

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 3

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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TE KAUNIHERA Ā-ROHE O HERETAUNGA

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5/7/2021

Wufoo - Entry Detail

HDC - 2021 - 2031 Long Term Plan

COMPLETE

#99

CREATED



PUBLIC

May 6th 2021, 6:19:55 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?

Rates increase

Roading

Zoning

<https://app.wufoo.com/entry-manager/1681/entries/99>

1/2

Item 4

5/7/2021

Wufoo - Entry Detail

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

We are retired. We live rurally (only 10km from town). We have a 250 acre lifestyle block. The preferred rates increase would mean a 50% increase over the 6year term and an increase of \$1746.40. This is simply unpalatable and we do not believe benefit of 50% (or anywhere near it) would be seen by us.

The roading is a bugbear with many people in the community. I would invite any of the Council members to take a drive from the Church road roundabout up Puketitiri Road and experience the extremely poor road conditions. Over the past 3 years we have lived at our address, we have seen roadworks several times, especially over the Poraiti Hill. Usually within one or two weeks of 'repair' the road is chewed up and rough. Chip is never removed and the road is certainly not to a standard to take the hundreds of trucks which use this stretch of road. Any funding put into rural roads needs to, as a priority, be put into properly maintaining the roads, rather than the quick fixes which seem to occur time and time again.

We consider ourselves to live in Napier. We do not use Hastings facilities and in fact seldom use the Napier facilities. Because of the rural nature of our home, we do not use parks, libraries; we do not have our rubbish collected nor have a recycling service. Public transport is not available. Any services we do use are located within the Napier region.

In summary, we do not support an increase of rates over CPI at all.

Attach your submission

Item 4

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 119 – Shona McDonald

Submission to HDC Rural Community Board 24 May 2021

Submission to Hastings District Council Rural Community Board Monday 24 May 2021

I have 3 inter related issues which I would like to present for your consideration. Issues which I contend are significant to residents in the outer reaches of the HDC. They are:

1. Health and safety
2. Infrastructure
3. Re-gazetting of districts

1. **Health and Safety : Is this a responsibility of Council ?**

- Rubbish/ recycling

I would like to see collection points near schools or community halls.

- GPS rapid system.

Some residents are not recorded correctly on system for emergency services e.g. ambulance/fire. Especially those with PO Box or Private Bag mail addresses

I would like to see an audit to ensure disaster preparedness.

- Rural school buses

Most buses do not have three point seatbelts. Some Japanese import buses have lap belts. New Chinese built buses do not.

Given the nature of the more remote rural roads, I would like to see a submission from Council to Ministry of Education to have three point seat belts in rural school buses. In addition, improvement in remote roading surfaces might make travel for children safer.

2. **Infrastructure: What evidence is it fit for purpose? Are indices in need of review?**

- Broadband Access

Stock recording and traceability, as well as health and safety, and access to information including council updates are not available to all. Current systems are not inclusive.

I would like council to lobby central government for rural upgrades and entitlement to this service.

- Roading

Roads for those in the outer reaches of the council area are essential to our life and livelihood. Roads mean more to residents than topical issues e.g. whether we should have a regional park or not. To illustrate, the Hawkeston Road network in the Patoka catchment was used in 1960 by 6-8 ton truck loading at maximum, with a then population of some 30 people.

In 2021 by comparison, there are 90+ residents with a road taking loads up to 44 tonne in weight.

The road is used by residents commuting to town for work, business, education or pleasure. It is used by children to access the local primary school.

Submitted by Shona McDonald 20.05.21

Submission 119 – Shona McDonald

Submission to HDC Rural Community Board 24 May 2021

It is also used for a commercial forest operation, a commercial firewood operation, five dairy operations, as well as four sheep and beef operations and four lifestyle blocks as well as access for permitted recreational visitors to the Kaweka Forest Park. The road is also used as a laneway for those who have adjacent titles of freehold or leased land as well as bikers.

Part sealing of the Hawkston Road occurred under the one for one government scheme. Further seal upgrades, verbally promised by council, never eventuated.

The current practice of grading with a big machine (far bigger than the road was designed for) means gravel is swept to the water tables and into farm paddocks and we are left with not only pot holes and corrugations, but dirt tracks, and swathes of gravel in paddocks. Moreover, vehicle maintenance and repair costs, in part attributable to poor gravel surface structures, are often significant.

I would like to see the planned upgrade of rural roads in the 10 year plan. Roads need to be fit for purpose, with a commitment to put new asphalt in identified areas up to 20 km per annum. And for rural roads to be reviewed, and maintained, in accordance with current road engineering best practice, to ensure health and safety of all users.

3. Gazetting of districts over Tutaekuri River.

- **Do Hastings district rural residents north-east and north-west of Hastings identify with Napier or Hastings?**

Of the 90+ residents on our rural road 1% use Hastings Library, City Art Gallery, or Hastings City amenities on a regular basis. Residents do not identify with Hastings. Most shop in Napier and Taradale, as do residents in the Patoka, Puketitiri, Tutira, Bay View and Te Pohue areas. Furthermore, most retire from these regions to either Taradale or Napier. Retail precinct development and parking in Hastings or Havelock North is of little concern. Likewise I find Hastings residents really don't want to know what happens in the hinterland of their district. Indeed most are unaware it is part of the Hastings District Council area, or indeed its responsibility.

I would like to suggest a re-view of the past amalgamation discussions. The rezoning of council areas over the Tutaekuri River could be put to a referendum of householders in the interests of good governance. In tandem a more inclusive effort by the wider council to deal to the growing rural-urban divide would be appreciated. Perhaps a bus trip by councillors to the wider council area at the start of every year might be a good first step.

Submitted by Shona McDonald 20.05.21

**OFFICER COMMENTS TO RURAL COMMUNITY BOARD –
SUBMISSIONS TO 2021 – 2031 LONG TERM PLAN**

6 – Sue Penman – (Beautification of rural gateways)

Officers agree that the approaches to rural areas are also significant opportunities to beautify the District. In recent times opportunities to enhance rural gateways have been taken at key roundabouts Pakowhai, Paki Paki, Maraekakaho, Mangateretere and Longlands. There has been much focus on the town centres however the draft Green Streets Strategy will return to Council with a wider raft of potential planting opportunities in the rural area. In the interim officers will continue to advance opportunities in the rural approaches as and when they occur, out of existing budgets.

12- Peter Alexander – (Paying for water services, single lane bridges)

Single lane bridges

The Expressway is controlled by Waka Kotahi – NZTA and a copy of your submission will be passed on to them and the Regional Transport Committee. Council recognises the need for such improvements and is advocating for improvements to this route. A Business Case for multi-modal upgrade will be prepared by Waka Kotahi – NZTA and is included in the Regional Land Transport Plan 2021-24. The extent of works will not be known until the NZTA Business Case is complete.

At this time, HDC has no plans to upgrade Brookfields Bridge. The current weight restriction is permanent and should serve to encourage heavy vehicles to use the expressway rather than this route. Further scenario testing of this route will be undertaken when NZTA develops its Business Case for the expressway. The current Hastings District Council bridge upgrade programme is aimed at strengthening restricted bridges where there is no economical viable alternative.

Private infrastructure and rates setting.

The main driver for the proposed rural rate increase, is the increase in the proposed Rooding budget to meet the rising costs being incurred to maintain the rural roads. These costs are allocated to each rating area (Urban and Rural) they are incurred in, which reflects the broad beneficiaries of that expenditure.

Council recovers the cost of Water and Sewer infrastructure by way of a targeted rate on those properties that benefit from the service being provided. Where a property has no access to council reticulated services, no rate is applied. As the submitter's property is not in the area of service, no targeted rates are applied in respect of these particular services.

22 Graham Palmer, + 23 others supporting – (Maraekakaho dark sky standards)

Before amendments to standards could be considered Council would need to better understand the objectives of the submitter. Is it intended that a Dark Sky Reserve be applied for to the International Dark Sky Association and if so what might the boundaries of this area be, or is it intended that these standards be applied universally to allow for better night sky vision over the entire district?

Council is currently identifying a Cultural Landscape Assessment and this submission could form part of those considerations.

39 – Louise Saurin – (Maraekakao road safety)

Officers have met with community representatives and are working on traffic calming designs currently. These designs are looking to be implemented in stages in the next financial year and include a community planting day run by Focus MKK. The costs of these works are allocated in the proposed LTP 21-24 minor safety budget.

55 Patricia Nuku, 135 Sheryle Allen, 156 Tania Huata – (Omahu Community concerns)

Various Community infrastructure requests

Officers suggest that the issues raised would best be coordinated and planned through Council's structured community planning process, with support as required from the Pou Ahurea team.

If given Council direction to do so, initial engagement with the community could commence in early-mid 2022. In the meantime some of the requests that the community have asked for could still be investigated/actioned without a community plan where appropriate by the appropriate Council group and be coordinated by the Community Planning team.

No park for Omahu settlement children to play in.

The development of the Omahu settlement has occurred without any Council owned public open space that might enable the installation of play facilities. Council could consider acquiring land if it was of the mind. Good practice would recommend undertaking a community planning type exercise to consider needs of the whole community and options. There may also be other opportunities to explore such as co-funding facilities on the local marae or school.

Officers would suggest undertaking a planning action as outlined above before considering making additional funding streams.

Speed Limits

Waka Kotahi – New Zealand Transport Agency is seeking feedback on a change to the Speed Limits Rule which would require all schools to have lower speed limits in place outside their frontage, as well as the infrastructure to ensure compliance with this lower speed limit. If this Rule is adopted, Omahu School on Taihape Road would be included when Council undertakes its next speed limits review. This is likely to be done at the regional level within the next three years.

With regard to public transport – this is the responsibility of the Hawkes Bay Regional Council, and as such the request will be forwarded to them.

Public Transport 1 day per week

The HB Regional Council (HBRC) has the responsibility for Public Transport in Hawke's Bay and your submission has been raised with them. HBRC are currently trialling an on-demand service which it may expand to other areas in the future as demand arises.

Consultation on Natural Resource Consents in the area

The Pou Ahurea Team presently send out the weekly list of resource consents to a working email list of Mana Whenua. The Team are currently developing protocols and a framework for engagement on resource consents from marae/hapū. From a regulatory perspective, consultation is triggered depending on the type of the proposal, location, presence of archaeological wāhi tapu taonga, statutory acknowledgement areas, etc.

Drinking Water

The Omahu Community has a community drinking water supply however this does not extend across the entire community. Previous surveys of households indicated that self-supplied households were

happy to remain on their own water supply rather than connecting to the reticulated supply but officers are happy to see if this position has changed. The support for a drinking water station could also be part of that community discussion.

The concentration of onsite wastewater systems has the potential to affect shallow groundwater which is where many self-suppliers draw their water from. Hastings District Council and health officials have discussed the potential for a community wastewater system in Omahu and other small communities across the District. The cost to move to community based systems is a significant constraint that requires discussion with affected communities about how these could be funded and what sources of local and central government support could be accessed.

Refuse

The submitters note the lack of infrastructure for the Omahu Community, with one specifically mentioning recycling bins. It is unclear if the submissions are a reference to recycling bins or relate to a drop off recycling facility (green bins) or a kerbside collection. Officers are currently exploring the option of extending kerbside recycling and rubbish collections to a number of outlying communities, including Omahu/Fernhill. While the Omahu/Fernhill community are not currently receiving kerbside collection services for recycling and refuse, they are not being charged for these services as they work on a user pays basis. However, in terms of recycling the community can access the nearby recycling depot at the Henderson Rd Refuse Transfer Station for free. If kerbside collection services were extended to the Omahu/Fernhill Community the cost of these services would be added to their rates bill.

67 Ben Lee – (Forestry and rates setting)

Officers acknowledge the examples illustrated demonstrate higher rates being levied on Farming properties although this is currently being driven by increased Farm Land Values (LV) as Forestry and Farming properties currently pay the same general rate in the dollar per \$ of LV. Under the Valuation Act, the value of the trees is currently excluded from a Forestry properties LV.

A number of workshops have been held with the Rural Community Board (RCB) over the last 12 months to explore the merits of alternative funding approaches to recover additional roading costs specifically driven by our Forestry sector in a more fair and equitable manner. Officers will continue to work with the RCB and bring back any proposed change to Council to endorse as part of the 2022/23 Draft Annual Plan.

77 Jenny Foote – (Maraekakaho Community Plan - Focus MKK)

\$25,000 request towards construction and installation of 3 village entry signs.

Staff support this request and note they have been working with this community on this project for some time and advise that with the requested carry forwards of the 2020-21 Gateway budget, this project can be funded from existing allocations.

Community Plan

Officers support the development of the second Maraekakaho Community Plan and will commence engagement in the second part of the 2021/2022 financial year.

Traffic Calming

Officers have met with community representatives and are working on traffic calming designs currently. These designs will be implemented in stages in the next financial year and include a community planting day run by Focus MKK. The costs of these works are allocated in the proposed LTP 21-24 minor safety budget.

81 Amy Renall – (Wenley Road)

The seal extension programme is tightly connected with the funding approach of the New Zealand Transport Agency (NZTA) which sets out the rules to obtain subsidy funding for this type of work. The Council's current position is to support seal extension work where subsidy for the work can be obtained.

The seal extension programme has been debated by both the Rural Community Board and Council as part of the current Long Term Plan and previous long term planning processes.

There are no roads in the Hastings District that currently attract NZTA subsidy. Under the NZTA economic evaluation procedures, seal extension projects tend to become economically beneficial when traffic volumes exceed 250 vehicles per day.

The traffic volumes on the submitter's road is estimated at 42 vehicles per day.

Council does have a dust mitigation policy. This policy sets out the framework for sealing outside properties where dust nuisance is prevalent. The framework requires each applicant to apply for up to 200m of sealing, of which the applicant pays for 46% of the cost to do the work.

84 Dennis Hall (Pan Pac) – (Rural roading network)

Officers are requesting increased funding to address the concerns raised in the submission, particularly around condition of gravel roads used for logging.

Rissington Bridge weight restriction will be removed once works are completed in the 21/22 financial year. Extensive community consultation will be undertaken prior to works commencing on this bridge.

(97 Tom Wallace, 98 Sophie Wallace, 107, Maree Sorenson Wallace 109, 114 Jonathan Wallace, 117 Sam Wallace, 145 Beverley Te Huia) – (Waimarama beach vehicle safety)

Waimarama Beach safety and other property destruction and environmental concerns.

Council has been aware of the public concern over vehicles on the beach at Waimarama and the potential for serious harm. In 2012 it first instigated a partial ban on vehicles on the section of beach just north of Kuku Rocks to just south of Pouhokio Stream between Labour Weekend to April. There have also been intermittent requests to extend the ban further to include beach front north of Tiakitai Road.

Key requests include;

- Extending the existing vehicle ban period to be year round
- Extending the existing area covered to go north of Tiakitai Road to protect whanau and the environment.
- Only allow vehicles towing boats

The success or otherwise of the ban depends on public support and compliance with Police enforcement. Some of these actions are outside Council's power. However, a community engagement day is to be held on 10 June 2021 at the Waimarama Community Hall where the community will be able to comment on the ban and suggest improvements or amendments to the current regime. The community feedback will be reported back to Council to consider.

Council has the ability to extend the beach ban season and the area it encompasses, but ultimate success will depend on community support. It is hoped the community engagement process will clearly reveal whether there is any strong mood for change and thereby give Council a clearer mandate to consider any extension to the terms of the vehicle ban.

Officers therefore recommend Council await the community's feedback before deciding on any change to the current regime. A 20km/h speed limit is in place on all beaches in the Hastings District.

103 Anton Maurenbrecher – Town planning and responsiveness to change

While setting higher level goals, principles and strategic intent, the Long Term Plan is itself drawn from a collection of other planning processes and directions at a particular point in time. The LTP is agile (reviewed every three years, or amended earlier) and will change to the different policy directions and decisions that get made. For example, in respect of matters such as growth, productive land use, housing etc further guidance on those higher level principles guidance is drawn from the current Heretaunga Plains Urban Development Strategy (which is in a review phase) and will account for and attempt to reconcile relevant policy statements such as the NPS on indigenous biodiversity (NPS-IB), highly productive land (NPS-HPL) and urban development capacity (NPS-UDC).

Specific matters of town and rural planning to give effect to those principles and guidance are however, provided within the policy parameters of and through an open and transparent process under the RMA in the form of District and Regional Plans, which have ten year review periods which allows individuals and business some certainty upon which to base their own decisions and investment's. Accordingly those processes are less agile and take longer to change.

In that respect the submitters concern seems to be largely based around planning restrictions that prevent people being able to build houses on pockets of lesser quality spoils that might exist within the generality of highly versatile soils of the Plains Production Zone. This would be a major shift in policy for this Council and one of considerable interest to growers not just in terms of precedent for the use of rural land, but also in terms of reverse sensitivity of essentially lifestyle housing within a production zone. While plans can distinguish between activities e.g. RSE Accommodation, Farm Stays etc, they cannot distinguish between who can occupy a dwelling based on their employment e.g. farm middle managers and or other rural workers (particularly if not on site as an ancillary use) versus other people under the RMA and possibly also the Bill of Rights. Similarly District and Regional Plans are unable to distinguish between owner operator's farms and larger corporate entities.

While the LTP process is open to questions of strategic intent the appropriate place for the matters of greater detail raised in the submission is the forthcoming HPUDS Review process. In that respect it is noted that the Council has broadened the scope of the HPUDS review into a full spatial plan which needs to accommodate the thinking outlined by the submitter. Accordingly that process will be one of interest to the submitter, which will seek substantive community input.

In respect of the Clifton to Tangoio Coastal Hazards Strategy this is a significant piece of work that is jointly funded by the Council, in partnership with the Hawke's Bay Regional Council and Napier City Council that looks out at adaptation pathways in time slices over 100 years. It deals with considerable uncertainty in terms of the scale and pace of climate change, and the financial implications are very large for doing nothing, defending and retreating. A considerable amount of new evidence gathering, modelling design and, policy development and monitoring system development is required and the Councils are committed to taking the communities with them, which regrettably cannot be rushed if successful solutions are to be arrived at.

The Draft Long Term Plan continues this Council funding commitment to the strategy development for the next three years and it also provides for the current interim works at Cape View Corner to be competed. In terms of managed retreat, it is accepted that this will ultimately be the final step in some if not all adaptation pathways, but is not necessarily the immediate first step. A significant piece of research on managed retreat is nearing completion and will be presented to the Clifton to Tangoio Coastal Hazards Joint Committee, and this will be drawn on to inform the separate consultation with the wider community on proposals, which include how any protection or managed retreat works will be funded and which agency or agencies will collect the funds to do that.

105 Troy Duncan (QEII National Trust) – covenants on private land

Provision is being made in the Long Term Plan for Council to begin the very important work of identifying the Significant Natural Areas (SNA's) within the district. The Plan currently identifies

recommended areas of protection but we are aware that the accuracy of these areas cannot be totally relied upon.

An integral part of SNA identification will be engaging with manawhenua to identify any indigenous taonga. One of the major tasks will be to engage with rural landowners where a large proportion of the SNA's will be located, particularly where there is regeneration such as manuka or kanuka. There will need to be new controls for the protection of the SNA's particularly when land is subdivided so working to achieve landowner acceptance will be vital. We would be pleased to talk with QEII on how we might work together on this issue.

112 Anna Follet – Park and Ride Maraekakaho:

The existing shared path along Maraekakaho Rd is part of the Wineries Ride in the Hawke's Bay Trails network, run by HB Regional Council. There are no plans to extend this route out to Maraekakaho, as this is unlikely to meet the criteria of a "Great Ride". However, HB Regional Council have had early discussions on options to complete the loop of the Wineries Ride, though this is likely to be off road and on private property.

Public Transport is managed by HB Regional Council and your submission has been passed on to them.

113 Julie Baxter – Puketitiri Road issues, rates increases

Puketitiri Road

Repairs on roads are undertaken by maintenance contractors and these are inspected by Council officers prior to payment. Where defects are noted, payment is held until the repair is permanently fixed.

Officers have recommended an increase in funding to accommodate the increasing need to renew and repair older sealed road pavement in the district.

Rates rise and access to services.

The submitter's property lies within the current Hastings District (Rating Area Two) boundary and is therefore rateable. Services and facilities such as Parks & Reserves and Libraries are provided to all ratepayers across the district irrespective of whether those ratepayers choose to use them or not. This property is in the rural rating area and as such contributes a reduced proportion to other council services when compared to urban ratepayers. The cost of services such as Refuse and Recycling are recovered by way of a targeted rate on those properties who have access to the service. As this property is outside the area of service, no rate is applied in respect of these particular services.

The location of the submitter's property is a consequence of local government reform and is part of the Hastings District but is located on the outskirts of Napier City. It should also be noted that the submitter's property does not incur Napier City Council rates despite the services being provided by NCC being available for the submitter to use.

119 Shona McDonald –Health and safety, infrastructure, gazetting over Tutaekuri River

No officer comments supplied at this time. (Full submission circulated separately)

124 Rhea Dasent (Federated Farmers) – rates, dog fees, roading material hygiene:

Roading material hygiene

HDC officers and contractors currently work alongside Regional Council officers to control known pest plants such as Chilean Needle Grass. Mowing is restricted to certain times of year, and all machinery

is washed and inspected by Regional Council staff once the mowing is completed on designated roads that have these pest plants.

Dog fee increase, percentage split and 10 dog fee discount

The working dog fee has remained static for 6 years. Rural dogs account for almost half of the dog population in the district. The percentage of work caused by working dogs is considerably lower with regard to complaints, however it is about 40% of registration non-compliance. The rural fee is less than half of the urban fee, yet there are many responsible urban dog owners that also don't cause issues. HDC have no records of 10 or more dog team ownership in the district.

Rates Examples

Whilst it should be noted that the three examples are intended to show example rates for a range of Lifestyle/Horticulture/Farming properties (greater than 1ha in size), Officers acknowledge the submitters concerns that the rating examples may not be representative of farms within the district. Officers agree to add further examples as suggested.

Wastewater Treatment charge

Council's current policy setting is to fund 20% of the Wastewater Treatment Plant through the UAGC to reflect the wider environmental and public benefit of providing a community wide treatment solution. Council could request officers to further look at this funding split and how it allocates particular activity costs if it feels it appropriate to do so (this would not take place for the 2021/22 financial year). Any movement in costs between funding mechanisms will have an impact on how the rates fall on individual properties.

Hybrid Funding Model

The submitter suggests an alternative funding approach whereby a flat fee of circa \$100 was levied on each separately used or inhabited part of a property to recognise a general benefit from the roading network, with the balance of funding to come from a system similar to that which exists currently.

The Council could instruct officers to look at this further if they feel it appropriate to do so (this would not take place for the 2021/22 financial year). Any movement in costs between funding mechanisms will have an impact on how the rates fall on individual properties.

Depreciation Funding 3 Waters

Depreciation is an accounting (proxy) for the level of investment required over the life of the asset. The Council has invested in a number of asset condition monitoring techniques (CCTV monitoring, laser profiling etc) which gives it better knowledge about the condition and performance of the assets. This knowledge informs the Council investment decisions.

There is no consequential backlog of maintenance or renewal across the Council asset areas. In some cases assets which are still performing well are being run past their assumed accounting life, which fits with the Council's philosophy of optimising its assets.

For a few of our non-critical assets (low risk and low public inconvenience) we use a run to failure approach, and make replacement when signs of failure are evident, thereby optimising the value of the community's investment in these assets.

Asset Management Plans are signalling the need for forward investment and those investments are incorporated in the plan and within forecast rate increases. The service risk is being managed whilst managing affordability and deliverability realities. The long term (30 year) cumulative depreciation versus cumulative investment profiles (a more accurate indicator of appropriate investment) show an appropriate amount of investment being maintained.

The district's stormwater assets are at a different stage in their life cycle and are typically younger than other assets. Asset management are not signalling large scale replacement at this stage of their lives. The 2021-31 LTP does however acknowledge that over the next 10 years, and particularly over the next 30 years, the level of stormwater asset renewals will increase and this has been factored into the plan.

Water leakage

Demand management and leakage are priority issues in the 10 and 30 year plans. The level of investment to reduce non-revenue water (leakage) will require a continued investment in determining where this is occurring and in applying strategies that target the best return on investment. The introduction of reduced pressure zones over the last 7 years has yielded a 3% saving in peak water consumption and further network wide strategies will be completed in the next 2 years where we can expect further significant savings in the region of 10%.

129 Callum Beattie – Wahi Taonga, resourcing, water reform, rural roads

Rural roads

Council officers share the submitters concerns regarding intersection safety with state highways. These concerns are passed on to Waka Kotahi NZ Transport Agency who are the responsible party for the intersections mentioned.

Officers are requesting increased funding to address the concerns raised in the submission, particularly around condition of gravel roads.

142 Jessie Kyle – Rural roads

Officers are requesting increased funding to address the concerns raised in the submission, particularly around condition of gravel roads.

144 Andy Tait Jamieson – Forestry planting

The partially Operative District Plan does have a policy in the Plains Production Zone that addresses this issue. Policy PPP2 states

“Restrict Forestry activities in the Plains Production Zone”. The explanation reads “Production Forestry does not result in the most sustainable use of the versatile land of the District as the economy is inextricably linked to food production. Production Forestry within the Plains Production Zone would result in reduced employment opportunities and it is likely to result in reduced water yield in the long term. For these reasons the Council will restrict production forestry in the Plains Production Zone”.

In order to enforce the policy there is a rule that makes Forestry a Discretionary activity within the zone requiring a resource consent application to be made. This allows the effects on the Plains resources to be properly considered.

147 Kellie Jessup – Paki Paki and Bridge Pa water, treaty partnership, housing, cultural landscapes, Flaxmere Village lighting

Flaxmere Village entrance lighting

The streetlight LED conversion programme has been completed. Council is planning to undertake a lux survey to measure the light levels across the residential areas of Flaxmere, Hastings and Havelock to identify poorly lit areas. These areas will then be considered for lighting infill programmes. The carpark area of the shopping centre is a private land.

Parking costs be decreased

If parking costs were decreased Council would have difficulty paying for enforcement, securing additional parking resource for the future or developing pedestrian laneways to connect parking and retail.

Honouring Tangata Whenua as an equal partner

Council have adopted Māori wards for the upcoming 2022 and 2025 elections. This will contribute to Council honouring the Treaty alongside other mechanisms that it currently employs.

Housing

Council are committed to housing in Heretaunga which is supported by the Hastings Place Based Housing Plan.

Ngā Pou

The Pou Ahurea Team are currently assessing the cultural landscape across the CBD in particular and the Pou are a significant part of this assessment in order that their presence is magnified even more by the appropriate technologies including digital applications and mapping services.

149 Michael Hope – Wenley Road

The seal extension programme is tightly connected with the funding approach of the New Zealand Transport Agency (NZTA) which sets out the rules to obtain subsidy funding for this type of work. The Council's current position is to support seal extension work where subsidy for the work can be obtained.

The seal extension programme has been debated by both the Rural Community Board and Council as part of the current Long Term Plan and previous long term planning processes.

There are no roads in the Hastings District that currently attract NZTA subsidy. Under the NZTA economic evaluation procedures, seal extension projects tend to become economically beneficial when traffic volumes exceed 250 vehicles per day.

The traffic volumes on the submitter's road is estimated at 42 vehicles per day.

Council does have a dust mitigation policy. This policy sets out the framework for sealing outside properties where dust nuisance is prevalent. The framework requires each applicant to apply for up to 200m of sealing, of which the applicant pays for 46% of the cost to do the work.

161 James Palmer (HBRC) – Infrastructure, public transport, enviro schools

Public Transport

Officers acknowledge the support of HBRC. HDC also looks forward to working with HBRC on the on-demand PT pilot and continuing our partnership with our active transport programmes.

Enviro Schools

Officers support the work of Enviro schools and are working through a funding contribution to be drawn from existing budgets. This will be presented to the 8 June Council meeting.