

Wednesday, 24 August 2022

Te Hui o Te Kaunihera ā-Rohe o Heretaunga

Hastings District Council

Heretaunga Takoto Noa Māori Standing Committee Meeting

Kaupapataka

Agenda

Te Rā Hui:
Meeting date: **Wednesday, 24 August 2022**

Te Wā:
Time: **1.00pm**

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

Te Hoapā:
Contact: **Democracy and Governance Services
P: 06 871 5000 | E: democracy@hdc.govt.nz**

Te Āpiha Matua:
Responsible
Officer: **Pou Ahurea Matua Principal Advisor: Relationships
Responsiveness and Heritage – Dr James Graham**

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

Heretaunga Takoto Noa Māori Standing Committee – Terms of Reference

This is established between the Hastings District Council and the Māori community.

Context

The Heretaunga Takoto Noa Māori Standing Committee has been established by Council to continue the development of strategic and sustainable relationships with Māori. Council shall meet the intent and spirit of the Council's obligations set out in the legislation more particularly the obligations of the Local Government Act 2002;

- Towards establishing and maintaining processes that provide opportunities for Māori to contribute to the decision processes of Council.
- Fostering the development of Māori capacity to contribute to these processes.
- The provision of information to assist Māori contribution to Council's activities.

The Council wishes the Committee to reflect a spirit of partnership between the Council and the community and to contribute effectively to the Council's activities. To enable this to occur the Fields of Activity and Delegated Powers are framed with the widest scope possible.

The Council wishes the Committee to assist with the development of an integrated policy framework (based on Treaty of Waitangi Principles) for the Council aimed at delivering effective governance, engagement and service delivery for Council's Māori Communities.

Fields of Activity

- To provide policy advice with respect to the District Plan, regarding provisions for Wāhi Tapu, Papakainga, and where relevant to Tangata Whenua, any other amendments to the Plan.
- To provide input to the Long Term Plan and Annual Plan with particular reference to those issues of importance to Māori from within the District.
- To host Council Hui and Hapu events.
- To provide insight into Māori and other strategic community issues with particular reference to the Long Term Plan, the effectiveness of the District Plan and the delivery of the Annual Plan.
- To consider and recommend Māori capacity building activities within budget and resource constraints of Council.
- To assist Council as appropriate in conducting and maintaining effective, good faith working relationships with the Māori community including advice on governance arrangements.
- To make decisions as to the allocation of Marae Development Fund grants within the allocated budget.
- To assist Council with the development of an integrated policy framework and work programme to enable effective governance, engagement and service delivery for Council's Māori Communities.
- To nominate from among its members people whom it considers appropriate for the Council to appoint as members of its other Committees and Subcommittees.

Membership - 12 members

- Chair – to be elected at the first meeting of the Committee at the beginning of each triennium; and from among the appointed Tangata Whenua members of the committee.
- Deputy Chair – to be elected at the first meeting of the Committee at the beginning of each triennium from among the elected members of the committee.
- The Mayor.
- 5 Councillors.
- 6 members from Tangata Whenua to be appointed by the Council and Kaumatua, taking into account the “*post settlement environment*” and Mataawaka.

Quorum – at least 3 Councillor Members and 3 Tangata Whenua Appointees

Delegated Powers

- 1) Authority to exercise all Council powers, functions and authorities in relation to the matters detailed in the Fields of Activity such as to enable recommendations to the Council on those matters.
- 2) Authority to make decisions on the allocation of Marae Development Fund grants within the allocated budget.
- 3) Authority to develop procedures and protocols that assist the Committee in its operation provided that such procedures and protocols meet the statutory requirements of the Local Government Act 2002, the Local Government Official Information and Meetings Act 1987 and Council’s Standing Orders.

The Chair shall not have a casting vote.

Note: The Terms of Reference for the Heretaunga Takoto Noa Māori Standing Committee are subject to review by the Committee at its first meeting in the 2019 Triennium.

He hui e whakahaeretia nei e Te Kaunihera ā-Rohe o Heretaunga

Hastings District Council: Heretaunga Takoto Noa Māori Standing Committee Meeting

Kaupapataka

Agenda

Koromatua

Chair: Robin Hape (Chair)

Ngā KaiKaunihera

Councillors:

Councillor Bayden Barber (Deputy Chair)

Mayor Sandra Hazlehurst

Councillors Henare O'Keefe, Peleti Oli, Ann Redstone and Geraldine Travers

Marei Apatu, Mike Paku and Ngaio Tiuka

2 Vacancies

Councillor Alwyn Corban (Councillor Alternate)

Kaumātua: Jerry Hapuku

Mematanga:

Membership:

Tokamatua:

Quorum:

At least 3 Councillors and 3 Tangata Whenua appointees

Apiha Matua

Officer Responsible:

Pou Ahurea Matua Principal Advisor: Relationships Responsiveness and Heritage – Dr James Graham

Te Rōpū Manapori me te

Kāwanatanga

Democracy &

Governance Services:

Lynne Cox (Ext 5632)

Te Rārangi Take

Order of Business

1.0 Prayer - *Karakia*

Apologies & Leave of Absence – *Ngā Whakapāhatanga me te Wehenga ā-Hui*

2.0 At the close of the agenda no apologies had been received.

At the close of the agenda no requests for leave of absence had been received.

3.0 Conflict of Interest – *Mahi Kai Huanga*

Confirmation of Minutes – *Te Whakamana i Ngā Minitī*

4.0 Minutes of the Heretaunga Takoto Noa Māori Standing Committee Meeting held Wednesday 22 June 2022 and the Extraordinary Heretaunga Takoto Noa Māori Standing Committee 10 August 2022.
(Previously circulated)

5.0 3 Waters Transition Update

9

6.0 Hastings Transport Network Resilience

13

7.0 Pou Ahurea Update

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8.0 Minor Items – *Ngā Take Iti*

9.0 Urgent Items – *Ngā Take Whakahihi*

10.0 Recommendation to Exclude the Public from Item 11

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11.0 Te Matā Prohibition Line Negotiations and Plan Change

Wednesday, 24 August 2022

Item 5

Te Hui o Te Kaunihera ā-Rohe o Heretaunga

Hastings District Council: Heretaunga Takoto Noa Māori Standing Committee Meeting

Te Rārangi Take

Report to Heretaunga Takoto Noa Māori Standing Committee

Nā:
From: **Carly Price, 3 Waters Transition Manager**

Te Take:
Subject: **3 Waters Transition Update**

1.0 Executive Summary – *Te Kaupapa Me Te Whakarāpopototanga*

- 1.1 The purpose of this update is to inform the Committee about continuing developments across the wider government 3 waters reform programme.

2.0 Recommendations - *Ngā Tūtohunga*

That the Heretaunga Takoto Noa Māori Standing Committee receive the report titled 3 Waters Transition Update dated 24 August 2022.

3.0 Background – Te Horopaki

- 3.1 The 3 Waters reform programme being delivered by central government is progressing and due for completion in 2024. This involves moving staff and assets from councils to 4 water services entities which will be co-governed by mana whenua and councils, and administered by professional boards and executive teams. The transition from the status quo to the 4 entities is a complex process with many parties involved, the following sections cover recent activity by party, and the following table provides significant milestones.

Milestone	Expected Date
New standards come into effect for registered and new supplies	14 November 2022
Drinking Water Safety Plans due for registered and new supplies	15 November 2022
Passing of Water Services Entity Bill #1	Possibly November 2022
Release of Water Services Entity Bill #2	Late 2022
Passing of Water Services Entity Bill #2	June 2023
Entity C provides water services (Day 1)	1 July 2024
All existing water supplies must be registered	November 2025
All supplies registered by 2025 must be compliant with standards and have Drinking Water Safety Plans in place	November 2028

- 3.2 The reforms will impact how water is managed in marae and papakainga water supplies:

- Taumata Arowai (TA), the new water regulator, recently released a suite of new regulations, including new Drinking Water Standards, Aesthetic Values and also Assurance Rules. (<https://www.taumataarowai.govt.nz/for-water-suppliers/new-compliance-rules-and-standards/>). Water Supplies are also required to have a Drinking Water Safety Plan in place (<https://www.taumataarowai.govt.nz/for-water-suppliers/drinking-water-safety-planning/>).
 - Supplies that are already registered have to comply with these requirements before the end of the year, but what is not as well known is that new supplies are required to register and comply with the requirements from the start. Many existing supplies that are not registered only have to register by November 2025 start complying from November 2028.
 - There are different requirements for monitoring and treatment according to how many people are supplied: i.e.
 - If a network (not a single building) supplies fewer than 25 people (or up to 50 people for up to 60 days in a year), the water supplier is only required to monitor for E.coli every 6 months with an accredited laboratory.
 - If a network supplies 26-100 people, the water supplier has number of monitoring and inspection requirements, and also must filter the water with a cartridge filter system and disinfect the water with a certified UV unit. Water supplies that source the water from bore that is deeper than 30m do not have to filter the water, only disinfect with UV, if they meet certain criteria.
 - There are also rules and requirements for supplies where the number of people vary (e.g. higher usage over summer), and requirements temporary / event type water supplies.
 - All supplies (except single building supplies) are required to develop a Drinking Water Safety Plan, unless they use an Acceptable Solution. Acceptable Solutions are ready-made options for meeting compliance obligations and are a technical solution that prescribes the treatment options. TA is yet to release the Acceptable Solutions, but have consulted on draft Acceptable Solutions for roof water, spring and bore water, and rural agricultural supplies. We expect the final Acceptable Solutions will be released in August 2022.
- 3.3 Review of Marae and Rural Hall water supplies. As previously discussed, where a supplier accepts the offer) of water (and wastewater) supplies for Marae and Rural Halls will be completed by the

end of 2022. The timeframe to spend government funding for this was extended to the end of 2022, this has enabled us to delay the work to provide more certainty of the requirements of the new drinking water standards. The opportunity and discussions on this offer to Marae and Halls will occur in coming months. The Pou Ahurea team are assisting the Asset Management team and the consultants WSP to complete this work. The available funding is not intended to cover any physical works, instead this assessment will help build understanding and awareness and is intended to support potential future funding requests to government for identified upgrade requirements.

Attachments:

There are no attachments for this report.

Wednesday, 24 August 2022

Item 6

Te Hui o Te Kaunihera ā-Rohe o Heretaunga

Hastings District Council: Heretaunga Takoto Noa Māori Standing Committee Meeting

Te Rārangi Take

Report to Heretaunga Takoto Noa Māori Standing Committee

Nā:
From: Marius van Niekerk, Transportation Asset Manager

Te Take:
Subject: Hastings Transport Network Resilience

1.0 Purpose and summary - *Te Kaupapa Me Te Whakarāpopototanga*

- 1.1 The purpose of this report is to inform the committee about the work being done on the resilience business case for the Hastings District Council (HDC) transport network, the findings to date and request feedback that will inform the shaping of the business case.
- 1.2 Hastings District Council (HDC) maintains 1652 km of local roads. The network of roads is essential for the safe and efficient movement of people and goods through and around the district.
 - The network is susceptible to weather and natural hazard events such as heavy rain, high winds, and extreme temperatures with broad impacts on the network, affecting access for communities and business and may cause significant infrastructure damage.
 - Climate change is increasing the frequency and severity of these events
- 1.3 HDC is developing a Programme Business Case with the aim of confirming the appropriate level of investment and actions that HDC can take to improve the resilience and management of the transport network when these events occur
 - Actions arising from the business case are yet to be defined but will include maintenance, renewals, and more targeted studies to inform larger scale improvements and investment for particular corridors or locations.
- 1.4 We would appreciate your feedback on the information provided in this summary report, the following questions could be considered in your feedback.
 - 1.4.1 How has transport system resilience impacted you, your business or your community in the past and how has this changed over time?

- 1.4.2 Some locations have been identified as vulnerable to damage and closures in this summary report. In your experience, are these locations correct and are there any other locations where you find transport system resilience impacts you, your business or your community?
- 1.4.3 How much of a priority should HDC consider transport system resilience in regard to level of investment, where this may come at the expense of other Council priorities?

2.0 Recommendations - *Ngā Tūtohunga*

- A) That the Heretaunga Takoto Noa Māori Standing Committee receive the report titled Hastings Transport Network Resilience dated 24 August 2022.
- B) That the Committee provide feedback to inform the business case.

Attachments:

1  HDC Resilience PBC

PRJ14-87-0088



Hastings Transport Network Resilience

Summary of Programme Business Case Development to Date

Prepared for Hastings District Council

Prepared by Beca Limited (Beca)

3 August 2022



1 Introduction and Purpose

Hastings District Council (HDC) maintains approximately 1,652 kms of local roads. The combined replacement value of these roads is estimated to be \$1.47b (2018 valuation). The road network is essential for the safe and efficient movement of people and goods through and around the District.

The road network is susceptible to weather and natural hazard events such as heavy rainstorms, high winds and extreme temperatures. The impact is broad and includes flooding, slips, fallen trees, damaged bridges and poor road condition. Climate change is increasing the frequency and severity of these events.

The increasing impact of natural hazard events on the roading network is leading to significant infrastructure damage, remedial cost increases, and loss of access for communities and businesses.

HDC and Beca are developing a Programme Business Case (PBC) with the aim of confirming the appropriate level of investment and actions that HDC can take to improve the District's road network resilience and the transport system response to these events over the next 50 years. Actions arising from the business case are yet to be defined but will include maintenance, renewals and more targeted studies to inform larger scale improvements and investment for particular corridors or locations.

The purpose of this summary report is to inform project partners and stakeholders about our findings to date, support planned discussions and request feedback that will inform completion of the business case (planned to be in draft by the end of 2022). This is a summary only and a full copy of the business case completed to date (up to short list option identification stage) can be provided upon request.

2 Focus of the PBC

The resilience of the road transport network can be affected by a range of hazards (events). Some of these are low frequency but high impact events, such as earthquakes, tsunamis, liquefaction, and volcanic eruptions that tend to trigger a civil defence emergency response. Other events are lower impact but occur more frequently, such as flooding, erosion, or landslips.

The PBC focuses on the high frequency low impact (HFLI) events such as flooding and slips that regularly impact on the resilience of the HDC transport network. These events can be addressed at a district level, whereas larger impact events which tend to trigger a civil defence response are considered in national level strategies and plans such as the National Disaster Resilience Strategy¹.



The type of events specifically considered by the PBC include:

- Storm/wind/lightening
- Flooding and inundation
- Fluvial erosion
- Coastal erosion
- Snow and ice
- Landslides and debris flows
- Drought and heat
- Wildfire events

¹ Civil Defence, 2019

Focus of the PBC

The geographic scope for the PBC is the Hastings District and the focus is predominantly on the rural inland and coastal areas that are particularly susceptible to resilience risks. Resilience has not been identified as a problem facing the urban community. The PBC also does not consider the resilience of the State Highway network that is addressed through the National Resilience PBC (Waka Kotahi), nor does it consider the resilience of rail, maritime or air transport as HDC has no control over these modes. The potential role of rail as an alternative transport service is considered at a high level.

The following map shows indicatively the nature and location of resilience events that have led to cost and access problems on the HDC road network in the last ten years.



Figure 1: Nature and General Location of Road Closures (recorded in RAMM database)

3 Problem Definition

Between 2011 and 2020, HDC spent roughly \$9m to address impacts caused by weather and natural hazard events. The range of expenditure per year is anywhere between \$300,000 and \$2M. There is no certainty of this annual cost to HDC.

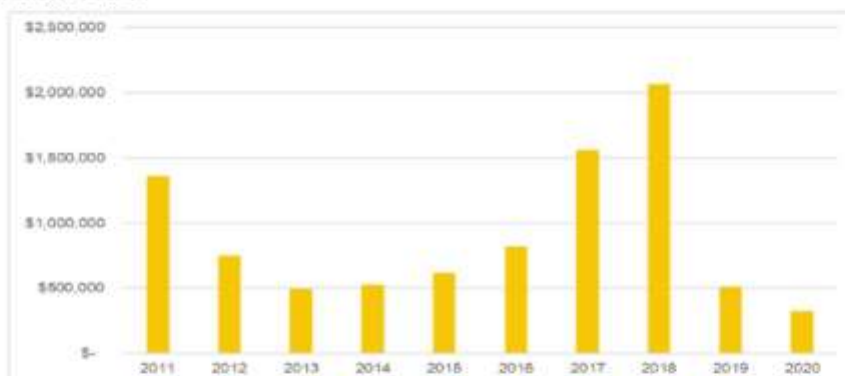


Figure 2: HDC Storm Event Response Spend (2010-2020)

Table 1 provides a summary of local road closures with an identified gap in customer levels of service, as defined by the Waka Kotahi One Network Road Classification. A gap in ONRC customer level of service gaps is defined using the following criteria:

- *Level of service exceeded:* the corridor performs better than all the ONRC criteria, and/or when it performs to a road category higher than its classification.
- *Level of service achieved:* the corridor achieves all the criteria described in its ONRC classification.
- *Level of service not achieved:* the corridor does not meet at least one aspect of the description for the ONRC road category.
- *Significant gap in level of service:* the corridor does not meet any of the ONRC level of service description and is performing at a road category lower than its classification.

Table 1: Summary of Road Closure Events (2011-2020)

Road	ONRC	AADT	% Freight ²	Road Closure Events	Level of Service (LoS) performance	Strategic Fit
Clifton Road	Primary Collector	3,600	3%	1	LoS not achieved	Medium
Joll Road	Primary Collector	2,500	0%	1	LoS not achieved	Medium
Taihape Road	Secondary Collector	760	20.8%	3	LoS not achieved	Medium
Puketitiri Road	Secondary Collector	660	15.3%	2	LoS not achieved	Medium
Kereru Road	Secondary Collector	300	22.1%	1	LoS not achieved	Medium
Matahorua Road	Secondary Collector	160	17%	1	LoS not achieved	Medium
Waitara Road	Secondary Collector	190	25.2%	1	LoS not achieved	Medium
Waipunga Road	Low Volume	<100vpd	34%	2	LoS achieved	Low
Darkys Spur Road	Low Volume	<100vpd	12%	3	LoS achieved	Low

² Sourced from mobileroad.org

Problem Definition

Road	ONRC	AADT	% Freight ²	Road Closure Events	Level of Service (LoS) performance	Strategic Fit
Makahu Road	Low Volume	<100vpd	12%	3	LoS achieved	Low
Little Bush Road	Low Volume	<100vpd	12%	2	LoS achieved	Low
Ellis Wallace Road	Low Volume	<100vpd	30%	1	LoS achieved	Low
Holts Forest Road	Low Volume	<100vpd	12%	1	LoS achieved	Low
Mokamoka Road	Low Volume	<100vpd	30%	1	LoS achieved	Low
Richmond Road (Clive)	Low Volume	<100vpd	12%	1	LoS achieved	Low
Te Ariti Road North	Low Volume	<100vpd	8%	1	LoS achieved	Low
Whanawhana Road	Low Volume	<100vpd	12%	1	LoS achieved	Low
Glengarry Road	Access	<100vpd	12%	1	LoS achieved	Low

The gap assessment indicates that Primary and Secondary Collector local roads are failing to meet their defined ONRC customer levels of service, predominantly due to road closure incidents where there is a lack of alternative route options for communities. These roads are categorised as meeting a 'Medium' strategic fit under Waka Kotahi guidelines, representing a strong case for investment/intervention. The roads closed most frequently from 2011 to 2020 were Taihape Road, Makahu Road, and Darkys Spur Road. The most common causes of road closures were fallen trees (eight closures), slips (seven closures), flooding (seven closures), and snow (five closures).

Road closure incidents caused by natural hazard events reflects a much wider national trend. Figure 3 shows the number of extreme weather events identified by the Insurance Council of New Zealand. Data over the previous three decades shows a clear trend in increasing extreme weather events. This indicates that HDC will face higher costs, more frequent and possibly longer road closures in the future if the resilience of the road network is not addressed.

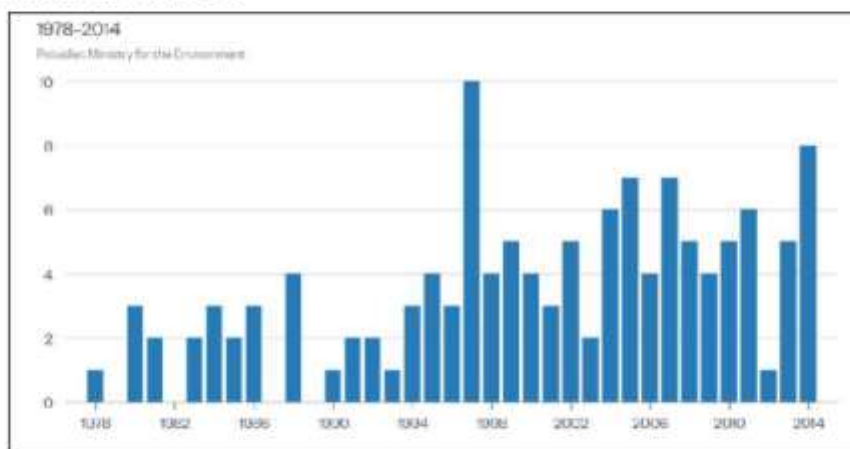


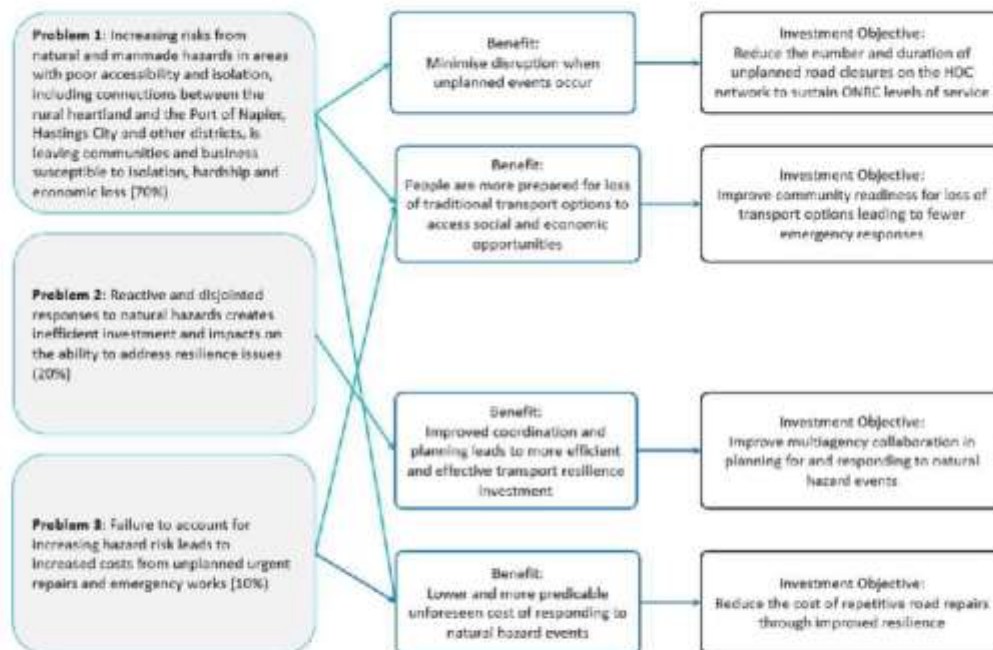
Figure 3: Number of Extreme Weather Events – 1978-2014 (identified by Insurance Council of New Zealand)

The following diagram shows the Problems, Benefits and Investment Objectives for the PBC.



Hastings District Council Road Network Resilience PBC | 3812793-624590929-54 | 3/08/2022 | 4

Programme Development and Short List Programmes



Resilience is about preserving and quickly restoring access to the road network in the face of unplanned events, enabling customers to complete their journey (Waka Kotahi).

4 Programme Development and Short List Programmes

To address the problems and realise the desired benefits, a long list of potential transport improvement activities was developed during earlier stages of the PBC and 'packaged' to form a long list of programme alternatives and a do minimum programme. The long list of activities included a spectrum of low cost (i.e., planning/policy, district plan changes), optimisation of existing infrastructure and higher capital activities (i.e. new infrastructure), following Waka Kotahi's Intervention Hierarchy approach.

Each long list programme was then assessed with HDC and Waka Kotahi through a Multi-criteria Assessment (MCA) process, which ultimately resulted in three programmes being identified as the preferred short list based on a mix of criteria (i.e., investment objectives, fatal flaws, affordability, achievability, social/environmental impacts).

The following tables summarise the three shortlist programmes and provides an overview of their key activities, benefits, and risks. A key difference between the balanced and targeted approaches is the location and scale of investment. The balanced investment programme is a lower level of investment mainly improving areas that become damaged during events, so these areas are more resilient in future. Targeted investment adds improvements to important parts of the network such as arterial roads to make these more resilient. Comparing these two programmes will help us determine if the additional benefit of the targeted investment approach outweighs the additional costs.

Programme Development and Short List Programmes

Do Minimum - Maintenance of current assets with no additional investment.	
Key interventions	<p>Committed activities only (i.e., maintenance/renewals):</p> <ul style="list-style-type: none"> Pavement renewal programme. Programme to address ageing and deficient road pavement asphalt in both urban and rural areas. Road renewal³ Escalated funding response to the needs of ageing and deteriorating transportation assets and increased demand on road assets.
Anticipated benefits	<ul style="list-style-type: none"> Affordable (easy to implement within existing budgets and funding constraints). There is sufficient competition and skills within the market to deliver this programme. The programme delivery is expected to have minimal environmental and social impacts, including property impacts. The programme is endorsed politically and by the community.
Investment level	Low
Risks	<ul style="list-style-type: none"> The programme does not provide sufficient resilience improvements over existing case (i.e., no improvements to ONRC levels of service). Programme does not mitigate against the impacts of future events. Anticipated growth in resident population is likely to drive a growth in travel demand (vkt), which will increase impacts to road and pavement surfacing and result in further future renewals costs. Without additional investment, there is no expected improvement in community readiness to unplanned road closures (i.e., alternative route access). Regional economy and future growth may be threatened without mitigation measures on high-volume freight corridors. Without additional investment, increased frequency and severity of weather hazard events presents increased risk to property and community safety.

Balanced Investment Programme - A mix of planning, operations and low-level network improvements focussed on mitigating the risk of damage in locations susceptible to natural hazards.	
Key interventions	<p>Committed activities plus:</p> <p>Planning / policy</p> <ul style="list-style-type: none"> Improve data collection. For example, improve recording of location, duration, and detour routes available, when a road closure occurs. Improve post investment monitoring. For example, monitor closures and damage at locations that have been improved to determine the impact that has been avoided and the recovery cost that has been saved through investment. Implementation of better signage and communications. District plan and policy review to ensure that future land use/development does not increase infrastructure and community exposure to natural/weather hazards. Engagement with forestry industry to identify financial contributions for mitigation. Engage with neighbouring districts to enhance cross boundary benefits. Integrated spatial planning (in conjunction with HBRC) – used to better anticipate future impacts of climate change and identify mitigation strategies. <p>Infrastructure</p> <ul style="list-style-type: none"> Pakowhai Road corridor management plan. Includes upgrade of Richmond Rd / Pakowhai Rd intersection to a roundabout and also for the upgrade of signals at St Aubyn St/ Pakowhai Rd. Coastal protection - Waimarama and Clifton Seawalls.

³ Reliant on Waka Kotahi funding approval.

Programme Development and Short List Programmes

	<ul style="list-style-type: none"> Improved network telecommunications (such as variable messaging system, gantry/vms messaging system, coordinated ITS). Drainage renewal activity targeted at high-risk areas affected by flooding events. High-risk flooding/sea level rise location investment. Investment in coastal erosion sites. Invest/protect alternative Port access corridor. <p>Business Cases / Monitoring</p> <ul style="list-style-type: none"> Havelock to Hastings SSBC. Develop a SSBC to investigate options to provide an alternative arterial link between Havelock North and Hastings to increase resilience between the two centres.
Anticipated benefits	<ul style="list-style-type: none"> Monetary savings generated from reduced road repair instances. Improved resilience capacity and response enabled by greater collaboration Greater understanding of risks, challenges and opportunities Greater value for money outcomes provided by low-cost activities (inclusion of policy/planning and district planning-level changes).
Investment level	Low – Medium
Risks	<ul style="list-style-type: none"> Programme does not achieve political support or endorsement. The assessment of estimated costs for this programme is indicative and has been made at a high-level. Further and more detailed cost analysis will be required in subsequent stages of the business case to understand the financial impact of this programme. Implementation of this programme will be dependent on other funding sources, such as the NLTP and LTP. It is not known if sufficient funding will be available from these sources in later stages of project implementation. Implementation will be dependent on other regional partners, such as HBRC and neighbouring districts.

Targeted Investment Programme - Targeted investment in parts of the network most susceptible to hazards and important to supporting community and economic wellbeing, e.g., collector roads and roads that provide access to important facilities.

Key interventions	<p>Committed activities plus:</p> <p>Planning / policy</p> <ul style="list-style-type: none"> Improve data collection. For example, improve recording of location, duration, and detour routes available when a road closure occurs. Improve post investment monitoring. For example, monitor closures and damage at locations that have been improved to determine the impact that has been avoided and the recovery cost that has been saved through investment. Coastal infrastructure review to identify assets that are critical and under threat. Integrated spatial planning (in conjunction with HBRC) – used to better anticipate future impacts of climate change and identify mitigation strategies. <p>Infrastructure</p> <ul style="list-style-type: none"> Stormwater drainage mitigation – identify flood prone areas and prioritise drainage improvements to reduce risk of roads flooding during storm events. Develop corridor management plans or single stage business cases to identify and programme resilience improvements on roads that have an important function (Collector Roads) and local roads at risk of natural hazard events. For example, <ul style="list-style-type: none"> o Puketitiri Road (collector road) o Taihape Road (collector road) o Omahu Road (local road, medium risk landslips) o Pakowhai Road (local road, high risk flooding, medium risk landslips).
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Programme Development and Short List Programmes

	<ul style="list-style-type: none"> Identify important / critical assets or facilities e.g., water treatment plants, for which a loss of access could result in high social, economic or environmental impacts. Identify and prioritise resilience improvements for access to these priority assets. Alternative routes – better identify known alternative routes and address major resilience issues on these routes to improve the likelihood of the alternative route being available when required (could be part of CMP / SSBC approach above). Tree felling programme for all Collector Roads. Bridge/culvert replacement and strengthening programme – A more exhaustive programme beyond the Do Minimum to target additional bridges/culverts. Slip mitigation - Target investment to improve levels of service of the road network in areas vulnerable to landslips. Flood mitigation - Investment to repair or mitigate impacts of fluvial flooding/ flooding inundation. Port access protection - Investment to protect essential lifeline service corridors servicing the Port. Havelock Road development - potential three laning. Northeastern connector - Karamu Road/Pakowhai Road link. <p>Business Cases / Monitoring</p> <ul style="list-style-type: none"> Develop an SSBC for all Primary/Secondary collector roads affected by road closures due to natural/weather events. Havelock to Hastings SSBC. Develop a SSBC to investigate options to provide an alternative arterial link between Havelock North and Hastings to increase resilience between the two centres.
Anticipated benefits	<ul style="list-style-type: none"> Reduction in road maintenance/repair and emergency remedial expenditure due to investment in improved levels of service and targeting investment in high-risk locations. Reduced likelihood of road closures, specifically on higher volume corridors, through targeted investment at locations/areas that have a history of vulnerability to weather and natural hazard events Improved community access and increased access to alternative routes in the event of disruption enabled by delivery of corridor management plans Improved mitigation against sea level rise and flooding events through coastal protection projects. Greater freight protection provided by investment in port access corridor protection. Consolidates investment in areas/locations that would benefit the greatest.
Investment level	Low – Medium
Risks	<ul style="list-style-type: none"> The assessment of estimated costs for this programme is indicative and has been made at a high-level. Further and more detailed cost analysis will be required in subsequent stages of the business case to understand the financial impact of this programme. Implementation of this programme will be dependent on other funding sources, such as the NLTP and LTP. It is not known if sufficient funding will be available from these sources in later stages of project implementation. Implementation will be dependent on other regional partners, such as HBRC and neighbouring districts. Programme does not achieve political support or endorsement. Significant technical risks and challenges are apparent, particularly in relation to the implementation of coastal protection, corridor management, and other infrastructure focused activities.

Next Steps

5 Next Steps

The next steps to complete the PBC are summarised below.

Timing	Key Steps
August	Engagement on Short List Programmes with Partners and Stakeholders
September	Short List MCA evaluation to identify Preferred Programme
October	Engagement with Partners and Stakeholders on Preferred Programme
November	Complete Economic, Financial, Commercial and Management Case sections of PBC
December	Complete Draft Business Case and Circulate to partners and stakeholders for feedback

We would appreciate your feedback on the information provided in this summary report, the following questions could be considered in your feedback.

- How has transport system resilience impacted you, your business or your community in the past and how has this changed over time?
- Some locations have been identified as vulnerable to damage and closures in this summary report. In your experience, are these locations correct and are there any other locations where you find transport system resilience impacts you, your business or your community?
- How much of a priority should HDC consider transport system resilience in regard to level of investment, where this may come at the expense of other Council priorities?

Wednesday, 24 August 2022

Item 7

Te Hui o Te Kaunihera ā-Rohe o Heretaunga

Hastings District Council: Heretaunga Takoto Noa Māori Standing Committee Meeting

Te Rārangi Take

Report to Heretaunga Takoto Noa Māori Standing Committee

Nā: Dr James Graham, Pou Ahurea Matua - Principal Advisor:
From: Relationships Responsiveness and Heritage

Te Take:
Subject: Pou Ahurea Update

1.0 Executive Summary – *Te Kaupapa Me Te Whakarāpopototanga*

1.1 The purpose of this update is to apprise the Committee about continuing project work that the Pou Ahurea Team are leading and or contributing to at Council.

- Reserve Management Plan Update
- Te Tū Marae ki Te Matau-a-Māui - PGF Marae Renovation Project Update
- Waiaroha Update
- Hawke's Bay Museum Storage update
- Te Aranga Design across the CBD
- Wāhi Taonga Project Update
- RMA Reform Kaupapa Update

The update concludes by recommending that the Committee receives the report.

2.0 Recommendations - *Ngā Tūtohunga*

That the Heretaunga Takoto Noa Māori Standing Committee receive the report titled Pou Ahurea Update dated 24 August 2022.

Attachments:

There are no attachments for this report.

HASTINGS DISTRICT COUNCIL

HERETAUNGA TAKOTO NOA MĀORI STANDING COMMITTEE MEETING

WEDNESDAY, 24 AUGUST 2022

Item 10

RECOMMENDATION TO EXCLUDE THE PUBLIC

SECTION 48, LOCAL GOVERNMENT OFFICIAL INFORMATION AND MEETINGS ACT 1987

THAT the public now be excluded from the following part of the meeting, namely:

11 Te Matā Prohibition Line Negotiations and Plan Change

The general subject of the matter to be considered while the public is excluded, the reason for passing this Resolution in relation to the matter and the specific grounds under Section 48 (1) of the Local Government Official Information and Meetings Act 1987 for the passing of this Resolution is as follows:

<i>GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED</i>	<i>REASON FOR PASSING THIS RESOLUTION IN RELATION TO EACH MATTER, AND PARTICULAR INTERESTS PROTECTED</i>	<i>GROUND(S) UNDER SECTION 48(1) FOR THE PASSING OF EACH RESOLUTION</i>
11 Te Matā Prohibition Line Negotiations and Plan Change	Section 7 (2) (i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations). Contract arrangements with the landowners upon which the plan change is based are yet to be finalised..	Section 48(1)(a)(i) Where the Local Authority is named or specified in the First Schedule to this Act under Section 6 or 7 (except Section 7(2)(f)(i)) of this Act.