit on the Hastings District Council draft Long Term Plan 2021-2031.

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

SUMMARY

1. Review all aspects of its operating spending to ensure it is appropriately phased, controlled, and directed to maximise its benefits. Overheads need to be reduced and not increased.
2. Review all its proposed capital projects to ensure they are appropriately prioritised and timed to maximise their benefits.
3. The rates examples on page 35 are shifted to page 3 of Planning Our Future, as this will be the most important information for most ratepayers.
4. The rural examples on page 35 need to be more reflective of true values and rates experienced by farms. The current examples are much too small to be representative of real farming properties.
5. Example properties need to show itemised rates, so readers can see what activities they fund and by how much.
6. Federated Farmers supports the high 26% level of the UAGC, and congratulates the Council on its transparent Funding Impact Statement.

7. That the UAGC is not used to fund 20% of the *Wastewater (Treatment - Domestic Waste)* activity, instead this activity should be fully funded by targeted rates, and the existing fees and charges and industry contributions.
8. The \$288,693 of the UAGC that was used to fund *Wastewater (Treatment - Domestic Waste)* is instead used to partially fund *Administration Buildings*.
9. We oppose the working dog fee increase to \$56 and submit it should remain at \$48.
10. Federated Farmers asks the Council what percentage of animal control costs originate from rural dogs, compared to urban dogs.
11. That working dog registration fees provide a discount for subsequent dogs.
12. That a flat fee is introduced to provide a discount for a team of 10 working dogs.
13. That a policy of fully funding the depreciation of the Three Waters is implemented, and that this funding be fully utilised to meet the current demand for renewals and upgrades.
14. Federated Farmers Federated Farmers congratulates the Council on sticking to it's policy of 100% targeted rates for water supply, wastewater treatment and sewerage disposal, paid by connected and serviceable properties.
15. That investigation into a hybrid road funding model consisting of a targeted uniform charge to reflect public benefit, as well as the existing land value general rate which recognises private benefit, is undertaken.
16. That hygiene of roading material and machines is increased to prevent the spread of weeds like Yellow Bristle Grass, Chilean Needle Grass and Thorn Apple.

RATES INCREASES

Federated Farmers is not impressed with the rates increases proposed by councils around the country. To demonstrate how far ahead rates increases are from the CPI rate of inflation, Federated Farmers has plotted rates inflation compared to the Local Government Cost Index, developed by BERL for the local government sector. This graph shows that rates are increasing well in excess of even local government costs for the last 20 years.



The proposed 7% per year for the next six years for Hastings District Rating Area Two is well above the rate of inflation and needs to be reigned in. There will be many opportunities within the Council budget to make do with current spending levels for many activities or even reduce the nice-to-have activities, in order to focus on the core services and infrastructure that need renewal.



The rates income for the previous three years has been an astounding \$247,470,000. As a comparison, Central Hawkes Bay District rates income for the previous ten years tallied \$202,097,066, and Hastings rated more than this in only three years. Hastings ratepayers will want to know why this income has not been sufficient for Council to not only conduct its operational business, but to conduct the renewal of core infrastructure that is the source of the proposed increases.

| Rating Year | Total Rates Income |
|---|----------------------|
| 2018 -19 | \$77,388,000 |
| 2019 -20 | \$82,165,000 |
| 2020-21 | \$87,919,000 |
| Total Rates Income for three years | \$247,472,000 |

A 190ha farm in Rating Area Two has paid \$64,812 in total rates to Hastings between the 2009-10 to 2020-21 rating years. Ratepayers have been paying towards roading for all this time, and to be told they need to pay even more towards this core infrastructure is mind-boggling.

We expect that austerity measures and a lowered prioritisation of nice-to-have activities are built into this Long Term Plan, in order to keep rates increases to a minimum and refocus financial resources onto core infrastructure. The plan should not be just to increase income via rates, it also needs to reduce unnecessary costs drastically.

Submission:

1. Review all aspects of its operating spending to ensure it is appropriately phased, controlled, and directed to maximise its benefits. Overheads need to be reduced and not increased.
2. Review all its proposed capital projects to ensure they are appropriately prioritised and timed to maximise their benefits.

RATES EXAMPLES

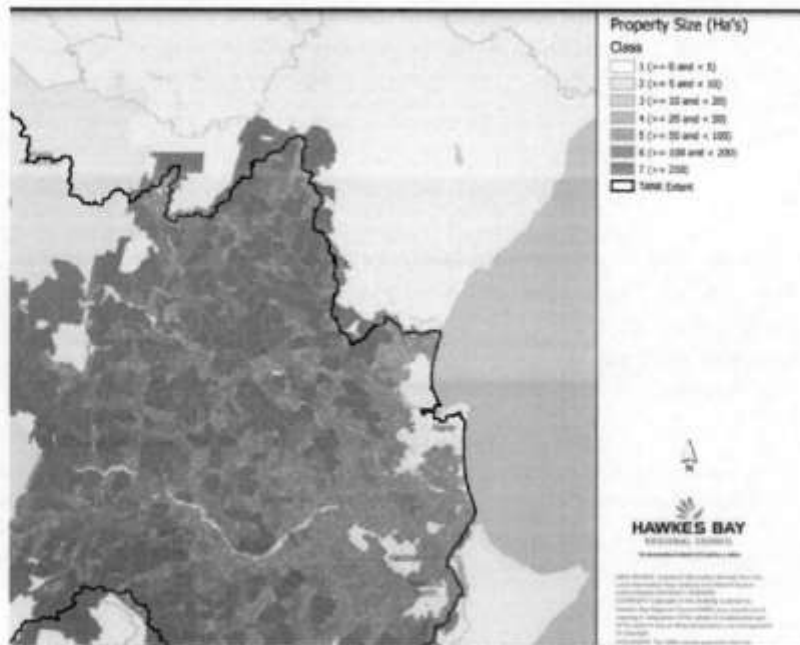
The rates examples on page 35 of the consultation document *Planning Our Future* should be much closer to the front of the document, perhaps on page 3 immediate after the Mayor and CE's address. This is the information that will have most meaning to ratepayers, and reminds them that all the proposed ideas presented in *Planning Our Future* will have an impact on their rates.

The rural examples selected by the Council on page 35 of the consultation document *Planning Our Future* are not reflective of the size and value of properties in the district, and their rates are masking the true cost of rates experienced by most farmers.

- A farm that is worth only \$1.13mil should be considered small, not large. As a comparison, a 54ha rural property in Bridge Pa has a land value of \$1.45 mil. 54ha is very small as far as farms go, with space for some grazing but the owner would need alternative income. This property will be paying \$3,966 in rates for the year ahead.
- A 190ha property at Mangatahi has a value of \$2.73mil, and this size of farm should be considered medium. This property will pay \$7,006 in rates for the 2021-22 year.
- A 586ha farm up at Kereru has a land value of \$5.79mil and will be paying \$15,319 for the 2021-22 rating year.

The examples for the rural properties in *Planning For Our Future* will all pay between \$1k and \$3k in rates per year. Many farmers would be very happy with the kind of rates in the examples! But the reality is many pay much, much more, and a bill of over \$10,000 per year is not unusual.

The Regional Council did a mapping exercise on property sizes during the TANK PC9 Section 42a Report. Unfortunately they used a continuous colour scale which isn't the easiest to see, but one can see that there are many properties in categories 6 and 7 being over 100ha, and over 200ha.



Although the total rates for each example property is useful to know, a detailed account of each rating mechanism would be better. Then ratepayers can see exactly what each example property pays towards and what activities they fund. Rural ratepayers would see that they pay the General Rate, the Community & Resources Rate, and the UAGC, and not rates targeted at the reticulated water and sewage that they do not receive service from. Hastings ratepayers receive itemised rates bills, so some itemised examples will be easy to provide.

Submission:

3. The rates examples on page 35 are shifted to page 3 of Planning Our Future, as this will be the most important information for most ratepayers.
4. The rural examples on page 35 need to be more reflective of true values and rates experienced by farms. The current examples are much too small to be representative of real farming properties.
5. Example properties need to show itemised rates, so readers can see what activities they fund and by how much.

UNIFORM ANNUAL GENERAL CHARGE

The draft LTP tells us that the UAGC will be increasing to \$208 per SUIP for the 2021-22 rating year ahead.

| Year | UAGC per SUIP | Total collected | Percentage compared to 30% allowable |
|------|---------------|-----------------|--------------------------------------|
| 2018 | \$236 | \$6,507,046 | 24% |
| 2019 | \$209 | \$6,066,554 | 23% |
| 2020 | \$200 | \$5,926,000 | 26% |
| 2021 | \$208 | \$6,259,000 | 26% |

We congratulate the Council on including such a clear Funding Impact Statement starting on page 166, that details how each individual rating mechanism is struck, totals expected, and even the UAGC percentage compared to total rates. Many councils are foregoing this vital information in their 2021-31 LTP consultation, so we are really pleased to see Hastings still providing this excellent transparency.

Back to the matter of the UAGC. Federated Farmers is pleased that at 26% Hastings is close to the legislative 30% maximum. A high use of the UAGC meets our *equal benefit = equal rate* principle, and reduces the reliance on property value rating mechanisms.

We also support the UAGC being selected to fund the activities of *Leadership, Valuation Services and Rate Collection*, and part of *Civil Defence*. These are activities that ratepayers benefit from the same, so it makes sense they should contribute the same to their funding.

However the activity of wastewater treatment should not be funded by the UAGC. Federated Farmers disputes the public benefit that the Council deems the domestic wastewater services provide. The Financing policy on page 45 has Wastewater (Treatment – Domestic Waste) receiving UAGC funding

because the Council deems there to be a community benefit component for environmental and cultural considerations.

Federated Farmers disagrees that rates are needed to fund a general public benefit of environmental quality, because farmers are already contributing to this by managing their own domestic and animal effluent.

Dairy farmers already contribute substantial financial resources to managing the Farm Dairy Effluent that originates from their own properties. This cost squarely falls on the individual, with no financial assistance from urban ratepayers. Costs include installation and ongoing maintenance, and resource consent fees and council monitoring costs.

All farmers who manage their own domestic wastewater on-site also contribute to the overall environmental quality of the district. They contribute financial resources to install a system and maintain it, including emptying when necessary. The expectation is that it's the farmer's system, then the farmer pays for it. When farmers' septic tanks are cleaned and material disposed into the reticulated wastewater system, the \$53 tankered waste charge at the time of disposal is on a user-pays basis and directly reflects actual use. Farmers will pay when they receive a bill from the septic tank cleaning company, which will have a trade waste arrangement with the Council. There is no need to use the UAGC to cover this aspect of demand on the service.

The direct beneficiaries of reticulated wastewater are easy to identify: connected and serviceable properties, and trade waste users. 100% of the rates funding of this activity should be from targeted rates, along with the existing fees and charges and the industry contributions.

If Wastewater (Treatment - Domestic Waste) was moved off the UAGC, this leaves lots of room to use the UAGC for district-wide activities that benefit all rating units equally.

The \$288,693 that is taken from the UAGC to fund 20% of Wastewater could be used instead to partially fund *Administration Buildings*. Funding an activity like *Administration Buildings* using the UAGC would recognise that all ratepayers benefit the same from this Council activity, and would reduce the General Rate contribution.

Submission:

6. Federated Farmers supports the high 26% level of the UAGC, and congratulates the Council on its transparent Funding Impact Statement.
7. That the UAGC is not used to fund 20% of the *Wastewater (Treatment - Domestic Waste)* activity, instead this activity should be fully funded by targeted rates, and the existing fees and charges and industry contributions.
8. The \$288,693 of the UAGC that was used to fund *Wastewater (Treatment – Domestic Waste)* is instead used to partially fund *Administration Buildings*.

DOG FEES

Federated Farmers opposes the working dog registration fee increasing from \$48 to \$56.

While we are pleased that the cost of registering working dog is heavily discounted compared to town dogs, \$56 is still too expensive, especially when there is no discount for subsequent dogs or dog teams.

As soon as a farmer has more than one dog, the cost advantage of the lower working dog fee compared to the town fee is wiped out. A farmer with three dogs is unlikely to receive \$168 benefit compared to an urban dog owner with one dog who will pay \$115. A team of ten dogs will cost the Hastings farmer a whopping \$560. Federated Farmers asks the Council to consider carefully whether farmers with ten dogs deserve to pay this much.

On the whole, farmers value and manage their dogs well, and dog management is a self-regulating aspect of farming. Dogs are part of the family, and a valuable asset to the farm business. It is in a farmers' best interest to manage their dogs. Farmers spend many hours training their dogs, and bad behaviour like being aggressive to animals or people is dealt with quickly. Farm dogs are contained in their kennels or chained up at night, and because of the large size of farms, dogs are contained on the property, they do not roam the streets, and barking rarely annoys the neighbours. If a dog does stray, neighbours are quick to recognise the dog and call the owner.

Federated Farmers asks the Council what percentage of animal control costs originate from rural dogs, compared to urban dogs. We do know of incidents where urban dogs have been straying onto rural properties, but we consider this to be an urban dog problem.

Federated Farmers suggests that a lower fee for subsequent working dogs is introduced. There are 19 other Councils have this reduced fee structure. With sheep and beef farms characterising Hastings, dog teams are common and the cost of registration is an unjustified burden. This table of some east coast councils show that Hastings is one of the most expensive to register subsequent dogs and a team of ten.

| Council | Single rural/working dog | Subsequent dogs | Team of ten. |
|--------------------|--------------------------|-----------------|----------------|
| Hastings | \$56 | \$56 each | \$560 |
| Central Hawkes Bay | \$51 | \$51 each | \$510 |
| Tararua | \$40 | \$40 each | \$400 |
| Masterton | \$82 | \$22 each | \$280 |
| Carterton | \$70 first two dogs | \$36 each | \$428 |
| South Wairarapa | \$43 | \$43 each | \$215 flat fee |

Page 106 shows us that the Council aims for 98% of dogs registered. The high cost for working dog teams will be a disincentive to register, we suggest that the goal of 98% registration is more likely to be reached if the fee is lowered.

Submission:

9. We oppose the working dog fee increase to \$56 and submit it should remain at \$48.
10. Federated Farmers asks the Council what percentage of animal control costs originate from rural dogs, compared to urban dogs.
11. That working dog registration fees provide a discount for subsequent dogs.

12. That a flat fee is introduced to provide a discount for a team of 10 working dogs.

THREE WATERS

We see that the Council proposes capital expenditure of \$65 mil for water supply, \$108 mil for wastewater, and \$36 mil for stormwater.

Hastings District has been allocated \$15.36 mil by the Government from the Three Waters Investment Package Funding. For comparison, Wellington City has been allocated less at \$10,885,693. A rural council like New Plymouth District is only receiving \$5.05 mil. New Plymouth District has a similar population of 74,187 compared to 73,245 people in Hastings. Comparatively, Hastings District has received a generous allocation from the Government.

Water New Zealand calculated the median capital expenditure on the replacement of existing wastewater assets compared to depreciation between 2017 and 2019 was only 53 percent. That's just half of the depreciation going to replace sewers and wastewater treatment plants. For drinking water it's better: 70 percent. Though that's still not replacing the depreciating assets. For storm water it's far worse: just 15 percent. We refer you to this useful [Newsroom article](#) on the topic of councils underspending depreciation. This [Auditor-General's report *Insights into Local Government 2019*](#) found that councils spent only 63-77 percent of the value of the depreciation in renewing their assets between 2012 and 2019.

We see that Hastings District Council participated in the 2018-19 Water New Zealand [Depreciation Index](#), and has only spent 2% of the depreciation cost of stormwater, has 51% for wastewater services, and 186% for water supply. We are pleased to see that water supply investment exceeds the depreciation so this service must be improving, however wastewater and especially stormwater are lagging well under the 100% mark. We hope that the 2018-19 underspend on depreciation for those two services is not a long term trend.

The [Water Leakage Index](#) shows Hastings losing a significant 292.7 litres of water per connection per day to leaking in 2016. We hope this has been rectified by the good level of investment in the water supply service. We also encourage the Council to continue participating in this index to demonstrate its improvement to ratepayers.

We congratulate the Hastings District Council funding water supply, wastewater treatment and sewerage disposal via targeted rates, paid by SUIPs that are connected or serviceable. This is a sound public policy decision and we congratulate the Council for sticking to its targeted rates so diligently. We also congratulate the Council's policy of water metering for "extraordinary" supply, including residential properties over 1,500m², lifestyle lots, trade premises, and industrial and horticulture properties.

We have noticed a nation-wide theme of the cost of remedying local government's water and wastewater failings is steadily working its way into farm rates for properties that provide their own services and not connected to reticulated services. We are pleased that this is not the case for Hastings, and we will be upholding this as an example that other councils should follow.

Submission:

13. That a policy of fully funding the depreciation of the Three Waters is implemented, and that this funding be fully utilised to meet the current demand for renewals and upgrades.

14. Federated Farmers Federated Farmers congratulates the Council on sticking to it's policy of 100% targeted rates for water supply, wastewater treatment and sewerage disposal, paid by connected and serviceable properties.

RURAL ROADING

We are pleased that the Council proposes to step up its rural roading programme, but in saying this rural ratepayers have already been paying a high proportion of their rates towards roading and cannot understand where this has gone and why the increases are needed.

Members nation-wide often have emphasised to Federated Farmers a discrepancy between the high rates they pay towards roading, and the low level of service they receive. They are widely concerned that their distance from main centres means their roads are low priority for maintenance and repair, yet they have few choices for alternative ways to transport goods, services and people.

There is a significant divergence between individual ratepayers and what they are contributing to roading. Roading is funded via the General Rate, and makes up 67% of that rate. Last year, Hastings District Council collected \$16,603,379 all up for transportation, via the General Rate in 2020-21 rating year, this is proposed to be lifted to \$18,354,456 in the 2021-22 year ahead. Because it is based on land value, even with the differentials there is a marked difference between what a farmer pays towards transport and what an urban ratepayer contributes. A member's Hastings farm pays \$8,613 out of its \$12,856 General Rate towards the transport activity, and an urban Havelock North residential property will pay \$767 out of its \$1,145 General Rate. Granted that the farmer will use the local roads in and out of town and to transport agricultural goods and services which may justify the higher contribution, but the farmer paying 1022% more than the urban resident is a stretch.

The Council needs to adopt equitable and affordable rating mechanisms, and to deliver a regular maintenance and upgrade programme that avoids sporadic cost blowouts. We suggest a hybrid road rating model consisting of two components is investigated:

- a targeted uniform charge as an equal amount paid by all SUIPs, and
- the existing general LV rate and differentials.

A hybrid funding model can increase affordability, lessen reliance on fluctuating property values, and reduce discrepancies between ratepayers.

The uniform charge component of the hybrid rates model recognises that roading provides a general benefit that is uniform to SUIPs; people enjoy roads and the mobility of goods and services irrespective of the size of their property. This uniform charge could apply by a rating area, or by land use category, or district-wide. The land value rate recognises that some properties, such as farms, benefit more than others from local roads. Together, a uniform charge *and* a property value rate allow the public benefit *and* private benefit aspects to be funded accordingly.

With 31,577 rating units in the district, a \$100 flat roading fee contribution will contribute \$3,157,700 towards the \$18,354,456 needed for the 2021-22 rating year, and will lessen the reliance on the General Rate for all ratepayers.

Federated Farmers would like road contractors to use more vigilance when it comes to machine hygiene to stop the introduction, and spread, of pest plants along road verges. We are disappointed at weed incursions of Yellow Bristle Grass, Chilean Needle Grass and other weeds like Thorn Apple that Hawkes Bay has experienced in the last few years, and that road maintenance, gravel extraction or earthmoving has emerged as a major vector. We remind the Council about the good neighbour rules when it comes to pests and weeds.

Submission

15. That investigation into a hybrid road funding model consisting of a targeted uniform charge to reflect public benefit, as well as the existing land value general rate which recognises private benefit, is undertaken.
16. That hygiene of roading material and machines is increased to prevent the spread of weeds like Yellow Bristle Grass, Chilean Needle Grass and Thorn Apple.

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

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





Hastings District Council
207 Lyndon Road East
Hastings 4122
Email: lexfv@hdc.govt.nz

7 Haratua (May) 2021

Tēnā koutou,

Long Term Plan – Hastings District Council

Who we represent

This letter is written on behalf of the Maungaharuru-Tangitū Trust (MTT). MTT is the post-settlement governance entity representing the hapū – Marangātūhetava (Ngāti Tū), Ngāti Whakaari, Ngāi Tauira, Ngāti Kurumōkihi (formerly known as Ngāi Tataua), Ngāi Te Ruruku ki Tangoio and Ngāi Tahu (Hapū). Our takiwā (traditional area) encompasses the Waitaha River in the north to Keteketerau in the south (the outlet of the earlier Te Whanganui-ā-Orotu also known as the Napier Inner Harbour which was in existence before the 1931 Napier earthquake), and from the Maungaharuru Range in the west to the coast and beyond to Tangitū (the sea) in the east. Our marae is Tangoio Marae located approximately 20km of Napier. MTT is mandated by the Hapū to represent them on environmental matters.

Generally, we support the initiatives set out in the consultation document. We support the upgrading of rural roading and the upgrading and maintenance of Council owned assets. As tangata whenua a core function of our duties as kaitiaki is to advocate and practise the sustainable management of our

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natural resources. However, there are some matters which lie outside the consultation document which need to be addressed by Hastings District Council (HDC) in its Long Term Plan (LTP).

We would like to be heard on our submission.

Wāhi taonga

There are wāhi taonga which remain unprotected in the Hastings District. In registering a number of these sites during the last plan review, we had agreed with HDC that a number of sites remained in need of protection under the plan. HDC has a responsibility to protect wāhi taonga in the District Plan, and must engage tangata whenua to do so. As Treaty partners, we request that HDC fund us to collate and supply information on the wāhi taonga to HDC for the sites that remain to be protected. It is inequitable to force MTT to fund our engagement ourselves. HDC wouldn't ask consultants (eg. archaeologists, historians, landscape experts) to attend a hui at no cost, and share their expertise without expecting to remunerate them for their time.

We are requesting that the HDC provide the following funding to MTT at this stage, so we can be reimbursed for work required moving forward. Resourcing is required to enable us to engage properly and equitably and so we can provide timely responses to HDC requests relating to the wāhi taonga. We have experience protecting wāhi taonga alongside HDC in the past and this experience enables us to provide this service to HDC efficiently moving forward.

| Advisor | Description | Estimated cost |
|--|--|---------------------------|
| Lawyers | Legal advice on plan provisions, particularly for highly-developed sites | \$5,175 (\$4,500 +GST) |
| Kaumātua | Traditional knowledge of wāhi taonga | \$1,500 |
| Historian | Historical knowledge of wāhi taonga, research | \$2,500 |
| Tania Hopmans (MTT) | Oversight of project | \$3,000 |
| Hayley Lawrence and Callum Beattie (MTT) | Research, management of site visits, collation of information | \$9,000 |
| Archaeologist | Research and registration of sites | \${TBD} |

| | | |
|----------------------|---|----------------------------------|
| | | (\$240 +GST per site) |
| Landscape Architects | Mapping of wāhi taonga | \$(TBD) (\$100 +GST per site) |
| Photographer | Professional photographs of wāhi taonga | \$(TBD) (\$250 +GST per site) |
| Volunteers | Site visit assistants - reimbursement of travel costs | \$(TBD) (\$50 per site) |
| Subtotal | | \$27,575.00* |
| MTT Administration | 10% | \$2,757.50 |
| TOTAL | | \$30,332.50 |

*Assumes 10 sites

The state of wāhi tapu and wāhi taonga should be included in the state of environment monitoring programmes resourced by HDC and evaluated/monitored by the Hapū to track changing conditions. We ask that \$10,000 be allocated per tangata whenua group per annum to undertake monitoring of existing wāhi taonga sites.

Resourcing engagement by Tangata Whenua

The Long Term Plan (LTP) should ring fence resources to enable tangata whenua to meaningfully engage in planning processes and consenting decisions. Tangata whenua entities need both sufficient internal resourcing and ability to outsource expert, independent advice (including planning and mātauranga Māori). As Treaty partners, we request that HDC fund us to engage on these matters and encourage consent applicants to do the same. It is inequitable to expect MTT to fund its own engagement. HDC would not ask consultants (e.g. planners, ecologists, marine biologists) to share their expertise without expecting to remunerate them for their time

One way to help the HDC improve its processes and to support tangata whenua to develop capacity and capability is through contracts for service similar to that utilised by the Greater Wellington Regional Council Te Pane Matua Taiao. Outcomes that could be supported through a service contract include processing and responding to resource consents (up to a certain level – larger or more

complex consent applications may require additional paid input), ongoing participation and input into catchment planning and operational activities, and monitoring. Past examples include identifying values and wāhi taonga in relation to preparing the Coastal Hazards Strategy or identifying significant cultural values in relation to nominating Outstanding Water Bodies. Managing this type of input through a service-based contract will ensure both parties to the agreement have clarity on expectations, standards and timeframes. Resourcing tangata whenua may ultimately also be more efficient for both tangata whenua and Council by ensuring timely responses to requests for iwi input and clear expectations on what and when input will be required. A service contract also allows some negotiation between the parties to ensure the deliverables meet both parties' needs and interests.

We ask that HDC allocate \$35,000 per tangata whenua group per year for engagement service contracts.

Mātauranga Māori and Cultural Values

The LTP should allocate sufficient resources for the collation of mātauranga Māori and development cultural values assessments. Historically, mātauranga was brushed aside and suppressed in the pursuit of western science but still exists within tangata whenua. Collating the mātauranga that already exists is a cost effective way to build capacity within tangata whenua and enable Māori to have recourse to that mātauranga more efficiently enabling more efficient engagement in planning and consenting decisions. Mātauranga is also able to fill in information gaps which western science has not filled and cannot fill. Similarly, cultural values assessments highlight values which need protection from a Māori perspective and enable Māori to more swiftly consider planning or consenting decisions. Effects of activities and ways to mitigate those effects can be better considered using both mātauranga and cultural values if they are readily available. This in turn advantages HDC by increasing Māori capacity to meaningfully engage with planning and consenting decisions and assist HDC in making better decisions. Costs incurred in consulting with Māori are reduced given the availability of the information and costs incurred through litigation bought by Māori entities will also decrease as a result of those entities being able to contribute more to the planning process.

The collation of mātauranga Māori and investigations into which areas require cultural values assessments will require \$50,000 allocated over the next three years. This funding should be provided directly to the appropriate mandated entity (and in the case of our hapū and takiwā, to MTT). We have requested that HBRC allocate resources for the collation of mātauranga Māori and cultural values assessments as they relate to the Kotahi Plan and the resources requested in this submission would be used for features separate to those covered by the resources requested from HBRC which relate to catchments and waterbodies.

We ask that HDC make available per tangata whenua entity \$45,000 per year for funding a 0.5 FTE position and related costs (travel, hui-ā-hāpū) within those entities to oversee the collation of mātauranga Māori and cultural values assessments within tangata whenua groups. Resourcing for this position should be shared by HDC and HBRC given the crossover. Taking into account the relative workload generated by HDC and HBRC we ask that HDC make available \$10,000 per tangata whenua group per year for this position.

Resourcing tangata whenua groups to undertake the collation of mātauranga and development of cultural values assessments should be prioritised over the internal Māori capacity and capability building within HDC.

Water Reform

We support HDC's continued engagement with the Government's Three Waters services delivery reform programme subject to continued consultation and engagement with tangata whenua groups.

Rural roads

We support the upgrading of rural roads in a timely manner. However, consideration needs to be had to the rural roads north of Napier including between the end of the Napier-Taupo Road and Tūtira. An additional consideration is the safety of the turnoffs from the highway onto those rural roads, including the turn off to Arapawanui (down Aropaoanui Road). In upgrading these rural roads,

HDC needs to also update signage to reflect the correct spelling of place names (eg. "Arapawanui Road" rather than "Aropaoanui Road").

Nāku noa i runga i āku mihi ki a koe,



Nā Callum Beattie
Kaitātari Kaupapa Here – Consents and Policy Analyst
Maungaharuru-Tangitū Trust
callum@tangoio.maori.nz

5/7/2021

Wufoo - Entry Detail

HDC - 2021 - 2031 Long Term Plan

COMPLETE

#137

CREATED



PUBLIC

May 7th 2021, 3:14:32 pm

IP ADDRESS



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Please indicate whether or not you wish to speak to your submission at a Council Meeting set down for hearing submissions, commencing 8 June 2021.

No

If your submission is a rural matter, it will also be discussed at the Rural Community Board Meeting (24 May 2021). Please indicate if you also want to speak to the Rural Community Board.

No

What are the main topics in your submission?

Rural Roads

Parks and reserves

Parking Hastings CBD

<https://app.wufoo.com/entry-manager/1681/entries/137>

1/2

5/7/2021

Wufoo - Entry Detail

Please tell us your views in the text box or by attaching your submission below.

Rural roads

There are many rural roads in the Hastings district that clearly need more maintenance and improvements for both ability to use the roads and for safety.

Logging trucks are causing even further damage to these roads. There has been far too many times where the road conditions on some of these roads are completely unacceptable, including a few incidents when roads became impassible.

I would like to note however, the current roading manager is definitely doing a significantly better job then his predecessor and I can understand is need for a bigger budget to achieve regular maintenance alone.

Given the damage occurring to the roads from the logging industry, it is disappointing that you are not trying to find ways to mitigate and reduce damages to save rate payers such a large rate increase. For example:-

asking the forest industry for support or targeting forestry rate increases to cover some of these costs.

reducing the speed of the logging trucks, reducing road damages and improving safety for other road users

Substantial fines for using the road once rain / trucks begin damaging as road damage because severe each time this happens and this must be expensive to repair each time, not to mention that other road users are then unable to use roads during that time. I have had times when stock trucks are unable to drive the road due to the extremely dangerous conditions the road has been left in after logging trucks have damaged the road.

It concerns me with your current rates increase proposal is this is exactly what was promised to the Eskdale District at the last consultation on future road plans with significant rates increase. And this resulted in a failure of council to deliver what they promised then.

You are asking quite a significant rate increase over the next 6 years, should this occur I would expect to see significant improvements in the rural roading to justify this. Anything else would be unacceptable.

I noticed you did not include the northern district in your consultation schedule. This was very disappointing. Especially as this area of the community has some of the worst rural roads in the Hastings district.

Parks and reserves

I do not agree to rate increases for parks and reserve. There are clearly some issues that need to be resolved, that have caused additional spending recently. The park management plans and reviews will be a factor in this. I am concerned this rates increase is to cover these issues and would have not been required had problems not occurred.

Parking meters in Hastings CBD

I recently discovered some it the parking meters are pay wave only with a compulsory transaction charge. I was not comfortable with this as it didn't give me the choice to pay the actual fee verses the increased fee the transaction fee creates.

It is fine to have the cash and card options but payWave only I disagree with. It will not encourage me to visit Hastings CBD. For example, I instead parked in the business carpark of the company I was meeting with and left Hastings afterwards. Normally we would park on the road and then continue on for coffee / lunch/ shopping. Hawkes bay still has a high proportion of elderly and lower socioeconomic community who would find this extra cost significant and the technology challenging.

Attach your submission

<https://app.wufoo.com/entry-manager/1681/entries/137>

2/2

5/7/2021

Wufoo - Entry Detail

HDC - 2021 - 2031 Long Term Plan

COMPLETE

#134

CREATED



PUBLIC

May 7th 2021, 2:45:56 pm

IP ADDRESS



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Please indicate whether or not you wish to speak to your submission at a Council Meeting set down for hearing submissions, commencing 8 June 2021.

No

If your submission is a rural matter, it will also be discussed at the Rural Community Board Meeting (24 May 2021). Please indicate if you also want to speak to the Rural Community Board.

No

What are the main topics in your submission?

Forestry on classes 1-3

Please tell us your views in the text box or by attaching your submission below.

I'd like to see council working to stop forestry plantations on classes 1-3 land. While it appears that housing developments are likely to be restricted from building on fertile soils the same rules need to apply to forestry. Plantation planting locks ups productive soil into non food production farming which will limit our food producing capacity in the Hawke's Bay.

Attach your submission

<https://app.wufoo.com/entry-manager/1681/entries/134>

1/1

5/7/2021

Wufoo - Entry Detail

HDC - 2021 - 2031 Long Term Plan

COMPLETE

#131

CREATED



PUBLIC

May 7th 2021, 2:21:46 pm

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Please indicate whether or not you wish to speak to your submission at a Council Meeting set down for hearing submissions, commencing 8 June 2021.

Yes

If your submission is a rural matter, it will also be discussed at the Rural Community Board Meeting (24 May 2021). Please indicate if you also want to speak to the Rural Community Board.

Yes

5/7/2021

Wufoo - Entry Detail

What are the main topics in your submission?

Opposing any Dam applications @ PakiPaki...
Water stipulations be improved & water testing be monitored regularly...
Supporting Bridge Pa with their water concerns & the already approved water allocations to Glazebrook...

Honouring Tangata Whenua as an equal partner...
Parking costs be decreased...
Housing ... A greater need to help with transitional housing etc...
What's happening with the Pou in the centre of town?
A speaking app still hasn't been added...
So Tangata Whenua & Manuhiri know who these Rangatira are?
More lighting @ the entrance to Flaxmere Village...
Very dark n hard to see @ night at the moment...
Communication with Councillors be more effective...
More accessibility by way of a facebook page or hui held regularly...How are constituents suppose to know what's going on? If they have concerns. How are the Councillors & The Mayor accessible to ratepayers...

Please tell us your views in the text box or by attaching your submission below.

I will speak to my submission in more detail ...

Attach your submission

<https://app.wufoo.com/entry-manager/1681/entries/131>

2/2

5/7/2021

Wufoo - Entry Detail

HDC - 2021 - 2031 Long Term Plan

COMPLETE

#129

CREATED



PUBLIC

May 7th 2021, 2:11:46 pm

IP ADDRESS



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Please indicate whether or not you wish to speak to your submission at a Council Meeting set down for hearing submissions, commencing 8 June 2021.

Yes

If your submission is a rural matter, it will also be discussed at the Rural Community Board Meeting (24 May 2021). Please indicate if you also want to speak to the Rural Community Board.

Yes

What are the main topics in your submission?

Sealing Wenley road.

Wenley road

- Currently not sealed
- High agricultural traffic loading
- Increased number of houses and community development
- Dust problems
- Flooding problems
- Health problems
- Safety problems

<https://app.wufoo.com/entry-manager/1681/entries/129>

1/2

5/7/2021

Wufoo - Entry Detail

Please tell us your views in the text box or by attaching your submission below.

Please see attached. If video does not work please request for a direct video to be sent via email.

Thanks Mike

Attach your submission

wenley_road_-_road_sealing.docx

<https://app.wufoo.com/entry-manager/1681/entries/129>

2/2

Wenley Road – Road Sealing submission

I would like to make a sub-mission regarding "just give me my rural roads" in the Hastings District Long Term Plan.

As stated in your community plan, 'Rural roads are back bone of rural activity'.

Wenley road continues to be deteriorated due to horticulture/agriculture and housing intensification and puts safety risk to our community and young children.

It needs to be sealed to provide a safe and productive road for supporting economic growth in future development of horticultural/agricultural/forestry and housing (which is happening at a rapid pace) and the community which lives on this road and to provide safety to the local community.

If you could please have a think on how many roads are left unsealed within a 25km radius of Hastings township? Many?

I can think of plenty of sealed roads with less traffic volume at 30km? 40km? 50km? distance from Hastings township.

You may say that there is a dust suppression policy (50/50) with council and landowner to seal roads with traffic volumes under 250 cars. I would like to argue this policy, particularly given the health and safety risk on Wenley road due to (as mentioned above) horticultural/agricultural/forestry and housing intensification.

Please see summary below regarding Wenley road issues:

- ☞ The road dust and quality are a major problem as housing increasing (council is happy to approve new sub-divisions).
- ☞ The metal on the road causes massive dust clouds from all traffic (and trucks /tractors) on the road.
- ☞ The dust clouds inhibit vision when driving and at times has caused near misses from other traffic.
- ☞ Every winter there is serious flooding at a junction which at times has inhibited some houses from leaving their property.
- ☞ Agriculture and horticulture intensification (part of the road is classed as plains production land – this may also help given the level of employment and economy contributed to Hastings district).
- ☞ Forestry plantations and more to come at the end on Wenley road, will lead to more problems.
- ☞ Continued degradation of the metal unsealed road.
- ☞ Dust exposure to adults/kids (some with severe asthma issues) which is getting worse.
- ☞ Dust exposure to clothes washing and houses with rainwater collection – causing potential contamination.
- ☞ Safety concerns with vehicles, heavy vehicles, tractors and other machinery driving at fast speeds.
- ☞ When wet become very slippery and very high risk when going over the top of the hill, causing cars to veer off into the middle of road to avoid sliding off into the ditch.
- ☞ There are plenty of road sealed further away from Hastings district with lower traffic volumes (Desent road to name one).

- ☞ Linked with the horticulture/forestry intensification. Increased heavy traffic from large operations such as Bostock Ltd, Rockit Apples, TeTua station, Oban station.
- ☞ This is at a junction to a laneway that Rockit apples and other Agriculture companies use to access their orchards and land on our road.
- ☞ As I understand there is a certain level of funding that goes towards roading when new land titles (housing sites) are approved. Think we have had 4 new sites approved in the last 2-3 years? And 6-8 sites in the last 4-5 years. Would be good to see this money allocated towards sealing Wenley road.

Please see video bellow of showing how dangerous this the current state of Wenley road is to our local community.



Video.mov

I am happy to present to anyone involved in this topic and happy to meet to provide more detail or discussions on the issues presented with Wenley road.

Your Sincerely

Michael Hope



10 May 2021

Hastings District Council
Private Bag 9002
HASTINGS 4156

SUBMISSION ON HASTINGS DISTRICT 2021-2031 LONG TERM PLAN

Thank you for the opportunity to provide feedback on Hastings District Council's (HDC) draft 2021-2031 Long Term Plan (LTP). We wish to speak to our submission.

Both Hastings District and Hawke's Bay Regional Council have plans that focus on getting the basics right and signalling the significant investment needed to do that. For HBRC that is the legacy of environmental issues and a changing climate. For HDC we note it is the increased investment that is required to upgrade aging infrastructure and a commitment to maintenance and renewal that will enable a sustainable future that is able to adapt to a changing world.

At the Regional Council, Climate change is at the heart of everything we do and we are working hard to make the region more resilient to climate change. We need to do much more as a region to achieve the transformational changes required to reduce our environmental footprint and live more sustainably. As such we have hard-wired climate action into our planning for the next ten years, including our plan to introduce a Climate Ambassador in 2021, Right Tree Right Place, future water use, flood protection improvements and on-demand public transport, all of which form part of a \$10.5 million increase in operational spend and \$14.7 million in capital in year 1 of the plan with additional costs in outer years.

We wish to acknowledge the constructive working relationships enjoyed by both governors and staff of our two Councils across a wide range of functions and activities. Collaboration will be an essential element for both Councils to deliver on the challenges before them.

In particular, the HBRC would like to submit on the following topics:

- Infrastructure
 - Wastewater
 - Stormwater
 - Drinking Water
- Land Transport
 - Public Transport
 - Walking and Cycling
- Enviroschools Hawke's Bay

Enhancing our environment together | Te whakapikari tahi i tō tātau taiao

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hbrc.govt.nz

Infrastructure

Wastewater

HBRC supports the significant funding proposed for the trunk main and treatment plant renewals, upgrade of the pump station to mitigate existing wastewater issues and providing for additional capacity to deal with growth in the number of homes.

While providing additional capital expenditure in the LTP to reflect the projected number of new connections, HBRC supports the proposals to deal with existing issues. HBRC looks forward to working with HDC to address the network issues in Havelock catchments to reduce the number of overflows to waterways. HBRC notes that this should focus on root removal and renewal of lines to account for high flows.

The HDC plan identifies and addresses the issues for wastewater well, but the renewals of infrastructure at the Clive WWTP should consider options to improve the treatment achieved while also providing for additional capacity should existing communities be developed or additional communities be expanded. In either of these scenarios, additional capacity for treatment and storage at the WWTP in Clive will be needed.

HBRC notes that smaller community systems are generally well maintained and effective for rural areas, however reticulation should be considered for inland communities of Bridge Pa, Fernhill and Pakipaki, and coastal communities of Haumoana, Te Awanga and Clifton should additional growth occur. Particularly for those coastal communities, a climate strategy should be considered when considering any decision to reticulate.

Stormwater

HBRC support the \$36 million proposed to be spent on clean and efficient stormwater and agree with HDC that future environmental standards are likely to require more investment in stormwater. HBRC note that, in addition to water quantity issues, environmental issues with water quality particularly in the lowland streams of the Heretaunga Plains needs to be considered by HDC in terms of urban growth and the additional stormwater entering the system from that growth.

Stormwater capacity issues are likely to increase significantly under proposed urban densification to meet future and current housing needs as well as climate change effects. The HDC network capacity is currently limited by the HBRC network into which it is discharged. This network does not currently have the capacity to manage additional flows and is generally constructed to account for 1 in 10 flood events, leaving the system vulnerable to changes of climate change events and increased demand from growth.

The TANK plan change is addressing freshwater quality of rivers, lakes, streams, wetlands and aquifers. As you will be aware, one of the big issues identified by that plan change that will directly impact HDC is the way urban stormwater is managed. HDC note that monitoring of stormwater to waterways currently shows the environmental effects are minimal in comparison to other sources of surface runoff. HBRC submits that all discharges of contaminants to freshwater are having some effect on environmental quality and cumulative discharges are impacting on the environmental quality of freshwater in the region. HBRC would encourage HDC to consider more fully the impact of all stormwater discharges to freshwater and consider what provisions might be considered for

future growth to prevent additional stormwater being discharged to any freshwater while providing for additional capacity of stormwater treatment.

In particular, HBRC submits that management of industrial catchments such as the Ruahapia and Irongate under the global consent and Omaha Road consents should focus on source control and enforcement of the stormwater bylaws. Better response to storm overflows from the wastewater network and spill events is needed, including mitigation, remediation and enforcement action taken of those activities that contribute to pollution events. HBRC would encourage HDC to consider inclusion into their Long Term Plan, treatment options for end of pipe quality improvements from all catchments. HBRC submits that additional resource is required to specifically deal with these issues in these catchments and HDC's plan does not currently propose additional staffing or resource to implement such proposals.

Drinking water

HBRC supports the significant investment (\$65 million) that is proposed to be spent over the ten years of the 2021-2031 plan, in addition to the significant spend that has already been invested into safe drinking water, for drinking water infrastructure and treatment to implement its *Drinking Water Strategy*.

HBRC will continue to work closely with HDC on initiatives related to the provision of safe drinking water such as the Joint Working Group and Joint Committee on Drinking Water Safety.

HBRC congratulates HDC for the early completion of their water masterplan upgrades with the final major components being the Frimley storage tanks and the central treatment plant providing key steps in the treatment and reticulation process that adds another layer of protection in both quality and quantity. Noting that further changes due to three waters reform are anticipated. HBRC looks forward to continuing to work with HDC in the three waters reform process.

Increased volume of rural and coastal communities on reticulated water supply is likely to result in greater consistency of quality but this can negatively impact older individual effluent disposal systems through increased discharge volumes. Monitoring of community groundwater supplies has resulted in the need for additional treatment since community supply was installed. HBRC encourages HDC to consider how new community supplies will have regard to the impact on disposal systems and the quality of the underlying aquifer that supplies these communities.

Land transport

Public Transport

HBRC greatly appreciates the close working relationship between HBRC and HDC on transport matters, in particular participation on the Regional Transport Committee, the Technical Advisory Group and as partners in road safety education activities. Staff and political representatives have provided valuable contributions to this work, especially the review of the Regional Land Transport Plan this year.

We appreciate HDC's ongoing contribution to public transport infrastructure in the district. Adequate shelter and well-located bus stops are vital for passenger welfare, and HBRC is unable to make many improvements to the bus service without these.

With regards to public transport, HBRC has proposed to undertake an on-demand public transport pilot in the Hastings District with an estimated spend of \$361,000 in the first year extending to \$6 million over the 10 years of the plan if successful. On-demand public transport is a technology enabled passenger transport system using virtual bus-stops that will provide a more convenient public transport system with less emissions. HBRC looks forward to working with HDC on this pilot. With support from HDC we hope to increase the patronage of passenger transport and reduce emissions from private vehicle trips. If the pilot is successful, HBRC hopes to make the service a permanent offering that will be extended to Napier in 2023 and 2024.

Walking and Cycling

HBRC supports the continuation of the iWay programme to achieve a significant modal shift to walking and cycling as transport options. We appreciate the governance and staff support for the regional management of cycleways through the Regional Cycling Governance Group and look forward to widening their brief to considering active transport issues.

We support HDC's recent and proposed new investment into urban active transport infrastructure including cycleways. Providing safe and connected active transport infrastructure is a key measure to support the draft Regional Land Transport Plan (RLTP) objectives for reducing reliance on private vehicles, reducing carbon emissions and supporting healthy and connected communities.

We note additional challenges in the RLTP that seek prioritisation of active transport over private vehicles and look forward to HDCs further involvement in developing solutions for sustainable transport.

Enviroschools Hawke's Bay

The Enviroschools Programme aims to equip all young people with the competencies they need to be leaders in sustainability and regeneration. We see a world where tamariki are actively engaged in environmental change that has significant effects on their school or learning centre, and on their community, nation and planet.

The programme operates nationwide through partnerships with Councils. Region wide the programme is well-established and is currently supported by Hawke's Bay Regional Council, Napier City Council and Central Hawke's Bay Council. We also have partnership agreements with the Heretaunga Kindergarten Association and the Napier Kindergarten Association. The collaborative approach of the programme adds value to all partners and makes it a cost-effective option. Alongside these partnerships we have also established collaborations with Te Mata Park and Ōtātara Outdoor Learning Centre at EIT.

We wish to note that while we have not received any financial support from HDC over the last three years this hasn't impacted on our relationship with Angela Atkins and the wider waste minimisation team. We continue to work with both Sam and Cloe. In particular, I wish to acknowledge Cloe Vining who played a key role in ensuring our recent Hawke's Bay Youth Climate Action Camp was a success.

There are currently 67 Enviroschools across our region with 29 being in the Hastings District. This includes 14 schools and 15 early childhood centres.

This submission seeks funding of \$15,000 per annum to support the Hastings Districts schools' participating in the Enviroschools Programme.

Contribution of Enviroschools to getting the basics right identified by HDC

As a holistic programme, there are a wide range of sustainability actions undertaken by Enviroschools in connection with their communities. Below we highlight just a few areas relevant to some of the priorities in your LTP consultation document. Percentages are national figures from the Enviroschools Census (2017).

Water Services:

- 68% of Enviroschools are involved in water conservation and storm water awareness

Establishing water saving practices, installing water efficient devices, educating the community that the drains are for rain, mulching gardens etc. Enviroschools are taking action and spreading the knowledge to their families and wider community.

Waste Minimisation:

- 100% of Enviroschools are active in a range of waste reduction actions

Reducing waste is a key part of the Enviroschools journey for all and participants are taking a range of actions with a focus on reducing rather than just recycling waste. Importantly these practices also affect the behaviour of households of both staff and students taking these practices home.

Walking and Cycling:

- 31% of Enviroschools are taking action to support more sustainable transport

Enviroschools can play a key role in influencing travel demand with participants taking action with their community to support a range of sustainable transport options – car-pooling schemes, 'walking buses', safe bike and scooter routes, bike and scooter parking etc. Experience from other regions is that council-run sustainable transport initiatives are more effective when linked with Enviroschools.

<https://enviroschools.org.nz/>

Thank you for the opportunity to submit on your 2021-2031 Long Term Plan.

Yours sincerely



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