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Tuesday, 8 June 2021

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*Te Hui o Te Kaunihera ā-Rohe o Heretaunga*  
**Hastings District Council**  
**Council Meeting**

*Kaupapataka*

# Attachments – Vol 3

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*Te Rā Hui:*  
Meeting date: **Tuesday, 8 June 2021**

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*Te Wā:*  
Time: **9.00am**

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

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streamed live on our website  
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**HASTINGS DISTRICT COUNCIL**  
207 Lyndon Road East, Hastings 4122 | Private Bag 9002, Hastings 4156  
Phone **06 871 5000** | [www.hastingsdc.govt.nz](http://www.hastingsdc.govt.nz)  
**TE KAUNIHERA Ā-ROHE O HERETAUNGA**

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5/7/2021

Wufoo - Entry Detail

## HDC - 2021 - 2031 Long Term Plan

COMPLETE

#113

### CREATED



PUBLIC

May 7th 2021, 10:02:49 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.

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.

No

### What are the main topics in your submission?

Submission submitted on behalf of Hastings CBD West block business owners:

- Not in favour of increased rates for CBD enhancement
- Not in favour of parking rate increases
- To increase security West Block
- New Business attraction

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

(No response)

### Attach your submission

ltp\_submission\_may\_2021.docx

<https://app.wufoo.com/entry-manager/1661/entries/113>

1/1

Item



Hastings City Business Association Inc.  
Hastings HIVE, 200 Market Street North  
PO Box 420  
Hastings 4156



P 06 876 9093  
E: manager@hastingscity.co.nz

Friday 7<sup>th</sup> May 2021

Dear Lex,

I'm writing this submission on behalf of the below collective of business owners located in West Block, Hastings CBD:

Max Lambert – Maxim Barbers	John Van den Berk – Johns Bakery
Cheryl Lambert – Urban Retreat	James Griffiths – Grieves Jewellers
Janette Caplan – Holland Shoes	Jeremy Hanary – Rivers to Ranges
Angus Thomson – Thomson Suits	Wayne Harrison – Spex Eyewear
Natasha Bird – Mphosis	Paul Deacon – Hustle Surf

The feedback on themes for the 2021-2031 Long Term Plan (LTP), with information pertaining to each theme, is as follows.

#### INCREASED RATES FOR CBD ENHANCEMENT

As the streetscape targeted rate levied on property owners has been in operation since 2012, there is concern that no work has been done on the west side of Hastings CBD since 2011 and maybe early 2012 (apart from the laneway that was installed in 2019). There is a strong request for consistency in the CBD. Business owners are seeking enhancements to Heretaunga Street West to be in line with what Heretaunga Street East has been provided i.e., planter boxes and umbrellas outside hospitality outlets and general flow that connects the main street, either side of the fountain. There is no desire for a rate increase, given the lack of work being done to impact the west side businesses. The following additional points of concern have been raised:

- Requests for bright, warm lighting when/if move to LED lighting.
- New laneway on Heretaunga St attracts unwanted and disruptive crowds, to be upgraded or potentially closed off at night.
- Inconsistencies with building enhancements, e.g Vape store allowed to have unpleasant looking signage and remove internal components of the building, but Urban Retreat and Holland Shoes not permitted to.
- Consideration for legislation/policy around landlord accountability i.e., forced contribution of investment for enhancement, or some restriction around lack of use over a certain period results in fines etc.

#### PARKING

The overall consensus is that the two hour time limit increase makes sense, but not in favour of the increased costs. The preference of the proposed options is the \$0.50 increase only, with 2 hours available off street and one hour or free parking on street. This collective is not in favour of the \$40 fine amount being so high, in light of being a smaller regional area.

The overarching preference is to keep the parking fees as they are, with the option of free parking on a Saturday. This has been raised previously to no avail but is still very much top of mind. The perceived free parking in Havelock North and free parking in Bay Plaza and Mitre 10 areas drives businesses away from Hastings CBD. Free parking Saturday would also be attractive to new businesses looking to locate to the Hastings CBD.

Other matters that have been raised by this group of business owners are as follows:

#### SECURITY

Customers have provided feedback to business owners that they still do not always feel safe coming to town. City Assist do a brilliant job, but West side business owners would value more presence on Heretaunga Street west and side streets, as they seem to be in city mall and East side predominantly.

#### NEW BUSINESS ATTRACTION

This collective is in favour of new businesses entering the CBD and don't feel its competition whatsoever, but want real estate agents, landlords and Hastings District Council to be more proactive with decisions made around new businesses. No more \$2 shops, vape stores and pawn brokers, but instead attracting some exciting new retail stores, particularly women's stores. It'd be desirable to have some more enticing hospitality options down Heretaunga Street West end also rather than targeting East only.

In conclusion, this collective of business owners are not in favour of rate increases for CBD enhancement when it doesn't directly impact their businesses. And their preference for parking rates it to keep as is or at the least increase to \$0.50 only, with Saturdays being free.

I am more than happy to speak to this submission at a Council Meeting set down for hearing submissions, and look forward to hearing your response in due course.

Kind regards,

Lucinda Perry

**General Manager**  
Hastings City Business Association

Hastings HIVE, 200 Market Street North  
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[www.hastingscity.co.nz](http://www.hastingscity.co.nz)



5/7/2021

Wufoo - Entry Detail

## HDC - 2021 - 2031 Long Term Plan

COMPLETE

#114

### CREATED



PUBLIC

May 7th 2021, 10:06:18 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.

No

### What are the main topics in your submission?

Submission on behalf of Hastings City Business Association Board.

- Increased rates for CBD enhancement
- Parking rates

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

(No response)

### Attach your submission

ltp\_submission\_may\_2021\_hcba\_board.docx

<https://app.wufoo.com/entry-manager/1681/entries/114>

1/1

Hastings City Business Association Inc.  
Hastings HIVE, 200 Market Street North  
PO Box 420  
Hastings 4156



P 06 876 9093  
E: manager@hastingscity.co.nz

Friday 7<sup>th</sup> May 2021

Dear Lex,

I'm writing this submission on behalf of the Board of the Hastings City Business Association, of which are all business owners and operators in Hastings CBD. The feedback pertaining to increased targeted rates and parking is as follows:

The Board is seeking consistency across the CBD for growth and development for all business owners. There is a lot of feedback from West Block business owners to have enhancements to Heretaunga Street West in line with what Heretaunga Street East has been provided. In light of this demand, the board is not in favour of increased targeted rates for all business owners.

There has been a great deal of work to date to improve and enhance Hastings CBD, which the Board recognises and is proud of. The feedback from members of the public certainly reflects that also. But in representing the interests of all business owners in the CBD, feedback across the board needs to be respected and considered.

With regards to the parking increased rates proposed, the Board is not in favour of the increased costs. The preference of the proposed options would be the \$0.50 increase only, with 2 hours available off street and one hour or free parking on street.

The Board receives feedback time and time again for free parking in the CBD, so please take into consideration free parking on Saturdays.

Both myself and/or Craig Riddiford (Chairman) are willing to speak to this submission at a Council Meeting set down for hearing submissions, and look forward to hearing your response in due course.

Kind regards,

Lucinda Perry

**General Manager**  
Hastings City Business Association

Hastings HIVE, 200 Market Street North  
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Hastings City Business Association is incorporated under the Incorporated Societies Act 1908

5/7/2021

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## HDC - 2021 - 2031 Long Term Plan

COMPLETE

#109

### CREATED



PUBLIC

May 7th 2021, 9:43:46 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.

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?

Havelock North CBD upgrades targeted rate



5/7/2021

Wufoo - Entry Detail

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

**Havelock North CBD upgrades targeted rate**

The Havelock North Businesses Association (HNBA) supports the proposed increase to this rate as laid out in this Long-term Plan to support increased need for upgrades to the growing CBD area.

1. Following on a discussion with Colin Hosford, at our April board meeting around proposed use of these rate funds over the next 10 years the HNBA proposes to amend the schedule for proposed works. - please see attached for amendments to the funding schedule.

The HNBA sees the Donnelly street area as a growing retail and hospitality area in our CBD.

We would like to see Donnelly street actioned earlier, in the next 2-3 years.

Also, due to the increase in retail and hospitality businesses setting up in this area there is far more foot traffic and general traffic down this street and at present its layout is not adequate for this as it has historically been the start of the Havelock North industrial area.

Now, it is viewed as an extension of our Village area and feel it should be brought in line with the feel the Village feel in regards to foot path paving, garden spaces and pedestrian access crossings to enhance the area for current business and to attract new businesses. Due to this the HNBA reasons more funds need to be allocated to this area and propose that this could be found in the allocated Joll road upgrades funds which has the highest allocated amount over the next 10 years. While the board supports upgrades to Joll road with the growth happening up there, we dispute the majority portion of funding being used in this area over the next 10 years.

**2. Hospitality upgrades**

The Havelock North Business Association (HNBA) support the funding allocated to hospitality enhancements as laid out in the targeted rate schedule. However, we would like to see more synergy with look and feel of the Hastings East End upgrades (e.g. planter boxes, seating, etc) versus the proposed climbing frame grape vines.

The board desires Havelock North Village to feel more connected to Hastings City as it grows, particularly as many visitors who are attending events / are attracted to the new offerings would likely be staying in Havelock North as we have the closest accommodation hub. As we are all part of the Hastings District, we believe making our CBD's have a more cohesive feel further connects our CBD's moving forward.

**Attach your submission**

hnba\_edit\_ltp\_spending.pdf

## The Next Ten Years – HNBA request for adjustment

Element	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31
Hospitality enhancement				\$125,000	\$75,000			\$100,000		\$50,000
Misc Design enhancements	\$25,000					\$35,000			\$20,000	
Treachers lane paving	\$50,000									
Joll Road expansion enhancements		\$100,000	\$25,000			\$25,000			\$25,000	\$75,000
Havelock Road Enhancements							\$100,000			
Donnelly and Cooper and enhancements		\$50,000	\$50,000			\$50,000			\$25,000	
<b>Total</b>	<b>\$75,000</b>	<b>\$150,000</b>	<b>\$75,000</b>	<b>\$125,000</b>	<b>\$75,000</b>	<b>\$105,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$70,000</b>	<b>\$125,000</b>
<b>Grand Total \$1,000,000</b>										



5/7/2021

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## HDC - 2021 - 2031 Long Term Plan

COMPLETE

#110

### CREATED



PUBLIC

May 7th 2021, 9:47:16 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?

Parking / Pedestrian safety

5/7/2021

Wufoo - Entry Detail

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

Request for a pedestrian crossing connecting Donnelly Street to Treachers lane carpark

The Havelock North Business Association requests additional funding to be allocated from roading for a pedestrian crossing to be installed connecting Donnelly Street to the Treachers Lane carpark. Due to limited parking on Donnelly Street the logical place to park when visiting businesses down there is the Treachers lane carpark. With the growth in business down Donnelly street there has been an increase in foot traffic from shoppers and staff. At present there isn't a pedestrian crossing and with the layout of the road it is a safety issue to have people stepping out and traffic not expecting pedestrians.

Warm regards,  
Emma McRobbie  
HNBA Manager

This submission is made on behalf of the Havelock North Business Association

**Attach your submission**

5/7/2021

Wufoo - Entry Detail

## HDC - 2021 - 2031 Long Term Plan

COMPLETE

#111

### CREATED



PUBLIC

May 7th 2021, 9:48:53 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?

CBD Vibrancy

<https://app.wufoo.com/entry-manager/1681/entries/111>

1/2

5/7/2021

Wufoo - Entry Detail

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

Havelock North Village CBD Vibrancy

With upgrades and growth in Hastings East End attracting more visitors to the district, Havelock North would be the Hastings districts natural accommodation hub with multiple accommodation venues all centrally located. The Havelock North Business Association (HNBA) sees value to be gained around collaborative vibrancy initiatives in our CBD/village that compliment what is happening in Hastings City. The HNBA board sees an opportunity in the growth of Hastings City that further aligns us and would like to see a stronger connection to the activity in Hastings.

With Havelock North having approximately 1/3 of the businesses to Hastings City; the HNBA asks to have an annual budgeted amount that is 1/3 of the allocated vibrancy funding for Hastings City, allocated to Havelock North village vibrancy. For example, pop-up art installations, informative lightboxes, Christmas decorations updated, live music, would all work wonderfully in Havelock North for both our local community and visitors. The HNBA manager would be available to work collaboratively with council to make these vibrancy activations happen.

Warm regards,  
Emma McRobbie  
HNBA Manager

This submission is made on behalf of the Havelock North Business Association

**Attach your submission**

<https://app.wufoo.com/entry-manager/1681/entries/111>

2/2

5/7/2021

Wufoo - Entry Detail

## HDC - 2021 - 2031 Long Term Plan

COMPLETE

#112

### CREATED



PUBLIC

May 7th 2021, 9:51:19 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?

Security enhancement / Safety

<https://app.wufoo.com/entry-manager/1681/entries/112>

1/2

5/7/2021

Wufoo - Entry Detail

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

- Camera visibility up Joll road.

The Havelock North Business Association (HNBA) has liaised with Hastings District Council and local police over the last 12 months in regards to an increase in theft and damage issues happening in the Havelock North CBD.

A meeting was held with Clint Adamson last year, around what visuals are captured in Havelock North and it was noted that there are no clear visuals up Joll road with council cameras due to obstruction of views. This area is considered to be a blind spot in the Havelock North CBD and because of this is commonly targeted for theft and damages. There have been multiple theft and damage incidents that police have been involved with in last year that having camera footage would have helped ensure a resolution.

The HNBA would like to ask for funding to be allocated to have a camera installed that covers this area, as it is one of the densest areas for retail with high foot traffic. Working with local police we have had a community police officer set up and we been encouraging members to report all incidents such as theft; we have seen a positive increase in reporting to correct channels but it is disheartening when resolution cannot be made due to not being able to identify alleged perpetrators in the Joll road area. From a safety perspective it would help our retail community in this area feel safer.

Warm regards,  
Emma McRobbie  
HNBA Manager

This submission is made on behalf of the Havelock North Business Association

**Attach your submission**



5/7/2021

Wufoo - Entry Detail

## HDC - 2021 - 2031 Long Term Plan

COMPLETE

#108

### CREATED



PUBLIC

May 7th 2021, 9:39:28 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.**

### What are the main topics in your submission?

Enviroschools Hawke's Bay would like to request funding from Hastings District Council to support this programme for the Hastings region. Your funding support would also allow us to be better placed to work with the secondary school sector. Thank you.

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

(No response)

### Attach your submission

hdc\_ltp\_2021\_submission\_may2021\_final.pdf

<https://app.wufoo.com/entry-manager/1681/entries/108>

1/1



## Submission: Long Term Plan 2021 - 2031 – Hastings District Council

**Name:** Enviroschools Hawke's Bay

**Contact person:** Sally Chandler, Community Engagement Coordinator, Hawke's Bay Regional Council

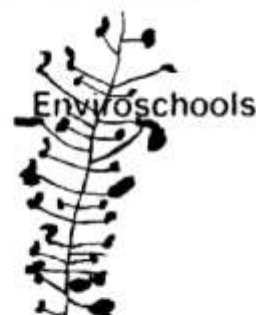
**Physical Address:** c/- Hawke's Bay Regional Council, 159 Dalton Street, Napier

**Phone:** 06 835 9200 **Email:** sally.chandler@hbrc.govt.nz **We wish to speak to this submission**

Enviroschools is a holistic framework that supports the development of resilient, connected and sustainable communities. It works long term with communities for systemic change.

There are currently 67 Enviroschools across our region with 29 being in the Hastings District. This includes 13 schools and 16 early childhood centres. These local Enviroschools are part of a nationwide network of over 1,300. Each Enviroschool is supported by a local Enviroschools Facilitator

Enviroschools operates nationwide as a collaboration between schools, Toimata Foundation, Local Government and Central Government with additional community partners. This proven regional delivery model is on partnerships between the regional council and territorial authorities, with additional involvement from community agencies and support from the national team employed by Toimata Foundation.



### **This submission:**

1. *Requests that Hastings District Council (HDC) works collaboratively with Hawke's Bay Regional Council (HBRC) to support the continued growth and development of the Enviroschools Programme in Hastings and commits to annual funding of \$15,000 per annum.*
2. *Thanks the Waste Minimisation Team at HDC for their collaboration and support*
3. *Requests that council note that the proven and holistic approach of Enviroschools supports various HDC priorities. Enviroschools is specifically designed to meet multiple council outcomes through authentic relationships with the community.*
4. *Request that council note the information about Enviroschools regionally and nationally.*

### **1. Request for a formal commitment from HDC to a collaborative approach**

Hawke's Bay Regional Council plays a regional leadership and coordination role for Enviroschools and is the main financial contributor. Both Napier City Council (NCC) and Central Hawke's Bay District Council (CHBDC) invest in the support for their local Enviroschools. These territorial authority (TA) partnerships provide relationship links into many common areas of community engagement and enable TA priorities to inform the work of the Enviroschools Facilitators.

We request that HDC works with HBRC to develop a new collaborative agreement that sets out their complementary roles in supporting the Enviroschools network and specifies the funding commitment of HDC for the 3 years from 2021 – 2024 across all areas of the programme. A funding level of \$15,000 per year is recommended.

It is acknowledged that this funding request may not be able to be fully provided by one HDC team and we seek support from all HDC teams that the Enviroschools programme link too, as the benefits are wide reaching.

### **2. We have a strong relationship with the Waste Minimisation Team at HDC – Thank you**

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.

Cloe stepped up to help as part of the Youth Crew and was instrumental in leading the group through one of the sessions 'What is your understanding of Climate Change'. Her delivery was knowledgeable and clear. Cloe was a pleasure to work with and is a great asset to Hastings District Council.

We meet on a regular basis to share knowledge, ideas and educational opportunities where we can support the work of Hastings District Council.

### ***Climate Change***

Enviroschools forms part of the overall environmental sustainability approach for the Hawke's Bay. Following the recent Climate Action Camp for secondary school students we need to capitalize on the momentum to work more closely with this sector.

We want to meet the expectations of our community and region to provide the best opportunities for all our tamariki and rangatahi to build an environment future generations can be proud of.

### ***3. Contribution of Enviroschools to getting "the basics right" as identified in the HDC LTP***

As a holistic programme, there are a wide range of sustainability actions undertaken by Enviroschools in connection with their communities. Below we highlight 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.

### ***Enviroschools in the Bay - current situation***

<i>Participants:</i>	67 Enviroschools with total rolls of over 7,000. This is a quarter of all early childhood centres and a third of the region's schools.
<i>Regional Leadership:</i>	0.75 FTE position, employee of Hawke's Bay Regional Council
<i>Facilitation:</i>	3 part-time facilitators at 1 FTE employed by HBRC with collaborative funding from NCC and CHBDC. Additional in-kind support from the Napier and Heretaunga Kindergarten Associations (who employ in-house facilitators)
<i>Regional events &amp; projects:</i>	Funding from HBRC and Toimata Foundation
<i>Main Collaborations:</i>	Predator Free HB, Te Mata Park



Hawke's Bay has a thriving network of 67 Enviroschools – 32 kindergartens and 35 schools. They have all made a long-term commitment to the Enviroschools kaupapa of learning and action for a sustainable future. Enviroschools operates as a multi-agency collaboration in Hawke's Bay.

Financial contributions currently Napier City Council \$15,000, Central Hawke's Bay District Council \$10,000, Hawke's Bay Regional Council \$255,000, Toimata Foundation \$5,000.

### **Enviroschools nationally – overview**

#### ***Enviroschools is a nationwide movement for positive change***

Enviroschools is a holistic approach to the development of resilient and sustainable communities. The complex environmental, social, cultural and economic challenges facing us today call for a collaborative response. Toimata Foundation creates a hub for a cross-sector approach bringing together over 100 organisations from Local and Central Government and Community.

Enviroschools now has significant reach across our country. Nationally over 1,380 early childhood education (ECE) centres and schools are part of the Enviroschools network. This is 12% of all ECE, 43% of all primary and 32% of all secondary.

Enviroschools is inspiring and empowering people of all ages through connection, creativity and action so they are actively engaged in creating a sustainable future. Through Enviroschools tens of thousands of innovative projects and lifestyle changes are happening in schools/centres, households, neighbourhoods, on farms, in local businesses and in all types of ecosystems. Some projects are small-scale and others involve hundreds of people working across a whole catchment or community.

#### ***Enviroschools is designed to meet Local Government Outcomes***

Over 80% of all councils are Enviroschools partners. Enviroschools is specifically designed to meet multiple council outcomes through authentic relationships with the community. It is a proven approach, with a 20-year track record and backed by a 5-year research and evaluation programme.

The long-term holistic approach of Enviroschools creates a wide range of outcomes across all the Four Well-beings. This graphic (left), from the most recent Enviroschools National Census, shows the percentage of participants taking action across environmental, cultural, social, and economic aspects.

Councils also benefit from the co-investment model of Enviroschools. Councils contribute approximately one quarter of the total annual investment in Enviroschools, with the balance funded by Central Government and Communities.

#### **Environmental sustainability actions**



\* Percentages are the total % of participants who are taking one or more actions in the area

# SUBMISSION

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

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## 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
<b>Total Rates Income for three years</b>	<b>\$247,472,000</b>

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

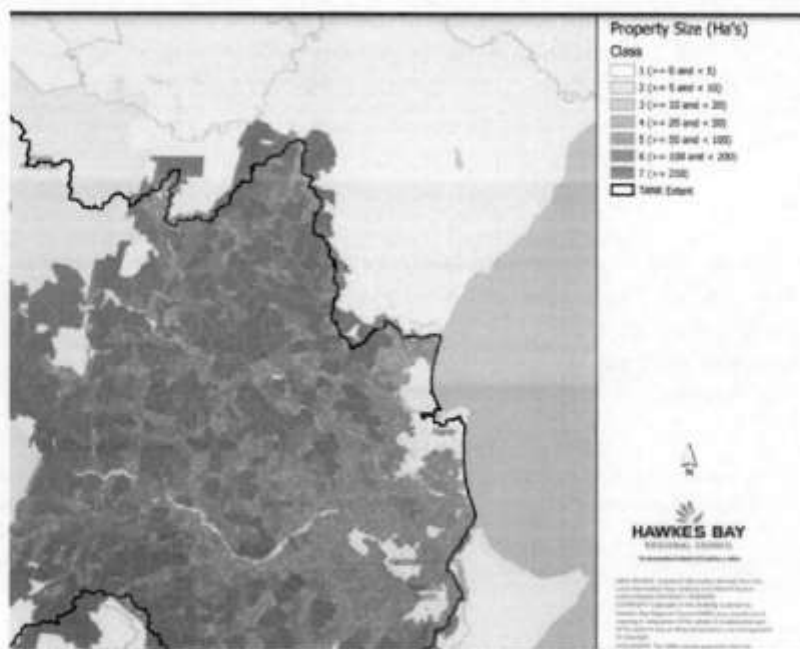
The rates examples on page 35 of the consultation document *Planning Our Future* should be much closer to the front of the document, perhaps on page 3 immediate after the Mayor and CE's address. This is the information that will have most meaning to ratepayers, and reminds them that all the proposed 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
Taranaki	\$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 1,500m<sup>2</sup>, 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 its 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.

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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.





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="Mr"/>
First name:	<input type="text" value="Steve"/>
Last name:	<input type="text" value="Cornes"/>
Street address:	<input type="text" value="523 Lyndhurst Rd Hastings"/>
Daytime contact phone:	<input type="text" value="027 220 8218"/>
Evening contact phone:	<input type="text"/>
Email address:	<input type="text" value="steve@eastfield.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?

**Lyndhurst Extension rezoning**

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

Lyndhurst Extension should be scheduled to be rezoned residential immediately
This land has been in HPUDS for many years and is no longer viable for the landowners to make a sustainable income
Farming land within meters of residential and recreational area's is now very difficult due to dangers of chemical drift and noise restrictions etc.
All council services are already right on the boundary
The land is within walking distance to all levels of schooling including a private school
Only minutes' drive to main arterial routes to the North, South, East and West
Highly sort after area for all cultural classes of society
Very close to the HB regional hospital
The land is on the boundary of the HB Regional Sports Park and Frimley Park where considerable funds have been spent on walking tracks and recreational areas etc
Most of the land scheduled to come into residential zoning in the near future is east of Hastings City. Not all citizens want to leave over that side of town. Lyndhurst Extension should be offered to give the public some choice on where to live.





7 May 2021

Hastings District Council  
Private Bag 9002  
Hastings 4156

Our Ref: SUB014 21

Email: [lexfv@hdc.govt.nz](mailto:lexfv@hdc.govt.nz)

**Planning for our future – Hastings District 2021-2031 Long Term Plan**

Thank you for the opportunity to submit on Hastings District Council's Long Term Plan 2021-2031. The Hawke's Bay District Health Board (HBDHB) considers Hastings District Council (HDC) to be a key strategic partner in improving the health and wellbeing of the Hastings District.

**General Comments**

Firstly, we wish to congratulate Hastings District Council on the overall direction and vision of the plan. We **fully support** Council's focus 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'. This vision aligns well with our strategic vision of Whānau Ora, Hāpori Ora (Healthy Families, Healthy Communities). Our health system is under considerable strain and without support from our key partners we know the situation is likely to deteriorate.

Secondly, we acknowledge the considerable social and economic impacts of COVID-19 on communities across the Hastings District. Not only has COVID-19 impacted on the delivery of our own services but, despite the success of our public health measures, there are on-going impacts on the health and wellbeing of our community.

The impact has not been evenly experienced. Some parts of our population are now enjoying better than expected economic gains, while others including Māori and Pacific whānau, women, rangatahi and older people are still struggling. The horticultural industry has also experienced negative impacts from COVID-19 associated staffing issues. Unexpected increases in building activity and large increases in housing values have further exacerbated the divergence in our economy.

Given these trends we believe now is the time for Council to prioritise actions that are most likely to contribute to the prosperity of the most disadvantaged within our community as we strive to achieve the broader vision. By adopting a pro-equity approach, we believe that not only will Council investments contribute to reducing the equity gaps but also achieve greater net benefits to both environment and wider population aspirations and prosperity.

Specific topics covered by this submission include:

1. Parking pinch-point
2. Parks and reserves
3. Managing growth
4. Economic and community development

**TE PUNI WHAKARAE - CHIEF EXECUTIVE OFFICE**

Hawke's Bay District Health Board

Telephone 06 878 8199 Fax 06 878 1648 Email: [ceo@hdbb.govt.nz](mailto:ceo@hdbb.govt.nz), [www.hawkesbay.health.nz](http://www.hawkesbay.health.nz)  
Corporate Office, Cnr Omaha Road & McLeod Street, Private Bag 9014, Hastings, New Zealand



#### **Parking pinch-point**

We acknowledge the challenge Council faces in meeting its responsibility to manage supply and demand for parking within the Hastings District. We believe Council can meet these responsibilities in a way that not only addresses parking challenges but also supports Council's broader strategic objectives such as the intention to improve active transport and electric vehicle access in Hastings.

We **do not agree** that increasing active transport or promoting low emission vehicle uptake should be regarded as a medium to long term goal. Council has for some years regarded itself as a 'model community' for cycling and walking and has already invested in cycling infrastructure. Despite these efforts, progress on increasing active transport has been slow and issues such as safety of the on road urban cycling network remain barriers to further mode shift. The provision and cost of parking need to be considered as factors that can influence the pace of transition away from motor vehicle use.

The need for further investment in the short term is also clear from Waka Kotahi's *Keeping Cities Moving: National Model Shift Plan*. The plan sets out national objectives and programmes to increase the share of travel by public transport, walking and cycling by shaping urban form, making shared and active modes more attractive and through influencing travel demand and transport choice.

#### *Havelock North Parking*

Given these imperatives we **do not agree** with Council's proposal to purchase land for the provision of more free parking in Havelock North. The use of rate payer funds for free parking in Havelock North is opposed because it:

- Fails to contribute to Council's objective of supporting transition to a sustainable transport system
- Results in lost opportunities to achieve Council's strategic objectives. These could include the potential to invest in safer cycling infrastructure for key cycling corridors such as along Te Mata Road where increasing traffic density on a major cycling route for school children is creating greater levels of risk for injury to children. The purchase of the land for parking would also result in the loss of an opportunity to utilize the land for residential development in the village.
- Does not meet pro-equity criteria with Council subsidy of parking for one of its more affluent communities
- Fails to support HBDHB's need to reduce inactivity-related illness and demands on our services.
- Will exacerbate the "uneven playing field" between Hastings city centre and Havelock North village. This in turn may contribute to migration of business development and motor vehicle traffic from the city centre to Havelock North

In summary, we submit that Council should reconsider this plan. Our preference is that Council repurpose this funding to invest in cycling infrastructure on the Te Mata corridor. By making cycling safer, Council would address the growing congestion problem (less school car drop-off trips), reduce hazards to cyclists and pedestrians and promote more active trips to the village. If Council does proceed with the proposed plan, we submit that any new Council-provided free parking in Havelock North is reserved for very low emission or zero emission vehicles. Furthermore, we recommend that Council consider introducing a user pays system so as to align with the city centre.

#### *Hastings parking charges*

While we do not believe increased parking charges in Hastings city centre will be sufficient to achieve Council's sustainability and active transport objectives **we do support** this proposal with some provisos.

As noted above, we believe there does need to be more of a level playing field between Havelock North and the city centre. We are also aware that there is an existing imbalance between the city's large format retail centre that provides free parking and the city centre. There is a danger that increasing parking charges in the city centre will exacerbate the existing disadvantage of the city centre. Any change will need take this into account and solutions such as a shuttle between the large format retail car park and the city centre could be introduced to mitigate this issue. Alternatively, parking charges could be introduced in the large format centre.

We continue to support the provision of city centre parking on the periphery of the city centre rather than utilising potential community amenity areas within the centre of the city. This approach ensures that visitors to the city are encouraged to walk short distances to destinations within the city which contributes positively to health and increases foot traffic generally within the city thereby increasing economic activity. Maintaining small outdoor amenity spaces is likely to contribute positively to the vibrancy of the city for visitors and for the residents we hope to attract with inner city residential development.

In considering parking options for the city, we submit that Council should continue to prioritise investments that support achievement of the city centre vision. Given the higher proportion of child residents (under 18s) living in Hastings compared with the national average, we recommend that Council prioritise the needs of tamariki and rangatahi as a key driver for inner city development.

Finally, we note that Hawke's Bay Regional Council has proposed an on-demand public transport pilot to be conducted in Hastings in its Long-Term Plan (2021-2031). There is potential for this solution to contribute positively to Hastings's city centre and Havelock North parking pressures and recommend that Council take the potential for this solution into account in deciding on parking options.

#### **Parks and reserves**

We **support** the proposal to upgrade reserves and playgrounds and the priority locations identified. Playgrounds and green spaces provide a free and healthy activity for whānau and tamariki. We recommend shade provision be included in the revamping of any playground to ensure tamariki and whānau are protected from the health-related risks of over-exposure to sunlight.

#### **Managing growth**

We strongly encourage Council to move with haste in investing in land and planning resources for residential development. As identified in Hastings District Council's *Kāinga Paneke, Kāinga Pānuku – Hastings Medium and Long Term Housing Strategy*, the need for more housing is one of the most pressing challenges facing the Hastings District. With the projected population growth of 6,180 new residents by 2031, this challenge is unlikely to go away.

#### *Funding Kāinga Paneke, Kāinga Pānuku*

We are however concerned that the Long Term Plan does not appear to include any specific Council funding devoted to the implementation of this Strategy. While we fully support Council's partnership approach with central government and the private sector, we believe that the lack of direct investment by Council is out of line with the urgency and importance of achieving housing objectives for our district. Other districts that are facing significant affordable housing shortages, such as Queenstown Lakes, have recognised that councils can play a more active role that goes beyond land use planning and the provision of infrastructure.

We note, for example, that Queenstown Lakes District Council (QLDC) played a pivotal role in the establishment of the Queenstown Lakes Community Housing Trust through the provision of a significant founding contribution to the Trust funds. Furthermore, QLDC then contributed to the financial sustainability of the Trust by establishing inclusionary zoning that now generates an ongoing funding source to grow the Trust and enable new affordable housing development.

Another possible avenue for Council to directly fund housing strategy would be to fund demonstration developments particularly in markets where private sector developers have been reluctant to take risks, for example inner city apartment development. By directly funding a small number of development projects, Council could also create a precedent for the high design quality standards it intends inner city residential developments to meet.

In short, we submit that Council prioritise **new investment in housing provision** in partnership with central government and private investors that accelerates achievement of its medium density and city vision strategies.

**Economic and community development**

We strongly support the key economic and community development actions listed on page 114 of the Long Term Plan full document and will continue to support Council with these ongoing projects. We share Council's commitment to improving outcomes for community wellbeing and applaud Council's acknowledgement of the social issues driving this focus. Housing, community plans and rangatahi programmes are initiatives we are actively working on with Council and will continue to align to achieve collaborative outcomes for the Hastings District.

Thank you for providing the opportunity to feedback on the Hastings District Council Long Term Plan 2021-2031. If an opportunity is available, we are open to discussing our submission further. For further information please contact:

Dr Nicholas Jones  
C/o Kim Maitland, Executive Assistant  
[kim.maitland@hawkesbaydhb.govt.nz](mailto:kim.maitland@hawkesbaydhb.govt.nz)  
Phone 06 873 2101 / 0273535703

Ngā mihi,



Keriana Brooking  
CHIEF EXECUTIVE OFFICER



Submission HDC 10 year plan

Rural Rooding

As part of the recent process to reduce speed in the Twyford area I had the opportunity to submit my views to Council. In that meeting it was admitted by a number of councillors that the roads in the Twyford area were of a standard not fit for purpose being narrow in many areas with edges having been only partially repaired. These factors were considered by Council as justifying a reduction in speed as a fix for the vehicles using these roads.

As a consequence of this and as part of the 10 year plan it is considered that the time is now right for Council to remedy this by widening the roads, improving poor roading surfaces whereby trucks, cars and bikes can all use them safely. Improving quality and evenness will reduce the effect of damage of fruit through bruising as trucks carry on them to packhouses. It is now time to act on the years of roading neglect in the Twyford area. I am happy to organise a public meeting of locals many of whom have verbally expressed concerns over these issues in the past.

An additional but significant concern is the lack of road width by the Twyford School. This is an issue I have personally raised with Council staff on many occasions over the last 20 years with only piecemeal actions taken. These staff admit the roading is not suitable, but no one wants to fully commit to a widening program which is desperately required.

Now is the time to remedy years of neglect.

Brian McLay





## The Te Mata Park Trust Board

Under Deed of Trust, 1927 | Registered Charity #CC25560

PO Box 8151, Havelock North 4157  
www.tematapark.co.nz

### Submission for funding Hastings District Council

As one of the most visited landmarks in Hawke's Bay with 1 million visits annually, there is no doubt that Te Mata Park is experiencing significant growth pressures.



The management and structure of the Park Trust has evolved in recent years. We are now more dynamic and responsive, thus meeting the increasing demands and expectations from park users. These increasing pressures have resulted in funding challenges. With some innovation, we have navigated a successful path of external funding avenues to ensure we could meet our operational budget requirements. Consequently there has been minimal reliance on HDC, but we would like to see the financial support strengthened in future years to ensure a more sustainable and robust funding model.

#### Recent achievements of Te Mata Park Trust

The Park Trust has established new processes and strategies for effectively managing the Park. Safety and enjoyment of park users has been of utmost priority, as well as strengthening of relationships with mana whenua.

The Park Trust has a strong commitment to improving native biodiversity in the Park and further extending the bird corridor. It is our intention to enhance the health of our wetlands area and establish a more robust pest management programme. We will have planted 59,000 native trees by end 2022, and will continue to seek support from our community to purchase & plant more trees.

There have been significant milestones and achievements in recent years:

<p>Altering the Trust Deed, to ensure one person of mana whenua descent is appointed. Co-governance has been a key goal for the Trust, reflecting the principles of the Te Tiriti o Waitangi.</p> <p>Waiora Rogers is now a Trustee on the Board, since late 2020.</p>	
<p>Green Flag Community Award, plus 'Top 10 Green Flag International Award'</p>	











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<p>Nearing completion of Ngā Tipuna (the Park Trust's Masterplan) which will map out future management and objectives for the Park.</p>	
<p>Fundraising \$1.25 million to purchase an additional 8.5 hectares of neighbouring land. Assessing, developing the land and opening it for public use in late 2020.</p>	
<p>The pine felling project was completed in May 2020.</p>	
<p>15,600 native trees were planted in the 2020 season. A further 20,000 plants will go in the ground this 2021 season, and another 24,000 in 2022. Funded by 1 Billion Trees (Te Uru Rākau - Forestry New Zealand)</p>	
<p>New directional signage throughout the Park (funded by Alterno Foundation)</p>	
<p>Educational EnviroSchools programme underway</p>	



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New website developed and establishing better tools for navigation in the Park.	
Peak House operating successfully with new tenants.	
Hastings Landmarks Trust Award 'Landscape Winner' 2019.	
Additional support for Manager – new part time Communications & Education Coordinator.	<p>Trust Board</p> <p>Mana Whenua Roopu</p> <p>Manager – PT – Emma Buttle</p> <p>Education &amp; Communications Coordinator – PT – Tara Shaw</p> <p>Committees and Army of volunteers</p> <p>Committees:</p> <ul style="list-style-type: none"> <li>Landscaping and Planting Sub Committee</li> <li>Operational Sub Committee</li> <li>Finance Sub Committee</li> <li>Marketing &amp; Communications Sub Committee</li> </ul>
Acquisition of fundraising event – Triple Peaks. Over \$50,000 raised since taking over.	
Establishment of a Rongoā Roopu, in conjunction with Tyne Marie Nelson. Regular working bees.	
Fundraising strategy underway, including benevolent fund in conjunction with HB Foundation	<p>HAWKE'S BAY FOUNDATION</p>



### **The Te Mata Park Trust Board**

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The Park Trust is working hard to strengthen our volunteer base, with regular working bees and planting days – with schools, local clubs, businesses, families and individuals. On an average year, volunteers contribute a total of at least 1800 hours, through our various volunteer groups and Rongoa roopu. This does not include Trustee time, which is voluntary and would exceed 500 hours per year.

#### **Outline of current financial assistance**

- Current support HDC: \$80,000 per annum (funds PT Manager, PT Communications & Education Coordinator, accountancy fees, lawyer fees, admin costs, Board PRO, etc)
- Current support HBRC: \$122,990 per annum (equates to 2 x 0.5 FTE caretakers)
- Funds are also generated through Peak House rent, Triple Peaks and Unison / Vodafone rent.

Our OPEX, based on a very lean budget, for 2020 – 2021 is \$325,812, which does not account for one off projects. The Park Trust estimates that at least \$500,000 is required to run the Park effectively per year.

The total of the above listed revenue is \$251,029, which leaves us with a shortfall from the 2020-2021 operating budget of \$74,753. Currently these funds must be sourced through fundraising or charitable trusts.

#### **Priorities for the Future**

As one of the most visited and treasured destinations in Hawke's Bay, there is exciting potential to improve and refine the Park experience. It is essential that we upgrade assets to sustain future growth of park users.

Ngā Tipuna (our Park Masterplan) sets out prioritised actions for the future of Te Mata Park, providing both a road map for future investment and a coordinated programme of works.

Below we list the high priority projects that have emerged as a consequence of the Masterplan. Many projects will be funded through **external avenues**, including:

- Continued enhancement of directional and educational interpretive signage – FUNDED BY ALTERNO FOUNDATION
- Enhancement and extension of our wetlands area – SUPPORTED AND FUNDED BY ROTARY (work in progress)



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- Fencing of endemic vegetation on cliff areas – FUNDED THROUGH A CHARITABLE TRUST
- Continue to expand EnviroSchools Programme and onsite curriculum with schools. Also developing a 'Trees For Schools' adopt an area of land programme. – FUNDED IN CONJUNCTION WITH HBRC FUNDED ENVIROSCHOOLS
- Composting toilet in Giant Redwoods – FUNDED THROUGH PREVIOUSLY ALLOCATED FUNDS
- Complete planting and projects in new block 'Te Kahika' including protection of wahi tapu sites – FUNDED BY ECCT AND ONE BILLION TREES
- Continue digital storage of archives and photos, as well as documenting knowledge of Park's flora and fauna – SUPPORTED BY THE KNOWLEDGE BANK
- Establishment of kaitiaki programme – THROUGH VOLUNTEERS
- Begin process for 100 year Park Trust anniversary book with Michael Fowler, with input from mana whenua – FUNDED THROUGH A CHARITABLE TRUST

#### Hastings District Council support:

We ask that Councillors consider the following contribution to support the future essential running costs of Te Mata Park;

Year	Item	Cost
Year 1	Administration costs Includes: <ul style="list-style-type: none"> <li>• part time Manager,</li> <li>• part time Communications &amp; Education Coordinator,</li> <li>• and allows for an additional part time contractor to assist with funding / fundraising, and with a specific focus on charitable trusts &amp; donor management.</li> </ul>	\$120,000



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	<ul style="list-style-type: none"> <li>also covers accounting fees, lawyer fees and annual Board PRO costs</li> </ul>	
Year 1	Peak House feasibility study  <i>** note that we will co-fund the feasibility study with the assistance of Charitable Trusts to the amount of \$50,000 (as the total for this project is \$100,000, and have only asked for \$50,000 from Council)</i>	\$50,000
Year 1	First instalment of water infrastructure improvements Harris Pumps (tanks / pipes / new pump / new bore / adequate filtration unit at Peak House)	\$30,000
Year 1	Track maintenance <ul style="list-style-type: none"> <li>upgrading some deteriorating areas to conform to DOC Track Standards, and ensuring MTB tracks meet national standards</li> <li>implementing a Track Audit, as recommended by Green Flag auditors – stage 1</li> </ul>	\$30,000
	<b>TOTAL YEAR ONE</b>	<b>\$230,000</b>
Year 2	Administration costs Includes: <ul style="list-style-type: none"> <li>part time Manager,</li> <li>part time Communications &amp; Education Coordinator,</li> <li>and allows for an additional part time contractor to assist with funding / fundraising, and with a specific focus on charitable trusts &amp; donor management.</li> <li>also covers accounting fees, lawyer fees and annual Board PRO costs</li> </ul>	\$120,000
Year 2	Second instalment of water infrastructure improvements Harris Pumps (tanks / pipes / new pump / new bore / adequate filtration unit at Peak House)	\$20,000





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Year 2	Track maintenance <ul style="list-style-type: none"> <li>• upgrading some deteriorating areas to conform to DOC Track Standards, and ensuring MTB tracks meet national standards</li> <li>• implementing a Track Audit, as recommended by Green Flag auditors – stage 2</li> </ul>	\$30,000
	<b>TOTAL YEAR TWO</b>	<b>\$170,000</b>
Year 3	Administration costs Includes: <ul style="list-style-type: none"> <li>• part time Manager,</li> <li>• part time Communications &amp; Education Coordinator,</li> <li>• and allows for an additional part time contractor to assist with funding / fundraising, and with a specific focus on charitable trusts &amp; donor management.</li> <li>• also covers accounting, lawyer and annual Board PRO costs</li> </ul>	\$120,000
Year 3	Third instalment of water infrastructure improvements Harris Pumps (tanks / pipes / new pump / new bore / adequate filtration unit at Peak House)  <i>** note that we will co-fund the new water infrastructure with the assistance of Charitable Trusts to the amount of \$30,000 (as the total for enhancing the system is \$90,000, and have only asked for \$60,000 from Council)</i>	\$10,000
Year 3	Track maintenance <ul style="list-style-type: none"> <li>• upgrading some deteriorating areas to conform to DOC Track Standards</li> <li>• Continuing to ensure the MTB tracks meet standard</li> </ul>	\$15,000
	<b>TOTAL YEAR THREE</b>	<b>\$145,000</b>





**The Te Mata Park Trust Board**

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[www.tematapark.co.nz](http://www.tematapark.co.nz)

**In Summary**

We would appreciate the opportunity to speak at the hearing.

For \$181,000 per annum we could achieve all of our listed outcomes. In essence that is \$500 per day and less than a \$1 a day per visitor to Te Mata Park.

There is a distinctive overlap of recreational and environmental values between Hastings District Council and Te Mata Park Trust. With common goals of our offering to the wider public, we hope to continue working closely with you for upcoming years.

Thank you for considering our submission.

***We value the support of Hastings District Council and look forward to working with you as one of our key stakeholders.***



Hastings District Council  
207 Lyndon Road East  
Hastings 4122  
Email: [lexfv@hdc.govt.nz](mailto: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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PO Box 3376, Hawkes Bay Mail Centre, Napier 4142  
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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)
<b>Subtotal</b>		<b>\$27,575.00*</b>
MTT Administration	10%	\$2,757.50
<b>TOTAL</b>		<b>\$30,332.50</b>

\*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

Submission: Hastings District Council Long Term Plan 2021  
From: Pauline Doyle and Ken Keys, Spokespersons, Guardians of the Aquifer  
408 Lascelles Street, Hastings  
Contact: [p.doyle@hotmail.com](mailto:p.doyle@hotmail.com)  
Date: Friday 7<sup>th</sup> May 2021

We wish to speak at the Oral Submission hearings and are available **Tuesday afternoon 8<sup>th</sup> June 2021**.

## INTRODUCTION

**We urge HDC to consult with your community before making any decision on amalgamating your water supplies with the rest of Hawke's Bay.**

We encourage Hastings District Council to consult with the community before making any decisions agreeing to transfer management of the water supply to a new regional entity or transferring ownership of HDC's water assets to a Council-Controlled Organisation.  
We understand that the Hawke's Bay Water Governance Group has been discussing these options with the Ministry of Internal Affairs since 2017.

On 11<sup>th</sup> April 2019 the Ministry presented the group with proposals which would undermine local council's control of their water assets which have been established by local ratepayers over many decades.  
There is a possibility of amalgamation: One of the options is a Three Waters regional asset owning CCO with regional funding:

<https://www.facebook.com/HBRegionalCouncil/videos/389958544890371/Uzpf5TEwMzY1MzcxODMwODIxNDI6MjQwNjAwNzQ0ODQ0Ng/>  
It's time the community had a say on a matter of major significance for the future of this council.

## SUBMISSION

Hastings District Council's consultation document is missing one major topic. We don't see any consultation about the proposed amalgamation of the region's water supplies involving a bold takeover of ratepayer-owned assets.

We note your consultation document makes reference to the 2016 Havelock North water contamination:

Waiaroha, a key project in Hastings Drinking Water Strategy, has received Resource Consent and construction work will start immediately.  
The water treatment, storage and education facility in central Hastings is the largest and final project in the strategy, developed to make the community's drinking water supplies safe and to improve the network's capacity and resilience.  
"This is very good news. This project is a key part of our strategy to make our drinking water supplies safe. It is a considerable investment that will serve our residents of today and ensure drinking water stays safe for future generations," said Hastings mayor Sandra Hazlehurst.  
The strategy was formulated following the 2016 Havelock North water contamination.

A lot has happened since 2017 when we made our last submission to HDC about that event.

### 1.

#### **There was no loss of INSTITUTIONAL KNOWLEDGE at HDC**

In 2017 the former mayor and the former CEO apologised for the loss of institutional knowledge which contributed to the failure of HDC to provide safe drinking water in August 2016 when more than 5,000 became ill in Havelock North.

Video: *Apology from Hastings District Council, 20 May 2017*

[https://www.nzherald.co.nz/hawkes-bay-today/news/article.cfm?c\\_id=1503462&objectid=11859798](https://www.nzherald.co.nz/hawkes-bay-today/news/article.cfm?c_id=1503462&objectid=11859798)

Contrary to the impression given in this video by the former mayor Lawrence Yule and the former CEO Ross McLeod there was no loss of institutional knowledge at HDC after the previous gastro outbreak in 1998.

For ten years your water engineers had been working diligently on a plan to move from the Brookvale bore field, drill a new bore in Whakatu and lay pipeline connecting to Havelock North along Napier Road [where you have just developed the cycleway along Napier Road, connecting Havelock North to Whakatu].  
In 1998 an investigation was undertaken to identify the possible cause of the campylobacter outbreak in Havelock North which had made 80 people ill. The 1998 report by Stu Clark of NZ Environment Technologies found that:

On 27 July 1998 HHB [Health Hawke's Bay] confirmed campylobacter cases were being reported in Havelock North.  
By 11 August 1998 campylobacter cases were rising.  
On 19 August 1998 tests on samples from BV2 showed positive for campylobacter and BV2 was isolated and chlorinated.  
Page 6 of the report noted "sheep in paddock adjacent to the two bores" with piles of sheep dung by the fence line.

The summary of the 1998 report states:

"In November 1997 the pump on BV2 had been replaced and it appears that the nominally watertight glands [seals] around the power supply cables had not been tightened and sealed, thus allowing [contaminated surface] water leaking into the chamber to enter the bore."

*Hastings District Council - Water Supply Contamination Investigation - Final Report - 13 Sept 1998 - Page 2 of 10*

## 2: Background and Brief

### 2.1 Background

The Hastings District Council, (HDC), operates a water supply system which services the urban areas of Hastings, Flaxmere, and Havelock North, utilising ground water bores. At a location close to the Havelock North urban area, there are two supply bores, known as Brookvale Road, numbers 1 and 2.

This borefield is located, according to the IGNIS Heretaunga Plains Groundwater Study of May 1997, inside the boundaries of the Tukituki aquifer system. The report gives the Tukituki system as being a semiconfined to confined fluvial gravel aquifer system formed from river channel gravels deposited during the last 6000 years. Bore logs taken when the two Brookvale Road bores were drilled, (number 1 in 1982, and number 2 in 1986), support this location, with the bore logs showing mixed gravels and sands, above relatively thin water bearing strata. Bore 1 is to a depth of 23m, the length and location of the screen is uncertain. Bore 2 is to 24m, and is screened from 11 to 24m.

On 27 July 1998, the HDC were approached by the Healthcare Hawkes Bay, (HHB), health protection officer, with concerns regarding an increased incidence of *Campylobacteriosis* in Havelock North. A review of bacterial monitoring data from the possible source bores, (Brookvale Road and Eastborne Street), showed no positives for faecal coliforms for 1997 or 1998. Reticulation sampling over the same period, showed only one positive result. This positive result was from a sample taken on 18 June 1998 at Anderson Park. It is thought that the positive result may have been from poor sampling technique and the exposed location of the sample tap on a very windy day.

Subsequently, HHB undertook surveillance sampling and found a single coliform in a sample taken 28 July 1998 from Durham Drive, Havelock North. A sanitary survey was undertaken of reservoirs, and the sampling programme was intensified. All further samples were found to be clear.

On 11 August, however, HHB advised that the *Campylobacteriosis* cases were rising again, and additional sampling showed positive faecal coliforms in multiple samples. Sampling was stepped up and included the bore sources. On 19 August, HHB advised that a positive presumptive *Campylobacter* test result had been obtained from the Brookvale Rd number 2 bore. The bore was immediately isolated, and, following a positive result for the *Campylobacter* sample, chlorination of the system was commenced at 1805hrs on 19 August.

Subsequent testing of the chambers at the bore heads of both the number 1 and 2 bores showed positive for *Campylobacter* spp. The pump in the number 2 bore had been replaced in November 1997, and it appears that the nominally watertight glands around the power supply cables had not been tightened and sealed, thus allowing water leaking into the chamber to enter the bore.

New Zealand Environmental Technologies  
81 Ellerslie Rd Upper Hutt New Zealand  
Phone NZ (0452) 61109 Fax NZ (0452) 64130  
Email [rene@nzet.co.nz](mailto:rene@nzet.co.nz)

from Core Bundle - Investigation of 1998 campylobacter outbreak  
by STU CLARK, Engineer, NZ Env. Technologies.



As a result of the investigation by Stu Clark HDC wrote to Hill Welldrillers on 31 August 1998:

"This contamination was found when a Health Care Hawkes Bay Environmental Officer took samples from No 2 Bore tap... and found campylobacter bacteria in the water. As you know subsequent investigations have found that the cable glands [seals] on the pump were only hand tight and could have been leaking [contaminated surface water] down them for some time."



## Hastings District Council

Engineering Division, Oak Avenue Offices, Hastings  
Hastings Bay DCC, Telephone (06) 878-0500, Fax (06) 878-0502

If looking with Neil - P Free

Our Ref: E9307.007

31 August, 1998

Hill Welldrillers

Ormond Rd  
RD 5  
Hastings

Dear John

### CONTAMINATION AT NO 2 BORE - BROOKVALE ROAD, HAVELOCK NORTH

As I have verbally alluded to, we have had a contamination event at the Brookvale Road No 2 Bore. This contamination was found when a Health Care Hawkes Bay Environmental Officer took samples from the bore tap immediately adjacent to the bore and found campylobacter bacteria in the water. As you know subsequent investigations by ourselves and yourself have found that the cable glands on the pump were only hand tight and could have been leaking ground water down them for some time. I believe this occurred during the installation of this pump which your company completed in late November 1997. As this well is not free flowing at all times of the year this breach in the security of the well head has substantial potential for contamination. This occurrence has caused the Council great embarrassment and has shaken the public's confidence in the Council's ability to adequately manage its water supply asset.

We believe that the error occurred due to a simple human error and not due to any malicious act. We also believe that the employee who carried out the installation of the pump has now left your employment. We hope in the future that you will take special care with this particular aspect of installation of submersible pumps, especially when the well is not free flowing.

As you realise our tendering procedure calls for a number of non-price attributes which includes items such as relative experience, managerial aspects, quality control etc. You should realise that in the future your company may receive lower marks on some of the non-priced attributes due to this incidence. Notwithstanding this particular problem Council has had a long involvement with John Hill Welldrillers and we would expect that if high quality control can be obtained we can see no reason why this relationship should not continue.

Yours faithfully

P Free  
Waterworks Engineer

Managing and Developing Engineering Services for the Benefit of the District



For the next ten years your water engineers worked on a plan to move from the Brookvale bore field. Still nothing had happened by 2008 so HDC had to apply to the regional council for RMA consent to enable HDC to continue to use the Brookvale bore field while an alternative supply was developed for Havelock North.

Page 9 of the RMA decision states:

Mr Stuijt advised that HDC was considering a number of options to replace the existing Brookvale Road bores, including:

- Increasing supply from Eastbourne Street, Hastings
- Temporarily increase supply from the existing Napier Road bore, and
- Provide a new source near Whakatu to allow for a greater growth scenario.

Mr Stuijt advised that discussions in regard to the best location of the source would be carried out with the Council and he in the near future. To enable a new source to be developed and associated infrastructure established, Mr Stuijt advised that a minimum period of ten years was required. Mr Stuijt estimated that the cost of doing this would be around \$8M-\$10M.

Mr Stuijt advised that there would be a loss to HDC of around \$2.8M in removing the water supply from Brookvale Road. He noted that HDC could not justify writing off this amount of money and therefore wanted to be able to retain Brookvale Road as a back-up and emergency supply until it had got a return on the value of the infrastructure it had invested.

Consent for the 10-year extension was granted, and all parties agreed that HDC would vacate the Brookvale bore field by May 2018.

In 2009 HDC councillors agreed to allocate \$100,000 to scope Project 202091 to drill new bores in the Whakatu bore field with a rising main to Havelock North along Napier Road, estimated to be completed by 2015 and costing approximately \$4.5 million.

But in 2011 consultants were given a very narrow brief and asked to advise on a whether it was a good investment. They reported that council could save \$1.5million if HDC just "build on what you've already got" [to quote the Ross McLeod after our June 2017 oral submission].

However, in 2011 HDC abandoned the project and decided to remain in the unsecure bore field in Brookvale Road until 2016. There was no consideration of the fact that Havelock North's town supply had caused serious illness in 1998, or that there were risks in continuing to draw the town supply from a non-artesian aquifer which exposed the council's two Brookvale bore heads to contamination in the 1998 outbreak. Remember, the bore heads were poorly constructed and positioned two-and-half-metres below ground next to a paddock where sheep grazed.

Instead HDC decided to put money above public health, a policy consistent with the former mayor's sentiments expressed in this article "Hastings challenges water upgrade scheme" 20 February 2013 [http://www.nzherald.co.nz/hawkes-bay-today/news/article.cfm?c\\_id=1503462&objectid=11091090](http://www.nzherald.co.nz/hawkes-bay-today/news/article.cfm?c_id=1503462&objectid=11091090)

#### **SUPPORTING DOCUMENT #6**

And in August 2016, after a heavy rainfall event and two power outages, 5,500 people became ill, several people died, and now the whole country is being chlorinated because of the misguided priorities at HDC.

#### **2.**

in 2017 HDC was in the process of applying for yet another extension of the RMA consent which had already been extended in 2008. HDC planned to recommission both Brookvale 2 and Brookvale 3 which had been shut down in October 2015 due to contamination [cause of contamination never identified]. This prospect was a serious concern to us.

Guardians of the Aquifer registered as a submitter at the procedural hearing in October 2016. As a submitter we received all the briefs of evidence and supporting documentation which was shared with the Water Inquiry Panel.

We also attended the Stage 1 hearings into the possible cause of the contamination.

When HDC water engineer Dylan Stuijt gave evidence at the Water Inquiry in December 2016 he stated that the Drinking Water Assessor "kept nagging us about raising the bore heads". Mr Stuijt questioned "why should we have to raise the bore heads" and he told the DWA "you aren't telling Napier council to raise their bore heads".

It was apparent that HDC's water engineer did not know the difference between Napier's strong artesian water pressure and the lack of artesian pressure in the Brookvale bore field.

The Inquiry panel did not know the difference.

HBRC's lawyer did not know the difference.

As a result, there was no attempt during cross-examination to unearth evidence demonstrating that the two Brookvale bores were extremely vulnerable to contamination given the fact **the two bore heads were below ground-level in a non-artesian aquifer.**

In 2017 we made an urgent submission to the regional council about HDC's request for yet another extension to their consent to use Brookvale bore field.  
We noted that the chair of the Water Inquiry panel was Justice Stevens a retired judge.  
In December 2016 Justice Stevens set up and led the early meetings of the Safe Drinking Water Joint Working Group.  
We noted that at the February 2017 meeting of the Joint Working Group Justice Stevens had recommended action be taken "a.s.a.p" to speed up the process of granting another extension to the Resource Consent to allow HDC to continue to use bore #2 and bore #3 in the Brookvale bore field.  
It appears Justice Stevens was ignoring the results of the 1998 enquiry into a similar gastro outbreak which had cast doubt about the integrity of BV2.

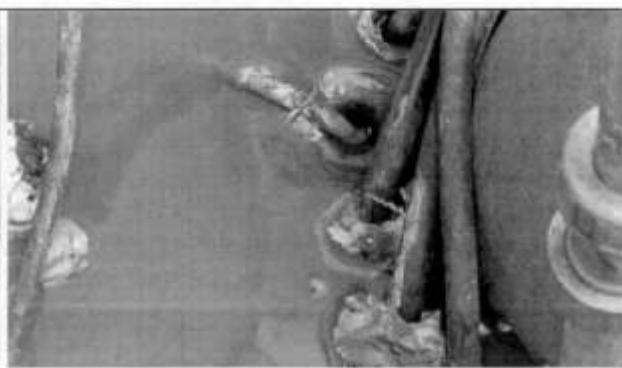
We were alarmed to see Justice Stevens promoting the continued use of BV2, considering the Panel had determined that BV1 needed to be abandoned. In our view both bores were highly suspect, especially given the findings of the 1998 Water Inquiry, namely that BV2 was the source of that outbreak.  
See ATTACHED Report by Stu Clark

Justice Stevens also appears to have ignored the written evidence of the regional council which demonstrated that none of the other bores in the vicinity were contaminated in August 2016. Only the two council bores failed.  
In January 2017 Justice Stevens had declined to call the regional council's expert witness, Russell Baylis, to explain what Baylis Bros found when they first investigated the two bores and, again, when they carried out water-tightness testing of the "dry well chambers" on the two bores.

Accordingly, this evidence did not get shared with the public at the hearings. However, as a submitter, we have seen the evidence –



Brookvale bore 2 "dry well chamber" after water-tightness tests for HBRC by Baylis Bros Sept 2016.



Contaminated surface water over-tops the seals and pours down into the bore head where it sits until the pumps turn on.

In our 2017 submission we asked Hawke's Bay Regional Council:

*"Why would the regional council risk liability for a third gastro outbreak from the Brookvale bores?"*

We urged the regional council to **decline** any application by Hastings District Council for consent to use the Brookvale aquifer beyond 18<sup>th</sup> May 2018, and to honour HBRC's 2008 agreement with Ngati Kahungunu Iwi Incorporated.

On 6<sup>th</sup> July 2017 as a result of our submission the Chair of HBRC wrote to Sandra Hazelhurst, Deputy Mayor at HDC:

"In light of the findings from Stage One of the Havelock North Drinking Water Inquiry the Regional Council will now be requiring greater scrutiny of the effects of the operation of all bores that risk drawing contaminated surface water into groundwater when issuing resource consents. Given the current level of knowledge about the hydraulic characteristics of the Te Mata aquifer, the limited confinement of this aquifer and the existence of risk-related catchment activities that pre-date the establishment of the Brookvale 3 bore, the re-consenting of this bore will involve significant technical challenges."

SUPPORTING DOCUMENT #1 Rex Graham letter 6/7/17



Hastings District Council subsequently agreed to abandon BV2.



View of the cabling entry points after bore dismantled.

3.

### AMALGAMATION of water supplies into one regional entity

We note that one of the three members on the Water Inquiry Panel was Tony Wilson, former water engineer with the CCO called Wellington Water which has had huge problems in the last two years. On 7th August 2020 Hawke's Bay Today published this letter headlined:

#### *"There's a Catch to Water Money."*

*Central government is dangling a \$50 million carrot in front of local councils in Hawke's Bay, but the catch is we will have to sign away our right to own and control our water supplies if we want a piece of the pie. [Hawke's Bay Today, 5/8/20] Better to stick with local community control. At the 2016 Havelock North Water Inquiry we were told that the whole country should follow the Wellington Water model with each region amalgamating water services into a single so-called council-controlled organisation [CCO].*

*Tony Wilson, a former engineer with the CCO Wellington Water, was one of the three-member Water Inquiry Panel. It is now apparent that the Wellington CCO model is not working and last summer's water woes in the city demonstrated that Wellington's water infrastructure has been neglected for years. A growing number of councillors in Wellington want to revert back to individual council control of their water supplies with each council being accountable to their own community.*

*<https://www.newshub.co.nz/2020/02/24/1046386/water-cco-in-spotlight-after-summer-of-sewage>*

*If the CCO model of water management is such a dismal failure in Wellington, why would the rest the country want to follow the Wellington model and amalgamate into super-sized regional so-called "Council Controlled Organisations"?*

*Better to keep water management in-house, as we have always done in Napier.*

*Pauline Doyle, Spokesperson, GUARDIANS OF THE AQUIFER*

Many ratepayers in Hawke's Bay will be feeling wary of the government "gift" of \$50 million, given that we stand to lose \$2 billion worth of water assets if Hawke's Bay's councils agree to central government's plan to amalgamate under one regional entity.

In 2019 the Ministry of Internal Affairs presented these options to the H.B. Water Governance Group:

<https://www.facebook.com/HBRRegionalCouncil/videos/389958544890371/?vz=STEwM4Y1MacxODMwQDlxNDI6MjQwNjAwNzQ0Q2Q0Q0Nz/>

#### OPTIONS TO EVALUATE

Status Quo but modified.

Option 1 – Three waters shared service business unit:

- current council funding

Option 2 – Three waters regional management CCO:

- current council funding

- Regional funding

Option 3 - Three waters regional asset owning CCO:

- Regional funding

In addition

The marginal costs & benefits of sub-national management

CCO will be considered.

Potential government support will be considered for all options.

Hawke's Bay residents are known for their interest and involvement in local democracy. Local people like to have a say.

Quite a few people will be surprised that HDC has not consulted with the community on the issue of amalgamation which is a highly significant issue considering the estimated \$2 billion of water assets which are at stake in Hawke's Bay. There was heated disagreement on the issue of amalgamation at the HBRC meeting on 15 September 2020: <https://www.facebook.com/westshorebeach/videos/10157764250881514>

**4.**

**Health Risks from Chlorinated Water**

Unfortunately, Justice Stevens and his panel relied on out-dated science when they made their recommendation to chlorinate all municipal water supplies in New Zealand. They quoted a WHO statement from 1996: "there is no credible evidence" that chlorination treatment of water causes harm to consumers. This WHO statement is outdated and is refuted by subsequent scientific research which concludes that there are in fact many adverse health effects from drinking and showering in chlorinated water.

**SUPPORTING DOCUMENT #2**

I note that Water NZ used Justice Stevens as a keynote speaker in some of their 2018/19 nationwide roadshows promoting mandatory chlorination.

Some people are wondering whether the outcome of the Water Inquiry had already been determined long before the first day of the hearings – possibly by the limited terms of reference set by the National government in 2016.

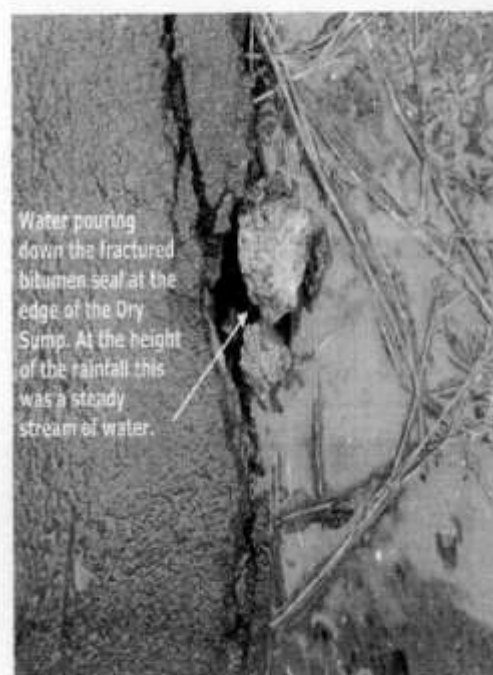
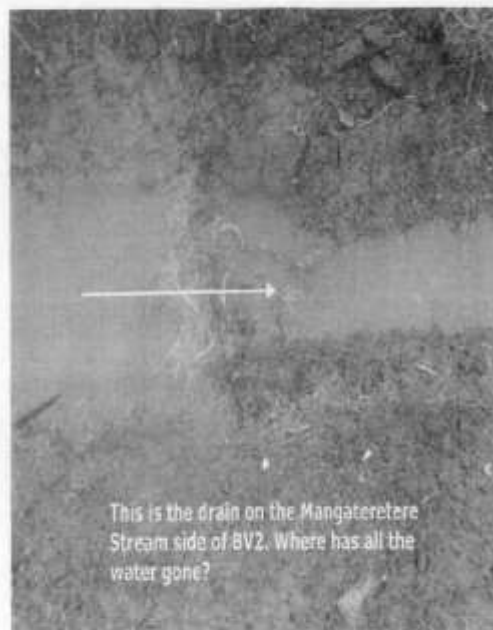
On the first day of the hearings, we heard Nathan Gedy QC for the Attorney General put the rhetorical question:

***"How much longer can we continue to drink untreated water in New Zealand?"***

It did not occur to us that water from the Heretaunga aquifer would be deemed unsafe to consume. Remember, only the two bores managed by Hastings District Council were contaminated. Well-drillers carried out two extensive investigations of the Brookvale bores for the regional council but for some reason the Inquiry Panel declined to call HBRC's expert witness on this and the media and therefore the public never got to hear the full story.

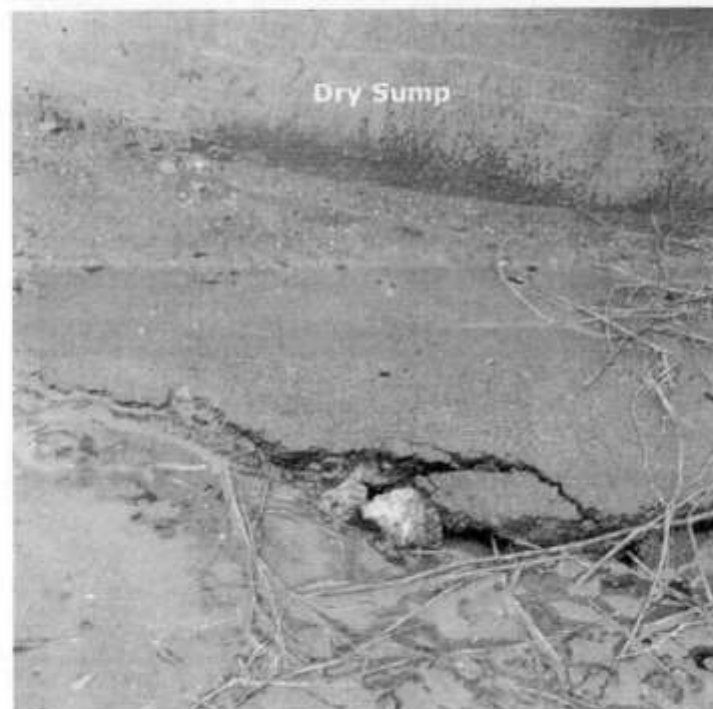
We persisted with our efforts to get the Inquiry Panel to consider HBRC's evidence before finalising the Stage 1 report and we emailed Nathan Gedye with these photos taken after heavy rain on 5 April 2017 when there was a steady stream of water heading towards BV2 and simply disappearing into the ground at that point.

## BROOKVALE ROAD BV2 5-04-17





This photo shows the drain water pouring down a hole in the bitumen right beside the "dry well chamber".



On 5<sup>th</sup> April 2017 I emailed panel member Nathan Gedye.

**From:** Pauline Doyle [mailto:p.doyle@hotmail.com]  
**Sent:** Wednesday, April 05, 2017 2:21 PM  
**To:** nathan.gedye@xtra.co.nz  
**Subject:** Havelock North Water Contamination : Bore 2  
**Importance:** High

Dear Mr Gedye,  
Please find attached a series of photos taken this morning, 5<sup>th</sup> April 2017, after the significant rainfall we have just had in Hawke's Bay. The ground conditions were worse at the time of the contamination of Havelock North's drinking water in August 2016.

The report of the panel on Stage I of the Inquiry is not due until mid-May. However we have just heard that Hastings District Council is seeking a new consent from Hawke's Bay Regional Council for the Brookvale bore area which was supposed to be vacated by 18<sup>th</sup> May 2018.

We are left wondering whether HDC is planning on re-opening BV2.

I am concerned that a significant amount of road/paddock drainage water is being lost at BV2. Given it is only a stone's throw away from BV1 and the so-called "cone of influence", when the pumps are running there **may** be a possibility of a water pathway from BV2 to BV1 when we remember that BV2 was implicated in the report on the 1998 Campylobacter outbreak.

If significant bore inspections aren't carried out soon we may never know the truth.

Sincerely,

Pauline

Pauline Doyle, Spokesperson, GUARDIANS OF THE AQUIFER

This was the reply I received from Mr. Gedye:

**From:** Nathan Gedye <nathan.gedye@xtra.co.nz>  
**Sent:** Wednesday, 5 April 2017 2:48 p.m.  
**To:** 'Pauline Doyle'  
**Subject:** RE: Havelock North Water Contamination : Bore 2

Thanks, Pauline, I will refer this to the panel and the JWG.

Regards,

Nathan

The current Minister of Internal Affairs was handed the Report by the Havelock North Water Contamination Inquiry panel after the general election in 2017, and she seems to have had no doubts that her job is to enforce mandatory chlorination nationwide and to establish super-sized regional water entities to take over water management and water assets from our councils.

We question whether central government has sufficient understanding of local drinking water supplies around New Zealand.

The good news is that in Christchurch the upgrade has already been completed on a third of the city's water supply and the council has just submitted their Water Safety Plan to the Ministry of Health. If their WSP is approved then the rest of the city may join in by the end of the year, as the council says it will address the outstanding risks throughout 2021 and remove chlorine as any risks are addressed.

The final work is expected to be completed by December 2021. **SUPPORTING DOCUMENT #3**

One of the reasons Christchurch City Council is determined to seek exemption from mandatory chlorination is that in 2018 their consultants found scientific research which demonstrates that chlorine treatment does not provide effective protection to consumers. Refer "**Non-Chlorination Case Studies**" Report [p.3-4 of Appendix G] presented by GHD consultants for Christchurch City Council July 2018.

**SEE ATTACHMENT TO THIS SUBMISSION**

And one of the main reasons why Napier City's mayor is also keen to seek exemption from mandatory chlorination is that Napier's groundwater had never been permanently chlorinated water until May 2017. Kirsten Wise knows that the Dutch stopped chlorinating their groundwater sources after tests demonstrated the biological stability of their **groundwater** sources which provides water to half the country. Their river water is another story, however.

After 1974 the Dutch government spent billions of dollars developing a method to purify their heavily contaminated **river water** so they could provide safe drinking water to the rest of the Netherlands.

"Safe Distribution Without a Disinfectant Residual – The Dutch Secret".

Napier will not need to spend that money however – Napier's artesian water is from the secure confining layers of the aquifer so why would NCC spend \$178 million estimated by the consultants just to end up with permanently chlorinated water in Napier when they could achieve exemption from mandatory chlorination, probably sooner and for a lot less.

Hastings District Council might also want to consider exemption from mandatory chlorine. It seems that you have made good progress with your upgrade to meet the new standards which will be required by the new water regulator.

Going chlorine-free should be no more expensive than the permanently chlorinated option.

#### **CONCLUSION**

**We urge HDC to consult with your community before making any decision on amalgamating the management and the ownership of the water supplies in Hawke's Bay.**

**Pauline Doyle and Ken Keys,  
Spokespersons, Guardians of the Aquifer.  
7th May 2021**





***Purpose of the Submission***

- This is a joint submission to the Hastings District 2021-2031 Long Term Plan by the Havelock North Cricket Club (HNCC) and the Havelock North Rugby Football Club (HNRFC) concerning the future (both short and long term) of Anderson Park, Havelock North.
- More particularly, we submit that Anderson Park should be considered a priority for the first five years of the Plan.
- Both clubs are focussed on community and a sports facility at the heart of the Village. We think this is a major asset as demonstrated by the very large (particularly) junior clubs supported by parents.
- We wish to develop the asset to meet the requirements of a burgeoning membership and population growth in the Village.  
There is opportunity with investment to create a major sporting hub for summer and winter sports at the heart of the Village.  
The games attract significant traffic and local business. We think this can be leveraged to further benefit the business, player and supporting community.
- This is a longer term opportunity to develop a community centre to service the demand of a rapidly expanding community. The HNRFC owns the land and premises currently housing the club. We think this gives us opportunity to consider a range of options to benefit the community and club.
- Finally, we would like to present in person to the Council on this submission.

***Background***

- The clubs are located at Anderson park. Both operate out of the HNRFC Clubrooms, and utilise the recently Council rebuilt Changing rooms. We acknowledge and appreciate this excellent addition for the community.
- Currently the Park serves as the sole club base for cricket and Rugby for the 18,000 residents of Havelock North. This population, and associated demand for club services, is forecast to grow over the plan period to nearer 25,000+ residents.
- HNCC represents 222 registered members (125 juniors and 97 seniors) plus their associated families from the Havelock area. Numbers are up 30% in the last 12 months, there are currently 5 senior & 9 junior teams.
- HNCC is the largest Junior Cricket club in Hawkes bay, and numbers been growing significantly over recent seasons. 50% in last 12 months.
- HNRFC represents 430 registered members (356 juniors and 70 seniors) and their associated families from the Havelock area. 3 senior teams, 23 junior teams plus kindy ripper with 40 kids.
- HNRFC is the biggest junior rugby club in Hawkes Bay with very steady numbers over the last 10 years.
- A direct consequence of the very large club sizes, is that HNCC & HNRFC use the Anderson park surface extensively through-out the year.
- Both clubs have invested in the existing facilities at the park:
  - HNCC utilises the Council owned cricket nets, which are maintained at the expense of the club.
  - HNRFC has invested in lighting infrastructure to facilitate night training on the main 2 fields.



- Club rooms are owned by HNRFC, and are made freely available to the HNCC in order to further the community development of sport.

#### Issues

- Availability of grounds - Havelock North is currently under resourced for Green Space per head of population, and particularly with regards to available playing fields.
- Demand for existing grounds – HNCC have demand for playing surfaces which outstrip available supply.
  - The ability for cricket to play home games is severely limited. HNRFC has the potential to host summer Rugby 7's. There is existing demand for the Park as a genuine all year round community sports asset at the heart of the Village.
- Quality of outfield - Improving the quality of the outfield will have a significant benefit on the quality of cricket played. HNCC wishes to have an outfield maintained to the same standard as Cornwall park. More specifically we would like the outfield cut to a level which is appropriate for cricket. The cut length of grass has a major impact on the game, currently levels are negatively impacting game quality. This is a significant ongoing issue. Cutting to Cornwall Park levels will have no impact on the HNRFC requirements.
- Drainage No. 1 Field. Particularly No 1 rugby field requires improved drainage. This is an ongoing issue which we appreciate has been previously addressed, but which remains a problem limiting the full use of the grounds for training and for playing games as the field gets badly cut up and games have to be restricted on playing day. We believe that a higher level of investigation and implementation of tailored remedial works could have a beneficial effect on the use of the grounds.
- Drain / Creek through centre of the park. There is an opportunity to significantly increase the size of the playing fields and improve the separation between cricket and rugby to make the playing fields more usable all year round. Bridging or piping the creek would allow the grounds to be extended creating significantly more space and efficiency in field layout. Currently the drain is an issue in the summer as balls are regularly hit into the drain over the course of matches. Council have previously provided a low fence to provide some protection, which is appreciated but is only a partially effective measure.
- Quality of Field other side of Drain / Creek. The field on "the other side" of the drain / Creek is underutilised currently due to the rough playing surface and lack of irrigation. Improving the playing surface would bring that ground into use for summer sports and better allow separation of summer training and games between Cricket and Rugby.
- Parking. The demand for parking is an issue Council is aware of. The shortage of available parking is constant throughout the year, which has an impact on the Village as cars parking spills over from the grounds.
- Storage. There is a demand for additional storage space to securely equipment which both clubs have amalgamated over the years through investing in the games. The single storage room is basic and fills up very quickly with both Cricket and Rugby gear. Internal locked storage racks within the existing room are needed urgently. The cricket club has over \$10,000 of cricket balls and \$20,000 of gear needing more secure storage during the season. Rugby has equipment of similar value and new internal locked storage racks would secure rugby gear as well.
- Electricity. With the recent removal of the grounds shed and yard adjacent to the cricket net, the power supply to the cricket nets has been removed as well. Powers is required to operate the \$10,000 bowling machine owned by the cricket club. This has created a

heightened Health and Safety risk around using extensions cords. Also, this is a "state of the art" machine for which extension cords cannot be used due to the risk of a fault.

- Anderson Park School site – We understand the site has recently been returned to Iwi. It is underutilised currently.

**Proposed solution**

- Short term;
  - a) Secure Storage racks installed (\$10 k)
  - b) Electricity provided to the Cricket nets area (reinstatement of previous supply)
  - c) Outfield issues addressed asap. The outfield to be maintained to a level equal to Cornwall park.
  - d) No 1 rugby drainage addressed.
  - e) Quality of Field over drain addressed.
- Long term (2 to 5 years) – a plan is developed and agreed for Anderson Park (including the Anderson Park School site), incorporating;
  - a) A Long term solution for the parking (including the removal of 2 houses);
  - b) A Long term solution for the drain / creek in order to provide more grounds for Rugby, touch rugby and cricket.
  - c) Development of a community centre/ sports hub at Anderson Park, facilitating club rooms, administration facilities and meeting rooms for a number of sports.

it is envisaged other community activities would be addressed here also e.g. potential walking /cycle track around the perimeter and connectivity to the Cycle Network, Health, Age Concern, Police etc.

Submitted on behalf of the HNCC and HNRFC by;

Mike Devonshire, Secretary HNCC.

Matt Arcus, Chairman HNRFC Committee.



5/10/2021

Wufoo - Entry Detail

## HDC - 2021 - 2031 Long Term Plan

COMPLETE

#147

### CREATED



PUBLIC

May 7th 2021, 4:59:51 pm

### IP ADDRESS



101.98.187.86

### \* Name

Rachel Wilson

### Address

73 Flaxmere Ave

Flaxmere

Hastings

4120

New Zealand

### \* Daytime contact phone:

274649040

### Evening contact phone:

(No response)

### \* Email

rachelwilson56@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?

Parks

5/10/2021

Wufoo - Entry Detail

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

Parks.

Other than adding the basketball courts the the named Parks in Flaxmere, what other improvements are planned? Flaxmere Park is an absolute treasure of Flaxmere. It is an opportunity to promote Flaxmere to people who would not normally come into Flaxmere. It is used by rugby and cricket teams through out the year, Park Run each Saturday morning and facilitates events like Matariki celebration.

We have lived next to the park since October 2020 and think we are among the luckiest people around to be able to look out over the park each day and enough the park life and its beauty.

It has been heartbreaking to witness some of the negatives, from people under the influence hanging out threatening others safety, to kids being scared to come over to the park due to the fast and loud motorbikes, to my daughter crying over the state of the pond the ducks have to live in.

The negatives could be easily remedied and I think the gem that is Flaxmere Park deserves it.

**Attach your submission**



5/10/2021

Wufoo - Entry Detail

## HDC - 2021 - 2031 Long Term Plan

COMPLETE

#146

### CREATED



PUBLIC

May 7th 2021, 4:59:32 pm

### IP ADDRESS



125.238.199.109

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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?

Climate change;

Private versus public transport.

5/10/2021

Wufoo - Entry Detail

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

---

Tēnā koutou Hastings District Council,

Thank you for the chance to make this submission. I note the excellent efforts made in the Long Term Plan draft to anticipate, plan and provision for climate change's impact on the region. It is my view, however, that the plan's neglect of proactive mitigation and preventive planning is a serious shortfall. It is not enough to prepare for climate change when we in Hawke's Bay are also under obligations — as ethical and concerned humans as well as New Zealanders party to the Paris Agreement — to make all practicable efforts to limit and reverse our contribution to climate change. I urge the Council to seriously consider making strong commitments on this footing including but by no means limited to a climate emergency declaration that frames urgent action within the Council's means and powers as a necessity.

This type of framing should then feed into other aspects of the plan. For example, the emphasis on free parking in Havelock North would then look wrongfooted when we should instead be focusing on making public transport and personal low-carbon alternatives in private transport more accessible and higher-quality.

Thank you for considering my submission.

Ngā mihi,

Juliette McHardy

**Attach your submission**

---

5/10/2021

Wufoo - Entry Detail

## HDC - 2021 - 2031 Long Term Plan

COMPLETE

#145

### CREATED



PUBLIC

May 7th 2021, 4:58:41 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?

1. Restricting rates increase for ratepayers to the rate of inflation (all groups) or less.
2. Considering amalgamating with Napier City Council to gain economies of scale and to have one District Council across the Napier / Hastings areas.

5/10/2021

Wufoo - Entry Detail

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

Restricting Rate Increases.

Too many ratepayers suffer some form of financial effects as a result of Covid-19 by: losing work, having fewer paid hours during the previous financial year, not getting a pay rise or being limited in their ability to work through irregular supplies to complete contracts on time.

Local Authorities should not see ratepayers as a bottomless source of funds to finance less than absolutely necessary projects. Only the absolutely necessary projects should proceed and any that will save significant funds in future. Examples of absolutely necessary projects are: three waters, roads, refuse. Less necessary projects are: Parks and Reserves, City Spaces etc.

Council should not expand its borrowing capacity, and then draw down funds to get to these limits at this time of restricted ratepayer incomes, high public debt and high government debt. It is fundamentally wrong and bad fiscal management. Show restraint please Councillors.

Amalgamating with Napier City Council.

Parochialism should be swept aside. Each council and each group of ratepayers needs each other. This interdependence should extend to political oversight as well; beyond "Joint Committees" and "Joint Works". As a Hastings District resident, my closest town is Napier. I regard myself as a Napier person but fully recognise that Napier's prosperity (Port, Airport, CBD, Industries etc) relies heavily on the infrastructure and work of the people in the hinterland; Hastings District, and beyond. I rarely go to Hastings as a city as Napier meets nearly all of my needs. This will be true for many Hastings District residents (a growing number) clustering around the northern and northwestern parts of Hastings District.

Hastings and Napier need to get with the times and merge. One Council, one set of rules, one larger budget and one set of planning for the larger population. This seems commonsense to me. Think wider than one Council, one District, one group of people to the District we actually have in 2021 not as it was at the 1989 amalgamations.

**Attach your submission**

<https://app.wufoo.com/entry-manager/1681/entries/145>

2/2

5/10/2021

Wufoo - Entry Detail

## HDC - 2021 - 2031 Long Term Plan

COMPLETE

#144

### CREATED



PUBLIC

May 7th 2021, 4:38:18 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?

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**

5/10/2021

Wufoo - Entry Detail

## HDC - 2021 - 2031 Long Term Plan

COMPLETE

#143

### CREATED



PUBLIC

May 7th 2021, 4:28:23 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?

Protecting and valuing all natural features and resources in all of Hawkes Bay! Planting native trees to hold the land, to slow down and to help stop erosion. All new house build should have water tanks installed and incentives to use solar power, and encouragement to new build and others to install greywater sewerage systems. More electric car/vehicle charging stations, there is no public electric charging station in Havelock North!

<https://app.wufoo.com/entry-manager/1681/entries/143>

1/2

5/10/2021

Wufoo - Entry Detail

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

Protecting and valuing all natural features and resources in all of Hawkes Bay! Planting native trees to hold the land, to slow down and to help stop erosion. All new house build should have water tanks installed and incentives to use solar power, and encouragement to new build and others to install greywater sewerage systems. More electric car/vehicle charging stations, there is no public electric charging station in Havelock North!

**Attach your submission**

<https://app.wufoo.com/entry-manager/1681/entries/143>

2/2

5/10/2021

Wufoo - Entry Detail

## HDC - 2021 - 2031 Long Term Plan

COMPLETE

#142

### CREATED



PUBLIC

May 7th 2021, 4:20:38 pm

### IP ADDRESS



125.238.37.219

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jerf.vanbeek@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.**

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.**

No

### What are the main topics in your submission?

Invest in an active and public transport network, not carparks. The entire network should encompass modifications that change behaviour and is in line with the most important objectives of a liveable city. Reduce cost of the roading infrastructure which then can be diverted to critical infrastructure like three waters. Safety is paramount and especially for the vulnerable users of the network who in essence will achieve the uppermost benefits from that investment on behalf of the community. These benefits are: Reduced deaths and serious injuries, increased in public health, environmentally justifiable and increased spending on sustainable living rather than being enslaved to the motor vehicle and its associated cost.

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

As per attached file.

<https://app.wufoo.com/entry-manager/1681/entries/142>

1/2

Jerf Van Beek

Submission on the draft 2021 - 2031 Long Term Plan.

I commend you on a bold and positive forward looking LTP. Hastings has come a long way in the last decade in most of the main points I would like to submit on. However, the next decade is looking like you are going to have a breather when a breather is not the right thing to do.

New Zealand government declared a Climate change emergency. The HBRC council went one step further and declared a climate change crisis.

In the draft long-term plan, I find very little mode shift in behaviour to give effect to the national and regional direction. And if we are to take Climate change seriously, we should see enormous changes in the long-term planning of our council.

Burning fossil-fuel in our vehicles and industry is the number one cause of Climate Change.

In the Draft LTP I see no move to create a mode change from combustion engine dependency to active and public transport. As the consultation document states, we need bold plans to create the change we envision.

#### **Parking**

Instead of tackling the issue of car dependency the draft LTP as proposed does promote car dependency by looking to increase parking in both Havelock North and Hastings CBD's. Providing sufficient parking for a growing population is a solution that belongs to an era that no longer is suited to the modern liveable city concept. The positioning of these parking places is another issue which belong to a time in history when the car ruled the streets of a city. We should have moved on from there.

The newly planned parking spaces are planned in very close proximity to the centres of both Hastings and Havelock North. This is the reverse of what high scoring liveable cities in the world have been able to achieve through planning. Seville in Spain is one of those cities. From 2005 to 2008 Seville has been able to increase active transportation by developing and implementing an active transportation network strategy and by doing so increase active transport by 1000% (and not this is not a typo)

We in Hastings have done very well as the below quote from a Waka Kotahi publication shows.  
*"Hastings demonstrates the value of good cycling infrastructure. Cycle crash rates there fell to about one-third of what they were in only two years, despite an approximately 20 percent increase in cycling after a network of cycleways was built".*

The data used by Waka Kotahi did include the recreational cycleways on stop banks and away from heavily congested streets and therefore gave a false sense of Hastings doing well in the cycle stakes.

Cycle statistics have stagnated, the bold and the brave being the only ones who dare to venture out on our ever-increasing busy streets. The recreational trails however have seen strong increases in occupation and Covid-19 has been one of the reasons for this positive increase. Your continued support for this network is commendable and we all would agree add to the quality of life we enjoy in Hawkes Bay

Covid -19 gave as a glimpse of what a liveable city with low traffic numbers could look like. Cars no longer parked on streets, parents taking their kids for bike rides. Children playing on streets without the fear of being run over. Sadly, all the carparks are full yet again and the children and their parents



| Jerf Van Beek

are back in their SUV's driving to a dog park or play ground near you. Don't we all wish we could go back to how it was during the covid lockdown.....but without covid and the lockdown.

The below excerpt is from the draft LTP

*Under the recent National Policy Statement on Urban Development (NPS), Councils are required to remove all minimum parking standards from the District Plans by 2022, in a move to: **"enable urban space to be used for higher value purposes other than car parking, and remove a significant cost for higher density developments.***

*The highlighted statement in the NPS states specifically that carparks no longer should be created in high value urban spaces. This is one of the key drivers to creating liveable cities. The NPS is very clear in its direction.*

*The NPS is very clear in what direction we should be traveling and the reason they are looking at reducing parking is obvious for any (Up with the time city designer. The provision of parking spaces for specific modes is one of the most important tools to change behaviour. Remove parking from certain areas will stop that type of transport mode being used to arrive at that destination. So for instance if we would remove parking from around an education institution including neighbouring streets but have reliable, regular and fast PT available then that would be the transportation mode of choice. This could be combined with either a park and ride facility or a dedicated safe and comfortable cycle network.*

*HDC in its draft LTP has taken upon itself to assist the business community and car users to circumvent the NPS by asking the ratepayer to pay for additional carparking. Do we in Hastings think that we are smarter than the rest of NZ and indeed the rest of the world? By putting down tar seal for stationary cars in places where people should relax, play, eat, walk and bike. Places where there should be gardens, child friendly play areas with play equipment. Places where water can be retained in events of high rainfall or low rainfall.*

#### **A liveable city**

In this draft LTP I find no investment in the mode shift so desperately needed. The inner city developments are fantastic and the first signs of this type of inner-city design are showing some encouraging outcomes. The eat street concept is proof of this.

However the city has one important link missing and that is the Active and public transport infrastructure that Segway into a liveable city concept.

For instance: active transport makes towns and cities really liveable. Active transport improves quality of life in towns and cities. Quality of life rankings consistently show active transport-friendly cities at the top of this list.

#### **Safety**

The much needed mode shift will not occur unless we address the issue of a transportation network that is only fit for cars, busses and trucks. Paint does not keep anyone safe. And unfortunately, that is the cheap and nasty option our city has chosen to opt for, maintain and increase. This network is unfit for the purpose of walking and cycling.

The below is an excerpt of the Draft LTP

*Continuing to address gaps in the walking and cycling network and looking after the infrastructure that has been put in place over the last 10 years.*

| Jerf Van Beek

Looking after and increasing a network that is unsafe for any user who is 8 or 80 years of age is not only a very poor investment but also a very irresponsible investment.

**The glaring omission in your Draft LTP is the investment in an active and public transport mode shift.** Unless we start investing in a separation of the traffic modes by speed and mass we will not be able to change the behaviour of our road users. In the last 10 years I have not seen any parents taking their children across town on their own bikes. I personally will not let my 12 year old grandchildren use their bikes in Hastings when they come to visit and even less so the younger ones. It is just too dangerous.

#### **Reduction in cost for the council**

More Active and public transport means reduced costs for the council. **An increase in active transport saves councils money.** This is especially clear since our population is anticipated to grow in the coming years. In Hastings and Havelock North we are expecting a substantial increase in car trips per day. Unless there is a mode shift to walking, cycling and public transport which would mean reduced costs for additional road capacity, maintenance and operations, parking and public transport provision.

The Queensland Department of Transport and Main Roads found that the avoided cost of infrastructure provision through a mode shift towards active travel equates to about 5.2 cents per kilometre travelled.

#### **Conclusion:**

**Invest in an active and public transport network, not carparks. The entire network should encompass modifications that change behaviour and is in line with the most important objectives of a liveable city. Reduce cost of the roading infrastructure which then can be diverted to critical infrastructure like three waters. Safety is paramount and especially for the vulnerable users of the network who in essence will achieve the uppermost benefits from that investment on behalf of the community. These benefits are: Reduced deaths and serious injuries, increased in public health, environmentally justifiable and increased spending on sustainable living rather than being enslaved to the motor vehicle and its associated cost.**

Thank you.

Jerf van Beek

5/10/2021

Wufoo - Entry Detail

## HDC - 2021 - 2031 Long Term Plan

COMPLETE

#141

### CREATED



PUBLIC

May 7th 2021, 3:46:49 pm

### IP ADDRESS



125.236.213.10

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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?

Consideration for allowing Subdivision of Plains Zone land in specific and exceptional circumstances. See below for more details and happy to elaborate/discuss further at the appropriate meeting as per above if so beneficial.

Not sure if this falls under the General Council or Rural Matter, so ticked both above - Please select as appropriate.

5/10/2021

Wufoo - Entry Detail

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

Hastings District 2021-2031 Long Term Plan Submission

Managing Growth - Consideration for allowing Subdivision of Plains Production Zone land in unique and exceptional circumstances.

Firstly in relation to my submission please let me acknowledge I understand the importance of protecting the District's valuable productive soils from urban development. They represent an incredibly important resource for the District that once lost cannot be replaced and as such it is incumbent upon the Council to protect these resources in a considered and appropriate manner.

Having said that this submission is not about promoting the ad hoc development of productive land, but more specifically, in fact very specifically about allowing in very unique and exceptional circumstances the ability to subdivide Plains Production Zone land where otherwise this may not be allowed.

Please let me explain -

Based on recent experience, should an application fall outside the District Plan it is apparent the Council has adopted a resolutely inflexible position of not allowing or even entertaining subdivision of Plains Production Zone land for any reason whatsoever. My submission for consideration is that in very unique and exceptional circumstances there must be provision to provide for subdivision.

Specifically in relation to myself I live in a custom built wheelchair enabled supplementary dwelling on my Parent's lifestyle property in Havelock North. This dwelling was custom built around 13 years ago and recently extended to cater for my changing needs. Every aspect of the design and build from the ground up was made with wheelchair living and accessibility in mind and as such is life enabling for someone such as myself living in a wheelchair. It also represents an enormous social investment on behalf of the community (via ACC) both in terms of time and cost that run into the multiple hundreds of thousands of dollars.

My parents are now at a stage/age of life where there is a desire by them, myself and ACC to protect this incredible resource that has been created by subdividing it from the main property. This is to ensure its fate is no longer tied to that of the main property and in doing so provide security to myself by ensuring somewhere enabling to live as we move into the future, as well as protecting the enormous community investment made by ACC in this resource. A resource that is only truly realised through continued wheelchair occupancy.

However despite this desire by not just ourselves, but also ACC, the inflexibility of the District Plan to not allow for such a scenario and the Council's resolute determination to enforce it means the only option in such a situation is to gamble significant time and cost on hearings, appeals and legal processes to pursue this. This is despite such a subdivision making no material difference to the use of the land.

The Resource Management Act (under which the District Plan exists) clearly attributes equal weight to both natural and physical resources (which includes all Structures). Furthermore the Act specifically references the importance of managing resources for amongst other things social well-being. In the case of my house it represents a resource that is both social and physical in the truest sense of the word as intended by the Resource Management Act, by both providing someone (me) with a life changing disability the means by which to live as independently and safely as possible, whilst also representing one end of the fulfilment of a social contract enjoyed by every New Zealander (ACC).

This brings me back to the reason for my submission. In considering the Long Term Plan there must be scope and ability within the Managed Growth strategy that where an application for subdivision falls outside the District Plan, but still within the intent and principles of the Resource Management Act the flexibility to provide for this in very unique and exceptional circumstances, especially where under any other circumstance the required prerequisites would be almost impossible to reproduce.

With the above I have used my own personal experience and situation as an example, but likewise there may arise in the future another situation that is equally unique. I believe in considering this submission favourably it would not only be accepted by the community, but will maintain the integrity and confidence of the district plan by demonstrating the Council's willingness to recognise and consider the greater social responsibilities demanded by the Resource Management Act beyond that of just land, and in doing so create a high threshold for precedent that will not only be understood, but incredibly difficult to replicate.

Finally, I thank you for your time in considering my submission.

**Attach your submission**

<https://app.wufoo.com/entry-manager/1681/entries/141>

2/2



5/10/2021

Wufoo - Entry Detail

## HDC - 2021 - 2031 Long Term Plan

COMPLETE

#140

### CREATED



PUBLIC

May 7th 2021, 3:38:41 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?

As President of the Hawke's Bay Astronomical Society, I wish to support the submission of Graham Palmer in establishing new dark-sky lighting standards in the Hastings district and beyond. The night sky is a precious taonga. Protecting it not only ensures that we can continue to enjoy its beauty, but also helps protect human health, natural ecosystems and reduces our collective carbon footprint. I believe that preserving our night sky also creates economic opportunities for astronomy tourism and associated businesses. Other parts of New Zealand have embraced the dark sky initiative and there is widespread interest in New Zealand becoming the first dark sky nation.

I am also Director of the Hawkes Bay Holt Planetarium. In pre-Covid times, we hosted visitors from all over the world. Many commented on the beauty and clarity of our night sky compared to their home country. As Graham mentions in his submission, astro-tourism is a rapidly growing industry which simply requires good lighting policies.

I hope that Graham's submission receives the attention it deserves. Cheers.

<https://app.wufoo.com/entry-manager/1681/entries/140>

1/2



5/10/2021

Wufoo - Entry Detail

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

(No response)

**Attach your submission**

5/10/2021

Wufoo - Entry Detail

## HDC - 2021 - 2031 Long Term Plan

COMPLETE

#138

### CREATED



PUBLIC

May 7th 2021, 3:23:12 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.

No

### What are the main topics in your submission?

- Climate Crisis - ACTION IS NEEDED NOW by everyone to mitigate its impact on our district and its people. Every decision politicians and community leaders make needs to be examined through the climate change lens and its potential impact. Failure to do this is a massive betrayal of responsibility.
- Subsidies for rainwater tanks to reduce reliance on water aquifers.
- Proposal 2 - Parking in Havelock North
- Events
- A bouquet

<https://app.wufoo.com/entry-manager/1681/entries/138>

1/2

5/10/2021

Wufoo - Entry Detail

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

#### CLIMATE CHANGE

Politicians and community leaders must investigate every decision you make through the climate change lens. Failure to act now is a massive betrayal of responsibility to future generations. To put this into context we need to understand that the reality of climate change is far more frightening than Covid-19 has ever been, and its impacts will be many times greater. We can see it already impacting our economy, agriculture, public health and will get much much worse.

That means none of us - no matter where we live or how small and remote our community - can put economic development ahead of getting it right for the environment. Most of the time we can do both if we are prepared to consider new ways.

I could only find one mention of climate change in the LTP and it is an extraordinary example of the Kiwi understatement: "Global Warming, sea level rise, predicted increases in the intensity of storms and related waves generated are likely to impact more severely in the next 100 years."

There is a fatalism in this statement that is completely irresponsible.

Let's look to other councils for how they are moving their communities to reduce our climate emissions footprint and environmental impacts that are unsustainable. We still have a window of opportunity. Reducing our emissions will benefit business, agriculture, and biodiversity.

#### SUBSIDIES FOR RAINWATER TANKS

We have to find ways to encourage and support residents to save water - especially in Hawke's Bay. We could introduce incentives for businesses and households to install water tanks. We know that one of the consequences of climate change for our region will be longer dryer summers and more droughts. We've known that for some time, and we're experiencing it right now. Rainwater tanks are a viable alternative water resource option used around the world. Businesses and households could have the option of connecting to a mains water supply and use rainwater to complement mains water for gardens, toilet flushing and washing machines. But people will need incentives to make these changes.

#### PROPOSAL 2 - PARKING IN HAVELOCK NORTH

Should Council purchase the New World site if it becomes available and fund as proposed?

I strongly oppose this proposal. Please do not make me as a ratepayer pay the parking costs of people who use these spaces. If the costs of private car parking are paid for by ratepayers we are simply encouraging people to use more cars to come into our village. We need to think differently and support/subsidise other forms of transport - walk, bicycle and public transport. This proposal offers no incentive for anyone to take an alternative mode of transport. Ever.

We need to transition away from private cars because of greenhouse gas transmissions and also to make our small town safer and more enjoyable.

The \$61 per year targeted toward parking is backward thinking. As an alternative we could, for example, provide (user-pays) parking on the edge of the village and provide a very regular shuttle into the village for those who need.

To add insult to injury you are proposing bringing the cars into the 'heart' of the village. Havelock North is already a nightmare with a lot of traffic in all directions. Please find ways to make our town more pedestrian, cycle and children friendly and safer.

Let's look at the ways other successful small towns have achieved this and use their models.

#### EVENTS

I support growing community events but please hold off increasing our budget for significant tourism-focused events. The timing is all wrong. There is still considerable uncertainty about what the future of tourism will really look like.

Covid has left some of our communities extremely vulnerable and the gap between those who are doing well and those who are not, is growing. We need to address this first. Presumably everyone has the opportunity of being involved in community events that are free and that can help with community cohesion.

But big events are a different story.

If we are imaginative and clever, we will gain economic benefits from tourists visiting in more manageable ways. Big tourism events can have downsides. Their impact is not all positive and their benefit not usually spread across our communities.

Our region has other priorities for the ratepayers dollar.

#### A BOUQUET

To those proposing to introduce a lower rate for households who use the refuse service fewer than 26 times a year.

We have to all start taking responsibility for our own behaviour - this is an example of how that thinking can be put into action.

Ngā mihi

**Attach your submission**

<https://app.wufoo.com/entry-manager/1681/entries/138>

2/2

5/7/2021

Wufoo - Entry Detail

## HDC - 2021 - 2031 Long Term Plan

COMPLETE

#135

### CREATED



PUBLIC

May 7th 2021, 3:01:34 pm

### IP ADDRESS



### \* Name

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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?

As a committee member of the Havelock North Citizens my topic concerns Havelock North parking.

<https://app.wufoo.com/entry-manager/1681/entries/135>

1/2

5/7/2021

Wufoo - Entry Detail

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

The Option Preferred is the alternative preferred targeted rate option of \$45 for 2021/22. I would also suggest that this be the rate for the following period (say 5 years) as this is to fund the loan costs on \$3,050,000 (is this all the Porter Drive purchase or does it include development costs) and at a 3% interest rate this would amount to \$91,500pa. This amount would be covered by the increase from \$30 to \$45 of the 6,000 ratepayers plus the commercial contributions - thus more than the \$91,500 cost. In fact the interest rate should be less than 3% as a fixed term house loan for 2 years is only 2.4% and councils should be able to get an even better rate.

I understand that the Council has accumulated about \$350,000 in our parking fund with yearly excess which were about \$60,000pa from the current \$23pa so why is it necessary to increase this to \$30pa especially as this is topped up with parking and WOF fines. Is this to be used for constructing/upgrading the Anderson Park carparking site which was promised to the Business Assn about a year ago - This should mean that there are funds readily available for this important project.

The 10 year plan is silent on improving the traffic flows around Havelock (rather than being proactive) especially when considering the increase in traffic which will result from the major housing projects being built (including James Wattie) and those planned over the next 5 years.

We look forward to your response on these issues affecting the ratepayers of Havelock.

**Attach your submission**



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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jessiek21@yahoo.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?

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

#136

### CREATED



PUBLIC

May 7th 2021, 3:02:30 pm

### IP ADDRESS



--

### \* Name

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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?

- To provide increased accessibility in the district by increasing enforcement of mobility parking, at least 'after hours' and on weekends and during special events.
- The Hastings District council engages with CCS Disability Action to enable the roll out of the Access Aware parking app for the community and visitors to the district to utilise.
- Review mobility parking allocation across the district to ensure adequate supply of these parking spaces.
- Provide an adequate budget that includes capital and maintenance funding for more regular improvements to suburban footpaths and council infrastructure.
- Accessibility Audits to be completed for the Hastings District councils existing property portfolio to identify opportunity for improvement (during planned maintenance or proposed upgrades). We suggest that council works in partnership with Barrier Free NZ to ensure any new builds are built to universal design standards to allow accessibility for all users.
- Council should adopt a flexible approach to the planning and consent process for housing which incorporates accountability to provide accessible homes in the community. The Lifemark star rating system can assist with achieving this goal.

<https://app.wufoo.com/entry-manager/1681/entries/136>

1/2

5/7/2021

Wufoo - Entry Detail

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

(No response)

**Attach your submission**

hastings\_district\_20212031\_ltp.docx

## Hastings District 2021-2031 Long Term Plan



TE HUNGA HAUKA MAURI ME ŌUA TĀNGATA KATOA

### About us

CCS Disability Action is a community organisation that since 1935 has supported disabled people and advocated for their inclusion in the community.

Accessibility is a major focus for our organisation. CCS Disability Action runs the Mobility Parking Scheme. We have a nationwide network of access coordinators who work with local governments as well as the building and transport industries. We are a member of the Access Alliance who have been instrumental in advocating for legislative changes for the disabled community. We have founded Lifemark, which is assisting with increasing the number of accessible houses throughout Aotearoa. We have developed ways to collect data on accessibility, including the Measuring Accessible Journeys project and the Street Accessibility Audits. Barrier Free NZ, a division of CCS Disability Action also provides opportunity for the commercial sector and local government to improve accessibility through the incorporation of universal design principles and practices.

### Introduction

All parts of the proposed Long Term Plan 2021-2031 require barrier free access, including the Accessible Journey and Universal Design, to enable residents and people who visit the district to fully enjoy and actively participate in the community.

In the interests of working with Council, and offering solutions on behalf of the people we support, our submission is of a general nature, strongly connected to the plan priorities.

We support Council and offer consultation on the Long Term Plan priorities:

- Of building resilience.
- Growing the city and strengthening Community.
- A city centre of opportunity
- Infrastructure to ensure all people are connected
- All the projects throughout development



### Recommendations

- To provide increased accessibility in the district by increasing enforcement of mobility parking, at least 'after hours' and on weekends and during special events.
- The Hastings District council engages with CCS Disability Action to enable the roll out of the Access Aware parking app for the community and visitors to the district to utilise.
- Review mobility parking allocation across the district to ensure adequate supply of these parking spaces.
- Provide an adequate budget that includes capital and maintenance funding for more regular improvements to suburban footpaths and council infrastructure.
- Accessibility Audits to be completed for the Hastings District councils existing property portfolio to identify opportunity for improvement (during planned maintenance or proposed upgrades). We suggest that council works in partnership with Barrier Free NZ to ensure any new builds are built to universal design standards to allow accessibility for all users.
- Council should adopt a flexible approach to the planning and consent process for housing which incorporates accountability to provide accessible homes in the community. The Lifemark star rating system can assist with achieving this goal.

### **What do we mean by access and accessibility**

Access and accessibility, in the context of this submission, means people's ability to use environments, services, and products on an equal basis with others. An access barrier is anything that stops someone from using an environment, service or product.

Access barriers can be:

- Attitudinal (such as people with learning disabilities being discouraged or prevented from trying a service because of assumptions they cannot use the service).
- Informational (such as failing to provide information in Sign Language, Braille and Easy-Read).
- Physical (such as poor kerb cuts, no ramp access to buildings, building design failing to take into account how people with vision impairments navigate and products not being designed for people with impaired dexterity).

### **Access Aware**

Where possible we are keen to adopt technology to improve the Mobility Parking Scheme. Our Access Aware app was developed in partnership with Thundermaps and is a world first initiative set to revolutionise the reporting and enforcement of mobility parking abuse.

The Access Aware app assists users to either locate a parking space, record the details about a parking space and/or report abuse. It is designed to allow the reporting of mobility parking abuse in 'real time' to enforcement officers so they can monitor the use and respond to abuse of the parks.

This app has been successfully rolled out in other regions in partnership with the local councils. We intend to continue rolling this application out across the country as use and demand dictates.

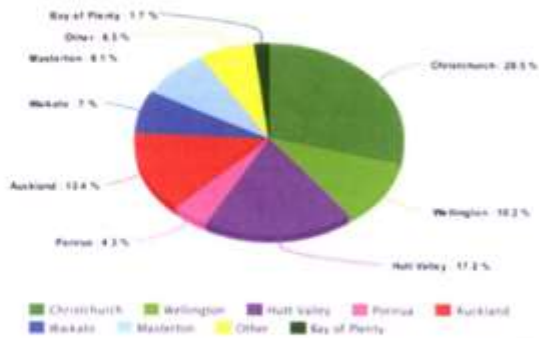
Uptake of the app in regions where it has not officially rolled out with local authorities has been tremendous. Apart from having more mobility parking spaces around the country marked on the maps, the public are also reporting mobility parking abuse, which prevents opportunity for the local authorities to address. This valuable information is also being collated to inform our ongoing conversations with Local and National Government.

### **Recommendation**

- **Hastings District Council engages with CCS Disability Action to enable the roll out of the Access Aware parking assistance app in the district.**



% of park location reports came from outside pilot areas  
Mobility parks by location



).



Mobility Parking

We are the main operators of the Mobility Parking Scheme with over 130,000 permit holders. We are continually seeking ways to improve the availability and number of parks. We also try to reduce the misuse of parks by educating the public and promoting the enforcement of mobility parking rules. In 2016, we carried out an observational study and a survey of the public on people’s knowledge and use of mobility parks.

Unfortunately, around 31% of people using a mobility park had no current mobility parking permit. Effective enforcement is in place and is non-existent after hours. In the observational study only between 3 to 6% of people in public mobility parks without a current permit were ticketed. Combining these factors with the increase in population in the Hastings District, we are now receiving reports from people who are finding an inadequate supply of mobility parking spaces available.

### **Recommendations**

- **Review mobility parking allocation across the district to ensure adequate supply of these parking spaces.**
- **Consider 'after hours' enforcement of mobility parking on weekends and during special events.**

### **Footpaths, Bus Stops and Shelters**

Many footpaths around the Hastings district are in a poor state and in need of repair. In places they are not safe and it is not acceptable to expect parents with children, the elderly and people with disabilities to navigate these.

Where there is a higher percentage of elderly and people with disabilities on a fixed or lower income bracket so they often have to rely on public transport. Footpaths form an essential part of any 'journey' and are a vital component to enable people to live and engage with their community.

As a minimum, every bus stop should have a sealed set down area to enable deployment of wheelchair access ramps and also kerb cuts to allow disembarking passengers to access the nearest footpaths, which may be on the opposite side of the road.

### **Recommendation**

- **Provide an adequate budget that includes capital and maintenance funding for regular improvements to suburban footpaths and council infrastructure (Bus stops and Shelters) that supports public transport.**

### **Housing**

The Hastings District Council needs to become more actively involved in ensuring that housing stock meets the populations needs.

The Long Term Plan should include some expectations as to the numbers, locations and types of dwellings that should be built within the district to enable better planning of new infrastructure.

A significant number of housing should be required to be built to Lifemark or alternative universal design standards to meet the needs of an increasing disabled community, including the elderly.

Affordability in the Hastings district is extremely important, as it is well recognised that a home owner has far more incentive to maintain a home well than a person renting. Affordability can be improved by ensuring larger numbers of smaller houses are built, including one and two bedroom houses and apartments with communal green space. Council should introduce more flexible planning rules that would allow more rapid consenting and location of factory built homes using innovative design. This has been successfully adopted and implemented by

5

other councils. It is important to note that Lifemark have been working in partnership with Kainga Ora to provide accessible homes throughout Aotearoa through the utilisation of their star rating system.

CCS Disability Action supports the right of disabled people to have good lives. As disabled people increasingly express the desire to live as independently as possible, participate in, and contribute to, their community it is critical that local authorities recognise the vital role they have in enabling this to happen. Planning processes and operational activities should be able to demonstrate that all community members' requirements are considered and catered for.

Thank you for taking the time to consider our submission.

**Michelle Lucas**  
Access Coordinator  
CCS Disability Action Tairāwhiti Hawkes Bay  
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Napier 4110  
PO Box 507, Napier 4140  
**EMAIL** [Michelle.Lucas@ccsDisabilityAction.org.nz](mailto:Michelle.Lucas@ccsDisabilityAction.org.nz)  
[www.ccsDisabilityAction.org.nz](http://www.ccsDisabilityAction.org.nz)  
Te hunga hauā mauri mō ngā tāngata katoa



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

#133

### CREATED



PUBLIC

May 7th 2021, 2:32:02 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?

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**

5/7/2021

Wufoo - Entry Detail

## HDC - 2021 - 2031 Long Term Plan

COMPLETE

#132

### CREATED



PUBLIC

May 7th 2021, 2:22:34 pm

### IP ADDRESS



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### \* Email

craig@waterhouse.net.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?

Operational and capital funding for the Pettigrew Green Arena expansion project

<https://app.wufoo.com/entry-manager/1681/entries/132>

1/2



5/7/2021

Wufoo - Entry Detail

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

The Pettigrew Green Arena is undertaking a long overdue expansion project which will see six new basketball courts added to the existing three. This will make it the largest indoor community facility in Hawke's Bay and will address the most significant and critical challenge facing community sport in Hawke's Bay. The Regional Indoor Sports and Events Centre Trust has raised \$11.25 Million of the \$17.5 Million required, and applications for the shortfall have been submitted with a range of other funders. We aim to have secured the funding required within the next 12 months, and the new facility will be operational by mid-late 2022.

We are requesting capital funding of \$2 Million from Hastings District Council in year one of your LTP (2021/2022) towards the civil works of this project.

We are also requesting that consideration be made within the HDC LTP for additional operational funding, increasing from the current investment of \$55,000 per annum for three courts to \$165,000 per annum for the nine courts.

We also request that the annual asset renewal fund contribution of \$30,000 per annum to \$90,000 per annum from year three of the LTP (2023/2024).

For these opex and renewal figures above, we request that there is an automatic annual inflation adjustment.

The purpose of this request is so that the RISEC Trust can continue to maintain a lower cost of use to regular users of the facility. In addition, we request that HDC, along with NCC, contributes to a review to be undertaken in year two of the LTP (2022/2023) into the cost-effectiveness of the current operating model.

**Attach your submission**

hdc\_ltp\_submission\_2021\_pga\_.pdf

<https://app.wufoo.com/entry-manager/1661/entries/132>

2/2



7 May 2021

Long Term Plan Submissions  
Hastings District Council  
Private Bag 9002  
HASTINGS 4156

**Submitter:** Regional Indoor Sports and Events Centre Trust (RISEC)  
**Contact:** Craig Waterhouse  
Chairman  
Email: craig@waterhouse.net.nz

**SUBMISSION TO LONG TERM PLAN 2021-2041**

**PETTIGREW GREEN ARENA EXPANSION PROJECT**

**Summary**

The Pettigrew Green Arena is undertaking a long overdue expansion project which will see six new basketball courts added to the existing three. This will make it the largest indoor community facility in Hawke's Bay and will address the most significant and critical challenge facing community sport in Hawke's Bay. The Regional Indoor Sports and Events Centre Trust has raised \$11.25 Million of the \$17.5 Million required, and applications for the shortfall have been submitted with a range of other funders. We aim to have secured the funding required within the next 12 months, and the new facility will be operational by mid-late 2022.

We are requesting capital funding of \$2 Million from Hastings District Council in year one of your LTP (2021/2022) towards the civil works of this project.

We are also requesting that consideration be made within the HDC LTP for additional operational funding, increasing from the current investment of \$55,000 per annum for three courts to \$165,000 per annum for the nine courts.

We also request that the annual asset renewal fund contribution of \$30,000 per annum to \$90,000 per annum from year three of the LTP (2023/2024).

For these figures above, we request that there is an automatic annual inflation adjustment.

The purpose of this request is so that the RISEC Trust can continue to maintain a lower cost of use to regular users of the facility.

In addition, we request that HDC, along with NCC, contributes to a review to be undertaken in year two of the LTP (2022/2023) into the cost-effectiveness of the current operating model.

Pettigrew Green Arena | 480 Gloucester St, Taradale | [www.pgarena.co.nz](http://www.pgarena.co.nz)  
**PO Box 7537 - Taradale - Napier 4140 - Phone (06) 845 9330 - Fax (06) 845 9266**



The PGA is a regional community asset. It is not for either Council's constituents alone.

90% of our users are under 19 years of age. 30% of our users are between the ages of three and 11.

Two of our regular users are Basketball Hawke's Bay and Volleyball Hawke's Bay. These two sports are dominated by Māori and Pasifika participation. Both sports have experienced a huge growth nationally and regionally, and both sports are turning people away due to a lack of indoor court space. There has been no investment in indoor sport facilities in Hawke's Bay since the original PGA was built in 2003, a generation of under investment.

Most significantly the project will provide positive benefits for the health and well-being of the people of Hawke's Bay. The expansion will increase Hawke's Bay's ability to look after its own recreational needs and help it to grow stronger.

New Zealand is staring down the barrel of a health crisis, with a report released by PWC commissioned by Diabetes New Zealand this year forecasting that type 2 diabetes could rise by as much as 90 per cent across the next two decades inflicting a staggering bill on taxpayers.

It is predicted that one in four Pasifika will have type 2 diabetes within the next two decades. A systemic approach to tackling this issue is required. Prevention in the form of access to physical activity opportunities is a key action. Hawke's Bay already has a high-level of health inequity and a disproportionate amount of socio-economic deprivation. If the predicted increase in diabetes occurs as per the PWC report then Hawke's Bay will be disproportionately affected due to the existing health inequities in the region. The investment into a fit-for-purpose multi-use sports facility (especially for sports with a high level of Pasifika and Māori participants) for the region is one of the systemic interventions which we can undertake to help with prevention rather than focussing merely on the crippling cost of treatment.

Hastings currently has two basketball courts for community use. There has been no new investment in indoor community sports facilities in Hastings in over a generation, and your draft LTP document makes no provision for new court space, despite your population currently growing faster than all previous estimates. An investment of \$2M capital outlay and an increase in operational funding and asset renewal is a cost-effective way for Hastings District Council to meet the needs of its community.

The RISEC Trust is committed to raising the capital outlay to address this significant and critical issue. We need the support of Hastings District Council to ensure that when we open the doors in 2022 they stay open for your community.





### The Project

The Regional Indoor Sports and Events Centre Trust (RISEC or, the Trust) is currently raising funds to build a new facility adjacent to the existing arena complex, the Pettigrew Green Arena (PGA or the Arena), in Taradale, Hawke's Bay. The original PGA was built-in 2003 and is now at full capacity for its regular programme.

When the PGA was built it was positioned both geographically and strategically as a pan-regional asset. It was, and still is, the region's indoor sports facility, just 10km from Napier City and 15km from Hastings City. Arterial route improvements on the Hawke's Bay Expressway since 2015 have decreased the travel time to Taradale from Hastings and Flaxmere, making the venue even more attractive as a destination to the entire region.

The new facility will add four additional full-sized futsal indoor courts to the existing complex's one futsal court. This will increase the number of basketball courts from three to nine. This will allow for current and projected growth of key sports that use the facility, namely basketball, volleyball, netball, badminton, and futsal. It would also allow these sports to host national tournaments at the venue, benefitting from the profile and revenue such hosting rights would deliver.

The project will also see the creation of event administration/tournament control rooms, toilets, and an elite-level first aid/drug testing room.

Whilst the focus on the development is on increasing court space for community use and for regional sporting competitions, a by-product of the increased capacity will enable events and large tournaments to be hosted at Arena as well as regular sports programmes, making it an attractive venue for, trade shows, conventions, conferences, and regional/national sports tournaments.

Hawke's Bay is one of the most socio-economically deprived areas in New Zealand with over 45,000 people (over 27%) in quintile five or the most deprived quintile, whereas the national average is for each quintile to have 20% of the population. This socio-economic deprivation contributes to a high level of health inequality. Lack of access to quality indoor court space for young people in Hawke's Bay, especially for Māori and Pasifika youth who (anecdotally) gravitate towards the sports of volleyball, netball and basketball, will only increase these health inequalities. Alongside health and well-being benefits the project will deliver social connectivity, economic benefits, and employment both in the construction phase and in the ongoing operations.

Given the internal factors driving sport growth and the external factors limiting growth, or putting that growth at risk, this project will address the most significant and critical challenge facing sport in Hawke's Bay for a generation and will begin to redress the systemic health inequality faced by Hawke's Bay residents.

The community wants this project to happen and the major indoor sports in Hawke's Bay are desperate for it. The PGA is the only option for a development of this size, as no other entity has the capability and capacity to deliver as the RISEC Trust has shown they are able to do.



### **The issue and the need**

This project will address the most significant and critical challenge facing sport in Hawke's Bay.

The Hawke's Bay Regional Facilities plan commissioned by Sport NZ in 2015, identified the need for 'two more indoor sports facilities and a total of 6 new indoor courts'. This was at a time when the population of Hawke's Bay was almost 20% lower than it is today. Since then, the four major sports using the existing facility have almost doubled in user numbers and are at risk of reaching full capacity. With court space wholly dedicated to regional competitions, there is no potential for significant national sporting competitions being held in the region, despite National Sporting Organisations expressing a desire to bring age-group tournaments to the region due to the organisational capability of our local sports organisations and the destination appeal of Hawke's Bay.

The five major indoor sports this will benefit are basketball, futsal, volleyball, netball, and badminton. All five of these sports have experienced huge growth in the last three years and are all at near or full capacity. In the case of Basketball, they are now turning people away from the sport due to a lack of court space restricting the number of teams they can enter into regional competitions. Basketball players in Hawke's Bay have increased from 2177 to 3543 between 2017 and 2020. Volleyball has grown from 1593 in 2016 to 2529 in 2020. Schools are loading their volleyball teams with up to 12 players (ideal team size is 7-9), just so their players can get court time. In some cases, teams will only get a single 20-minute game per week due to the lack of suitable facilities. Secondary School gyms and halls are also at capacity and not all are suitable because of low ceilings and poor lighting, which impact the game. Futsal has almost doubled team numbers from 219 to 415 between 2017 and 2019, and since they began offering year one futsal (five years olds) in 2020 they more than doubled these teams from four teams in term one to ten teams in term four. Senior futsal players who are on a 'talent development pathway' cannot stay in Hawke's Bay to train and play as the one full sized court is inadequate to meet their needs. Badminton is the fastest growing sport in New Zealand, and the second fastest growing secondary school sport (behind basketball). Badminton New Zealand has head offices in Auckland and at the Pettigrew Green Arena, and they would like to bring national age group tournaments to Hawke's Bay to grow the game in their home region but are currently unable to do so due to lack of courts. Netball is the largest participation sport in Hawke's Bay and continues to grow in popularity. Although Netball has adequate outdoor court space it requires more indoor court space to diversify its offering to over 40's and men's competitions, and to provide a back up wet weather venue for junior competitions.

Despite these issues, all sports saw their numbers either maintain or increase in 2020 despite the severe disruption caused due to COVID-19. This indicates a huge need for the social interaction brought about by team sports. All sporting organisations have expressed their concern that if the current situation continues that young players will continue to have a negative experience and give the code away for good. Therefore, this will be the largest ever investment in the future wellbeing of the youth of Hawke's Bay.

The problem also affects new or emerging sports which must compete with established sports for the use of increasingly rare court space. A recent arrival on the sporting landscape





is Pickleball, a cross between badminton and tennis. The slower ball speed of Pickleball makes it perfect for older people wishing to stay active. With an aging population Pickleball is taking off in Hawke's Bay but is limited in its ability to grow.

This issue is critical now and will only get worse in the future if a solution is not found now. Between 2013 and 2020 Hawke's Bay's population has grown 18% from 151,000 to 178,600. This is largely because of internal migration to the region from main centres such as Auckland and Wellington. Hawke's Bay consistently over-indexes in socio-economic deprivation statistics, as well as inequity of health outcomes.

The existing issue of lack of court space for sports such as basketball and volleyball, which have a traditionally higher than average Māori and Pasifika user base, means that there is a risk of the region's health and deprivation inequalities being further exacerbated due to this issue, as there is no room for new players to join the sport they love.

The existing arena was built in 2003. It took 12 years for it to reach full capacity with its primary sporting customers. We now have an opportunity to build a new fit for purpose venue to meet the most urgent need facing our sporting community.

Hastings currently has two basketball courts for community use. There has been no new investment in indoor community sports facilities in Hastings in over a generation, and your draft LTP document makes no provision for new court space, despite your population currently growing faster than all previous estimates. An investment of \$2M capital outlay and an increase in operational funding and asset renewal is a cost-effective way for Hastings District Council to meet the needs of its community.

### **The benefits**

This project will address the most significant and critical challenge facing sport in Hawke's Bay.

There are significant societal, economic and health benefits from this investment which will have positive ramifications for the people of Hawke's Bay for generations.

The five major users of the current facility (netball, basketball, futsal, badminton and volleyball) would all have the ability to grow their membership, programmes and events if the expansion project goes ahead.

Developing sports will be able to grow and reach new audiences by having access to the facility on weekends or weeknights where they are currently forced to have access during weekday mornings. Sports programmes modified for people with disabilities, special needs, or requirements such as Special Olympics will be able to have the option to develop their programmes further.

Nationally significant events and competitions could be held at the venue on a more regular basis, and the regional sports organisations can leverage the interest from these events to grow their code regionally, for example Basketball Hawke's Bay could run their regional



competitions right up to tip-off time in the National Basketball League games so that young basketballers can play and then watch the professional Hawks play in the NBL. Currently Basketball HB must stop its competitions at the PGA when the Hawks have a home game.

This would have significant benefit to these sports, but also to the social wellbeing and health of the wider community. There is a significant role for sport and active recreation activities to play in building social capital and social wellbeing in communities. The proposed indoor sports facility development will provide direct social and economic benefits through its activities to the Hawke's Bay region.

There is a strong correlation between participation in sport and high levels of social capital. This occurs through bonds between people who participate in the activity together and through wider bonds created between supporters. A "shared experience" strengthens bonds between individuals and provides a forum for information flows, trust and co-operation to occur.

The establishment of the new facility at the PGA provides an opportunity for sport and physical activity to increase the levels of social capital within Hawke's Bay. Improved social capital should in turn have a positive impact on social wellbeing in areas such as health, safety and security, the economy and education. It will also contribute to social cohesion and establish a sense of place and identity for the surrounding community.

The expansion project will have a significant positive impact upon the Hawke's Bay economy. It will create 350-400 jobs either directly or in the supply chain during construction. Once operational the new facility will create one new full time management role and up to 11 casual event/operations role. These casual roles will create opportunities for the neighbouring Eastern Institute of Technology to provide work experience in relevant fields for their sports management students. Each of the five key user organisations will likely have to employ a new part-time venue manager to run their programmes as well. Hawke's Bay's total events days will increase, and this will have direct benefits to accommodation providers, retailers, and hospitality, as well as providers of event specific equipment.

Most significantly the project will provide positive benefits for the health and well-being of the people of Hawke's Bay. The expansion will increase Hawke's Bay's ability to look after its own recreational needs and help it to grow stronger.

Almost a quarter of a million New Zealanders have type 2 diabetes and PwC estimates that within 20 years it could be as high as 430,000. If numbers increase as the report suggests, treatment will cost \$3.5b by 2041. Key drivers are the country's aging population, more young people getting diabetes and a growing population of ethnic minorities prone to the disease.

It is predicted that one in four Pasifika will have type 2 diabetes within the next two decades. A systemic approach to tackling this issue is required. Prevention in the form of access to physical activity opportunities is a key action. Hawke's Bay already has a high-level of health inequity and a disproportionate amount of socio-economic deprivation. If the predicted increase in diabetes occurs as per the PWC report then Hawke's Bay will be disproportionately affected due to the existing health inequities in the region. The



investment into a fit-for-purpose multi-use sports facility (especially for sports with a high level of Pasifika and Māori participants) for the region is one of the systemic interventions which we can undertake to help with prevention rather than focussing merely on the crippling cost of treatment.

#### **Our request**

The RISEC Trust has taken a leadership approach to address this issue. The Trust is investing \$750,000 of its own funds into the capital build, and the management team and board are devoting significant hours, both paid and unpaid, to get this project over the line. We are doing this for the constituents of Hastings District. We are doing this for the people of Hawke's Bay.

#### **We would like HDC to invest the following:**

- Capital funding in year one of \$2,000,000 towards Civil works,
- An increase of the current operating funding investment of \$55,000 per annum for three courts to \$165,000 per annum for the nine courts from year one of the LTP
- An increase of the current annual asset renewal fund contribution of \$30,000 per annum to \$90,000 per annum from year three of the LTP (2023/2024)
- For both the operating funding and asset renewal funding figures to be automatically adjusted for annual inflation.

The purpose of this request is so that the RISEC Trust can continue to maintain a lower cost of use to regular users of the facility, whilst maintaining the expected levels of service for the current and proposed facility.

In addition, we request that HDC, along with NCC, contributes to a review to be undertaken in year two of the LTP (2022/2023) into the cost-effectiveness of the current operating model. This review will enable both Councils and the RISEC Trust to understand what the best operating model for our shared, regional indoor sports facility is.

We thank you for your support to date and your ongoing financial support of our facility. We thank you for the opportunity to make this submission which we hope will be favourably considered. We would like to speak to our submission.

Yours truly,

A handwritten signature in black ink, appearing to read "C Waterhouse".

**Craig Waterhouse**  
Chairman  
Regional Indoor Sports and Events Centre Trust





5/7/2021

Wufoo - Entry Detail

## HDC - 2021 - 2031 Long Term Plan

COMPLETE

#131

### CREATED



PUBLIC

May 7th 2021, 2:21:46 pm

### IP ADDRESS



### \* Name

Kellie Jessup

### Address

14 Amundsen Avenue

14 Amundsen Avenue

Hastings

Hawkes Bay

4120

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### \* Daytime contact phone:

274316668

### Evening contact phone:

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### \* Email

poromoana@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.

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

#130

### CREATED



PUBLIC

May 7th 2021, 2:15:02 pm

### IP ADDRESS



1

### \* Name

Bradley Graham

### Address

19 Arbroath Ave

Flaxmere

4120

New Zealand

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274180404

### Evening contact phone:

(No response)

### \* Email

bradilz.g23@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.**

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?

Discussion about a skid pad for Hawke's Bay.

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

I've had meetings with Anna Lorck, Greg Murphy (super car driver) and Councillor Sophie Siers to discuss the practicalities of developing a skid pad for cars in the Hawke's Bay. Anna and Greg are supportive as they believe it will help to get boy racers off the road. I'd like to come and speak to Councillors about my vision and helping to get this project off the ground.

### Attach your submission

<https://app.wufoo.com/entry-manager/1661/entries/130>

1/1



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



### \* Name

Michael Hope

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4174

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275313455

### Evening contact phone:

(No response)

### \* Email

mhope@nzagritrade.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?

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

5/7/2021

Wufoo - Entry Detail

## HDC - 2021 - 2031 Long Term Plan

COMPLETE

#128

### CREATED



PUBLIC

May 7th 2021, 2:07:39 pm

### IP ADDRESS



### \* Name

Sue Witteman

### Address

23 Rakau Street Havelock North

Hawke's Bay

4130

New Zealand

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273832677

### Evening contact phone:

(No response)

### \* Email

suewitteman@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.**

### What are the main topics in your submission?

Parking

Heretaunga Street between Karamu and Russell Sts.

Havelock North's fountain area

Police in Havelock North

<https://app.wufoo.com/entry-manager/1681/entries/128>

1/2

5/7/2021

Wufoo - Entry Detail

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

Parking.

I moved to this area 3 years ago from a place that didn't have parking meters to find that Hastings is riddled with them, and while I have had to get used to them, I find that the limitation on the time is a deterrent to stopping and shopping. Most seem to have an hour limit, and it frequently isn't long enough to get where you want to go, do the thing, and get back in time. This happened to me recently, I was in Spec savers for longer than I thought, and it was too long a trek back to the car to go and top up the meter. Also at the hairdresser in Heretaunga St - in there for over 2 hours, no where else I could see to park except at a 60min meter, and neither I nor the sole hairdresser could leave to top up the meter. I hate shopping in Hastings for this reason, and often just keep driving when I actually set out to shop and browse there. I am happy to pay for longer but don't seem to be able to do this. Plus the new meters are a pain - my eyesight is ok, but the push buttons are still too small, heavens knows how folk with poor eyesight or dexterity issues cope. And then when I pulled up at one of the new ones, and had faffed about getting the right change, I then found out it was a card system, arghhh. I find the whole thing anxiety inducing - I don't like breaking the law.

Heretaunga St between Karamu and Russell.

Looks run down and cheap. Not a good look for the centre of the town.

The fountain area in Havelock North.

This design of this area doesn't work well and is not fit for purpose. It is such an important community space and needs to fulfill different function, but is too cluttered with inappropriately placed objects. It would be better to have a clearer space in the centre - I watched the Morris dancers try to dance on a space that was too small because there isn't a big enough area to do so., add in the people watching and it was just awkward. The tables are ok but more seating around the periphery would be good. The white 'wings' are just odd - would look nicer with more planting instead of them as the whole area is dominated by hard landscaping. Everyone likes a fountain but this one is out of proportion in this quite small area. Also the water goes everywhere.

Police in Havelock North.

The presence of a resident policeman is needed in Havelock North. People in cars honk around in loud cars in the middle of the night. It goes on for ages and is really unpleasant. I feel sorry for all the old people and babies that get woken up night after night. Then there is the crime, especially stealing, that goes on in this area. While Hastings is not far away, it can be too far when help is needed urgently. I don't know why the policeman was withdrawn from here, but H Nth is now big enough, and getting bigger, to warrant the reinstatement of a policeman.

**Attach your submission**

5/7/2021

Wufoo - Entry Detail

## HDC - 2021 - 2031 Long Term Plan

COMPLETE

#127

### CREATED



PUBLIC

May 7th 2021, 2:03:20 pm

### IP ADDRESS



### \* Name

Patricia Chadwick

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trishc10@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?

STOP heavy industry traffic on residential Railway Rd Whakatu.  
Stop trucks entering or exiting Railway Rd Whakatu at State Hwy 51, access for heavy vehicles in and out of Whakatu industrial area should be made through the roundabouts either at Mangateretere or Pakowhai, not short cutting through our 50km residential street. This happens all hours night & day. HDC please do something about this.

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

(No response)

### Attach your submission

<https://app.wufoo.com/entry-manager/1681/entries/127>

1/1





5/7/2021

Wufoo - Entry Detail

## HDC - 2021 - 2031 Long Term Plan

COMPLETE

#125

### CREATED



PUBLIC

May 7th 2021, 1:18:20 pm

### IP ADDRESS



### \* Name

Joe Whare

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4162

New Zealand

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21502124

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21592124

### \* Email

psjoewhare@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?

- 1.Continual occurrence of noise in Whakatu
- 2.Bad odour from Sewer Pumping Main.

<https://app.wufoo.com/entry-manager/1681/entries/125>

1/2

5/7/2021

Wufoo - Entry Detail

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

Whakatu has put up with regular occurrence of noise and bad odour continually for a number of years now.  
As a resident who has complained with others in our community it is time that HDC does something more urgent about this.  
The noise occurs early hours of the morning waking residents from their sleep.  
It is not fair on the community of Whakatu.  
I know for a fact that this wouldn't be tolerated anywhere else.  
As we know it would be dealt to quick smart.  
Enough is Enough.  
2..The odour that Whakatu has to put up with as well is continual.  
We have on a few occasions met with certain people from HDC to see what can be done about this.  
Although there have been traps inserted on the vents above Sewer the smell still occurs.  
What can be done about this.

**Attach your submission**

<https://app.wufoo.com/entry-manager/1681/entries/125>

2/2

5/7/2021

Wufoo - Entry Detail

## HDC - 2021 - 2031 Long Term Plan

COMPLETE

#124

### CREATED



PUBLIC

May 7th 2021, 12:53:21 pm

### IP ADDRESS



### \* Name

lakopo Fa'afuata

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4122

New Zealand

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68786235

### Evening contact phone:

21971012

### \* Email

i.p.faafuata@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.

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?

An update on the progress of the Wesley Community Centre redevelopment project, and a request for additional financial support of \$300,000.

<https://app.wufoo.com/entry-manager/1681/entries/124>

1/2

5/7/2021

Wufoo - Entry Detail

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

Taliofa Iava,

The Wesley Methodist Church of Hastings wishes to update Hastings District Council about the redevelopment project of our beloved and well used Community Centre. It is the vision of our Parish to provide a place for our people and the wider community of Hastings to congregate, and enjoy cultural and spiritual nourishment.

Over the past four years we have raised \$3.2M from a variety of sources to transform our aging Church Hall into a fit-for-purpose community venue.

We are extremely grateful to Hastings District Council for their support to date, and the generous funding of \$400,000 in 2017.

Since then we have secured resource consent, and have demolished the old hall. We are awaiting confirmation of building consent, which will enable us to engage a contractor and fix the construction price. However, we have been advised by our project manager that due to the recent trends in the construction industry the cost for the project has increased, due to labour, sub-contracts and material price increases, to \$4.2M. This leaves us \$1.2M short.

There is still the option to reduce scope; however this will largely be cosmetic and for minor specifications. The counter argument is that we have come so far and raised so much money, to reduce scope now would do a disservice to the community who have worked so hard to achieve a fit-for-purpose facility. In addition, the development of the Hawke's Bay Opera House and Municipal Theatre deserves a neighboring facility which meets the high standard of design and functionality which you have set. We very much see the Community Centre as part of the Opera House precinct.

We are seeking an additional investment of \$300,000 from Hastings District Council to reinvigorate our funding efforts, and help us achieve our vision. We are open to discussing how we can work in partnership with you to create a complementary facility which adds value to the HBOH precinct. Once we have achieved our funding targets we will be operational within a year.

We are revisiting our funding plan and will continue to seek funding from other external funders. A contribution from HDC would be a welcome boost for us to achieve our vision for the community.

We would appreciate the opportunity to update you in person about the project, and discuss opportunities for this project to be completed in a timely fashion to enhance your own precinct aspirations.

**Attach your submission**

<https://app.wufoo.com/entry-manager/1681/entries/124>

2/2



5/7/2021

Wufoo - Entry Detail

## HDC - 2021 - 2031 Long Term Plan

COMPLETE

#123

### CREATED



PUBLIC

May 7th 2021, 12:09:10 pm

### IP ADDRESS



### \* Name

Ron BARRETT

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4130

New Zealand

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### Evening contact phone:

8778842

### \* Email

r.s.barrett@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.

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.

### What are the main topics in your submission?

Parking in Havelock North

<https://app.wufoo.com/entry-manager/1681/entries/123>

1/2

5/7/2021

Wufoo - Entry Detail

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

I was in support of "free parking" in the Havelock North Village.  
The "village" is no longer such and there has been a large increase in  
a) the number of vehicles  
b) anticipated housing and consequential future vehicles (1 000 extra houses!)  
There has been an increase of visitors brought about by the increasing variety  
of business in the town.  
I am happy wit the development of the town but no longer support the current parking  
whereby the residents contribute from their rates.

Bring back paid parking.

I find it difficult to find a park near the businesses I wish to visit and paid parking would free up  
spaces used by those who "overstay".

My wife has mobility issues and there is also a lack of mobility parking spaces for her to use her  
mobility parking provision.

**Attach your submission**

<https://app.wufoo.com/entry-manager/1681/entries/123>

2/2

5/7/2021

Wufoo - Entry Detail

## HDC - 2021 - 2031 Long Term Plan

 #122

### CREATED



PUBLIC  
May 7th 2021, 12:04:36 pm

### IP ADDRESS



### \* Name

Holger Hannemann

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4294  
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### \* Daytime contact phone:

21837978

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(No response)

### \* Email

holger@9h3m.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?

Please stop repairing road surface by using chip seal but use proper asphalt instead. It is much more sustainable and cheaper long term for all involved.  
The cheap and dirty version used around our roads doesn't last long. Very often it is less than a year until potholes develop again. The surface is extremely noisy (noise pollution for residents living there and drivers), it creates much more tire debris (micro plastics, environmental pollution) and consequently costs road users more money since they need more tires for the same distance. The extreme number of cracked windscreens due to stoned can also be attributed to chip seal pavement.

**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/122>

1/2



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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Omahu

HASTINGS

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New Zealand

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272578606

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(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**

5/7/2021

Wufoo - Entry Detail

## HDC - 2021 - 2031 Long Term Plan

COMPLETE

#120

### CREATED



PUBLIC

May 7th 2021, 11:55:45 am

### IP ADDRESS



### \* Name

Jim Stewart

### Address

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4130

New Zealand

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276735559

### Evening contact phone:

(No response)

### \* Email

jim.nancystewart@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?

Havelock North Parking

5/7/2021

Wufoo - Entry Detail

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

I support the proposal to purchase the New World land, with the "Preferred" funding option".

Havelock North is increasingly popular as a Tourist Destination & has experienced considerable recent population growth. Future residential subdivisions, such as the Romanes Drive / Brookvale Road [over 100 sections] will add to the number of vehicles requiring parking in the Village.

It is difficult to find a park near the Te Mata Peak Practice Medical Centre  
Could the old Scout Hall site be purchased by Council to provide further parking in this area? Perhaps the purchase could be made in conjunction with the Medical Centre property owners?

I understand Council is looking at making parking available at Anderson Park? No mention of in the Long Term Plan. Is this proceeding?

The Craig Investment Partners building in Joll Road has no parks available for the public in the 32 parking spaces behind the building?

I trust the car park area [42 Car parks] for the next stage of this development will provide some car parking for visitors to the buildings tenants & general public?

**Attach your submission**

e9eb007f6b88423ea22c5bcd398d33a6.heic

<https://app.wufoo.com/entry-manager/1681/entries/120>

2/2

5/7/2021

Wuloo - Entry Detail

## HDC - 2021 - 2031 Long Term Plan

COMPLETE

#119

### CREATED



PUBLIC

May 7th 2021, 11:33:59 am

### IP ADDRESS



### \* Name

Maggie Brown

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Parkvale

Hastings

Hawkes Bay

4122

New Zealand

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### Evening contact phone:

(No response)

### \* Email

admin@bikehawkesbay.org.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.**

No

### What are the main topics in your submission?

Active transport, walking, cycling, parking, environmental sustainability

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

(No response)

### Attach your submission

bikehawkesbay\_hdcltp2021.pdf

<https://app.wuloo.com/entry-manager/1681/entries/119>

1/1

## SUBMISSION ON HASTINGS DISTRICT COUNCIL'S LONG TERM PLAN 2021-2031

7 May 2021

To: Hastings District Council  
207 Lyndon Road East  
Hastings 4122

Submitter: Bike Hawke's Bay

Contact: Maggie Brown  
[admin@bikehawkesbay.org](mailto:admin@bikehawkesbay.org)  
028 436 6026

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### WHO WE ARE

Bike Hawke's Bay (formerly Cycle Aware Hawke's Bay) is the region's biking advocacy organization. We seek to be a voice for people who ride bikes. Our vision is for biking to be a safe, comfortable and convenient mode of transport for people of all ages and abilities, and we advocate for improvements that will achieve this vision. More information is available on our website [bikehawkesbay.org.nz](http://bikehawkesbay.org.nz). Thank you for the opportunity to provide feedback on the Hastings Long Term Plan 2021-2031.

### ACTIVE TRANSPORT IN HASTING'S LONG TERM PLAN 2021-2031

Hastings has come a long way since it was first selected to be a Model Community for walking and cycling in 2011. The past decade has seen the steady growth of both on-road and off-road active transport infrastructure that provides our community with options for getting around other than driving. We commend Hastings District Council for the hard work that has gone into these improvements. However, we still have a long way to go to achieve a truly comprehensive active transport network that is safe and comfortable for people of all ages and abilities.

One way that Hastings has continued to work towards active transport improvements is through the development of an Active Transport Business Case, which our group contributed to as a stakeholder. Overall we were pleased with the results and recommendations that came out of that report, but we were disappointed not to find it (or the Transport Network Business Case) mentioned in the Long Term Plan. Together that makes for a lot of work done and decisions made that are not apparent in the draft LTP. **We request summaries of both business cases be included in the LTP, in addition to a clear explanation of how the results informed the investments allocated in the plan.** This addition will provide transparency, support and clarity for how the Council is working towards its active transport goals.



#### PARKING PINCH-POINT

We completely disagree that the community needs better access to carpark in the short- to-medium-term. This is not the "reality", it is a subjective decision made by the Council to continue with what is essentially a business-as-usual approach and to save the real change for some undetermined point in the long-term future. A healthy environment and people, a reduction in carbon emissions, safety and sustainability are all terms that are used in the LTP to describe what we as a community want. Recent direction from central government has set ambitious national goals regarding climate change, environmental sustainability and road safety. **Supplying more car parking encourages more driving. This is exactly the opposite of what we as a city, region and nation are trying to achieve.** The time is right now to make decisions that will support the uptake of walking and cycling.

At present, it is easy to find parking in and around the Hastings CBD during any period of the day or week. As such, there is no justification for increasing parking capacity. If anything, additional pressure on CBD carparks will help to incentivise people to use other modes (walking, cycling, public transport) to access the city. We support increasing parking meter fees to fund pedestrian laneways and other people-oriented street improvements. We do not support increasing parking meter fees to build more carparks. **We request that the Council approve the parking meter fee increase yet revise its parking strategy to disinvest in new carparks (Proposal 1).**

We strongly oppose the proposal to purchase land for a new carpark in Havelock North for the same reasons as above. **We request that Proposal 2 be rejected and for the Council to cease plans to look for alternative carpark acquisitions in the future.** We would also like to note that severing cost from parking as in Havelock North's current scheme (whereby parking is paid for through rates) incentivises driving--if you're already paying for parking through your rates, why not use it as much as you can? This again works in opposition of national, regional and local goals.

#### THE FINISHING TOUCHES

We strongly support the continued improvement of inner city blocks in Hastings, as well as upgrades to the Civic Square and Central Mall areas, as long as these plans do not include the provision of new carparks. **We request the Council approve the alternative "looking forward" proposal that includes the Civic Gateway and Community Plaza projects.** Creating a "multi-modal transportation gateway" for the city that focuses on sustainable transport facilities is a step in the right direction to attaining our sustainability, health and wellbeing goals and should be prioritised. However, we suggest that the additional funding required could potentially be diverted from plans to develop new carparks referenced in "Parking Pinch-Point". As the consultation document states, we need bold plans to create the change we envision.

#### INFRASTRUCTURE STRATEGY

Asphalt and pavement renewals present an excellent opportunity to expand our on-road active transport network and improve safety for all road users. **We request a new policy (and the budget be amended as necessary) to consider the provision of active transport infrastructure and traffic calming whenever a road is scheduled for surface renewal or other improvement.** This could include surface type, sharrows, cycle lanes, buffers, chicanes, curb extensions and much more. Building these improvements into already-scheduled works would help to off-set the cost and would allow us to make improvements to road safety and our active transport network at a faster pace.



5/7/2021

Wufoo - Entry Detail

## HDC - 2021 - 2031 Long Term Plan

COMPLETE

#118

### CREATED



PUBLIC

May 7th 2021, 11:20:37 am

### IP ADDRESS



### \* Name

Chris Tremain

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Hawke's Bay

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New Zealand

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### Evening contact phone:

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### \* Email

chris@tremaincapital.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.**

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.**

No

### What are the main topics in your submission?

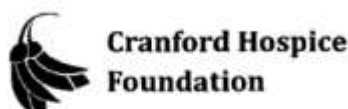
1. Update HDC on the progress of the Cranford Foundation towards building the "New Cranford" at Chesterhope Station in Pakowhai.
2. Gain continued support for the existing Funding Agreement.
3. Gain agreement to publicise the existing Funding Agreement.

**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/118>

1/2



**Submission to Hastings District Council Draft Long Term Plan 2021-2031**

Long Term Plan Submissions  
Hastings District Council  
Private Bag 9002  
Hastings 4156

**Submitter:** Cranford Hospice Foundation

**Contact:** Chris Tremain, Chairman

Mobile: 021 709940

Email: [chris@tremaincapital.com](mailto:chris@tremaincapital.com)

**We would like to have an opportunity to speak to this submission to update and gain further commitment from the Hastings District Council on their funding commitment to the New Cranford Hospice build at Chesterhope.**

**See: Funding Agreement attached herewith.**

**Introduction**

Cranford Hospice provides specialist palliative care for the Hawke's Bay population. Care is delivered directly to patients both in the hospice facility and in their own homes and may be continuous or episodic. Palliative care is also delivered indirectly by providing advice, support, education and training to support the primary provision of palliative care.

Cranford Hospice commenced its work in Hawke's Bay in 1982 with a handful of volunteers. 39 years later we are relied upon by the Hawke's Bay community with around 880 patients (2019/2020)<sup>1</sup> and their families each year coming to us to help them face their final journey. Our role is not only to provide medical support but also practical help as well as cultural, emotional and spiritual support. Our services are at no cost to the patients.

The existing hospice facility has a number of shortcomings that impact on the quality of the patient and whānau experience, create inefficiencies and safety risks, and lead to a steady stream of maintenance and repair costs. Surveys completed by patients and family/whānau on the experience of hospice services show that patient comfort and wellbeing is at times being negatively affected by the physical inadequacies of the current building. This is contrary to the Hawke's Bay Palliative Care

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<sup>1</sup> The Cranford Hospice Trust Annual Report 1 July 2019 to 30 June 2020.



Strategy – Live Well, Stay Well, Die Well (HBDHB, 2016<sup>2</sup>), which sets a priority for patient comfort and wellbeing to be maximised.

Furthermore, the demand for specialist palliative care services is increasing having risen by 40% over the last 5 years. Many patients now present with more than one form of palliative care (eg Cancer and renal failure or Cancer and Dementia). Inpatient admissions to the hospice have increased over recent years with an average annual occupancy rate having risen from 67% to 75% within one year. This includes some monthly spikes where occupancy has reached a rate of 84-96%. The Cranford Hospice building is often operating to its physical limit. In addition the current facility is not set up to cope with multiple palliative care requirements.

Future projections also indicate that the number of deaths in Hawke's Bay will continue to increase as the population grows and ages. The number of people who are likely to require palliative care services - typically representing 63% of all deaths - will increase by 38% over the next 20 years which is an additional 26 people needing care per month.<sup>3</sup>

Cranford Hospice Foundation has a vision to provide for this future demand by providing:

- A suitable, well-located facility that will ensure everyone has access to expertise and care.
  - A facility that provides a hub for community engagement, which delivers education, training and support to care providers, space for day therapy services for patients and respite services.
- None of these things are currently able to be provided at the current site.

Cranford is a registered charity and have to fundraise annually to maintain our services (see below). We are reliant to a great degree on the generosity of the Hawke's Bay community to fund this through fundraising activities. As a result we are very mindful not to compromise the funding streams that Cranford Hospice already has for its operations in fundraising for this capital project.

The vision to provide Cranford Hospice with a new facility is not just a building project, but a community support project to better meet the current needs of the Hawke's Bay community when at its most vulnerable, and to provide for an anticipated greater future demand for hospice services.

#### **Cranford Trust vs the Cranford Foundation**

The wider Cranford organisation consists of two Trusts.

The Cranford Trust, chaired by Frane Rosandich, governs the operational and client facing side of the charity. This trust has an annual operating budget of \$6.6m. Fifty-one percent of this is funded by Government while the balance is funded by community fundraising. This remaining funding required annually comes from the network of Hospice shops, bequests, trusts and grant applications and a range of other fundraising activities including the likes of the annual Wine Auction and the biannual Holly Hospice Trail.

The Cranford Foundation, chaired by Chris Tremain, governs the assets of the operational trust. To this end the Foundation owns the buildings at Knight Street, governs an endowment fund of \$8.5m,

<sup>2</sup> Hawke's Bay DHB Palliative Care Strategy – Live Well, Stay Well, Die Well (2016)

<sup>3</sup> Sapere Research Group (2017) Full Business Case version 2.3



and now owns the property at Chesterhope. The Foundation is responsible for fundraising for the "New Cranford".

**Facility Description:**

**Current facility:**

- Based in a converted residential building, the facility has been expanded twice since 1982 incorporating neighbouring properties. Currently the hospice building has an 8-bed capacity which results in admissions being declined on occasion.
- Patient rooms are inadequate in size and design making it difficult to bring in hoist equipment, and visits from family members are cramped.
- Patient rooms do not have individual ensuite facilities meaning privacy and convenience for patients is impacted upon.
- The layout of the building has patient rooms interspersed with administration rooms and public spaces again impacting on patients' privacy, creating noise issues for patients and inefficiencies in service delivery.
- There is a lack of space and facilities for families when they visit patients.
- There is a lack of space for education and training for community stakeholders.
- There is a lack of space to deliver day hospice services.
- The old wooden buildings are noisy (wooden floors and verandahs with little soundproofing) and are costly to maintain. The level of noise is often complained about and impacts upon the hospice being able to provide a quiet, restful space.
- Bereavement services onsite can only be offered during working hours and the room is too small for even small groups of family members.

**Proposed facility:**

- Purpose built facility providing sufficient floor area for indoor amenities, capacity for future demand and fit-for-purpose design separating clinical and non-clinical areas and patient rooms from family, staff and public areas.
- 10 beds are estimated to be required to meet current and future demand.
- Patient rooms to have individual ensuite facilities.
- Better layout of spaces to improve patient privacy and enable more efficient service delivery.
- Larger public spaces for families to visit and spend time with patients without impacting on other patients and families.
- Spaces for delivering education, training and support to primary palliative care providers.
- Facilities to enable overnight stay of some family members.
- Space for respite care services.

**Gift of Land:**

The Joan Fernie Charitable Trust has made a gift of land at Chesterhope Station, located off Pakowhai Road, between Hastings and Napier. The Hawke's Bay District Health Board has approved the Chesterhope site following a business case jointly funded by the DHB and the Cranford Foundation.

A key condition of the gift of land is that the Cranford Foundation builds a hospice. There is no provision for an alternative use for the land. In the event that a hospice is not built the land must be returned to the Joan Fernie Charitable Trust.

The site is sufficiently large that it can provide space for a purpose-built facility. It presents with an established outdoor setting with a lake and gardens and includes an arboretum of mature trees, some of which were brought out from Kew Gardens, London in 1910. The garden provides a tranquil and therapeutic outdoor environment for patients and their family/whanau. We cannot currently offer an environment such as this to patients.

There is a significant opportunity to work with all local councils to improve the waterways that run through the grounds. Initial work with a team of volunteers is anticipated to expand significantly to include schools and other organisations in the development and maintenance of the property.

The Foundation, in conjunction with the existing group of hardworking volunteers, is gradually transforming the site to its former glory. To this end some \$62,000 has been spent to date on removing dangerous and dead trees (\$51,000) and the provision of mowers and other tools (\$11,000) to facilitate the make-over.

In addition the former homestead of Joan Fernie has now been removed providing the necessary space and location for the new hospice.

The Chesterhope Garden, with its heritage trees, also offers opportunities for community activities and events, the possibilities of which are being considered at the present time.

It is proposed that the site be called the "Joan Fernie gardens and arboretum" home of the "New Cranford hospice"

**The Cranford Hospice Foundation would like to extend an invitation to Hastings District councillors, who have not currently visited the site, and to those who would like to visit again, to view progress at the site.**

#### **Design:**

Architecture HDT Hawke's Bay Ltd have developed concept designs. A summary of these designs are attached to this submission.

#### **Resource Consent**

Resource consent has been approved by the Hastings District council with specific input from the HB Regional Council.

Resource consent requires the establishment of onsite waste and sewage disposal.

#### **Iwi:**

Previous Cranford Hospice Foundation Chairman, John Buck, has had numerous conversations with iwi representatives to keep them informed of progress on this project, including Ngāti Kahunungu Iwi Inc Chairman, Ngahiwi Tomoana.

In October 2017 a joint presentation was made by CHF and CHT to the hapū of Ngāti Kahungunu in regard to the new facility which got their full support and cultural processes have been undertaken in terms of land preparation and house removal under the guidance of Te Kaihautū Marei Apatu.

People with specialist palliative care needs who identify as Māori made up around 18% of the people CH supported in the FY19/20

**Budget and Fundraising:**

The Concept Designs have been reviewed in detail by a Quantity Surveyor who estimates the total build cost at \$14,970,623, excluding the bridge strengthening and road widening.

The Cranford Foundation have set a goal of raising \$10,000,000 in committed funding before pushing the "Green Light" on the build project, moving to final plans (fit for purpose at that point in time), and final costings. The foundation believes that there are significant savings on the Quantity Surveyor price from "In-kind" contributions from the construction and professional community.

Covid 19 has played a significant part in slowing our initial fundraising trajectory. A number of previous commitments were delayed or cancelled during the Covid period.

This aside the Foundation have existing fundraising commitments of circa \$3,000,000 and will be announcing our first major donation of \$1.5 million in the very near future. Part of the \$3,000,000 commitment includes \$500,000 from the Hastings District Council, but excludes the additional three tranches of \$500,000 as this further commitment is conditional upon certain milestones being achieved by the foundation.

**This submission seeks to:**

1. Update the Hastings District Council on our progress;
2. Gain continued commitment to the existing funding agreement between HDC and CHF;
3. Request HDCs consent to announce the commitment from HDC in regional media.

**Why should Hastings District Council continue to support the Cranford Hospice Building project?**

***Regional Project***

The "New Cranford" is much more than a health sector project – this project is a **whole-of-community** project and, as the Council which has responsibility for a regional overview of community wellbeing, we believe that the Hastings District Council also has a stake in this.

In 2019 1 in 3 people who died in New Zealand were supported by Hospice.<sup>4</sup> The role of local authorities is to lead and represent their communities and engage with their communities and encourage community participation in decision-making, while considering the needs of people currently living in communities and those who will live there in the future. Hastings District Council has a role to play in this project which will affect the major part of the region's population at some point.

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<sup>4</sup> <https://www.hospice.org.nz/what-is-hospice/facts-figures/>



Who is not affected by the experience of death? Death, dying and loss affect everybody, and many people feel unprepared when faced with such an experience. Cranford Hospice is here to ensure that each person is supported with individualised care throughout this extremely difficult time, and their families/whanau, who care for them, are also supported. High quality and well co-ordinated care at the end of life provides a setting for a healthy experience of death for both family/whanau and the surrounding community.

The quality of care provided in the Hawke's Bay region to those at the end of life is everyone's responsibility. Death is a certainty of life and involvement in caring for those people who are dying can strengthen family relationships, encourage compassion and resilience, promote positive connections within the community, enhance respect for health and life and reduce community fears about death and dying.

Like the Hastings District Council (whose rohe extends to both southern and northern Hawke's Bay), we also are a truly regional organisation providing services throughout the Bay.

We thank the Hastings District Council for their current commitment to our new build.

#### Conclusion

The true value of this project is in the benefits a new hospice provides for the Hawke's Bay community in terms of essential services provided at a critical and stressful time in the lives of community members.

It is also about building community. As is often seen when disasters strike, community comes together in response to significant stress and is stronger because of it. Cranford has the expertise to support this process.

We have been here in support of this community for many years and we want to continue to provide the quality care we are known for into the future. A new hospice facility in a beautiful location will enable us to do this.

This project provides an opportunity for the whole Hawke's Bay region to come together for a common community good.

We thank the Hastings District Council for agreeing to participate in our vision for the future of Cranford Hospice.



Chris Tremain  
Chairman, Cranford Hospice Foundation  
6 May, 2021



**HASTINGS DISTRICT COUNCIL**  
**and**  
**CRANFORD HOSPICE FOUNDATION**

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**Funding Agreement**

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File Ref: EXT-10-41-19-3



This Agreement is made the 11<sup>th</sup> day of October 2019.

BETWEEN HASTINGS DISTRICT COUNCIL ("HDC")

and

CRANFORD HOSPICE FOUNDATION ("the Foundation")

**1.0 BACKGROUND**

- 1.1 Through the 2019/20 Annual Plan process, a submission was received from the Foundation for tangible support from HDC for the Cranford Hospice rebuild on the site known as the Chesterhope Station homestead.
- 1.2 The proposed development will provide a new facility that will ensure everyone has access to expertise and care. Known as 'The New Cranford', the facility will provide space for indoor amenities, capacity for future demand and be a fit-for-purpose design.
- 1.3 The Foundation is seeking a contribution of \$2,000,000 from HDC towards this project. This funding would act as a catalyst for attracting further funding to contribute to the estimated completed project costs of \$15,300,000.

**2.0 IT IS HEREBY AGREED:**

- 2.1 As a result of the submission to the 2019/20 Annual Plan by the Foundation and at a Council meeting of 4 June 2019 (concluding 5 June 2019) the Council considered all submissions and made decisions on changes to the Annual Plan.
- 2.2 In respect of this submission the Council resolved the following:
  - 2.2.1 That the Council provide the Cranford Hospice Trust with a letter of support.
  - 2.2.2 That the Council include \$500,000 as a financial contribution to the Cranford Hospice rebuild in the 2019/20 Annual Plan to be loan funded with a funding agreement to be negotiated and approved by the Chief Executive subject to understanding HBDHB commitments to Cranford Hospice and fundraising targets being met.
  - 2.2.3 That Council commit officers to placing the matter of future financial commitment (\$1.5m over 3 years) and community consultation before the incoming Council for consideration.
- 2.3 HDC's capital contribution of \$500,000 (the "Initial Capital Contribution") is available to meet the detailed design costs and any other planning elements of the project.
- 2.4 HDC has also resolved to put before the new incoming Council the consideration of including a further \$1.5m plus GST (the "Secondary Capital Contribution") in the 2020/21 Annual Plan. Should Council resolve to include this in the 2020/21

File Ref: EXT-10-41-19-3

Annual Plan, this will be consulted on with the community. The Secondary Contribution will be made available as \$500,000 per annum for three years.

2.5 HDC's capital contribution is:

2.5.1 The Initial Capital Contribution of \$500,000 plus GST will be payable once the Foundation has achieved the target of \$10m of fundraising confirmed. Council's funds will be available to meet the detailed design costs and any other planning elements of the project. It is not expected that the Initial Capital Contribution will be required until after May 2020.

2.5.2 If included in the HDC's final 2020/21 Annual Plan, the Secondary Capital Contribution of \$1.5m will be allocated over three financial years – 2020/21, 2021/22 and 2022/23 - and will be by such instalments as HDC considers appropriate (but generally to be as expenditure is actually incurred in building of The New Cranford).

2.6 HDC's commitment to providing the Capital Contribution is strictly conditional upon:

2.6.1 The provision of the following information by the Foundation to the Chief Executive of the HDC, which information must in all respects be satisfactory to HDC:

2.6.1.1 A cash flow projection for the New Cranford development by 30 November 2019 and updates of this being supplied on a quarterly basis. The cash flow projection will be provided in two parts:

a) Pre Construction Phase

Providing cash flow projections up to the construction phase of the project, outlining expenditure that will be required to get the project to the point of going live with the construction and progress on achieving fundraising targets.

b) Construction Phase

Providing a cash flow projection for the balance of the project, and

2.6.1.2 On each occasion a request for partial drawdown of Council's remaining financial contribution is made, such written confirmation (with supporting documentation including progress claim certificates from contractors) as HDC may require.

2.7 The Foundation must, at all times, provide information satisfactory to HDC, that:

2.7.1 the project is progressing in accordance with the Annual Plan 2019/20 submission (attached), and

2.7.2 Is sufficiently financially resourced to achieve completion of the project within a timeframe acceptable to HDC.

File Ref: EXT-10-41-19-3

- 2.8 Should HDC be dissatisfied with any of the information provided by the Foundation, or be dissatisfied with the Foundation's progress in securing funding required for the project, then HDC may:
- 2.8.1 give written notice to the Foundation specifying the area of dissatisfaction and requiring the Foundation to provide written confirmation within one month of the Foundation's intended course of action to remedy that dissatisfaction, for approval by HDC, and/or
- 2.8.2 suspend for as long as HDC deems appropriate, the advancement of any future part of the capital contribution to the Foundation.

Executed by  
HASTINGS DISTRICT COUNCIL  
by the affixing of its common seal  
in the presence of:

Sandra Hazlehurst  
Mayor



  
Nigel Bickle  
Chief Executive Officer

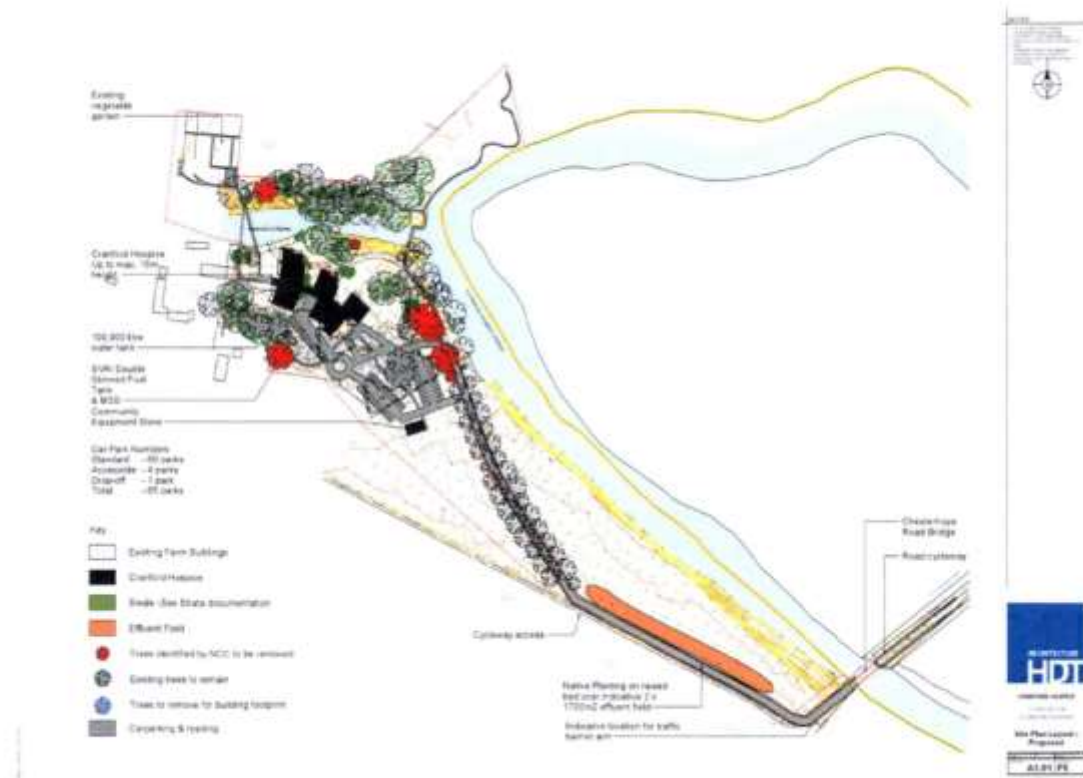
Executed by  
CRANFORD HOSPICE FOUNDATION  
by the affixing of its common seal  
in the presence of:

John Buck  
Chair



  
Trustee 

File Ref: EXT-10-41-19-3





















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

Strategy Manager  
Hastings District Council  
Private Bag 9002  
HASTINGS

**Submissions close 7th May 2021**

(\*Mandatory field)

Title:	<input type="text" value="Land Use for Housing"/>
First name:	<input type="text" value="Annie and Dave"/> *
Last name:	<input type="text" value="Evans"/> *
Street address:	<input type="text" value="80 Raymond Road Haumoana"/> *
Daytime contact phone:	<input type="text" value="0272015005"/> *
Evening contact phone:	<input type="text" value="0272015005"/>
Email address:	<input type="text" value="evansbrindavan@gmail.com"/>

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?

We wish to address the following issues:

1. **Appropriate land use for subdivision.** We would like to see wise use of land, including availability for much needed additional housing, including that which has proven marginal soils (LUC 3 ,4 and below).
2. **Correct and appropriate Zoning.** We wish to address this issue which currently affects several areas of marginal land, particularly adjoining the Heretaunga Plains. Some current zonings do not adequately or appropriately take account of soil type or topography. E.g North side of Raymond Road is currently zoned Plains and soil testing has proven the soils are LUC3 and 4. There are other examples of land like this.
3. **Protection of proven Fertile land (LUC 1 & 2) for horticultural and agricultural use into the future.** Encroachment into Plains Land for industrial and housing continues at an alarming rate.
4. **The inappropriate subdivision of land for housing within the Coastal Inundation zones where there is vulnerability to inundation either through rising sea levels or tsunami.** Currently new subdivisions are still occurring in such coastal areas. E.g. Haumoana and Te Awanga.

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

1. There is a major shortage of suitable land for housing in the Hastings District, as in many other parts of NZ. Yet we currently experience what appears to be an adhoc subdivision of land by the HDC, with planning decisions made that appear to lack common sense and flexibility. Subdivision is approved in areas that are extremely unsuitable, even requiring major mitigation work to supposedly protect from hazards. Housing continues to encroach on areas of the fertile, high class soils, and yet Council has refused subdivision in certain areas of marginal land. This leads to next issue
2. Zoning in the Hastings District is not always appropriate and requires thorough revision. For example, roads have been used to demarcate zone changes, rather than using changes in soil type and/or topography. A clear example of that is Raymond Road Haumoana. Here the South side of the road is zoned Farm Park and Tukituki Special Character, and the North side is zoned Plains .( The plains zone in fact clearly begins well beyond the road boundary where there is a clear change from land that is elevated with a hard, undulating hard pan making it unsuitable for many types of horticulture. The Plains land below has completely different soil and is clearly fertile Plains land, suited for horticulture as evident with current predominant orchard development.) The land here described along the north side of Raymond Road has been refused subdivision through the Resource Consent process yet it would be ideal for housing. It is away from the coast. It is within walking distance to the Haumoana School and kindergarten. This land has been identified through extensive testing by respected soil pedologist Sharn Hainsworth as being that of a marine uplift with soils LUC 3 and 4 .It does not fit the current Plains zone criteria. There is similar land in the area which also would be ideal for housing. It is time for the current strict planning process be revised to take account of real need, and of practical solutions instead of sticking to outdated and incorrect plans and policies.

[illegible]

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





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

06 835 9200 | [info@hbrc.govt.nz](mailto:info@hbrc.govt.nz) | 159 Dalton Street, Napier 4110 | Private Bag 6006, Napier 4142

[hbrc.govt.nz](http://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



**REX GRAHAM**  
**CHAIRPERSON**  
Cell: 021 424 972  
Email: rex.graham@hbrc.govt.nz



**JAMES PALMER**  
**CHIEF EXECUTIVE**  
Cell: 022 0598 100  
Email: james.palmer@hbrc.govt.nz







5 May 2021

#### Hastings District Council Long Term Plan Submission

Sport Hawke's Bay is a charitable trust that exists to enhance the health and wellbeing of Hawke's Bay by influencing, enabling and supporting our communities to be more physically active.

Sport Hawke's Bay is committed to supporting young people; tamariki and rangatahi (aged 5-18) and less active communities; geographic or social communities where there are barriers to engaging in physical activity across the Hawke's Bay region.

We see Councils across our region playing a key role in enhancing the health and wellbeing of all residents.

Sport Hawke's Bay will focus on lifting physical activity levels, specifically in relation to the two key areas mentioned while also ensuring there is no reduction of the activity levels of those living in Hawke's Bay. In doing this, we believe we will have the greatest possible impact on wellbeing. We achieve our outcomes by aligning our investment through partnerships, funds and programmes to our strategic priorities set out in our four-year strategic plan.

We believe working together towards a collective goal will allow us the greatest possible impact on wellbeing for all Hawke's Bay residents.

#### Investment in community by Hastings District Council

Sport Hawke's Bay acknowledges the long-standing partnership it has held with the Hastings District Council. Working with you we have been able to continue to support the play, active recreation, sport and health sector in our community.

Sport Hawke's Bay acknowledges the commitment made by Council to improving our community parks and reserves as well as improving access options for people who face barriers to participation, especially those living with a disability.

We also acknowledge the commitment made by the Council to enhancing the opportunities to engage in play, active recreation and sport in the District, including the ongoing investment in the cycle way network.

Sport Hawke's Bay is committed to supporting the Council to find the best outcome for the community and look forward to working alongside Council to support less active communities, either geographic or social communities, where there are barriers to engaging in physical activity.

Sport Hawke's Bay also supports the following proposals in this long-term plan:

- Funding proposal for the development of the District's parks and reserves
- Funding proposal to support increased events for the District
- Increased funding to support improved traffic safety plans to allow for safer cycle and walking options throughout the District, including rural.
- Ongoing development of the cycling network across the District.

Sports House, Pettigrew Green Arena, 480 Gloucester Street  
PO Box 7537, Taradale, Napier 4141  
P 06 845 9333 | F 06 845 3983 | E [active@sporthb.net.nz](mailto:active@sporthb.net.nz)  
[sporthb.net.nz](http://sporthb.net.nz)





### Future of Play, Active Recreation and Sport

Sport Hawke's Bay thanks Council for their commitment to the emergence of Play and Active Recreation. Sport Hawke's Bay will have a strong focus on this over the coming four years and we look forward to the continued partnership we will hold with Council while also mindful of the role Council plays in the success of Play in our community. This includes strengthening the connection between Formal (playgrounds) and Informal play spaces.

Play is vital for New Zealand's children and young people. Research shows that play has many benefits for children, families, and the wider community. It has a critical role in everyone's ability to be active for life. It has been taken for granted that play will always be a part of New Zealand childhoods. However, levels of play are in decline due to shifting cultural values, increasingly sedentary behaviours, family circumstances, and fears about children's safety. Sport Hawke's Bay looks forward to working in partnership with Council, supporting Article 31 of UNCROC affirming children's right to play and addressing barriers to tamariki and rangatahi having the space, time and permission for Play.

Sport Hawke's Bay also supports the focus on the local cycling strategy and local road safety and national cycle education programs. The current iWay model continues to be used as an exemplar across other parts of the region. While walkways and cycle trails continue to be successful through the region and will continue to provide an opportunity for ongoing participation, we see value in ensuring the correct education programmes are in place to allow young people in our community to benefit from the funding invested into these trails.

### Sport Hawke's Bay in the community

Sport Hawke's Bay is committed to continuing to partner with Council to deliver on agreed outcomes over the long-term plan period. We have continued to invest in additional resource to further support this work, building on the solid foundation provided by the partially Council-funded Community Sport Advisor role. This additional resource includes a full time Disability and Inclusion Advisor, Spaces and Places and Play Lead and Insights and Evaluation Lead along with the wider support provided by the Community Sport and Management team at Sport Hawke's Bay.

With support from Sport New Zealand, Sport Hawke's Bay looks forward to working alongside Council to develop a 'Play, Active Recreation and Sport Plan' for the region. A plan will help ensure that scarce financial resources are applied to have the greatest possible impact on activity levels and will position the region well for national funders.

Sport Hawke's Bay would like to thank the Council officers and Councillors for prioritising the wellbeing of the community by ensuring play, active recreation, sport and health are well represented and a clear focus in this long-term plan. We know that there are many demands on Council resources at present.

Regards,

A handwritten signature in black ink, appearing to read 'MA', followed by a horizontal line.

Mark Aspden  
Chief Executive  
Sport Hawke's Bay

Sports House, Pettigrew Green Area, 480 Gloucester Street  
PO Box 7537, Taradale, Napier 4141  
P 06 845 9333 | F 06 845 3983 | E [active@sporthb.net.nz](mailto:active@sporthb.net.nz)  
[sporthb.net.nz](http://sporthb.net.nz)



Hastings District Council,

Via Councillor Malcolm Dixon,

To whom it may concern,

Re: Recent Chip Sealing of Te Mata Road.

We have recently returned from being away for a couple of weeks and have been most surprised at the chip re-sealing of Te Mata Road between Arataki Road and Fulford Road.

The increased noise from passing traffic has become most objectionable. Previously much of the traffic passed with little noise apart from the many heavy vehicles and engine/exhaust noise from some vehicles.

Now, EVERY vehicle has high levels of tyre noise. There is some minor variation between small and large but all are very intrusive. There has been increased vehicle use of this road since we have resided here; this is accepted but this added noise intrusion should not be forced on us.

We understand that the asphalt mix was originally laid when Summerset Village was built to keep road noise at a minimum. Their roadside residences are below road level so any opened doors or windows are directly exposed to this noise invasion.

All properties between Kingsgate Avenue and Fulford Road have their outside entertainment areas immediately adjacent to Te Mata Road so are only about 8 metres from kerbside. The noise is almost constant with the volume of traffic now present so outside entertaining becomes most uncomfortable.

An added disadvantage is that with this much higher and constant noise level the resale value of our properties has now become less. We go from a desirable to undesirable location.

It is realised that Council must control roading costs but surely road maintenance that severely disadvantages many local residents should not be undertaken without consultation with those affected and one surface should not be replaced with a far inferior surface.

We understand that there has already been some communication about this from other unhappy residents and that NZTA guidelines have been adapted by Council in determining when/where to use asphalt surfaces. It can be argued that parts of the lower Te Mata Road that have just been asphalted should also have been chip sealed under some of these guidelines. There are lengths of straight road that are not subjected to high stress as per the guidelines any more than our section of Te Mata Road. In fact the high volume of traffic and especially heavy vehicles the full length of Te Mata Road should surely dictate the same surface type for the all the urban area to keep road noise to a minimum.

We would request Council to seriously consider their choice of road surface here and consider the local ratepayers welfare. We invite Council members to visit us and actually hear the noise intrusion for your selves and compare with that down Te Mata Road where the asphalt surface is present. We would then ask the question: would you be happy to live with this. We are not.

Yours sincerely,

Heather and Bob Harris,

11 Kingsgate Lane.

Phone, 877 9484, email; [harris@slingshot.co.nz](mailto:harris@slingshot.co.nz)



# SUBMISSION



To: Hastings District Council  
207 Lyndon Road East  
Hastings 4122

Submission on: Hastings District Long Term Plan 2021-2031

Date: 7 May 2021

Submission by: Flaxmere Planning Committee

**Traci Tuimaseve**

Chairman

P 06 8798811

M 027 358 8246

E [traci@trailmedia.events](mailto:traci@trailmedia.events)

**We wish to be heard in support of our submission.**

The Flaxmere Planning Committee welcomes the opportunity to make a submission to the Hastings District Long Term Plan 2021-2031.

## Introduction

The Flaxmere Planning Committee works with and advocates on behalf of the families who reside in the suburb of Flaxmere. The Flaxmere Planning Committee has a long and proud history working alongside the Hastings District Council to develop the initial vision set out in the 2005 Flaxmere Plan, which was "Flaxmere will be a beautiful, vibrant place of opportunity with people working together". With the implementation of actions from that and subsequent community plans, Flaxmere has made huge strides to becoming the beautiful and vibrant suburb we see today.

## Rationale

The Hastings District Council has and continues to invest in Flaxmere as a suburb of opportunity and great potential. Both Councillor Henare O'Keefe and Mayor Sandra Hazlehurst have widely used the phrase "It's Flaxmere's Time" over the past three years. There have been some major improvements to our parks resulting in national exposure and accolades, housing developments that will see hundreds of new families added to our

Flaxmere Planning Committee submission to the Hastings District Long Term Plan 2021-2031



population, and we know there are huge plans for a our parks, business and retail district. Alongside these developments and improvements needs to co-exist a plan that ensures that people remain the focus of these changes, our families, our churches, schools, retailers, support services and other community organisations. This is the real opportunity and potential for the Hastings District Council and Flaxmere and the reason why the planning committee was developed in 2004.

#### Plan Inclusions for Flaxmere

In order to achieve the rationale above, we ask that the following recommendations be included in the Hastings District Long Term Plan 2021-2031:

**1. Development of a new Flaxmere Community Action / Management Plan**

We recommend the Hastings District Council support the Flaxmere Planning Committee to update it's community action / management plan for 2021-2031. Our most recent community plan was due for review at the beginning of 2020. However, COVID-19 changed our focus, as with the rest of the world, to mitigating the risks to our community. Key words in that plan and what continues to motivate the planning committee today include community pride, communication, advocacy, safety, support, resilience, and healthy families. Inclusion in the Hastings District Long Term Plan will help Flaxmere to further explore the opportunities in our last plan to "Weave a brighter future together", and help bring our community along with the next phases of community growth with the Hastings District Council.

**2. Entrance Gateways to Flaxmere**

We recommend the development and installation of new gateways at all entrances to Flaxmere. Gateways are the first impressions visitors have as they enter any settlement. The Flaxmere Planning Committee and residents strongly feel that Flaxmere should have gateway features that reflect community pride, design, and the cultural diversity of our suburb. Gateways will also help to promote Flaxmere as a destination. It is proposed that gateways or variations be placed on all six road entrances to Flaxmere at York Rd [expressway], Wilson Rd, Henderson Rd, Chatham Rd, Kirkwood Rd and Stock Rd.

**3. Flaxmere Master Plan Development**

We know that the Council is planning major developments for Flaxmere. We recommend that the Flaxmere Planning Committee provide community leadership through all phases of the Flaxmere Master Planning process. It is vital that the voice of the people is present to ensure that whatever is developed remains for the people; by Flaxmere, for Flaxmere.

**4. Improve access to the Flaxmere Pool**

We recommend a full review of the Flaxmere Pool in order to improve access for the local community and schools. One of the prime examples of capital development that has bypassed the community where it is situated is the Flaxmere Pool complex.

Community voice says the pool is too expensive to use and is not accessible during

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Flaxmere Planning Committee submission to the Hastings District Long Term Plan 2021-2031

prime family times. Local schools reportedly pay up to \$25,000 per school per year to use the pool for normal swimming and have expressed their frustration with the restrictive scheduling. The pool is closed to the public more than it is open, so families opt to swim elsewhere rather than turn up to a closed facility. The pool itself reported low public use during the last school holidays. This is due in part to local residents not knowing if the pool was open or not. A full review will help address these are other concerns regarding this facility.

We would love the opportunity to speak to our submission. We are also happy to provide further information if required.

Nga Mihi

A handwritten signature in black ink, appearing to read 'Tuimaseve', with a stylized flourish at the end.

Traci Tuimaseve  
Chair, Flaxmere Planning Committee

---

Flaxmere Planning Committee submission to the Hastings District Long Term Plan 2021-2031

-Affordable entrance for learn to swim for schools

-Better and affordable access to the community pool

-Review the current availability and access to the Flaxmere Pool for the Flaxmere Community and Flaxmere Schools, and Early Childhood Centres;

Affordable entrance for learn to swim for schools

Better and affordable access to the community pool

Manu pool

-Community leadership throughout the Master planning process

Obviously some of these will be actions with the new Action Plan but just setting the scene

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Flaxmere Planning Committee submission to the Hastings District Long Term Plan 2021-2031



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

Strategy Manager  
Hastings District Council  
Private Bag 9002  
HASTINGS

**Submissions close 7th May 2021**

(\*Mandatory field)

Title:	<input type="text" value="MR."/>
First name:	<input type="text" value="DAVID"/>
Last name:	<input type="text" value="BELCHER"/>
Street address:	<input type="text" value="22 FULFORD PLACE, HASELOCK NORTH"/>
Daytime contact phone:	<input type="text" value="021 145 8669"/>
Evening contact phone:	<input type="text" value="877 2283"/>
Email address:	<input type="text" value="davidbelcher@stra.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

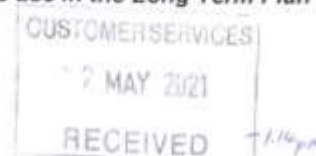
What are the main topics in your submission?

HASELOCK NORTH PARKING.

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

HDC needs to urgently acquire additional
land for the minimal availability of parking in
Havelock North. HDC allows the once upon a
time Village to expand with businesses
and more housing and forget the required
infrastructure, including available parking.
Could I suggest HDC purchase the currently
idle land on the corner of Porter Drive and
Donnelly Street to create a parking lot?
Could I suggest HDC purchase part of the
corner of Kavanama Drive and Martin Place
to provide some all day parking?
Additional parking is urgently required within
this fast growing centre and HDC needs to
move smartly !!!
Havelock North residents are currently paying
\$23.00 pa. in rates. Increase this to \$25.00 pa.

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







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

Strategy Manager  
Hastings District Council  
Private Bag 9002  
HASTINGS

**Submissions close 7th May 2021**

(\*Mandatory field)

Title:	<input type="text" value="MR."/>
First name:	<input type="text" value="David"/>
Last name:	<input type="text" value="BELCHER"/>
Street address:	<input type="text" value="22 Furford Place Hastings NE1"/>
Daytime contact phone:	<input type="text" value="021 145 8669"/>
Evening contact phone:	<input type="text" value="877 2283"/>
Email address:	<input type="text" value="david.belcher@stra.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

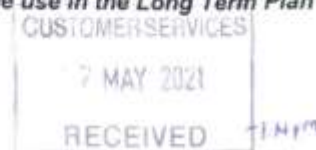
What are the main topics in your submission?

Rural road speed & dangerous intersection.

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

I understand that Town Road is to have its
speed restrictions lowered from 100 KPH to
80 KPH.
If this is the case, why does the same not
apply to Te Mata - Mangatere Road?
Travel this road between 7:00 and 8:00 am
and you may learn to understand.
I also find the intersections ~ Te Mata Road /
Waimarama Road / Te Mata - Mangatere
Road and River Road extremely dangerous.
Driving the Te Mata - Mangatere Road to turn
right into Te Mata Road is a death trap, with
traffic at your rear, having to stop to give way
to traffic coming towards you before making a
turn into Te Mata Road, then having to
look well over your left shoulder to watch out
for traffic coming off the Waimarama Road.
Surely a serious accident waiting to happen !!!
Why not a round-a-bout?
I think this intersection deserves high
priority.

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Strategy Manager  
Hastings District Council  
Private Bag 9002  
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**Submissions close 7th May 2021**

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Title:	<input type="text" value="MR."/>
First name:	<input type="text" value="DAVID"/>
Last name:	<input type="text" value="BELCHER."/>
Street address:	<input type="text" value="22 FULFORD PLACE HAVEROCK NTH."/>
Daytime contact phone:	<input type="text" value="021 145 8669"/>
Evening contact phone:	<input type="text" value="877 2283"/>
Email address:	<input type="text" value="david.belcher@extra.co.nz"/>

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- ☐ 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?

FRESH WATER SUPPLY.

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

Havelock North is a very popular and fast growing
centre and community. HDC continues to allow
building consents to both commercial and residential
properties with very little attention or consideration
towards infrastructure and essential services.
How is Council proposing to supply sufficient fresh
water to the proposed new housing areas of Havelock
North?
I have resided at Galford Place for the past 20 years
and often in the restricted time frames we have
very little or sometimes no available water.
I have contacted Council a number of times
over the years but not a lot has been rectified.
I pay \$670 in water rates per year and I
would expect a better and more reliable
supply

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

