
Tuesday, 8 June 2021

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

Kaupapataka

Officer Comments on Submissions to LTP 2021-2031:

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

Te Wā:
Time: **9.00am**

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

**Watch Council meetings
streamed live on our website
www.hastingsdc.govt.nz**

HASTINGS DISTRICT COUNCIL
207 Lyndon Road East, Hastings 4122 | Private Bag 9002, Hastings 4156
Phone **06 871 5000** | www.hastingsdc.govt.nz
TE KAUNIHERA Ā-ROHE O HERETAUNGA

ITEM	SUBJECT	PAGE
5.	LONG TERM PLAN SUBMISSIONS 2021 - 2031	
	Attachment: Officer Comments on Submissions to Long Term Plan (LTP) 2021 - 2031	3

OFFICER COMMENTS ON SUBMISSIONS TO LONG TERM PLAN 2021 - 2031

Item 5

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
*Speaking	GENERIC ISSUES – MULTIPLE SUBMITTERS
<p>Graham Palmer (22)*</p>	<ul style="list-style-type: none"> • Cathy Morgan (32) • Tony Wall (33) • Stephen Grooby (34) • Heather Woods (35) • Elizabeth Palmer (36) • Adele Frewin (37) • Carol Young (40) • Kathy McDowell (41) • Ian Smith (43) • Korreen Hay (44) • McKay Smiles (46) • Rachel Palmer (47) • Darryl Road (49) • Terry McMahon (56) • Remco Mensert (72) • Caroline Bradley (79) • Phil Robertshawe (94) • Gary Spark (139) <p><u>DARK SKY STANDARDS</u></p> <p>Officer Responsible: John O’Shaughnessy (Group Manager: Planning and Regulatory)</p> <p>Officer Comments:</p> <p><u>Light pollution and standards</u> <i>The submitter (Graham Palmer) requests Council introduces dark-sky standards for all new outdoor lighting being fitted to commercial, industrial and residential construction. This submission is supported by a number of other submitters (residents).</i></p> <p>Before amendments to standards could be considered Council would need to better understand the objectives of the submitter. Is it intended that a Dark Sky Reserve be applied for to the International Dark Sky Association and if so what might the boundaries of this area be, or is it intended that these standards be applied universally to allow for better night sky vision over the entire district?</p> <p>Council is currently identifying a Cultural Landscape Assessment and this submission could form part of those considerations.</p>
<p>Tom Wallace (97) Sophie Wallace (98) Maree Wallace (107) Jeremy Macleod (109)* Jonathan Wallace (114)* Sam Wallace (117) Beverley Te Huia (145)*</p>	<p><u>WAIMĀRAMA BEACH</u></p> <p>Officers Responsible: Jag Pannu (Transportation Manager) Colin Hosford (Public Spaces and Building Assets Manager)</p> <p>Officer Comments:</p> <p><u>Waimārama Beach Vehicles</u> <i>The submitters express concerns as to the safety of Waimārama Beach due to vehicles on the beach and other property destruction and environmental concerns.</i></p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>Council has been aware of the public concern over vehicles on the beach at Waimārama and the potential for serious harm. In 2012 it first instigated a partial ban on vehicles on the section of beach just north of Kuku Rocks to just south of Pouhokio Stream between Labour Weekend to April. There have also been intermittent requests to extend the ban further to include beach front north of Tiakitai Road.</p> <p>Key requests include;</p> <ul style="list-style-type: none"> • Extending the existing vehicle ban period to be year round • Extending the existing area covered to go north of Tiakitai Road to protect whanau and the environment. • Only allow vehicles towing boats <p>The success or otherwise of the ban depends on public support and compliance with Police enforcement. Some of these actions are outside Council’s power. However, a community engagement day is to be held on 12 June 2021 at the Waimārama Community Hall where the community will be able to comment on the ban and suggest improvements or amendments to the current regime. The community feedback will be reported back to Council to consider.</p> <p>Council has the ability to extend the beach ban season and the area it encompasses, but ultimate success will depend on community support. It is hoped the community engagement process will clearly reveal whether there is any strong mood for change and thereby give Council a clearer mandate to consider any extension to the terms of the vehicle ban.</p> <p>Officers therefore recommend Council await the community’s feedback before deciding on any change to the current regime. A 20km/h speed limit is in place on all beaches in the Hastings District.</p>
<p>Darren Tichborne (60)* Sarah Greening-Smith (91)* Stuart Wilson (108) Karen Mata (115) Patricia Chadwick (151) Joe Whare (152)</p>	<p><u>WHAKATŪ COMMUNITY</u></p> <p>Officer Responsible: John O’Shaughnessy (Group Manager: Planning and Regulatory)</p> <p>Officer Comments: <u>Whakatū noise standards and enforcement</u> <i>The submitter’s comments on noise control issues for residents in Whakatū and the impact on quality of life in the area.</i></p> <p>The noise standards that apply at any point within Whakatū Residential zone are the same as those that apply to any other residential zone within the district that is adjacent to an industrial zone. This includes such areas as Ōmāhu Road and the residential areas around Wattie’s and Tōmoana Industrial.</p> <p>The standards in the district plan are based upon best practice principles applied by experienced acoustic engineers and many other district plans around the country will have the same noise levels standards applying to these situations.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>It is acknowledged that there is a general duty under Section 16 of the Act for activities to avoid unreasonable noise and Council will enforce the rules where these situations occur.</p> <p><u>Inland Port Whakatū</u></p> <p><i>The submitters object to any inland port development at Whakatū.</i></p> <p>The Inland Port fits within the definition of an Industrial activity and the Port owned land is zoned for industrial purposes. Council would need to amend the zoning of the land in order to achieve this request and this would require justification under Section 32 of the Resource Management Act and a plan change process with all of the submission rights set down under the First Schedule to the RMA.</p> <p>Officer Responsible: Colin Hosford (Public Spaces and Building Assets Manager)</p> <p>Officer Comments:</p> <p><u>Public toilets and sports reserve</u></p> <p><i>The submitters comment on a lack of public toilets and sports Reserve.</i></p> <p>Toilets - Council’s strategy is to put toilets only in our key urban parks. On this basis the Whakatū parks would not necessitate the installation of a toilet. Most residents are within 300metres walking distance of home so we would expect those residential facilities to be utilised. Council has included funds in 2023/24 for a single toilet on the Essex Crescent Reserve. The desire for this toilet has been previously raised by local residents and it will cater for both i-ways travellers and park users.</p> <p>Sports fields – Council’s provision of sports fields is generally centred on larger urban areas such as Flaxmere, Hastings, Havelock North and Clive. Residents in smaller settlements and rural areas by necessity need to drive to the urban centres. The closest sports field to Whakatū is approximately 4 kilometres away in Clive, being no more than a 5 minute drive.</p> <p>Officers are seeking funds for a sports field and facilities review in order to identify needs and strategically plan for future growth. Any response will need to take into account other competing needs across all of Council’s activity areas.</p> <p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments:</p> <p><u>Heavy traffic on Railway Road</u></p> <p><i>The submitters express concerns about heavy traffic through the Whakatū residential area and particularly Railway Road.</i></p> <p>Officers have been working with community representatives on traffic calming solutions. This work is currently in the design phase. The calming works for Railway Road are budgeted and will be implemented in Years 1 and 2</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>(approximately \$150,000). The full suite of works requested by the community is likely to cost in the order of \$350,000 to \$450,000.</p> <p>It is currently proposed to stage these works over 5 years and officers will monitor the effectiveness of these interventions. Council could consider allocating additional loan funding now to advance the programme (or perhaps more appropriately at the 2022/23 Annual Plan round) should Railway Road prove successful and community support exist for other agreed calming measures.</p> <p>Officer Responsible: Brett Chapman (Water Services Manager)</p> <p>Officer Comments: <u>Whakatū odour</u> <i>The submitter expresses concerns about odour in Whakatū.</i></p> <p>Officers will contact the submitter to further understand the specifics of this odour complaint. The Council has an odour control plan which includes dosing the wastewater to minimise hydrogen sulphide production. There are also odour removal stations at the main trunk sewer vents.</p>
<p>Patricia Nuku (55) Sheryle Allen (135) Tania Huata (156)</p>	<p><u>ŌMĀHU COMMUNITY</u></p> <p>The submitters raise a range of issues and concerns for the Ōmāhu community including wastewater drainage, lack of fresh water station, lack of public transport, parks and recycling facilities, traffic safety concerns and toxic sprays and resource consent monitoring.</p> <p>The submitters urge a focus on infrastructure in all Māori communities.</p> <p><i>Various Community infrastructure requests</i></p> <p>Officers suggest that the issues raised would best be coordinated and planned through Council’s structured community planning process, with support as required from the Pou Ahurea team.</p> <p>If given Council direction to do so, initial engagement with the community could commence in early-mid 2022. In the meantime some of the requests that the community have asked for could still be investigated/actioned without a community plan, where appropriate, by the appropriate Council group and be coordinated by the Community Planning team.</p> <p><i>No park for Ōmāhu settlement children to play in.</i></p> <p>The development of the Ōmāhu settlement has occurred without any Council owned public open space that might enable the installation of play facilities. Council could consider acquiring land if it was of the mind. Good practice would recommend undertaking a community planning type exercise to consider needs of the whole community and options. There may also be other opportunities to explore such as co-funding facilities on the local marae or school.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>Officers would suggest undertaking a planning action as outlined above before considering making additional funding streams.</p> <p><i>Speed Limits</i></p> <p>Waka Kotahi – New Zealand Transport Agency is seeking feedback on a change to the Speed Limits Rule which would require all schools to have lower speed limits in place outside their frontage, as well as the infrastructure to ensure compliance with this lower speed limit. If this Rule is adopted, Ōmāhu School on Taihape Road would be included when Council undertakes its next speed limits review. This is likely to be done at the regional level within the next three years.</p> <p>With regard to public transport – this is the responsibility of the Hawkes Bay Regional Council, and as such the request will be forwarded to them.</p> <p><i>Public Transport 1 day per week</i></p> <p>The HB Regional Council (HBRC) has the responsibility for Public Transport in Hawke’s Bay and your submission has been raised with them. HBRC are currently trialling an on-demand service which it may expand to other areas in the future as demand arises.</p> <p><i>Consultation on Natural Resource Consents in the area</i></p> <p>The Pou Ahurea Team presently send out the weekly list of resource consents to a working email list of Mana Whenua. The Team are currently developing protocols and a framework for engagement on resource consents from marae/hapū. From a regulatory perspective, consultation is triggered depending on the type of the proposal, location, presence of archaeological wāhi tapu taonga, statutory acknowledgement areas, etc.</p> <p><i>Drinking Water</i></p> <p>The Ōmāhu Community has a community drinking water supply however this does not extend across the entire community. Previous surveys of households indicated that self-supplied households were happy to remain on their own water supply rather than connecting to the reticulated supply but officers are happy to see if this position has changed. The support for a drinking water station could also be part of that community discussion.</p> <p><i>Wastewater</i></p> <p>The concentration of onsite wastewater systems has the potential to affect shallow groundwater which is where many self-suppliers draw their water from. Hastings District Council and health officials have discussed the potential for a community wastewater system in Ōmāhu and other small communities across the District. The cost to move to community based systems is a significant constraint that requires discussion with affected communities about how these could be funded and what sources of local and central government support could be accessed.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>Refuse</p> <p>The submitters note the lack of infrastructure for the Ōmāhu Community, with one specifically mentioning recycling bins. It is unclear if the submissions are a reference to recycling bins or relate to a drop off recycling facility (green bins) or a kerbside collection.</p> <p>Officers are currently exploring the option of extending kerbside recycling and rubbish collections to a number of outlying communities, including Ōmāhu/Fernhill. While the Ōmāhu/Fernhill community are not currently receiving kerbside collection services for recycling and refuse, they are not being charged for these services as they work on a user pays basis. However, in terms of recycling the community can access the nearby recycling depot at the Henderson Rd Refuse Transfer Station for free. If kerbside collection services were extended to the Ōmāhu/Fernhill Community the cost of these services would be added to the property owner’s rates bill.</p>
	<p>OTHER SUBMISSIONS</p>
<p>Sandra Monk (2)</p>	<p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments:</p> <p><u>Timing of Road Works</u></p> <p><i>The submitter raises concerns around the timing of roadworks particularly near the showgrounds at the time of significant events.</i></p> <p>The Council always considers the impact of works on both the immediate and wider community. In instances of works at prominent event areas such as the A&P Showgrounds, Council specifically co-ordinates with the owner/organisers of events around dates of events and expected volumes of attendance. Two recent examples are the Six – Sixty Concert and Horse of the Year (before it was cancelled) where the access requirements were clarified early on and the contractor instructed to work within agreed limitations and postponing certain portions of the works until after the events.</p> <p>Officer Responsible: Rebekah Dinwoodie (Group Manager: Community Wellbeing and Services)</p> <p>Officer Comments:</p> <p><u>Splash Planet pool upgrade</u></p> <p><i>The submitter suggests that the heated pool should be upgraded so that it can stay open all year around along with non-water activities.</i></p> <p>Reviews are currently underway involving Splash Planet and the wider aquatics offerings at Hastings District Council. The submitter’s suggestion will be considered as part of these reviews.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>Officers Responsible: Craig Cameron: (Group Manager Economic Growth and Organisational Improvement); John O’Shaughnessy (Group Manager: Planning and Regulatory)</p> <p>Officer Comments: <u>State Housing</u> <i>The submitter comments on the clustering of State houses.</i></p> <p>Council can approve building consent applications for designs that meet the requisite building legislation and regulations for Titled property sections. (Property title records show a property's owner/s, legal description and the rights and restrictions registered against the property title - for example, a mortgage, easement or covenant.).</p> <p>Council cannot specify beyond the legislation Council operates under, the type of use of the residential property or who may be entitled to occupy the property, and definitely cannot breach the rights of any citizen under The New Zealand Bill of Rights.</p> <p>Council can impose covenants on its own land that is being sold for residential development to encourage a particular standard and density of physical housing.</p> <p>A paper is currently being drafted on the issue of getting affordable housing included in new developments. This paper will be put to Council for their consideration.</p>
Christina Hansen (3)*	<p>Officer Responsible: Colin Hosford (Public Spaces and Building Assets Manager)</p> <p>Officer Comments: <u>Clive community garden</u> <i>The Clive Community Planning Committee request to work with Council establishing a community garden in Clive.</i></p> <p>Officers have already commenced an initial conversation with the submitter on this request. Initial thoughts are to utilise the Gregory Park Reserve. Officers will seek to fund this from existing budgets.</p>
Emma McRobbie (4)* Havelock North Business Association	<p>Officers Responsible: John O’Shaughnessy (Group Manager: Planning and Regulatory) Colin Hosford (Public Spaces and Building Assets Manager)</p> <p>Officer Comments: <u>Anderson Carpark</u> <i>The submitter requests the sealing of the Anderson Carpark to make it usable.</i></p> <p>Officers advise that the sealing of the old Anderson Park depot site would add a substantial number of additional carparks (40 odd) for park users and other casual Village customers and staff.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>The estimated cost to seal the area is \$200,000. Officers support the request but are also mindful of the other competing priorities that Council has.</p>
<p>Liz Read (5)</p>	<p>Officer Responsible: Naomi Fergusson Group Manager: Marketing and Communications)</p> <p>Officer Comments:</p> <p><u>City Centre and Events</u></p> <p><i>The submitter comments on the importance of local participation and appeal within events the Council chooses to support.</i></p> <p>The Events Strategy outlines the strategic objectives being to support events that contribute to a strong district reputation, promote civic pride, and generate economic outcomes from tourism and use of local event suppliers. In considering what events to fund, Council endeavours to support a wide range of events that appeal to our diverse community, thus helping people to feel connected to their community.</p> <p>Colin Hosford (Public Spaces and Building Assets Manager)</p> <p><u>Parks and Reserves</u></p> <p><i>The submitter comments on the concept of “space for all” needing to underpin the Council’s parks and reserves policy approach.</i></p> <p>The submitter would like Council to adopt a philosophy that ensures that parks and reserves in the District cater for all users, and states that shared use and access for all should be fundamental, rather than pandering to those who have the time and prejudice to push the interests of one set of users over another. The submitter believes that most parks have ample space to accommodate everyone, and that the squeaky wheel does not represent the views of the silent majority.</p> <p>The submitter raises interesting and relevant issues to Council.</p> <p>Reserves are much-loved features of our District, providing opportunities for recreation, as well as a general sense of open space where we can enjoy the simple things such as a picnic with family and friends, cycling or dog walking.</p> <p>While there has been an increased demand in recent years for access to and use of reserves, the overarching principle is that all 180 parks and reserves in the District are available for every person in our community to use.</p> <p>The challenge for Council is how to manage the demand for these spaces across multiple user, interest and care groups without creating conflict.</p> <p>Anyone applying for an exclusive use of a park or reserve is required to apply for a lease, permit or licence, at which point Council will consider the impact</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>this use will have on the open space environment or other users, and discuss this with the community as required by legislation.</p> <p>In addition, management plans are prepared for our reserves which enable Council to establish the desired mix of use and protection for each reserve. When preparing management plans it is important to engage as many members of the community as possible, to ensure that all views are considered, especially the voices of the community that often go unnoticed or unheard, whether through apathy or uncertainty on how to participate. In order to access information from a greater cross-section of the community, Council is increasingly using a variety of tools such as workshops, open days, stakeholder meetings, social media, surveys, feedback forms and conversations. Once adopted, Council (and the community) can be assured that the plan has been prepared by and for the community.</p> <p>Therefore, while Council has a requirement to respond to issues and complaints received on how our parks are being used, such response should ensure that the complaints are representative of the wider community before implementing change, rather than responding to individual requests that may be personally motivated. Each request or complaint should be examined on its own merit and not by the number of requests that have been made by that individual or group; and then test that perspective by wider consultation with the community before amending an adopted plan or policy. It is also important that the wider community understand that they are sharing open space with others. The open space areas are for everyone.</p> <p>The review of the District Wide Reserve Management Plan is programmed to occur in the short term, which can further address the increased demand on reserves, and how Council intends to manage for this.</p>
Sue Penman (6)	<p>Officer Responsible: Colin Hosford (Public Spaces and Building Assets Manager)</p> <p>Officer Comments: <u>Beautification of rural approaches</u></p> <p><i>The submitter requests further beautification of approaches to rural areas in line with the philosophy undertaken in the urban area.</i></p> <p>Officers agree that the approaches to rural areas are also significant opportunities to beautify the District. In recent times opportunities to enhance rural gateways have been taken at key roundabouts Pakowhai, Paki Paki, Maraekākaho, Mangateretere and Longlands. There has been much focus on the town centres however the draft Green Streets Strategy will return to Council with a wider raft of potential planting opportunities in the rural area. In the interim officers will continue to advance opportunities in the rural approaches as and when they occur, out of existing budgets.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
James Ludlam (8)	<p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments:</p> <p><u>Hastings Traffic</u></p> <p><i>The submitter comments on the build-up of Hastings traffic and suggest that more roundabouts are required.</i></p> <p>Council is currently undertaking Corridor Studies of the main arterial routes to identify key issues and provide possible solutions to improving traffic flow, multi-modal access and safety. Council has also recently updated its traffic model, this will enable better identification of when or where further improvements may be needed.</p> <p><u>Event Parking</u></p> <p><i>The submitter comments on event traffic management and parking improvements which could be made.</i></p> <p>For events held within the Hastings District Council (HDC) boundary requiring temporary road closures, event organisers are required to lodge an application with HDC to temporarily close these road(s). Details of this process and requirements can be found from the following link: https://www.hastingsdc.govt.nz/services/roads-and-streets/planning-temporary-road-closures/ As part of this process applicants are required to supply the following:</p> <ol style="list-style-type: none"> 1. Completed Application 2. Resident Visiting form 3. A Health and Safety Plan 4. Insurance documentation 5. A Traffic Management Plan (TMP) 6. Lodge a road bond (if this is relevant) <p>Temporary road closures are advertised for submissions and all temporary road closures are subject to formal approval by the Hastings District Council Civic and Administration Subcommittee. Temporary road closures and traffic management are put in place to provide additional safety for all road users (pedestrians, cyclists and motorists).</p> <p>Event organisers holding events at the Hawke’s Bay Racing Club are advised to work closely with NZ Police regarding issues of possible intoxication and management of this. Additionally, event organisers are required to deal with littering and rubbish removal.</p> <p>HDC can forward your suggestion for alternative / additional parking during events at the race course to Hawke’s Bay Racing Club management.</p>
Sylvia Prins (9)	<p>Officer Responsible: Brett Chapman (Water Services Manager)</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>Officer Comments:</p> <p><u>Water chlorination and filters</u></p> <p><i>The submitter comments on the use of chlorine and its impacts on the network and alternatives such as filter systems.</i></p> <p>The use of chlorine in drinking water supplies is widespread and very common. The effects on the water supply network are well known and are monitored routinely. The incidence of leaks in Havelock North is not simply as a result of chlorine, but by many other factors. We have an accelerated replacement programme to replace assets which are aged e.g. copper laterals that are becoming more susceptible to leaks and failure.</p>
Mary Duggan (10)	<p><u>Healing the Planet</u></p> <p><i>The submitter encourages councillors to listen to the YouTube video which can be found at:</i></p> <p>https://youtu.be/FX320txbUjY</p>
Peter Alexander (12)	<p>Officer Responsible: Bruce Allan (Group Manager: Corporate)</p> <p>Officer Comments:</p> <p><u>Private infrastructure and rates setting</u></p> <p><i>The submitter comments on how private infrastructure provided by rural property owners should be taken into account in rates setting.</i></p> <p>The main driver for the proposed rural rates increase, is the increase in the proposed Roothing budget to meet the rising costs being incurred to maintain the rural roads. These costs are allocated to each rating area (Urban and Rural) they are incurred in, which reflects the broad beneficiaries of that expenditure.</p> <p>Council recovers the cost of Water and Sewer infrastructure by way of a targeted rate on those properties that benefit from the service being provided. Where a property has no access to council reticulated services, no rate is applied. As the submitter's property is not in the area of service, no targeted rates are applied in respect of these particular services.</p> <p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments:</p> <p><u>Napier Hastings Expressway and Single Lane Bridges</u></p> <p><i>The submitter comments on the need for two laning the Napier Hastings Expressway in both directions. The submitter also comments on the need to convert single lane bridges such as Brookfields into 2 lanes to improve travel efficiency.</i></p> <p>The Expressway is controlled by Waka Kotahi – NZTA and a copy of your submission will be passed on to them and the Regional Transport Committee.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>Council recognises the need for such improvements and is advocating for improvements to this route. A Business Case for multi-modal upgrade will be prepared by Waka Kotahi – NZTA and is included in the Regional Land Transport Plan 2021-24. The extent of works will not be known until the NZTA Business Case is complete.</p> <p>At this time, HDC has no plans to upgrade Brookfields Bridge. The current weight restriction is permanent and should serve to encourage heavy vehicles to use the expressway rather than this route. Further scenario testing of this route will be undertaken when NZTA develops its Business Case for the expressway. The current Hastings District Council bridge upgrade programme is aimed at strengthening restricted bridges where there is no economical viable alternative.</p>
Heather Cooper (13)	<p>Officers Responsible: John O’Shaughnessy (Group Manager: Planning and Regulatory) Mark Clews Principal Advisor District Development Craig Thew (Group Manager: Asset Management)</p> <p>Officer Comments: <u>Te Awanga Seawall</u> <i>The submitter comments on the lack of seawall protection for Te Awanga in the Long Term Plan.</i></p> <p>To the officers’ knowledge there has been no commitment to build a seawall to protect houses from the sea at Te Awanga. A revetment was funded and constructed in the last LTP period to reinstate and protect access to the Clifton Camp (Council administered land) and boat ramp. In addition construction of a rock revetment is just starting at the Cape View Corner to protect the road and other public services that serve the coast at Haumoana, Te Awanga and Clifton pending completion of a long term strategy to adapt to increasing erosion and inundation associated with sea level rise.</p> <p>Council has re-committed funding in this LTP to help jointly fund over the next three years the completion of a Clifton to Tangoio Coastal Hazard Strategy 2120. This work started in 2016 and is well advanced and will set out adaption pathways over the short medium and long term to 2120. Separate consultation will be held with the wider community once the draft strategy is completed together with the proposed funding arrangements, including the split between private land owner contributions and the broader public.</p>
Simon Scannell (14)	<p>Officer Responsible: Colin Hosford (Public Spaces and Building Assets Manager)</p> <p>Officer Comments: <u>CBD Street Upgrades</u> <i>The submitter comments on the CBD upgrade programme and particularly the level of service in the Russell Street to Queen Street sections and its linkage with the heritage value in that area.</i></p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>Russell Street between Eastbourne Street and Queen Street was upgraded in 2003, with full paving treatment, snake lights, trees and landscaped gardens. While there are no current faults on the paved footpaths along Russell and Queen Streets, the upgrade programme indicates that Queen Street East 100 will be upgraded in 2026/27, being year 7 of the LTP. Officers have investigated planting trees in the Queen Street 100 East block but found there is such a myriad of underground services in place to make tree planting impossible.</p> <p>About a year ago planters with a buxus hedge were installed to lift the look of the block.</p> <p>The Revitalisation Plan also includes funds for the upgrade of the Mall in 2024/25, which will include the upgrade of the fountain area that borders Russell Street.</p> <p>With regard to heritage buildings in this area, Council has invested in many façade enhancement grants of building in both Russell and Queen Streets. Their positive impact on the architecture is recognised in awards and District Plan protection. Council and community appreciate the efforts of building owners to look after and enhance these heritage items, while noting the costs to maintain and strengthen these buildings can be demanding.</p>
<p>Claire Miller (15)</p>	<p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments: <u>Traffic Management and Safety Issues</u></p> <p><i>The submitter comments on two intersections of concern at Frederick Street/Caroline Road and Frederick Street/Pakowhai Road and calls for traffic remediation actions</i></p> <p>Council is currently undertaking some investigation on the provision of a North-Eastern Connector (NEC) that would reduce traffic at both of these intersections. The development of NEC Business Case is proposed in the next LTP 2021-24 and the construction will follow in the future LTP. With the uncertainty of timeframes of any work arising from the NEC, the Council will look to undertake reviews of each intersection in the coming financial year to determine what minor improvements would be necessary.</p>
<p>Mike Martin (16)</p>	<p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments: <u>Footpaths in Frimley</u></p> <p><i>The submitter comments on the need to fix broken footpaths in the Frimley area.</i></p> <p>The last footpath condition rating, completed in November 2020 shows that Hastings footpaths are currently in good condition, reflecting the significant</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>ongoing investment from Council, however we acknowledge the ongoing defects resulting from street trees and parking of vehicles on footpaths. Council has committed ongoing maintenance and renewal works of \$1.0 million dollars per year for the next three years. Footpath repairs are prioritised on a worst first basis and officers will consider the current faults in the Frimley area in the overall programme and prioritise as needed. The officer will contact the submitter regarding these broken footpaths and prioritise them for repair. The roading programme is subject to Waka Kotahi NZTA funding approval.</p>
<p>Te Ikaroa Rangatahi Social Services Inc (17)* (Shona Chadwick)</p>	<p>Officer Responsible: John O’Shaughnessy (Group Manager: Planning and Regulatory) Colin Hosford (Public Spaces and Building Assets Manager)</p> <p>Officer Comments:</p> <p><u>Poole Street Parking</u> <i>The submitter requests Council converts the Poole Street Reserve into car parking to alleviate parking issues in the area.</i></p> <p>The Poole Street reserve is a passive park adjacent to the local shops. To officers’ knowledge this is the first request for additional parking due to a lack of spaces. Officers visited the site to get a feel of parking provision in the locality. The streets are old style and wide and therefore there were many spaces available within a 100 metre walking area.</p> <p>While a modest carpark could be installed for \$50,000, officers are not supportive at this stage as it seems unwarranted and Council has other competing priorities.</p> <p>A watching brief can be undertaken to see if there is a growing need for more carparks to service this small group of shops.</p>
<p>Rachel Pere (18)</p>	<p>Officer Responsible: Colin Hosford (Public Spaces and Building Assets Manager)</p> <p>Officer Comments:</p> <p><u>Ron Giorgi Park</u> <i>The submitter comments on the need for fields and changing rooms to be upgraded at Ron Giorgi park to accommodate growing player numbers.</i></p> <p>Officers have been in discussion with sports clubs over the current trend in growing rugby numbers. To date this trend seems to be for mainly junior players but there are indications that this may increase into the senior codes.</p> <p>To meet this challenge officers have re-allocated \$40k in 2021/22 to commence turf renovation to meet potential growing needs for sports fields. In addition, should there be a call for more adult changing facilities, the Building Section has funds to renew the hot water system to provide adequate showers.</p> <p>Should the need develop whereby a full renovation of the Ron Giorgi Changing rooms be needed and further turf renovation, officers will request further funding through future Annual Plan rounds as follows:</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS												
	<table border="1" data-bbox="555 322 1461 454"> <thead> <tr> <th>Item</th> <th>Year 2 (2022/23)</th> <th>Year 3 (2023/24)</th> </tr> </thead> <tbody> <tr> <td>Turf renovation</td> <td>\$40,000</td> <td>\$ 40,000</td> </tr> <tr> <td>Changing Room renovation</td> <td></td> <td>\$500,000</td> </tr> <tr> <td>Total</td> <td>\$40,000</td> <td>\$540,000</td> </tr> </tbody> </table>	Item	Year 2 (2022/23)	Year 3 (2023/24)	Turf renovation	\$40,000	\$ 40,000	Changing Room renovation		\$500,000	Total	\$40,000	\$540,000
Item	Year 2 (2022/23)	Year 3 (2023/24)											
Turf renovation	\$40,000	\$ 40,000											
Changing Room renovation		\$500,000											
Total	\$40,000	\$540,000											
<p>Rowan Sherwood (19)</p>	<p>Officer Responsible: Mark Clews (Principal Advisor District Development) Rowan Wallis (Environmental Policy Manager)</p> <p>Officer Comments:</p> <p><u>Land Subdivision – Mangaroa Road</u></p> <p><i>The submitter requests Council to consider the rezoning of land between Maraekākaho Road and Mangaroa Road for residential use.</i></p> <p>Long Term Plans set higher level goals, principles and strategic intent. In respect of matters such as growth, productive land use, housing etc further guidance on those higher level principles is drawn from strategic planning processes such as the Heretaunga Plains Urban Development Strategy (which is commencing a review phase). These account for and attempt to reconcile relevant government policy statements such as the NPS on indigenous biodiversity, highly productive land and urban development as well as a range of local values, needs and aspirations.</p> <p>Specific matters of implementation to give effect to those principles and guidance are, however, provided within the policy parameters of and through the open and transparent process prescribed under the RMA in the form of District and Regional Plans. The appropriate place for the development aspirations the submitter has for this land to be considered is therefore, in the first instance, through the forthcoming HPUDS Review process. In that respect it is noted that the Council has broadened the scope of the HPUDS review into a full spatial plan, which will seek substantive community input, and will obviously be one of great interest to the submitter. Through that process the propositions put forward by the submitter can be tested in terms of the evidence base, national direction and community engagement associated with it.</p>												
<p>John Allison (20)</p>	<p>Officer Responsible: Rebekah Dinwoodie (Group Manager: Community Wellbeing & Services)</p> <p>Officer Comments:</p> <p><u>Council-owned housing for seniors</u></p> <p><i>The submitter encourages Council to build more housing for seniors at below market rents, potentially from good quality prefabricated designs.</i></p> <p>The Council’s ‘Hastings Medium and Long Term Housing Strategy’ has a workstream in respect of Senior Housing as follows:</p> <p>AIM: Elderly residents have access to safe, healthy and affordable housing</p>												

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>ACTIONS:</p> <p>4.1 HDC to review its senior housing portfolio. Develop a strategy that addresses, quality and short and long term demand; accounting for future demographic and socio-economic changes of an ageing population.</p> <p>4.2 Attract more Community Housing Providers to the district to increase the provision of senior housing.</p> <p>The Council is actively working on the actions identified above.</p>
<p>Anonymous (21)</p>	<p>Officer Responsible: Bruce Allan (Group Manager: Corporate)</p> <p>Officer Comments:</p> <p><u>Maintenance costs – Hawke’s Bay Aquatic Centre and Institute of Sport & Health</u></p> <p><i>The submitter comments on the sustainability of this facility in the future and its potential drain on Council.</i></p> <p>Council is aware that facilities of this nature are typically difficult to run with an operational surplus sufficient to meet asset renewal requirements into the future. The HB Community Fitness Centre Trust (HBCFCT) have provided Council with summarised operational budgets which have been peer reviewed by their independent consultant. These budgets suggest an operating model that will not require ratepayer funding to support operations and ongoing renewals. Council has a good working relationship with HBCFCT and will be monitoring this position regularly.</p>
<p>Janet Pritchard (24)</p>	<p>Officer Responsible: Colin Hosford (Public Spaces and Building Assets Manager)</p> <p>Officer Comments:</p> <p><u>Queens Square</u></p> <p><i>The submitter requests a tidy-up of Queens Square.</i></p> <p>Officers have noted the complaint about litter and untidiness. Our contractors have been asked to be more vigilant when visiting the park for routine maintenance tasks.</p> <p>The request for a toilet is noted, however as this reserve is a neighbourhood park, Council does not typically supply toilets as users are typically within walking distance of their homes. Council has approximately 180 parks with 61 toilet facilities. To supply a toilet for the lower level parks would be unaffordable as the average toilet is currently costing \$200,000. While the request is recognised, it would not be sustainable to increase the level of service.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
<p>John Baker (26)</p>	<p>Officer Responsible: John O’Shaughnessy (Group Manager: Planning and Regulatory)</p> <p>Officer Comments: <u>Childcare facility parking</u> <i>The submitter questions the parking behaviour and rules in respect of childcare centres in residential areas, and more specifically at 37 Duart Road.</i></p> <p>Central Government is requiring councils to remove any rules in their district plans that require on-site carparking. The consequences of this, such as the effects on kerbside parking, are currently being considered by Council.</p> <p>Illegally parked vehicles (i.e. parking over a vehicle entrance) is dealt with on a case by case basis. Restricting parking outside/around the Childcare Centre will only displace the issue to another nearby residential area.</p>
<p>Mohammed Kamel Nakdali (27)</p>	<p>Officer Responsible: Colin Hosford (Public Spaces and Building Assets Manager)</p> <p>Officer Comments: <u>Frimley and Cornwall Parks</u> <i>The submitter suggests fencing of the Frimley and Cornwall park play areas for child safety.</i></p> <p>The New Zealand Standard for playgrounds (NZ5828:2015) does not provide any rules or guidance on fencing around playgrounds. The need for fences are therefore considered on a case by case basis when new playgrounds are designed or existing playgrounds upgraded. There are currently 5 fully fenced playgrounds in the District – Flaxmere Park, Lions Playground at Windsor Park, Civic Square, William Nelson Park and Te Awanga Domain. These have typically been fenced due to the potential safety issues presented by the close proximity to surrounding streets, sports fields, waterways or to keep animals (roaming dogs) out of the playground.</p> <p>Careful consideration needs to be given to the style of fencing as it can create: segregation from the surrounding park and can limit where play takes place, can discourage use of the playground and if gated it can create an obstacle to access into and through the playground (particularly for wheelchair users). In addition to fencing other alternatives that can be utilised to provide security include landscaping, changes in ground level, low seating walls and partial fencing.</p> <p>With specific regard to Cornwall Park and Frimley Park, the following are noted: A fence was considered in the design of the new Cornwall Park Playground, given the proximity of it to the stream, duck pond and sports fields. However given the desire to include grass seating options for large family gatherings, alternative design options were incorporated, including low seating walls along the stream edge and around the junior play module, and post and rope fencing separating the playground from the sports fields. In addition, the playground is located in the centre of the park, away from Tōmoana Road and Roberts Street and is well away from traffic dangers.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>Officers will however consider how to deter access to the stream from the Stage 2 playground additions – in particular the junior end of the playground by the Tea Kiosk by the use of walls and landscaping and/or gate across main bridge.</p> <p>With regard to Frimley Park, this playground was designed with sensory play and universal access for those with disabilities as top priority. As outlined above, having a fully fenced playground with gates can be an obstacle to children in wheelchairs and with other physical disabilities but are a must for children with autism and similar disorders. Careful consideration needs to be given to the location and design of any fence/barrier around this playground to ensure it stays true to the initial design principles around sensory play as well as be in keeping with the overall park amenity and character. There is the potential to incorporate some partial fencing or other “soft” barriers along the edge of the playground that fronts Frimley Road as this is a reasonably busy thoroughfare.</p> <p>To fully fence the playground using a pool style or similar fence is estimated to cost in the area of \$30,000 - \$40,000 depending on the design. Officers will include this suggestion as part of the Frimley Park Reserve Management Plan that is currently being developed when funding implications can be considered in the future.</p>
<p>Stu Burden (29)*</p>	<p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments:</p> <p><u>Road Safety</u></p> <p><i>The submitter requests speed limit changes and/or other investment strategies - on Te Mata Mangateretere, Lawn and Mill Roads to make them safer.</i></p> <p>Te Mata Mangateretere Road will be included in the next Council speed limits review. Lawn Road and Mill Road have been reviewed in the previous speed limit review, and the changes recommended by officers at that time were not supported by Council, with the exception of Mill Road from Lawn Road to Tuki Road which was reduced to 80km/h.</p> <p>Council has implemented a number of safety interventions on Mill Road and Te Mata Mangateretere in recent years, including guardrails and delineation improvements, and a Rural Intersection Advance Warning Sign is due to be installed at the Mill Road/Richmond Road intersection in this financial year.</p> <p>Officers have programmed safety intervention works on Lawn Road as part of the Road to Zero safety programme, to be implemented in the 2027-2030 Long Term Plan, however this will be subject to funding from Waka Kotahi.</p>
<p>Anne Watson (30)</p>	<p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments:</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p><u>Road Safety</u></p> <p><i>The submitter requests speed limit changes to 50km to Endsleigh Road and Endsleigh Drive for safety reasons.</i></p> <p>The request for a speed limit change is noted and will be included in the next speed limit review. This is likely to be done at the regional level within next three years. Noting the concerns raised, Council will look to identify what minor improvements such as signs etc. could be provided to raise awareness of other users.</p>
Sir Don McKinnon (31)	This funding request is for Council determination.
Louise Saurin (39)	<p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments:</p> <p><u>Road Safety Maraekākaho Village</u></p> <p><i>The submitter requests speed reduction measures in the Maraekākaho village, particularly near the school.</i></p> <p>Officers have met with community representatives and are working on traffic calming designs currently. These designs are looking to be implemented in stages in the next financial year and include a community planting day run by Focus MKK. The costs of these works are allocated in the proposed LTP 21-24 minor safety budget, subject to funding approval from Waka Kotahi NZTA.</p>
Kathryn Thompson (42)	<p>Officer Responsible: Naomi Fergusson (Group Manager Marketing and Communications)</p> <p>Officer Comments:</p> <p><u>Events Funding</u></p> <p><i>The submitter suggests that events should be user funded and run at a profit.</i></p> <p>Council aims to ensure the whole community has access to a range of community events that contribute to the objective of creating civic pride and a sense of connection to their community. For this reason, Council supports a small number of events that are free to the community. A range of events are funded by Council to a low level to achieve the outcomes set out in the Events Strategy (such as attracting tourism for economic growth). There are a number of external event organisers that run events (with no support from Council) for a profit for the wider community to enjoy based on their willingness to pay.</p> <p>Operating on a full user-pays model would severely reduce the number of events and access to events for the community to enjoy.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
Shane Libeau (45)	<p>Officer Responsible: Mark Clews (Principal Advisor District Development) Rowan Wallis (Environmental Policy Manager)</p> <p>Officer Comments: <u>Copeland Road Land Subdivision</u> <i>The submitter suggests areas like Copeland Road which are not being used productively and which are easily serviced could be converted to housing development immediately.</i></p> <p>Long Term Plans set higher level goals, principles and strategic intent. In respect of matters such as growth, productive land use, housing etc further guidance on those higher level principles is drawn from strategic planning processes such as the Heretaunga Plains Urban Development Strategy (which is commencing a review phase). These account for and attempt to reconcile relevant government policy statements such as the NPS on indigenous biodiversity, highly productive land and urban development as well as a range of local values, needs and aspirations.</p> <p>Specific matters of implementation to give effect to those principles and guidance are however, provided within the policy parameters of and through the open and transparent process prescribed under the RMA in the form of District and Regional Plans. The appropriate place for the development options to be considered is therefore, in the first instance, through the forthcoming HPU DS Review process. Through that process the propositions put forward by the submitter can be tested in terms of the evidence base, national direction and community engagement associated with it.</p> <p>It should be noted that Copeland Road has already been through that process and is identified in HPU DS as a future development area, but is not scheduled for structure planning and rezoning until after other priority areas have been completed e.g. Lyndhurst Stage 2 (underway), Brookvale Road (commencing), Howard Street (pending land purchase negotiations), Iona Road (OIO approval pending) and Lyndhurst Stage 3 (Structure planning priority 1) and Irongate (Structure planning priority 2).</p> <p>Under the National Policy Statement – Urban Development, Council is required to undertake a housing and business development capacity assessment to ensure that there is sufficient supply of land to meet demand. The housing component of this report is due to be completed by the end of July 2021. This will help Council to decide on whether it needs to bring further land identified in the Heretaunga Plains Urban Development Strategy forward for development.</p>
Rachel Palmer (48)	<p>Officer Responsible: Brett Chapman (Water Services Manager)</p> <p>Officer Comments: <u>Efficient toilets</u> <i>The submitter suggest a process whereby old inefficient toilet systems are replaced and mandated standards are put in place for new builds.</i></p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>The prevalence of old larger volume cisterns has reduced significantly in recent decades. New houses and refurbishments employ low volume flushing systems with half flush capability. Council’s approach is to target overall leakage and manage our peak summer use where irrigation can significantly increase our daily use. Leakage within the water network is being targeted via the establishment of reduced pressure zones and implementing a network wide reduction in pumping pressure which has the potential to reduce base usage by 10% and that is where our effort is focussed. The metering of usage in the home remains a viable option and may incentivise home owners to reduce their consumption.</p>
<p>John Roil (50)*</p>	<p>Officer Responsible: Bruce Allan (Group Manager: Corporate)</p> <p>Officer Comments: <u>Development Contributions Policy and Irongate Infrastructure</u></p> <p><i>The submitter suggest reasons for the refund of development contributions and comments on wastewater infrastructure in the Irongate Industrial Zone.</i></p> <p>In accordance with legislation, Council has recognised the benefit of the infrastructure being put in place within the Irongate Catchment to the wider community through its cost allocations. For example a portion of the York/ Maraekākaho Rd Roundabout is being funded from non-development contribution (DC) sources.</p> <p>Council can choose to reflect the wider economic/job creation benefits to the community from development occurring within the Irongate Industrial Zone, by considering a reduction to the DC rate and reflecting a ‘public good’. Any reduction would need to be recovered from other sources (Rates).</p> <p>As is the case with all ring-fenced DC’s, assumptions around cost, uptake, and interest are monitored to ensure the DC rate is set appropriately to ensure Council does not over recover the costs it has incurred.</p> <p>General rates are applied on a land value based on how the land is being used. Whilst the Industrial catchment is rezoned for industrial use, until the land is used for Industrial/Commercial purposes, the property will continue to be rated with a Horticulture/Farming differential. At present approximately 65% of the area located within the zone is being commercially rated. A total of \$475,000 excl GST of rates was recovered from all properties within the Irongate Industrial Catchment for 2020/21.</p>
<p>Maria Van Dien (52)</p>	<p>Officer Responsible: Lex Verhoeven (Strategy Manager)</p> <p>Officer Comments: <u>Strategic Framework and documentation</u></p> <p><i>The submitter comments and suggests changes to the Council’s strategic framework, consultation document and vision statement, along with a request for a regular bus service between Havelock North and Hastings.</i></p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>The HB Regional Council (HBRC) has the responsibility for Public Transport in Hawke’s Bay and this submission will be forwarded to them. HBRC are currently trialling an on-demand service which it may expand to other areas in the future as demand arises.</p> <p>The Consultation Document has now run its course, but the choices section was put at the front of the document to enable community interaction with those choices. As the submitter points out the basics are essentially non-negotiable and the Council was not seeking specific feedback on those investments. The basics did form the first call on Council funding as Council put together its Long Term Plan priorities.</p> <p>Officers acknowledge the submitters comments about sustainable development and the importance of all aspects of our environment, and working in partnership for a sustainable future – it is considered that this messaging is captured across the Council’s wider strategic framework which is not included in full within the brief Consultation Document.</p>
<p>Gillian Mangin (53)</p>	<p>Officer Responsible: Bruce Allan (Group Manager: Corporate)</p> <p>Officer Comments:</p> <p><u>Rates Setting</u></p> <p><i>The submitter suggests that rates would be more equitable if set on a capital value basis.</i></p> <p>Councils in New Zealand are evenly split in terms of how they recover their General Rate. There are merits to both Land Value (LV) and Capital Value (CV) approaches.</p> <p>Council has considered this in the past but was mindful of the potential impacts on some properties and opted to retain the status quo (LV) approach. Council could consider investigating a change, although with any change in policy, there are likely to be winners and losers as share of rates inevitably get ‘reallocated’ from property to property.</p> <p>Moving to a CV basis would reduce rates on empty sections, which potentially could indirectly discourage land development as the cost of undeveloped holding land would be cheaper.</p> <p>Officer Responsible: Martin Jarvis (Waste and Data Services Manager)</p> <p>Officer Comments:</p> <p><u>Waste Remission Policy</u></p> <p><i>The submitter seeks clarity on how the newly introduced remission policy will work.</i></p> <p>The submitter is supportive of the refuse rates remission policy and requests for information to be provided to the community about it. Promotion of this new</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>policy will be undertaken by the Waste Minimisation team after adoption of the policy by Council. It is being proposed that if a resident puts their bin out for emptying 26 times or less in a year the property will receive a rebate on its next year's rate demand.</p> <p>The submitter also requests that Council introduce an organic waste collection in the future. A domestic organic waste collection is not currently part of the Long Term Plan for HDC and will be assessed in the review of the Joint Waste Management and Minimisation Plan in 2018/24.</p> <p>Officer Responsible: Brett Chapman (Water Services Manager)</p> <p>Officer Comments: <u>Water meter charging and new housing water storage</u> <i>The submitter comments on water metering and water storage for new builds.</i></p> <p>Water meters are already deployed across all of our commercial and industrial premises and on larger lot residential developments. The metering of usage in the home remains a viable option and may incentivise home owners to reduce their consumption. Council is investigating the potential use of smart meters that provide real-time information to residents about their daily usage and we see the use of new technology as a significant advantage over traditional meters that do not possess this functionality.</p>
Robert Haren (54)	<p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments: <u>Road Speed limits</u> <i>The submitter suggests that road speed limits in Hawkes Bay should be left alone in light of the impact on travel flow.</i></p> <p>The speed limits setting process is governed by the National Speed Limits Setting Rule. Under the Rule, Hastings District Council has the responsibility for setting speed limits on its roads while Waka Kotahi – NZTA sets the speed limits on the State Highway network. The Speed Limits Setting process is proposed to be changed and is currently out for consultation. The future process will be coordinated and done at the regional level through the Regional Transport Committee.</p> <p>Council takes a holistic view when setting speed limits and considers its impacts on both travel flow efficiency as well as safety. The Council's approach to setting speed limits is to ensure that they are as credible and logical for the road users i.e. the road category can be recognised by the driver in order to know what the general speed limit to respect is, and the road and traffic environment has to be clear enough to allow the driver to understand when and how much they need to safely manage the vehicle in the available road space. Where speed limits are seen to be acknowledged by drivers to be credible, they typically become self-enforcing.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
<p>Roger Sinclair (57)</p>	<p>Officer Responsible: Bruce Allan (Group Manager: Corporate)</p> <p>Officer Comments: <u>Rates Setting</u> <i>The submitter urges Council to reduce expenditure forecasts to inflationary increases.</i></p> <p>Officers acknowledge that rates increases affect those on fixed incomes disproportionately to the rest of the community. The development of the LTP included a robust review of council’s expenditure and its priorities and activities such as the development of laneways to enhance the CBD and supporting events, as noted by the submitter, have been considered as strategically important activities by Council. A significant driver of the proposed rates increase has been the need to sufficiently fund the increasing cost of maintaining and replacing council’s infrastructure.</p>
<p>Terry Brown (58)</p>	<p>Officer Responsible: Craig Thew (Group Manager: Asset Management)</p> <p>Officer Comments: <u>Infrastructure spending</u> <i>The submitter urges Council to invest in infrastructure spending now and not wait 10 years</i></p> <p>The Council’s LTP includes provision for all infrastructure spending that is signalled across the suite of Council’s Asset Management Plans. This investment is detailed in the Infrastructure Strategy within the full Long Term Plan and has been audited externally and peer reviewed.</p>
<p>William Buchan (59)</p>	<p>Officer Responsible: Bruce Allan (Group Manager: Corporate)</p> <p>Officer Comments: <u>Rates Setting</u> <i>The submitter urges Council to cut non-urgent spending so the community can recover from economic impact of last 15 months.</i></p> <p>Officers acknowledge that rates increases affect those on fixed incomes disproportionately to the rest of the community. The development of the LTP included a robust review of council’s expenditure and its priorities and activities. A significant driver of the proposed rates increase has been the need to sufficiently fund the increasing cost of maintaining and replacing council’s infrastructure.</p>
<p>Louise Penprase (61)</p>	<p>These comments have been included within the Consultation Document Feedback form analysis.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
Walter Breustedt (63)* Jim Watt (73)	<p>Officer Responsible: Lex Verhoeven (Strategy Manager)</p> <p>Officer Comments: <u>Climate Change</u> <i>The submitter comments on climate change action.</i></p> <p>While the Council does not have a single cohesive Climate Change Adaptation strategy, the climate change challenge has been a central tenet of the Council strategic direction since 2008 and articulated through successive LTPs. This has formed the basis for incorporating climate change mitigations and adaptation as an integral consideration across the various business as usual operations and strategic planning documents guiding longer term changes including, for example, the Heretaunga Plains Urban Development Strategy, I-way programme, Waste Minimisation Strategy and the Clifton to Tangoio Coastal Hazards Strategy to name a few.</p> <p>Of course there is a need to do more and the Zero Carbon Act and National Climate Change Adaptation Strategy now provide a good national umbrella upon which to underpin greater local actions. Further local success in the area is likely to be greater through collaboration between local authorities and other agencies at a regional level, so the recent decision by the Regional Council to declare a Climate Emergency, and to take the lead on advancing actions in relation to it, provides further impedance for the Council action.</p> <p>The formation of the Eco-District Subcommittee is one way the Council intends to make some headway on climate change mitigation and adaptation actions. The provision of \$10m million in this plan just underscores the Council’s commitment to ramp up efforts in this area, while acknowledging that this is only a start while plans and programmes are developed.</p> <p>Officer Responsible: Brett Chapman (Water Services Manager)</p> <p>Officer Comments: <u>Water Loss</u> <i>The submitter comments on the Council’s 20% water loss performance, urges the installation of water meters, and encourages Council to work with HBRC to control water use from private bores.</i></p> <p>Water meters are already deployed across all of our commercial and industrial premises and on larger lot residential developments. The metering of usage in the home remains a viable option and may incentivise home owners to reduce their consumption. Council is investigating the potential use of smart meters that provide real-time information to residents about their daily usage and we see the use of new technology as a significant advantage over traditional meters that do not possess this functionality.</p> <p>Council has programmes in place is to target overall leakage and improve our network performance by accelerating our mains and lateral replacement</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>programme. Leakage within the water network is being targeted via the establishment of reduced pressure zones and implementing a network wide reduction in pumping pressure which has the potential to reduce base usage by 10% and that is where our effort is focussed. We believe that a target of 15% leakage over the next 10 years is achievable.</p>
<p>Allison Doak (64)</p>	<p>Officer Responsible: Colin Hosford (Public Spaces and Building Assets Manager)</p> <p>Officer Comments: <u>Mana whenua and local artist influence in city design</u> <i>The submitter comments on incorporating mana whenua and local artist influence in future enhancement projects.</i></p> <p>The submitter supports the existing projects and investment to enhance and beautify Hastings, and is supportive of any rises in parking fees to pay for this, especially if that revenue is spent making the city a more enjoyable and vibrant space to move through and spend time in.</p> <p>The submitter also states that, where the amenity of a CBD is concerned, further efforts can always be made to better reflect the diverse perspectives and cultures of an area. Officers agree with the submitter, and advises that Officers are currently working through the introduction and embedding of Te Aranga Cultural Landscape Strategy and cultural design principles to drive procurement of mana whenua art, stories, and installations.</p> <p>A Te Aranga Cultural Design Guide is currently being developed to support good decision making and inclusion of mana whenua narratives in private urban development, and Council’s own projects and installations. Te Aranga design principles and the regional Toi-Tū Arts and Culture Framework provide the basis for mana whenua cultural outputs to be included in amenity choices and ongoing planning.</p> <p>Officer Responsible: Craig Thew (Group Manager: Asset Management)</p> <p>Officer Comments: <u>Resilience</u> <i>The submitter comments on the lack of resiliency investment in the LTP.</i></p> <p>The Council undertakes resiliency planning across its asset groups and links investment responses as required. A recent example being the bridge strengthening programme linked to seismic resilience. Further to this in the transportation area a specific Resilience Business Case is being submitted to Waka Kotahi (NZTA) identifying network vulnerabilities and the appropriate responses. Council has also been working through its asset renewals which results in a programme of renewals that reduce risks from ductile pipelines.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>Resilience planning is also central to land use decisions and is embedded in cornerstone processes such as the Heretaunga Plains Urban Development Strategy. The Council’s Engineering Code of Practice requires the consideration of climate change forecasts in regards to changing rainfall.</p>
<p>John McNamara (65)</p>	<p>Officer Responsible: Mark Clews (Principal Advisor District Development) Rowan Wallis (Environmental Policy Manager)</p> <p>Officer Comments: <u>Infill Housing and Intensification</u> <i>The submitter suggests that infill intensification can be achieved with good design guides, incentives and regulation.</i></p> <p>One of the objectives of the Heretaunga Plains Urban Development Strategy is to achieve a greater level of infill development, so that by the end of the thirty year period, infill development meets 60% of the housing needs of the district. Council has adopted a Medium Density Strategy to work towards this objective and Council has identified areas of the city where more intensive development is encouraged and the District Plan has been amended to do that, along with lower development contributions relative to greenfield developments. Infrastructure and reserves and open space amenities have been reviewed to ensure these areas have or will have the capacity to accommodate intensified development.</p> <p>Council has also produced an Intensive Residential Design Guide which helps developers to see what can be achieved on smaller parcels of land and how amenity can still be maintained. The Council will continue to implement actions for the medium density housing strategy and review options to encourage further intensification, including possible partnerships with the government and the private sector.</p>
<p>Steve & Donna Drake (66)*</p>	<p>Officer Responsible: Mark Clews (Principal Advisor District Development) Rowan Wallis (Environmental Policy Manager)</p> <p>Officer Comments: <u>Lyndhurst Subdivision</u> <i>The submitter comments on the timeline for further Lyndhurst subdivision.</i></p> <p>The Lyndhurst Extension was first identified as a Greenfield Growth Area in the 2010 HPUDS. In 2011 Council prioritised Lyndhurst Extension to follow Lyndhurst Stage 2 in the sequence of development at that time tentatively expected to be around 2021-2026. Following a period of slower growth and the 2017 HPUDS review, Council changed the sequencing priorities due to greater developer interest/readiness at Howard Street with the result that Lyndhurst extension was tentatively expected to be developed from around the middle of the 2023-2028 period. Of course actual timing depends upon a myriad of factors not the least being changing population and household growth, progress or lack</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>of progress on other competing greenfield development sites and developer intentions.</p> <p>The Lyndhurst extension has now been identified by Council in this Draft LTP as a greenfield priority area with the structure planning for it beginning in the 2023/24 financial year with a start on infrastructure in 2028/2029 given pending developments at Brookvale, Iona and Howard Street.</p> <p>Council has made the structure planning and rezoning of the Irongate/York greenfield area its priority ahead of Lyndhurst extension as there is a recognised shortage of affordable housing and this typology is unlikely to be met by at Lyndhurst given that development areas mentioned above are pitched to similar market segments as Lyndhurst.</p> <p>Nevertheless, Council is currently looking at the need to bring further greenfield land forward, given the current high level of demand for sites, and Lyndhurst extension will form part of those considerations. The HPUDS partner Councils are currently undertaking a Housing Capacity Assessment as required by the National Policy Statement on Urban Development, which will help inform that consideration and that assessment is due for completion at the end of July.</p>
<p>Ben Lee (67)</p>	<p>Officer Responsible: Bruce Allan (Group Manager: Corporate)</p> <p>Officer Comments: <u>Rural Rates Setting</u></p> <p><i>The submitter comments and provides examples of historical rates setting in the rural area, with a particular focus on forestry.</i></p> <p>Officers acknowledge the examples illustrated demonstrate higher rates being levied on Farming properties although this is currently being driven by increased Farm Land Values (LV) as Forestry and Farming properties currently pay the same general rate in the dollar per \$ of LV. Under the Valuation Act, the value of the trees is currently excluded from a Forestry properties LV.</p> <p>A number of workshops have been held with the Rural Community Board (RCB) over the last 12 months to explore the merits of alternative funding approaches to recover additional roading costs specifically driven by our Forestry sector in a more fair and equitable manner. Officers will continue to work with the RCB and bring back any proposed change to Council to endorse as part of the 2022/23 Draft Annual Plan.</p>
<p>Richard Gaddum (68)* <i>(Save Our Fertile Soils Society Incorporated)</i></p>	<p>Officer Responsible: Mark Clews : Principal Advisor District Development</p> <p>Officer Comments:</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p><u>Heretaunga Plains Urbanisation</u></p> <p><i>The submitters outline their concerns regarding the loss of productive land to both residential and industrial development and offer alternative growth solutions for the future of the district.</i></p> <p>Long Term Plans set higher level goals, principles and strategic intent. In respect of matters such as growth, productive land use, housing etc further guidance on those higher level principles is drawn from strategic planning processes such as the Heretaunga Plains Urban Development Strategy (which is commencing a review phase). These account for and attempt to reconcile relevant government policy statements such as the NPS on indigenous biodiversity, highly productive land and urban development as well as a range of local values, needs and aspirations.</p> <p>Specific matters of implementation to give effect those principles and guidance are however, provided within the policy parameters of and through the open and transparent process prescribed under the RMA in the form of District and Regional Plans. These have ten year review periods, which allows individuals and business some certainty upon which to base their own decisions and investments. Accordingly those processes are less agile and take longer to change.</p> <p>Nevertheless the LTP process is open to questions around strategic intent. The appropriate place for the matters of greater detail to be considered is through the forthcoming HPUDES Review process. In that respect it is noted that the Council has broadened the scope of the HPUDES review into a full spatial plan which needs to accommodate the thinking outlined by the submitter. Council will be aware from earlier briefings that to be successful Spatial Plans need to be underpinned by the following:</p> <ul style="list-style-type: none"> • Evidence based research • Integration - land use, infrastructure including social, funding • Principle driven approach coupled with Pragmatism • The right/appropriate level of community engagement - transparent, inclusive, etc • Alignment between local aspirations/direction and those of government <p>In that respect the areas identified by the submitter are very large areas and rezoning this land should ideally be considered against these matters alongside other options or combinations of options. All reasonably practicable options will also need to be fully investigated and assessed in terms of;</p> <ul style="list-style-type: none"> • Infrastructure Servicing • Environmental Effects & Benefits • Social Effects & Benefits • Commercial Feasibility

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>Fast tracking these complex processes in pre-determined favour of one option, increases the risks of sub optimal long term development outcomes.</p> <p>Accordingly the spatial plan process will seek substantive community input, and will obviously be one of great interest to the submitter. Through that process the propositions put forward by the submitter can be tested in terms of the evidence base, national direction and community engagement associated with it.</p> <p>No amendment to the Draft LTP is therefore recommended.</p>
Clarissa Nichols (69)	<p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments:</p> <p><u>Road condition, roundabouts and cycleways</u></p> <p><i>The submitter comments on the quality of new work, size of roundabouts and cycling infrastructure.</i></p> <p>The reseal on SH51 north of Clive is controlled by Waka Kotahi – NZTA, this submission will be passed on to them.</p> <p>Napier Rd is part of a direct link between Havelock North and Clive/Napier. It is important to make it safe for those that already cycle the route, and to enable more people to do so. The changes have not narrowed the vehicle lanes, but have provided a widened area to allow for safer manoeuvring into adjacent properties.</p> <p>The availability of space for putting larger roundabouts in urban areas can be limited. Aprons are provided at most roundabouts to enable larger vehicles such as buses and trucks to traverse the roundabout while discouraging smaller vehicles from travelling in a straight line. The aprons are engineered to handle this traffic, yet some light damage may be expected.</p> <p>Public Transport - Buses are provided by HB Regional Council and paid for partly through the Regional Council rate, not Hastings District Council rates.</p>
Glen Abel (70)	<p>Officer Responsible: Brett Chapman (Water Services Manager)</p> <p>Officer Comments:</p> <p><u>Clive water supply</u></p> <p><i>The submitter calls for removal of chlorine from Clive Water Supply and for fluoride not to be added.</i></p> <p>The use of chlorine is an effective safety measure to protect the water from risks of contamination and is used in most supplies worldwide. The protection of consumers is paramount for Council and the addition of chlorine is necessary to ensure we comply with the Drinking Water Standards and Health Act requirements.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>Decisions on the introduction of fluoride to drinking water supplies will be made by health officials; it is not a matter that Council has discretion over.</p>
<p>William Lindsey (71)</p>	<p>Officer Responsible: Colin Hosford (Public Spaces and Building Assets Manager)</p> <p>Officer Comments:</p> <p><u>Tainui Reserve</u></p> <p><i>The submitter calls for the felling of large pine trees and other non-indigenous self-seed trees in the Tainui Reserve.</i></p> <p>The review of the Tainui, Tanner, Tauroa and Hikanui Reserves Management Plan (RMP) commenced in March 2021 and is due for completion in mid-2022. The review of the RMP will confirm the approach to management of the mature trees within Tainui Reserve, including any replacement planting.</p> <p>As there are two known archaeological sites within Tainui Reserve, the Parks team have engaged Archaeology Hawke’s Bay to prepare an archaeological report to confirm the extent of areas of archaeological interest within Tainui Reserve, including recommendations for future management of these areas. This report is due for completion in June 2021. This report is being prepared in conjunction with a mana whenua cultural aspirations report, which is being led by Marei Apatu. As part of the RMP review an arboriculture report is also being prepared to inform future management of the large number of tree assets in this reserve.</p> <p>These reports will include recommendations on how to ensure landscape resilience within the sensitive area of Hikanui Pā, where clear felling would potentially result in damage to, and erosion of, the pā site.</p> <p>Ground disturbance on and within 50m of an archaeological site requires an authority from Heritage New Zealand to manage the risk of damage to the site. Given some of the trees recently programed for removal are near Hikanui Pā, the Parks team have also engaged Archaeology Hawke’s Bay to prepare an application to Heritage New Zealand for an authority to undertake tree removal around Hikanui Pā, of unsafe or inappropriate trees. The authority will enable the Council team to remove trees near the pā site which are assessed as posing a health and safety risk, particularly near pedestrian tracks. This application is due to be submitted to Heritage New Zealand in June 2021.</p> <p>Once the extent of archaeological areas within Tainui Reserve is confirmed and the authority granted, Council will be able to recommence appropriate tree removal near the pā site.</p> <p>While these specialist reports and the authority application are being prepared, the Parks team continue to monitor trees within Tainui Reserve and will undertake proactive risk management, such as removal of tree limbs, where necessary to protect park users.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
Rosemary Koorey (74)	<p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments: <u>Footpath condition</u> <i>The submitter comments on general footpath condition and repair work.</i></p> <p>The last footpath condition rating, completed in November 2020 shows that Hastings footpaths are currently in good condition, reflecting the significant ongoing investment from Council, however we acknowledge the ongoing defects resulting from street trees and parking of vehicles on footpaths. Council has committed ongoing maintenance and renewal works of \$1.0 million dollars per year for the next three years. Footpath repairs are prioritised on a worst first basis and officers will consider the current faults in the overall programme and prioritise as needed.</p> <p>Officer Responsible: Bruce Allan (Group Manager: Corporate)</p> <p>Officer Comments: <u>Stortford Lodge</u> <i>The submitter calls for greater security presence and enforcement at Stortford Lodge.</i></p> <p>The City Assist team have included the Stortford Lodge area into their patrol area and do that by car. Officers will undertake a review of the City Assist patrol and revise if deemed necessary when balanced against other needs in the CBD and Havelock North.</p> <p>There is currently no CCTV coverage of Stortford Lodge and no budget to implement any additional cameras. There is however a camera that could be better utilised and Officers will look to moving this to the Stortford Lodge area for an extended trial.</p> <p>Officer Responsible: Colin Hosford (Public Spaces and Building Assets Manager)</p> <p>Officer Comments: <u>St Leonards Park</u> <i>The submitter expresses concerns regarding St Leonards Park redevelopment.</i></p> <p>Park condition – Councillors will recall the re-levelling of St Leonards park was undertaken with soil from the Northwood development area two years ago. The use of this soil was seen as a win-win for HDC and the developer. We received the soil free and the developer was able to get rid of reserve grade contaminated soil. There have been some issues with unwanted rocks in the soil but the worst of this was cleared by the developer and now parks operations does periodic monitoring of this minor problem.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>In future a more rigorous regime will be in place to ensure the soil is free of gravel and detritus.</p> <p>Officers note that the pop up irrigation system had some initial teething problems however the contractor has rectified these and the irrigation is working to specification and the park turf is in very good condition.</p>
<p>Angus Thomson (75)</p>	<p>Officer Responsible: Colin Hosford (Public Spaces and Building Assets Manager)</p> <p>Officer Comments:</p> <p><u>Hastings Streetscape Upgrades</u></p> <p><i>The submitter expresses concern as to the lack of attention from streetscape funds towards the Heretaunga West side of the CBD and suggests some improvements.</i></p> <p>The submitter would like to know when the west side of Hastings city centre will see an upgrade. The submitter is concerned that the targeted rate that started in 2012 has not been spent on the west block (other than the laneway).</p> <p>The Council values the long standing partnership with property owners to uplift the performance of our city centre and to respond to the changing dynamics of inner city centres. Part of that partnership has been the streetscape targeted rate. Introduced in 2012 the rate is levied on inner city businesses to recognise the significant benefit to CBD properties from the CBD capital works programme. \$3m was included in the 2012/22 Long Term Plan to fund street upgrades within the Hastings city centre over the following ten year period.</p> <p>The first block to benefit from this fund was the Heretaunga Street West 200 block that was completed in December 2014 at a cost of \$900,000; which used 3 years' worth of allocations. Following consultation with the Business Association, Council adopted a revised street upgrade programme which focussed the following year upgrades on Karamū Road and Eastbourne Street and more recently Queen Street.</p> <p>The upgrade of the west blocks (King and Market Streets) is scheduled for Year 3 and 4 of the LTP, with the full programme as follows:</p> <p>Year 1 (2021/22) complete Eastbourne Street 300 East (Hastings – Warren Street) which was delayed pending the completion of the installation of the new water main. Year 2 (2022/23) complete Karamū Road North (Queen – St Aubyn) Year 3 (2023/24) King Street (Eastbourne – Queen) Year 4 (2024/25) Market Street (Eastbourne – Queen) Year 5 (2025/26) Queen Street (King – Market) Year 6 (2026/27) Queen Street (Russell – Karamū)</p> <p>The Council has and continues to regularly review the programme with the Business Association to ensure its meeting the outcomes within the City Centre Strategy, and is generally integrated with the programme of infrastructure upgrade programme (road and footpath upgrades). Officers are supportive of the idea of King and Market Street works being brought forward to years 1 and 2</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>and deferring Karamū Rd to Year 3. Such a move is unlikely to have any detrimental effect on CBD redevelopment and will help alleviate any concerns of disparities between the east and west ends of Heretaunga Street.</p> <p>In addition, the targeted rate is levied to fund the streetscape upgrade programme (identified above) which is a separate fund to the Revitalisation Fund.</p> <p>With regard to the Revitalisation Plan and associated funds, there is \$220,000 included in both Years 1 and 2 of the LTP for the enhancement the existing (under-utilised) paved street corners and kerb build outs in the West blocks. This is consistent with the adopted implementation programme to ensure these areas can play a more important role for pedestrians and vibrancy and amenity of these areas.</p> <p>It is proposed that seating, planters and landscaping will be introduced to these existing areas. Some of these will provide public seating for rest and social interaction while others could accommodate outdoor dining associated with hospitality businesses. As well as benefitting hospitality, outdoor dining adds to the vibrancy of the street and invites people to spend more time in the area, in turn benefitting other businesses.</p> <p>Consultation will commence in the coming months with businesses in the Heretaunga St West blocks to discuss proposed layout and design of these areas. Inclusion of amenity treatments at the Nelson Street entrance to the city centre should further enhance this gateway as recommended by the submitter.</p> <p>While it is noted that the West end has not received any enhancements in recent years, revitalisation projects are about to start and major street upgrades will soon follow. If Council also chooses to advance the upgrades of Market and King Streets to the first two years of the LTP, as recommended, the west end will be the recipient of multiple upgrades.</p>
<p>David Pannett (76) (Creative NZ)</p>	<p>Officer Responsible: Rebekah Dinwoodie (Group Manager: Community Wellbeing & Services)</p> <p>Officer Comments: <u>Arts, culture and creativity</u> <i>The submitter offers a range of supportive comments to Council's commitment to arts, culture and creativity</i></p> <p>In relation to key points of the submission:</p> <ol style="list-style-type: none"> 1. Council will continue to work closely with the Toitōi team and the arts communities to realise the vision for Toitōi Hawke's Bay Arts & Events Centre to be 'The most significant and vibrant arts, culture and events centre in NZ'. 2. The council shows recognition of its commitment to the Toi-Tū framework through collaboration with Napier City Council and Nga Toi to review the strategy to ensure it is a sector led regional document that addresses post Covid recovery for the arts in Hawke's Bay. 3. Council has acknowledged commitment to recognising arts communities as well-placed partners to help council deliver wellbeing

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>outcomes to the diverse communities of Hastings through continued funding grants and the appointment of a Manager Arts & Culture.</p>
<p>Jenny Foote (77)* (Focus MKK)</p>	<p>Officer Responsible: Rebekah Dinwoodie (Group Manager: Community Wellbeing & Services)</p> <p>Officer Comments: <u>Maraekākaho Community Plan</u> <i>The submitters advises of their desire to develop a new 5 year community plan 2023-2028.</i></p> <p>Officers support the development of the second Maraekākaho Community Plan and will commence engagement in the second part of the 2021/2022 financial year.</p> <p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments: <u>Traffic Calming</u> <i>The submitters request priority be given to traffic calming measures in Maraekākaho.</i></p> <p>Officers have met with community representatives and are working on traffic calming designs currently. These designs will be implemented in stages in the next financial year and include a community planting day run by Focus MKK. The costs of these works are allocated in the proposed LTP 21-24 minor safety budget, subject to funding approval from Waka Kotahi NZTA.</p> <p>Officer Responsible: Colin Hosford (Public Spaces and Building Assets Manager)</p> <p>Officer Comments: <u>Maraekākaho Village Entry Signage</u> <i>The submitters request \$25,000 towards construction and installation of 3 village entry signs.</i></p> <p>Staff support this request and note they have been working with this community on this project for some time and advise that with the requested carry forwards of the 2020-21 Gateway budget, this project can be funded from existing allocations.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
Malcolm Craig (78)	<p>Officer Responsible: Rebekah Dinwoodie (Group Manager: Community Wellbeing & Services)</p> <p>Officer Comments: <u>Council Housing</u> <i>The submitter suggests Council should play a greater role in providing Council owned accommodation.</i></p> <p>The Council’s ‘Hastings Medium and Long Term Housing Strategy’ includes a workstream on Senior Housing as follows:</p> <p>AIM: Elderly residents have access to safe, healthy and affordable housing</p> <p>ACTIONS:</p> <p>4.1 HDC to review its senior housing portfolio. Develop a strategy that addresses, quality and short and long term demand; accounting for future demographic and socio-economic changes of an ageing population.</p> <p>4.2 Attract more Community Housing Providers to the district to increase the provision of senior housing.</p> <p>At this time the Council is not considering Council owned accommodation outside of Senior Housing.</p>
Andrew Torr (80)	No officer comment supplied
Amy Renall (81)	<p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments: <u>Wenley Road</u> <i>The submitter outlines issues being experienced on Wenley Road and requests it be sealed for the safety of the residents.</i></p> <p>The seal extension programme is tightly connected with the funding approach of the New Zealand Transport Agency (NZTA) which sets out the rules to obtain subsidy funding for this type of work. The Council’s current position is to support seal extension work where subsidy for the work can be obtained.</p> <p>The seal extension programme has been debated by both the Rural Community Board and Council as part of the current Long Term Plan and previous long term planning processes.</p> <p>There are no roads in the Hastings District that currently attract NZTA subsidy. Under the NZTA economic evaluation procedures, seal extension projects tend to become economically beneficial when traffic volumes exceed 250 vehicles per day.</p> <p>The traffic volume on the submitter’s road is estimated at 42 vehicles per day. Council does have a dust mitigation policy. This policy sets out the framework for sealing outside properties where dust nuisance is prevalent. The framework requires each applicant to apply for up to 200m of sealing, of which the applicant pays for 46% of the cost to do the work.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>Council has recently applied asphalt millings as a base course on an unsealed road as a trial which has proven successful in reducing dust complaints. We will be considering using this as an alternative to crushed/pitrun gravels where dust nuisance is high, and Wenley Rd fits this criteria. Whilst its still a gravel road – dust nuisance and associated safety risks are reduced.</p>
<p>Adrian Barclay (82)</p>	<p>Officer Responsible: Martin Jarvis (Waste and Data Services Manager) Colin Hosford (Public Spaces and Building Assets Manager)</p> <p>Officer Comments: <u>Rubbish proliferation</u> <i>The submitter comments on the amount of rubbish in the Hastings surrounds and makes some suggestions to address this.</i></p> <p>Council continues to address litter and rubbish matters (which have been previously highlighted), and is further developing litter and waste minimisation education programmes to engage with the community on how to correctly deal with waste. The Waste Management & Minimisation Plan received over six thousand submissions and over that period, and with the introduction of new waste and recycling contracts, an extensive amount of public engagement was undertaken. Over the recent summer period, the cheeky chucker litter campaign was launched to highlight the bad choice of just dropping litter. These engagement programmes will be delivered across the community in different ways to have a broad reach.</p> <p>At a national level, the Litter Act is currently being reviewed by the NZ Government and it is hoped that the new Act will provide Local Government with more mechanisms and ability to tackle illegal dumping.</p> <p>HDC is also exploring opportunities with HBRC and NCC to establish a role (or team) to provide a co-ordinated approach to illegal dumping in the region. The functions are likely to include more coordinated monitoring, enforcement and reporting.</p> <p>The submitter believes that the refuse transfer station is a mess and needs a tidy up. The refuse transfer station receives around 14,000 tonnes of waste a year and is also a large recycling facility that includes a second hand goods shop. It has proven to be highly successful and functional. However Council Officers are to report to Council in the coming months regarding changes to the Henderson Road Refuse Transfer Station to increase resource recovery and support the objectives of the Joint Waste Management and Minimisation Plan.</p> <p>Budgets in upcoming years within the Parks area have been modestly increased to enable Council to be more responsive to increasing litter and fly tipping.</p>
<p>Jim Stewart (83)</p>	<p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments:</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p><u>Road Pavement renewals</u></p> <p><i>The submitter comments on the specifications, standards, materials and workmanship in respect of resealing roads, and suggests resurfacing Havelock Road with Hot Mix.</i></p> <p>The submission refers to works undertaken in 2020 that is still in a defects period. The contractor responsible for the works mentioned is responsible for remedying the defects.</p> <p>Hastings District Council has an Asphalt Policy that is used to determine where asphalt is placed. The policy focuses on areas of high amenity (such as CBD), high stress areas (such as cul-de-sac heads, intersections, roundabouts etc.) and roads subject to significant traffic volumes where AC provides a least whole of life cost option. The roads are regularly reviewed at each time of resealing to determine when/if asphalt is appropriate.</p> <p>The current traffic volume on Havelock Road is 20,819 with 4.5% heavy vehicles (8/12/2020 count). Havelock Road is an arterial road in the One Network Road Classification (ONRC) with a 70km/h speed limit. Although the current level of traffic meets the requirements for an asphalt surface under the NZTA and HDC asphalt policy it does not meet the following criteria:</p> <ul style="list-style-type: none"> • Havelock Road is not considered a high stress environment as the road geometry is straight without any high stress areas • The road environment is peri-urban and the current level of service provided by the existing chipseal surface is adequate and provides significant value for money. <p>The cost for providing a higher level of service through construction of an asphalt surface is estimated to be \$1,570,000 dollars. The cost for resealing Havelock road with a chipseal is estimated at \$210,000. The Council's roading budgets are currently under significant pressure due to the constrained funding environment and ageing assets and it is important to maximise the value of every dollar spent.</p>
<p>Dennis Hall (84) (Pan Pac)</p>	<p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments:</p> <p><u>Rural Roding Network</u></p> <p><i>The submitter comments on the positive relationship with Council and supports the increased investment programme for rural roads in the plan. Concerns are expressed on a number of roads along with the restriction on the Rissington Bridge, and comment is made as to the optimal time to undertake work.</i></p> <p>Officers are requesting increased funding to address the concerns raised in the submission, particularly around condition of gravel roads used for logging.</p> <p>Rissington Bridge weight restriction will be removed once works are completed in the 2021/22 financial year. Extensive community consultation will be undertaken prior to works commencing on this bridge.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
<p>Brian & Janette Gestro (85)</p>	<p>Officer Responsible: Colin Hosford (Public Spaces and Building Assets Manager)</p> <p>Officer Comments: <u>City Centre Toilets</u> <i>The submitter comments on the need for new public toilets in Hastings.</i></p> <p>There are currently three public toilets in the city centre located no more than 300m (approx. two blocks) apart. A single cubicle toilet in King Street North (beside Café Sutto); an 8 cubicle toilet in Russell Street North beside the fountain; and a new 2 cubicle toilet in Landmarks Square in Warren Street North.</p> <p>Any future new transport hub would also include public toilet facilities, as recommended by the submitter; and public toilets will be considered for inclusion as part of the upgrade of Civic Square.</p> <p>While the building of more public conveniences is supported, it is also noted that they are expensive to construct and maintain. Given many hospitality premises provide toilets and there are three existing facilities, adding more at this juncture is not considered a high priority, given Council’s other priorities.</p> <p>Officer Responsible: Brett Chapman (Water Services Manager)</p> <p>Officer Comments: <u>Drinking water and stormwater</u> <i>The submitter calls for the replacement of household drinking water service connections and cleaning of stormwater sumps.</i></p> <p>Council has been proactively replacing water laterals as part of an accelerated replacement programme. Our first priority is to repair the service to stop leaks and at this time the pipes are assessed as candidates for a full replacement. We do acknowledge that some leaks reappear soon afterwards and this is further evidence for replacement. The failure of copper laterals which were constructed in the 60s and 70s have become prone to pitting and this is where we are focussing our effort to reduce the number of leaks that are occurring.</p> <p>Stormwater sumps across the city are cleaned every six months. Stormwater grates are problematic during autumn with leaf fall causing problems. The street sweeper is generally deployed to hotspot areas that are known to be an issue however we also rely on calls from the public where blockages occur. The frequency of cleaning however may not be to everyone’s expectations but we endeavour to manage costs and provide a reasonable service.</p>
<p>RD Manson (86)</p>	<p>Officer Responsible: Rebekah Dinwoodie (Group Manager: Community Wellbeing & Services)</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>Officer Comments:</p> <p><u>Art Gallery and Library</u></p> <p><i>The submitter suggests that the Art Gallery would be better located in the Municipal Building and that the library could expand into the existing art gallery building.</i></p> <p>This option was considered during the original consultation process and with the Municipal Building Working Group. The space was not deemed suitable for a public/civic art gallery and the gallery space is unsuitable for delivery of library services. As part of the Civic Square upgrade the Library and the Art Gallery could be opened up to each other to create a more appealing experience for users of both facilities.</p>
David Ritchie (87)*	<p>Officer Responsible: Bruce Allan (Group Manager: Corporate)</p> <p>Officer Comments:</p> <p><u>Priorities and Funding</u></p> <p><i>The submitter suggests that additional debt funding for core services could assist with softening the impact of rate increases.</i></p> <p>The Council financial strategy states that the funding of depreciation (a proxy for how much Council should be spending on renewing its existing assets) should be funded by rates with any new infrastructure funded through debt.</p> <p>There are variations to this policy position where renewal expenditure is lumpy by nature, mainly in the waste water area, but this has also been applied to a couple of significant and expensive roading upgrades like Te Mata Peak Road and Middle Road. This has allowed these upgrades to be undertaken without overly impacting on rates. Council needs to be careful with how much renewal expenditure is funded by debt as renewal spending is a constant and ongoing cost and debt has to be serviced and repaid.</p>
Geoff Edwards (88)	<p>Officer Responsible: Mark Clews (Principal Advisor District Development)</p> <p>Officer Comments:</p> <p><u>Kaiapo Rezoning</u></p> <p><i>The submitter requests information as to the pathway for Kaiapo residential development rezoning.</i></p> <p>This area of land was identified in the 2000 Hastings Low Density Strategy as an area suitable for large lot residential. In 2010 it and was identified in the HPUDS strategy on the basis that if the land was not be used for productive purposes the maximum yield should be achieved from the land to reduce pressure for expansion onto other versatile soils.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>At the time it was noted that the flood potential and drainage characteristics of portions of this area may prevent the intensive residential development of this land. Additional investigations are required to determine the full extent of the drainage restrictions, the options available and the most appropriate residential density.</p> <p>Extensive drainage investigations and feasibility modelling has been undertaken on a variety of full and mixed residential-large lot developments over the years, with the result that the cost structure means that, in the absence of non-market investors, the land would need to achieve sales values comparable with other planned greenfield development with greater market appeal.</p> <p><u>The last feasibility report concluded as follows:</u></p> <p>Having tested viability of some smaller areas to yield unserved large lot residential sections, the land has potential for un-serviced large lot subdivision, with a portion suitable for more intensive serviced lots. This will present the most likely development prospect in the long term.</p> <p>The land has an ultimate potential yield of 307 dwellings, being 28 unserved lifestyle lots of 1 hectare, 112 large residential lots of 2,500m² and 167 serviced residential lots of 550m². Such development would need to be staged to recover upfront development costs and permit progressive take up of sites in accord with market demand.</p> <p>In order for the Kaiapo Block to become viable there needs to be an uplift in section prices resulting from a tightening of supply and continued increase in demand. We do not expect it to become viable in the short or medium term and therefore suggest the land is re-assessed in 10 to 15 years' time.</p> <p>On that basis has investment in infrastructure in year 14 of the Plan (2024/2025), as Lyndhurst extension nears completion. However, there is no certainty about that until more detailed structure planning occurs along the density model outlined above. Actual timing depends upon a myriad of factors not the least being changing population and household growth, progress or lack of progress on other competing greenfield development sites and developer intentions.</p> <p>It should also be noted that a review of HPUDS is due to start later in the year and the Council has broadened the scope of the HPUDS review into a full spatial plan, for the entire region. A large part of the focus of this plan will be to ensure that the high value soils of the Heretaunga Plains are safeguarded from further urban development and submitter 88 to this LTP has indicated that they are vehemently opposed to the development of Kaiapo Road and other higher priority greenfields development sites.</p>
Julie Haines (89)	<p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments: <u>Davidson Road</u></p> <p><i>The submitter expresses concerns as to the safety of Davidson Road and requests widening of the road for a cycle lane and pedestrian access along with a give way sign.</i></p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>As part of the Brookvale development, Davidson Road will eventually be upgraded and would better provide for pedestrians and cyclists. The upgrading is expected to be undertaken in the next three to four years and noting the concerns raised, HDC will look to identify what minor improvements such as signs etc. could be provided to raise awareness of other users in the coming year.</p> <p><i>Also see comment for submission number 138.</i></p>
<p>Lyn Youren (93)</p>	<p>Officer Responsible: Martin Jarvis (Waste and Data Services Manager)</p> <p>Officer Comments:</p> <p><u>Dump Fees</u></p> <p><i>The submitter suggests that our waste facilities could be free to encourage clean-up of the district. The submitter also comments on the recycling of batteries from electric vehicles.</i></p> <p>The HDC predominantly uses a user pays approach to paying for refuse disposal (as does most other councils). This is the fairest way for those generating the waste to pay for the disposal and not those that generate very little waste. If refuse disposal was made “free” the inherent cost of dealing with the rubbish that still requires paying would need to be covered by a general rate on properties and would therefore be charged against everyone no matter how much they used the service or not.</p> <p>The user pays approach is also one that the NZ Government has adopted by way of its Waste Levy and Emission Trading Scheme (ETS) taxes on landfills. The NZ government introduced a waste levy (applied to every tonne of waste going into a landfill) in 2009. The waste disposal levy is increasing from \$10 per tonne to \$20 per tonne on 1 July 2021 and annual increases to \$60 per tonne by 2024. The Ōmarunui Landfill is currently charging \$36 per tonne to cover ETS costs and this will be increasing to \$46 per tonne on 1 July 2021.</p> <p>Please note that all of the figures mentioned above are subject to GST and are therefore actually higher than shown.</p> <p>The waste levy was introduced for two reasons, they being (i) it would make waste disposal at a landfill more expensive and therefore make recycling and waste minimisation projects/initiatives more viable, and (ii) it would generate funds from the tax for waste minimisation projects.</p> <p>If the HDC were to artificially reduce the cost of waste disposal it would be in direct conflict with the intention of the Waste Minimisation Act and the NZ Government’s actions to make landfilling more expensive and unattractive as a disposal option. Any increase of the general rate to cover waste disposal services would unfairly penalise those who are doing the right thing by recycling and reducing their waste.</p> <p>It is also of interest to note that in many cases price is not the driver, or cause of illegal dumping, as much of this material is made up of glass, metals (including tin/aluminium cans), cardboard/paper and plastics, all of which can be disposed of for free at the kerbside or recycling depots. Illegal dumping is an anti-social</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>activity and has always been present, regardless of what the charge maybe set at.</p> <p>Free dumping would also result in an increase in waste volumes as there would be no incentive to separate items that could be recycled and reused. The landfill currently receives material that could easily be diverted/reused/recycled and free dumping would only make this situation worse. Furthermore, as every other waste facility in NZ charges for waste it is highly likely that any “free” dumping regime in Hastings would be taken advantage of by others outside of the district that would want to dispose of waste cheaply. This is a problem Council already faces when our landfill rates are cheaper than some of our neighbours. All of the extra waste that a “free” service would generate would only result in a significant rise in general property rates to cover it and the Governments taxes.</p> <p>Council has adopted a proactive stance to illegal dumping. This includes deployment of cameras, the surveying and recording of all incidents, the swift removal of dumped material and the issue of warning letters and infringement notices to identified offenders. At the same time Council is funding an anti-litter education programme through schools in the affected areas as well as other educational initiatives.</p> <p>The Hastings District Council has introduced a rates funded rubbish wheelie bin service to all households within the collection area to make waste disposal more accessible for most of our community.</p> <p>There is a national project underway looking into solutions for large batteries in NZ. Council officers continue to stay informed on this project.</p> <p><i>The Battery Industry Group (B.I.G.) is a stakeholder-led group driving collaboration, innovation, circular solutions and responsible management of large batteries in New Zealand.</i></p> <p><i>Large batteries are those from electric vehicles (EVs) or used in stationary energy storage.</i></p> <p><i>B.I.G. has over 170 members from energy, waste, transport, batteries and academia.</i></p> <p><i>The key aim of B.I.G. is to deliver a proposal for a ‘circular’ product stewardship scheme (i.e. a scheme which supports a circular economy) for large batteries, with a focus on lithium-ion.</i></p>
<p>Rebecca Ashcroft (95)*</p>	<p>Officer Responsible: Lex Verhoeven (Strategy Manager)</p> <p>Officer Comments: <u>Climate Change</u></p> <p><i>The submitter makes a number of observations and comments in respect of climate change action.</i></p> <p>While the Council does not have a single cohesive Climate Change Adaptation strategy, the climate change challenge has been a central tenet of the Council strategic direction since 2008 and articulated through successive LTPs. This has formed the basis for incorporating climate change mitigations and adaptation as</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>an integral consideration across the various business as usual operations and strategic planning documents guiding longer term changes including for example the Heretaunga Plains Urban Development Strategy, I-way programme, Waste Minimisation Strategy and the Clifton to Tangoio Coastal Hazards Strategy to name a few.</p> <p>Of course there is a need to do more and the Zero Carbon Act and National Climate Change Adaptation Strategy now provide a good national umbrella upon which to underpin greater local actions. Further local success in the area is likely to be greater through collaboration between local authorities and other agencies at a regional level, so the recent decision by the Regional Council to declare a Climate Emergency and to take the lead on advancing actions in relation to it provides further impedance for the Council action.</p> <p>The formation of the Eco-District Subcommittee is one way the Council intends to make some headway on climate change mitigation and adaptation actions. The provision of \$10m million in this plan just underscores the Council’s commitment to ramp up efforts in this area, while acknowledging that this is only a start while plans and programmes are developed.</p>
<p>Bernadette Krassoi (99)* <i>(Friends of the Library)</i></p>	<p>Officer Responsible: Rebekah Dinwoodie (Group Manager: Community Wellbeing & Services)</p> <p>Officer Comments: <u>Library</u> <i>The submitter makes a range of comments and suggestions in respect of the district library services and how they are funded, along with suggested library improvements that link to the Civic Square project.</i></p> <p>The Libraries’ LTP budget has been set to ensure levels of service are maintained.</p> <p>The Civic Square project is currently in a planning phase to deliver improvements to both the Hastings War Memorial Library and the Hastings City Art Gallery.</p>
<p>Elizabeth Carr (100)</p>	<p>The submitter highlights concerns in respect to the level of rates increase and asks for reconsideration of Council spending priorities. No further officer comments supplied.</p>
<p>Alan Spinks (101)</p>	<p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments: <u>Solar powered public transport</u> <i>The submitter overviews the concept for solar powered public transport in Hawke’s Bay and calls for further action on the concept.</i></p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>Your submission in respect of a solar powered train proposal has been referred to the HBRC for their consideration as the overall proposal appears to be more regionally focussed. The initial discussion with HBRC would provide guidance on whether there is merit in further progressing the proposal to a business case to seek funding.</p>
Coral Buddo (102)	<p>The submitter outlines her preference for spending on neighbourhood parks and opposes rezoning/development of the Heretaunga productive plains. No further officer comment is supplied.</p>
Anton Maurenbrecher (103)*	<p>Officer Responsible: Lex Verhoeven (Strategy Manager) Mark Clews (Principal Advisor District Development)</p> <p>Officer Comments: <u>LTP and Principles</u> <i>The submitter makes a number of observations and suggestions to strengthen the LTP.</i></p> <p>While setting higher level goals, principles and strategic intent, the Long Term Plan is itself drawn from a collection of other planning processes and directions at a particular point in time. The LTP is agile (reviewed every three years, or amended earlier) and will change to the different policy directions and decisions that get made. For example, in respect of matters such as growth, productive land use, housing etc further guidance on those higher level principles guidance is drawn from the current Heretaunga Plains Urban Development Strategy (which is in a review phase) and will account for and attempt to reconcile relevant policy statements such as the NPS on indigenous biodiversity (NPS-IB), highly productive land (NPS-HPL) and urban development capacity (NPS-UDC).</p> <p>Specific matters of town and rural planning to give effect to those principles and guidance are however, provided within the policy parameters of and through an open and transparent process under the RMA in the form of District and Regional Plans, which have ten year review periods which allows individuals and business some certainty upon which to base their own decisions and investments. Accordingly those processes are less agile and take longer to change.</p> <p>In that respect, the submitter’s concern seems to be largely based around planning restrictions that prevent people being able to build houses on pockets of lesser quality spoils that might exist within the generality of highly versatile soils of the Plains Production Zone. This would be a major shift in policy for this Council and one of considerable interest to growers not just in terms of precedent for the use of rural land, but also in terms of reverse sensitivity of essentially lifestyle housing within a production zone. While plans can distinguish between activities e.g. RSE Accommodation, Farm Stays etc, they cannot distinguish between who can occupy a dwelling based on their employment e.g. farm middle managers and or other rural workers (particularly if not on site as an ancillary use) versus other people under the RMA and possibly also the Bill of Rights. Similarly District and Regional Plans are unable to distinguish between owner operator’s farms and larger corporate entities.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>While the LTP process is open to questions of strategic intent, the appropriate place for the matters of greater detail raised in the submission is the forthcoming HPUDS Review process. In that respect it is noted that the Council has broadened the scope of the HPUDS review into a full spatial plan which needs to accommodate the thinking outlined by the submitter. Accordingly that process will be one of interest to the submitter, which will seek substantive community input.</p> <p>In respect of the Clifton to Tangoio Coastal Hazards Strategy this is a significant piece of work that is jointly funded by the Council, in partnership with the Hawke’s Bay Regional Council and Napier City Council that looks out at adaptation pathways in time slices over 100 years. It deals with considerable uncertainty in terms of the scale and pace of climate change, and the financial implications are very large for doing nothing, defending and retreating. A considerable amount of new evidence gathering, modelling design and, policy development and monitoring system development is required and the Councils are committed to taking the communities with them, which regrettably cannot be rushed if successful solutions are to be arrived at.</p> <p>The Draft Long Term Plan continues this Council funding commitment to the strategy development for the next three years and it also provides for the current interim works at Cape View Corner to be completed. In terms of managed retreat, it is accepted that this will ultimately be the final step in some if not all adaptation pathways, but is not necessarily the immediate first step. A significant piece of research on managed retreat is nearing completion and will be presented to the Clifton to Tangoio Coastal Hazards Joint Committee, and this will be drawn on to inform the separate consultation with the wider community on proposals, which include how any protection or managed retreat works will be funded and which agency or agencies will collect the funds to do that.</p>
<p>Ruth Vincent (104) <i>Landmarks Trust</i></p>	<p>Officer Responsible: Colin Hosford (Public Spaces and Building Assets Manager)</p> <p>Officer Comments: <u>Civic Square and Central Mall</u> <i>The submitter offers design element suggestions for both the Civic Square and Central Mall upgrades.</i></p> <p>Landmarks Trust supports the continued improvements of the inner-city blocks. The Trust recommends that the design of Civic Square aims for effective connectivity between its parts, redefining the library and art gallery access and links to transport hub and café. They advocate pedestrian friendly design and visual links between the Mall and Civic Square.</p> <p>The comments of the Landmarks Trust are consistent with the aim, vision and objectives contained with the Hastings City Centre Revitalisation Plan and these design considerations will be taken into account during the design of Civic Square (2021/22) and the Central Mall (2023/24) with the community.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
<p>Troy Duncan (105) (QEII National Trust)</p>	<p>Officer Responsible: John O’Shaughnessy (Group Manager: Planning and Regulatory)</p> <p>Officer Comments:</p> <p><u>Protecting indigenous biodiversity on private land</u></p> <p><i>The submitter seeks further opportunities to work together to protect indigenous biodiversity on private land, and to introduce a structured approach to achieving this, and notes the introduction of the NPS-IB in respect of this matter.</i></p> <p>Provision is being made in the Long Term Plan for Council to begin the very important work of identifying the Significant Natural Areas (SNA’s) within the district. The Plan currently identifies recommended areas of protection but we are aware that the accuracy of these areas cannot be totally relied upon.</p> <p>An integral part of SNA identification will be engaging with mana whenua to identify any indigenous taonga. One of the major tasks will be to engage with rural landowners where a large proportion of the SNA’s will be located, particularly where there is regeneration such as manuka or kanuka. There will need to be new controls for the protection of the SNA’s particularly when land is subdivided so working to achieve landowner acceptance will be vital. We would be pleased to talk with QEII on how we might work together on this issue.</p>
<p>Young Yoon (106)* (Summerset)</p>	<p>Officer Responsible: Bruce Allan (Group Manager: Corporate)</p> <p>Officer Comments:</p> <p><u>Development Contributions Policy</u></p> <p><i>The submitter seeks various relief in the setting of development contributions for retirement villages.</i></p> <p>Officers acknowledge that retirement villages are likely to place a lesser impact on council infrastructure than an average household (HUE). Whilst the current Development Contributions Policy (DCP) does not have specific HUE rates for retirement units, in the interests of fairness and equity, in the past Council has generated ‘special assessments’ under its policy, where the applicant can demonstrate a lesser demand is created by the development. Officers propose to review other council policies and establish typical/average impacts for Council’s consideration and consult on any proposed changes to a retirement unit HUE rate in its next DCP reiteration, and will continue use the special assessment where appropriate in the interim.</p> <p>Whilst Council is able to issue a development contribution (DC) assessment / invoice at the time a land use consent is approved, assessments are typically deferred to the next stage of development i.e. when a building consent is lodged and approved. Some councils invoice their DC’s upon building consent approval, however HDC typically invoices its DC’s at the time Code Compliance Certificate (CCC) is applied for at the end of the build.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>Certainty is provided to the applicant as the schedule of charges in place at the time the building consent is lodged determines the DC required. Any changes to subsequent schedule of charges do not affect their assessment.</p>
<p>Lisa Bentley (110)</p>	<p>Officer Responsible: Mark Clews (Principal Advisor District Development)</p> <p>Officer Comments: <u>Zoning of the Heretaunga Plains</u> <i>The submitter requests further information as to the future zoning of the Heretaunga Plains and wants environmental sustainability at the forefront of future decisions.</i></p> <p>Long Term Plans sets higher level goals, principles and strategic intent. In respect of matters such as growth, productive land use, housing etc further guidance on those higher level principles is drawn from strategic planning processes such as the Heretaunga Plains Urban Development Strategy (which is commencing a review phase).</p> <p>The appropriate place for the development options suggested to be considered is therefore, in the first instance, through the forthcoming HPUDS Review process.</p> <p>In that respect it is noted that the Council has broadened the scope of the HPUDS review into a full spatial plan for the entire region and a large part of the focus of this plan will be to ensure that the high value soils of the Heretaunga Plains are safeguarded from further urban development.</p> <p>The spatial plan process will seek substantive community input, and will obviously be one of great interest to the submitter. Through that process the propositions put forward by the submitter can again be tested in terms of the evidence base, national direction and community engagement associated with it.</p>
<p>Youth Council (111)*</p>	<p>Officers Responsible: John O’Shaughnessy (Group Manager: Planning and Regulatory) Mark Clews (Principal Advisor District Development) Brett Chapman (Water Services Manager)</p> <p>Officer Comments: <u>Urban housing intensification</u> <i>The submitter comments on the need at pace for good quality intensification and potential streamlining of housing supply and RMA processes to achieve this.</i></p> <p>The Council is committed to the objective of achieving a greater level of intensification so that the current dominance of greenfield land in supplying housing sites. One of the objectives of the Heretaunga Plains Urban Development Strategy is to achieve a greater level of infill development, so that by the end of the thirty year period, infill development meets 60% of the housing needs of the district.</p> <p>Council has adopted a Medium Density Strategy to work towards this objective and Council has identified areas of the city where more intensive development</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>is encouraged and the District Plan has been amended to do that, along with lower development contributions relative to greenfield developments. Infrastructure and reserves and open space amenities have been reviewed to ensure these area have or will have the capacity to accommodate intensified development.</p> <p>Council has also produced an Intensive Residential Design Guide which helps developers to see what can be achieved on smaller parcels of land and how amenity can still be maintained. The Council will continue to implement actions for the medium density housing strategy and review options to encourage further intensification, including possible partnerships with the government and the private sector.</p> <p>As part of the rolling review of the district plan, the Environmental Policy Team will also look at whether there are any areas within the existing urban boundary that may be appropriate for higher rise residential development.</p> <p><u>Environment</u></p> <p><i>The submitter calls for more urgent climate action and standards around water storage along with energy efficient infrastructure for new builds.</i></p> <p>Council is aware of initiatives around water storage within households. We already have policies requiring the attenuation of stormwater from larger residential properties to mitigate the increased rate of stormwater to our network and this provides an opportunity to capture additional rainfall for irrigation use. Of note is the density of development (large houses on small sections) is reducing the potential to capture and contain water in storage i.e. less room to install tanks and the options for commercial and industrial users are predominantly to connect to a safe drinking water supply from the Council.</p> <p>The use of storage in the home for human consumption is very complex, expensive and is not typically practical to achieve and, the water we drink each day equates to a very small proportion compared with our typical household use. We prefer to encourage storage for use in gardens and ablutions to offset this annual use.</p> <p>Irrigation in summertime is where our most significant water use increases at a time when water resources are under stress. During our hot dry summers our rainfall is minimal which limits the ability for home storage to be effective in offsetting our use.</p> <p>We do however acknowledge the need to be efficient in the use of our resources and ensure that wastage is kept to a minimum. Further information can be obtained via our Water Conservation and Demand Management Strategy and on Council’s website.</p> <p><u>City Centres</u></p> <p><i>The submitter comments on the following aspects of the CBD.</i></p> <p><i>Vitalisation - Improvements for Cyclists and Pedestrians in the inner city of Hastings</i></p> <p>The Hastings CBD revitalisation Plan & Activation Plans are in the process of implementing public space improvements to support revitalisation of the CBD and to support retailing and hospitality in line with the submission request. Also</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>HDC is working with Waka Kotahi to implement the One Network Framework a new national classification system. It will be used to determine the function of our roads and streets, and inform decision making.</p> <p>The new One Network Framework acknowledges the transport network has a ‘Place’ function. This means roads and streets are destinations for people, as well as transport corridors. The new framework also introduces classifications for different modes of transport, recognising that our roads and streets have different functions for different modes.</p> <p><i>Public space Improvements to Havelock North Village Centre - particularly to transform the central roundabout into a pedestrian plaza space for art and events</i></p> <p>The idea of creating a pedestrian plaza in the centre of Havelock North has been canvassed on a number of occasions. Most recently in 2005 with the Village Centre review carried out by Opus consultants. While the idea had some merit, the impact on vehicular access to the shopping centre was crucial in rejecting the idea. However, Council did agree to a roading network that was slowed down to encourage easy pedestrian movement. The Village centre is a successful shopping precinct and therefore there are no plans to alter it at this stage. The current area does have provision for art and outdoor dining and offers a strong pedestrian focus.</p>
<p>Anna Follett (112)</p>	<p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments: <u>Park and ride and bike pathway to Maraekākaho</u></p> <p><i>The submitter seeks future planning for public transport and pathway development to Maraekākaho.</i></p> <p>The existing shared path along Maraekākaho Rd is part of the Wineries Ride in the Hawke’s Bay Trails network, run by HB Regional Council. There are no plans to extend this route out to Maraekākaho, as this is unlikely to meet the criteria of a “Great Ride”. However, HB Regional Council have had early discussions on options to complete the loop of the Wineries Ride, though this is likely to be off road and on private property.</p> <p>Public Transport is managed by HB Regional Council and your submission has been passed on to them.</p>
<p>Julie Baxter (113)</p>	<p>Officer Responsible: Bruce Allan (Group Manager: Corporate)</p> <p>Officer Comments:</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p><u>Rates rise, roading conditions and access to facilities</u></p> <p><i>The submitter does not support the rates rise and comments on access to services.</i></p> <p>The submitter’s property lies within the current Hastings District (Rating Area Two) boundary and is therefore rateable. Services and facilities such as Parks & Reserves and Libraries are provided to all ratepayers across the district irrespective of whether those ratepayers choose to use them or not. This property is in the rural rating area and as such contributes a reduced proportion to other council services when compared to urban ratepayers. The cost of services such as Refuse and Recycling are recovered by way of a targeted rate on those properties who have access to the service. As this property is outside the area of service, no rate is applied in respect of these particular services.</p> <p>The location of the submitter’s property is a consequence of local government reform and is part of the Hastings District but is located on the outskirts of Napier City. It should also be noted that the submitter’s property does not incur Napier City Council rates despite the services being provided by NCC being available for the submitter to use.</p> <p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments:</p> <p><u>Puketitiri Road</u></p> <p><i>The submitter comments on various repair works on the Puketitiri Road.</i></p> <p>Repairs on roads are undertaken by maintenance contractors and these are inspected by Council officers prior to payment. Where defects are noted, payment is held until the repair is permanently fixed.</p> <p>Officers have recommended an increase in funding to accommodate the increasing need to renew and repair older sealed road pavement in the district.</p> <p>Puketitiri Rd is managed by both Napier City Council and Hastings District Council. Napier manage the section up to Rotowhenua Rd, and Hastings manages the remainder. These Officer comments only refer to the Hastings portion.</p>
<p>Debbie Monahan (116)* (Biodiversity HB)</p>	<p>Officer Responsible: Colin Hosford (Public Spaces and Building Assets Manager)</p> <p>Officer Comments:</p> <p><u>Biodiversity Enhancement</u></p> <p><i>The submitter seeks further priority be given to the planting of indigenous species.</i></p> <p>Over the last ten years Council has embarked on a variety of native planting projects across the district. Most planting plans are allied to reserve management plans’ work programmes and are heavily based on native species.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>Eg Cape Coast, Waipātiki, Waimārama and the Havelock North natural reserves RMPs. The bulk of our new district roundabouts are also heavily planted in native plants. The 2021-31 LTP proposes that this investment package will continue over the life of the plan and likely beyond.</p> <p>Officer Responsible: Lex Verhoeven (Strategy Manager)</p> <p>Officer Comments: <u>NPS Indigenous Biodiversity</u></p> <p><i>The submitter seeks acknowledgement of the impending National Policy Statement – Indigenous Biodiversity (NPSIB) in the LTP.</i></p> <p>The Council’s Infrastructure Strategy acknowledges the relevance of a number of recent National Policy Statement (NPS) announcements, however as noted by the submitter, the NPSIB is an omission which will be updated for the final Long Term Plan</p>
Shona McDonald (119)	No officer comments supplied at this time.
<p>Lucinda Perry (120) <i>(Hastings CBD West Block)</i></p>	<p>Officer Responsible: Colin Hosford (Public Spaces and Building Assets Manager)</p> <p>Officer Comments: <u>CBD Enhancement</u></p> <p><i>The submitter outlines concerns of property owners in the West block as to the prioritisation and use of CBD streetscape funds. Targeted Rate increases for all businesses are not supported given disparities in levels of service.</i></p> <p>The submitter would like to know when the west side of Hastings city centre will see an upgrade. The submitter is concerned that the targeted rate that started in 2012 has not been spent on the west block (other than the laneway).</p> <p>The Council values the long standing partnership with property owners to uplift the performance of our city centre and to respond to the changing dynamics of inner city centres. Part of that partnership has been the streetscape targeted rate. Introduced in 2012 the rate is levied on inner city businesses to recognise the significant benefit to CBD properties from the CBD capital works programme. \$3m was included in the 2012/22 Long Term Plan to fund street upgrades within the Hastings city centre over the following ten year period.</p> <p>The first block to benefit from this fund was the Heretaunga Street West 200 block that was completed in December 2014 at a cost of \$900,000; which used 3 years’ worth of allocations. Following consultation with the Business Association, Council adopted a revised street upgrade programme which focussed the following year upgrades on Karamū Road and Eastbourne Street and more recently Queen Street.</p> <p>The upgrade of the west blocks (King and Market Streets) is scheduled for Year 3 and 4 of the LTP, with the full programme as follows:</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>Year 1 (2021/22) complete Eastbourne Street 300 East (Hastings – Warren Street) which was delayed pending the completion of the installation of the new water main.</p> <p>Year 2 (2022/23) complete Karamū Road North (Queen – St Aubyn)</p> <p>Year 3 (2023/24) King Street (Eastbourne – Queen)</p> <p>Year 4 (2024/25) Market Street (Eastbourne – Queen)</p> <p>Year 5 (2025/26) Queen Street (King – Market)</p> <p>Year 6 (2026/27) Queen Street (Russell – Karamū)</p> <p>The Council has and continues to regularly review the programme with the Business Association to ensure its meeting the outcomes within the City Centre Strategy, and is generally integrated with the programme of infrastructure upgrade programme (road and footpath upgrades). Officers are supportive of the idea of King and Market Street works being brought forward to years 1 and 2 and deferring Karamū Rd to Year 3. Such a move is unlikely to have any detrimental effect on CBD redevelopment and will help alleviate any concerns of disparities between the east and west ends of Heretaunga Street.</p> <p>In addition, the targeted rate is levied to fund the streetscape upgrade programme (identified above) which is a separate fund to the Revitalisation Fund.</p> <p>With regard to the Revitalisation Plan and associated funds, there is \$220,000 included in both Years 1 and 2 of the LTP for the enhancement the existing (under-utilised) paved street corners and kerb build outs in the West blocks. This is consistent with the adopted implementation programme to ensure these areas can play a more important role for pedestrians and vibrancy and amenity of these areas.</p> <p>It is proposed that seating, planters and landscaping will be introduced to these existing areas. Some of these will provide public seating for rest and social interaction while others could accommodate outdoor dining associated with hospitality businesses. As well as benefitting hospitality, outdoor dining adds to the vibrancy of the street and invites people to spend more time in the area, in turn benefitting other businesses.</p> <p>Consultation will commence in the coming months with businesses in the Heretaunga St West blocks to discuss proposed layout and design of these areas. Inclusion of amenity treatments at the Nelson Street entrance to the city centre should further enhance this gateway as recommended by the submitter.</p> <p>While it is noted that the West end has not received any enhancements in recent years, revitalisation projects are about to start and major street upgrades will soon follow. If Council also chooses to advance the upgrades of Market and King Streets to the first two years of the LTP, as recommended, the west end will be the recipient of multiple upgrades.</p> <p>Officers Responsible: John O’Shaughnessy (Group Manager: Planning and Regulatory)</p> <p>Officer Comments:</p> <p><u>New Laneway on Heretaunga Street</u> <i>The submitter outlines concerns about the lane attracting unwanted and disruptive crowds and asks that it be upgraded or potentially closed off at night.</i></p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>The laneway (and public car park to the rear) is comprehensively surveyed with CCTV cameras 24/7. Council have on a number of occasions specifically focused the CCTV surveillance system into this area and have City Assist patrol the laneway during daylight hours.</p> <p>There have been two main issues identified by HDC Security, both relate back to the fact it has attracted youth as a gathering place.</p> <p>The pergola (a design feature of the space) has unintentionally created a climbing structure for those that are so inclined. This has meant that buildings either side have had incidents where youth have used the structure to climb and access the roof areas, etc. Secondly, a few incidents of graffiti and littering.</p> <p>With regards to night time activity, Security have advised that there is not a high frequency of activity and anti-social behavior, except kids occasionally climbing the pergola and the occasional homeless person going in there.</p> <p>The laneway was designed so that gates could be added at a later date should the need arise. That said, it is surmised that whilst it would prevent night time use of the laneway, it may shift activity elsewhere in the CBD. There is no budget for this at this time but would likely be in the order of \$12,000 YR1 for installation and ongoing \$2,000 for opening/closing.</p> <p>Officers Responsible: Bruce Allan (Group Manager: Corporate)</p> <p>Officer Comments: <u>CBD building enhancement, signage & security</u> <i>The submitter cites inconsistencies with standards around building enhancement and signage and a better presence of City Assist</i></p> <p>The City Assist operational base is on Russell Street by the fountains which is why it may appear that the City Mall and East Side have a higher presence than on the west side of the CBD. The intention of the City Assist team is to provide an even coverage across the CBD and do not believe one area of town is getting preference over the other. However Officers will review the City Assist patrol areas to ensure the appropriate coverage is being maintained.</p>
<p>Lucinda Perry (121) <i>(Hastings Business Association)</i></p>	<p>See comments for submission 120 and generic parking comments.</p>
<p>Emma McRobbie (122) <i>(Havelock North Business Association (HNBA))</i></p>	<p>Officer Responsible: Colin Hosford (Public Spaces and Building Assets Manager)</p> <p>Officer Comments:</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p><u>CBD Enhancement</u></p> <p><i>The submitter suggests amendments to the proposed streetscape programme and changes to some design elements.</i></p> <p>The submitter supports the proposed increase in the targeted rate but also asks that the programme be amended. The HNBA suggests that the Donnelly Street area should be seen as a key priority area for upgrades given the changing business mix and increasing retail and hospitality growth. This area has an industrial feel and should have a streetscape reflective of the activity mix.</p> <p>Officers note that the programme is not locked in and a shift in focus can be accommodated. It is suggested that the officers should meet with the HNBA to consider an amended programme that Council can adopt. It is also be noted that Council has always been flexible in delivering tits CBD programmes and has been responsive to needs as they arise. This approach can continue with Council and the Association working together on an agreed plan that is responsive to the commercial area’s needs. It is still likely that the programme will need to react to the current Joll Road upgrade work. This will not necessarily preclude doing Donnelly Street enhancements at the same time.</p> <p>The HNBA supports funding of hospitality upgrades but seeks the designs to bear a closer resemblance and synergy with the Hastings CBD enhancements. Officers believe this approach can be achieved as Council and HNBA work together on urban design elements.</p> <p><i>The submitter requests parity with the Hastings CBD in terms of general ratepayer funding towards vibrancy initiatives.</i></p> <p>The HNBA requests CBD Vibrancy funds to assist in growing the attractiveness of the Village as happens in Hastings. They contend that as Havelock North is approximately 1/3 of the size of Hastings it should receive a fund of say \$30,000pa. The HNBA believes that if it were to do activations that resonate with Hastings activations, the District would be all the better for it in terms of business and community vitality.</p> <p>Officers are generally supportive of the request while recognising Council has many competing demands on funds. If Council was of the mind to, it could consider a gradual increase over three years starting at \$10,000 in year 1, rising to \$30,000 in year 3.</p> <p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments:</p> <p><u>Donnelly Street – Treachers Lane</u></p> <p><i>The submitter requests a pedestrian crossing connecting Donnelly Street to the Treachers Lane carpark.</i></p> <p>Officers recognise the concerns raised regarding crossing and accessibility in this location. Potential future development on Porter Drive will provide Council an opportunity to significantly improve pedestrian access throughout this corridor. In the interim Council will undertake a site investigation to identify minor improvements that can be implemented to improve crossing.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS				
	<p>Officers Responsible: John O’Shaughnessy (Group Manager: Planning and Regulatory)</p> <p>Officer Comments: <u>Enhanced security</u> <i>The submitter seeks better CCTV security coverage of the Joll Road area.</i></p> <p>Officers acknowledge there are blind spots up Joll Road created in part by trees on that street and there have been no intentions to remove those trees to improve the CCTV coverage. Officers will continue to work with the Havelock North Business Assn on potential solutions, however acknowledge that there is no budget available to extend the CCTV network.</p>				
<p>Sally Chandler (123)* <i>(Enviro Schools)</i></p>	<p>Officer Responsible: Martin Jarvis (Waste and Data Services Manager)</p> <p>Officer Comments: <u>Partnership and Funding</u> <i>The submitter acknowledges the working relationship the waste team have with Enviro Schools and seeks to strengthen this through a funding agreement of \$15,000pa to advance wider environmental outcomes.</i></p> <p>While not specifically related to the submission, HDC continues to work with schools to develop sustainable transport options through school travel planning projects.</p> <p>Officers support the work of Enviro Schools and suggest the following funding contribution to be drawn from existing budgets;</p> <table border="0"> <tr> <td>Waste Minimisation Team</td> <td>\$10,000</td> </tr> <tr> <td>Water Team</td> <td>\$5,000</td> </tr> </table>	Waste Minimisation Team	\$10,000	Water Team	\$5,000
Waste Minimisation Team	\$10,000				
Water Team	\$5,000				
<p>Rhea Dasent (124)* <i>(Federated Farmers)</i></p>	<p>Officer Responsible: Various</p> <p>Officer Comments: <u>Roading, Rates, Dog Fees, Water Leakage, Funding models</u> <i>The submitter comments on a number of aspects of the plan as follows:</i></p> <p>Roading material hygiene HDC officers and contractors currently work alongside Regional Council officers to control known pest plants such as Chilean Needle Grass. Mowing is restricted to certain times of year, and all machinery is washed and inspected by Regional Council staff once the mowing is completed on designated roads that have these pest plants.</p> <p>Dog fee increase, percentage split and 10 dog fee discount The working dog fee has remained static for 6 years. Rural dogs account for almost half of the dog population in the district. The percentage of work caused</p>				

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>by working dogs is considerably lower with regard to complaints, however it is about 40% of registration non-compliance. The rural fee is less than half of the urban fee, yet there are many responsible urban dog owners that also don't cause issues. HDC have no records of 10 or more dog team ownership in the district.</p> <p>Rates Examples</p> <p>Whilst it should be noted that the three examples are intended to show example rates for a range of Lifestyle/Horticulture/Farming properties (greater than 1ha in size), Officers acknowledge the submitters concerns that the rating examples may not be representative of farms within the district. Officers agree to add further examples as suggested.</p> <p>Wastewater Treatment charge</p> <p>Council's current policy setting is to fund 20% of the Wastewater Treatment Plant through the UAGC to reflect the wider environmental and public benefit of providing a community wide treatment solution. Council could request officers to further look at this funding split and how it allocates particular activity costs if it feels it appropriate to do so (this would not take place for the 2021/22 financial year). Any movement in costs between funding mechanisms will have an impact on how the rates fall on individual properties.</p> <p>Hybrid Funding Model</p> <p>The submitter suggests an alternative funding approach whereby a flat fee of circa \$100 was levied on each separately used or inhabited part of a property to recognise a general benefit from the roading network, with the balance of funding to come from a system similar to that which exists currently.</p> <p>The Council could instruct officers to look at this further if they feel it appropriate to do so (this would not take place for the 2021/22 financial year). Any movement in costs between funding mechanisms will have an impact on how the rates fall on individual properties.</p> <p>Depreciation Funding 3 Waters</p> <p>Depreciation is an accounting (proxy) for the level of investment required over the life of the asset. The Council has invested in a number of asset condition monitoring techniques (CCTV monitoring, laser profiling etc) which gives it better knowledge about the condition and performance of the assets. This knowledge informs the Council investment decisions.</p> <p>There is no consequential backlog of maintenance or renewal across the Council asset areas. In some cases assets which are still performing well are being run past their assumed accounting life, which fits with the Council's philosophy of optimising its assets.</p> <p>For a few of our non-critical assets (low risk and low public inconvenience) we use a run to failure approach, and make replacement when signs of failure are evident, thereby optimising the value of the community's investment in these assets.</p> <p>Asset Management Plans are signalling the need for forward investment and those investments are incorporated in the plan and within forecast rate increases. The service risk is being managed whilst managing affordability and deliverability realities. The long term (30 year) cumulative depreciation versus</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>cumulative investment profiles (a more accurate indicator of appropriate investment) show an appropriate amount of investment being maintained.</p> <p>The district’s stormwater assets are at a different stage in their life cycle and are typically younger than other assets. Asset management are not signalling large scale replacement at this stage of their lives. The 2021-31 LTP does however acknowledge that over the next 10 years, and particularly over the next 30 years, the level of stormwater asset renewals will increase and this has been factored into the plan.</p> <p>Water leakage Demand management and leakage are priority issues in the 10 and 30 year plans. The level of investment to reduce non-revenue water (leakage) will require a continued investment in determining where this is occurring and in applying strategies that target the best return on investment. The introduction of reduced pressure zones over the last 7 years has yielded a 3% saving in peak water consumption and further network wide strategies will be completed in the next 2 years where we can expect further significant savings in the region of 10%.</p>
<p>Steve Cornes (125)</p>	<p>Officer Responsible: Mark Clews : Principal Advisor District Development</p> <p>Officer Comments: <u>Zoning of Lyndhurst Extension</u> <i>The submitter seeks the immediate rezoning of the Lyndhurst Extension area for residential development.</i></p> <p>The Lyndhurst Extension was first identified as a Greenfield Growth Area in the 2010 HPUDS. In 2011 Council prioritised Lyndhurst Extension to follow Lyndhurst Stage 2 in the sequence of development at that time tentatively expected to be around 2021-2026. Following a period of slower growth and the 2017 HPUDS review, Council changed the sequencing priorities due to greater developer interest/readiness at Howard Street with the result that Lyndhurst extension was tentatively expected to be developed from around the middle of the 2023-2028 period. Of course actual timing depends upon a myriad of factors not the least being changing population and household growth, progress or lack of progress on other competing greenfield development sites and developer intentions.</p> <p>The Lyndhurst extension has now been identified by Council in this Draft LTP as a greenfield priority area with the structure planning for it beginning in the 2023/24 financial year with a start on infrastructure in 2028/2029 given pending developments at Brookvale, Iona and Howard Street.</p> <p>Council has made the structure planning and rezoning of the Irongate/York greenfield area its priority ahead of Lyndhurst Extension as there is a recognised shortage of affordable housing and this typology is unlikely to be met by at Lyndhurst given that development areas mentioned above are pitched to similar market segments as Lyndhurst.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>Nevertheless, Council is currently looking at the need to bring further greenfield land forward, given the current high level of demand for sites, and Lyndhurst Extension will form part of those considerations. The HPUDS partner Councils are currently undertaking Housing Capacity Assessments as required by the National Policy Statement on Urban Development, which will help inform that consideration and that assessment is due for completion at the end of July.</p>
<p>Keriana Brooking (126)* (Hawke's Bay Health Board)</p>	<p>Officer Responsible: Craig Cameron (Group Manager Strategy and Development)</p> <p>Officer Comments: <u>Support for Housing Strategy</u> <i>The submitter suggests further Council resource and effort needs to activate the Council's Housing Strategy.</i></p> <p>Whilst the Council is focused currently on immediate housing provision initiatives such as its partnerships with government entities, the release and servicing of identified growth nodes and development of Council land holdings, the housing strategy signals the exploration of other mechanisms as identified by the submitter. Housing is a key priority of this Council and all avenues are being considered.</p>
<p>Brian McLay (127)</p>	<p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments: <u>Twyford roading issues</u> <i>The submitter seeks various road improvements in the Twyford area including the lack of road width by the Twyford school.</i></p> <p>There is significant pressure on roading budgets overall and council officers have to carefully balance spending with need across the district. Where road renewals are undertaken issues mentioned such as the width of the road are addressed.</p>
<p>Emma Buttle (128)* (Te Mata Park Trust Board)</p>	<p>Officer Responsible: Colin Hosford (Public Spaces and Building Assets Manager)</p> <p>Officer Comments: <u>Te Mata Park future and support</u> <i>The submitter outlines the key components of the park masterplan and outlines requests for Council assistance.</i></p> <p>Firstly Council recognises and applauds the developments and ongoing enhancements at Te Mata Park.</p> <p>Essentially this request is for additional funding to help run Te Mata Park.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>The Trust’s LTP request seeks \$150,000 in Year 1, \$90,000 in Year 2 and \$65,000 in Year 3 on top of the Council’s existing operational grant of \$80,000pa.</p> <p>Given the size of this request, a brief background on Council’s funding contribution to the Board over the last ten years (approximately) follows.</p> <p>Council has recognised the importance of Te Mata Park as a recreational, environmental and cultural resource and has made \$1,840,000 available for new and renewed assets on Te Mata Peak. (This includes a HDC accessed \$380,000 MBIE grant). Council also contributes an operational grant of \$80,000pa. The HBRC has also contributed both capital and on-going operational spends.</p> <p>Officers are in support of Te Mata Park Trust’s aspirations but note that there are constraints on the ability of the ratepayer to meet all demands, especially in the early years of the plan.</p>
<p>Callum Beattie (129)* (Maungaharuru Tangitū)</p>	<p>Officers Responsible: John O’Shaughnessy (Group Manager: Planning and Regulatory) James Graham (Pou Ahurea Matua)</p> <p><u>Sustainable management of natural resources</u></p> <p><i>The submitter outlines a range of areas where sustainable management of natural resources will benefit from a stronger partnership approach.</i></p> <p>Officer Comments:</p> <p>1. <u>Wāhi Taonga</u></p> <p><i>The submitter outlines the need for further protection of sites and seeks funding to assist Council with this.</i></p> <p>The review of the cultural sections of the district plan including further identification of wāhi tapu and wāhi taonga sites is one of the priorities for the rolling review of the district plan once the Environment Court ruling has been received. As we await the Environment Court ruling, the Pou Ahurea team is compiling a list of contacts that have expressed desire to register further wāhi tapu and wāhi taonga sites across the Hastings district.</p> <p>It is a matter of national importance under section 6(e) for Council to recognise and provide for the relationship of Māori with their wāhi tapu and wāhi taonga. Council identifies historic heritage to meet its protection responsibilities under section 6(f) and there is a small budget allocated to this, \$10k per annum for the next 3 years. It is appropriate that a similar budget be allocated to the identification and registration of wāhi tapu and wāhi taonga, but it will take some years to meet the demand that is likely to eventuate.</p> <p>It is not appropriate that Council should decide the priorities of spending this budget should it be agreed and it is recommended that a budget should be allocated to those entities that Council frequently engages with including but not limited to Maungaharuru Tangitū Trust, Te Taiwhenua o Heretaunga and Te Taiwhenua o Te Whanganui a Orotū to fulfil this role.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>2. <u>Contracts for Service</u></p> <p><i>The submitter seeks specific funding per tangata whenua group for engagement service contracts.</i></p> <p>Council officers understand the implications of seeking and acquiring specific advice from its Statutory partners including Maungaharuru Tangitū Trust, and acknowledge that up to this juncture, this has occurred on a ‘need to’ basis or in an ad hoc fashion. Council officers agree that this current practice is unsustainable and therefore needs to be refined, repackaged, and then implemented to improve standards overall.</p> <p>However, Council officers are also of the position that throwing ‘resource’ at an issue will not solve the issue rather, further dialogue across Council’s Statutory partners that supports potential resourcing would be better suited and indeed, sustainable in the medium to long term. It could be possible also that in any given year, the resource being described to manage queries and questions that require time to respond to, is not enough; and so we end up in the same situation we find ourselves in at present.</p> <p>What a sustainable approach might look like is unknown at present but Council officers from the Pou Ahurea team are, as part of their roles, willing to engage in dialogue to strategise and develop better and more efficient and effective ways of practice when it comes to seeking expert cultural advice from seven (7) of its Statutory partners including Maungaharuru Tangitū Trust.</p> <p>3. <u>Mātauranga Māori and Cultural values</u></p> <p><i>The submitter outlines approaches and funding required to deliver cultural value assessments for both the Hastings District Council and Hawke’s Bay Regional Council</i></p> <p>Council will continue to build and strengthen its internal capacity and capability with respect to te ao Māori, tikanga Māori and kaupapa Māori in order that it is better placed, has greater confidence and competence, and is culturally responsive to meet its statutory obligations to its Māori partners.</p> <p>Council officers see this submission component as residing with the ‘Contracts for services’ (2) submission component above. Accordingly, moving forward, we will engage our statutory partners on this specific issue and kaupapa, in order that we enter into constructive dialogue that examines capacity and capability within our respective organisations to deal with and or respond to requests, applications, submissions and alike in an equitable manner.</p> <p>With post-COVID-19 economic development across the district increasing, and with this also bringing greater pressure on our statutory partners to respond to applications, council officers are fully aware of the time constraints, the resource limitations and just the actual capacity to respond to every single demand asked of them within a set timeframe.</p> <p>For these reasons and to support the continued growth and development across our district that now also includes the ratification of the Te Aranga Design Principles and the Toi-tū Hawke’s Bay Strategy Council in 2020 by Council (combined here to be referred to as the Te Aranga Design Guide), Council officers are recommending funding support.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p><u>In summary</u> Officers concur with the submitter that additional capability and capacity will be required for both the identification of Wāhi Taonga, broader specific advice from statutory partners, delivery of cultural value assessments and for the Te Aranga design guide capacity and application. These matters are relevant to the submitter but also across our six other statutory treaty partners.</p> <p>It is recommend that Council increases its fiscal capacity in a managed way along with its other funding priorities and pressures. A suggestion is to grow this capacity by making the following funding allowances in the LTP without overly impacting on rates increases (recognising that this work will span multiple years) as follows:</p> <p>YR1 - \$50k YR2 – \$100k YR3 - \$150k YR4 - \$200k</p> <p>This will provide a sustainable base of funding annually by year 4 and also enable progress to be made on priority areas earlier (as appropriate) with entities ready to partner on identified projects.</p> <p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments: <u>Rural roads north of Napier</u> <i>The submitter seeks various road improvements north of Napier.</i></p> <p>Council officers share the submitters concerns regarding intersection safety with state highways. These concerns are passed on to Waka Kotahi NZ Transport Agency who are the responsible party for the intersections mentioned.</p> <p>Officers are requesting increased funding to address the concerns raised in the submission, particularly around condition of gravel roads.</p>
Pauline Doyle (130)*	<p>Officer Responsible: Craig Thew (Group Manager Asset Management) Brett Chapman (Water Services Manager)</p> <p>Officer Comments: <u>Water Supply Amalgamation</u> <i>The submitter comments on future water reform processes and chlorination of the water supply.</i></p> <p>The 3 waters reform process is a central government initiative with the aim of addressing concerns about the safety of drinking water supplies in NZ following the Havelock North Board of Inquiry recommendations but also the evidence of ageing and failing infrastructure, the financial deficit in investment and affordability challenges for communities seeking to address these issues.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>HDC will be required to make a decision as to whether water services will be part of the government’s reforms or alternatively, continue to provide these services on its own.</p> <p>The government has been clear that this process does not privatise these services. The assets will remain in public ownership but the future entities will manage and operate independently of councils with significant oversight from Taumata Arowai, a new independent regulator.</p> <p>The DIA will soon be releasing information on the reform process and providing support for the community discussions and decisions that will follow towards the end of 2021. More information can be found at:</p> <p>https://www.dia.govt.nz/Three-Waters-Reform-Programme#About</p>
<p>Mike Devonshire (131)*</p>	<p>Officer Responsible: Colin Hosford (Public Spaces and Building Assets Manager)</p> <p>Officer Comments:</p> <p><u>Anderson Park</u></p> <p><i>The submitter outlines both current and anticipated recreational demand pressures and proposes a number of solutions with particular emphasis on Anderson Park development. The submission raises a number of growth issues in terms of the rugby and cricket clubs’ current and future needs.</i></p> <p><i>The submitters also raise a number of operational issues that they seek action on.</i></p> <ul style="list-style-type: none"> • Repair powerpoint – this appears to have been accidentally disconnected during the demolition of the old depot. It will be repaired via existing budgets prior to the new cricket season starting. • Meeting demand – The LTP includes funds in years 1 and 3 to remediate the Lipscombe Crescent fields 3 and 4. This will help deliver improved surfaces. • Mangarau Stream piping – Assuming consent is forthcoming, the estimate to pipe the drain for the full length of the playing surface is \$750,000. It is noted that the reclaimed area will need to be shaped to cope with an over flow path so it will need to be a concave surface which is not ideal for playing on. It will also be prone to staying wet which may draw criticism. The area that would cover approximately 7500m² and would supply two junior fields at best. Considering the cost to undertake this work and the small yield in playing area, it would seem this is not a high value proposition. Ultimately Anderson Park covers a finite area and if the codes continue to grow, other more cost effective solutions need to be canvassed. (This is considered in the following officer comments) • Drainage – Officers can advise that new ground aeration techniques will be undertaken over the next three years to help improve drainage issues.

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<ul style="list-style-type: none"> • Parking – Officers note that there is a related request from the HNBA to seal the old depot site. If Council were to respond positively to the HNBA request and allocate the required \$200,000 to seal the area, around 40 odd carparks would be created. This would go a long way to alleviate parking concerns. • Lockable Storage – Council changing rooms provide simple storage buildings for codes to use. The usual practice is that when the codes finish their season, they take all their gear and vacate the building so that the following code can use the space. Council hasn't offered lockable storage to any sports codes. We have provided storage racks in other facilities which could be replicated in the Anderson Park changing rooms. Council is happy to erect some simple storage racks out of existing budgets. These are likely to cost \$4000. If the clubs wanted to make them lockable and secure they could do so at their own expense and not the ratepayer's expense. • Turf management - Officers have spoken to both then Cricket and Rugby clubs around the height of grass. Managing dual codes is difficult. If we were to bring the grass height down to 25mm as requested, the grass would die in the summer months due to high temperatures and irrigation restrictions in peak periods. This makes renovation for cricket and then rugby problematic as seasons overlap. Thus with grass failing and given there is only one week between cricket finishing and rugby starting the rugby fields the shorter cut would mean the turf would not make it through the winter months as the grass would be lost due to over use of the fields. We mow the outfield at 30ml on Friday afternoons and from the first week of March we start bringing the grass back up for rugby. To accommodate both codes we cannot recommend shorter mows in summer. <p>Havelock North sports codes growth issues</p> <p>Council is aware that a number of sporting codes in Havelock North are continuing to grow. This is putting more pressure on existing facilities and there are codes competing for scarce sports fields. The current parks are full and there are no simple or cheap expansion options.</p> <p>Council will recall this issue was raised in the LTP drafting phase as a result of concerns raised at a multi-code open meeting in September 2020. Clubs attending included tennis, rugby, soccer, cricket and hockey and were seeking more space and facilities to help them cope with growth. Officers advised that the last sportsground and facilities needs assessment was undertaken some ten years ago so a review would be timely. Officers advised that there was no capacity within the parks team to undertake the study and recommended that \$100,000 would be required to contract a consultant to do the work. The study would logically also include consideration of Napier City's sportgrounds and facility situation.</p> <p>Officers would support this approach to undertake a wider needs assessment prior to any ad hoc decision-making.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
Rachel Wilson (132)	<p>Officer Responsible: Colin Hosford (Public Spaces and Building Assets Manager)</p> <p>Officer Comments: <u>Flaxmere Park</u></p> <p><i>The submitter comments on future plans for Flaxmere Park and some negative issues which need to be addressed.</i></p> <p>With its football and rugby fields, ki-o-rahi field, nine-hole golf course, 5km parkrun track, outdoor events area with stage and power that hosts a raft of community events, adult exercise equipment, splash pad and brand new playground, new toilets, community BBQ, and off street carparking, this 17ha park in the heart of Flaxmere is truly a treasure as identified by the submitter.</p> <p>Flaxmere Park was accredited Green Flag status in 2019, and retained that for a second year in 2020. The international Green Flag accreditation programme rewards excellence in park management and continual improvement. In addition Flaxmere Park was awarded Active Park of the Year by Recreation Aotearoa in 2020.</p> <p>With regard to further development planned, Council is about to commence public consultation on the construction of a new skate plaza and full basketball court, to replace the existing facilities in the Town Centre.</p> <p>With regard to the condition of the duck pond, due to the fact that it doesn't have a full concrete lining, make options for cleaning limited. Council will continue to monitor the condition of the pond and investigate alternative options to improve water quality safely.</p> <p>The Police request that the community ring 105 for any instances of anti-social behaviour observed in the park, especially riding motor bikes, as this is an offence.</p>
Juliette McHardy (133)	<p>Officer Responsible: Lex Verhoeven (Strategy Manager)</p> <p>Officer Comments: <u>Climate Change</u></p> <p><i>The submitter requests Council adopts a climate emergency framework to frame action within Council's means and powers.</i></p> <p>While the Council does not have a single cohesive Climate Change Adaptation strategy, the climate change challenge has been a central tenet of the Council strategic direction since 2008 and articulated through successive LTPS. This has formed the basis for incorporating climate change mitigations and adaptation as an integral consideration across the various business as usual operations and strategic planning documents guiding longer term changes including for example the Heretaunga Plains Urban Development Strategy, I-way programme, Waste Minimisation Strategy and the Clifton to Tangoio Coastal Hazards Strategy to name a few.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>Of course there is a need to do more and the Zero Carbon Act and National Climate Change Adaptation Strategy now provide a good national umbrella upon which to underpin greater local actions. Further local success in the area is likely to be greater through collaboration between local authorities and other agencies at a regional level, so the recent decision by the regional council to declare a Climate Emergency and to take the lead on advancing actions in relation to it provides further impedance for the Council action.</p> <p>The formation of the Eco-District Subcommittee is one way the Council intends to make some headway on climate change mitigation and adaptation actions. The provision of \$10m million in this plan just underscores the Council’s commitment to ramp up efforts in this area, while acknowledging that this is only a start while plans and programmes are developed.</p>
Paul Baker (134)	No officer comments supplied at this time.
Lyn McDougall (136)	<p>Officer Responsible: Brett Chapman (Water Services Manager)</p> <p>Officer Comments: <u>Standards for new builds</u> <i>The submitter calls for water tanks and greywater sewerage systems on new build developments.</i></p> <p>Council is aware of initiatives around water storage within households. We already have policies requiring the attenuation of stormwater from larger residential properties to mitigate the increased rate of stormwater to our network and this provides an opportunity to capture additional rainfall for irrigation use. Of note is the density of development (large houses on small sections) is reducing the potential to capture and contain water in storage i.e. less room to install tanks</p> <p>Irrigation in summertime is where our most significant water use increases at a time when water resources are under stress. During our hot dry summers our rainfall is minimal which limits the ability for home storage to be effective in offsetting our use.</p> <p>We do however acknowledge the need to be efficient in the use of our resources and ensure that wastage is kept to a minimum.</p> <p>The use of grey water systems in conjunction with water metering has been investigated, looking at the Kapiti Coast example, where the uptake has to date been limited. Issues to note include no storage being permitted, the use of subsurface irrigation in small sections and low irrigation requirements during winter (wastewater is diverted back to the Council sewer system).</p> <p>The incentive for homeowners to put these systems in place is primarily to reduce the cost of water by meter charges and there are complex issues to overcome if these solutions were simply mandated. Our preference is to include these options in a suite of actions and programmes that are effective across our networks and at a single property level that provide options and choices for everyone.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>Officer Responsible: Colin Hosford (Public Spaces and Building Assets Manager)</p> <p>Officer Comments: <u>Native Planting</u> <i>The submitter calls for the planting of more native trees, particularly to address erosion.</i></p> <p>Over the last ten years Council has embarked on a variety of native planting projects across the district. Most planting plans are allied to reserve management plans' work programmes and are heavily based on native species. Eg Cape Coast, Waipātiki, Waimārama and the Havelock North natural reserves RMPs. The bulk of our new district roundabouts are also heavily planted in native plants. The 2021-31 LTP proposes that this investment package will continue over the life of the plan and likely beyond.</p> <p>Officer Responsible: John O'Shaughnessy (Group Manager: Planning and Regulatory)</p> <p>Officer Comments: <u>Electric Vehicle Charging</u> <i>The submitter comments on the need for an electric vehicle charging station in Havelock North.</i></p> <p>Council could consider any proposal to install electric charging stations in Council owned car parking spaces throughout the district provided it is of benefit to the wider community. The Councils role is to provide the parking space as was made available in the Northern Car Park. Contact Energy supplied and installed the hardware.</p> <p>Electricity companies, in conjunction with electric car manufacturers would normally be the instigators.</p> <p>Council supports initiatives to promote sustainable energy options that will reduce the reliance on fossil fuels and help to reduce the carbon footprint. Each installation would have to be resolved by Council.</p>
Jeremy Haines (138)*	<p>Officer Responsible: John O'Shaughnessy (Group Manager: Planning and Regulatory)</p> <p>Officer Comments: <u>Subdivision in exceptional circumstances</u> <i>The submitter calls for more flexibility within the District Plan to allow limited subdivision in exceptional circumstances where the productive capacity of the land is not compromised.</i></p> <p>The Resource Management Act does provide for a mechanism whereby the circumstances that the submitter outlines in his submission can be considered. This is by way of a non-complying resource consent application where the</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>applicant needs to prove either that the effects of the proposal are no more than minor or that it is not contrary to the objectives and policies of the district plan.</p> <p>The Planning Team has met with Mr Haines and has advised that he is able to apply for such an application but that given case law on this issue officers would be unable to support such an application.</p> <p>The government is soon to release the draft Resource Management Law Reform legislation and it may be worth Mr Haines waiting to see if this may have any influence on the situation that he finds himself in.</p>
<p>Jenny Elliot (140)*</p>	<p>Officer Responsible: Brett Chapman (Water Services Manager)</p> <p>Officer Comments: <u>Incentives for Water Tanks</u> <i>The submitter calls for subsidies to install water tanks for households and businesses.</i></p> <p>Council is aware of initiatives around water storage within households. We already have policies requiring the attenuation of stormwater from larger residential properties to mitigate the increased rate of stormwater to our network and this provides an opportunity to capture additional rainfall for irrigation use. Of note is the density of development (large houses on small sections) is reducing the potential to capture and contain water in storage i.e. less room to install tanks.</p> <p>Irrigation in summertime is where our most significant water use increases at a time when water resources are under stress. During our hot dry summers our rainfall is minimal which limits the ability for home storage to be effective in offsetting our use. Ultimately, the cost to implement systems could be subsidised but this needs to be balanced by what that cost would achieve in real water savings.</p> <p>System wide methods are being employed by Council to tackle the issues around water consumption and wastage. Council has programmes in place to target overall leakage and improve our network performance by accelerating our mains and lateral replacement programme. Leakage within the water network is being targeted via the establishment of reduced pressure zones and implementing a network wide reduction in pumping pressure which has the potential to reduce base usage by 10% and that is where our effort is focussed. We believe that a target of 15% leakage over the next 10 years is achievable.</p> <p>We do however acknowledge the need to be efficient in the use of our resources and ensure that wastage is kept to a minimum. Further information can be obtained via our Water Conservation and Demand Management Strategy and on Council’s website.</p>
<p>Jessie Kyle (142)</p>	<p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments:</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p><u>Rural Roads</u></p> <p><i>The submitter comments on road condition and safety of rural roads.</i></p> <p>Officers are requesting increased funding to address the concerns raised in the submission, particularly around the condition of gravel roads.</p> <p>The Rural Community Board is specifically looking at the matter of damage on rural roads, the impact of forestry activity and the equity and fairness issues in respect of who should pay and are looking at alternative approaches around the country.</p>
<p>Michelle Lucas (143)* (CCS Disability Action)</p>	<p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments:</p> <p><u>Footpaths</u></p> <p>The last footpath condition rating completed in 2020 shows that Hastings footpaths are currently in good condition, reflecting the significant ongoing investment from Council. The ongoing damage from street trees and parking of vehicles on footpaths remains a challenge and Council committed ongoing maintenance and renewal works of \$1million per year for the next three years (subject to funding approval from Waka Kotahi NZTA). However, it is important that problem locations are notified to HDC so that they can be investigated and actioned as necessary.</p> <p>Some further work will be undertaken in the coming year in conjunction with CCS Disability Action to identify those specific locations which are significant barriers to accessibility and to identify further opportunities for improvement.</p> <p>Officer Responsible: John O’Shaughnessy (Group Manager: Planning and Regulatory)</p> <p>Officer Comments:</p> <p><u>Mobility Parking</u></p> <p><i>This submitter asks Council to provide increased accessibility in the district by increasing enforcement of mobility parking, at least ‘after hours’ and on weekends and during special events.</i></p> <p>We are unaware of any after-hours complaints regarding the use of mobility spaces. Mobility permit holders are allowed to park in any legal parking space. HDC currently has 2.6% of the parking resource in mobility spaces (56 spaces), however operational policy is to allow mobility permit holders to park in any space and to stay for double the permitted time, provided their current permit is displayed. HDC is keen to work with CCS to audit accessibility to the current mobility spaces.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
<p>Andy Tait-Jamieson (144)</p>	<p>Officer Responsible: John O’Shaughnessy (Group Manager: Planning and Regulatory)</p> <p>Officer Comments: <u>Planting of Forestry</u> <i>The submitter calls for a halt on forestry planting on class 1-3 productive land.</i></p> <p>The partially Operative District Plan does have a policy in the Plains Production Zone that addresses this issue. Policy PPP2 states “<i>Restrict Forestry activities in the Plains Production Zone</i>”. The explanation reads “<i>Production Forestry does not result in the most sustainable use of the versatile land of the District as the economy is inextricably linked to food production. Production Forestry within the Plains Production Zone would result in reduced employment opportunities and it is likely to result in reduced water yield in the long term. For these reasons the Council will restrict production forestry in the Plains Production Zone</i>”.</p> <p>In order to enforce the policy there is a rule that makes Forestry a Discretionary activity within the zone requiring a resource consent application to be made. This allows the effects on the Plains resources to be properly considered.</p>
<p>Craig Waterhouse (146)*</p>	<p>Officer Responsible: Bruce Allan (Group Manager: Corporate)</p> <p>Officer Comments: <u>Pettigrew Green Arena</u> <i>The submitter outlines future operational and capital funding needs for the Pettigrew Green Arena expansion project.</i></p> <p><u>Capital Funding Request</u> The PGA is one of the truly regional facilities in Hawke’s Bay that is jointly funded by both HDC and NCC.</p> <p>The submitter has requested a capital contribution of \$2m from HDC towards the \$17.5m capital build for the 6 court extension of the PGA from its current 3 courts. They have noted that they currently have \$11.25m secured which includes \$6.4m from Crown Infrastructure Funding and \$4.1m from NCC and are looking to close the current funding gap of \$6.25m. The request for HDC funding support is requested to cover Civil works around the new facility.</p> <p>HDC has no provision in its LTP for any additional provision of indoor court space although there has been discussions regarding an expansion of the Flaxmere Community Centre. These discussions had not been sufficiently advanced for inclusion into the LTP and any meaningful expansion of the Flaxmere Community Centre to provide additional indoor court space will cost significantly more than the financial contribution requested by the PGA.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>Council contributed \$1m in 2003 to the original build of the PGA and more recently contributed \$4m to the HB Community Fitness Centre Trust Sports Hall in 2019. That has been the extent of HDC’s investment in these types of facilities in recent years.</p> <p><u>Operating funding investment</u> HDC and NCC both currently provide \$55,000 each to the operating costs of the PGA. This level of funding has not changed for a number of years and the PGA has operated well with this level of funding support to the extent of being able to make a \$750,000 contribution to the Capital build from their own reserves.</p> <p>It is acknowledged that it will cost more to run a larger facility but without seeing detailed operational budgets Officers are unable to verify if the level of funding requested of HDC and NCC is appropriate. That additional information has been requested. It is however acknowledged that the new facility will be open for operation by the end of 2022 and therefore will not require any additional funding in year 1 of the LTP and if an increase was to be approved, year 2 of the LTP would be a more appropriate time to do that. This has been confirmed with the submitter. Council may want to consider putting an allocation for increased funding into year 2 of the LTP and suggest an appropriate amount could be \$100,000 (an increase of \$45,000) with a caveat that Officers will work with the PGA to better understand the new operating environment.</p> <p><u>Increase in Renewal Funding</u> HDC and NCC have both been making a \$30,000 contribution to the PGA to support renewals for a number of years. The Council’s hold those funds in reserves until called upon by the PGA. The PGA has been successful in recent years in attracting external funding for renewals which has allowed the reserve balance to grow. If there are no further calls from the PGA for renewal funding this financial year, the HDC reserve will hold \$130,000 for this purpose.</p> <p>The existing PGA is now 18 years old and its renewal requirements will continue to increase as the facility ages. Coupled that with additional court space, it is reasonable to assume that the PGA will be requiring additional funding support to meet these needs.</p> <p>The renewal funding increase has been requested from year 3 of the LTP. It is the officers view that more work needs to be done in conjunction with NCC to fully understand the asset management plans and the corresponding renewal strategies and that this can be done between now and when any additional funding may be increased through either the year 3 Annual Plan or the next LTP to verify what is being requested.</p> <p><u>Operational Effectiveness Review</u> Officers support the PGA undertaking a review of operational effectiveness in year 2 or 3 of the LTP and some funding could be set aside for that, should NCC decide to do the same. The funding required for this is currently unknown and can be accommodated in future Annual Plans.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
Kellie Jessup (147)*	<p>Officer Responsible: Various</p> <p>Officer Comments: <u>Various Topics</u></p> <p><i>The submitter outlines a number of areas of concern which require more detail for officers to fully respond.</i></p> <p><i>Flaxmere Village entrance lighting</i> The streetlight LED conversion programme has been completed. Council is planning to undertake a lux survey to measure the light levels across the residential areas of Flaxmere, Hastings and Havelock to identify poorly lit areas. These areas will then be considered for lighting infill programmes. The carpark area of the shopping centre is a private land.</p> <p><i>Parking costs be decreased</i> If parking costs were decreased Council would have difficulty paying for enforcement, securing additional parking resource for the future or developing pedestrian laneways to connect parking and retail.</p> <p><i>Honouring Tangata Whenua as an equal partner</i> Council has adopted Māori wards for the upcoming 2022 and 2025 elections. This will contribute to Council honouring the Treaty alongside other mechanisms that it currently employs.</p> <p><i>Housing</i> Council is committed to housing in Heretaunga which is supported by the Hastings Place Based Housing Plan.</p> <p><i>Ngā Pou</i> The Pou Ahurea Team are currently assessing the cultural landscape across the CBD in particular and the Pou are a significant part of this assessment in order that their presence is magnified even more by the appropriate technologies including digital applications and mapping services.</p>
Bradley Graham (148)*	<p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments: <u>Skid Pad</u></p> <p><i>The submitter outlines a request for skid pads for cars in Hawkes Bay.</i></p> <p>Officers are in support of any measure that would reduce the occurrence of burnouts and antisocial behaviour caused by boy racers in our community.</p>
Michael Hope (149)*	<p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments:</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p><u>Wenley Road</u></p> <p><i>The submitter outlines issues being experienced on Wenley Road.</i></p> <p>The seal extension programme is tightly connected with the funding approach of the New Zealand Transport Agency (NZTA) which sets out the rules to obtain subsidy funding for this type of work. The Council’s current position is to support seal extension work where subsidy for the work can be obtained.</p> <p>The seal extension programme has been debated by both the Rural Community Board and Council as part of the current Long Term Plan and previous long term planning processes.</p> <p>There are no roads in the Hastings District that currently attract NZTA subsidy. Under the NZTA economic evaluation procedures, seal extension projects tend to become economically beneficial when traffic volumes exceed 250 vehicles per day.</p> <p>The traffic volumes on the submitter’s road is estimated at 42 vehicles per day. Council does have a dust mitigation policy. This policy sets out the framework for sealing outside properties where dust nuisance is prevalent. The framework requires each applicant to apply for up to 200m of sealing, of which the applicant pays for 46% of the cost to do the work.</p> <p>Council has recently applied asphalt millings as a base course on an unsealed road as a trial which has proven successful in reducing dust complaints. We will be considering using this as an alternative to crushed/pitrun gravels where dust nuisance is high, and Wenley Rd fits this criteria. Whilst it is still a gravel road – dust nuisance and associated safety risks are reduced.</p>
Sue Witteman (150)	<p>Officer Responsible: Colin Hosford (Public Spaces and Building Assets Manager)</p> <p>Officer Comments:</p> <p><u>CBD</u></p> <p><i>The submitter comments on specific areas of both the Hastings and Havelock North CBD’s</i></p> <p>Heretaunga Street East 100. – The submitter raises concerns that the block is run down – This block was the first block enhanced in the CBD revitalisation strategy back in 2000. As the East end has begun a new era of growth, this block will also receive some urban design enhancements over the next 12 months.</p> <p>The submitter is concerned that the Central Fountain area is not fit for purpose. Officers advise that the revitalisation plan indicates the central mall and water feature area will be upgrades in 2024/25. While Council could consider shifting its priorities to bring this work forward officers are reluctant to jump around on the programme which seeks to balance costs and resources in a constrained environment. The submitters concerns can be met in the coming years.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
Iakopo Fa'afuata (153)	<p>Officer Responsible: Bruce Allan (Group Manager: Corporate)</p> <p>Officer Comments: <u>Wesley Community Centre</u></p> <p><i>The submitter updates Council on the project and request \$300,000 toward the funding shortfall.</i></p> <p>Council has committed \$400,000 of funding to this project already with \$100,000 paid to the Church in line with the agreed funding agreement with set milestones recoded for the balance of the funding. Council saw significant synergies and opportunities for Toitoi's conferencing capability with the Wesley Church Community Centre across the road. The proposed development has a main hall of 186m² with an exhibition/foyer space of 146m² and 3 meeting spaces.</p> <p>The funding agreement acknowledges that a partnership agreement shall be entered into between Council and the Church detailing the benefits to both parties with the aim of adding value to both the Toitoi facilities and that of the Church. That agreement has yet to be entered into.</p> <p>Toitoi staff acknowledge that this development will add significantly to Toitoi's ability to attract major conferences and events to Hastings.</p> <p>If Council was of a mind to support this funding request in some way, Council would want to request that the Partnership agreement entered into was such that Toitoi would receive the necessary access to the Church Community Centre to maximise the opportunities created from having these fit for purpose spaces across the road. The current funding arrangement with the Wesley Church is relatively unique and was granted only because of the associated benefits to the Council owned and run Toitoi.</p>
Holger Hannemann (155)	<p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments: <u>Chip seal versus asphalt</u></p> <p><i>The submitter outlines their view on the use of chip seal for road surfacing versus asphalt treatment.</i></p> <p>96% of all Council roads are chip sealed and it provides an affordable, non-skid, durable surface that takes the wear and stress imposed by traffic. Generally, chip seal surfaces durability depends on the traffic carried by the road but long lives of up to 15-18 years are being achieved. In comparison asphalt surfaces will provide the same benefits but at a significantly higher price (a factor of 8 or higher depending on the application). To control costs and limit the spread of asphalt, Council adopted an asphalt policy which outlines where the product can</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>be used. In general asphalt is appropriate in high stress applications or where high levels of amenity is required.</p>
<p>Maggie Brown (158) <i>(Bike Hawke's Bay)</i></p>	<p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments: <u>Transport Business Case and active transport linked to pavement renewals</u> <i>The submitter seeks more clarity within the LTP as to the outcomes of the Active Transport Business Case and seeks a new policy to consider the provision of active transport infrastructure as roads are scheduled for surface renewal or other improvement.</i></p> <p>The Council thanks the submitter for their input into the Active Transport Business Case and their ongoing role in the Active Transport Group. The Active Transport Business Case was one of several business cases that were produced to inform the LTP, combining expert opinion and stakeholder input to guide elected members decisions. However, the LTP is a high level document reflecting the elected members' decision, and does not need to include references to every document that informed it.</p> <p>Council always considers ways to improve walking, cycling and safety in roading projects. This includes taking opportunities during renewals and resurfacing projects, such as shoulder widening or using finer chip seal on identified cycle routes.</p>
<p>Chris Tremain (159)* <i>Cranford Hospice</i></p>	<p>Officer Responsible: Bruce Allan (Group Manager: Corporate)</p> <p>Officer Comments: <u>Cranford Hospice</u> <i>The submitter updates Council on the project, and seeks continued support for the funding agreement and to gain agreement to publicise the funding agreement.</i></p> <p>This is a matter for Council determination. No further officer comments other than to clarify that in respect to the balance of the original \$2.0m request (i.e. the remaining \$1.5m) the incoming Council did further consider this (as per the resolution) and resolved not to fund this or place it before the community for consultation. The \$0.5m of approved funding has not been drawn down to date.</p>
<p>Annie & Dave Evans (160)*</p>	<p>Officer Responsible: Mark Clews (Principal Advisor District Development)</p> <p>Officer Comments:</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p><u>Land use planning</u></p> <p><i>The submitter comments on the shortage of land for development and comments on specific blocks which may be suitable for development and other existing areas they consider unsuitable for development.</i></p> <p>Long Term Plans set higher level goals, principles and strategic intent. In respect of matters such as growth, productive land use, housing etc further guidance on those higher level principles is drawn from strategic planning processes such as the Heretaunga Plains Urban Development Strategy (which is commencing a review phase). These account for and attempt to reconcile relevant government policy statements such as the NPS on indigenous biodiversity, highly productive land and urban development as well as a range of local values, needs and aspirations.</p> <p>The current Heretaunga Plains Urban Development Strategy (HPUDS) identifies where future urban growth will take place through to 2045. The growth model adopted under HPUDS is an intensification model where there is a transition from greenfields growth to the greatest proportion of new sites being provided for within the existing urban boundaries. The future greenfield growth areas that have been identified in HPUDS round off the existing urban area and create defensible urban boundaries to stop further encroachment, while making efficient use of existing infrastructure.</p> <p>Specific matters of implementation to give effect those LTP principles and HPUDS guidance are however, provided within the policy parameters of and through the open and transparent process prescribed under the RMA in the form of District and Regional Plans.</p> <p>With regard to the land at Raymond Road this area of land has been the subject of submissions to the HPUDS review and the subject of resource consent applications. The zoning of the land has also been considered by the Environment Court who heard evidence from two soil experts and upheld the zoning.</p> <p>The appropriate place for the development aspirations the submitter has for this land to be considered is therefore, in the first instance, through the forthcoming HPUDS Review process. In that respect it is noted that the Council has broadened the scope of the HPUDS review into a full spatial plan for the entire region and a large part of the focus of this plan will be to ensure that the high value soils of the Heretaunga Plains are safeguarded from further urban development.</p> <p>The spatial plan process will seek substantive community input, and will obviously be one of great interest to the submitter. Through that process the propositions put forward by the submitter can again be tested in terms of the evidence base, national direction and community engagement associated with it.</p>
<p>James Palmer (161) (HBRC)</p>	<p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments:</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS				
	<p><u>Public Transport</u></p> <p><i>The submitter comments on public transport initiatives and the on-demand bus pilot</i></p> <p>Officers acknowledge the support of HBRC. HDC also looks forward to working with HBRC on the on-demand PT pilot and continuing our partnership with our active transport programmes.</p> <p>Officer Responsible: Martin Jarvis (Waste and Data Services Manager)</p> <p>Officer Comments:</p> <p><u>Enviro Schools</u></p> <p><i>The submitter encourages the support of the Enviro Schools Programme</i></p> <p>Officers support the work of Enviro Schools and suggest the following funding contribution to be drawn from existing budgets;</p> <table data-bbox="544 920 986 1003"> <tr> <td>Waste Minimisation Team</td> <td>\$10,000</td> </tr> <tr> <td>Water Team</td> <td>\$5,000</td> </tr> </table> <p>Officer Responsible: Brett Chapman (Water Services Manager)</p> <p>Officer Comments:</p> <p><u>Infrastructure</u></p> <p><i>The submitter comments on a number of aspects in relation to three waters infrastructure.</i></p> <p>Wastewater</p> <p>Council has embarked on a targeted CCTV programme in Havelock North to identify those parts of the wastewater network that may be prone to root intrusions and could impact on waterways if an overflow were to occur. The decision to repair or replace infrastructure will be informed by this work coupled with the information we already have on the type of pipe material in use, the method of construction and the age of the infrastructure. The aim is to ensure that investment is targeted in areas where the potential risks to people, property and the environment are minimised.</p> <p>The East Clive wastewater treatment plant has been designed to deliver a high level of treatment to meet current and anticipated future environmental standards. Where standards may require additional treatment beyond the capabilities of the existing plant, there is sufficient land set aside to cater for treatment enhancements to dovetail into the existing treatment processes. The domestic (biological) wastewater plant has sufficient spare capacity to cater for growth projections based on HPUDS plus additional allowances built into the</p>	Waste Minimisation Team	\$10,000	Water Team	\$5,000
Waste Minimisation Team	\$10,000				
Water Team	\$5,000				

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>design. We monitor and report on flow rate trends annually which enables tracking of flows and volumes to correlate against growth.</p> <p>The provision of reticulated wastewater networks to our small communities is primarily driven by unacceptable risks to public health and/or environmental factors as a result of the cumulative effects of onsite wastewater systems. The decision to reticulate needs to be informed by the incidence of, or the potential for, community illness and environmental degradation caused by discharges of wastewater into the ground. Examples include infiltration into adjacent groundwater systems impacting on private water supplies and surface runoff from aged or overloaded septic tank systems that leach into waterways or are transported during rainfall.</p> <p>We are encouraged by HBRC’s willingness to investigate and work on solutions where the evidence supports a move from stand-alone systems to reticulated networks so that we can enable community decisions that support better outcomes.</p> <p>Stormwater</p> <p>Both HDC and HBRC have a role to play in working together to manage the impacts of urban and rural run-off across the Heretaunga Plains and in developing strategies that target those areas that can achieve the greatest improvements in water quality. The effects of urban growth and the stormwater run-off from urban development are being managed to mitigate flood risk and in reducing contaminants to the receiving environment however the contribution from new urban areas is relatively minor in comparison to industrial and agricultural run-off which is where our efforts need to be aligned.</p> <p>We agree that the HBRC drainage network is a significant limiter to improving our flood management in Hastings and the wider catchment. The lack of capacity in the HBRC network is imposing significant additional costs on urban development requiring substantial investment in stormwater solutions to cater for this lack of capacity rather than addressing the capacity constraints in the Karamū Stream. We agree that the Karamū Stream is vulnerable to flooding and climate change will only exacerbate those problems which will increase the frequency and extent of flooding in the Hastings urban area and surrounds. We are keen to work with HBRC to understand the plans being put in place to address this looming issue.</p> <p>The HDC stormwater consent (granted in 2012) already embodies many of the objectives in the TANK Plan Change in addressing stormwater within the Hastings urban network. Many of the actions that have been implemented by HDC over the last 10 years have set the standard for stormwater management across other urban areas and we continue to develop better controls for managing stormwater discharges from industrial and other high risk areas both at source and within the piped network, Lowes Pit being an example of a multi-barrier approach. Effective enforcement requires both HDC and HBRC to work together to understand what will work best from a regulatory point of view so that we can use our resources and people in the most effective way. Technology is playing an ever increasing role in monitoring and in the early detection of issues. HDC has already embarked on the deployment of sentinel devices in high risk areas which will improve our response to pollution incidents and we continue to work</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>closely with the HBRC compliance team as we further investigate areas of concern.</p> <p>Drinking Water</p> <p>The provision of safe drinking water is a key priority for HDC and we congratulate HBRC in supporting our drinking water plans and initiatives. In addition to the infrastructure upgrades that are underway, better management of our source protection zones is a key requirement of the new Water Services Bill and HDC and HBRC are already working collaboratively in our respective roles to ensure that activities in our drinking water sources do not adversely impact on water quality. The assessment of small community needs for reticulated drinking water and wastewater systems will need to consider the quality of surface and groundwater that is being used for drinking water purposes and how community based schemes could improve the health and wellbeing of people and the environment. We look forward to working with HBRC on these assessments.</p>
<p>Mark Aspden (162)* (Sport HB)</p>	<p>Officer Responsible: Rebekah Dinwoodie (Group Manager: Community Wellbeing & Services)</p> <p>Officer Comments:</p> <p><u>Sport and Recreation</u> <i>The submitter comments on the importance of active recreation and sport and the ongoing relationship with Council.</i></p> <p>Officers acknowledge the strong partnership that currently exists with Sport Hawke’s Bay and recognises the support that Sport Hawke’s Bay has provided through various programmes and projects including; IWay, Hoops in Parks, Senior Programmes and Community Programmes. Sport Hawke’s Bay are a key partner who assist with the development and implementation of key sport and recreation activities across Hastings which enhances the health and wellbeing of our community.</p>
<p>Bob Harris (163)</p>	<p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments:</p> <p><u>Te Mata Road</u> <i>The submitter comments on the use of chip seal on Te Mata Road</i></p> <p>Te Mata road is an arterial road in the Hastings District Council road network. The section of road under discussion is between Arataki roundabout and +- 30m past the Fulford road intersection.</p> <p>Current traffic on this section of the road has been confirmed with a traffic count completed on the 11/04/2021. The average daily traffic is 4567 with peak traffic at 202 vehicles per hour and 8.5% heavy vehicles (388). Although this section of road is within the 50km/h speed limit the 85th percentile speed is 62km per hour in both directions.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>Engineering Considerations</p> <p>The road surface history shows that the road was reconstructed in 1998 and that the surface was a grade 3/5 chipseal. Due to roughness reasons the road was surfaced in 2003 with an asphalt surface. The design life of this asphalt surface was 14 years. In October 2020 a G4/6 reseal was constructed over the asphalt to cover the extensive cracking that could be seen in the asphalt surface. The decision to construct a chipseal over the existing asphalt was driven by Council’s asphalt policy and the following engineering drivers.</p> <ol style="list-style-type: none"> 1. Traffic volumes are low and does not qualify for an asphalt surface (4567 ADT). The qualifying traffic threshold from NZTA is 15000 ADT 2. The road geometry is straight without any high stress areas. 3. The road environment is urban, however the adjacent properties does not have vehicle access directly onto Te Mata road. There is one access point for the Summerset retirement complex. 4. The existing underlying pavement structure has been analysed with FWD pavement testing. To enable asphalt pavements to achieve their design life it is important the supporting pavement layers are very stiff with deflections of <1000. Areas with higher deflections will cause the asphalt layer to prematurely crack. Deflection results for this section of Te Mata road vary with min reading of 388, max reading of 1440 and a median reading of 940. Sections with poor readings of >= 1000 will require pavement strengthening and it appears that approximately 35% of the site falls into this category. 5. Total cost of the proposed asphalt treatment including undercutting and pavement strengthening to 35% of the site is estimated at \$271,860 6. The cost of the current chipseal constructed over the top of the existing asphalt using a polymer binder to cope with the high deflections in areas of the site is \$29,973. 7. Road noise - Initially the chip seal surface will be noisier than an asphalt surface but as the chip surface beds in, the difference in noise will quickly reduce. It is anticipated that there will not be any significant difference in noise levels after 24 - 36 months. In addition, a smaller chip size (grade 4/6) was used to further mitigate noise impacts. This treatment has been successfully used on a number of urban streets such as Southampton Street in Hastings. <p>General</p> <p>The Council roading budgets are currently under significant pressure due to the continued constrained funding environment and ageing assets and it is important to maximise the value of every dollar spent. Council officers use the asphalt policy to assist in this regard. Should Council consider an asphalt surface for this section of road, the intent of the asphalt policy will be undermined and Council will find it difficult to achieve savings with minimal level of service impacts.</p> <p>NZTA as the funding partner with Council will decline to fund their part of the investment as the treatment does not meet their funding criteria. The work has</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>to be funded from unsubsidised budgets nominated by Council. This work is not budgeted in the draft LTP budgets.</p>
<p>Traci Tuimaseve (164)*</p>	<p>Officer Responsible: Rebekah Dinwoodie (Group Manager: Community Wellbeing & Services)</p> <p>Officer Comments:</p> <p><u>Flaxmere Community Plan</u> <i>The submitter comments on a number of areas of focus with the next Flaxmere Community Plan.</i></p> <p>Officers support the development of the Flaxmere Community/Action Plan</p> <p><u>Flaxmere Masterplan</u> Officers support Community involvement and leadership in the development of the Flaxmere Masterplan.</p> <p><u>Entrance signage</u> This item could be included as an action within the new Community/Action Plan.</p> <p><u>Flaxmere Pools</u> Officers are currently developing a scoping document to complete a full review of Hastings Aquatics. This review will look at the current Aquatic facilities throughout Hastings including the Flaxmere Pool.</p>
<p>David Belcher (165)</p>	<p>Late submission – no officer comments available</p>