

sub#	Name	Organisation
8	Roslyn Thomas	Upstream Wairoa Inc
11	Gillian Wilton	Seascape Environment Society Inc
14	David Apted	Ormlie Chalet Group
15	Paul Bailey	
16	Sharleen Baird	
18	Jenny Baker	
20	Neil Barber	Art Deco Masonic Hotel
22	Zoe Barnes	Napier City Business Inc
24	Kathryn Bayliss	
25	Nico Borchardt	
28	Steffan Browning	Green Party MP
35	Graeme Carroll	Napier-Gisborne Railway Shortline Establishment Group
37	John Cheyne	
38	Grenville Christie	
41	Peter Cole	
47	Ken Crispin	Citizens Environmental Advocacy Centre
48	Larry Dallimore	
54	Marie Dunningham	Grey Power Hastings & Districts
55	Paul Eady	
57	Matt Edwards	
58	Dan Elderkamp	
61	Paula Fern	
68	Tim Gilbertson	
71	June Graham	
72	June Graham	Grey Power Napier & Districts
75	Margaret Gwynn	
76	Robin Gwynn	
81	Rose Hay	CHB Forest & Bird Society
82	Vaughan Cooper	
94	Liz Read & Jonathan Rees	The Country Apartment
98	Pauline Doyle & Ken Keys	Guardians of the Aquifer
99	Neil Kirton	
101	Matthew Le Quesne	
104	Keren Lilburn	
109	Mary Liza Manuel	
112	Jean Martin	
116	Coralee Matena	Hawke's Bay Federated Farmers
120	Ewan McGregor	
122	Rex McIntyre	
130	Judy Mills	
133	Bob & Alison Morrison	
135	Allan Neckelson	
139	Gerard Pain	
140	Donald Parkinson	Central Hawkes Bay Promotions Inc
142	Kristen Price	Toimata Foundation

sub#	Name	Organisation
147	Ann Redstone	WOW Inc
148	Katharine Robertshaw	
149	Glen Robertshaw	
155	Chris Ryan	
164	F & R Simon	
172	Julie Thomas	
176	Adrienne Tully	
180	Dianne Vesty	HB Fruitgrowers Association Inc
184	Mary Ellen Warren	
190	Matt Woods	

23 JULY 2015

8:30am

Herbi HELP US SHAPE OUR

Submission



Upstream Wairoa Inc

Sending in your submission

- This form is optional and for your convenience. However whether you are posting or faxing your submission, as a minimum we need you to include your name, address and most commonly used telephone and email contacts. This helps us to keep you informed of the outcome/s.
- You also need to clearly indicate if you want to present your submission in person to the Council.
- Keep a copy of your submission for reference.
- Submissions must be received at HBRC **no later than 4pm, Friday 13 May 2015**. Late submissions will not be accepted.

Post to: Our Plan 2016-17 Submission, Freepost 515,
Hawke's Bay Regional Council, Private Bag 6006, Napier 4142

Fax to: 06 835 3601

Deliver it to: 159 Dalton Street, Napier

Name: Roz Thomas. On behalf of Upstream Wairoa Incorporated.. (or representative)

Organisation:

Upstream Wairoa Incorporated..... (if applicable)

Address:

c/o Wairoa District Council, PO Box 54,

Wairoa 4160.....

Daytime phone:

06 838 7309 or

Email:

roslyn@wairoadc.govt.nz.....

Signature: Roz Thomas.....

NO – I do not wish to present my submission in person to the Council meeting



The purpose of our submission is to confirm the commitment from Hawkes Bay Regional Council as per the Wairoa Waterfront Enhancement plan commissioned by Boffir Miskell in 2015 providing planting recommendations, design strategies and specific long-term goals for the Wairoa River.

Recent public concerns from the silt discharge into the Wairoa River from the Waihi Dam during the summer months has highlighted the need to care for our river and it is timely to take action and reinvigorate Wairoa's river through the implementation of the Wairoa Waterfront Enhancement Plan reinforcing the aroha for this awa, strengthen its banks, protecting them from further erosion, and begin teaching new generations of the importance of bank stabilisation in order to safeguard this awa.

Upstream Wairoa Incorporated and Wairoa District Council are requesting that Hawkes Bay Regional Council provide the necessary funds and resources to develop the concepts, begin community consultation and implement an education programme throughout the process, begin the stream bank tree removal and secure plants for planting applications.

Wairoa District Council has completed the first task set out in the plan by removing all invasive plant vegetation along the most affected areas.

Upstream Inc and Wairoa District Council have held regular planting days with Enviro Schools providing plants for planting along the river to test their suitability of the environment and the exposure to the salt content in the water. There are a noticeably larger number of interested groups and individuals wishing to become involved in Wairoa's Waterfront Enhancement plan for Community planting days.

Critical areas for bank stabilisation have been identified and a timeframe has been outlined which considers primary and secondary planting layers as well as the consideration to create connections of the streetscape, shops and river.

Please refer to the attached Wairoa Waterfront Enhancement plan for further details.

The Wairoa Waterfront Enhancement plan has been shared to our community through a public consultation process, work has started but now we need the resources, funds and commitment for Hawkes Bay Regional Council into the next stages.

Yours faithfully.

The members from Upstream Wairoa Incorporated

Wairoa Waterfront Enhancement timelines

PROJECT TIMELINE

SUBMISSION 8

Date	Description	Responsibility	Started	Completed
March 2013	Economic Development team and Upstream Wairoa Incorporated begin discussions over the neglected state of the vegetation and weeds growing along Marine Parade in the township area with Wairoa District Council Parks and Reserves department and Hawkes Bay Regional Council	ED Team, Parks and Reserve Department WDC, HBRC, Upstream Inc	Yes	Yes
May 2013	Upstream Incorporation presents a submission to the Wairoa District Council Annual plan for vegetation clearance along the main area of shops along Marine Parade	Upstream Inc Wairoa District Council	Yes	Yes
June 2013	The submission is approved FOR \$15,000 and the Economic Development team and Upstream Wairoa Inc continue discussions with Wairoa District Council and Hawke's Bay Regional Council to ensure the first stage work is completed to all stakeholders' expectation.	Upstream Inc, ED Team, Parks and Reserve department WDC, HBRC	Yes	Yes
August 2013	Sir James Carroll Walkway limestone pathway begins – a joint initiative supporting the NEET programme in further training and qualification's.	Wairoa Young Achievers Trust and NEET programme, QRS, WDC, AFFCO, ED team, Wairoa Walkway Committee, NZ Institute of Highway Technology	Yes	Yes
September 2013	Vegetation removal work begins in Stage one.	WDC, ED Team, Upstream Inc	Yes	Yes
December 2013	Due to the positive impact for the community created from Stage one, Upstream Inc made a commitment to continue the vegetation works to be completed and a planting programme to follow up along the river on Marine Parade and include the other side with the newly developed Sir James Carroll Walkway.	Upstream Inc	Yes	Yes

Date	Description	Responsibility	Started	Completed
March 2014	Draft Project Plan is written with quotes and pricing attached for the work and further consultation begins with stakeholders.	Upstream Inc, DOC, Walkway committee, Wairoa Museum, Wairoa District Council, Hawkes Bay Regional Council, Wairoa Young Achiever's Trust	Yes	Ongoing
April 2014	Preparation for submission to Wairoa District Council for a commitment to begin Stage Two and assist with funding to remove the larger self seeded phoenix palms still remaining and the continuation along Marine Parade.	Upstream Inc, WDC	Yes	
April 2014	Sir James Carroll Walkway is officially opened.	WDC, Wairoa Young Achievers Trust, Stakeholders and public	Yes	Yes
May 2014	On recommendation from our local DOC department Upstream Inc submitted an application to the Community Conservation Partnership fund, Department of Conservation to partner in this project.	Upstream Inc, ED Team, DOC, WDC, HBRC	Yes	Yes
May 2014	Letters of Support written from the Police		Yes	Yes
May 2014	Submission to Hawkes Bay Regional Council to assist with funding for walkway vegetation project	Upstream Inc,	Yes	Yes
August 2014	Response from Hawkes Bay Regional Council supporting project under the Wairoa Rivers and Streams Scheme	Upstream, WDCHBRC	Yes	Yes
August 2014	WDC funds approved and Stage Two clearance begins – \$35,000	WDC, Parks and Reserve Department, ED Team, Upstream Inc		
November 2014	Hawkes Bay Regional Council engages Boffir Miskell landscape design company and meeting held with WDC and Upstream representatives to discuss requirements.	Upstream, WDC, HBRC	Yes	Yes
March 2015	Design completed and community consultation regarding the document was undertaken. Issues raised with the removal of the Lighthouse to a new area.	HBRC, WDC	Yes	Yes

Date	Description	Responsibility	Started	Completed
May 2015	Design altered and a new plan drawn up by Boffir Miskell incorporating riverbank and playground area.	WDC, Upstream Inc	Yes	Yes
August 2015	Te Kura Kaupapa Maori o Ngati Kahungunu o te Wairoa students, St Josephs School and Tiaho school students planting Day commemorating Sir James Carroll birthdate. Three species were planted testing their suitability to the environment and saltiness of the water: Dodonaea viscosa(akeake) ,Apodasmia similis (oi oi),phorium tenax (flax)	St Josephs,Te Kura Kaupapa. Tiaho, Enviro Scools, WDC	Yes	Yes
August 2015	Strengthening repair work undertaken on the old flax mill wharf site	WDC	Yes	Yes
September	Upstream Wairoa discuss initiating "Friends of the River " group for the community	Upstream	Yes	No
September 2015	Wairoa River flood – newly planted oi oi remain and survive the flood		Yes	Yes
December 2015	Silt released into the Wairoa River from the Waihi Dam	HBRC, WDC, Eastland Group	Yes	Yes
February 2016	Ongoing effects from Waihi Dam still apparent in the Wairoa River	HBRC, WDC, Eastland Group	Yes	Yes
May 2016	Submission to HBRC from Upstream and WDC seeking a forward plan for the project	HBRC, WDC, Upstream Inc	Yes	
June 2016	Proposed enviro schools next planting day planned	Enviro schools, YROA YNOT, WDC, DOC	No	
August 2016	Planning for Wairoa Waterfront Enhancement project completed	WDC,HBRC, Upstream,	No	
September 2016	Media Releases begin – overall description of the plan, Update community on the removal work and planting scheme.	Ed Team and Upstream Inc	No	
November 2016	Planting plan finalised and plants ordered for Autumn delivery	WDC, Upstream Inc, ED Team, Parks and Reserve department, DOC, local nurseries and other suppliers	No	
December 2106	Removal of trees from stream channels	HBRC		
May 2017	Planting programme begins with community	All stakeholders	No	

HELP US SHAPE OUR PLAN 2016-17

Pr26

Sending in your submission

RECEIVED
12 MAY 2016
BY: 1:54pm Reception

- This form is optional and for your convenience. However whether you are posting or faxing your submission, as a minimum we need you to include your name, address and most commonly used telephone and email contacts. This helps us to keep you informed of the outcome/s.
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Post to: Our Plan 2016-17 Submission, Freepost 515,
Hawke's Bay Regional Council, Private Bag 6006, Napier 4142

Fax to: 06 835 3601

Deliver it to: 159 Dalton Street, Napier

Name: Gillian Wilton Chair Person (or representative)
Organisation: Seascape Environment Society Inc. (if applicable)

Address: 3 Breakwater Rd.
Ahuriri
Napier

Daytime phone: 8354920

Email: thewiltonsnapier@xtra.co.nz

Signature: 

Tick,

YES – I wish to present my submission in person to the Council meeting

NO – I do not wish to present my submission in person to the Council meeting



If you feel that we have missed a key issue that's going to significantly affect the people of Hawke's Bay & our opportunity to prosper, we welcome your comments.

..... Submission from Gillian Wilton Chair Person Seascope

~~160502 notes for HBRC Casual Meeting 5pm 2nd May 2016 Print 48 2x3~~

TOPIC

PORT NOISE and the FAILURE OF NCC

to IMPLEMENT RULE 28.15 Court order stamped 17 Nov 2008.

PORT NOISE HISTORY

In 2006 Residents paid \$25,000 to employ experts to advise on proposed District Plan to enable port to work 24hrs, 7 days a week.

It was expected the port would contribute \$250,000 per year (Inflation adjusted) until those effected by port noise, would have sufficient insulation (as per the rule and appendix) mainly about sleep.

If the port had followed the principle object of the NCC District Plan, most if not all of those effected would be experiencing noise levels acceptable under the RMA.

RESULT

To date the Port of Napier have made no offers to residents for mitigation. There have been 50 plus complaints of Port Noise, probably about 100 or so, not that the rule requires complaints to be made

MALCOLM HUNT and ASSOCIATES

An expert report from MHA who reviewed the plan showed many parts that required attention such as quote "it is NCC that have the overall responsibility for managing the effects of noise within the district" unquote.

WHAT WE WOULD LIKE THE HBRC TO DO

Instruct the Port to offer the funds that have been withheld, to residents for insulation purposes.

Gillian Wilton Seascope Environment Soc.



~~Bruce Wilton President. Seascope Environment Soc.~~

2/41 Omarunui Road
R.D. 3
Napier 4183

21 April 2016

Our Plan
c/- Hawke's Bay Regional Council
Private Bag 6006
Napier 4142

Dear Sir

**RESOURCE CONSENT - DP110286L – 41 OMARUNUI ROAD, WAIOHIKI,
NAPIER**

I administer the above consent on behalf of the Ormlie Chalet Group and wish to provide the attached submission for consideration in connection with the 2016-17 Annual Plan.

Would you kindly include this for consideration accordingly.

Yours faithfully



D C Apted

SUBMISSION TO HAWKES BAY REGIONAL COUNCIL re WATER SCIENCE CHARGES

We wish to present the following submission in regard to the Water Science charges levied against us under our Resource Consent DP1.10286L.

Our issue is that the annual charges, which are supposed to be fair and reasonable across all consent holders, do not appear that way. We are four private individual residences, each on their own title, connected to a single effluent system which uses our own bore water and discharges on to our own land in a rural area. Our Consent has been granted under the **Conclusion** (Condition 10) "The proposed activity will have no more than minor effects, is consistent with the RMA and Council policies," and **Recommendation** (Condition 11) "The application to be processed on a non-notified basis".

The Council's Annual Plan states that single residential dwelling consents are excluded from the annual Water Science charges. However, although we are individual private residences, because we are all using the one effluent system we are not being given the the benefit of the exclusion . Whilst that is possibly a technically correct conclusion it is the fact that we have been charged \$1,035.39 each year for the last 2 years, despite our formal objections, for these costs, compared with a nil charge for similar dwellings over the same period. We find that difference hardly "fair and reasonable".

Our submission therefore is that our situation should receive special consideration taking into account the circumstances outlined above and that the annual charge should more fairly reflect Conditions 10 and 11 of our Resource Consent. We therefore would wish this situation be corrected in the forthcoming Annual Plan.

Residence 1 – Ross & Lyn Braybrook

Residence 2 – David and Moyle Apted

Residence 3 – Lucy Dever

Residence 4 – RayBerkett and Marie Hedley

OurPlan
C/- Hawke's Bay Regional Council
Private Bag 6006
NAPIER 4142

12 May 2016

RECEIVED	
RECEPTION	
TIME: 1.02 pm	DATE: 13/5/16
SIGNATURE: <i>LHB</i>	

2016 ANNUAL PLAN SUBMISSION

ENVIRONMENTAL FLOWS PROPOSAL

The consultation document states that "The public will be asked to make a commitment before the precise projects are fully identified and prioritised." Before committing ourselves to expenditure of \$36.9 million I would like to know what we are getting for our money. What projects are the projects intended and have alternatives been fully explored? Take fixing Lake Whatuma for example. The solution is not so much about making a stagnant water body flow again, it is about the level of the lake. Buying out surrounding land and raising the exit to the lake to hold more water is not going to cost \$36.9 million. Its about making an attempt to bring the lake back to a more natural state.

The dam's resource consents set out the environmental flows that have to be provided at no cost to the ratepayer. The scheme has to provide flushing flows, and minimum flow levels. Under Option B what HBRC is actually suggesting are additional environmental flows. I'm all for improving environmental flows but will the Tukituki River actually need them once Plan Change 6 and the 0.8 DIN limit kicks in? We are being asked to agree to the expenditure of over \$36.9 million taking on blind faith that it is actually needed. Again, why are we being asked to make a commitment before the precise projects are fully identified and prioritised?

This leaves us with option C. To state that there will be no environmental flows under this option is disingenuous for the reasons outlined in the above paragraph. We could always insist that HBRIC just allows additional flows at no cost if it can be justified that they are required. After all HBRIC belongs to us, the ratepayers. If this means that they have to go back and renegotiate with outside investors, then so be it.

There is also the question of committing \$36.9 million to this one catchment. Think about what other environmental uses this money could be put towards. Where is the money coming from to fix Lake Tutira? What about Waihi and Waiau Rivers in Waiora? What about the upper Mohaka? To me this is the biggest hole in the analysis provided by HBRC in this consultation. It demonstrates how rushed this whole process has become and the lack of thought that has gone into this proposal.

So I support option C, even though it is not perfect. It is the Clayton's option. The option you make when you don't have any alternative. Like most ratepayers I want to stop dogs dying in the Tukituki River, I'm just not convinced that spending \$36.9 million of our money is the best solution. It is money that could well be spent elsewhere so we get a bigger environmental bang for our buck. Because HBRC has not even considered putting alternative options to ratepayers you do not deserve support by approval of options A or B.

Recommendation

Support Option C

MANAGING & MONITORING LAND

Regardless of the outcome of RWSS I would have considered that implementing Plan Change 6 makes an additional staff member on the councils land management team a no brainer.

Recommendation

Support Option B

FIT FOR PURPOSE REGIONAL COUNCIL

I support any improvement to Councils ability to reach out to the community.

Recommendation

Support Option B

WELLINGTON LEASEHOLD PROPERTY

It is a disappointing that we were not given the option to provide feedback on the sale of the leasehold income on the Napier leasehold properties in the same manner that we are being consulted upon here.

Recommendation

Support Option A

OTHER - CLIMATE CHANGE

It remains frustrating that councils plans on how to deal with Climate Change seem to be on the back burner. Where is the public sense of urgency? As the Parliamentary Commissioner for the Environment (PCE) so succinctly points out 7,973 Napier homes are at risk (Preparing NZ for rising seas: Certainty and Uncertainty Nov 2015).

The PCE's report has a section entitled "Engaging with communities". It talks about the gathering and provision of information, building and sharing an understanding of the risks, community involvement, a need for openness, clear communication (which by my translation means plain English), and the placing of hazard information on LIMs.

There is nothing in this consultation document to indicate that you are taking any of these steps. It is high time you did so. Please be the community leaders on this issue. Let us know what you are planning. There isn't even a section on your web site about climate change. You are missing the opportunity to lead this discussion before the community takes the direction of the discussion out of your hands by filling the vacuum you have created by your silence.

Recommendation

1. Set up a section on the website about climate change and what Hawke's Bay Regional Council is doing to deal with it.
2. Announce that you will replacing your fossil fuel vehicle fleet with electric vehicles over time.

On their own doing these things won't save the world but it will demonstrate to the community that you understand the risks and are attempting to mitigate them. Something that is sorely lacking at present.

Tick, YES - I wish to present my submission in person to the Council meeting.

Tick, NO - I do not wish to present my submission in person to the Council meeting.

Name: Paul Bailey

Address: 43 Nuffield Ave

NAPIER

Phone (Day): 06 8433323

Phone (night): "

Email: napierbailey@gmail.com

Signed: 

SUBMISSION 16

From Sharleen Baird

I would like to speak to my Submission

Re LTP Amendment Options - I choose Option C.

Rationale - No demonstrated need for additional water/ Financially irresponsible/Environmentally short term thinking

*Flushing flows predicted under RWSS if built may be enough for environmental benefits (as has been stated by HBRIC in various publications)

*Lake Whatuma - Other options available that would be more longterm/ cheaper/ inclusive and probably more environmentally effective enabling HBRC to borrow a much lower amount of money.

The cost of Iwi, landowners and other stakeholders interests being met could be much cheaper than \$36m e.g. Treaty land/Taiwhenua kaitiaki role, landowners potential compensation or gifting role, safeguards for duck shooters interests.

Environmentally - Lake levels could be GRADUALLY raised so wildlife and habitat can adapt safely with monitoring/restrictions on boating, etc to protect their ecosystem introduced.

*Money - Ratepayers are already being asked to contribute \$80m towards irrigation project. Financially irresponsible to borrow this amount of additional money with no clear financial benefit and the possibility of the Port of Napier being used as collateral shows that HBRC should not trust HBRIC's financial management skills.

What Council would allow their investment arm to suggest a lower income for their ratepayers and projects than they currently have with no demonstrated benefit? It's obvious to many economists and those with good financial business skills that the initial \$80m is a risky investment which would be compounded by HBRC borrowing \$36m more to invest in such a risky scheme

*Potential Alternative Use of any additional money - Tourism. Tourism HB have received substantial funding earmarked for Hawkes Bay's great drawcards such as Big event promotion and activity advertising. As someone working in Tourism, Tourists often remark that they were misled about the clean,green experience, Any improvements HBRC can fund that increase the clean, green experience is also a drawcard for tourists

*Under Variation to Annual Plan 2016-2017nt 1 - I support employment of additional staff to assist with Implementation of Plan Change 6. Part of the proposed \$36m could be used to employ these additional staff to assist in actioning Plan Change 6 implementation requirements.

My submission is that additional staff are also employed with some of this money to monitor and ensure compliance/regulatory consequences are also being actioned within the agreed timeframe.

SUBMISSION 18

SUBMISSION to HBRC Annual Plan 2016-17

Submitter: Jenny Baker

I do not wish to speak at the submission hearings. I will be away.

1. Submission on Amendment to the Long Term Plan 2015-25. Environmental Flows.

I support Option C.

Reasons:

The Board of Inquiry required and allocated for flushing flows as part of its resource consent conditions. Therefore I assume the BOI considered this sufficient along with other nutrient control conditions.

Calling these additional flows “environmental” is not convincing. It is uncertain whether there in fact will be environmental benefits for these additional flows and whether the additional usage/volume will actually be used for environmental enhancement.

The long term effects of flushing flows on river biota are largely unknown. There is little data from other projects to support these additional flushing flows and the effects on the estuarine and adjacent marine environment are unpredictable. A whole catchment, mountains to sea approach requires consideration of these effects.

I do not support spending \$36.9million to further flush away the effects of land use intensification.

The money could better be spent on reducing nutrients from entering the aquatic environment in the first place including advocacy and support in changing land use practices, biodiversity enhancement, becoming a centre of excellence in dry land farming and working to reduce over-allocation.

I therefore need to support Option C. As with the original Tukituki Choices consultation these multi choice options often obfuscate the real and bigger issues and eliminate the full investigation of other options.

2. Other RWSS issues.

Non- notification of consent for extended distribution area Zone N.

I believe consent for this additional area was granted in January 2016.

I am concerned that this significant change to the project was non-notified.

What were the reasons for non-notification?

3. Other issues

Progress on Big Six Consultation Strategic Aims.

In 2014 there was an extensive consultation exercise around the Big Six issues ahead of the Long Term Plan planning.

There was good public engagement and input and one of the Six (all were important) was Our Energy Futures. I had understood that one of the outcomes was work on an Energy Strategy and I had thought funds were allocated for this.

I am interested to know how that work has progressed and the current state of that particular strategy.

Thank you for this opportunity to submit,
Jenny Baker

SUBMISSION 20

Submission to the Hawke's Bay Regional Council – Long Term Plan 2016

My name is Neil Barber and I am joint owner of the Art Deco Masonic Hotel in Napier. I have co-owned the building since 1998. In August 2010 my partner and I took over the operational management of the business. A year after taking over operations we commenced an extensive renovation programme.

We have:

- fully renovated 42 rooms and installed air conditioning.
- Revamped the hotel reception area
- created Emporium Eatery and Bar (September 2012)
- refurbished the Gatsby suite of function rooms
- refurbished the Rose Irish Bar on Hastings Street
- created the Deco delights ice-cream parlour on Emerson Street
- leased 17 car parks from NCC to provide guest parking
- invested over \$3m in refurbishments and improvements
- Leased the Brazen Head in Hastings Street, made it operational and aspire to undertaking a makeover this year
- Submitted plans to refurbish 4 additional rooms in the hotel to increase capacity.

Some other salient facts:

- In the peak of summer we employ more than 80 people
- Our wage bill exceeds \$2.2m
- We spend more than \$100k in marketing and promotional activity

Further we are an International Tourism partner of HBT and provide them with an estimated \$10,000 per annum in donated or discounted services for their media and industry familiarisation programme and member activities.

It would be fair to say that we have not just sat back and relied on the efforts of HBT to attract domestic and international visitors to Hawke's Bay and claim our share of them. Rather we have been proactive in investing in tourism infrastructure and our own promotional and marketing activities. The people we employ also invest in the local economy on a weekly basis as they purchase their groceries, fill up their car or pay their rent.

Hawke's Bay has had a stellar summer and we are no exception. I have little doubt that the marketing activities of HBT have had a major impact on visitor numbers. The table below reflects our own experience:

Month	Occupancy 2014/15	Occupancy 2015/16
November	77%	80%
December	59%	75%

January	78%	93%
February	94%	95%
March	79%	90%
April	80%	86%

As a business we are extremely appreciative of the efforts of HBT. We value their regional marketing efforts and their event management expertise. We are also grateful to HBRC for their funding contribution.

We fully support maintenance of the current level of funding of \$1.22m and the proposed increase to funding of \$300k bringing funding for 2016/17 to \$1.52m.

I am prepared to talk to my submission if required.

Disclosure:

Whilst I have written this submission as a business owner and employer I need to disclose that I am Chairman of the Hawke's Bay Tourism Industry Association and in this capacity I also sit on the Board of Hawke's Bay Tourism.

Many thanks for your consideration and for providing me with an opportunity to make a submission.

Regards, Neil Barber

SUBMISSION 22

Good afternoon HBRC,

I make this submission to the Hawke's Bay Regional Council Council Annual Plan on behalf of the 415 businesses, and the 222 commercially rated buildings that make up the boundary for Napier City Business Inc.

We would formally like to support the action to increase funding to Hawke's Bay Tourism by \$300,000 in the coming financial year.

As the tourism heart of the region, Napier CBD has seen a tremendous increase in tourists over the past summer season, and we firmly believe this is in large part due to the fantastic work done by Hawke's Bay Tourism.

CBD retailers rely heavily on the tourist dollar and correspondingly businesses are reporting a fantastic uplift in revenue over the last 6+ months, a trend that is continuing well in to what is normally a very quiet time of year.

We very much appreciate all the work that is done by Annie and her team and look forward to working alongside them going forward.

I do not need to talk to this submission.

Many thanks,
Kind regards,

Zoe Barnes



Zoe Barnes
MANAGER
DDI: 06 834 3916
MOB: 021 051 5427

Submission 24

Kathryn Bayliss

Consultee Ms Kathryn Bayliss (68417)
Email Address kall@xtra.co.nz
Address Waipukurau 4281
Event Name HBRC Annual Plan 2016-17
Submission Type Web

Amendment to the Long Term Plan 2015-25

Which option to you prefer? Option A, B or C? C. Decline this amendment to the Long Term Plan 2015-25, making no provision for environmental flows and at no cost to HBRC.

What do you think - What option do you prefer?

Option C. If HBRC truly cared for the environment and biodiversity they would not be building the Ruataniwha Water Storage Scheme which will affect approximately 450.18 ha. with a total of 185.18 ha of ecologically significant indigenous vegetation and habitats, and resident fauna, including DoC conservation land being destroyed. Plan Change 6 is suppose to improve the environment including our rivers. HBRIC said the flushing flows from the RWSS will improve our rivers. It should be their responsibility that flushing flows do have the desired outcome. It would be better for the ratepayers if money was not spent on so called Environmental Flows and not invested in the RWSS. Rates should be kept as low as possible.

Managing and Monitoring Land

Which option to you prefer? Option A or B? B. Add one extra person to the land management team in response to growing demand from land users

What do you think - What option do you prefer?

Option B. Land users should be given help to improve their land management. Prompt response to requests for help is necessary.

Fit for Purpose Regional Council

Which option to you prefer? Option A or B? A. Council maintains current investment levels, with minimal customer service improvements

What do you think - What option do you prefer?

Option A. Rates and spending should be keep as low as possible. Technology is always changing and I think HBRC should defer any unnecessary spending. New is not always better. HBRC should maintain continuous improvements within the current budget.

Wellington Leasehold Property

Which option to you prefer? Option A or B? A. Council retains ownership of its Wellington leasehold properties

What do you think - What option do you prefer?

Option A. I agree HBRC should retain ownership of Wellington Leasehold land as long as it is more cost effective to do so. It adds to diversity of investments and income. But if it forecast the value of the Wellington Leasehold land will drop sharply, or income decrease substantially, or cost of borrowing rise substantially then it should be reconsidered.

Please add any other comments you wish.

1. As other people have said because the cost of the RWSS has gone up so should the level of water uptake in agreements need increase before giving the RWSS the right to proceed. It is very risky and unethical to commit to build a \$333 million water scheme with public money for only 196 water users signed up to take water. I think the public should be consulted again before HBRC finally commits all of the \$80 million to the RWSS. Much has changed since the first consultation and more but not everything is known. The first consultation also ignored votes of 949 submitters who sent in identical submissions saying that \$80 million of council funds should not be spent on the Ruataniwha dam. It skewed the results to make it so more were for than against which wasn't true.
2. HBRIC should be liquidated. The RWSS plan should be abandoned. The Port of Napier should be brought back under HBRC management. HBRIC is just another layer of complexities, risks and costs for more directors and a staff. HBRC is planning to invest too much on water storage. Diversification is important to reduce risk.
3. Ratepayers should not be seen as an endless source of money for HBRC and HBRIC and other businesses who the HBRC give grants to. HBRC and HBRIC should not risk ratepayer money in risky ventures such as the proposed RWSS, and the Ngaruroro Water Storage.
4. I am against the HBRC being involved in energy futures and strategies. HBRC should not make any investments in energy. It should only give consents for clean, renewable energy projects that do not harm our native habitats or risk polluting our water, air or land. Any consents should be notified so HB residents can make submissions on energy company projects.
5. I am against all oil prospecting, development and production and hydraulic fracturing in Hawke's Bay. Most people see nothing positive about it and it is a very big risk to our people and the environment. Any risk to our people, soil, water, land and ecosystems should be avoided. It could also adversely affect our clean, green

image and safety of our food products. HBRC should not give Oil and Gas companies any resource consents to explore, use hydraulic fracturing and develop and produce oil and gas in Hawke's Bay.

6. I think Hawke's Bay should officially become free of genetically modified organisms. Organic farming should be encouraged. We would be healthier and happier if Hawke's Bay was farmed organically and the earth and the environment wasn't poisoned or polluted. We need to make Hawke's Bay a clean, healthy, eco-friendly place to live and visit. We need to care for the environment and live sustainably if we want to help make the world a better place to live in now and for generations to come. Food grown here would be known for being safe and sustainable. If grown organically it could also provide more jobs on farms. Eco-tourism could also attract more visitors.

7. Big burn offs and fires that burn or smoulder for more than a day should be banned.

8. HBRC should remember many rural people have slow, expensive internet access. This should be remembered when using digital tools for Community Engagement and Communications and their website. Audio versions of meetings should be available for downloading. All meetings and workshops should be open to the public.

9. Rates and debt must be kept as low as possible.

Submission 25

Nico Borchardt

Consultee	Nico Borchardt (68497)
Email Address	N.w.borchardt@windowslive.com
Address	Hastings 4152
Event Name	HBRC Annual Plan 2016-17
Submission Type	Web

Managing and Monitoring Land

Which option to you prefer? Option A or B?

B. Add one extra person to the land management team in response to growing demand from land users

Submission to the Hawkes Bay Regional Council Annual Plan

Steffan Browning MP – Green Party

This submission requests that the Hawkes Bay Regional Council phase out the use of glyphosate and similar based herbicides from its streets, playgrounds and parks.

Glyphosate was listed by the World Health Organisation last year as a probable carcinogen, and glyphosate based herbicides have been shown to have other negative health and environmental effects, raising concern for community and worker health, and possible liability issues. Effective non-toxic alternatives to glyphosate based herbicides are increasingly being used by councils.

Consideration of the negative effects of herbicides in the environment must be a clear part of the council's Long Term Plan, especially at a time when science validating community concerns is increasingly available. The Annual Plan process is an appropriate and quick way of ensuring urgent changes needed for improved community wellbeing.

Tourism – Clean green 100% Pure Aotearoa New Zealand branding is an important component of the success of tourism to your region and New Zealand generally. However roadside, playground and park spraying is contrary to that image, with many tourists surprised to see what appears to be a cavalier attitude to agrichemical use here, especially in urban areas. Many countries have already severely restricted use of glyphosate based herbicides in urban areas, with some banning all uses. In fact, this April, the European Parliament called for a ban on all uses of glyphosate-based herbicides in private and public green areas, including spraying in and around public parks, playgrounds and gardens.

Christchurch City Council also recently voted to stop the use of glyphosate based herbicides in all areas open to the public. While that doesn't go as far as many overseas jurisdictions, or ensure full community safety from the herbicide, it is an appropriate move for a local authority to take when a threat to community, worker, and environmental health is recognised.

Continued use of glyphosate and similar based herbicides in your region, especially in urban areas, is a potential risk for the community, workers and for the tourism brand.

Significant scientific evidence has shown that:

1. Glyphosate affects bacteria's response to antibiotics
2. Glyphosate damages hormones and is a probable carcinogen
3. Glyphosate is often combined in weed killers with other active ingredients that are more toxic to animals and people than glyphosate by itself
4. When it enters waterways, glyphosate harms fish and other aquatic animals
5. Glyphosate negatively affects the natural behaviour of bees, causing them to forget where their hives are
6. Glyphosate leaches into groundwater
7. We don't know what a safe level of glyphosate is, as it has never been assessed by regulators at sub-lethal levels.

Supportive evidence can be found in my commissioned 44 page heavily referenced report; ***Glyphosate: No Safe Level 2016 report***

https://d3n8a8pro7vhmx.cloudfront.net/beachheroes/pages/1997/attachments/original/1455059707/Glyphosate_Report_10-02.pdf

and summarised in an unreferenced; ***Two-page overview of glyphosate***

<https://d3n8a8pro7vhm.cloudfront.net/beachheroes/pages/1997/attachments/original/1453085529/Spray-free-2pager-formatted.pdf>

Although an alternative strategy need not be more expensive, a full proposition on why Councils and contractors should consider more than purely immediate economic measures in deciding on weed management measures is in my document; ***Paradigm Shift: The Rationale for Chemical Free Weed Control*** found at

https://d3n8a8pro7vhm.cloudfront.net/beachheroes/pages/1997/attachments/original/1456438338/Paradigm_Shift_v5.pdf

Usefully some ***Alternatives to glyphosate for councils*** covers options effectively available now.

https://d3n8a8pro7vhm.cloudfront.net/beachheroes/pages/1997/attachments/original/1453071596/Alternatives_for_Councils.pdf

I wish to appear before the Council to present further on this submission.

Steffan Browning MP | Green Party of Aotearoa New Zealand
Spokesperson for Organics, GE, Pesticides, Safe Food, Biosecurity

Room 15.06 | Bowen House | Parliament Buildings | Wellington
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Authorised by Steffan Browning, Parliament Buildings, Wellington.

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Napier-Gisborne Railway Shortline Establishment Group

Draft Annual Plan Submission Hawke's Bay Regional Council

12 May 2016

Napier Gisborne Railway

The Hawke's Bay Regional Council deserves to be applauded for its ongoing efforts to negotiate constructively with KiwiRail over the last few years to reopen the Napier Gisborne railway.

We appreciate the significant resourcing of \$5.46m that the Hawke's Bay Regional Council has allocated previously in the Council's Long Term Plan to this important transport infrastructure initiative. A number of our group have contributed towards achieving this outcome for the benefit of the region.

We support the common objective that the first priority is the establishment of log train services from the Wairoa in northern Hawke's Bay to Napier Port. At the time of writing this submission that objective looks close to being achieved.

We also appreciate the need for additional financial and other input from the Gisborne end of the line. This support will enable the re-opening of the remaining section of the railway line where repairs are needed to the washouts located between Kopuawhara and Gisborne.

The re-opening of the railway to Gisborne will enable fully loaded containers to be transported by rail to Napier, thus providing important additional logistics capacity for the benefit of both the Gisborne district and Hawke's Bay region. It will also reduce the wear and tear and travel risks from additional trucks on the Wairoa to Gisborne section of the state highway.

We request that Hawke's Bay Regional Council retains in its annual and long term plans the objective of reopening to Gisborne as a second stage after the Napier to Wairoa section has reopened and provided its viability.

There are commercial partners keen to see the Gisborne section repaired and reopened and they are actively working on ways to resource and enable this to happen. These initiatives have become particularly important following recent news reports that the Hawke's Bay Regional Council's current negotiations with KiwiRail look to only be for the line to northern Hawke's Bay.

We also remain keen to see the restoration of rail tourism excursion train operations on the Napier Wairoa Gisborne line, which is regarded as one of the best lines in New Zealand for these purposes.

Accordingly, we request that Hawke's Bay Regional Council includes in negotiations with KiwiRail, and other interested parties, the objective of enabling access to the railway, including yard facilities, for other rail operators in line with the FRONZ (Federation of Rail Organisations of NZ) existing agreement with KiwiRail for the rest of the rail network.

Examples include regular Napier based steam tourism train excursions to service the Napier cruise ship market on the Napier to Holt Forest section of the railway, as well as to Wairoa, by Mainline Steam. Provision of access for other heritage excursion operators such as Steam Incorporated and the Pahiatua Railcar Society is also important.

Retaining the Napier Pandora turning triangle will also be essential.

The workshop facilities at Pandora also need to be retained, not only to support existing heritage operations, but also to support the likely development of tourist rail services for cruise ship passengers. The latter would result in operators needing to base their railway rolling stock in Napier for lengthy periods. This cannot happen without dedicated workshop facilities. These facilities do not need to be built, they already exist and should be retained as a priority. If they are sold then the prospect of any future rail services, particularly for tourism, will be lost as the replacement cost would be prohibitive.

Without access to the Pandora facilities the regular operations by Steam Incorporated and the Pahiatua Railcar Society in support of the twice yearly Art Deco celebrations will be threatened and these operations may well cease altogether.

We remain keen and available to assist the Council to ensure the success of the Napier to Wairoa service and later the reopening of the line to Gisborne and development of new train services initiatives.

Please feel welcome to contact us any time for further comment and input.

Don Selby
Chairman
Napier Gisborne Railway Shortline Group

PO Box 67,
Pahiatua.

<http://www.napier-gisborne-railway.co.nz/>

In partnership with Weatherell Transport – providing integrated road and rail transport logistic solutions for the Gisborne District and Hawke's Bay Region

SUBMISSION 37

Submission on LTP Amendment 2015-25 & Annual Plan Proposals 2016-17

Name: John Cheyne

Address:

Daytime phone:

Email: johncheyne@xtra.co.nz

Signature:

Yes I wish to present my submission in person to the Council meeting

Amendment to the Long Term Plan 2015-25

I accept Option A committing HBRC to purchase 4 million m³ per year for environmental flows at a preset price from 2026-27, acknowledging that the first ten years are free. The annual estimated cost to HBRC would be \$940,000 in 2016 dollars with the total cost over 35 years of \$36.9 million.

There are a number of environmental projects which could benefit from this additional water.

In most summers the water level in Lake Whatuma drops below (c 0.3m) the existing concrete Crump weir on the lake outlet because evapo-transpirational water losses exceed the very limited water inflows. This impacts on biodiversity values by leaving the extensive raupo beds dry and the associated impact on fish and birds. The problem could be addressed by water being diverted from the Tukituki River in summer and autumn to maintain lake water levels at the current sill level. This suggestion is not new as a plan had been prepared 25 years ago to divert 0.3m³ water into the lake from the Tukituki River. Additionally the current sill level could be raised slightly (0.2m) to offset some of the current water loss but it would require a resource consent and approval from surrounding landowners. The value of putting additional water into the lake in summer/autumn is well founded and does not require experimentation.

In addition to the Tukituki and Waipawa Rivers there are a number of smaller streams which may benefit from additional summer/autumn water to augment minimum flows or even provide flushing flows. It seems that we have insufficient information to identify precisely which streams/rivers would benefit from this additional water and I agree that some experimentation would be required to identify where this water could be best used.

Annual Plan Proposals 2016-17

Managing and Monitoring Land

I support Option B to add one extra person to the land management team because of the growing demand from land users but I don't think this is enough. Successful implementation of Tukituki Plan Change 6 will hopefully achieve enhanced water quality over most reaches of the major rivers. This

implementation will depend to a significant degree on the sound advice and support provided to landowners by HBRC land management staff. The earlier this occurs the greater the prospect of meeting the nutrient levels required by Plan Change 6. I recommend further consideration be given to accelerating the two additional land management positions scheduled to come on stream in 2018.

Fit for Purpose Regional Council

I support option B

Wellington Leasehold Property

I support option A

SUBMISSION 38

My name is Grenville Christie
I live at Waipukurau
Phone

This is my Submission to the LongtermPlan 2015 – 2025

I am Co-Chair of CHB Forest & Bird and also a Foundation Member of Whatuma Wetland Care Group

I would like to speak to my Submission

ENVIRONMENTAL FLOWS PROPOSAL

I choose option C

The reasons for this are

1 I believe the ratepayers should not have to pay for something which is theirs by right.

2 The underlying cause that necessitates the need for environmental flows has not been addressed.

That cause is the over- allocation of existing water in CHB and an irrational approach to water allocation

3 I see the purchase of water from the RWSS as aiding and abetting the Dam which in my opinion, if it were to go ahead , will have many major negative impacts on the environment.

4 The only longterm solution to low summer levels of water in lake Whatuma is more winter water storage by way of water run off from the lake's current catchment.

This would involve raising Whatuma's level to pre 1970's level and the placing of a fit for purpose flood control gate at the lakes outlet.

Relying on water from the Dam to achieve higher summer levels is short term thinking for the following reasons :

[a] the cost of dam water can increase in price

[b] when the contract expires after 35 yrs we cannot know the economic and political landscape and therefore whether or not a contract for a water take would be renewed

[c] the water storage dam has a finite life which could also be shortened by some other event Eg ,act of god etc.

The main point here is sooner or later the situation we have now with Whatuma will re-occur if the reliance is on RWSS to supply the shortfall of water to the lake.

I would also like to add that Whatuma was taken from Local Iwi in the colonial past and from that time onwards the mauri of Whatuma has gone backwards. I would urge the HBRC in recognition and acceptance of this , and the emotional and economic suffering by the rightful owners of Whatuma ,to take up the challenge and deliver a genuine longterm solution.

Annual Plan Proposals 2016-2017

MANAGING & MONITORING LAND

This area of concern needs a good budget so there can be adequate staff and monitoring to ensure plan change 6 is not undermined through lack of economic resources and or qualified personal.

I support Option B

SUBMISSION 41

-----Original Message-----

From: Peter Cole [<mailto:peatgcoal@gmail.com>]

Sent: Tuesday, 10 May 2016 8:28 a.m.

To: Information Requests <info2@hbrc.govt.nz>

Subject: Submission on Amendment to Long Term Plan and Annual Plan Proposals

LTP

I don't support any of the options set out under the Environmental Flows proposal. I can think of no good reason why the community should have to pay so that additional fresh water can flow down our rivers to "enhance habitat and eco systems". This should have been thought about prior to determining the commercial arrangements for the dam. Inadequate water flow is a consequence of the current commercial arrangements. The cost of this additional water flow should be met by the commercial users. To expect the community to pay is asking it to pay yet another subsidy to the commercial users of the water from the dam.

I think it is reprehensible to put this proposal to the community while it still awaits the detailed information about its financial commitment to the dam.

AP

I don't support adding another person to your "managing and monitoring land team". I prefer enforcement to your approach of monitoring and managing those who either mismanage land, deliberately pollute water ways, or fail to meet conditions set by the HBRC.

I can't see any good reason for the HBRC to own leasehold properties in Wellington. I think they should be sold immediately. Item 4 under your Annual Plan suggests you need cash now.

Peter Cole

Sent from my iPad

From: Have Your Say
To: Ken
Subject: FW: HBRC 2016/17 Annual Plan Draft - plan submission from Citizens Environmental Advocacy Centre. (CEAC) 10th May. 2016 submitted. PLEASE CONFIRM RECIEPT LEEANNE

Attachments: Hawkes-Bay-Expressway-Noise-and-air-quality-issues-June-2005.pdf; RAG, Te Poho O Rawiri Marae, 23112012.doc; CEAC end end end end final PPD for HBRC Annual plan 2014-15. (4).ppt; NZTA Evaluation manual eem (C)1-july-2010 External Effects.pdf; NZTA Climate change IPCC 2014 report dire future. (2).rtf; NIWA article in Herald 2004. (F) Premature deaths from vehicle exhaust..doc; NZ rail strategy 2004 - 2008 (C) Speech to Government. Dr Cullen.doc; Further Guidance for Transport Agencies.doc; 20140508 ADM42 D Ratima Takitimu District Maori Council submission.pdf

Importance: High Yes wish to speak to Submission

Submission - To HBRC Draft Annual Plan 2016/17

We firstly as a territorial Council need to assess any "Environmental impacts" of relying on road freight and not a combined rail/road freight balanced option as this bridge carries a rail structure still not used since 2013. (see attached addendum for Environmental impacts to residential communities and the matter of replacing the quiet road surfacing again after 10 years please.)

Rail is also identified as a recommended "mitigation" to lower truck freight around our city in the study report presented to NCC/HBRC in 2006 from the Parliamentary Commissioner for the Environment following their study of the Napier region and the HB Expressway. Copy attached) for

CITIZENS ENVIRONMENTAL ADVOCACY CENTRE Est' 2001.

EAST COAST TRANSPORTATION PROJECT

In association with Motorway Action Group
NHTCF, and other local residents groups Napier/Gisborne.

Ph 06 862 4007 Matawai, 06843 2007 Napier.

Written & Oral submission required; by Ken Crispin.

10th May 2016.

Our SUBMISSION. CEAC May 2016. - HBRC annual Plan Draft 2016/17.

We firstly as a Regional territorial Council, HBRC needs to assess any "Environmental impacts" of relying on high volumes of road freight and not a combined rail/road freight balanced option we as a senior Community Group from 2001 need active involvement with the HBRC as a community advisory group for individuals

and groups to influence decision-making.” Under HBRC Governance, Community Engagement & Services Activities (see below “Engagement role and responsibilities”)

HEAVY FREIGHT MODAL CHOICES for environmental & economic wellbeing.



- **Rail plan for Log freight. “A good start”**
Rail is also identified as a recommended “mitigation” to lower truck freight around our city in the study report presented to NCC & HBRC in 2006 from the Parliamentary Commissioner for the Environment following their year long study of the Napier region. (See addendum for the study)

Hawke's Bay Expressway: Noise and air quality issues

Report summary

A national environmental standard for road traffic noise is urgently needed, a PCE investigation into noise and air pollution from the Hawke's Bay Expressway has found. That is one of 14 recommendations in a report which traces many of the problems back to past planning failures.

While the expressway has always been designated as Hawke's Bay's major arterial road, it originally passed through mainly rural land. Now houses run alongside about one-fifth of its length and several hundred people live within 60 metres of it.

The PCE investigated after Napier residents who live near the expressway complained about traffic noise and air pollution. Among the recommendations are several practical steps to deal with their immediate problems, such as reducing engine braking, cutting the maximum speed on the expressway, and using quieter road surfaces.

At another level are steps to develop a more 'big picture' approach to regional transport planning. Instead of simply building more roads to cater for future traffic demand, the report calls for a more integrated approach that promotes alternatives such as buses, cycles, and trains, and greater coordination between land-use and transport planning.

Our SUBMISSION. CEAC May 2016.

Why do we require use of CEAC as a senior Community Advocacy Group under; HBRC Annual Plan 2016/17 ?

- **Strategic Planning: Activity 4 – State of the Environment Reporting** Page | 13
“to assess the state of the region’s environment and the impacts of community activities.”
- **Transport: Activity 2 – Regional Land Transport Plan** Page | 87
- “It is supported by advisory members from the community”.

- **HBRC's Governance, Community Engagement & Services Activities** P
age | 92
- **"providing opportunities for individuals and groups to influence decision-making."**

Rail is also identified as a recommended "mitigation" to lower truck freight around our city in the study report presented to NCC in 2006 from the Parliamentary Commissioner for the Environment following their study of the Napier region and the HB Expressway.

HBRC required to review HDC comments on Heavy road freight plans to re-route more truck freight through Napier to Port of Napier.

Hastings District Council (HDC) our adjoining City, regarding transport in their region involves discussion about the Whakatu road linkage about to be built, that impacts our Napier territorial region, and increased road freight improvements in their Annual plan 2016/17. This under "Projects on the go" Page 11 of HDC Annual plan. Draft.

We have concerns needed to be addressed so far omitted- as "Environmental urban residential HPGV road freight impacts" during the draft plan of NCC annual 2016/27 plan draft.

The following issue was of the Whakatu link road here is the draft plan for the Whakatu link road to the HB Expressway that HDC admit feed freight to Napier and the port.

"It will provide a strategic roading link between State Highway 2 North and Pakowhai Road in order to improve connections into and out of the Whakatu Industrial Area and through to the Hawke's Bay Expressway and Port of Napier."

Our issues

Increased HPMV heavy road freight mitigation requirements for residential areas from planned increased freight movement from Whakatu to & from Hastings & via "Whakatu link project".

There **has been no Environmental impact studies done on this project so far**, since HDC lobbied for the Whakatu link Road to be built.

This is a requirement of this council in partnership with NZTA and other road controlling authorities and councils.

We represent many residents who will be impacted by the increased road freight expected by 2030 at 2.7 times the amount on the roads today according to the latest 2014 NZTA Freight Demands study.

Residents in Hastings, Napier and other regions will be heavily impacted by the increased HPMV freight movements 24/7 through HB as a consequence.

Council advocacy role is required here.

We call for HBRC, HDC & NCC to apply the appropriate voice for the community who live alongside the areas mentioned in the report on page 11 as item 1/ in the project mentioned as "Whakatu Arterial Link Project"

So far no wording is mentioned any appropriate concerns for the planned increased trucks moving from Whakatu to Napier and the port, QUOTE;

“It will provide a strategic roading link between State Highway 2 North and Pakowhai Road in order to improve connections into and out of the Whakatu Industrial Area and through to the Hawke’s Bay Expressway and Port of Napier.”

We call on HDC to use your position as a partner with NZTA to advocate for those communities affected by the increased heavy road freight 24/7 that will occur with this planned link road.

We as a senior community voice for those communities ask to be included as a community advocate and advisor to Council to provide assistance for mitigation steps, and appropriate wording of your Annual Plan Document, as in years past HDC has always placed a strong worded environmental impact of road generated noise, dust pollution and other factors relating to living near busy roads, and we need to have mitigation emphasised here as we have been requested by all communities affected.

So HDC can use the detailed documentation provided them to advocate for the affected communities we have gathered following past/future meetings with all affected parties. On approaching NZTA the result is mute and requires local council advocacy here.

Ken Crispin.
Secretary.
Project Manager East Coast Transportation Project.
Citizens Environmental Advocacy Centre. Est’ 2001.
Ph 06 862 4007 Matawai, 06843 2007 Napier.
Written & Oral submission required; by Ken Crispin

Item 1/

Hastings District Council
Great living, today and tomorrow
Draft Annual Plan 2016 - 2017

Projects on the go

Draft Annual Plan 2016 - 2017 // 11
Looking after Infrastructure

Whakatu Arterial Link Project

The Whakatu Arterial Link has been identified as a key strategic project within the Council’s Long Term Plan and the Regional Land Transport programme.

It will provide a strategic roading link between State Highway 2 North and Pakowhai Road in order to improve connections into and out of the Whakatu Industrial Area and through to the Hawke’s Bay Expressway and Port of Napier.

The project is on target for completion by July 2018.

Now that the detailed design phase has been completed, final estimates have been prepared which show an increase in costs and a requirement to increase the project budget.

In order to accommodate the increased project costs the Council have reprioritised other projects within the roading programme.

Final details will be known once the contract for the project is tendered and evaluated.

End.

Item 2/

Strategic Planning: Activity 4 – State of the Environment Reporting

Page | 13

Activity 4 – State of the Environment Reporting

Significant Issues

- Ensuring people have access to and confidence in the environmental data collected to assess the state of the region's environment and the impacts of community activities.
- Ensuring environmental data is readily available in a relevant and easy to read format, so that people can understand the state of the region's environment and the effectiveness of regional plans or policy.

Rationale

HBRC has a statutory responsibility to monitor the State of the Environment. This is reported on every 5 years, with annual updates. HBRC is also required to monitor the suitability and effectiveness of policy statements and plans. This provides important information that is of benefit to the region's social, cultural, **environmental and economic wellbeing**. Such information should be easily accessible and available in a form that is meaningful and understandable.

The research project provides HBRC with the ability to leverage external investigations and research funding and to undertake small research projects to fill unforeseen gaps in knowledge.

The National Environmental Monitoring Standards project is coordinated on behalf of other councils, NIWA and power companies. The project aims to develop and standardise environmental monitoring procedures in New Zealand. This project is funded externally by grants and contributions from regions.

Significant Negative Effects

No significant negative effects will occur as a result of HBRC's delivery of these activities.

Contributing projects include: 153 State of the Environment Reporting, 155 National Environmental Monitoring Standards (NEMS) and 182 Unspecified Research & Grants

Transport: Activity 2 – Regional Land Transport Plan

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Activity 2 – Regional Land Transport Plan

Significant Issues

- The need to better integrate transport infrastructure planning with future land use strategies.
- Changes in legislation and government policy statements which alter previously planned priorities for transport funding.
- The potential for reduced national funding as a result of reduced fuel usage, as people change to more efficient or alternative modes of transport.
- The need to plan for the predicted growth in freight movements throughout the region and to ensure efficient, safe, reliable access to Napier Port from throughout its catchment.

Rationale

Hawke's Bay Regional Council (HBRC), through the Regional Transport Committee, is responsible for the region's transport planning under the Land Transport

Management Act 2003. The Committee's key role is to prepare a regional land transport plan which sets out the region's transport objectives, policies and measures and contains all transport activities for which funding is sought from central government. The plan must be consistent with the Government Policy Statement on Land Transport.

The Regional Transport Committee comprises one representative from each of the four territorial authorities, one representative from the New Zealand Transport Agency and two from the Regional Council. It is supported by advisory members from the community.

Significant Negative Effects

There are no anticipated significant negative effects from the delivery of these activities which seek to provide an effective, efficient and safe land transport system.

Contributing projects include: 797 Regional Land Transport Plan

Transport: Activity 2 – Regional Land Transport Plan

Page | 87

Through the region's transport planning documents HBRC will promote improved integration of all transport modes, land use and efficient movement of freight

Adopted Regional Land Transport Plan (RLTP) in place

2015-18

Report on current RLTP as set out in the monitoring and reporting section of the Plan

- three yearly report to the Regional Transport Committee on outcomes of the RLTP
- annual report to the Regional Transport Committee on activity implementation

2017-18

Complete preparation of RLTP for 2018-28 within statutory timeframes

Monitor

and report on achievements from the RLTP to the Regional Transport Committee *and the Technical Advisory Group*

- Begin RLTP review process in 2017

Adopted Regional Cycle Plan in place

2015-18

Report annually to member organisations on the outcomes of the Regional Cycle Plan, as set out in its monitoring section.

Coordinate the implementation, monitoring and review of the Regional Cycle Plan through the RCP Governance Group

HBRC's Governance, Community Engagement & Services Activities

Page | 92

Introduction

Hawke's Bay Regional Council's (HBRC) Governance and Community Engagement role and responsibilities involve decision-making, keeping regional residents informed, and ensuring that tangata whenua and the people of Hawke's Bay have a meaningful say on the direction of their region.

This group covers the following activities to deliver these roles and responsibilities.

- Strategic Alliances – involves HBRC working with a range of organisations such as central government, university, private sector groups and councils – to provide valued services and research that is targeted and efficient.
- Community Engagement and Communication – encompasses all HBRC purposes and functions and engagement with a broad range of stakeholders in the general

community through a variety of media.

- Community Representation and Regional Leadership – includes Council elections and the role of Councillors in representing their constituent community, the cogovernance arrangement with treaty settlement groups through the Regional Planning Committee, plus providing opportunities for individuals and groups to influence decision-making.

- Investment Company Support – involves the management and administration support that will be provided to the proposed Hawke's Bay Regional Council Investment Company.

Link to Strategic Outcomes

This group of activities contributes to Council's strategic outcomes in the following ways.

Resilient Communities

• *Quality services for a healthy connected community* – by the 9 Councillors representing their constituent communities across Hawke's Bay; by reflecting community views on policies considered by the Council; by actively engaging with the community and providing information and knowledge in regular publications.

• *Local leadership, strong relationships and affordable, well considered solutions* – by supporting Tourism Hawke's Bay and participating in Business Hawke's Bay, through funding from the Regional Economic Development Rate; establishing relationships with Massey University.

Resilient Ecosystems

Active management linking biodiversity, land, fresh water and our coastal marine areas – by working closely with iwi/hapu, primary sector associations, environment groups and government departments to provide for greater catchment/community based management of the environment.

Resilient Organisation

Using foresight, strategy, smart investment, strategic alliances and a fit-for-purpose approach to lead our region - by the 9 Councillors representing their constituent communities across Hawke's Bay; the effective operation of the Regional Planning Committee as the co-governance model for cultural redress in Hawke's Bay, and the effective operation of the Council organisation in its delivery of its functions.

Assumptions and Future Demand Incorporated in the 2015-25 Long Term Plan

The planning assumptions for HBRC's Governance and Community Engagement are:

- Council will continue to have a membership of nine although it is acknowledged that a decision on local government reorganisation proposals may alter the local government structure in Hawke's Bay within the first three years of this Long Term Plan

- The Regional Planning Committee will become a permanent Committee under the Hawke's Bay Regional Planning Committee Act.

- Establishing alliances with other organisations will be necessary to achieve regional success.

- Continued expectation of, and increased requirement for, stakeholder and public engagement in HBRC activities.

Strategic Planning: Activity 4 – State of the Environment Reporting

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Activity 4 – State of the Environment Reporting

Significant Issues

- Ensuring people have access to and confidence in the environmental data collected to assess the state of the region's environment and the impacts of community activities.

- Ensuring environmental data is readily available in a relevant and easy to read format, so that people can understand the state of the region's environment and the effectiveness of regional plans or policy.

Rationale

HBRC has a statutory responsibility to monitor the State of the Environment. This is

reported on every 5 years, with annual updates. HBRC is also required to monitor the suitability and effectiveness of policy statements and plans. This provides important information that is of benefit to the region's social, cultural, environmental and economic wellbeing. Such information should be easily accessible and available in a form that is meaningful and understandable.

The research project provides HBRC with the ability to leverage external investigations and research funding and to undertake small research projects to fill unforeseen gaps in knowledge.

The National Environmental Monitoring Standards project is coordinated on behalf of other councils, NIWA and power companies. The project aims to develop and standardise environmental monitoring procedures in New Zealand. This project is funded externally by grants and contributions from regions.

Significant Negative Effects

No significant negative effects will occur as a result of HBRC's delivery of these activities.

Contributing projects include: 153 State of the Environment Reporting, 155 National

- Environmental Monitoring Standards (NEMS) and 182 Unspecified Research

Rail is also identified as a recommended "mitigation" to lower truck freight around our city in the study report presented to NCC in 2006 from the Parliamentary Commissioner for the Environment following their study of the Napier region and the HB Expressway.

Hastings District Council (HDC) our adjoining City, regarding transport in their region involves discussion about the Whakatu road linkage about to be built, that impacts our Napier territorial region, and increased road freight improvements in their Annual plan 2016/17. This under "Projects on the go" Page 11 of HDC Annual plan. Draft.

We have concerns needed to be addressed so far omitted- as "Environmental urban residential HPGV road freight impacts" during the draft plan of NCC annual 2016/27 plan draft.

The following issue was of the Whakatu link road here is the draft plan for the Whakatu link road to the HB Expressway that HDC admit feed freight to Napier and the port.

"It will provide a strategic roading link between State Highway 2 North and Pakowhai Road in order to improve connections into and out of the Whakatu Industrial Area and through to the Hawke's Bay Expressway and Port of Napier."

Our issues

Increased HPMV heavy road freight mitigation requirements for residential areas from planned increased freight movement from Whakatu to & from Hastings & via "Whakatu link project".

There **has been no Environmental impact studies done on this project so far**, since HDC lobbied for the Whakatu link Road to be built.

This is a requirement of this council in partnership with NZTA and other road controlling authorities and councils.

We represent many residents who will be impacted by the increased road freight expected by 2030 at 2.7 times the amount on the roads today according to the latest 2014 NZTA Freight Demands study. Residents in Hastings, Napier and other regions will be heavily impacted by the increased HPMV freight movements 24/7 through HB as a consequence.

Council advocacy role is required here.

We call for HDC & NCC to apply the appropriate voice for the community who live alongside the areas mentioned in the report on page 11 as item 1/ in the project mentioned as “Whakatu Arterial Link Project”

So far no wording is mentioned any appropriate concerns for the planned increased trucks moving from Whakatu to Napier and the port, QUOTE;

“It will provide a strategic roading link between State Highway 2 North and Pakowhai Road in order to improve connections into and out of the Whakatu Industrial Area and through to the Hawke’s Bay Expressway and Port of Napier.”

We call on HDC to use your position as a partner with NZTA to advocate for those communities affected by the increased heavy road freight 24/7 that will occur with this planned link road.

We as a senior community voice for those communities ask to be included as a community advocate and advisor to Council to provide assistance for mitigation steps, and appropriate wording of your Annual Plan Document, as in years past HDC has always placed a strong worded environmental impact of road generated noise, dust pollution and other factors relating to living near busy roads, and we need to have mitigation emphasised here as we have been requested by all communities affected.

So HDC can use the detailed documentation provided them to advocate for the affected communities we have gathered following past/future meetings with all affected parties. On approaching NZTA the result is mute and requires local council advocacy here.

Ken Crispin.

Secretary.

Project Manager East Coast Transportation Project.

Citizens Environmental Advocacy Centre. Est’ 2001.

Ph 06 862 4007 Matawai, 06843 2007 Napier.

Written & Oral submission required; by Ken Crispin

Item 1/

Hastings District Council

Great living, today and tomorrow

Draft Annual Plan 2016 - 2017

Projects on the go

Draft Annual Plan 2016 - 2017 // 11

Looking after Infrastructure

Whakatu Arterial Link Project

The Whakatu Arterial Link has been identified as a key strategic project within the Council’s Long Term Plan and the Regional Land Transport programme.

It will provide a strategic roading link between State Highway 2 North and Pakowhai Road in order to improve connections into and out of the Whakatu Industrial Area and through to the Hawke’s Bay Expressway and Port of Napier.

The project is on target for completion by July 2018.

Now that the detailed design phase has been completed, final estimates have been prepared which show an increase in costs and a requirement to increase the project budget.

In order to accommodate the increased project costs the Council have reprioritised other projects within the roading programme.

Final details will be known once the contract for the project is tendered and evaluated.

End.

You are here: [Home](#) > [Publications](#) > [All publications](#) > Hawke's Bay Expressway: Noise and air quality issues



Publications

- [All publications](#)
- [Submissions and Advice](#)

Hawke's Bay Expressway: Noise and air quality issues

Report summary

A national environmental standard for road traffic noise is urgently needed, a PCE investigation into noise and air pollution from the Hawke's Bay Expressway has found. That is one of 14 recommendations in a report which traces many of the problems back to past planning failures.

While the expressway has always been designated as Hawke's Bay's major arterial road, it originally passed through mainly rural land. Now houses run alongside about one-fifth of its length and several hundred people live within 60 metres of it.

The PCE investigated after Napier residents who live near the expressway complained about traffic noise and air pollution. Among the recommendations are several practical steps to deal with their immediate problems, such as reducing engine braking, cutting the maximum speed on the expressway, and using quieter road surfaces.

At another level are steps to develop a more 'big picture' approach to regional transport planning. Instead of simply building more roads to cater for future traffic demand, the report calls for a more integrated approach that promotes alternatives such as buses, cycles, and trains, and greater coordination between land-use and transport planning.

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Hawke's Bay Expressway: Noise and Air Quality Issues

Office of the
Parliamentary Commissioner for the Environment
Te Kaitiaki Taiao a Te Whare Pāremata
PO Box 10-241, Wellington

June 2005

This report and other publications by the Parliamentary Commissioner for the Environment (PCE) are available on the PCE's website: www.pce.govt.nz

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1 About this report

1.1 Introduction

This report discusses and evaluates the impacts of the Hawke's Bay Expressway on people who live close to the road. A particular section of the Expressway has had significant adverse impacts on their health and well-being. The report was initiated in response to local residents expressing their concerns to the Parliamentary Commissioner for the Environment (PCE).

The report focuses on the concerns of residents who live near the Kennedy Road overbridge section of the expressway. However, the effects this report discusses – noise and vehicle particles – may not be confined to this stretch of the road.

The report:

- summarises the guidelines on noise produced by the World Health Organization (WHO) and the Organisation for Economic Co-operation and Development (OECD)
- summarises the recent legislative changes to land transport and how the Ministry for the Environment (MfE) has considered noise issues
- reviews the history of the expressway and places it in the context of the regional strategy documents produced by Transit New Zealand, the Hawke's Bay Regional Council, and the Napier City Council
- evaluates the perceived effects of noise and particles emanating from vehicles and discusses how these effects have been measured and managed.

2 The global context

2.1 Adverse noise effects

The effects of noise on human welfare are subjective and difficult to measure.¹ As WHO notes:

*...there is a very complex multidimensional relationship between the various characteristics of the environmental noise and the effects it has on people...simple measures have the distinct advantage that they are relatively easy and inexpensive to obtain and hence are more likely to be widely adopted. On the other hand, they may ignore some details of the noise characteristics that relate to particular types of effects on people.*²

Prolonged exposure to noise produces adverse effects such as annoyance, stress, sleep disturbance, hearing impairment, and other health-related effects. Past noise management practices have tended to undervalue the environmental and social effects of noise.

The predominant source of noise nuisance in urban areas comes from traffic. With levels of traffic and mobility increasing in most urban areas worldwide, the negative impacts of noise are intensifying, and increasingly occur outside normal working hours. This trend persists “despite technical progress to reduce noise at source and the introduction of low noise technologies”.³ Transport planners and managers all over the world clearly face enormous challenges, particularly the mitigation of noise from existing roads.

2.2 Fundamental principles for noise management

Three fundamental principles should be followed in noise management.⁴

- *The Precautionary Principle – where there is a reasonable possibility that adverse health effects are occurring, action should be taken to protect public health without awaiting full scientific proof*
- *The Polluter Pays Principle – the full costs associated with noise pollution (including monitoring, management, lowering levels and supervision) should be met by those responsible for the source of noise*
- *The Prevention Principle – action should be taken to reduce noise at the source. Land use planning should be guided by an environmental health impact assessment that considers noise as well as other pollutants.*⁵

WHO recommends that all countries should adopt the ‘precautionary principle’ and that “[t]his principle should be applied to all noise situations where adverse noise effects are either expected or possible, even when the noise is below standard values”.⁶ Noise standards, and the methodology used to set them, should be periodically reviewed, and if necessary, strengthened.

Moreover, while management efforts tend to concentrate on mitigating or avoiding adverse effects from new noise sources, the mitigation of noise from existing sources should not be neglected.⁷ Long-term and continuous exposure to road traffic noise, particularly at night, is detrimental to human health and well-being.⁸

2.3 Importance of social and environmental factors

Past decisions on noise controls have also tended to be based primarily on economic efficiency and cost-effectiveness. It is now considered desirable that social and environmental factors be fully integrated into decision-making processes and that all stakeholders have the opportunity to participate in the process. This is stressed by the OECD:

*The current transport system is not on a sustainable path. Achievements in terms of mobility have at times come at considerable environmental, social and economic cost... In the long term, environmentally sustainable transport requires the integration of these concerns in the whole of transport policy.*⁹

The *Guidelines for community noise* developed by WHO include the following recommendations.

- *Governments should consider the protection of populations from community noise as an integral part of their policy for environmental protection.*
- *Governments should include noise as an important issue when assessing public health matters and support more research related to the health effects of noise exposure.*
- *Governments should consider implementing action plans with short-term, medium-term and long-term objectives for reducing noise.*
- *Municipalities should develop low noise implementation plans.*¹⁰

2.4 Measurement of noise and its impacts

The measurement of noise and its impacts has traditionally been based on technical criteria. This runs counter to the fact that perception of noise is subjective. While it may be desirable to have some objective technical measurement criteria, monitoring should also incorporate a much wider and more sophisticated set of methods, including:

- assessing the number of persons exposed
- using research surveys to canvass community reactions and perceptions
- assessing land use planning and environmental impacts
- evaluating remedial measures
- monitoring trends.¹¹

3 The New Zealand context

3.1 Noise and urban amenity values

Noise has not been considered to the same extent as other environmental standards in New Zealand. The Ministry for the Environment (MfE) did some work in 2002 developing guidelines for the control of noise, which it linked closely to the concept of urban amenity, but these were not pursued further:

Just as urban amenity can be tangible or intangible, the indicators of urban amenity can be physical or perceptual. Physical indicators measure the changes in tangible urban amenity. Perceptual indicators measure the changes in intangible urban amenity. Sometimes you'll need to measure change by using both a physical and a perceptual indicator. Noise is a good example. Noise could be measured by the physical indicator of decibels on a noise meter, and by the perceptual indicator of people's satisfaction with noise level.¹²

Urban amenity values include the “less tangible aspects of the environment such as people’s perceptions, expectations, desires and tolerance”.¹³

Section 7c of the Resource Management Act 1991 (RMA) states that the relevant agencies shall have particular regard to “the maintenance and enhancement of amenity values”. Section 31 states that one of the functions of territorial authorities is “the control of the emission of noise and the mitigation of the effects of noise”. Amenity values are defined as “those natural or physical qualities and characteristics of an area that contribute to people’s appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes”.

The control of noise is clearly related to the promotion of health and amenity values. The Land Transport Act 2003 does not refer specifically to urban amenity. However, part of the purpose of the Act is to “improve social and environmental responsibility in land transport funding, planning, and management”. Relevant agencies must also take into account the protection and promotion of public health. This applies not just to the operations of transport agencies, but also to long-term community plans developed by local authorities.

3.2 National environmental standards

Although noise does not appear high on the list of MfE’s national environmental standards programme, the Ministry of Transport (MoT) has been more active in the area. It recently released a report entitled *Noise impacts of land transport: Stage 3*.¹⁴ This report comprehensively reviews the policy issues surrounding the management of noise from land transport. It attempts to connect the New Zealand Transport Strategy to the New Zealand Health Strategy. Importantly, the review also highlights the potential for land use planning to mitigate the adverse impacts of transport noise.

So, while a gap remains between policy development and implementation, it is possible to build on this work and add noise to the list of national environmental standards. In 2004 the relevant agencies (MoT, MfE, and the Ministry of Economic Development (MED)) agreed to jointly develop a national policy statement on land transport noise under the RMA. This is expected to result in a national environmental standard.

Recent rule changes to the Land Transport Act 1998 state that a “driver must not operate a vehicle that creates noise that, having regard to all the circumstances, is excessive” (Part 7.4). While the recognition of excessive noise is encouraging, it would have been helpful to define ‘excessive’ more precisely, with reference to specific noise standards.

Transit New Zealand is presently developing a set of social and environmental criteria that include the management of noise. These form an integral part of the New Zealand Transport Strategy:

Transport will contribute to healthy communities and human interaction. Health outcomes will be improved through regulation, education, encouragement and investment. Walking and cycling for short trips will be promoted and reduced dependence on private vehicles for mobility is encouraged. The government will put in place policies that encourage modal shifts that enhance air and water quality and reduce exposure to transport noise or other aspects of transport systems that can impinge on community and personal health.¹⁵

3.3 Integrated approach to transport planning

In New Zealand the focus has shifted towards a more integrated approach to transport planning and the recognition that transport management means more than just building new roads. This challenges Transit New Zealand to broaden its culture by:

- building on traditional technical and engineering solutions
- including more interdisciplinary and pluralistic approaches.

The publication of an environmental plan is a promising step. However, while the above points may be necessary conditions for transport sustainability, they are unlikely to be sufficient until such time as a national environmental standard for noise is developed.

4 Roles and responsibilities in transport management

The following agencies have roles and responsibilities in transport management in New Zealand.

Transit New Zealand:

- operates the state highway system in a way that contributes to an integrated, safe, responsive, and sustainable land transport system¹⁶
- improves the contribution of state highways to the environmental and social well-being of New Zealand, including public health¹⁷
- is responsible for noise emanating from road surfaces (influenced by a range of variables including the road surface used, the design of bridges and intersections, and the speed limit) but not from individual vehicles.

Regional councils:

- are guided by national standards
- monitor air quality and discharge of contaminants under the RMA
- produce regional land transport strategies and passenger transport plans under the Land Transport Management Act 2003 that are not inconsistent with the National Land Transport Strategy and the Regional Policy Statement (RPS).

Territorial local authorities

- are responsible for land use and local transport planning and management not inconsistent with the Regional Land Transport Strategy (RLTS) and RPS
- produce long-term council community plans under the Local Government Act 2002, which must have a land transport programme either as part of the plan or as a separate document
- protect and promote public health (including noise control) and environmental sustainability under the Land Transport Act 2003.

5 The Hawke's Bay Expressway: Background

5.1 Designation of the expressway

The Hawke's Bay Expressway was designated¹⁸ in 1959, primarily to create a more convenient transport link between Hastings and Napier. In 1961 the Government decided to build a single airport at Napier to service the Hawke's Bay region. The expressway was intended to provide the major arterial route between Hastings and Napier and links to the other major roads in the region. It would eventually become a four-lane carriageway.

5.2 Changes to the expressway

The expressway has been developed in several stages over the last 40 years. The first stage was completed in 1970. The speed limit on the road has varied from 50 to 100 kph in some sections. The speed limit around the Kennedy Road intersection stood at 50 kph until the overbridge was completed and traffic lights were removed in 2003 – it was then increased to 100 kph. Transit New Zealand has operated on the assumption that the entire expressway will eventually have a 100 kph speed limit.

While most of the expressway has been developed on flat land, an overbridge was recently constructed over Kennedy Road. This raised the level of the road above that of nearby residential housing. Overbridges such as this one have long been part of the development planning for the expressway, but this one has exacerbated the impacts of noise and particles (soot and tyre/road dust) from vehicles using the road.

5.3 Residential development near the expressway

The expressway's designation originally passed through mainly rural land – the limit of residential development was well clear of the designation. The Napier City Council has progressively zoned for residential development on both sides of the expressway corridor. Residential development now lies close to about a fifth of the expressway's length. Many houses are close to the expressway and several hundred people reside within 60 metres of it.

These residential areas were designed and built with very little effective protection from the adverse effects of expressway traffic. This is testament to past approaches to urban and transport planning being quite different to those that prevail today.

5.4 Changes in traffic movement

Traffic in and around Napier has grown significantly since 1964. Much of this is heavy vehicle traffic associated with the Port of Napier. Increasing levels of road traffic have been exacerbated by the decline in the movement of freight by rail. It has been estimated that heavy goods vehicle (HGV) traffic to and from the port will almost double by 2026.¹⁹ Vehicle traffic movement elsewhere in the region has also grown significantly since the 1960s.

More recently, the rail network has suffered from a lack of investment. The PCE hopes that the new institutional arrangements for the management of the rail network will:

- improve the viability of the network
- reduce the present inequity between the costs charged to rail users compared to road users
- enable a greater proportion of freight to be moved by rail rather than by road.

During the progressive development of the expressway, it has attracted traffic from alternative routes. However, a significant amount of heavy traffic continues to use the coastal route to the port along Marine Parade. The Napier City Council has identified this road as an important tourist area. The council is keen to see more HGV traffic using the expressway instead and is considering introducing a by-law banning HGV traffic from Marine Parade.

6 Heretaunga Plains traffic study

6.1 Focus of the traffic study

The *Heretaunga Plains traffic study* was prepared in 2004 for the Hawke's Bay Regional Council, the Napier City Council, the Hastings District Council, and Transit New Zealand. The study aims to:

*...identify the best way to move people and goods within the study area, including movements to and from the Port of Napier, with maximum efficiency and effective use of the roading network and least environmental effects within the study area.*²⁰

The study reiterates the objective of encouraging more traffic to use the expressway.

Referring to the effects of the expressway, the study says, "houses that have been built or purchased alongside the routes have had full knowledge of the traffic flows that could be expected". It is perhaps a leap of faith to assume that residents could have **fully** anticipated the growth of traffic in the region, particularly HGVs, and the decline in rail transport. It is also unlikely that residents could have known in advance the **scale** of the adverse effects or the extent to which they would, or would not, be controlled.

The *Heretaunga Plains traffic study* focuses on providing for future growth in traffic and offers very little in the way of initiatives to restrict future traffic growth.

*...the Expressway ... has been designed to enable it to be converted into a four lane median-divided grade separated road as and when traffic considerations warrant it.*²¹

So, while the primary aim is to divert traffic away from other routes, the study also aims to facilitate growth in traffic on the expressway itself. There is very little discussion as to what measures might be used to limit the growth in traffic across the region. This perhaps reflects the fact that the RLTS was prepared before the New Zealand Transport Strategy and the Land Transport Act 2003. The RLTS is currently under review. The traffic study does note that an inland port in the region would encourage greater use of rail transport.

6.2 Duty to avoid unreasonable noise

While it may be true that highways that have been designated in a district plan are not necessarily subject to any noise rules contained in the plan, there is nonetheless a duty to avoid unreasonable noise.²² The WHO guidelines clearly state that the relevant authorities should protect people from the adverse effects of noise, irrespective of whether the noise source is a new or existing one. The problem is that these guidelines have not been incorporated into the relevant regulations in New Zealand.

6.3 Public transport

Public transport receives only superficial coverage in the traffic study, although the Hawke's Bay RLTS did recommend that:

*...a cost-effective passenger transport service is provided that meets the needs of the community, on a fully commercial basis wherever this is possible, while supporting groups that are transport disadvantaged, where their needs are unlikely to be met by passenger transport services operating on a fully commercial basis.*²³

In its 1999 *Urban growth strategy review*, the Napier City Council states that:

*...road improvements that provide for other traffic also provide for public transport. General studies of energy efficiency in cities in New Zealand and overseas suggest that sustainable management is best achieved by catering for private passenger trips in New Zealand towns the size of Napier.*²⁴

Transport planning literature shows that building new roads or widening existing ones both attracts vehicles from other parts of the roading network, and encourages people to make more private vehicle trips. This discourages people from using public transport.

6.4 Demand-management methods of transport planning

An integrated approach to transport planning now gives much greater weight to demand-management methods. These include congestion charging, tolls, and support for alternative modes of transport such as buses, trains, and cycles.

The RLTS highlights the decline in cycling around Napier. It aims to address this decline by recognising existing cycle routes and planning for new ones. With its flat terrain and mild climate, Napier is particularly well suited to cycling. While better cycling routes will not assist in reducing HGV traffic, they will make it more attractive for people to cycle rather than using private cars. Public transport could also be given more support.

Attitudes to, and understanding of, transport management have changed quite significantly since the 1960s. It is no longer considered sustainable to simply build more and bigger roads to manage transport demand.

6.5 Urban design protocol

It is also important to integrate transport planning with land use planning, as noted in the recently published *New Zealand urban design protocol*.²⁵ The protocol states that:

*Quality urban design recognises how all networks – streets, railways, walking and cycle routes, services, infrastructure and communication networks – connect and support healthy neighbourhoods, towns and cities.*²⁶

Furthermore:

Quality urban design ... places a high priority on walking, cycling and public transport; anticipates travel demand and provides a sustainable choice of integrated transport modes ... [and] treats streets and other thoroughfares as positive spaces with multiple functions.²⁷

Neither the Napier City Council nor the Hawke's Bay Regional Council has signed the protocol.

Appropriately planned subdivisions and suburbs can reduce the need for vehicle trips (for example, by providing amenities that can be easily reached on foot or by cycle). The viability of public transport depends not just on the size of the population, but also on population density. By 2025, a much higher proportion of the Napier population will be elderly and more likely to need public transport. Greater consideration can also be given to separating residential areas from major roads and to creating appropriate noise buffers, noise barriers, noise insulation, and appropriate design standards.

In summary, the 2002 RLTS does discuss the roles of public transport and cycling in future transport planning. However, the 2004 multi-agency *Heretaunga Plains traffic study* is heavily focused on further developing the expressway and diverting traffic away from the coastal road. While the report is primarily a technical traffic study, it is unclear how it integrates with other aspects of transportation planning and management. (Integration is one of the four key principles of the New Zealand Transport Strategy.) Notwithstanding that there are no easy solutions for managing the transportation network in the region, it is to be hoped that the next RLTS takes a proactive approach to manage traffic demand rather than just cater for it.

7 Adverse effects of the Hawke's Bay Expressway

7.1 Noise and vehicle particles

The segment of expressway centred on the Kennedy Road overbridge appears to be the area of greatest concern at the moment. The two main adverse effects on residents who live adjacent to the expressway are exposure to noise and particles from vehicles. The PCE has been informed that many residents are experiencing adverse effects from living close to the expressway. Residents believe general noise levels are higher, especially at night. Some houses are experiencing deposits of particles, which residents believe come from the exhausts and tyres of vehicles (especially HGVs) using the expressway.

7.2 Noise effects: Reports

Transit New Zealand has commissioned three reports since 1995, all carried out by Opus Consultants, on the effects of noise on this section of the expressway.²⁸ These reports all focused on measuring and estimating noise levels. No surveys were commissioned to canvass the residents' perceptions of noise levels.

Unpublished noise surveys have also been carried out at the request of resident groups by CER Environmental Monitoring and Hegley Consultants. As well, there have been several exchanges of information on noise issues between Transit New Zealand and the advocacy group representing local residents.

The three Opus reports reveal that since 1995 noise levels have progressively increased at most of the sites measured. This is consistent with the growth in traffic using the expressway and an increase in the percentage of heavy vehicles. The most recent report, released in 2004, states that present estimates of noise levels still lie within Transit New Zealand's national guidelines. The methodology used by Opus estimated noise levels using the L_{eq} criterion. This gives a measure of the equivalent continuous noise energy over the measurement period, in this case 24 hours. While this method is commonly used in noise assessment, "[t]he universal use of the L_{eq} measure as a unifying index for noise annoyance appears not to be strongly substantiated for all types of traffic noise".²⁹

By contrast, the monitoring carried out by CER quotes L_{max} figures, which are the maximum values recorded over the 24-hour period. These peak values significantly exceed Transit New Zealand's guidelines, but it is not clear from the data how many peak events occurred. Transit New Zealand has recently stated that they would be concerned if peak levels of 78 decibels were occurring more than 10 times a night. (No explanation was offered as to why 10 times is considered to be a significant frequency.)

Transit New Zealand has reiterated that, based on the distances of the houses from the expressway, their national guidelines do not require monitoring of L_{max} levels. It is unclear from any of the surveys how the noise measurements varied diurnally. Information received from both Transit New Zealand and MoT suggests that, when national standards for noise are developed, categories that differentiate between daytime and night-time noise may be included. In the meantime, Transit New Zealand is considering using a day–night descriptor for future noise monitoring of the expressway.

7.3 Effects of the Kennedy Road overbridge

The latest Opus report (May 2004) also discussed mitigation measures that might be needed as a result of the construction of the Kennedy Road overbridge, which raised the level of the expressway. It concluded that only one section of one road (Downing Avenue) required a noise barrier. Transit New Zealand has acknowledged that “[t]he raising of the road levels on the bridge approaches meant that these physical obstacles [i.e. residents’ fences, sheds, and garages] were less of a barrier to noise from the expressway than anticipated”.³⁰

Transit New Zealand’s conclusions on noise levels differ from local residents’ perceptions of noise. Following the construction of the Kennedy Road overbridge, Transit New Zealand concluded that:

*The post construction noise levels measured in March 2004 show that at all locations around the site, with the exception of a group of houses on Downing Avenue, the noise levels are essentially as predicted and are all **comfortably** [emphasis added] within the Transit NZ guidelines.*³¹

A resident at the other end of Downing Avenue made the following statement:

I am personally affected through lack of sleep at night, being woken by trucks air braking and changing gears, either slowing down or speeding up ... from the new roundabout. During the day the traffic noise and fumes makes it almost impossible to hold any kind of social life outdoors.

A resident from Hamlin Place commented on:

...the vast increase in traffic noise that has been noticed since the completion of the new overbridge on Kennedy Road. The roar of trucks can be heard long before they come into view and the noise peaks as they pass Hamlin Place, Atherford Crescent and Clarence Cox Crescent.

Similar concerns were expressed in 2003 by many other residents at a public meeting to discuss the effects of the expressway. It seems clear that the construction of the Kennedy Road overbridge has significantly exacerbated the adverse effects on nearby residents. Other significant factors are an increase in the speed limit to 100 kph along this stretch and the choice of road surface, which is not the quietest available.

7.4 Noise barrier on Downing Avenue

In response to these concerns, Transit New Zealand recently decided to construct a noise barrier along that part of Downing Avenue considered to be the worst affected. They stated that further measures would be employed if subsequent tests deemed it necessary. While the barrier chosen was not the best available for controlling noise, it was the most cost-effective under Transit New Zealand's cost-benefit criteria, and taking into consideration safety and amenity issues. The barrier has helped some residents, but has created disquiet among the adversely affected residents further down the street and in other nearby streets.

7.5 Retrofitting programme

In a further recent development, Transit New Zealand will also shortly commence a 2-year programme to retrofit some sections of the expressway, including the area that has been the focus of the PCE's report, with a lower-noise surface. Transit New Zealand may also reduce the speed limit to 80 kph near some intersections. This would be primarily for safety reasons but would also reduce noise.

7.6 Engine braking

Noise from the expressway seems also to be exacerbated by the practice of engine braking by HGVs. Although there are signs on the expressway asking drivers to refrain from engine braking, it appears that not all comply. It should be noted that while Transit New Zealand can mitigate some of the noise generated by roads, it has no direct control over noise generated from individual vehicles, such as noisy exhausts and engine braking.

7.7 Air quality monitoring

Monitoring of air quality is the responsibility of the Hawke's Bay Regional Council. In its Proposed Regional Resource Management Plan (2005) the council's primary objective for air quality management in the region is:

The maintenance of a standard of ambient and local air quality that is not detrimental to human health, amenity values or the life-supporting capacity of air.

The most recent *State of the environment report*³² notes that "[t]he regional council has not yet been monitoring air quality long enough to identify trends". In respect of particulate matter, the Hawke's Bay Regional Council's Proposed Regional Resource Management Plan³³ states that "[t]here should be no objectionable deposition of particulate matter on any land or structure beyond the boundary of the subject property".

Under certain atmospheric conditions, an inversion layer can trap pollutants from a variety of sources in the region (including domestic fires). The growth in traffic in the region means that emissions from vehicles may become a significant contributor to smog in the future.

The PCE has received reports from residents living near the expressway that they periodically have to clean deposits of particles from their houses. These particles could be a combination of exhaust emissions from dirty vehicles and dust fragments that break off tyres when they are in contact with the road surface.³⁴ Or, as the regional council believes, particles could be generated by domestic fires in the area. It should be relatively straightforward for the regional council to identify the source(s) of these deposits by sampling and analysing them.

The *Heretaunga Plains traffic study* (2004) predicts significant reductions in emissions of nitrogen oxides and total particulate matter on Marine Parade (the coastal route) if HGVs are actively discouraged from using this road. Assuming that HGVs will use the expressway instead, there may be a consequential increase in emissions along the expressway. The regional council is presently monitoring for PM₁₀³⁵ near the expressway, at Pirimai. They also periodically measure air quality in other parts of the city.

MfE has just released new air quality standards and stricter requirements for monitoring air quality. These standards are to be progressively phased in by 2013. They are designed to complement the introduction of more effective national controls on fuel standards and vehicle emissions. The recent announcement that the proposed national screening programme for vehicle emissions has been delayed is disappointing.

8 Assessment

8.1 Adverse effects on residents

A steadier flow of traffic can reduce noise and air pollution. However, the adverse effects of the expressway on some local residents have intensified. This is because of a combination of:

- an increase in traffic (particularly HGVs, and at night)
- an increase in the speed limit
- the raising of the expressway above Kennedy Road.

Transit New Zealand has endeavoured to reduce some of these adverse effects. However, the cost–benefit criteria under which it operates and the initial standard of the road surface have meant that more effective (and costly) measures have not been employed. More effective measures include a quieter road surface and better noise barriers. The ‘precautionary principle’ has not really been applied and no national standards exist against which to evaluate Transit New Zealand’s guidelines. On a positive note, Transit New Zealand has recently allocated extra resources to some of these noise reduction methods.

Transit New Zealand has emphasised that it has operated according to its mandate and within its own national guidelines for noise. It is concerned that providing remedies that go beyond the guidelines will set a precedent (and possibly open the floodgates in other parts of the country).

Transit New Zealand recently won an environmental award for its construction of a stretch of the expressway that crosses an environmentally sensitive estuary. While its efforts to apply best practice to environmental management are commendable, it has not gone to the same lengths over its management of noise.

8.2 Need for national environmental standards for road traffic noise

It is inappropriate for Transit New Zealand to set traffic noise guidelines and to expect residents to accept such guidelines. The need for national environmental standards for road traffic noise is long overdue. Recent research on land transport noise could now be incorporated into a set of national environmental standards for new or altered highways under the RMA.

While the Land Transport Act and the New Zealand Transport Strategy provide for stronger and more comprehensive avoidance and mitigation measures, it is much more complex to apply them to existing roads than to new ones.

Transit New Zealand has made some effort to mitigate the adverse effects of noise (though it is claimed that measures have been budget-constrained). However, they still fall short of best practice principles and the expectations of residents. The Government’s *Sustainable development programme of action* (2003) compels public agencies to effectively infuse and integrate the

three spheres of sustainable development – economic, social and environmental – into decision-making processes.

8.3 Effectiveness of noise measurement methods

Doubt exists over the effectiveness of the methodology used to measure the effects of noise. There is a clear difference between what is acceptable under Transit New Zealand's guidelines and what affected residents see as acceptable.

Some significant externalities have not been incorporated into the cost-benefit analysis of the expressway. The benefits to road users, particularly HGVs, and to the Port of Napier, have come at a significant social and environmental cost to some local residents. This is inconsistent with the 'polluter pays principle'.

8.4 Effect of freight movement

The Napier City Council can be commended on its management of environmental impacts on some of the other arterial roads in the district. However, its general approach to transport is heavily focused on economic criteria, such as the efficient movement of freight to and from the port. Less consideration has been given to the implications of concentrating the movement of traffic onto the expressway. It is to be hoped that the review of the RLTS will address this issue.

8.5 Past land use planning

The adverse effects have been exacerbated by past eras of land use planning. Residential areas were developed close to the expressway and houses were not required to be effectively soundproofed.

The *caveat emptor* principle³⁶ could be applied. It is debatable, though, whether residents were fully informed about the potential adverse effects. Also debatable is whether the Napier City Council fully anticipated the growth of road traffic in the region. The WHO guidelines stress that relevant authorities have a duty to protect residents from the adverse effects of noise. However, what constitutes 'unreasonable' noise is difficult to determine.

8.6 Need for more data on air quality

Past monitoring of air quality in the region has been fairly limited. However, the Hawke's Bay Regional Council is starting to recognise that more data is needed. The recent decision by MfE to phase in national standards means that regional councils will have to monitor air quality more comprehensively and to higher standards.

8.7 Positions of the interested parties

The various positions of all the groups and agencies with an interest in the expressway appear to be quite entrenched. Unless this situation changes, the controversy surrounding the expressway can only worsen.

9 Recommendations

The PCE recommends that:

- a national environmental standard for road traffic noise under the Resource Management Act 1991 be developed as a matter of priority
- the national environmental standard encompass all sources of traffic-related noise, that is, from traffic surfaces as well as from individual vehicles
- Transit New Zealand undertake further monitoring of nearby residential areas and amend its methodology to include measurements of peak noise events and day–night differences
- monitoring be carried out in consultation with residents, so that the consultants employed and the methods used are acceptable to all parties
- Transit New Zealand and the Napier City Council canvass residents' perceptions of expressway noise and air quality and their effects
- the review of the Regional Land Transport Strategy develop a more balanced approach to transport planning and management in the region, rather than the strong focus on catering for future traffic demand
- the Napier City Council and Transit New Zealand fully consider the alternatives to widening the expressway to four lanes
- Transit New Zealand consider reducing the maximum speed on the expressway to 80 kph
- the Napier City Council (with the Port of Napier and the Road Users Association) liaise with trucking companies to encourage drivers to refrain from engine braking, or consider a by-law if this liaison proves ineffective
- the Hawke's Bay Regional Council undertake a long-term monitoring programme to measure air quality close to the expressway, and publish the results on a regular basis
- the Hawke's Bay Regional Council, as the major shareholder in the Port of Napier, assess the economic benefit of the expressway to the port and evaluate this against the external costs associated with the growth in HGV traffic on the expressway
- Transit New Zealand's social and environmental objectives be fully integrated with its economic criteria and given greater weight in its operational decisions (consistent with the principles of the Government's *Sustainable development programme of action*)
- Transit New Zealand guide its regional offices in developing a more integrated and interdisciplinary approach to the management of its roading network
- Transit New Zealand seek additional funding for a retrofitting programme to further reduce the adverse effects of existing designations carrying significantly more traffic and that this be considered as part of the development of national standards for road traffic noise.

Acronyms

HBRC	Hawke's Bay Regional Council
HGV	heavy goods vehicle
kph	kilometres per hour
MED	Ministry of Economic Development
MfE	Ministry for the Environment
MoT	Ministry of Transport
NZTS	New Zealand Transport Strategy
OECD	Organisation for Economic Co-operation and Development
PCE	Parliamentary Commissioner for the Environment
RLTS	Regional Land Transport Strategy
RMA	Resource Management Act 1991
RPS	Regional Policy Statement
UNCED	United Nations Conference on Environment and Development
WHO	World Health Organization

Endnotes

- 1 Ouis, 2001.
- 2 WHO, 1999b: p26.
- 3 OECD, 2001a: p175.
- 4 WHO, 1999a; UNCED, 1992; WHO, 1999b.
- 5 WHO, 1999b: p66.
- 6 WHO, 1999b: p74.
- 7 WHO, 1999b.
- 8 Ouis, 2001.
- 9 OECD, 2001b: p1.
- 10 WHO, 1999b: p1.
- 11 WHO, 1999b.
- 12 MfE, 2002.
- 13 MfE, 2000: p6.
- 14 MoT, 2004.
- 15 New Zealand Government, 2004, Chapter 5: p1.
- 16 Land Transport Management Act 2003: Section 77.
- 17 Transit New Zealand, 2004c.
- 18 A designation is a legal tool used to protect land for future public works.
- 19 Gabites Porter and Opus Consultants, 2004.
- 20 Gabites Porter and Opus Consultants, 2004: p1.
- 21 Gabites Porter and Opus Consultants, 2004: p26.
- 22 MfE, 2004.
- 23 HBRC, 2002: p27.
- 24 Napier City Council, 1999: p77.
- 25 MfE, 2005: p21.
- 26 *ibid.*
- 27 *ibid.*
- 28 Opus, 1995; Opus, 2001; and Opus, 2004.
- 29 Ouis, 2001: p112.
- 30 Transit New Zealand, 2004a.
- 31 Transit New Zealand, 2004b.
- 32 HBRC, 2003: p27.
- 33 HBRC, 2005: p113.
- 34 See Miguel, *et al.*, 1996.
- 35 Particulate matter up to 10 micrometres in size.
- 36 'Let the buyer beware.'

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A8 External impacts

A8.1 Introduction

This appendix deals with externalities (both monetised and non-monetised), and guidance is given on how these effects may be assessed, quantified and reported.

For some of the external effects, eg noise, a standard monetary value is provided. These monetary values can be included in the benefit cost ratio as a useful way of comparing activities and activity options. The inclusion of any other monetary values for external effects must be clearly set out in the activity summary sheet and in any funding application to the NZ Transport Agency (NZTA), and double counting of any benefits must be avoided.

Vehicle emissions impacts including CO₂ are contained in appendix A9.

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A8.1 Introduction *continued*

Requirement to consider effects

There are requirements under both the Resource Management Act 1991 and the Land Transport Management Act 2003 to consider effects beyond those to the immediate users of transport facilities. The Resource Management Act 1991 requires a statement of effects of an activity on the environment. All effects shall be fully described, including the scale and extent of the effects.

In respect to the Land Transport Management Act 2003, the NZTA must be satisfied, when preparing its National Land Transport Programme, that it (and the activities within) contribute in an efficient and effective manner to:

- assisting economic development
- assisting safety and personal security
- improving access and mobility
- protecting and promoting public health
- ensuring environmental sustainability.

In order to assess the degree to which each activity contributes to the above requirements, there are a number of evaluation factors against which activity performance can be assessed. With respect to environmental sustainability, the evaluation factors can include the impact of an activity on:

- air quality
- greenhouse gasses
- noise and vibration
- water environment (quality)
- landscape impacts, etc.

If there are significant effects that need to be taken into account in an activity evaluation it is more appropriate to use the full procedures rather than the simplified procedures.

The monetised and non-monetised impact summary sheet (worksheet A8.1) shall include all significant impacts identified in this statement of effects. Where there are no significant impacts this should be stated in the activity summary sheet.

A8.1 Introduction continued

Extent of investigations required

The work required to describe and quantify monetised and non-monetised impacts will depend both on the likely severity of the effects and the difference between the effects of the existing situation and the effects of the various activity options. It is possible that in some cases there will be no significant change to impacts resulting from an activity. If this occurs, all that is required is a note to this effect.

If there is a significant difference between the monetised and non-monetised impacts of the activity options, either in terms of their total effects or in the distribution of these effects, then these differences shall be described and where practicable quantified.

Where an activity generates traffic the environmental effect of such induced traffic shall be assessed. An example may be an activity to provide a shorter route. The fuel savings to existing traffic will provide environmental benefits (less emissions), but the shorter route may generate additional traffic, which in turn may have a negative environmental effect.

Wherever practicable, the scale of impact shall be measured in natural units, and the extent of the effects shall be quantified, eg the number of persons affected.

In many cases, monetised and non-monetised impacts are not amenable to quantitative description. Accordingly, verbal qualitative descriptions shall also be presented, covering such issues as:

- historical background
- community attitudes
- characteristics of the area affected
- effects of the activity.

Specialists in the appropriate disciplines may be required for the evaluation of significant monetised and non-monetised impacts. Public consultation and opinion surveys shall be undertaken for major activities.

Analysis of additional activity costs

Analysis shall be undertaken to determine if the additional costs of higher cost options are justified by the additional benefits gained (refer to chapters 2 and 3). This approach shall be used to assess the cost effectiveness of any features of activities included to mitigate monetised and non-monetised impacts. It is not appropriate to arbitrarily include a range of mitigation features as part of the basic activity if these features are not essential to the activity.

A8.2 Road traffic noise

Road traffic noise

Noise is a disturbing or otherwise unwelcome sound, which is transmitted as a longitudinal pressure wave through the air or other medium as the result of the physical vibration of a source. Noise propagation is affected by wind and intervening absorbing and reflecting surfaces, and is attenuated with distance.

Road traffic noise sources include:

- engine and transmission vibration
- exhaust systems
- bodywork and load rattle
- air brake and friction brakes
- tyre/road surface contact
- horns, doors slamming, car audio systems
- aerodynamic noise.

Impacts of road traffic noise

Road traffic noise is generally continuous, and long term exposure can have significant adverse effects. These can be categorised as disruptive impacts, such as sleep disturbance and speech interference, and psychological impacts such as annoyance reaction and other behavioural impacts. While there is no evidence of permanent hearing loss from road traffic noise, there is a great deal of evidence to show that noise can cause adverse health effects in people due mainly to stress-related factors.

While the untrained ear will generally only detect noise level differences of 3 decibels (dB) or more, smaller increases will still affect peoples well being. To increase the noise level by 3dB requires a doubling of traffic volume.

Design guidelines for road traffic noise on state highways

Design guidelines for the management of road traffic noise on state highways are given in Transit New Zealand's *Guidelines for the management of road traffic noise - state highway improvements*. These guidelines apply to noise-sensitive facilities adjacent to either new state highway alignments or to any other state highway improvements, which require a new designation.

The assessment point at which the design criteria apply is one metre in front of the most exposed point on the façades of existing residential buildings or educational facilities. An exception is in the case of noise buffer strips where the assessment point is the outer limit of the buffer strip.

The two criteria in the guidelines, both of which apply, are:

- a) average noise design criteria

The average noise design levels for residential buildings and educational facilities at the assessment point are set out in table A8.1.

If it is not practicable or cost effective to meet the average design noise criterion at the assessment point given in table A8.1, then the guidelines specify internal noise design criteria. These criteria apply to all living rooms (including kitchens) and bedrooms in residential buildings, or teaching areas in educational facilities, with windows closed on the exposed walls.

A8.2 Road traffic noise *continued*

Design guidelines for road traffic noise on state highways *continued*

The internal noise level criterion for residential buildings is either the level given in table A8.1 minus 20dB(A), or 40dB(A) Leq (24 hours), and for educational facilities the internal noise level criterion is either the level given in table A8.1 minus 20dB(A), or 42dB(A) Leq (24 hours), in each case whichever is the higher.

Noise area	Ambient noise level (dB(A))	Average noise design level (dB(A))
Low	less than 43	55
Areas with ambient noise levels of less than 50dB(A) Leq (24 hours)	43 - 50	ambient + 12
Medium	50 - 59	62
Areas with ambient noise levels of 50 to 59dB(A) Leq (24 hours)	59 - 67	ambient + 3
High	67 - 70	70
Areas with ambient noise levels of more than 59dB(A) Leq (24 hours)	more than 70	ambient

b) single noise event design criterion.

A single noise event is the maximum noise level emitted by a single vehicle passing the assessment point.

Where the assessment point for residential buildings and educational facilities is less than 12 metres from the nearside edge of the traffic lane, the Transit New Zealand's *Guidelines for the measurement of road traffic noise - state highway improvements* require noise reduction measures to reduce noise by at least 3dB(A). This is designed to provide a level of protection to properties from the noise effects of single vehicles.

Mitigation of road traffic noise impacts

There are various options for reducing the effects of road traffic noise. These include realignment to increase the distance between the roadway and the assessment points, noise buffer strips, barriers, alternative road surfaces (Dravitzki et al 2002 and 2004) and building insulation.

Where activity optimisation requires noise mitigation measures, the cost of such measures will be identified and included in the activity cost as discussed in chapter 3.

Measurement and prediction of road traffic noise impacts

Traffic volumes used for noise predictions shall be based on forecasts of traffic flow 10 years after the completion of the activity.

Equipment and methods for the measurement of noise shall comply with New Zealand Standards 6801: 1991 Measurement of sound. Prediction of road traffic noise shall be carried out using the United Kingdom calculation of road traffic noise (1988) method, calibrated to New Zealand conditions (refer to Transit New Zealand research report 28 *Traffic noise from uninterrupted traffic flow* (1994)) and converted to the appropriate Leq index.

The conversion formulae to calculated Leq values from the L10 values derived from the United Kingdom calculation of road traffic noise (1988) method are:

$$\text{Leq (24 hour)} = \text{L10 (18 hour)} - 3 \text{ dB(A)}$$

$$\text{Leq (1 hour)} = \text{L10 (1 hour)} - 3 \text{ dB(A)}$$

A8.2 Road traffic noise continued

Validation of road traffic noise impacts

There have been no specific studies carried out in New Zealand to determine the cost of road traffic noise however there is evidence to suggest that road traffic noise levels of 53 to 62dBA do encourage people to move out of an area more quickly (Dravitzki et al, 2001).

A British survey (1995) of international (predominantly hedonic price) valuations suggests that the costs of noise are approximately 0.7 percent of affected property values per dB. A Canadian survey (Bein 1996) found that hedonic pricing revealed typical costs of 0.6 percent of affected property prices per dB, and the OECD recommends noise valuation based on 0.5 percent per dB. Bein argues that the total costs of noise are much higher than the change in property values because:

- consumers may not consider the full effects at time of purchase (supported by a German study which showed increased willingness to pay with increased understanding of noise)
- effects on other travellers and on occupants of commercial or institutional buildings are not captured
- hedonic studies typically consider values of homes which experience noise above and below certain levels (a German study shows increasing willingness to pay as base noise rises).

A reasonable figure for New Zealand is suggested as being 1.2 percent of value of properties affected per dB of noise increase, (0.6 percent multiplied by a factor of two to take into account the factors mentioned by Bein). Using the median house price of \$327,000 (Real Estate Institute of New Zealand, 12 months to June 2007) and occupancy of 2.6 persons, this suggests a NPV cost of \$3924 per dB per property and \$1500 per dB per resident affected (\$410 per household or \$160 per person per year). This figure should be applied in all areas, since there is no reason to suppose that noise is less annoying to those in areas with low house prices. It is arguable as to what range of noise increase the cost should be applied to, but a conservative approach would be to apply it to any increase above existing ambient noise. This reflects a belief that most people dislike noise increases, even if the resulting noise is less than 50dB.

Costs of road noise shall be incorporated into the external impact valuation (worksheet A8.1) and valued at:

\$410 per year x dB change x number of households affected

Where noise affects schools, hospitals, high concentrations of pedestrians and other sensitive situations an analysis may be required to determine the cost of noise that is site specific. The methodology for undertaking a valuation of noise at sensitive sites should be appropriate to the site (ie willingness to pay surveys may be appropriate for sites with high concentrations of pedestrians and inappropriate for hospital sites).

A8.2 Road traffic noise *continued*

Reporting of road traffic noise impacts

The number of residential dwellings and the educational facilities affected by a change in road traffic noise exposure shall be reported in terms of:

- a) the predicted change from the ambient noise level
- b) the difference between the predicted noise level and average noise design levels given in table A8.1.

Predicted noise levels, which exceed the design guidelines given in Transit New Zealand's *Guidelines for the management of road traffic noise - state highway improvements*, shall be reported on the worksheet A8.3.

Where noise is a significant issue, plans shall be prepared distinguishing each type of land use. These plans shall show:

- a) contours of noise exposure in the do-minimum and for each activity option, and changes in noise exposure in bands of 3dB(A), ie 0 to 3dB(A), >3 to 6dB(A), >6 to 9dB(A)
- b) the number of residents in each band
- c) where the predicted noise level is above the average noise design levels given in table A8.1 or where the single event criterion should apply.

Where activities incorporate measures to mitigate noise, the incremental costs and benefits of these measures shall be reported. If appropriate these costs and benefits shall be reported for various levels of noise mitigation.

A8.3 Vibration

Vibration

Two types of vibration are evident alongside traffic routes; ground-borne vibrations and low frequency sound which can result in building vibrations.

The primary cause of ground-borne vibrations is the variation in contact forces between vehicle wheels and the road surface. The interaction between vehicle tyres and road surface irregularity can result in the release of significant energy. Therefore, roads with surface irregularities generate more vibrations than new, smooth roads. Once produced, ground conditions markedly affect the way in which ground-borne pressure waves are propagated. Also, distances between the road and dwelling locations will determine how much vibration energy actually reaches nearby properties.

Airborne low frequency sound below 100Hz can also induce building vibration. The primary cause of these vibrations is low frequency vehicle produced sound, which enters the building and can excite the building structure and/or the contents. This excitation at the natural frequency of the structure being excited is highly dependent upon the type of building structure, and its proximity to the road. In general, airborne vibration is taken into account in the assessment of noise effects, ie locations likely to experience significant airborne traffic induced vibrations are likely to have been assessed as high noise areas and the impact determined according to appendix A8.2.

Traffic induced vibrations are evident in many parts of New Zealand and variations occur because of subsoil geological factors such as high water tables, light volcanic subsoil, or peaty soils. Generally the levels of vibration perceived will be a function of vehicle size, speed, proximity to the road, subsoil geology, building characteristics, and sensitivity at the receiver location.

Impacts of vibration

The mechanism of vibration disturbance for persons inside a building is a complex combination involving structural vibration and low frequency sound which may be either heard or felt as a body vibration. Both forms of traffic induced vibration may produce resonance, which is perceived as sound (eg rattling of windows) or perceived as a body vibration. Such factors as the direction of the vibration, the frequency distribution of the vibrations, and the time history of the vibrations should be taken into account for a comprehensive assessment.

Two main attributes are used to assess vibration, these are peak particle velocity and acceleration. For particle velocity it is generally sufficient to assess the impact of traffic induced vibrations. This is based on the premise that traffic induced vibrations are 'event based' and not generally continuous in nature. Where traffic induced vibrations are of a continuous nature detailed procedures for measurement and assessment are contained in such documents as BS 6472:1992 *Guide to evaluation of human exposure to vibration in buildings*.

A8.3 Vibration *continued*

Assessment criteria

The following two criteria are designed for the assessment of traffic induced vibration for sporadic traffic events such as the passing of heavy vehicles in proximity to vibration sensitive locations (eg residential housing, schools, hospitals, etc). If the criteria for level one are met, then this shall be reported and no further assessment is required. If the criteria for level one are not met, a level two assessment is required which will involve a more detailed investigation:

a) Level one criteria:

Traffic induced vibration is assessed as not likely to cause adverse reaction if all the following criteria are met:

- i. The minimum site-back distance between the building location and the nearside edge of the traffic lane conforms to the minimum distance of 12 metres specified in appendix A8.2.
- ii. The road surface is reasonably smooth and meets a set minimum NAASRA count level. In 100km/h posted speed limit areas a minimum roughness guide is 100 NAASRA counts (3.8 IRI) and in lower than 100km/h posted speed limit areas a minimum roughness guide is 120 NAASRA counts (4.5 IRI). A check should be made of local road surface conditions in the vicinity of residential areas (or other land uses likely to be sensitive to vibration, eg hospitals). Features such as poorly fitted manhole covers, slumped bridge abutments, or road surface repairs not vertically aligned with the true road surface level (eg by more than 20 millimetres or more) shall be noted, and a level two assessment carried out.
- iii. The site is in an area not commonly known to experience traffic induced vibrations. This will require a subjective judgement based on local knowledge. For example, it is known that the light volcanic soils of the central North Island volcanic plateau and the peaty soils (with a high water table) in low lying areas of Christchurch city cause vibration impacts.

a) Level two criteria

For sites that do not meet the level one criteria a more detailed assessment is required as follows:

- i. Vibration levels shall be measured to determine the level of effect. Vibration measurement equipment usually consists of a transducer or pick-up, an amplifying device, and an amplitude or level indicator or recorder.
- ii. Vibration levels shall be measured at a representative position on the floor level of interest in a room that is normally occupied in a dwelling, or other building in which an assessment is required (eg hospital).
- iii. The peak particle velocity shall be measured during normal traffic conditions, especially during the passage of heavy vehicles past the site. Several recordings shall be made, and the highest particle velocities recorded.

A8.3 Vibration *continued*

Assessment criteria
continued

The following guideline levels shall be used in the assessment of vibration effects:

- minor impact two to five millimetres/sec
- major impact five millimetres/sec or greater.

During measurements an inspection of the building for cracks and other damage likely to have been caused by traffic induced vibrations shall be noted and reported.

Mitigation of vibration impacts

There are a limited number of options for reducing the effects of vibration. These include:

- structural isolating houses from concrete driveways
 - the use of effective noise reducing fence designs
 - smoothing the road surface to mitigate wheel bounce and body pitch
 - road realignment to increase the distance between the roadway and the building, and
 - re-routing heavy vehicles to less sensitive roads or reducing the speed of heavy vehicles.
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Reporting of vibration

In New Zealand it is anticipated that the quantifiable disbenefits of vibration will be very much site specific and apply in situations such as roads near historic buildings and to road construction in densely populated urban areas. In general, the number of buildings exposed to significant vibration (and an estimate of the numbers of people affected) shall be identified and recorded on maps.

For a level one assessment the report should include the locations assessed and an explanation of the reasons why the level one criteria has been met.

For a level two assessment the report shall contain a summary of the method, locations, and measurement results together with an assessment of whether either of the minor or major impact levels have been exceeded. Measurement results for one or two locations can be used to interpret the likely impact for other buildings of similar construction, and at similar distances from the nearside edge of the traffic lane.

A8.4 Water quality

<p>Water quality</p>	<p>Water quality is affected by:</p> <ul style="list-style-type: none"> • short-term impacts during construction such as modifications of river channels, and lake or sea beds causing interruption or change to natural flows and the release of sediment downstream caused by disturbances from engineering works • permanent modifications of river channels, and lake or sea beds, caused by engineering works, and modifications in ground water levels caused by aquifer penetration and changes in permeability or the shape of the ground surface • increased discharges resulting from modifications of natural flows caused by faster rates of run-off from paved surfaces and the use of storm water drains and channels • pollution of surface water and ground water.
<p>Impacts on water quality</p>	<p>Potential impacts include the following:</p> <ul style="list-style-type: none"> • surface water pollution from surface run-off or spray. Potential pollutants include suspended solids, lead and other heavy metals, organic materials (such as rubber, bitumen and oil), salt and herbicides or pesticides (from roadside maintenance) • surface water pollution from accidental spillage which is potentially very damaging • ground water pollution from either soakaways which discharge directly into ground water or surface waters which find their way into aquifers. Pollution of ground water can also occur when road construction disturbs contaminated ground • changes to water flows or levels which can increase the risk of flooding, interfere with aquifers, and affect the ecology of surrounding areas.
<p>Mitigation of impacts on water quality</p>	<p>Avoidance and mitigation of some effects is possible through a wide variety of measures including bunding, vacuuming and filtering during construction; stormwater run-off management using marginal strips along roads that provide for infiltration; and emergency management such as sealing of drains and collection of clean-up materials. For more detailed guidance on erosion and sediment control of earthworks refer to the Auckland Regional Council publication <i>Erosion and sediment control guidelines for earthworks</i> (1992).</p> <p>The assistance of regional councils shall be sought where appropriate on the water quality and the hydrological regime within the road corridor, and to obtain further advice on the mitigation of impacts.</p>
<p>Measurement of impacts on water quality</p>	<p>All water effects are directly measurable through clarity and volume measurements (sediment), chemical analysis (water pollution), flow measurements (change in run-off rates), physical observation (some surface pollutants) and ground water level measurements. Appropriate measurement techniques are well established, and should be applied to determine the effects of road activities (Kingett, Mitchell and Associates 1992).</p>

A8.4 Water quality continued

Prediction of impacts on water quality

If the impacts on water quality are significant reference shall be made to an appropriate design manual, eg the United Kingdom *Manual design manual for roads and bridges*, volume 11 Environmental assessment, part 10 Water quality and drainage or an equivalent.

Reporting of impacts on water quality

The expected short term construction effects and permanent effects of activities on water quality shall be reported. This reporting shall include effects on ground water and natural water courses and levels, and the pollution effects of surface water run-off and potential accidental spillage.

Where activities incorporate measures to mitigate the effects on water quality, the incremental costs and benefits of these measures shall be reported.

A8.5 Special areas

<p>Special areas</p>	<p>Activities may affect special areas either physically or by their proximity to such areas. These areas include:</p> <ul style="list-style-type: none"> • sites of cultural, spiritual, historic, aesthetic and amenity value including sites with historically, culturally or architecturally significant buildings, or sites of former buildings, and their environs • archaeological sites, waahi tapu (sacred sites) and other sites of special importance to tāngata whenua (people who hold customary authority over a particular area), including places at which significant events took place or are commemorated • sites of special ecological, botanical, geological, geomorphological, or other scientific values, including rare landforms, either natural or modified, of special scientific or archaeological interest or cultural association (For special ecological areas refer to appendix A8.6.) • important recreational areas including wilderness areas which derive special value through being little modified by human intervention. <p>Activities that affect these features either physically or by their proximity shall include consideration of such effects in the evaluation. These considerations will often involve Māori values, which have a special place in New Zealand law and custom.</p>
<p>Sources of information</p>	<p>The principal sources of information on special areas are:</p> <ul style="list-style-type: none"> • Regional and district planning schemes, which identify areas with special community values under such headings as 'listed buildings', 'identified sites', 'protected trees', and 'protected ecological areas' • the Department of Conservation, which maintains a database of sites of archaeological and cultural significance • the Historic Places Trust, which keeps a record of historic sites, including sites with and without legal protection. <p>There are sites and areas which can only be recognised through local knowledge. Examples are locally important recreational areas.</p> <p>Waahi tapu are a special group. It may not be possible to readily identify the exact site or locality affected but consultation with those who hold mana whenua (customary authority) in the area will advise on the presence of waahi tapu. For guidance on consultation with tāngata whenua refer to the Ministry for the Environment booklet, <i>Consultation with tāngata whenua</i> (1991).</p>
<p>Impacts of land transport activities on special areas</p>	<p>The impact of road activities on special areas can be direct, completely or partially destroying the site; or indirect, detracting from the values for which the site is considered special. Examples would include removal of a historic building from its original location and disturbance of waahi tapu.</p>

A8.5 Special areas *continued*

Assessment of impacts on special areas

The value that a community places on a particular site will be specific to the site. This value can only be determined by experts who have knowledge of the site features. The value may be reflected by legal protection or planning classification, or through writings and traditions of the community and its institutions, but these sources cannot be relied upon alone.

Assessments of the value of special areas shall also include a process of public consultation. It is important to establish the relative importance that people place on different aspects of the activity's impact on special sites and features.

Reporting of special areas

Any special areas affected shall be identified, described and, if appropriate, mapped. The expected impacts shall be described and community attitudes to these impacts on special areas shall be reported. The sources of information on special areas shall be indicated.

Where activities have been modified to protect or enhance special areas, the incremental benefits and costs of these measures shall be reported.

A8.6 Ecological impact

Ecological impact

The direct effects of roads on the human ecosystem are dealt with under noise, air pollution, visual impact and other sections of this appendix. This section is to give additional guidance on handling wider ecological impacts.

Ecology is the scientific study of interactions between and connections between organisms and their environment. Ecological studies are concerned with processes in ecosystems and with the interactions that determine the distribution and abundance of organisms. In ecology, many levels of organization are recognized and these include: ecosystems, biological communities, habitats, species and populations. A population is a group of organisms of the same kind (species) living in the same location (the habitat); for example, beech tree populations and earthworm populations. A habitat is the locality or site occupied by organisms and the term is sometimes used in connection with populations. A biological community is a group of populations of various species living and interacting together in a given place. Communities may be classified according to the dominant plant groups or most noticeable features: thus wetland communities, forest communities, pond communities, and rotting wood communities.

An ecosystem is the combination of biological communities, the physical environment (soil, water, air) and the processes contained therein. They consist of biological entities (animals, plant and other organisms) and most importantly the processes (energy flow, water, CO₂, mineral cycles). At a Department of Conservation workshop (27 - 28 April 1995) it was generally agreed that ecosystems could not be mapped because they have no boundaries. The use of 'ecosystem' is sometimes confused or equated with 'biological community' (which can be mapped).

Ecological impacts of land transport systems

Different ecological impacts may occur during the construction phase and the operational phase. The impacts will not be constrained within the boundaries of the operations or the finished product. The following is not comprehensive but could be used as a guide to identifying the types of ecological impacts:

- a) Effects within the operation and use area:
 - i. Direct habitat loss

Populations, habitats and biological communities may be damaged, reduced in extent and completely lost. Organisms will be lost and some entire populations or even species may become extinct.
 - ii. Fragmentation and isolation

Equally important is fragmentation and isolation. That is, a transport system may divide and separate a population or a biological community. Populations and communities may also be wholly or partially isolated. Direct physical and chemical effects caused by the transport system.
 - iii. Change in microclimate (light, moisture wind)

Will cause extinction of some populations. New organisms will colonise the new conditions.

A8.6 Ecological impact continued

Ecological impacts of land transport systems continued

- b) Effects beyond the operation and use area
- Facilitation of dispersal (along the transport route), of organisms which do not naturally occur in the area of the activity. A road provides new conduits for dispersal of organisms not normally found in the area; these may include invasive, exotic species, which may impact on the local biological community. Similarly, vehicles and people travelling along transport systems may inadvertently help to disperse organisms (including invasive and pest species) along new activities.
- Any alterations to the land will affect the soil, local climate and local physical and chemical conditions. Pollution from land transport systems may include sediments, hydrocarbons, metals, salt and nutrients and microbial organisms. Noise, dust, heavy metals and organic material may penetrate nearby biological communities and may also be transported along water systems. This in turn will affect individual organisms and biological communities beyond the transport system.
- c) Increased accessibility to regions resulting in impacts from humans and activities

Process for identifying impacts

The geographical extent of the impacts

Impacts may have direct and indirect ecological effects beyond the transport system. It is advised therefore that the geographical boundary for identifying ecological impacts be stated. It may also be important to state the time scale over which ecological effects are to be considered and how significant the effects are likely to be.

Designated, protected areas and protected species

These should be identified. Similarly, any indigenous species, biological community or any other aspects of an ecosystem of 'significance' (locally, regionally, internationally) should be identified. 'Significance' could be interpreted as being defined in law or it could be defined in terms of local community perceptions of what is significant.

Determining what is present in the area of the activity

Information on what is present has to be obtained before the nature of ecological impacts can be considered. Information about what is present (species, communities etc) may come from direct surveys or existing information. It is not practical to obtain information about all organisms and all aspects of the ecology of the area (because of the limited time scales and because of the range and variety of different levels of biological diversity within an ecosystem or biological community). Therefore expert advice should be obtained about which organisms (groups or taxa) or aspects of ecology should be noted. This information might relate to a specific indigenous species or to a particular ecological process such as nutrient cycling within forest communities.

Quantifying and qualifying the impacts

It is not practical to assess all impacts within the stated geographical boundaries and time scales. It is also not possible to fully quantify all impacts because of lack of knowledge of how impacts affect species, habitats, communities or ecosystems. Therefore, the record of impacts will include general as well as specific information.

A8.6 Ecological impact *continued*

Process for identifying impacts *continued*

Mitigation and ecological restoration

Measures that can be introduced to limit the effects or restore components of ecosystems once the activity is in place and the cost of such measures are to be calculated.

Reporting ecological impacts

Potential sources of information should be identified. These may include government departments, regional and territorial authorities, environmental agencies, centres of education and local groups and experts.

The following should be reported:

- a) designated areas, protected areas and protected species should be identified. Similarly, any species, biological community or any other aspects of an ecosystem of significance (locally, regionally, internationally) should be identified
- b) geographical boundary, time scale and how significant the impacts are should be stated
- c) biological communities should be identified (using agreed ecological classification methods) and mapped
- d) any statutory requirements to liaise with certain groups or agencies.

Ecological surveys should be based on standard ecological field methods. The results should include an assessment of the limitations of the methods. It is impractical to survey all organisms and all components of ecosystems, therefore a selection has to be made and the rationale for that selection should be stated. It is also not practical to assess all impacts on all components of all ecosystems, therefore a selection has to be made and the rationale for that selection should be made clear.

Estimates should be made of the likelihood of components of ecosystems recovering (following construction of roads and other infrastructure) and the time scale for recovery. Where activities have been modified to protect or enhance components of ecosystems, the incremental costs and benefits shall be reported.

A8.7 Visual impacts

Visual impacts

Landscape values are very subjective and the appearance of man-made structures in a natural setting may be pleasing to some and displeasing to others.

Roads that conform to the contours of the land are generally less intrusive than those through cuttings or on embankments.

In the urban landscape, the roadway is more than just a route for road vehicles; it is a public area for pedestrian movement and social intercourse, it allows light and air between buildings, and permits a view of the surroundings. Landscape elements such as proportion, exposure and enclosure, contrasts, long and short views, colour and lighting, hardness and softness of line, and architectural style all mix together to create the overall visual impact.

The negative visual amenity from living close to a traffic stream includes loss of privacy, night time glare from streetlights and passing vehicle headlights.

Visual impacts of roads

Visual impacts may be conceptually divided into:

- visual obstruction
- visual intrusion
- view from the road.

The visual impacts of roads and structures can be described as obstructive, in so far as they block the view, or intrusive when their appearance jars with the surroundings. Obstruction is more likely to be encountered in an urban setting.

In some cases a route may pass through an intrinsically attractive area and here the view from the road would be a consideration. The aesthetic appearance of urban and rural roads to road users should also be considered.

Mitigation of unattractive visual impacts

For activities which will significantly change the landscape, any aesthetic treatments based on impact assessments should be incorporated within the planning and design stages. Direct input of community values should be sought, given that visual impacts have a significant cultural component.

Assessment of visual impacts

Visual impacts shall be assessed as follows:

a) Visual obstruction

The magnitude of the visual impact caused by an obstruction depends on:

- size of the obstruction in relation to the viewing point
- quality of the view being obstructed
- visual quality of the obstruction
- numbers of people or properties affected by the obstruction.

The size of an obstruction can be dealt with by physical measurement. This requires the identification of viewpoints and a measure of the degree of obstruction received.

A8.7 Visual impacts *continued*

Assessment of visual impacts *continued*

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- b) Visual intrusion
- This relates to the appearance of the landscape and is a broader concept than visual obstruction. Numerical predictive methods of measuring visual intrusion have so far not achieved general acceptance. Therefore, the appraisal of visual intrusion shall be based on subjective assessments of the appearance of the different options.
- The existing scene can be observed but the proposed scene can only be imagined or represented either as artist's impressions, photomontage or physical modelling. Photomontage can now be generated quite realistically by computer image processing.
- Perceived loss of amenity by persons located close to a road and its traffic, and loss of privacy, night-time glare from streetlights and vehicle headlights also constitute visual intrusion.
- c) View from the road
- The types of scenery and the extent to which travellers are able to view the scenery need to be considered. Many New Zealand roads pass through scenic areas but, having numerous sharp curves, create a conflict for the driver between viewing the landscape and concentrating on safe driving. Changes resulting from the activity can be presented either as artist's impressions or photomontage.
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Reporting of visual impact

The visual obstruction and intrusion of activities shall be reported including, where appropriate, artist's impressions of the activity and the numbers of people affected. The view from the road shall be reported in terms of the quality of scenery visible from the road and the types of people expected to benefit. Where artist's impressions or photomontage are used to assist description, care shall be exercised to give a realistic impression of the activity.

Where activities have been modified to protect or enhance their visual impact, the incremental costs and benefits of these measures shall be reported.

A8.8 Community severance

Community severance	Community severance is the dislocation and alienation a community feels as a result of roads which sever communities or hinder access. It includes the effect of traffic on security and mobility of people, particularly pedestrians and cyclists and the consequential effects on their movement patterns and interaction.
Impacts of severance	The effects of severance are initially experienced as increased travel times, and difficulty and anxiety in crossing or travelling alongside the road. The results of severance in the longer term are diversion of movements to other, possibly longer routes, and to alternative and possibly less favoured destinations, and the suppression of trips altogether. The degree of effect varies with a person's age, being more severe for children and the elderly. Also the effects of severance can become worse over time as a result of traffic growth on a route.
Assessment of severance impacts	<p>The effects that need to be identified are the suppression of trips, the choice of less favoured destinations, the general feeling of dissatisfaction as a result of severance including the effects on pedestrians and cyclists by proximity to traffic, and changes to neighbourhood and community structures. To quantify these effects requires information on existing patterns of land use and community structures and interactions, particularly in relation to community facilities such as school, neighbourhood shops, outdoor recreation areas, public transport stops and places of work. Some changes in severance effect can be evaluated in a similar way to road traffic by calculating changes in travel times for pedestrians and cyclists and applying the travel time values given in this manual.</p> <p>For existing traffic routes, severance impacts can be considered on the basis of increased or reduced costs to existing pedestrians crossing the road. The analysis should take account of any additional distance required to walk to a controlled intersection, the time spent waiting to cross and the crossing time. The extreme case of severance is a motorway with fenced reserves, which poses considerable barriers to vehicular traffic as well as pedestrian and cycle traffic. The degree of severance experienced will depend on the number and location of vehicular and pedestrian crossing points.</p>
Reporting of severance effects	<p>Any areas affected by severance shall be identified, described and, if appropriate, mapped. The location of community facilities and the effects of the activity on the accessibility of these facilities, particularly for pedestrians and cyclists shall be reported. Travel time changes for cyclists and pedestrians should be included with other road user costs in the economic evaluation.</p> <p>Main crossing points shall be marked and the numbers of crossing movements indicated. In the case of activities, such as motorways, which create major barriers, their effects on overall community structures shall be reported. Where activities have incorporated features to reduce community severance, the incremental costs and benefits of these measures shall be reported. The benefits of reduced travel times, particularly for pedestrians and cyclists, and accident savings, shall be quantified to determine incremental BCRs of these factors.</p>

A8.9 Overshadowing

Overshadowing	Overshadowing refers to the shadows cast onto adjoining properties. It is analogous to the overshadowing effects of buildings, which are covered by the rules in district plans through daylight admission controls restricting the height and location of building development on individual sites. The overshadowing effect is also analogous to the overshadowing effects of trees on neighbours, where enjoyment of property and personal health is protected by the provisions of the Property Law Amendment Act (1984).
Impacts of overshadowing	Where a structure, such as an embankment or overhead bridge, reduces the amount of direct sunlight on an occupied property, overshadowing has a negative impact. Positive benefits due to an increase in direct sunlight on occupied properties may accrue from the removal of buildings or structures.
Measurement of overshadowing	The changes in shadows cast by a structure shall be calculated from azimuth and altitude data for the sun during the year at the site's particular location. This shall be expressed in contours of sunshine hours lost or gained per year. An adjustment would be necessary to compensate for the average amount of cloud cover in a year, which will reduce the hours of direct sunlight.
Reporting of overshadowing	<p>The properties affected by overshadowing shall be identified, with a description of these properties and the predicted extent and effects of overshadowing.</p> <p>Where activities have been modified to mitigate the effects of overshadowing, the incremental benefits and costs of these measures shall be reported.</p>

A8.10 Isolation

Isolation

Isolation occurs when people are unable to access normal community facilities or where there are long distances to travel to these facilities. Isolation may arise because:

- roads are unreliable.
- people live in remote areas.

Impacts of isolation

The impacts of the above two aspects of isolation are as follows:

- a) Areas may be isolated by road closures caused by flooding, slips, collapses of bridge structures, etc. Areas served by only one road are particularly vulnerable to road closures but potentially access to and from major towns and cities can also be disrupted by events such as flooding and major earthquakes. The impacts of these road closures are firstly that people and businesses are unable to undertake normal activities and secondly there is the potential of being unable to deal with emergencies. In situations where road closures occur frequently, the threat of road closures may also create a sense of insecurity.
- b) In the case of remote areas, people generally live there by preference. Thus the only case where a valid benefit for isolation shall be claimed is where an existing link has been cut, eg where an existing bridge gets washed away. In this case the activity to replace the bridge would produce benefits in terms of reducing unwanted isolation.

Reporting of isolation

In the case of unreliable roads, isolation shall be reported in terms of:

- the number of residents affected by road closures
- frequency and duration of road closures
- availability of alternative routes, particularly for emergencies
- degree of disruption caused by road closures, eg to commerce, to commuters and school children.

In the case of remote areas threatened with isolation, isolation shall be reported in terms of:

- number of residents in the remote area
- additional distance to community facilities by alternative routes
- visitor and tourist potential of the area.

Where activities reduce isolation or the threat of isolation, the benefits shall be quantified, where possible.

A8.11 References

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Dr Cullen: A new era in the rail industry

Wednesday, 1 October 2008, 3:04 pm
Speech: New Zealand Government

October 1 is the beginning of a new era in the rail industry.

Today, the New Zealand Railways Corporation acquires the shares in KiwiRail and a new management team begins work with the board on charting a course for the future.

It's no coincidence that the event is being marked here in a freight distribution centre because this is where the emphasis needs to be.

Rail's ability to work with its customers will be crucial to the success the new organization achieves.

I'm also pleased that we can be here in the Mainfreight distribution centre because Bruce (Plested) and Don Braid have supported the case for Government ownership of the rail business as well as the rail network.

They've had the vision to see that rail has an increasingly important role to play in the New Zealand economy. They also understand that road and rail need to be seen as complementing one another rather than competing.

A modern and efficient rail network enhances their business rather than competing with it. Unfortunately, for the better part of a decade, the rail industry hasn't been able to pull its weight.

Under-investment in both the network and rolling stock has impacted on the industry's ability to provide the kind of service that Mainfreight and other customers have been looking for.

The separation between rail operations and infrastructure management prevented an integrated rail industry developing.

The recent National Freight Demand Study forecast predicts an overall freight volume increase of 75 percent over the next 25 years. While modal share is predicted to remain relatively constant, the sheer increase in freight volumes makes rail's role in the transport mix extremely important.

Each week day more than 700 freight trains run across the country. On a typical midweek day 140 haul their share of an annual payload of 14 million tonnes over an average distance of 283 km - about the distance from Wellington to Hawera.

Trucks, while they haul more, have a more local role, and carry their goods on average shorter distances than the railway. The overall rail market share, taking into account weight and distance, is 18 percent.

Rail is especially important to export industries, carrying more than two million tonnes of coal a year for export as well as nearly another two million internally or imported. It carries substantial quantities of dairy exports, and as well strong flows of bulk milk - not just the major flow from farms in the Manawatu and Hawkes Bay to Hawera, but also between dairy factories, inter-island, and even milk for towns.

The dairy industry's competitiveness is enhanced by rail's ability to carry large flows cheaply.

Rail also carries many thousands of containers a week both for export and for import. It carries the export steel produced at Glenbrook, and many of the inputs to the process too. And it carries logs, paper, and timber products, especially in the Bay of Plenty.

Rail carries half of everything that goes to and from Tauranga port.

It would be a mistake to think rail only exists for major customers. It still carries a myriad of other commodities, like supermarket goods, cars, fish, wool, meat, fruit and vegetables, grain, frozen goods, reinforcing steel, fibreboard, cement, and fertilizer.

For long distances especially, the economy of the country is woven around rail.

Rail in recent years has had restricted resources of wagons and locomotives to work with. It has thus focused on larger flows and trainload traffic. With more investment, it could not only carry more bulk goods, but also increase its role in wagon load traffic, through its network of cargo hubs, and private sidings.

There may be opportunities to increase the numbers of both hubs and sidings to capture yet more traffic.

It's important to acknowledge that rail is very much a team effort. KiwiRail provides the rolling stock that hauls goods around the country. ONTRACK is the entity that provides and maintains the rail infrastructure.

Reliable infrastructure is critical to rail freight being delivered on time and to the safe and timely running of commuter and long distance passenger services. ONTRACK has already made significant progress, particularly on the Auckland urban rail upgrade and on some freight routes such as the Midland line in the South Island.

Ferry services sometimes don't appear to be an obvious fit with rail, but two of the three ferries have rail capacity and are critical to operating on the important Auckland-Christchurch freight corridor. In this respect, they act as a rail bridge across Cook Strait.

Because we have a rail network, we are in the fortunate position of taking advantage of the opportunities provided by an under-utilised rail corridor. With modest investment, it can complement the roading network by hauling the heaviest long distance freight, and in the cities it can carry urban commuters who are abandoning their cars.

I was interested to learn this week that traffic flows on the Auckland Harbour Bridge were down by more than 10 percent for two months in a row compared with the same months last year. That says we can get people out of cars and onto public transport.

When the Rail Development Group reported back to the Government with its findings on rail's needs, it recommended that more than \$1 billion be spent over five years on the replacement of locomotives, rehabilitation of key parts of the network, upgrading information technology and creating freight hubs.

I am delighted today to announce that as a first instalment, the Government has committed \$121 million for rail industry improvements in the current fiscal year over and above previously forecast spending.

The KiwiRail Board will be expected to report to Ministers early next year on their view on their investment and funding needs for the business going forward so that Ministers can take recommendations to Cabinet for the remainder of the five year capital programme.

I can hear the cries that investment in rail is a black hole for Government spending. The answer to this is to make some comparisons between spending on road rail. The rail network is 4000 km long and provides nation-wide freight and passenger services.

The further \$121 million I have announced today is virtually small change compared with the projected cost of Wellington's Transmission Gully and Auckland's Waterview tunnel.

I've looked back over the years since 1993 when New Zealand Railways Corporation was sold. In that time, more than \$14 billion has been spent on the state highway network – and remember we are talking here only about state highways – not local roads.

Contrast this with just over \$2 billion spent by Government on rail. That spending has all been by the Labour-led Government and would be a contender for the most significant investment in rail since the days of Sir Julius Vogel.

It includes the initial \$200 million the Government committed to network improvements when it re-purchased the rail infrastructure, the \$1 billion committed to upgrading and electrifying the Auckland suburban network, the \$500 million committed to upgrading and re-equipping the Wellington urban network and the \$80 million of initial funding to KiwiRail to maintain rolling stock.

It's also important to recognize the Government's contribution to such projects as the repair of the Nuhaka bridge in the Hawkes Bay and building a new bridge at Matata in the Bay of Plenty.

Given the energy challenge we face in coming years, the so-called black hole of rail funding looks more like a pot-hole that urgently needs filling.

In 1908 our predecessors built the North Island Main Trunk line because they had a vision for a much more populous New Zealand and for opening up the North Island to settlement and economic development.

The Main Trunk justified the faith of the settlers for more than 50 years, before the rise of road and air transport – helped by cheap oil prices – diminished its role as a carrier of both freight and passengers.

Today we have to come to terms with a new set of circumstances – the emerging reality of Peak Oil and the impact rising fuel prices have on our economy. Rail's energy efficiency has a new relevance and a new importance.

If our predecessors had been swayed by the argument that rail no longer has a place in the transport mix, we wouldn't be having today's debate. The option would have been lost.

We would be struggling to accommodate an extra million-plus road trips that would be necessary to move the freight currently carried on rail.

Ends

Record of a meeting held at Te Poho O Rawiri Marae, 12.00pm Friday 23rd November 2012 to discuss the retention of the Napier – Gisborne rail service.

Present:

Mayor Meng Foon, Temple and Olive Isaacs, Glen Petherick, Ken and Janet Crispin, Gillian Ward, Suzanne Orchard, Deanne Hollis, Nellie Hokianga, June Maynard, Charlotte Pahura, Bob Hughes, May Ruby, Peter and Hazel Wooding, Leanne Clarke, Don Miller, Roey Neilson, Hilary Burrows, Beverly Davy, Barbara Scott, Nikki and Ingrid Searancke, Nona and Bill Aston, Bill Rarere.

Apologies:

Moana Mackey, Julie Beech, John McLean, Chris Ward, Liz Graham, Manu Caddie, Delwyn Arthur, Ruth Romero, Metiria Turei.

Temple welcomed the group to the Marae, the tangata whenua house for the whole of Tairāwhiti, and Meng responded to his welcome.

Meng facilitated the meeting, and initially asked that the group confirm a resolution to continue working towards retaining the railway line. Unanimously agreed.

He said that freight is recognised to be the mainstay of the railway line but tourism is also important to our region, and he invited people with positive ideas to bring these into the discussion.

Peter Wooding, Gisborne City Vintage Rail, said that GCVR's main objective is to restore the railway line to Beach Loop, and the group would any assistance. As well, it is essential to retain Gisborne's connection to the national rail network.

Ingrid mentioned that most of the tangata whenua of tairāwhiti have had their treaty claims party settled, and this settlement should have included compensation for the land taken for the railway line.

Hilary mentioned that having an operational railway line will be an election issue for both the local body and the general election.

Deane has worked on rail for 36 years. He said that for the last 10 years there have been only four people employed to maintain the railway line, two in Gisborne, two in Wairoa. But, the job takes six people in Gisborne and six in Wairoa. Rail maintenance is a trade, with training available, and this is an opportunity for employment for our young people. KiwiRail estimate that \$6 million is required to be spent on maintenance over the next 10 years, but this is not borne out by past experience. Nothing like this amount has been spent in the last 10 years. He is frustrated that incorrect information is being printed in "letters to the editor" in the Gisborne Herald, and these are not being corrected. KiwiRail have made the decision to close the line, now we have to push government to change that decision. He encourages Moana to make this an election issue.

Nona commented that Steve Weatherell has proved that the freight for the railway line is there. This provides a huge opportunity for employment and apprenticeships locally.

Bill said the two big runungas should be involved in this campaign. A large percentage of the labour used in building and maintaining the railway line has been Maori labour. There is also a lot of history in rail in this region, and this needs to be written.

Bob said that perhaps it is time now to shame the government because of the decision that has been made. The BERL review of the KiwiRail report to government will hopefully show clearly that the government has made a poor decision and will provide the justification for the decision to be reversed.

Ken said that the reason that the line has not been reopened after the storm damage last March is not due to lack of freight. Ravensdown had wanted to increase their freight to 2000 tonnes/week, but KiwiRail could not provide the rolling stock to transport this. The government had promised full consultation prior to any decisions being made on mothballing or closing regional lines, but we have had no consultation in Gisborne, and it is especially shocking that there has been no consultation with the original landowners, whose land was taken first for the road (in 1886) then later for rail.

Olive said that the railway line is not just valuable for freight, but is scenically outstanding. We need local people to support the cause and talk to their MPs.

Bev agreed that it is a very scenic railway line, and there used to be frequent excursion trains running, e.g. the operatic society used to take two railcars to Wellington to see a show, and travel back overnight. In Australia, since fuel has increased in price, the patronage of passenger trains has trebled. More than 10,000 people signed the petition to repair the railway line and keep it operating. This is one third of the population of Gisborne!

Don said that it was devastating that the Mainline Steam excursion train could run only as far as Wairoa. He said he was amazed to learn that economists considering transport options for the future are not building in the increasing cost of fuel, which there is nothing more sure than that the cost of fossil fuels is going to increase massively.

Ken said that the Transport and Industrial Relations Select Committee that considered the petition request had just one three page report from NZTA as supplementary evidence. They were not presented and didn't consider, the letters from the District and regional Councils, the GDC report on the Social and Environmental Impact of loss of Rail, the health reports etc.

Nikki advised that iwi have learnt that to get government to talk to the people, the only way is to take them to court. She suggested that we could take the case to the Human Rights Commission, who has a lot of clout.

Meng summed up the meeting – he commented that he was disappointed by the Maori Party, who he felt could have tried harder to influence government's decision on mothballing the railway line, he said that Lawrence Yule, the president of local government NZ, is organizing a meeting of East Coast mayors with the PM, but that this is not able to take place prior to Christmas, and he said that the treaty claims are complete, and he did not advise initiating new ones, because of the many differing viewpoints that may emerge. This would be something to consider in the future.

Meeting closed with a karakia from Temple Isaacs at 1.00pm.

Further Guidance for Transport Agencies - Chapter Four: Making Progress Towards the Transport Objectives

Last updated on 15/12/2010 4:00 p.m.

PART B: FURTHER GUIDANCE FOR TRANSPORT AGENCIES

The strategic approach required to deliver each transport objective: this includes the key components from Part A and the other areas of activity that will continue to be required to deliver the transport vision.

Short-term supporting actions: mainly led by government, to improve knowledge and develop more informed strategic approaches to delivering the targets.

CHAPTER FOUR: MAKING PROGRESS TOWARDS THE TRANSPORT OBJECTIVES

4.2.1 INTRODUCTION

Transport can potentially affect the environment⁴⁷ in a number of ways other than through greenhouse gas emissions. These include:

- use of non-renewable resources
- waste
- water-borne pollution, including maritime oil spillage
- land contamination
- flooding, stormwater erosion and water conservation
- loss of habitat/biodiversity
- risks to biosecurity
- impacts on landscape and the character of urban areas
- damage to sites of cultural, archaeological or spiritual importance
- light pollution.

One of the key environmental issues relating to transport is its use of non-renewable resources, in particular fossil fuels. The use of finite fossil fuels would be a major issue even if greenhouse gas emissions were not a concern. It is essential to conserve supplies by managing travel demand and moving to alternative fuels. Large volumes of other non-renewable resources including bitumen, concrete, steel and aggregate are needed for the construction and maintenance of transport projects.

There is also a significant issue with the waste that arises from transport activity, including scrapped vehicles, tyres and oils. There is scope for the recycling of some materials, such as vehicle parts, but the level of recycling is currently low and large amounts of waste go to landfill.

The local environmental effects of construction projects are generally managed under the Resource Management Act 1991 (RMA), through the process of obtaining designations and resource

consents. Other provisions, such as the Treaty of Waitangi and the Historic Places Act 1993, are also important.

Other environmental effects arise from the operation of the transport system, primarily from moving vehicles and are not therefore covered directly by the RMA. This includes pollution to water, both from routine operations (eg stormwater run-off from roads) and as a result of accidental spillage of fuels and other harmful materials. Oil spillages in the marine environment are a particular concern.

4.2.2 STRATEGIC APPROACH

Although the RMA is the main mechanism for managing the local environmental effects of transport projects, there is a need to develop clearer guidance to assist in RMA processes. The Ministerial Advisory Group report on the costs of road construction²⁸ advised that one of the reasons for cost escalation in roading projects was the inclusion of additional measures to reduce environmental impacts at a late stage in the development process. It is therefore essential that agreement about design and appropriate mitigation is achieved at the earliest possible stage in the process. Furthermore it is important that, when consent conditions are applied, they are complied with and monitored over time. Guidance is also required on managing the effects of transport operations that are not encompassed by the RMA, such as the scrapping of vehicles and the promotion of recycling.

A national framework for managing the environmental effects of transport would help to provide this guidance, by:

- developing improved baseline and trend data on each issue
- evaluating the general scale of impact on the environment and identifying specific areas or issues of concern
- developing consensus-based good practice industry guidelines (eg through New Zealand Standards)
- encouraging adoption of these guidelines
- where appropriate, developing National Environmental Standards

It will not be possible to move forward on all environmental issues at the same pace, given the resources that are likely to be available. A staged and prioritised approach to developing such a framework will be required. There is much good work to build on – for example, Transit New Zealand established a framework for managing the environmental effects of State highways in its Environmental Plan. There is also considerable work underway in the areas of urban design (through successive New Zealand Urban Design Protocol action plans) and stormwater treatment (with draft guidelines prepared by Transit New Zealand). These are likely to be early priorities. There are also opportunities to proactively enhance the environment, for example by planting indigenous vegetation on roadside verges.

4.6 Protecting and promoting public health

TARGETS TO PROTECT AND PROMOTE PUBLIC HEALTH

- Reduce the number of people exposed to health-endangering noise levels from transport.
- Reduce the number of people exposed to health-endangering concentrations of air pollution in locations where the impact of transport emissions is significant.
- Increase walking, cycling and other active modes to 30 percent of total trips in urban areas by 2040.
- Reduce road deaths to no more than 200 per annum by 2040.

- Reduce serious injuries on roads to no more than 1,500 per annum by 2040.

4.6.2 STRATEGIC APPROACH

The strategic approach of the government towards increasing the contribution transport makes to protecting and promoting public health includes:

- encouraging walking, cycling and other active modes
- increasing participation in society
- reducing adverse noise and vibration
- improving air quality
- improving occupational health within the transport sector.

NOISE AND VIBRATION

Concern about noise remains one of the most common public objections to new transport infrastructure projects in New Zealand. There are also significant concerns about noise from existing roads, railway lines, ports and aircraft. Noise issues can be exacerbated when new, noise-sensitive development is located in areas that already suffer from significant levels of transport noise (an issue known as 'reverse sensitivity'). It was estimated in 2005 that 3.2 percent of the population (over 130,000 individuals) was exposed to a level of road noise generally considered by the OECD to be unacceptable. International research shows that stress caused by noise can be a contributing factor to early deaths from heart attacks and other medical conditions.

Vibration from moving vehicles can have similar health effects to those generated by noise. It can also cause physical damage to buildings and other structures, and can affect the operation of vibration-sensitive equipment such as that used in hospitals.

A strategic approach to noise and vibration needs to consider the location and design of transport infrastructure, vehicle standards and driver behaviours, as well as the location, use and design of development near transport corridors. It also needs to consider the contribution that other non-transport sources of noise and vibration may make in a particular locality. Because responsibility for these areas is shared among a wide range of agencies, a partnership approach will be essential.

Noise and vibration issues associated with new transport infrastructure are generally controlled through the RMA, and District Plans may contain noise rules.

The management of airport noise is provided for in the New Zealand Standard NZS 6805:1992 *Airport noise management and land-use planning*. Similarly, the New Zealand Standard NZS 6809:1999 *Port noise management and land-use planning* includes provisions for the management of noise arising from sea port operations.

Transit New Zealand's Environmental Plan describes a well-established approach for managing noise from State highways. A new New Zealand Standard NZS 6806 is expected to be published in 2009 which will contain criteria for the management of noise from new and substantially upgraded roads. The government has recently introduced new rules for tail-pipe noise emissions and is looking to extend these rules in response to public concerns over 'boy racers'.

The government intends to develop a framework for the management of land transport noise which could form the basis of a more comprehensive transport noise and vibration management strategy. It is intended that the framework will be developed in partnership with relevant agencies, and will consider the role of guidance, voluntary standards, regulations and rules to deliver noise

management objectives. One of the first steps in developing this framework will be improving the collection of noise data.

AIR QUALITY

There are well established links between air pollution from vehicles and public health. A four-year study⁵⁹, completed in 2007, estimated that air pollution from motor vehicles contributed to the premature death of 500 people per year in New Zealand and that a further 809 people were suffering serious illnesses attributable to air pollution from motor vehicles. Other research⁶⁰ has indicated that air pollution may have a disproportionately adverse effect on young children, whose growing lungs are particularly susceptible.

Air pollution from transport comes in a number of forms, the most damaging of which are particulates, oxides of nitrogen, carbon monoxide and volatile organic compounds from road vehicles. Ships can also contribute to air pollution by burning fuels with high levels of pollutants in ports that are in, or near, built-up areas. Regional emission inventories throughout New Zealand show that transport is the main source of oxides of nitrogen in all main centres of population, accounting for about 80 to 90 percent of these emissions⁶¹. In terms of the contribution from road vehicles, trends towards cleaner engines with less harmful emissions have been counteracted by increases in traffic volumes and a rise in the proportion of older technology diesel vehicles in the fleet.

The government revised the Vehicle Emissions Rule in 2007 as part of a package of measures aimed at achieving improvements in air quality. The revised rule is intended to reduce the level of harmful emissions produced from motor vehicles entering the New Zealand fleet. Other recent policies have led to a reduction in the sulphur content of diesel and the introduction of the visible smoke test as part of the Warrant of Fitness inspection. In addition, the Ministry for the Environment recently released the *Good Practice Guide on Assessing Discharges to Air from Land Transport* (see www.mfe.govt.nz)

A strategic approach to air quality management needs to consider the location and design of transport infrastructure, vehicle standards, driver behaviours, and the location, use and design of development near transport corridors. It also needs to consider the contributions that other non-transport sources of air pollution may make in a particular locality. Because responsibility for these areas is shared among a wide range of agencies, a partnership approach will be essential.

Air quality management issues associated with new transport infrastructure are generally controlled through the RMA. Regional policy statements and district plans can also include policies and rules relating to air discharges. The National Environmental Standard for Air Quality prescribes minimum requirements that outdoor air quality should meet, in order to guarantee a set level of protection for human health and the environment.

Addressing air pollution from the maritime sector will focus on effects near centres of population – particularly in ports. Solutions such as shore-side power supplies for ships at berth⁶² could be used to help reduce pollutants from ships.

Footnotes:

37. Many targets contribute to more than one objective.

38. Relative to 2007 per capita emissions.

39. Based on modelling using the Ministry of Economic Development 2008 'Net Positions' analysis, ie:

- oil at US\$100 a barrel until 2040
 - New Zealand currency dropping to NZ\$1=US\$0.60 by 2012
 - the Emissions Trading Scheme in place
 - GDP growth as per Treasury long-term forecast ie. 19 percent over 2020-2030 and 18 percent over 2030-2040
40. Working regularly from home whilst using information communication technologies.
 41. It is estimated that the typical number of grams of CO₂ per tonne-kilometre of freight carried is: road 123.1, heavy duty road vehicles 92.0, rail 22.8 and coastal shipping 13.9 (European Conference of Ministers of Transport 2006).
 42. For biodiesel, it is generally accepted in New Zealand and the European Union that diesel vehicles are already capable of operating on five percent blends. However, the European Union is investigating the possibility of increasing the biodiesel component of diesel to 7 or 10 percent.
 43. The NZES has a target that 90 percent of New Zealand's electricity should be from renewable sources by 2025.
 44. CO₂-e measures the combined climate changing potential of emissions of multiple greenhouse gases. Emissions of each gas are converted to an amount of CO₂ that would cause the same climate change impact and summed.
 45. Based on modelling using the Ministry of Economic Development 2008 'Net Positions' analysis, ie:
 - oil at US\$100 a barrel until 2040
 - New Zealand currency dropping to NZ\$1=US\$0.60 by 2012
 - the Emissions Trading Scheme in place
 - GDP growth as per Treasury long-term forecast ie. 19 percent over 2020-2030 and 18 percent over 2030-2040.
 46. The figures in the diagram add up to 59 percent due to rounding.
 47. Noise, vibration and air pollution are also environmental effects of transport. These have been covered under 'Protecting and promoting public health', section 4.6
 48. Ministerial Advisory Group on Road Pricing Costs, Final Report, August 2006
 49. This estimate for all freight growth is based on Treasury long-term forecasts for GDP and makes an assumption that tonne-kilometres will begin to decouple from GDP growth in the 2020 to 2040 period. The predicted annual growth rates in freight are 3 percent to 2020, 2.2 percent to 2030 and 2 percent 2040
 50. Provisional figures for 12 months ending February 2008, source: <http://www.stats.govt.nz>
 51. While only a small proportion of international and domestic cargo is carried by air, it accounts for 15 percent of New Zealand's exports by value and is essential for moving time critical products
 52. Ernst & Young, 1997
 53. Ministry of Transport, Auckland Road Pricing Evaluation Study, 2006
 54. Fatalities at level crossings are recorded as both road and rail deaths
 55. National Guidelines for Crime Prevention through Environmental Design in New Zealand, 2005 (2 parts)
 56. Access for freight is covered in section 4.3 under 'Assisting economic development'
 57. Demand responsive transport is a user-oriented form of public transport. It is characterised by flexible routing and scheduling of small/medium sized vehicles according to passengers' needs. New developments in technology - satellite tracking, on-screen information in call centres and buses, and routing software - have made it possible to create services which respond more directly to the requirements of the individual passenger
 58. Healthy Eating Healthy Action Strategy, Ministry of Health
 59. G Fisher et al, Health and Air Pollution in New Zealand, June 2007
 60. WHO, Effects of Air Pollution on Children's Health and Development: A Review of the Evidence, 2005

61. Ministry for the Environment, Environment New Zealand, 2007
62. Referred to in the industry as 'cold ironing'

newzealand.govt.nz



CEAC att.

18 May 2016

[Name]

[Address]

[Address2]

[City] [Code]

Dear [Name]

NEW INFORMATION ABOUT COASTAL HAZARDS

I am writing with an update on new coastal hazard information that has just become public, and which is relevant to your property. This new information is now being added to relevant Napier and Hastings property LIMs (land information memorandums), keeping in step with legal requirements.

Hawke's Bay Regional Council, Napier City Council and Hastings District Council, alongside iwi groups represented by Mana Ahuriri Incorporated, Maungaharuru-Tāngitu Trust and He Toa Takitini Incorporated have been working on the *Clifton to Tangoio Coastal Hazards Strategy 2120*. The aim is to help our communities - over time - to better understand the possible impacts of coastal hazards, and to develop plans to lessen their possible effects on our communities.

This work focuses on the levels of risk relating to coastal erosion, coastal inundation and tsunami, showing these risks as they appear today, in 2065 and in 2120.

Information related to your specific community is contained in the attached summary sheet. To find out more, please visit our dedicated website at www.hbcoast.co.nz, or visit us at one of our scheduled drop-in sessions for property owners, below – these meetings will also be advertised.

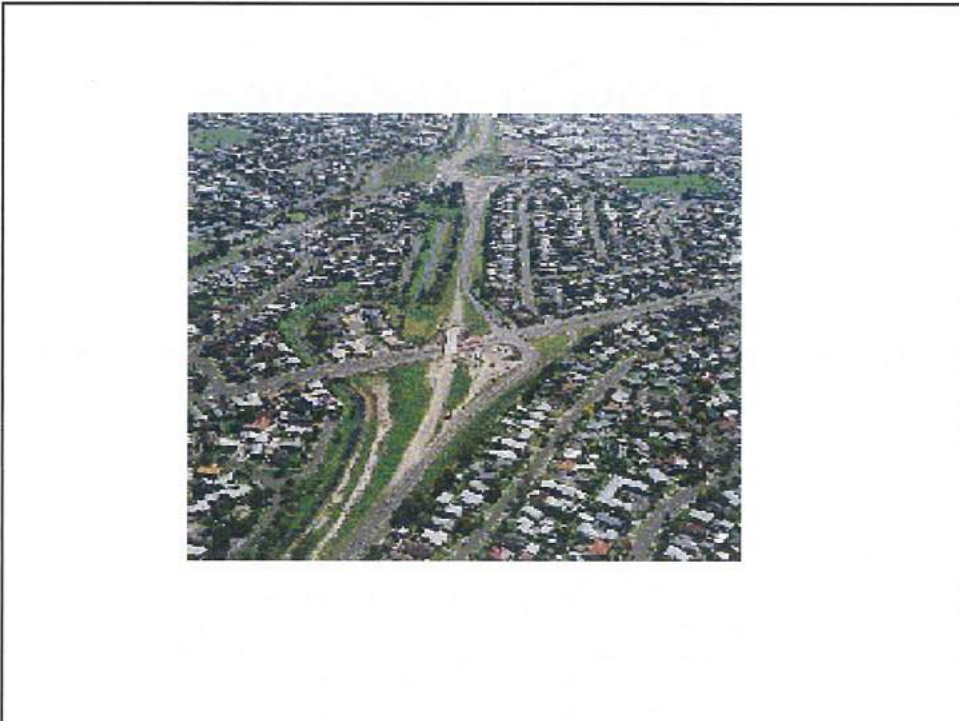
Surf Life Saving Club	Westshore	25 May	3.00pm – 7.00pm
Community Hall	Te Awanga	26 May	3.00pm – 7.00pm

The drop in sessions have been designed so that you can come along any time between 3-7pm to talk directly with a member of the project team, view mapping and other information.

Thank you in advance for your support and involvement as we work collectively to ensure that our response to the changing nature of coastal hazards in Hawke's Bay is coordinated and effective.

Yours sincerely

Peter Beaven
Hawke's Bay Regional Councillor
Chair of the Coastal Hazards Committee



Hawke's Bay Today

Ears to be soothed by 'Swiss cheese' seal

ROGER MORONEY 11:55 AM Wednesday Mar 29, 2006

A 1km stretch of the Hawke's Bay Expressway, where it skirts residential properties in Pirimai, will be resurfaced with a noise-reducing "Swiss cheese" form of asphalt. The \$400,000 resurfacing job will cover the stretch from the Taradale Road roundabout, to just past the Napier City Council-built wooden wall behind Clarence Cox Avenue. Transit New Zealand's Hawke's Bay manager Hilton Netteville said a special surface mix called open graded porous asphalt (OGPA) would be laid down to create not only a lower decibel level but also to improve wet weather safety. He said the mix was created using different aggregate sizes and adhesives and required what he called accurate quality control measures as the laying process was more difficult than putting down more convention asphalts. The mix contained what he called "air voids" - Swiss cheese style tiny holes which not only sucked in and reduced noise, but also aided in road drainage and reduced water spray. The project, set to be carried out in mid April and expected to take three days, has received the thumbs up from the Napier Heavy Traffic Community Forum Committee which has continually sought environmental improvements to the expressway near suburban areas, however, committee chairman Les Hewett said the more sound-friendly surface would not be the end of noise issues, saying it would not impact on "excessive noisy truck gearchanging, use of air horns and engine-breaking which some cowboy drivers continue to indulge in during day and night." The committee want to see more tree planting, steel barriers, additional screening in some areas and an extension of the wooden wall behind Clarence Cox Avenue.

Dominion Post 21st December 2011. At-risk rail line can't cope with demand

MARTY SHARPE

Last updated 05:00 21/12/2011

A rail line under threat of closure is dealing with more demand than it can cope with.

At a H.B. regional transport committee yesterday, a KiwiRail executive said demand from Gisborne had increased. Hawke's Bay manager Kim Santer said four extra weekly services would start next month and **another potentially large customer had been turned away because of a lack of equipment and crews.**

Is this the end?



Government is saying HBRC “have no environmental social policy?”

- Government has handed HBRC sole (not NCC or HDC) responsibility to protect the environment and all who live in it.
- Government says after release of the MBIE East Coast Economic study report without any environmental social policy,
- “it would be a tragedy if taxpayers of H.B. have to pay for having a rail service to Gisborne.”

NZTA. Environmental management

“operation of the State Highway network and our high use of vehicles have significant environmental and social impacts.”

We are committed to protecting and enhancing the natural, cultural and built environment. This commitment is set out in our [environmental and social responsibility policy](#).

- **The MBIE economic study did not consider environmental or social responsibilities.**
- **HBRC has to have regard so this study should not be given any weight in the rail debate issue.**
- **NZTA has to have regard for the adverse environmental & social responsibilities.**
- **Why does the Government not have regard for this in their own new MBIE economic report?**

MBIE study “report not Gov’t telling east coast what to do”?

- **“It is not the government dictating to the East Coast what they should or should not do. Rather the views expressed in the reports are intended as inputs into future, locally-led, debates.”**
- **Jami Williams Principal advisor.**

Ministry of Transport “Refresh of Public Policy Paper for Rail Final report”. 22 February 2013

- **3. Preservation of an efficient rail network can reduce trucks on road, improving road safety, reducing pollution**
- **a. Mode shift from road to rail delivers road safety and pollution benefits**
- **4. Retaining and growing mode share of rail reduces NZ’s fuel consumption**
- **a. Lower fuel consumption by rail reduces NZ demand for oil imports**
- **b. Lower fuel consumption by rail reduces CO2 and other emissions**

Mainfreight sustainability initiatives. 2012 annual report.

- **“Trucks emit 4.6 times more CO2 per tonne carried than trains.”**
- **“It is critical for the wealth and productivity all countries that rail services improve, not only to reduce carbon emissions but also improve the efficiency of their transport infrastructures.**

Socio-economic & Environmental impacts of loss of Rail for the Gisborne study May 2012.

- Increased transportation District costs.
- Increased highway & local road use & repair costs to tax & ratepayers.
- Reduction in economy-wide personal income & gross business volume.
- Reduced economic development opportunities & employment implications for the local workforce.
- Increase in environmental impacts. More truck noise, vibration & pollution, harm to public health

2011/12 FINANCIAL REVIEW OF THE NEW ZEALAND RAILWAYS CORPORATION

Report of the Transport and Industrial Relations Committee

- **Napier to Gisborne line**
- The corporation reported that it had intended to replace 71 culverts on the national rail network in the year under review, but only 49 had actually been replaced, as a result of
- adjusted priorities. **The corporation acknowledged that damaged culverts were a**
- **contributing factor to washouts on the Napier–Gisborne line after very high rainfall**

Rail will work, there was a funding loss for staff, locos' and wagons.

- **According to the Minister**
- All the \$750 million Government gave to Kiwi Rail has gone to other regions not the east coast. Auckland, Wellington, rail and coal route.
- , presently there was a lack of rolling stock available for Kiwi Rail service curtailing service.
- East coast line in particular has a severe shortage of rolling stock which has forced Kiwi Rail east coast to turn away increased service, Ravensdown asked for increased service and was deferred.

**Treasury rail report 2010.
National infrastructure plan.**

- KiwiRail is not generating enough commercial revenue to cover its full costs and currently relies on government capital grants and operating subsidies.
- Best performance is likely to be in the transport of bulk goods, and imports and exports to and from major ports, where rail offers a vitally important alternative to road transport. This will relieve congestion and provide a greener and more cost-effective transport solution for some users.

The Role of Rail in New Zealand's Freight Transport Strategy NZ Gov't document.

- **Not every train needs to run faster.** The success of the Auckland-Tauranga container circuit shows that rail can be successful with a modest line speed even on a short-haul route, provided the traffic is point-to-point.
- **There are many obvious advantages to the nation if much more freight went by rail, road-dominated scenario is perfectly feasible it is in many ways deeply unattractive, presaging massive costly increases in highway construction and maintenance,**





Lack of land transport modes
increased transport costs.

- Is it fair to expect East coast rail service to prove increased profit to stop permanent closure of line while lacking those adequate resources?
- **If rail closes permanently, lack of cheap land transport competition will place the east coast business sector in financial jeopardy. Increased trucking costs due to lack of land transport competition may occur.**

Minister Brownlee suggests we pay to fix the line and take it over.

- 10th April 2014 Minister Brownlee offered the rail line to supporters and to fix it themselves.
- During Parliamentary debate Minister Brownlee said;
 - "What I would say to the member is that if the Hawke's Bay people are so keen on funding that rail line, why do they need the relatively modest part from the government, as he suggests?
 - "If it is so good and it is going to work so well, why do they not just come along and say: 'Let us have the track, so that we can make it all work.'?"

- Alan Dick, chairman of the regional council's transport committee and chairman of NGR, said he was encouraged by Mr Brownlee's comments because they opened the door to the line being reopened if funding could be found.
- "To date, the messages have been pretty much categorically 'no' so I see this as an interesting signal," he said.
- NGR, whose members include business people, some with experience in the rail sector, would be meeting in Napier to talk to potential investors on Tuesday.
- Mr Dick said finding additional investment for the track repair work was "not impossible but it wouldn't be easy".
- The group was committed to finding a way to open the line and was taking a long-term view, whereas politicians tended to be more focused on the three-year election cycle, he said.

Produce more timber products, jobs/rail use.

- producing value added timber products that will promote jobs and move them by rail.
- For example, Pan Pac Napier has doubled its production, and is considering railing logs to it's plant.
- This is an example to also explore in other locations, Wairoa, AFFCO, Gisborne, JNL and others.
- At AFFCO a link to rail link would be a simple low cost installation, less than a half a kilometre away from the Napier Gisborne rail line.



Rail closures do we want to be another casualty?

- **The past 12 years have seen the closure of passenger rail services to Rotorua, Tauranga, Napier, Dunedin and Invercargill, as well as the recent mothballing of the Stratford to Okahukura and Napier to Gisborne lines, the closure of Hillside rail workshops and the sacking of 181 staff.**

Institution of Professional Engineers New Zealand (IPENZ)

- **The Surface Transport Costs and Charges study shows that overall rail users pay 77 per cent of their travel costs, road users pay 62 per cent of costs, and trucks, with whom rail must compete for freight, 56 per cent.**
- **Ratepayers fund eight per cent of road travel costs and taxpayers fund the remainder.**

- According to a U.S. Government estimate, the energy cost in KiloJoules of carrying one ton of freight a distance of one kilometer averages;
- 221 kJ for rail,
- 337 kJ for water,
- 2,000 kJ for trucks,
- and nearly 13,000 kJ for air transport.
- Many environmental organisations globally favour laws and incentives to encourage the switch from road to rail, especially in Europe.

Environmental cost - no rail.

- Without rail - environmental impacts and economic cost of maintaining road infrastructure will become unsustainable, and the health of the communities will be threatened.
- Increasing energy costs will make road transport costs prohibitive in future forcing us to use only the most cost effective method of transport and rail is the only option here left to us.

Health effects due to motor vehicle air pollution in N.Z.

- [Report to the Ministry of Transport](#)
- G.W. Fisher¹, K. A. Rolfe², Prof. T . Kjellstrom³,
- Prof. A. Woodward⁴, Dr S. Hales⁴, Dr A. P. Sturman⁵,
- Dr S. Kingham⁵, J. Petersen¹, R. Shrestha³, D . King¹.
- 1. NIWA
- 2. Kevin Rolfe & Associates Limited
- 3. University of Auckland
- 4. Wellington Medical School
- 5. University of Canterbury
- 20 January 2002
- **970 people a year die**
- **prematurely from PM10**
- **399 of these due to**
- **vehicle emissions**
- **Compares with road**
- **toll of 502**

World Health Organization

WHO Guidelines for Community Noise

WHO reports,

“It should be noted that a large proportion of low-frequency components in noise may increase considerably the adverse effects on health.”

Cardiovascular effects have also been demonstrated after long-term exposure to air- and road-traffic with LAeq,24h values of 65–70 dB(A).

- **For a good night's sleep, the equivalent sound level should not exceed 30 dB(A) for continuous background noise, and individual noise events exceeding 45 dB(A) should be avoided.**
- C-weighting may be used together with A-weighting to assess the broad frequency content of a particular sound, particularly whether low frequencies are present at a significant level. HGV's generate low frequencies.

URGENT. 9th May 2014. Presented at meeting with Community at 98 Clarence Cox Crescent, 9/5/2014.

TO: Chuck Dowdell,
Oliver Postings.

Dear H.B NZTA Management.

This is our urgent call for requiring NZTA to plan reducing CO2 emissions, with more intermodal freight rail & road - provide more rail access.

IPCC U.N. released Monday 31/3/14, report fully confirms our worst fears of severe weather events to be common as climate changes now are occurring causing loss of coastal areas to the sea level rise of 1 to 2 meters by 2100, and severe, pervasive, irreversible damages.

Our own Gisborne beaches are losing 1 to 2 meters of beach front a year now, as climate change is now evident as causing severe, pervasive, irreversible damages as the sea level rises a predicted 1 to 2 meters by 2100.

Please plan to bring access to rail, to reduce our expanding road freight reliance on fossil fuels and greenhouse emission increases, rather than switching to low emission rail at 5-9 times less greenhouse emissions than rail, (Government studies proven) due to no official rail policy now present to save our rail for the predicted climate changes.

Below is a letter we sent around Parliament January 2014, and still no politician is discussing the present shambles the NZ rail system is in, with National scrapping the NZ Rail policy that the last labour/ green coalition bought in in 2004.

Please advance this important rail strategy that is now required before we lose our rail system to trucking interests, who are causing a massive increase in greenhouse gas emissions, and are totally burdened with the resulting climate changes expensive dirty dangerous road freight only policies.

Thank you for your attention.

Ken Crispin,
Secretary,
East Coast transportation Project Manager,
Citizens Environmental Advocacy centre Inc.(CEAC Inc.)
06 862 4007, 06843 2007, clean.air@xtra.co.nz

CITIZENS ENVIRONMENTAL ADVOCACY CENTRE INCORPORATED

EAST COAST TRANSPORTATION PROJECT

In association with MOTORWAY ACTION GROUP

NHTCF, RAG and other local residents groups.

PO Box 474 Napier, Email. clean.air@xtra.co.nz

SEEKING SOLUTIONS THROUGH PUBLIC AND LOCAL INPUT AND CONSULTATION

(As defined by the Court of Appeal 1992)

Dear climate change concerned citizen, 17th January 2014.

In 2012 we sent you a copy of a submission see (below) we submitted to the Government panel on the following;

Climate change response (Emissions Trading and other matters) amendment bill. - 2012

COMMERCIAL ROAD TRANSPORT (HGVs) NOT INCLUDED IN (ETS)

Today Friday 17th January 2014, Details of a very serious U.N. report has been leaked to BBC, and released, and states in brief;

According to the BBC headline 17th January 2014.

A LEAKED U.N. REPORT SAYS THE LEVEL OF GREENHOUSE GASES IS RISING RAPIDLY AND FAR MORE EFFORT IS NOW NEEDED TO REDUCE THEM.

This situation is unsustainable only supporting private road freight with taxpayer subsidies, and exclusion from the emissions trading scheme, and our submission below from 2012 does point this out clearly & where we can make a large difference by curbing road transport and restoring low emissions rail freight again as prime mover for our freight task in New Zealand, and promote a cleaner, safer road system & environment.

Thank you for your attention.

Ken Crispin.

Secretary.

East Coast transportation Project Manager.

Citizens Environmental Advocacy centre In'c.(CEAC In'c.)

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SEEKING SOLUTIONS THROUGH PUBLIC AND LOCAL INPUT AND CONSULTATION

(As defined by the Court of Appeal 1992)

1st September 2012.

Submission to: Government, & all stakeholders.

Climate change response (Emissions Trading and other matters) amendment bill.

COMMERCIAL ROAD TRANSPORT (HGVs) NOT INCLUDED IN (ETS)

Transport produces 45% of our total greenhouse gasses

Heavy goods vehicles (HGVs) also must be part of Emissions trading Scheme (ETS).

Presently heavy goods vehicles. (HGVs) is not part of the ETS scheme, it appears to be overlooked.

The road freight (HGVs.) forestry and farming sectors all must be part of ETS, as many of our trading partners.

Latest global evidence of Glacier ice and shelf is dramatically thinning and shrinking this year, described by top scientific review as an alarming warning to the global community.

Evidence here in N.Z. this year is changing New Zealand's climate also.

This is evidenced by the weather extremes we have endured this winter and last summer, and we have just recorded our wettest winter in 100yrs, according to the weather office & NIWA.

We need to reverse our increasing reliance on road freight (HGVs) and promote the use of rail as a far lower emitter of Greenhouse gasses.

This is just when we are being warned by tight financial constraints, from Government & Kiwirail that we are facing closing of four regional rail branch line services, including the Napier/Gisborne line, and reductions in rail maintenance and staff.

This while we are spending 12 billion in the next three years, for road freight transport.

Time is short & we need to act now to ensure we are not contributing to our own demise. We therefore reject the weakening of the ETS by passage of this bill, which exempts farming, forestry and commercial road freight or heavy goods vehicles. (HGVs.)

The climate change process will severely impact negatively on our future economic outlook, and affect every citizen, so we urge you to strengthen the ETS to include commercial HGVs, farming and forestry in the ETS scheme.

Rail produced almost no greenhouse gasses according to a Ministry of Transport Fuels & Energy report "Impacts of Rail Transport on Local air Quality." produced for the Ministry of Transport, in July 1999 when compared to (HGV) road transport. (Currently it is buried in the library of the Ministry of transport under 363.73926 RAI #4037.)

We can provide a copy on request for evidence in this submission to the following:

Climate change response (Emissions Trading and other matters) amendment bill.
Upon request.

Footnote.

No further report/study has been produced on emissions between rail vs road since this study has been produced.

This is proof of why a future must be assured for Kiwirail to increase its rail freight service and defend the further use of rail and funding required from Government, and for our Local Councils to "invest in saving at risk regional rail services such as the Napier/Gisborne Line

Ken Crispin.

Secretary.

East Coast transportation Project Manager.

Citizens Environmental Advocacy centre In'c.(CEAC In'c.)

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Note;

U.S. S.H.A. (State Highway Association) traffic noise figures define suburban as a more quiet noise area than urban in the report.

Do NZTA use these suburban quiet zone figures as separate from "urban".

- Daytime urban noise (outside) average 50dBA.
- Night time urban noise average. 40dBA.
- Night time Suburban noise (outside) average 30dBA.

NZTA have used the independent industry standards called (N.Z. Standards) 6803 which is not a rule but only a guideline by industry, which do not recognise the quiet Suburban noise limits set elsewhere.

So in effect they are assuming we are in an industrial/ urban zone due to their change of use of this (1963) originally designated "Motorway" stutle service to the Airport (Hastings residents) now to a truck route complex.

NZTA and are not using this Suburban quiet zone WHO Guideline.

Our position is clear, THIS IS A QUIET SUBURBAN RESIDENTIAL ZONE, and would require a long drawn out legal battle with communities and other parties for a NCC planning change requirement instrument to change the Expressway/Motorway to a louder industrial zoning designation as NZTA has assumed it is now, and the meeting we held with NZTA defined this issue clearly.

We argue that we receive proper social & environmental responsibility as many other counties receive, since the E.U. the U.N. and the World Health Organisation, and now U.S. all use a similar suburban quiet zone lower acceptable noise recommendation, called several different labels such as Night noise guidelines for Europe (WHO), and WHO guidelines' for community noise, WHO Guidelines for Community Noise

Our question to NZTA,

Have NZTA all these suburban & urban stats on traffic noise or due they recognise our community as a residential community?

We will enquire at the next meeting whenever NZTA advises when this will be.

Kind regards,
Ken Crispin. CEAC.

Sound Barriers Guidelines - Highway Traffic Noise

[Home](#) | [Highway Traffic Noise](#) | [Noise Analysis](#) | [Type I Program](#) | [Type II Program](#) | [FAQs](#)

SOUND AND NOISE

Sound is created when an object moves. This movement causes vibrations or waves in air molecules, like ripples of water. When the vibrations reach our ears, we hear sound.

Noise is unwanted sound. It is a pollutant and a hazard to human health and hearing. Noise levels are measured in decibels. The decibel (dB) is a unit which expresses the ratio of the sound pressure level being measured to a standard reference level. The higher the decibel level, the louder the noise. Sounds louder than 80 decibels are considered potentially harmful to the human ear. The noise chart below gives an idea of average decibel levels for everyday sounds around you.

COMMON NOISE SOURCES

Outdoor Noise Sources	Noise Level (Decibels)	Indoor Noise Sources
	110	Rock Band
Jet Flyover at 1,000 Feet	100	Inside Subway Train (NY)
Gas Lawn Mower at 3 Feet		
Diesel Truck at 50 Feet	90	Food Blender at 3 Feet
Noisy Urban Daytime	80	Garbage Disposal at 3 Feet, Shouting at 3 Feet
Gas Lawn Mower at 100 Feet	70	Vacuum Cleaner at 10 Feet
Commercial Area		Normal Speech at 3 Feet
	60	
		Large Business Office
Quiet Urban Daytime	50	Dishwasher, Next Room
Quiet Urban Nighttime	40	Small Theater, Large Conference Room (Background)
Quiet Suburban Nighttime		Library
	30	
Quiet Rural Nighttime		Bedroom at Night, Concert Hall (Background)
	20	
		Broadcast and Recording Studio
	10	Threshold of hearing
	0	

Adapted from Guide on Evaluation and Attenuation of Traffic Noise. AASHTO. 1974.

HIGHWAY TRAFFIC NOISE

Highway traffic noise has been of increasing concern to both the public and the government over the years. Fortunately, modern acoustical technology has been providing better ways to lessen the adverse impacts of highway traffic noise.

- [Causes of Traffic Noise](#)
- [Reducing Traffic Noise Impacts](#)
- [Sound Barriers](#)
- [Submit a Sound Barrier Request](#)

CAUSES OF TRAFFIC NOISE

The following affect highway traffic noise:

I. Traffic Volume

2000 vehicles per hour sounds twice as loud as

200 vehicles per hour.

II. Vehicle Speed

Traffic at 65 miles per hour sounds twice as loud as

traffic at 30 miles per hour.

III. Trucks

One truck at 55 miles per hour sounds as loud as

10 cars at 55 miles per hour.

Please note the following:

- The loudness of traffic noise is generally increased by a closer distance to the highway, heavier traffic volumes, higher speeds, and greater numbers of trucks.
- Vehicle noise is a combination of the noise from the engine, exhaust, and tires.
- Defective mufflers or other faulty vehicle parts can also increase the loudness of traffic noise.
- Any condition such as a steep incline that causes heavy laboring of motor vehicle engines will also increase traffic noise levels.

Source: *FHWA Website on Highway Traffic Noise*

UNDERSTANDING THE EFFECT OF TRAFFIC VOLUME CHANGES ON NOISE LEVELS

In general, an increase in traffic volume will cause increased noise levels. However, the amount of increase in noise will depend on the relative increase in traffic volume as shown in the chart below:

- The average person can just begin to perceive a change in noise level when there is an increase of at least 3 decibels.
- In each instance in the chart above, it is shown that for an increase of 3 dBA in the overall noise level to occur, the number of vehicles must be doubled (that is increased by 100%).
- This doubling must occur regardless of the actual volume of traffic. For example, if a highway carrying 5,000 vehicles per hour produces an overall noise level of 80 dBA, the traffic volume must increase to 10,000 vehicles per hour for the overall noise level to increase by 3 to 83 dBA.

In conclusion, as the total number of vehicles on a roadway increases, it requires more and more additional vehicles to cause a noticeable change in the overall noise level. This condition is often manifested in the results of noise impact studies for projects to widen existing highways, especially those with already substantial traffic volumes.

Source: SHA Travel Forecasting

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REDUCING TRAFFIC NOISE IMPACTS

The State Highway Administration (SHA) aims to help reduce noise levels for communities through:

1. Land Use Control

Sometimes, concerns about highway traffic noise come from occupants of new homes built adjacent to an existing highway. Many of these highways were originally constructed through undeveloped lands. Prudent land use control can help to prevent many future traffic noise problems in these areas.

The SHA will work with local jurisdiction throughout Maryland to develop policies to regulate land use planning and control through legislative statutes that control the building of noise sensitive receptors like homes, offices, and churches adjacent to existing highways.

2. Highway Planning and Design

Early in the planning stages of most highway improvements, the SHA performs a noise study. The purpose of this study is to determine if the project will create any noise problems. First, the existing noise levels of a highway are measured or computed by models. Then, there is a prediction of future noise levels if the project is constructed. If the predicted noise levels are above State noise criteria, the State considers measures that can be taken to lessen these adverse noise impacts.

Most times, sound barriers are used as a noise abatement measure.

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SOUND BARRIERS

A sound barrier is a solid obstruction built between the highway and the homes along the highway to help reduce the overall loudness of highway traffic noise. These barriers can be constructed from earth mounds or berms, concrete, masonry, wood, metal, and other materials. The material used is based on aesthetics, durability, maintenance, cost, and the desires of the public.

Sound barriers:

- considerably reduce noise levels for people living next to highways.
- can reduce the loudness of traffic by as much as half.
- do not totally block all traffic noise.
- are most effective within 200 feet of a highway.
- can be effective, regardless of the material used.

MARYLAND SOUND BARRIER PROGRAMS

The Maryland Department of Transportation, State Highway Administration (SHA) [Sound Barrier Policy](#) provides guidance for the evaluation of traffic noise effects and noise abatement opportunities for communities adjacent to state highways. This policy was adopted with the approval of the Federal Highway Administration (FHWA) as meeting the intent of the provisions of the Federal Regulations (23 CFR 772) which require states to adopt their own policies on the abatement of

highway traffic noise. The Maryland State Highway Administration's policy is applicable to projects funded with Federal and/or State funds, and projects funded by third parties intended to be accepted by the State for maintenance and functional or aesthetic enhancements.

In the state of Maryland, sound barriers are evaluated in two separate categories:

- **Type I Program**

Sound barrier construction is considered when a new highway is being constructed or an existing state-maintained highway is expanded.

- **Type II Program**

This is a voluntary program under which sound barrier construction is considered for existing highways not being expanded where the majority of the impacted development was built prior to the original construction, or approval of the highway.

A program to implement Type II projects is an optional decision by the State, as the development and implementation of Type II projects are not mandatory requirements of Federal law or regulation.

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HOW DOES A SOUND BARRIER WORK?

Sound barriers reduce the noise which enters a community from a highway by absorbing, reflecting, or forcing the sound to take a longer path over and around the barrier. Sound is energy that decreases in intensity as it travels away from its point of origin. Sound waves travel out in all directions from vehicles on the roadways. When the sound waves encounter an obstacle or barrier, some of the sound will bounce off the barrier's surface (reflective surface). If the surface is porous, where there are small cavities or holes that extend into the interior of the barrier material, a portion of the sound waves will travel inside the cavities when they reach the surface. The waves will bounce around and eventually expend all their energy. This process is called absorption.

A noise barrier can achieve a 5 decibel (dBA) noise level reduction, when it is tall enough to break the line-of-sight from the highway to the home or receiver. After it breaks the line-of-sight, it can achieve approximately 1.5 decibels of additional noise level reduction for each meter (appr. 3 feet) of barrier height. To effectively reduce the noise coming around its ends, a barrier should be at least eight times as long as the distance from the home or receiver to the barrier.

Source: FHWA Website

Maryland SHA determines the height of proposed barriers using acoustic profiles (noise measurement equipment is used to collect noise data in such a way that it can be displayed, mapped, and then worked with) so that a 7 to 10 decibel noise level reduction can be achieved. There are no standard barrier heights since each project site has different topography that needs to be accounted for.

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WHEN A SOUND BARRIER IS NOT THE ANSWER

Sound barriers do have limitations and are not always an effective noise abatement method. To determine if the construction of a sound barrier will provide a reasonable noise level reduction, both the distance of the impacted community from the roadway and the topography of the area are considered.

Role of Distance

Typically, the primary impacted residences (which we also refer to as first row residences) are within 100 to 200 feet of the roadway. Second row residences, which are also quite often impacted, are usually a next door neighbor or located across the street from a first row residence. As noise impacts and potential noise abatement methods are evaluated past second row residences, it becomes increasingly difficult to provide effective abatement. The construction of a sound barrier is not likely to reduce noise levels for residents who live far away from the roadway.

Role of Topography

To work effectively, the barrier must be high enough and long enough to block the view of the road from the area that is to be protected. Sound barriers do very little for homes on a hillside overlooking a road.

Source: FHWA Website

As seen above, the house at the bottom of the hill is protected by the sound barrier, but the one on top of the hill (overlooking the roadway) is not.

In addition, buildings higher than barriers, homes scattered too far apart, and openings in noise barriers for driveway connections or intersecting streets are not good areas for sound barriers. In some cases, SHA can offer alternatives to help reduce noise levels. These alternatives are evaluated on a case-by-case basis consistent with Federal guidelines.

SOUND BARRIER REQUEST?

Please go over the information for our [Type I](#) and [Type II](#) programs, to learn more about our policy on noise abatement. To submit a request, please complete the [online form](#). Once the evaluation process is completed, you will be notified of your eligibility.

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For more information

- [Maryland SHA Sound Barrier Policy](#) (PDF, 126 KB)
- [Federal Policy Guide](#)
- [Highway Traffic Noise](#) (FHWA Site)

Additional questions? Contact the Office of Highway Development(OHD) at 1-888-228-5003.

Tackling vehicle pollution is an exhausting problem

N.Z. Herald

19.06.2004

By CHRIS BARTON

Auckland in winter. Crisp, still, cloudless, and a low warming sun. From the bridge, glass towers and glassy harbour glint in unison. For a moment the city is breathtakingly beautiful. Except for the brown smudge - a hovering haze revealing Auckland's dirty secret.

Normally invisible, how unfair it materialises on a calm radiant day like this. How rude to spoil the picture and introduce a silent deadly note.

Ask an Aucklander about the brown cloud and you'll probably be told the city doesn't really have a smog problem because most days the wind blows it away. Tell an Aucklander that despite the wind, 253 citizens die earlier than they should each year because of traffic pollution and you'll get a blank stare - Jafa denial. Like the chemical soup polluting the city atmosphere, the mix of science and statistics is elusive and unfathomable.

"The brown cloud itself might get blown away enough for you not to see it, but at the surface you still get high levels of particles on reasonably windy days," says Gavin Fisher director of climate-energy solutions at the National Institute of Water and Atmospheric Research (Niwa).

"It's not just what you see - these particles are often labelled 'the invisible killer' because you really can't see them."

He's talking about microscopic (less than ten microns in diameter) sooty particles mixed with nitrogen dioxide, carbon monoxide and other nasties belched into Auckland's air each day from the city's million or so vehicle exhausts.

"Typically in Auckland we're getting around 40 micrograms [of particles] per cubic metre of air as a daily average - so it's under the 50 micrograms guideline that's been accepted internationally as a good level to manage to. But there are health effects with long-term exposure to levels of 40 or even 30 and that's a hard concept to get across because people are saying 'What is the level that will give us protection?' And the answer is there is none."

Fisher says the brown haze is indicative of more widespread pollution that is occurring near busy roadways or intersections before it goes up in the air. It kills not in the sense of "choke and die because you're behind a big bus", but through the cumulative effect.

That irritates the lungs and airways of babies under one, people who have asthma or other

In Auckland the main culprit is vehicles - a moving target (as long as you're not driving in rush hour) that's much more difficult to control.

Which is where the next bunch of regulations - vehicle emission standards, coupled with improvements in the sulphur and benzene content of fuel - come into play. Compulsory in-service vehicle emission testing as part of the warrant of fitness is due to come into effect in the middle of 2006. Around the same time sulphur in diesel will be reduced down from the current 500 parts per million (ppm) to 50ppm.

In the interim Kuschel, who sees diesel particulate as her number one enemy, will continue to try to educate Aucklanders in denial. "The biggest problem in Auckland is the rise of the urban assault vehicle - the four-wheel-drive.

A lot are fuelled by diesel and the problem is that the particulate that comes from diesel exhausts is very carcinogenic - a thing called a polycyclic aromatic hydrocarbon which is in effect a whole pile of benzene rings. In theory it's more toxic than dioxin."

The emissions scheme which will include a \$4.5 million advertising campaign and require testing agents to install new equipment is estimated to cost up to \$50 million. It will also mean an extra charge of about \$3.80 for a warrant of fitness check.

With about 5 million vehicles checked per year that adds up to about \$19 million running costs per annum. Not to mention the \$50-\$500 in repair costs vehicle owners will have to pay if they fail the screening test.

Looking at the costs involved Fisher wonders whether blanket testing of all vehicles is the answer. Niwa and the ARC randomly analysed emissions of about 50,000 vehicles last year using roadside equipment whereby cars and trucks drove through a beam of light.

They found most vehicles were operating to their design criteria and that 53 per cent of carbon dioxide pollution was caused by 10 per cent of the fleet. There were similar results for other types of pollutants.

"The gross emitters contribute far more than their share of pollution. They should be targeted. If you fixed up that 10 per cent of the worse emitters, half the city's worst pollution would be fixed."

Fiona Ryan of the Ministry of Transport says targeting the gross emitter has been tried overseas and hasn't been successful due to variables such as the nature of the road, speed, aggressive driving and weather impacting on emission results. She says there are difficulties also in identifying high emitters and points out that mechanics would still need to have equipment for testing and fixing emission problems.

Clean air economics also show that with less emissions there's a reduction in greenhouse gas (carbon dioxide) coming from the transport sector. More than a third - 6.6 million tonnes - comes from the Auckland region.

Carbon dioxide emissions have a value of up to \$25 a tonne under the Kyoto Protocol so any reduction in emissions would deliver some very real environmental cost benefits. Health benefits through reduced health costs in the order of \$142.4 million - assuming a 20 per cent reduction of particulates from diesel vehicles due to improved tuning - are also envisaged.

But cost benefit analyses like these can also go haywire. The Energy Efficiency and Conservation Authority estimates that if all light vehicles on the road were properly tuned there would be around 30 million litres less petrol used - an annual cost saving of \$30 million. Sounds great, but from a government point of view it means \$11 million a year less petrol tax.

Without any effort on New Zealand's part, more fuel-efficient and cleaner burning cars are coming into the national fleet thanks to strict emission controls that have long been in place overseas - so the reduced petrol tax take looks set to continue. Ultimately that leads

respiratory conditions and older people most, leading to increased hospital admissions, and in the worst circumstances, bringing forward the time of death by five to seven years. "Two days of high nitrogen dioxide here - a quite common event in Auckland - and the asthmatics know all about it," says Fisher.

The 253 premature Auckland deaths statistic comes from a wider study by Fisher and others - Health effects due to motor vehicle air pollution in New Zealand - for the Ministry of Transport in 2002.

The report estimates some 399 premature deaths occur nationally because of vehicle emissions. That's out of a total of 970 people "experiencing premature mortality" due to particulate pollution from all sources including burning and home heating.

While the study acknowledges "research gaps" such as the need for more air quality monitoring and the need to quantify the health impacts of very small particles, Fisher says the statistic is based on risk and is like the unquestionable fact that some people die in plane crashes.

"We know that hospital admissions and mortality in cities with high air pollution is higher - it's a huge correlation from studies done on hundreds of millions of people."

This may sound theoretical but people in Government have accepted the science and statistics are sound. Sound enough - along with a desire to address the Kyoto protocol, reduce fuel usage to help our balance of payments, and maintain our clean and green reputation - to introduce new laws to clean our air at a cost of about \$200 million.

For people like Fisher and Auckland Regional Council air quality engineer Gerda Kuschel the change is long overdue - even if it's not until late 2006 that any significant effect will be felt.

"From my perspective we're positively running now compared to where we were in terms of getting people to understand we have a problem. You couldn't even put in an ambient air monitoring site a few years ago because people didn't believe anything was wrong," says Kuschel.

New Zealand's complacency about clean air comes from believing too much in our own clean green propaganda. In reality we have health hazard levels of sulphur in our diesel fuel, no vehicle emissions standards or testing, and no air quality standards.

This appalling state of affairs is about to change - albeit slowly - with a juggernaut of rules, regulations, standards and laws from the ministries of Environment, Transport and Economic Development, along with regional councils, being phased in over the next decade.

First up are the National Environmental Standards for Air Quality, estimated to cost \$111 million and apparently save 625 lives over the period ending in 2020. In October bans will be in place on things like burning coated wire, tyres and oil in the open.

In late 2005 regional councils will be required to monitor and report on ambient air quality against minimum standards for levels of fine particles, carbon monoxide, nitrogen dioxide, sulphur dioxide and ozone.

In Auckland that's going to mean regular news of exceedances of nitrogen dioxide and carbon monoxide. "Last month we had an exceedance in Khyber Pass for carbon monoxide above the internationally acceptable concentration for an eight-hour period of 10 milligrams per cubic metre - which can have the effect of poisoning your blood. In winter that will happen two or three times every month," says Fisher.

But for Aucklanders the ambient air standards aren't going to make much difference. While the standards require regional councils to put in place programmes to reduce exceedances to acceptable levels by 2013, it's only likely to work in places like Christchurch and Nelson where the primary emitter of pollution is home heating fires.

to the problem of less money for roads. Clean air costs in mysterious ways.

But that isn't stopping Kuschel and the ARC promoting ways to reduce traffic on the road such as the Sustainable Business Network's Greenfleet programme set up to "enable businesses to do something to reduce their transport costs, develop more efficient travel behaviour, support the local community, and help sustain our environment".

The ARC is also waving the flag for low emission vehicles, having recently added a Honda Civic Hybrid to its fleet. The half electric, half petrol car automatically turns itself off when waiting at lights or intersections.

In the face of public apathy and glacial slowness on the Government's part over air pollution, both Fisher and Kuschel remain tirelessly optimistic that change is coming. Fisher says even though New Zealand is late to deal with cleaning up our air, we have an opportunity to do things smarter.

He argues for congestion pricing schemes to reduce traffic at peak times and incentives that encourage vehicle owners to be clean. "Why should someone who has bought a nice new hybrid have to pay the same as someone moving around in a dungy old Holden leaving a trail of smoke?"

A radical approach would be to put a ring around Auckland's CBD and charge drivers coming into that zone during peak hours - possibly with discounts for car poolers and those with low emission cars.

The technology to deliver such a scheme involves banks of cameras at various entry and exit points to read number plates and check against a database for congestion payments. One can already hear the howls of protest from car-loving Aucklanders.

Meanwhile Auckland's roads continue to clog and the city's vehicle pollution worsens. The brown haze looks set to be with us for at least another three years.

Herald Feature: Conservation and Environment

CEAC att.

Submission Form

Sending in your submission

This form is optional and for your convenience. However whether you are emailing, posting or faxing your submission, as a minimum we need you to include your name, address and most commonly used telephone

and email contacts. This helps us to keep you informed of the outcome/s.

You also need to clearly indicate if you want to present your submission in person to the Council.

Keep a copy of your submission for reference.

Submissions must be received at HBRC no later than 5pm, Monday 12 May 2014. Late submissions will not

be accepted.

Email to: draftplan@hbrc.govt.nz

Post to: Draft Annual Plan Submission, Freepost 515,

Hawke's Bay Regional Council, Private Bag 6006, Napier 4142

Fax to: 06 835 3601

Deliver it to: 159 Dalton Street, Napier

Name (or representative): Des Ratima

Organisation (if applicable): Takitimu District Maori Council

Address: 61 Railway Road, Whakatu, Hastings

Business phone: 06 8700584

After hours phone: 0275482688

Email: desratima52@gmail.com

X 

Des Ratima
Chairperson

Tick, YES – I wish to present my submission in person to the Council meeting

Tick, NO – I do not wish to present my submission in person to the Council meeting

My submission is: Regarding the reestablishment of the railway corridor between Napier and Wairoa.

Members of Maori communities resident in Mahia have sent a letter to the Takitimu District Maori council (TDMC) to submit on their behalf a submission in favour of the rail line being re-established between Napier and Wairoa. Their letter is attached.

The Takitimu District Maori Council under the 1962 Maori Community Act are legislated to advocate for Maori communities in the interests of economic, social, health and education improvement for the Maori population. The Takitimu District Maori Council supports the letter and request to re-establish this very important piece of infrastructure. In supporting the aspirations of nga hapu o Te Mahia, TDMC also support the intentions of the HBRC as included in their annual plan to invest in the reconnection and repair of the line. The benefits for the Maori population are not that different from the benefits outlined by the HBRC. However it might pay to reinforce the obvious benefits for Maori. In a rohe where permanent employment is difficult to obtain, railway work has been an economic backbone for Maori employment due to several reasons, one being geographic location of Maori populations in rural areas. The benefits of employment flow over into improved domestic income, resulting in improved health and educational opportunities.

If the decision is made not to invest in re-establishing the rail line then Maori hapu who had land taken under the Public Works Act would seek the return of the land to Maori interests.

The rail provides options for businesses and producers that require access to the port of Napier. Again HBRC have a very strong presentation which would be beneficial to those businesses from Wairoa and south to Napier.

Primarily the case of TDMC is to support the hapu of Te Mahia as they have articulated in their letter and strongly urge the HBRC, Government and Kiwirail to give sincere consideration to re-establishing the rail link.

“Robust transport infrastructure is positive for Wairoa with service and employment opportunities, such as rail maintenance teams based in Wairoa, as well as the rail storage hub. It would offer a transport choice of rail or road and also provide better resilience when responding to civil defence or hazardous events.” Press release HBRC

Submission Form

ATTACHMENT TO SUBMISSION FROM TDMC

07-May 2014

9 Baffin Place
Flaxmere.

The Chairperson
Takitimu District Maori Council
61 Railway Road
Whakatu
Hastings.

Tena Koe te Rangatira.

This request to the Takitimu District Maori Council is from Te Hokowhitu O Ngaitu, Ngai Tama and Te Rakato Hapu Ki Mahia expressing our concern about the state of the railway line between Napier and Wairoa and including Gisborne and the impact upon us as Mana Whenua and Maori.

Our request is that the Takitimu District Maori Council submit a submission on behalf of our Hapu and Maori katoa, that the railway line be re-established and as a result brings benefits of employment, social and economic advancement, health and education for our people and for future generations.

Noho ora mai

Na

Monica Hannah Mihingarangi Watson(nee Rarere) QSM JP
On behalf of Te Hokowhitu O Ngaitu, Ngai Tama, Te Rakato Hapu ki Mahia.

See Earth's temperature spiral toward 2C rise - graphic

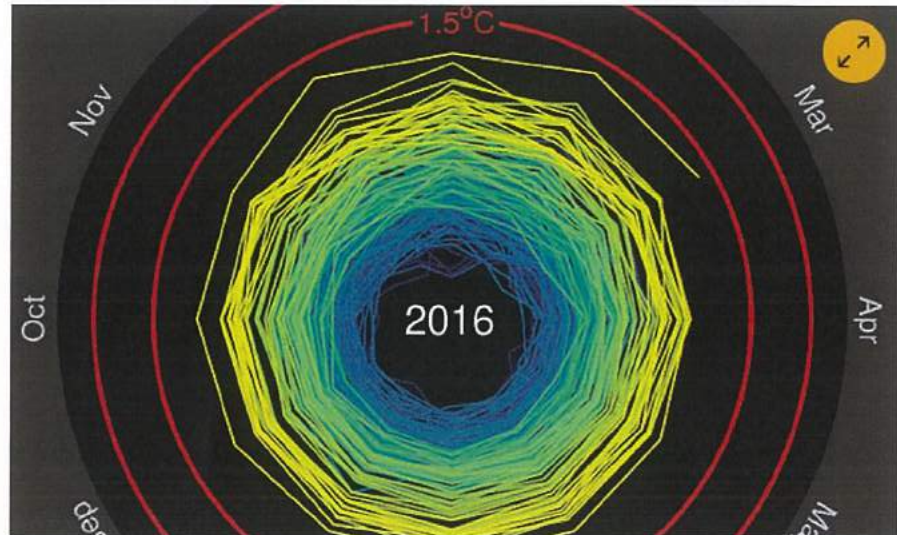
Climate Central: A new graphic shows Earth's temperatures spiralling toward the 2C global warming limit

Andrea Thompson for
Climate Central, part of the
Guardian Environment
Network

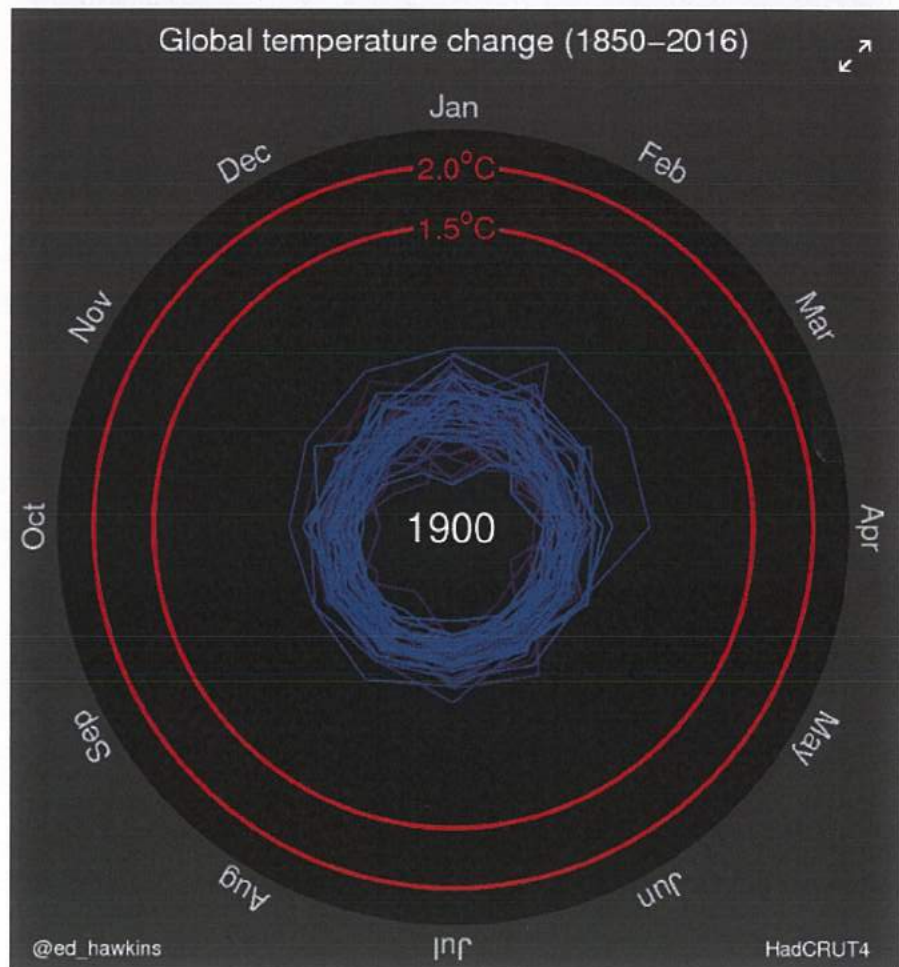
Tuesday 10 May 2016 14.56 BST



Shares 566
Comments 205



Monthly global temperatures in 2016 Photograph: Ed Hawkins/Climate Central



Monthly global temperatures from 1850-2016. Photograph: Ed Hawkins/Climate Central



The steady rise of Earth's temperature as greenhouse gases accumulate in the atmosphere and trap more and more heat is sending the planet spiraling closer to the point where warming's catastrophic consequences may be all but assured.

That metaphoric spiral has become a literal one in a new graphic drawn up by [Ed Hawkins](#), a climate scientist at the University of Reading in the United Kingdom. The animated graphic features a rainbow-colored record of global temperatures spinning outward from the late 19th century to the present as the Earth heats up.

"The pace of change is immediately obvious, especially over the past few decades," Hawkins, who has previously worked with Climate Central's extreme weather attribution team, wrote in an email.

The graphic is part of Hawkins's effort to explore new ways to present global temperature data in a way that clearly telegraphs the warming trend. Another climate scientist, [Jan Fuglestedt](#) of the Center for International Climate and Environmental Research - Oslo, suggested the spiral presentation.

The graphic displays monthly global temperature data from the U.K. Met Office and charts how each month compares to the average for the same period from 1850-1900, the same baselines used in the most recent report from the [Intergovernmental Panel on Climate Change](#).

At first, the years vacillate inward and outward, showing that a clear warming signal had yet to emerge from the natural fluctuations that happen from year to year. But clear warming trends are present in the early and late 20th century.

In the later, it is clear how much closer temperatures have come to the target the international community has set to [keep warming within 2°C \(4°F\)](#) above pre-industrial levels by the end of the 21st century. An even [more ambitious target of 1.5°C \(3°F\)](#) has increasingly become a topic of discussion, and is also visible on the graphic.

[Michael Mann](#), a climate scientist at Penn State who created the famous “[Hockey Stick](#)” graph of global temperature records going back hundreds of years, said that the spiral graphic was “an interesting and worthwhile approach to representing the data graphically.”

He said that using an earlier baseline period would have better captured all the warming that has occurred, as there was some small amount already in the late 19th century.

Just how much temperatures have risen is clear in the first few months of data from 2016, it’s line clearly separated from 2015 – which was the [hottest year on record](#) – and edging in on the [1.5°C mark](#).

Every month of 2016 so far has been the warmest such month on record; in fact, the past 11 months [have all set records](#), the longest such streak in the temperature data kept by the National Oceanic and Atmospheric Administration. (Each agency that keeps such a temperature record handles the data slightly differently, which can lead to small differences in monthly and yearly values, though the overall trend is in broad agreement for all such agencies.)

The record-setting temperatures of 2016 have seen a small push from an [exceptionally strong El Niño](#), but they are largely the result of the [heat that has built up](#) in the atmosphere over decades of unabated greenhouse gas emissions – as the spiral graphic makes clear.

“Turns out that this version [of temperature records] particularly appeals, maybe because it doesn’t require much interpretation,” Hawkins said.

Thanks for the feedback! [Back](#)

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Google

Submission 48

Larry Dallimore

[Yesterday at 11:00pm](#)

SUBMISSION TO HBRC ANNUAL PLAN 2016-17 L W Dallimore, Box 12085 Napier 1. Proposed rate increase of 4.95%. I support holding rate increases in line with the CPI – 0.4% annual change to March 2016. 2. Amendment to the Long Term Plan 2015-25 re Ruataniwha Dam I support Option C - No provision is made for environmental flows, with no cost to HBRC.

SUBMISSION 54

SUBMISSION TO THE HAWKE'S BAY REGIONAL COUNCIL ANNUAL PLAN

From Grey Power Hastings & Districts.

Email artful@clear.net.nz

Address

Submitter on behalf: Marie Dunningham, President.

Official address: P.O.box98, HASTINGS 4156

Ph

Our members are drawn from both Hastings and Havelock North but we also have members in the rural areas and in smaller townships such as Clive, Te Awanga and Waimarama. Therefore, those of our membership who are ratepayers have quite an interest in the affairs of and the rates set by the HB Regional Council.

THE AMENDMENT TO THE LONG TERM PLAN

This is in support of a change in the long term plan to "Water Management"

In this matter the HBRC cannot proceed further unless amendments are made to the long term plan.

The sub story is:

Option A

- Get up to 34m mx3 free to provide for a variety of environmental enhancements.
- Then extend the time from year 11 at a price agreed now
- Get an agreed price which will increase at a Consumer price adjusted rate.

Result: the signing of a Foundation water User Agreement would create a commitment to take and pay for water at a pre-set price. This option offers and inter-generational opportunity for HBRC to achieve one of the objectives in the Tukituki catchment policy: to maintain or enhance the habitat and health of ecosystems, macro-invertebrates (do you mean weta?), native fish and trout.

We do not agree with this proposal. It costs and so far we see little enhancement or health of the Tukituki itself with a similar flow-on effect in the catchment habitat.

Option B

Would see the Council competing with other water users at market rates for additional water to aid environmental flows in any given year.

We need more than aid for environmental flows now. We need resuscitation of Tukituki flows.

Option C

This option would give no opportunity to access flows for environmental enhancement.

Our understanding is that the original Ruataniwha dam proposal was to store water in the winter for summer use and that the purpose was to also keep the Tukituki flows at a level that would enhance the already degraded river. That was lost sight of very quickly as the stored water for the stock levels at the time was rapidly seen as a reserve for raising stock levels to unacceptable levels, with further degradation of the river. So how

come we have arrived at this conclusion –no opportunity for environmental enhancement.

Given the above changes we now come to the:
LONG TERM PLAN ALTERATIONS.

- A. Accept the amendments above, thus committing HBRC to purchase 4 million mx3 per year for environmental flows with a total cost over 35 years of \$36.9m
No thank you
- B. Decline the amendment and in future purchase additional required water at market rates.
As rate payers: no thank you
- C. Decline the amendment, making no provision for environmental flows and at no cost to HBRC.
This is an unfair statement. We accept the no cost. The no provision for environmental flows flies in the face of the very original proposal which was specifically for water storage and the improvement of the Tukituki catchment environmentally and in river flows.

ANNUAL PLAN PROPOSALS

In the graph provided all rates rise by a proposed 4.95%

1. MANAGING AND MONITORING THE LAND

Yes, there is more emphasis on the health of our rivers and other freshwater bodies.
We question what employing another person would actually do to improve that health.

2. FIT FOR PURPOSE REGIONAL COUNCIL

Our members say that it is difficult to get through to your office. Your annual plan has neither the date for submissions nor can the plan be easily found by going on to the Council website. Perhaps the HB District Health Board could serve as an example. They seem to be expected to do better and better on ever less money.

3. We do not wish to comment on this matter as it is not in our field.

4. *Once again a need for more rates which we do not find justified. The delays are largely the fault of the council.*

End.

SUBMISSION 55

[Paul Eady to Hawke's Bay Regional Council](#)

[23 hrs](#) ·

Submission on the 2016-17 LTP Process

Proposal 1 Option B Supported.

Proposal 2 Option B Supported.

Proposal 3 Option A Strongly supported. It makes no sense to divest of assets generating a safe and steady rate of return over and above what could be achieved elsewhere.

Proposal 4

I object to the council's continued support for the dam in its current business and funding structure. The process has been essentially undemocratic and the ratepayers who have funded this dam process to date have not been directly consulted as to the spending of our money or to the commitment of more of our rates going to this project. The council's investment company effectively selling water to the council under the guise of environmental flows to also help prop up the funding model for the dam is a case of horse trading. The environmental needs and justifications should have been included as part of the resource consenting process and the flows therefore provided free of charge to the ratepayers. The regional councils of Waikato and Waitaki do not pay the power generation companies money for the minimum river flows down those catchments so why should we?

The fact that the council has to purchase water for the scheme in order to meet environmental needs suggests that it has failed in its role as required by the RMA to act as an environmental regulator in issuing the resource consent for the dam in the first place. This is arguably due to the fact that the council was and remains conflicted by its subsidiary investment company's drive to make the Ruataniwha Dam viable.

The council's failure to ensure that the resource consent for the dam properly allowed for the environmental needs now identified as needing to be purchased is either conscious duplicity or professional ineptitude.

I am opposed to any commitment in funding for this increased water flow now being touted as necessary for environmental reasons. It reeks of ratepayers being blackmailed into further 'prop up' funding by the investment company in order to keep the dam viable. It should be made clear to the investment company that these flows are an environmental requirement necessary to the dam being able to proceed and that the HB Ratepayers expect the project to deliver these flows and volumes AT NO EXTRA COST to the ratepayers.

Submission 57

Matt Edwards

Consultee Mr Matt Edwards (68283)
Email Address rowmae@orcon.net.nz
Address Napier 4112
Event Name HBRC Annual Plan 2016-17
Submission Type Web

What do you think - What option do you prefer?

Absolutely Option C for the following reasons: 1. It is an injustice to require ratepayers from the whole region to pay this additional scheme cost. The cleanup of the Tukituki River is the responsibility of those living within the catchment. All region ratepayers are making a significant contribution via the dam cost and any additional costs beyond what it provides for should be paid by the people living in the catchment. That is, same approach as Council already works in requiring RC Holders to pay 35% of "Science Costs" and the General Ratepayer 65%. 2. Council should consult with the catchment ratepayers on what additional costs they are prepared to pay and work within the ability of these ratepayers to fund mitigation measures. Many are struggling with the current rates burden. 3. Flushing more expensive water down the river beyond what the RWSS already provides for is a second rate solution. Council should be tackling the causes of the problem with the river which is primarily nutrient loading and work to reduce it to an acceptable level. The cleanup of Lake Brunner is an example of the improvement that can be achieved. Council, in preferring Option A is really implying it has less than 100% confidence in the RWSS environmental requirements to achieve the outcome desired. 4. At least one HB Today correspondent Pauline Doyle, Letters, HB Today early May), has written this last minute proposal to buy water has been devised to 'get the scheme over the line'. I agree. I expect better than this from Council. I wish to speak to this submission.

Please add any other comments you wish.

I am in agreement with your preferred options above in relation to the annual plan proposals. However, I do expect Council to review its overall operations on a regular basis and cut costs where possible so that rate increases are kept to the minimum consistent with providing a good level of service. I have felt at times that HBRIC staff have treated Council members with arrogance rather than as servants which is what they are and that should stop. I realise you want the RWSS to proceed as you and HBRIC have spent so much on it. However it is clearly not a good scheme and carries real risks of farmers walking away if they can get out of their agreements and/or bankruptcy if times turn tough which they may well. Nobody wants that. It is better to stop now than risk a much greater financial loss. The acid test is would councilors sign the water agreement if they were farming in the scheme area I wouldn't. I think HBRIC is being irresponsible in the risk it is imposing.

SUBMISSION 58

13 May 2016

D. J. Elderkamp

To whom it may concern:

Thank you for the opportunity to make a submission regarding the Amendment to the Long Term Plan 2015 - 25, and the Annual Plan Proposals 2016 - 17.

I do not wish to speak to my submission in person.

Amendment to the Long Term Plan 2015 - 25: Environmental Flows Proposal

I prefer and choose option C, that the Hawke's Bay Regional Council (HBRC) do not purchase additional water from the Ruataniwha Water Storage Scheme (RWSS), if it is built, for the following reasons:

- 1) The HBRC has not presented any scientific details, facts or proof that additional water for environmental flows is needed, should the RWSS be built.
- 2) The proposal does not present any type of plan of action, or details of where, how and when it would be implemented.
- 3) The HBRC has not presented a convincing fact-based argument or case as to why additional environmental flows are even required.
- 4) Considering the significance of the proposal and the amount of ratepayer funds involved, a significant amount of additional detail is required for me to make a considered and objective decision.
- 5) The amount of \$36.9 million could be far better allocated to environmental projects across the whole region, not just the Tukituki catchment, considering that all the region's ratepayers would be contributing to this proposal. Lake Whatuma is a case in point, where significant remediation and restoration is required, as with Lake Tutira and others. The water issues with Lake Whatuma can be resolved in other ways, primarily by increasing the volume of water stored in the lake (i.e. increase the height of the floodgate sill) over winter. Far more also needs to be done in halting the continuing loss of biodiversity in the region - I suggest councillors read the book 'Vanishing Nature - facing New Zealand's biodiversity crisis' by Marie Brown.
- 6) No alternative options appear to have been considered or investigated, and without these, a considered and objective decision cannot be made.
- 7) If the RWSS is built, and current irrigators using groundwater are migrated to the scheme, in-stream water levels in rivers and tributaries will rise naturally over time, thus removing any need for additional environmental flows.
- 8) The apparent motives for this proposal are highly suspect, considering the lack of credible supporting information, details and facts. The real motives, in my view, are either a) to primarily present better water uptake sales figures to any potential investor in the RWSS, or b) to augment flows in such a way as to meet new minimum flow levels under PC6, or c) to dilute DIN levels in streams and rivers to meet PC6 requirements by 2030 as set out by the Board of Inquiry.

Annual Plan Proposals 2016 - 17

1) Managing and Monitoring Land

I prefer and choose option B, to add one extra person to the Land Management Team. I additionally suggest and recommend that Council considers adding more than one, in view of increased monitoring requirements under PC6.

2) Fit for purpose Regional Council

I prefer and choose option A, in the absence of any specific supporting arguments, details and information underpinning and justifying option B.

3) Wellington Leasehold Property

I prefer and choose option A.

Dan Elderkamp
Waipukurau

Paula Fern

SUBMISSION to HBRC on Long Term Plan 2015-2025

I do not wish to speak at the submission hearings.

1/ OPTION C

Out of the three choices given option C is the only realistic one of the three offered by the regional council.

Flushing flows should not be paid for by the ratepayers. They are part of the conditions set by the BOI and if the Regional Council that they would be insufficient then that should have been pointed out when the draft decision was released two years ago. Labelling them now as "Environmental Flows" is highly debatable as any environmental benefit is unproven and disputable as the energy created isn't comparable to a flood event where multiple tributaries provide a constant flow of energy when in flood. Releasing from one point the energy will dissipate and be ineffective after a few kilometres.

I would like the amendment to the Long Term Plan 2015-2025 declined.

As a resident and ratepayer of Central Hawke's Bay I would like to see those responsible for the state of the Tukituki River, such as Central Hawke's Bay District Council whose non-compliant sewerage treatment plants of Waipukurau and Waipawa, and the Otane sewerage treatment plant that I understand is currently without a consent, held accountable.

It is flawed thinking to suggest that the best way to solve the current river pollution is by building a dam and introducing more intensified landuse, including dairying, thereby adding an even greater pollution load on an already stressed waterway.

2/ I disagree with the wording used in the consultation document of #4 Timing Investment Cashflows, "HBRC has already consulted with the community and agreed to invest up to \$80million as part of the LTP process."

The consultation was flawed and HBRC ignored those that engaged in the consultation process; an overwhelming majority did not want this white elephant to proceed.

HBRC didn't "agree", HBRC "decided", but only if conditions set are met. The financial close, which was farcically ignored when it wasn't met over and over again and extended 7 times if my memory serves me correctly, still has not been achieved as 43 million cubic metres of unsigned contracts falls short of the minimum requirement of 45 million cubic metres; the cost increase announced before financial close should have seen an increase of the minimum requirement for financial viability but that has also been ignored.

I do not give permission for HBRC to misuse the rates that I pay to them for this project.

3/ I would like an explanation as to why the consent application from HBRIC to HBRC to extend the irrigation zones applied for and granted in January was non-notified. Given the huge increase in area this is surely a matter of considerable public interest.

4/ I do not support the proposed rate increase of 4.95%.

I support holding rate increases in line with the CPI – 0.4% annual change to March 2016.

Thank you

Paula Fern

Waitukai Farm

-
Tim Gilbertson

Patangata

. Otane 4277

May 11 2016

Submission to HB Regional Council Plan

From Tim Gilbertson

And on behalf of Jana Gilbertson and Olivia Gilbertson

1 Feral Cats

This submission is virtually identical to my submissions of previous years .I anticipate the same response .But I have resubmitted at the request of the late Helen Swinburn who died in August last year She won an HBRC environmental award and was a farm forester of the year .She was a dedicated conservationist and a long time campaigner for the control of domestic cats She believed this would eliminate the scourge of the feral cat .She could not understand how government ,especially regional government which had a clear responsibility to protect the environment could be so remiss in its approach to controlling cats when the solution was ,in her view ,simple ,inexpensive and obvious

She thought Politicians were extremely foolish in this regard and she requested that I continue to put forward her point of view .Being a woman of strong religious conviction she hoped to be able to return from the other side if necessary and hurl thunderbolts at you all until you saw the light .Both outcomes seem unlikely and one cannot help but share her frustration .Her opinion , given the evidence ,is impossible to rebut

HBRC acknowledges in their biodiversity strategy that feral cats are a serious problem but does not propose a solution .The solution is obvious .Cats should be registered and policed in the same way as dogs are . Govt and Councils are not doing so it seems because they are afraid of losing votes to the large cat loving constituency .As one local MP put it ""I don't want to lose the little old lady vote "" This is the only plausible explanation for the lack of logical action and explains why proposals such as those put forward by HBRC are illogical , expensive and will not work

It is a tragedy that HBRC is so foolish and has been inept for so long in the face of a well documented problem and a workable solution .

HBRC feral cat strategy is almost identical to that of possum control adopted some thirty years ago That is targeting limited areas which are quickly repopulated This is expensive ineffective and to be blunt stupid .It does nothing to address the fundamental issue .It has been pointed out to Councillors and staff for many years , that HBRC killed 2000 possums in the late 1980 s on St Lawrence Station .Within a year possums repopulated the area from the Mangarara forest next door HBRC wasted a lot of money to achieve no lasting result. This policy was repeated for years

Some twenty years later under pressure from the Animal health board as a result of the TB outbreak at Tikokino ,HBRC and the AHB bought in a logical and successful program to reduce /exterminate the possum This has been an outstanding success and allowed HBRC to wallow in self congratulatory ecstasy ever since, conveniently ignoring the fact that that if it hadn't been for the AHB and local pressure ,HBRC would probably still be wasting money on occasional ineffective local control and the possum problem would still be with us .

It appears that instead HBRC has transferred the failed possum control strategy to feral cats Given that feral cats are having a catastrophic effect on wildlife and spread disease affecting our primary industries ,HBRC'' s lack of positive and sensible action is almost criminal and makes HBRC claim to guardianship of the environment an objectionable display of unbridled hypocrisy

My submission is that

"HBRC cease the local control of feral cats in favour of introducing ,with the help of central and local government ,rules which treat cats the same as dogs They must be registered and the costs they generate and the damage they do must be paid for by the owners . This is achievable by copying the system in place for dogs "

The Dam

HBRC is to be congratulated on almost achieving sign off on the dam despite being years behind schedule and millions over budget

I won a Qantas media award some years ago while working as an columnist for a rural newspaper and it is my professional opinion that the Public relations effort associated with advertising the dam and trying to get public and farmer support for the project has been woefully ineffective and a comprehensive failure .

As an example a local MP was quoted in HB Today as saying he would only support the dam if it were proven that it would provide jobs and not turn the Tukituki River toxic

The only way to fulfil these conditions and prove the proposition is to build the dam, see what happens and if there are no jobs and the river becomes toxic ,dismantle the dam

This is an absurd position to promote and a foolish statement to make and HBRC should point this out publically .Otherwise the opinion is given credence and the promoter regarded as an intelligent source of information

It is hard to believe that a \$600 million project could be so poorly presented by HBRC especially when all the facts and research and history support the benefits of water storage for irrigation and river improvement

An example of HBRIC/HBRC amateurism occurred after the water users update meeting at Waipawa on 8/3/16 .Water users were informed that "" water uptake will determine if this project proceeds or not "" and in the summary (bullet point 5) one of the conditions for closure was "" 45 mill m3 by 18th April for the RWSS to proceed ""

The meeting was informed that if there was insufficient water contracted by 18 April, Crown irrigation would pull its funding and the project would fall over

April 18 came and went with no word from HBRC on the outcome .A week or so later the number was confirmed as less than the required 45 million cubic metres

The project was not cancelled and CRI has not pulled out .This is great news for Hawkes Bay but misleading water users does not inspire confidence in HBRIC or HBRC s ability to complete the project in a professional manner in time and within budget

My submission is

The future of RWSS is still at risk The public relations efforts of HBRIC and HBRC concerning RWSS to date have been incompetent unprofessional ineffective and damaging to the case for the RWSS HBRC needs to sharpen up its act considerably to take steps to correct the mis information being spread about the RWSS project and to convince the people of HB that the dam is a viable desirable asset to the whole of the Hawkes Bay environment and economy. HBRIC and HBRC need to correct immediately and at source the misleading and incorrect statements issued to the public by ill informed opponents of The RWSS .

Impact of \$50m price increase

Sharing the burden:

- Savings sought from constructor
- Investor returns squeezed and debt introduced to the capital structure – increase in risk
- Increment in water price

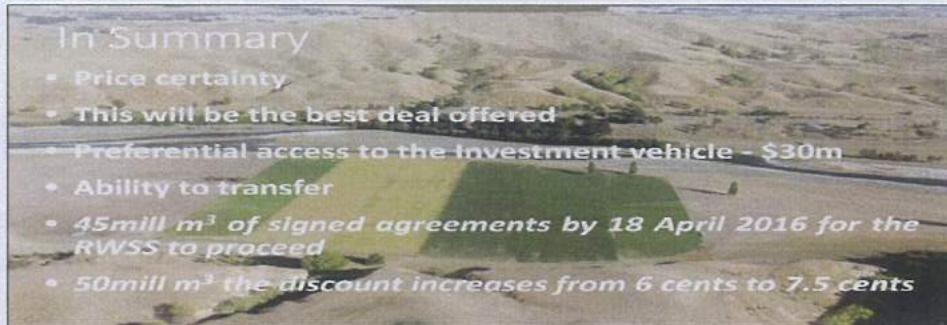


Uptake - irrigators

Current situation

- We have sent out 161 WUA for 42mill m³ of water
- To date **118 farmers have signed** and returned water user agreements for a total of 32mill m³ of water
- People are contracting conservatively on a volume and area basis
- We achieved ~~enough progress in water uptake by Nov 2015~~ for HBRIC Ltd to continue to invest in the RWSS through this period
- ***We need 45mill m³ of signed agreements by 18 April 2016 for the RWSS to be built***
- ***At 50mill m³ the discount increases from 6 cents to 7.5 cents***





In Summary

- Price certainty
- **This will be the best deal offered**
- Preferential access to the investment vehicle - \$30m
- Ability to transfer
- **45mill m³ of signed agreements by 18 April 2016 for the RWSS to proceed**
- **50mill m³ the discount increases from 6 cents to 7.5 cents**

Shared Services

LASS is a joke

My submission is

LASS directors should not be CEO.s of Councils

HBRC should remove its CEO from the board of LASS and appoint independent directors who do not have a vested interest in preserving the status quo, and encourage other Councils to do likewise

HBRC should implement the recommendations of the Winder report and withhold funding from other councils which do not follow suit

Global warming

It is now blindingly obvious that every time you turn the key ,you are helping to kill your children (except when you drive a Nissan Leaf or similar)

Global warming constitutes the greatest moral crisis facing humanity according to the President of Kiribati whose country will disappear beneath the waves within decades

I agree and I believe that a nation that prides itself on fighting militarism in World War One ,fascism in WW2 and communist totalitarianism in Korea Malaysia and Vietnam in the 1950's 60's and seventies should be taking the lead in fighting for the environment

The NZ Govt and HBRC are doing little or nothing meaningful to combat climate change HBRC has apparently purchased one or two hybrid petrol/EV's . This is a pathetic response to a global crisis .The only possible benefit of global warming is that most of Napier will once more be under water but that is scant consolation for the catastrophic effects on the rest of the planet

HBRC should consider reintroducing the Forestry Scheme mooted some years ago and abandoned when the price of carbon was at \$1.76 per ton. Carbon is now 14.47 per ton and rising ,making the scheme viable

HBRC should co operate with other councils in providing a network of EV charging stations throughout HB

My submission is

That HBRC take serious steps to address global warming and climate change starting by re introducing the Forestry grants scheme and building EV charging stations throughout HB

Conclusion

I have made submissions to various councils at various times since about 1981 and have been an elected representative at times on both CHBDC and HBRC .I was always struck by the fact that invariably submission are ignored since accepting a submission is generally an admission that the staff or councillors had made a mistake or are going in the wrong direction It is a tenet of politicians and the bureaucracy that they know everything and are never wrong Therefore the submitter is thanked for participating and sent a letter recommending no change to the plan

I have generally submitted out of a sense of duty ,feeling that the process should be supported and must be kept alive in the hope that one day wisdom and enlightenment might penetrate the corridors of power . I feel that I have done enough fruitless submitting over the last decades and so will, in future ,no longer bother HBRC with my errant observations . I expect the same response as usual to these submissions but I hope that Councillors do give some thought to global warming and getting the dam built . These issues are quite important .

Tim Gilbertson

And on behalf of Jana and Olivia Gilbertson

In my submission on feral cats last year and this year I have noted that HBRC say they have no power to control cats However in this weekends Dom Post there is an article about Wellington City Council passing a by law to restrict the number of cats per household and requiring cats to be micro chipped .This is causing uproar amongst cat lovers which is further evidence that this issue is a political hot potato and some Councillors are desperately trying to avoid a decision that will threaten their political support from cat loving voters Obviously WCC believe they have the authority to impose controls on cats

HBRC has repeatedly claimed that local government does not have the legislative authority to make and enforce rules controlling cats

However Wellington City Council believes the opposite .Who is correct ?

My additional sub mission is

If HBRC is correct and WCC is wrong and Local Government has no statutory power to control cats , HBRC immediately inform WCC that they are acting illegally and insist that WCC forthwith desist from their attempts to regulate cat ownership

Thank you

Tim Gilbertson

HELP US SHAPE OUR PLAN 2016-17

Sending in your submission

- This form is optional and for your convenience. However whether you are posting or faxing your submission, as a minimum we need you to include your name, address and most commonly used telephone and email contacts. This helps us to keep you informed of the outcome/s.
- You also need to clearly indicate if you want to present your submission in person to the Council.
- Keep a copy of your submission for reference.
- Submissions must be received at HBRC no later than 4pm, Friday 13 May 2015. Late submissions will not be accepted.

Post to: Our Plan 2016-17 Submission, Freepost 515,
Hawke's Bay Regional Council, Private Bag 6006, Napier 4142

Fax to: 06 835 3601

Deliver it to: 159 Dalton Street, Napier

Name: JUNE GRAHAM (or representative)

Organisation: (if applicable)

Address: 1/37 MEEANEE RD TARADALE

Daytime phone: 06 8454353

Email: -

Signature: J. Graham

Tick,

YES – I wish to present my submission in person to the Council meeting

NO – I do not wish to present my submission in person to the Council meeting



Our Plan 2016-17 Submission Form

RECEIVED	
RECEPTION	
TIME: <u>2.51pm</u>	DATE: <u>12/5/16</u>
SIGNATURE: <u>RAB</u>	

Managing and Monitoring Land

HBRC's preferred option is B. The cost of an extra person for 2016-17 can be funded from the existing Regional Landcare Scheme budget, at no extra cost to ratepayers. Budget provision has already been made for the 2017-18 year and beyond.

Q2. Which option do you prefer? Option A or B?

- A. *Keep the team at the same size - manage demand by priority, dealing with the most pressing problems*
- B. *Add one extra person to the land management team in response to growing demand from land users*

What do you think – what option do you prefer?

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Fit for Purpose Regional Council

HBRC's preferred option is B.

Which option do you prefer?

- A. *Council maintains current investment levels, with minimal customer service improvements*
- B. *HBRC invests to modernise regulatory systems (\$75k), automate business processes and transactional services (\$40k), move to hosted infrastructure (\$100k) and maintain continuous improvement programme (\$25k)*

What do you think – what option do you prefer?

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Wellington Leasehold Land

HBRC's preferred option is A.

Which option do you prefer? Option A or B?

- A. Council retains ownership of its Wellington leasehold properties
- B. HBRC sells off Wellington leasehold properties to invest the funds in other initiatives



What do you think – what option do you prefer?

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Any further comments ?

If you feel that we have missed a key issue that's going to significantly affect the people of Hawke's Bay and our opportunity to prosper, we welcome your comments.

Below I have listed items of concern to me –

- Leasehold land –
- Transport - road safety, Footpaths + walkways - gold card –
- Support for Railway –
- Ahuriri Estuary protection and Values –
- Amendment to Annual Plan option B –

I will speak in more detail of my preferences and concerns re these headings if able to speak at the hearing

Graham 12.5.2016

HELP US SHAPE OUR PLAN 2016-17

Sending in your submission

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Hawke's Bay Regional Council, Private Bag 6006, Napier 4142

Fax to: 06 835 3601

Deliver it to: 159 Dalton Street, Napier

Name: JUNE GRAMAM (or representative)

Organisation: GREY POWER NAPIER & DISTRICTS (if applicable)

Address: PO BOX 4247 MAREWA OR

1/37 MEEANEE RD TARADALE

Daytime phone: 06 8454353

Email:

Signature: J Graham

Tick,

YES – I wish to present my submission in person to the Council meeting

NO – I do not wish to present my submission in person to the Council meeting



Our Plan 2016-17 Submission Form

RECEIVED	
RECEPTION	
TIME: <u>2:51pm</u>	DATE: <u>12/5/16</u>
SIGNATURE: <u>LHS</u>	

Managing and Monitoring Land

HBRC's preferred option is B. The cost of an extra person for 2016-17 can be funded from the existing Regional Landcare Scheme budget, at no extra cost to ratepayers. Budget provision has already been made for the 2017-18 year and beyond.

Q2. Which option do you prefer? Option A or B?

- A. *Keep the team at the same size - manage demand by priority, dealing with the most pressing problems*
- B. *Add one extra person to the land management team in response to growing demand from land users*

What do you think – what option do you prefer?

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Fit for Purpose Regional Council

HBRC's preferred option is B.

Which option do you prefer?

- A. *Council maintains current investment levels, with minimal customer service improvements*
- B. *HBRC invests to modernise regulatory systems (\$75k), automate business processes and transactional services (\$40k), move to hosted infrastructure (\$100k) and maintain continuous improvement programme (\$25k)*

What do you think – what option do you prefer?

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Wellington Leasehold Land

HBRC's preferred option is A.

Which option do you prefer? Option A or B?

- A. Council retains ownership of its Wellington leasehold properties
- B. HBRC sells off Wellington leasehold properties to invest the funds in other initiatives

What do you think – what option do you prefer?

option A – will speak about our choice at the hearing.

Any further comments ?

If you feel that we have missed a key issue that's going to significantly affect the people of Hawke's Bay and our opportunity to prosper, we welcome your comments.

On behalf of our group I will express our members views on the subjects listed below-

- Leasehold land
- Transport - safety concerns both road transport - pedestrian safety - gold card and velodrome funding
- Railway support
- Environment issues eg wetlands

If time permits we will speak in more detail about these items at the hearing for
Our Place 2016/17

Jane Graham
Grey Power Napier & District
10/may 2016

Our Plan 2016-17 Submission Form

SUBMISSION 75

HAWKE'S BAY REGIONAL COUNCIL

SUBMISSION on the Annual Plan 2016-17 and Amendment to the Long Term Plan 2015-2025

Name of Submitter Margaret Gwynn

email gwynn@paradise.net.nz

I do not wish to speak at the submission hearings.

With regard to the **Annual Plan** proposals,
I am in favour of Option B for Managing and Monitoring Land;
I am in favour of Option B for Fit for purpose Council;
I am in favour of Option A for Wellington leasehold property.

With regard to the **Amendment to the Long Term Plan**, I continue to oppose the Ruataniwha Water Storage Scheme. Nothing I have read in the past year has changed my opinion that the scheme is fraught with risk – from economic and environmental challenges, and more specifically from earthquakes and climate change. The dam has sucked time, energy and money away from other pressing regional needs, especially the full investigation of the Heretaunga aquifer.

Therefore I oppose the further spending of \$36 million on flushing flows and other unspecified projects and vote for Option C. The initial refusal to consult ratepayers on the commitment of this \$36 million seems to me symptomatic of this Council's general reluctance to fully consult its constituency. I deplore that and hope a more open Council will result from the local body election later this year.

On another matter : I am deeply concerned about the issuing of nine consents for **water bottling**. Personally I deplore bottling water in plastic containers when we already have major pollution of waterways and oceans, but even more important is the lack of knowledge about the level of the local aquifer. Climate change will lead to sea level rises which may threaten to contaminate aquifers. Miami is already experiencing this.

I recognise that the Regional Council has no power to refuse these water bottling consents (provided they meet environmental conditions) as the law stands at present.

I therefore ask the Regional Council to be **pro-active in seeking a law change**.

1. Enabling councils to levy a charge on any water exported as water.
2. Giving regional councils the power to refuse water bottling consents to protect local aquifers.

Thank you for the opportunity to make this submission.

SUBMISSION ON HAWKE'S BAY REGIONAL COUNCIL ANNUAL PLAN 2016-17

Robin Gwynn, 23 Clyde Road, Napier 4110 (835 2122; gwynn@paradise.net.nz)



May 2016

Congratulations to Council on making some progress towards restoring the strategically and environmentally important rail link.

I comment on two of the Annual Plan Proposals:

Wellington Leasehold Property. I strongly support **Option A, that Council retains ownership of its Wellington leasehold properties at the present time**. Under current economic conditions, this is the only policy that makes sense.

Amendment to Long Term Plan 2015-25. I strongly support **Option C, that no provision is made for environmental flows beyond the 4 million cubic metres of water required to be provided by the Ruataniwha scheme for flushing flows as part of the resource consent conditions**:

- a) If the extra flows were fundamentally necessary, they should have been incorporated in the original proposal;
- b) there is no detailed justification, we don't know what the extra flows are for, and there is disagreement as to how environmentally beneficial they would be;
- c) 'more flexibility', a 'broader range of outcomes' and 'an opportunity' – the words used at the recent Napier meeting - are far too vague justifications to support any other option but option C;
- d) it was concerning that this proposal, to judge from the media, seemed to come up out of the blue at a meeting without proper preparation or serious pre-circulated analysis of pro's and con's and alternative priorities;
- e) much more urgent needs include the completion of the full and adequate exploration of aquifer capacity that should have been done before we reached the present stage, and the need for better compliance operations highlighted by the Waihi dam and by the Central Hawke's Bay sewage issue.

Regrettably, I have to add that I am appalled that anyone ever thought \$36 million expenditure might not need full consultation: the Audit Office should never have needed to express an opinion about this. For me it has crystallised unease about the way we are proceeding on the dam issue. I believe we should pause and reconsider it *in toto*.

SUBMISSION

HBRC proposed amendment to LongTerm Plan 2015-2025 and variations on Annual Plan 2016-2017

CHB Forest & Bird Society

E: Rose Hay (Sec) hayhunt@xtra.co.nz

P: Gren Christie (Co-Chair) 858 86587

P: Louise Phillips (Co-Chair) 027 8765085

We would like to speak to this Submission

Consideration of Environment Flow Option

We choose option C if the RWSS goes ahead for the follow reasons:

- 1 If extra environmental flows are needed for rivers and streams they should be supplied from the RWSS without cost to the general ratepayer. As the dam is to be wholly funded by public money and water is a public good, the Regional Council would be committing an ethical breach of contract with ratepayers by attempting to charge them for something they already have access to and have paid to store and distribute.
- 2 We believe that the \$35.9 million purchase cost of water is only being done to make the RWSS more attractive to investors and to help the project get over the line. There is no other logical reason to explain this attempt to charge ratepayers for a public good which should be flowing at an ecologically sustainable rate. The question Councillor's willfully ignore is "*why have the natural flows within our waterways reduced to the point where we are contemplating supplementing them?*" Council instead need to (a) undertake an audit and reallocation of current consents, and (b) implement minimum water-uptake land use criteria in their consenting process.

Our main reasons for not wishing to help get the Dam over the line are :

- [a] The current plan to exchange national conservation land to encourage intensive farming with its resultant pollution and waterway degradation adds insult to injury. This would cement in a precedent set enabling Conservation Park land to be traded for such environmentally destructive commercial ventures.
- [b] It would exacerbate the environmental and ecological destruction caused by the dam footprint, which will adversely impact on the whole river system and the ecological life it sustains, besides the amenity values of these precious taonga.
- [c] It would result in the well documented negative impact intensive farming has on the receiving environment.
(e.g. intensive farming round Lake Whatuma would lead to more pollution problems for the lake)

Proposal's Impact on Lake Whatuma

- 3 If Lake Whatuma were to get dam water there is no plan or costings as to how that is going to happen and therefore what the impact on ratepayers would be.
- 4 There is no guarantee that a water contract would or could be renewed in 35yrs time. Similarly, there is no guarantee of potential water price at the time of renewal. Should the lake's ecosystem have become reliant on flows for its sustainability then ratepayers, or more correctly the children of current ratepayers, would essentially be price-takers.
- 5 The dam has a finite life so this is no long-term solution. Moreover, in the event of an unforeseen circumstance or act of God such as a major earthquake during the life of the dam flows could be cut without warning with detrimental effects on the lake and surrounding ecosystem, and with no immediate remedial solution available.
- 6 There may not be enough water to supply the lake and irrigation in the same feed pipe. There has been no work done on this, and in the event of a possible supply shortfall could be to the detriment of the lake and surrounding ecosystem.
- 7 With so much detail missing and no urgency (as the actual use for this water is undetermined) there should be no pressure to include this in the 2015-2025 Long Term Plan. Council need to undertake more work on this proposal and then present it to ratepayers as part of a more informed and consultative process.

Alternative Proposals

We advocate another option that would be more efficient both economically and as a long-term environmental solution.

- 8 Replace existing floodgate with a fit-for-purpose floodgate at the outlet of Lake Whatuma.
- 9 Gradually, over time, raise Lake Whatuma to its pre-lowered level and, by the way of water storage over winter using catchment runoff, thus increase the depth of the lake over summer . Slow modification of the lake levels is to allow the adaptation of bittern habitat and maximise the viability of the wetland ecosystem.
- 10 HBRC could work with local stakeholders to bring Whatuma's footprint and a marginal strip around the edge into public ownership and/or achieve protection status

These combined actions would mean

- (a) A deeper lake that should have a lower temperature and therefore may have less water lost through evaporation.
- (b) A financial saving by not having to purchase water. Some of this money could be used to return the Lake into public hands and secure the margins

- (c) No engineering planning and implementation costs in getting water into the lake.
 - (d) This solution, in going beyond the 35yrs or the life of the dam, is a long-term least-cost sustainable solution which provides for a healthy lake and ecosystem for the benefit of future generations.
 - (e) will improve Lake Whatuma's conservation status.
 - (f) Raising the Lake will restore its mauri which has been disregarded and eroded since Europeanisation and associated land use within its catchment.
- 11 Having Lake Whatuma in public hands opens the possibility for the Taiwhenua O Tamatea to have guardianship over the Lake. Guardianship would recognise the multi-generational sorrow and pain Taiwhenua O Tamatea have suffered through involuntary loss of the Lake. In addition, Maori kaitiake values and generational mātauranga of the lake and its surrounding ecosystem make them the logical guardians of this local taonga.
- 12 In accordance with the aims of Plan Change 6, restoration of Lake Whatuma as a natural wetland habitat should proceed whether the RWSS goes ahead or not. The Regional Council are to be commended for opening up this long-neglected local issue for public debate.

Supplementary Regional Council Staff

- 12 We also endorse the Point One proposal that additional Staff be employed to assist in implementing Plan Change 6 requirements.
- 13 Under this Point, we also submit that some of the \$35.9m could be spent employing additional staff to work on monitoring and compliance regimes that will be needed to implement Plan Change 6 effectively. This will also ensure the changed land use arising from the availability of water from the dam, if proceeded with, conforms with Plan Change 6.

Submission 82

Vaughan Cooper

Consultee Mr Vaughan Cooper (63886)
Email Address vaughanc@clear.net.nz
Address Havelock North 4130
Event Name HBRC Annual Plan 2016-17
Submission Type Web

Amendment to the Long Term Plan 2015-25

Which option to you prefer? Option A, B or C? C. Decline this amendment to the Long Term Plan 2015-25, making no provision for environmental flows and at no cost to HBRC.

What do you think - What option do you prefer?

I prefer option C because: 1. There is no water use agreement publicly available for the ratepayer to review and at meetings HBRC executive have said that it hasn't reached that stage where the proposal is formally documented. But what has been said/reported (including preamble above) that it would be a Foundation water Agreement and thereby follows that it will be take or pay and for 35 years duration. Committing HBRC and ratepayers for that 35 years is unwise (unless HBRC plans to enter the water broking world and does it have a mandate to do this?). 2. There is no documentation/research material on the use of the water and therefore whether or not it is required. Lake WHatuma has been floated as a likely recipient but that will also entail land purchases and more monies concentrated in the Tukituki catchment. 3. There is already provision for releases for environmental purposes ie "flushing flows" as part of the consent process. If more was required, why didn't HBRC or BOI ask for them to be included? - there is little or no evidence that "flushing flows" will remove sufficient algae in the lower reaches of the Tukituki to make material difference- where it is most needed (between Patangata, black and red bridges). - any other option (than C) will inflate the returns to HBRC/HBRIC and thereby increase the "profitability" of the dam by way using HBRC's (ratepayers) monies (being returned). 4.

Other options increase the monies at HBRC's disposal to be spent in the Tukituki catchment and specifically from part way down the Waipawa to the confluence with the Tukituki (ie the irrigation zones). The rest of HBRC's catchment areas are left out. This concentration is why it is inappropriate to spend such a large sum in this area without clear evidence that it is required. Evidence, proving waters are required can result in amendments to the long term plan at the appropriate time. 5. HBRC Councillors have repeatedly said that the \$80m was the full and final amount that HBRC would be committing to the RWSS - this looks very much like a further \$37m addition to that amount. 6. Option c is the only option that supports the Hawke's Bay Regional ratepayer and the environment of the greater Hawke's Bay.

Managing and Monitoring Land

HBRC's preferred option is B. The cost of an extra person for 2016-17 can be funded from the existing Regional Landcare Scheme budget, at no extra cost to ratepayers. Budget provision has already been made for the 2017-18 year and beyond.

Which option to you prefer? Option A or B?

B. Add one extra person to the land management team in response to growing demand from land users

What do you think - What option do you prefer?

This is an important area and requires the appropriate resourcing but as soon as possible charges/monies should be recovered from land users who are the ones generating "growing demand from land users" (HBRC's words).

Fit for Purpose Regional Council

Which option to you prefer? Option A or B?

B. HBRC invests to modernise regulatory systems (\$75k), automate business processes and transactional services (\$40k), move to hosted infrastructure (\$100k) and maintain continuous improvement programme (\$25k)

What do you think - What option do you prefer?

an important area to maintain and improve (necessary) service. Sums are not large and systems cannot stay the same in a changing regulatory environment.

Wellington Leasehold Property

Which option to you prefer? Option A or B?

A. Council retains ownership of its Wellington leasehold properties

What do you think - What option do you prefer?

Property values can only increase - defer any sales.



4 May 2016

Our Plan
Hawke's Bay Regional Council
Private Bag 6006
Napier 4142

Dear Sir / Madam

Submission: HBRC Annual Plan 2016/17

Thank you for the opportunity to submit on the Hawke's Bay Regional Council Annual Plan 2016/17. We submit specifically on Activity 1 of the Strategic Planning element of the plan, being the Regional Economic Development Strategy, with the mission "To make Hawke's Bay the best location in which to visit, work, invest, live and grow".

We support the revised allocation for the funding agreement with Hawke's Bay Tourism Ltd; as outlined in the plan:

2015 /16	\$1,220,000
2016 /17	\$1,520,000
2017 /18	\$1,820,000

As holiday accommodation operators and members of Hawke's Bay Tourism, we are experiencing the positive impact of HBRC's increased commitment to investing in growing Hawke's Bay's profile as a destination of choice for domestic and international visitors. The additional funding commitment has enabled Tourism Hawke's Bay to step up and target its promotions, the benefits of which are evident in the 5% increase in visitor nights spend to the year ended January 2016. At The Country Apartment, we have enjoyed our busiest summer season ever.

New Zealand is experiencing incredible visitor growth and Hawke's Bay needs to ensure it continues to attract the best possible share of those visitors. The best way to do that is by ensuring Hawke's Bay Tourism is well funded for the long-term. HBRC's increased investment demonstrates the Council's confidence not only in the role of tourism in Hawke's Bay's economic prosperity, but also in Hawke's Bay Tourism's capacity to do an outstanding job in attracting more visitors and encouraging them to stay longer.

We fully support the proposed funding for 2016/17 (and 2017/18), and if there is capacity to further increase the funding commitment, we encourage you to do so.

Yours faithfully

Liz Read & Jonathan Rees
Owner Operators

110 Avery Road, RD2, Napier 4182
stay@thecountryapartment.co.nz | www.thecountryapartment.co.nz

Submission 98

Submission Pauline Doyle and Ken Keys
Spokespersons for GUARDIANS OF THE AQUIFER
Contact p.doyle@hotmail.com; 06-2110380
keysmurphy@clear.net.nz; 06-8783210

Yes, **we wish to speak** at the hearings.

RE: the Ruataniwha Dam

Current pollution of the Tukituki River needs to be cleaned up urgently and paid for by the polluters, particularly Central Hawke's Bay District Council who continue to allow their town sewage to discharge into the Tukituki River, and those farmers in Central Hawke's Bay who still continue to refuse to fence stock away from waterways.

It is flawed thinking to suggest that the best way to solve the current river pollution is by building a dam and introducing more intensified land use, including dairying, thereby adding an even greater pollution load on an already polluted river.

We therefore submit that **option C** is the only one of the **three very limiting options** offered by the regional council which makes any sense: **decline the amendment to the Long Term Plan 2015-2015 and make no provision for so-called 'environmental flows' from the proposed Ruataniwha dam.**

Included below is a letter which was recently published in NAPIER MAIL and HASTINGS MAIL, which sums up our concerns.

Did anyone else notice that the four Hawke's Bay mayors have given approval for the dam scheme? Where was their mandate? Or did Mr Yule, Mr Dalton, Mr Little and Mr Butler assume they could simply don their Lord Mayor's hat and just forget about public consultation?

This whole process has corrupted our local democratic institutions at every level.

Central HB District Council voted to buy water from the dam, without public consultation, and without even considering other options. Then on 24th February Regional Councillors Wilson, Scott, Pipe, Hewitt and Dick voted another \$36million for the Dam project, without asking us first. That's on top of the \$80million commitment already given on behalf of us ratepayers two years ago. On 30th March we heard about the new subsidiary companies being set up to enable HBRIC directors to take charge, without the oversight of our elected representatives on the Regional Council, something which CEO Andrew Newman tried to do back on 25th June 2014 but without success.

The Ruataniwha Dam has sucked money, time, and energy away from the rest of the region. The upper Tukituki River is still being used for dumping town sewage; the Regional Council's Compliance Officers failed to pick up on Wairoa's looming Waihi Dam disaster; and nine huge consents were granted for water-bottling plants from the Heretaunga Plains Aquifer when no-one knows what is the capacity of the Aquifer and we are told there isn't enough money to do the exploratory deep-drilling work to support the science around the T.A.N.K. Groundwater Modelling project which has been underway for two years.

TrustPower and Ngai Tahu did due diligence and walked away from the dam. NZ Super Fund also walked away, with their Chief Investment Officer recently telling HBRC "We didn't like your consenting process". ACC has been looking at committing taxpayers to this huge gamble.

On Monday 11th April Hawke's Bay Regional Council called for submissions on the \$36million buy-in, after the Audit Office forced them to consult with the public. But two days later we learn that there's been a huge budget blowout, and overall the cost is now nearing one billion dollars, and there is not a private investor in sight. All the publicity for the submissions process sounds very rosy, with pictures of pink piggy banks filling up with money.

It's time we had representatives on the Regional Council who truly represent all of us in Hawke's Bay, not just a select group of 'stakeholders'. If the five councillors who keep voting for this dam manage to get it signed off as a done deal before the local body elections on 8th October, expect a rates revolt!

On 26th August 2015 the regional council resolved as follows:

- To better inform any further water modelling related to the Heretaunga aquifer and the TANK programme, staff are requested to report on the potential need to commission the drilling of deep bores to establish the full extent and capacity of the aquifer and its sub-aquifers, and their relationships to surface water.

On 23 September 2015 Guardians of the Aquifer attended the HBRC Groundwater Modelling Workshop which was organised by the council so that scientists from GNS and Crown Research Institute could peer-review the model. All the scientists agreed that deep drilling was necessary support for the science around the modelling and would help in understanding the capacity of the aquifer. Dr Swabey agreed with them, and he confirmed that information gained from deep-drilling three bores could be incorporated into the modelling without causing any delay to its release to the public which is timed for 2017.

However on 3rd February 2016 the Staff Report dismissed the option of 3 deep bores being carried out now so the data would be incorporated into the TANK groundwater modelling in time for 2017. Instead, the Staff Report favoured an \$8 million option of 10 deep bores, taking approximately 3-5 years and depending on staffing, consultants, and availability for out-sourcing work. And this option won't even start until after public consultation on the next Long Term Plan.

Meanwhile, the Report "**Groundwater Level Changes**" which was released in April reveals there has been a decline in groundwater levels in parts of the Heretaunga Plains Aquifer. The report in *Hawke's Bay Today* on 23rd April states:

This week, council scientists revealed to regional councillors that the Heretaunga Plains aquifer had declined an estimated 2m from 1994 to 2014. "The declines observed in groundwater levels probably reflect increased pumping over time," the report states. Regional council's group manager of resource management, Iain Maxwell, said the declines seen across the plains could not be attributed to individual consents. "It's the result of cumulative effects of all takes, whether it is water bottling or irrigation for crops or apples," he said. However, Councillor Graham said bottled water changed the state of play for the aquifer. He said that aside from municipal takes, farmers would take water only for a certain time with the winter period giving the aquifer time to recover. "Now we have added another component in there, which we don't really understand, and they say that they don't understand it. Well, why are we giving consents when we don't understand?" *Hawke's Bay Today, 23/4/16*

The question has to be asked: **Have parts of the Heretaunga Plains Aquifer been overallocated ?**

At the Regional Council meeting on 31st July 2015 the issue of the nine large **consents for water-bottling** was discussed, and HBRC passed the following motion put by Councillor Peter Beaven:

- "That this Council instructs staff to investigate options for developing an interim limit for groundwater on the Heretaunga Plains and report back with options available to achieve this by the end of August 2015."
- Purpose of the Motion: The HBRC needs to show leadership on the issue of water and respond to our community's concerns. The TANK process could take several more years and will make recommendations on priorities for water use. If we want this process to maintain any integrity, we need to place some constraints on the volumes of water allocated in the meantime.

We urge the council to support the TANK Groundwater Modelling by allocating the necessary budget to undertake 3 deep bores.

RE: Protecting our Drinking Water from Fracking Contamination

Back in June 2012, after reading and hearing a host of submissions on this important issue, regional councillors agreed to request a report from the Parliamentary Commissioner for the Environment. Dr. Wright issued her final report in June 2014 and councillors then agreed to allocate \$200,000 to consult the public with regard to a Plan Change to the RRMP to make drilling for oil and gas a **prohibited activity under the RMA**.

In May 2015 a one-day workshop was held to discuss "Energy Futures". Most of the invitations went to business stakeholders, including NZPetroleum & Minerals. The only person who could be said to represent those people who went to the trouble of making submissions back in 2012 was Pauline Doyle. Only after Paul Bailey and Chris Perley asked to be included was an invitation extended beyond business stakeholders.

That workshop turned out to be a constructive session, but we have heard nothing since. We notice that the Performance Measures have not been met regarding that Plan Change.

You will recall that last year the submission of Guardians of the Aquifer proposed a precautionary Plan Change to the RRMP to make drilling for oil and gas a **discretionary activity under the RMA**, so that any application for consent to drill gets publicly notified, at the least, and the wider community have a chance to make submissions, and test the science with regard to drilling in or near the aquifer system.

We understand that a consultant was appointed to look into that 'discretionary activity' Plan Change back in November last year, but we have heard nothing.

It is now four years since you were first alerted to the real threat to our water supplies and, indeed, to the whole economy of Hawke's Bay.

Forget about the 'discretionary activity' idea. Let's get on and make it a 'prohibited activity'.

When we were researching this issue for our submissions in 2012 we heard that the German government was proposing to legislate to protect their drinking water. We've talked with geologists and hydrologists from GNS/Crown Research Institute who carry out the work for the government on all the areas which are offered to petroleum companies every year in the Block Offer permit process.

Exclusion Zones to protect water catchments from contamination:

Petroleum exploration in or near water catchment areas and especially in seismically active areas is a PROHIBITED ACTIVITY. Furthermore, a condition of any consent for drilling will stipulate that the consent-holder must provide a comprehensive report by GNS of possible groundwater sources and seismic faults within the vicinity of any area which has been provisionally consented for drilling.

We urge the council to proceed with this discrete Plan Change as a matter of urgency.

Submission to HBRC 2016/17 Annual

Neil Kirton

Napier

Phone

Yes - I wish to present my submission
in person to the Council meeting.

Please see the attached pages from the "Supporting Groups of Activities
Information".

I request the insertion of the wording annexed to pages 19,33 & 66 as
attached.

Biosecurity & Biodiversity: Activity 1 – Regional Biosecurity Programmes

Service Levels and Performance Targets		Performance Targets	Required Actions to Achieve Performance Targets 2016-17
Activity 1 – Regional Biosecurity Programme	Level of Service Measure	From LTP	
HBRC will implement regional pest management plans that improve biodiversity and economic prosperity	<p>Pest Management Plans</p> <p>Maintain a current Regional Pest Management Plan</p> <p>Undertake research and investigation to quantify and/or increase the economic, biodiversity or animal/human health benefits of pest control</p>	<p>Review the current Regional Pest Management Plan (RPMP) and complete new plan for period up to 2028, with a proposal to be notified by February 2018</p> <p>Ongoing</p> <p>Undertake at least one research/investigation initiative annually</p>	<p>Initiate stakeholder discussions for key RPMP initiatives such as wide scale predator control, feral cats, feral goat management and regional biosecurity coordination.</p> <ul style="list-style-type: none"> - Purchase new releases of biological control agents and financially support new agent development where appropriate - Implement research/ investigation to quantify the effectiveness of the biosecurity programme, and/or as part of a programme of work to identify more cost effective ways to implement biosecurity plans or the biodiversity strategy - Transfer all rateable land under TBFree vector control to the PCA programme when TBFree vector control stops - Ensure areas under the PCA programme are maintained with low possum numbers by education, encouragement and where necessary, compliance - Provide an effective region wide possum control product subsidy scheme so materials are readily available to occupiers undertaking their own control - Undertake possum control along boundaries where there is a risk of re-infestation - Prepare an annual trend and education monitoring programme before May 30 each year - Where enforcement action is required staff will issue "Notices of Direction" and encourage land occupiers to comply with that Notice - Review the management of PCA boundaries and the implementation of Good Neighbour rules under the National Policy Direction - Undertake monitoring to confirm the compliance of no less than 10% of the area under the PCA programme in any one year
HBRC will provide effective pest management programmes that improve regional biodiversity and economic prosperity	<p>Regional Animal Pest Control and Bovine Tb Vector Control Programmes</p> <p>Hectares of rateable land kept at low possum numbers (means no more than 5 possums caught per 100 traps set out at night)</p>	<p>2015-18</p> <p>All rateable land will be reduced to low possum numbers (total rateable land in Hawke's Bay = 1,000,000ha)</p> <p>Rateable land in transition from the TBFree programme:</p> <p>2015-16: 50,000 ha</p> <p>2016-17: unable to predict</p> <p>2017-18: unable to predict</p> <p>2019-25: unable to predict</p> <p>Rateable land in Possum Control Area (PCA) Programme:</p> <p>June 2016: 660,000ha</p> <p>June 2017: 680,000ha</p> <p>June 2018: 700,000ha</p> <p>Of the PCAs monitored, less than 10% of the monitoring lines exceed 5% trap catch</p>	<ul style="list-style-type: none"> - Provide an effective region wide possum control product subsidy scheme so materials are readily available to occupiers undertaking their own control - Undertake possum control along boundaries where there is a risk of re-infestation - Prepare an annual trend and education monitoring programme before May 30 each year - Where enforcement action is required staff will issue "Notices of Direction" and encourage land occupiers to comply with that Notice - Review the management of PCA boundaries and the implementation of Good Neighbour rules under the National Policy Direction - Undertake monitoring to confirm the compliance of no less than 10% of the area under the PCA programme in any one year

Under the Urban Pest Management programme undertake Pest Control adjacent to the Ahuriri Estuary

Regional Resources: Activity 1 – Land Management

Service Levels and Performance Targets		Performance Targets	Required Actions to Achieve Performance Targets 2016-17
Activity 1 – Land Management	Level of Service Measure	From LTP	
Hawke's Bay land and soil resources are maintained for future generations	<ul style="list-style-type: none"> Area of highly erodible hill country protected Length of riparian margin enhanced Number of significant wetlands protected 	<p>Ongoing</p> <ul style="list-style-type: none"> Promote riparian planting as part of regulatory stock exclusion requirements Identify and promote the protection and or enhancement of wetlands that achieve multiple benefits in the landscape Maintain poplar and willow planting soil conservation programme Work with the forest industry in Hawke's Bay to mitigate the risks of upcoming forestry harvest 	<ul style="list-style-type: none"> Continue to encourage- through subsidy and education- appropriate riparian planting and wetland protection. Participate in the Poplar and Willow Trust and NZ Dryland Forests Initiative to provide other options for hill country erosion control Align activities with the HB Forestry Group
	<p>Wise investment to encourage erosion reduction and water quality enhancement through the Regional Landcare Scheme and targeted research</p>	<p>Ongoing</p> <p>New Regional Landcare Scheme investment is approved only where there is alignment with the Land Management Operational Plan</p>	<ul style="list-style-type: none"> An EEP for the Lower Taupo Stream is implemented establishing a new wetland Apply appropriate criteria when assessing RLS funding applications

At least 10 hectares of significant wetlands are protected annually

At least 10 km of riparian margin are enhanced annually



Submission: Hawkes Bay Regional Council Annual Plan 2016/17

This submission requests that Hawke's Bay Regional Council (HBRC):

1. **Adopts the "Putting more Fish in the Bay" campaign and initiates a programme aimed at protecting and enhancing the region's coastal environment, particularly Te Whanganui-A-Orutu (Ahuriri Estuary).**
2. **Undertakes a review and effectiveness assessment of expenditure of funds designated for coastal protection purposes under the leasehold land empowering legislation enacted in 2002.**

Background

The Ahuriri Estuary is of huge importance to all of Hawke's Bay's marine eco-system. The estuary is a breeding and feeding ground for 29 fish species and a source of organic production for the off-shore continental shelf area. The estuary provides a large amount of nutrients and living material for these fisheries.

The Regional Coastal Plan, while establishing Rules for resource management in the coastal environment, remains passive in addressing core environmental impacts and rapid degradation of marine habitat. Key marine species remain at risk through inaction and a passive approach. HBRC should initiate a pro-active programme of investments in a comprehensive manner, addressing all sources of distress to protect the marine environment.

More Fish in the Bay Campaign

It's time for leadership in protecting our precious marine resources. The reality is that garbage flowing directly into the Ahuriri Estuary from urban streams, poorly designed storm water systems and harmful farming practices are putting the marine habitat at risk.

Put more fish in the Bay? Yes we can!

The campaign should focus on key objectives aimed at council and community action:

- It's not good enough to turn a blind eye to non-compliant council waste and storm-water discharges. Fish don't like our dirty water.
- Our local authorities need to pull together, signing up to a marine management plan. We need a plan to greatly expand Marine Protected Areas.
- Our fish need a good home to feed and breed. Sediment is wrecking their place in-shore and at sea. Major public investment is needed in protecting our urban waterways at least matching the investments made in other regions such as Taranaki and Wellington.
- We can become a "Friend of the Sea" by joining this international certification project for sustainable fisheries.
- Iwi authorities need support in managing kaimoana, taken for cultural purposes.
- It's good to see the navy ship Te Kaha adopt Napier as its home port. But let's give free berths to the fisheries protection vessels as well. We can get more surveillance with them coming and going!

Each one of us can help put more fish in the Bay. We can insist that the fish we buy at the supermarket or eat at a restaurant is sustainably harvested. Buy fish long-line caught on day-boats. Insist on fish from fishers who identify themselves and who sign up to sustainable practices. That is, those fishers who are true "Friends of the Sea".

Submission 101

Matthew Le Quesne

Consultee Matthew Le Quesne (68150)
Email Address lequem1@gmail.com
Address Napier 4110
Event Name HBRC Annual Plan 2016-17
Submission Type Web

Amendment to the Long Term Plan 2015-25

Which option to you prefer? Option A, B or C? C. Decline this amendment to the Long Term Plan 2015-25, making no provision for environmental flows and at no cost to HBRC.

What do you think - What option do you prefer?

This is dishonest and a scam. This purchase of water off the HBRC's own subsidiary is merely a way of transferring funds to the HBRIC, to make the RWSS scheme look financially viable and a good idea to the ratepayers of HB. This is called an inter-related party transaction which is dishonest and miss-leading the public of Hawkes Bay. The HBRC is using public funds to subsidize private farming businesses. There should be NO RWSS at all using any money sourced from the Hawkes Bay Regional Council. I do NOT support my rates being used to purchase water from a company that the ratepayers already own. I do Not support the Port of Napier paying dividends to the HBRC to pay for the RWSS at all. I am a logging truck driver and I have not had a pay rise in 5 years. To increase the Rates for ratepayers while the profits of the Napier Port (HBRC owned) are funneled to the HBRIC to pay for the construction of the RWSS dam is transferring the wealth from the public asset (the Napier Port) to the farmers and corporate farmers. If the RWSS does go ahead, then when the RWSS dam is over full with winter rain, and the spring melting of snow from the ranges, the water will have to spilled down the river anyway so to attach a cost to this is dishonest and miss-leading to the public and ratepayers of Hawkes Bay. I do NOT support purchasing any water by the HBRC off the HBRIC! The water is going to be released down the river anyway why pay for it!!

Managing and Monitoring Land

Which option to you prefer? Option A or B? A. Keep the team at the same size - manage demand by priority, dealing with the most pressing problems

What do you think - What option do you prefer?

The HBRC already has effective legislation to deal with land use and the farmers and land users of HB have a duty of care to follow the Laws currently in effect. In this day of the internet and un-limited information there is no need to inform farmers or land users other than a website. Once you start prosecuting the people who break the law the rest will follow. Self regulation as evidenced to date does not work.

Fit for Purpose Regional Council

Which option to you prefer? Option A or B?

B. HBRC invests to modernise regulatory systems (\$75k), automate business processes and transactional services (\$40k), move to hosted infrastructure (\$100k) and maintain continuous improvement programme (\$25k)

Wellington Leasehold Property

Which option to you prefer? Option A or B?

A. Council retains ownership of its Wellington leasehold properties

What do you think - What option do you prefer?

To sell the investments is selling out the asset base. New initiatives should be funded from cash flows from investments Not from selling the investments.

Please add any other comments you wish.

Why include this in a consultation process if there is NO possibility for alternatives. there is No consultation on the Dam issue at all. Have a local referendum on this issue PLEASE!!! This RWSS is over budget, over time, and not supported by the community. The RWSS has failed to meet all hurdles or "conditions precedent" at every date set by the Hawkes Bay Regional Council. You are wasting money that is meant to be used to protect the environment not using the money to fund environmentally damaging projects that benefit only a selected few! This is dishonest and a scam. This purchase of water off the HBRC's own subsidiary is merely a way of transferring funds to the HBRIC, to make the RWSS scheme look financially viable and a good idea to the ratepayers of HB. This is called an inter-related party transaction which is dishonest and miss-leading the public of Hawkes Bay. The HBRC is using public funds to subsidize private farming businesses. There should be NO RWSS at all using any money sourced from the Hawkes Bay Regional Council. I do NOT support my rates being used to purchase water from a company that the ratepayers already own. I do Not support the Port of Napier paying dividends to the HBRC to pay for the RWSS at all. I am a logging truck driver and I have not had a pay rise in 5 years. To increase the Rates for ratepayers while the profits of the Napier Port (HBRC owned) are funneled to the HBRIC to pay for the construction of the RWSS dam is transferring the wealth from the public asset (the Napier Port) to the farmers and corporate farmers. If the RWSS does go ahead, then when the RWSS dam is over full with winter rain, and the spring melting of snow from the ranges, the water will have to spilled down the river anyway so to attach a cost to this is dishonest and miss-leading to the public and ratepayers of Hawkes Bay. I do NOT support purchasing any water by the HBRC off the HBRIC! The water is going to be released down the river anyway why pay for it!!

Submission to the Hawke's Bay Regional Council Long Term Plan 2015-2025.

From: Keren Lambert
33 Percitt Place
Waipukuruan 4700.

Written Submission
only

Herbi

11 MAY 2016

① Amendment to the Long Term Plan.

* Option C Hawke's Bay Regional Council does not spend any ratepayers or other money on purchasing water for the Rautahika Water Storage Scheme for "environmental flows" or any other purpose.

It is clear from Ly Lambert that there is no clear plan or purpose for this expenditure except that some water is supposedly "free" and "it's an opportunity too good to miss"!

It is also clear that the Rautahika Water Storage Scheme is based on economic benefit (for a few) not environmental restoration and preservation. A water retention scheme would have much better environmental and community benefits.

② Annual Plan Proposals 2016-2017

* a) Managing and monitoring land
Option B

* b) Fit for purpose Regional Council
Option C - increased customer service improvements with people as a key component e.g. the right hand knowing what the left hand is doing - "Symphony of Soils" movie vs Rautahika Water Storage Scheme.

c) Wellington Leasehold Property
Option A but Long Term

d) Return on Investment.

The Hawke's Bay Regional Council
should not spend any more money
on the Rotorua Water Storage
Scheme

Kera Liburn

(Kera Liburn)

SUBMISSION 109

Greetings to you all who are representing us as a local govt body.

I am submitting my submission to have my views expressed in regards to the consider a short term plan for the years 2016/2017.

I would like to see the HBRC council invest into our Gisborne to Napier rail line as I add my continued support for the HBRC with their upfront proposal with Kiwi Rail an other invested interests.

I believe we do need to get this govt to fix the line to ensure we can see the redevelopment plan in running it.

If we have shareholders who are willing to invest in this line I believe that both councils including GDC could make the shortfall to help operate the line.

It is at this point I must commend HBRC for using the obvious logic and making part of this line from Wairoa and Napier.

Due to the increase demand on the wood that would put more trucks on one of the most dangerous roads which would lead to more ongoing road infrastructure.

There is a future for rail but it lays in the hands of a council that can make it happen.

I believe we need to look at the log increase and see the importance of roads rail and port working together. I would like to see a hub at the Mohaka viaduct. A road built to go up to the forest that will lead to the rail.

This investment should be looked as a potential cost saver to the ongoing road infrastructure that would see a hike in repair costs.

In the interim HBRC have made great momentum but I would like this to be a starting point that can be further developed to see the entire Napier to Gisborne line reopened for freight and passenger rail added on.

I do understand that this is a lengthy process with GDC and Wairoa but to see a multi purposed proposal moving fwd would be an ideal moving point for all involved.

Please see below one of my many column written since my last opportunity to submit my own personal submission

<http://gisborneherald.co.nz/opinion/2295704-135/prevention-needed-to-secure-rail-line>

Optimistic view
Mary Liza Manuel

Hawkes Bay Regional Council
068353601

1 Page

Anatiti Farm

R.D.1

Wairua

23/5/2016

Hawkes Bay Regional Council

068386946

Dear Leanne,

I wish to speak to the Federated
Farmers submission to the Hawkes Bay
Regional Annual Draft Plan 2016
on the item 52 - Animal Pest
Control.

I apologise for this late submission.
I have been talking to Coralee
about this, but forgot to notify
you. I will be very brief in my
talk.

Thank you

Jean Martin.

M.J. Martin

SUBMISSION

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



To: Hawkes Bay Regional Council
159 Dalton Street
Napier 4110

Submission on: **Hawke's Bay Regional Council Draft Annual Plan 2016 -2017**

Date: 13 May 2016

Submission by: Hawke's Bay Federated Farmers

WILL FOLEY

HAWKE'S BAY PROVINCIAL PRESIDENT

Federated Farmers of New Zealand

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Address for service:

CORALEE MATENA

SENIOR POLICY ADVISOR

Federated Farmers of New Zealand

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E cmatena@fedfarm.org.nz

Hawke's Bay Federated Farmers welcomes this chance to submit on the Hawke's Bay Regional Council (the Council) Draft Annual Plan 2016 - 2017. We acknowledge any submissions made by individual members of Federated Farmers.

Federated Farmers is focussed on the transparency of rate setting, rates equity and both the overall and relative cost of local government to agriculture. We wish to be heard in support of this submission.

1.0 SUMMARY OF RECOMMENDATIONS

1. We support the general tone of the introduction to the summary consultation document provided. Federated Farmers is encouraged by comments made by the Chair and Interim Chief Executive with regard to pushing Hawke's Bay ahead of other regions.
2. Our members are at the forefront of the environmental agenda, and agree that maintaining our natural resources is critical in providing for the ongoing viability of our farming sector. Regulatory support to ensure that our members can continue to operate viable businesses is the key to ensuring that rural New Zealand, and our communities, are supported inter-generationally.
3. The financial information supporting the draft Annual Plan consultation document for the Hawke's Bay Regional Council does not provide the same degree of clear and transparent information that we see from other Councils.
4. While the average total rate increase is consulted at 4.95%, there are notable variations to those in the rural zone. We recommend that Council continues to seek ways in which other rating mechanisms can be used to ensure less reliance on the general rate, therefore more fairly allocating rates across the zones.
5. Federated Farmers was unable to find clear reporting of the level of UAGC use as a percentage of total rates funding, leaving readers to calculate this themselves. Federated Farmers considers that to be compliant with the Local Government Act, Council needs to clearly report what the percentage the UAGC is of total rates and the method used to calculate this. The need for clear reporting of the percentage and calculation method has been demonstrated in the past when Federated Farmers has come up with a different calculation to the Council staff.
6. The Consultation Document does not provide any commentary about the level of debt for which the Annual Plan assumes. We recommend that future draft Plans provide this information and actively seek community input, as the public may have a view on the allocation of debt, particularly on projects that could be considered 'nice to have' rather than core services and infrastructure.
7. The Consultation Document proposed one significant change to the intended level of service previously identified under Water Management in the Long Term Plan. Of the three options proposed, Federated Farmers supports Option A, HBRC purchase the additional flows at a preset price from 2026 – 2027 (Council's preferred option).
8. The Consultation Document also outlines four additional areas of variation to the Long Term Plan. We are supportive of Council's proposal to increase staffing numbers within the Land Management Team and also support the Regional Council's proposals to: update IT to provide, among other things, greater user ability; retain Wellington property assets given the current financial return on this investment; and amend the timing of investment flows with regard to the Ruataniwha Water Storage Scheme.
9. The Wairoa Branch of Federated Farmers requests that Council consider that two sections of the Napier-Gisborne rail corridor be developed into a multi-use corridor supporting railway, state highway traffic and a cycle way.
10. A number of members are concerned that the Targeted Animal Pest Rate, requires landowners in some areas to pay for pest control twice in that they pay for their own pest control and then again for Council pest control. Federated Farmers recommends that Council implement a differential system to recover rates for animal pest management in a fairer way for specific areas where there is limited Council pest management servicing.
11. Federated Farmers also requests that for transparency about what the Targeted Animal Pest Rate goes to, an itemised breakdown showing the services that each landowner receives for this activity.

FULL SUBMISSION

12. Hawke's Bay Federated Farmers appreciates the opportunity to comment on the Hawke's Bay Regional Council Draft Annual Plan 2016 – 2017.
13. Federated Farmers is focused on the transparency of rate setting, rates equity and both the overall and relative cost of local government to agriculture. We submit to Annual Plans and Long Term Plans throughout New Zealand and make constructive proposals every year to almost every council. We also submit on central government policies that affect local government revenue and spending, with the aim of ensuring that local government have the appropriate tools to carry out their functions.

2.0 GENERAL COMMENTS

14. Federated Farmers is underpinned by two key strategic policy objectives, one of which focusses on sustainable farming, and the other on profitable farming. We believe that the direction of the draft Plan aligns with our overarching strategy and we are in a position where we can work effectively with Council to ensure that regulations are beneficial to our Members and the wider community.
15. We support the general tone of the introduction to the summary consultation document provided. Federated Farmers is encouraged by comments made by the Chair and Interim Chief Executive with regard to pushing Hawke's Bay ahead of other regions. Likewise, we support the comments around providing for the wise use of our natural resources as well as the people of the region.
16. Our members are at the forefront of the environmental agenda, and agree that maintaining our natural resources is critical in providing for the ongoing viability of our farming sector. Regulatory support to ensure that our members can continue to operate viable businesses is the key to ensuring that rural New Zealand, and our communities, are supported inter-generationally.
17. We also note the comments in the introduction with regard to the staff at Council. We agree that Council is fortunate to maintain and recruit staff who are passionate about the region. Federated Farmers appreciates the working relationship that we have established with Council over the past few years, and look forward to building on this with continued regular meetings and opportunities for free and frank debate over key issues for the region.

3.0 FINANCIALS

Transparency

18. Transparency of rate funding sources and spending is extremely important to Federated Farmers. As a result of many years of lobbying, the Local Government Act 2002 Section 15 in Schedule 10 sets out new requirements for transparency in Funding Impact Statements.
19. As Federated Farmers submits on almost every Regional and District Council draft LTP and annual plan, we are privy to understanding the idiosyncrasies between how different Councils provide information to the community.
20. The financial information supporting the draft Annual Plan consultation document for the Hawke's Bay Regional Council does not provide the same degree of clear and transparent information that we see from other Councils. We do not believe it is 'user friendly' and, furthermore, for the majority of the community, would be hard to follow.
21. On a local Hawke's Bay perspective, we believe the Hastings District Council LTP provides clear and transparent information. We recommend that Council work towards providing information in the

future in a similar format as presented by this Council. Key issues include: summarising general rates and UAGC information in the same line in financial tables.

Rate increases

22. Federated Farmers notes the draft plan requires a total rate increase by around 4.95%, reduced from the 5.69% originally forecast in the Long Term Plan for the 2016 – 2017 year.
23. While we are pleased to see that the level of increase is slightly less than projected, we encourage Council to keep rates increases as low as possible, especially given the current low inflation rate. It is important when considering any rate increase, to remember that the income of ratepayers will in no way increase to the same extent as the proposed increases in rates.
24. Our concerns are further reiterated when considering the examples of different property categories and the impact of the rates rise, as provided in the Supporting Information Document. While the average total rate increase is consulted at 4.95%, there are notable variations to those in the rural zone. Of note, rates for smaller rural properties in Central Hawkes Bay are proposed to increase by 5.51%, and similarly for Wairoa rural rates at 6.65%. We recommend that Council continues to seek ways in which other rating mechanisms can be used to ensure less reliance on the general rate, therefore more fairly allocating rates across the zones.

Rate allocations

25. Federated Farmers notes that rates fund day to day operating costs, renewals and debt repayment. Federated Farmers reminds Council about the financial management guidelines, set out in Section 101 (3) of the Local Government Act, which provide direction to among other things, consideration of rate contributions:

S101 Financial Management

(3) The funding needs of the local authority must be met from those sources that the local authority determines to be appropriate, following consideration of, -

- a) In relation to each activity to be funded, -*
 - i. the community outcomes to which the activity primarily contributes; and*
 - ii. the distribution of benefits between the community as a whole, any identifiable part of the community, and individuals; and*
 - iii. the period in or over which those benefits are expected to occur; and*
 - iv. the extent to which the actions or inaction of particular individuals or a group contribute to the need to undertake the activity; and*
 - v. the costs and benefits, including consequences for transparency and accountability, of funding the activity distinctly from other activities; and*
- b) the overall impact of any allocation of liability for revenue needs on the community.*

26. Federated Farmers encourages Council to ensure that rating allocations are consistent with Local Government Act guidance. While there are some 'community good' activities which are rightly funded by all ratepayers, it is still important that each ratepayer's relative contribution for these activities is reasonable. For activities where the direct beneficiaries are identifiable, we consider that the allocation of rates should be directly related to services provided and received.
27. For our membership, and a big part of the overall agricultural economy, substantial drops in incomes mean that this year is not business as usual. We therefore encourage Council actions to ensure that rating costs are fair and do not pass on any unnecessary burdens to its communities.

Differentials

28. Federated Farmers is strongly in support of rural differentials. Federated Farmers supports differentials as a constructive means to achieve both transparency and equity in a funding system limited to rates and charges on property. Differentials are widely used around New Zealand to offset the impact of valuation based rating, including New Plymouth, Hastings and Palmerston North District Councils.
29. While we note that Council uses a number of rating basis' as a means of recovering the costs for both general and targeted rates, we believe further differentials could be applied to more fairly recover from those who are receiving particular services. Pest Management for example, could be better recovered on a differential basis, where regions receiving a lesser service could benefit from a differential that recognises this.

Rates remissions

30. Federated Farmers is supportive of the rates remission of the UAGC for ratepayers who own several near adjacent rating units, but do not meet the criteria for continuity under section 20 of the Local Government Act (Rating) 2002. The recognition that the Council gives to farms in this case is supported.

Targeted rates

31. Targeted rates are used to fund many activities, either by a fixed charge per property or on a land or capital value basis. Federated Farmers strongly supports the Council's extensive use of targeted rates as a funding mechanism for a range of activities
32. Targeted rates are an appropriate mechanism to fund activities that provide a direct benefit to certain communities. The Council employs targeted rates for activities that provide direct benefit to some ratepayers and not others, such as catchment works and subsidised transport.
33. The great strength of targeted rates, whatever their basis, is the fact that they are transparent by appearing as a separate line item on the rates demand and being reported separately from activities funded by the all purpose general rate. This makes it easier to compare the cost of the service to a farm as compared to an urban business or residential property.
34. We therefore recommend that targeted rates are used where there is a direct link between who receives the benefit and the activity. That targeted uniform charges are used when everyone receives the same benefit from an activity.

UAGC

35. Federated Farmers was unable to find clear reporting of the level of UAGC use as a percentage of total rates funding, leaving readers to calculate this themselves. Schedule 10 Section 15(3)(b) of the Local Government Act 2002 requires councils to state how the Uniform Annual General Charge is calculated.
36. Federated Farmers considers that to be compliant with this the Council needs to clearly report what the percentage the UAGC is of total rates and the method used to calculate this. This will allow readers to see how close to the legislative maximum the UAGC use is, and therefore how committed a council is to reducing their reliance on the property value based general rate and how fair their rating system is consequently.
37. We do however note that the Supporting Financial Information document on Page 7, provides total rates income figures. We see that the total funding received via the UAGC for 2016 is \$1,947,000,

\$1,248,000 via the General Rate on Land Value and \$14,211,000 via Targeted Rates. The Federation appreciates the high use of Targeted Rates.

Debt

38. The Consultation Document does not provide any commentary about the level of debt for which the Annual Plan assumes.
39. Federated Farmers advocates for efficient local governments, focussed on the core responsibilities of delivering affordable public good services and infrastructures to its communities. While we understand that debt is largely used to upgrade infrastructure, along with community facilities, we believe it is necessary to appropriately consult the community on the direction of this debt.
40. We recommend that future draft Plans provide this information and actively seek community input, as the public may have a view on the allocation of debt, particularly on projects that could be considered 'nice to have' rather than core services and infrastructure.

4.0 COUNCIL PRIORITIES

Environmental Flows Proposal

41. The Consultation Document proposed one significant change to the intended level of service previously identified under Water Management in the Long Term Plan. Three options have been proposed regarding the Council's potential to purchase water from the Ruataniwha Water Storage Scheme for use to improve the Tukituki catchment. We note the purchase of these flows is in addition to the 4 million m3 of water required to be provided by the Scheme as part of its resource consent conditions.
42. Of the three options proposed: A) HBRC purchase the additional flows at a preset price from 2026 – 2027 (Council's preferred option), B) HBRC make any purchases at a future time when need is known, C) HBRC do not make any provisions to take any additional flows, Federated Farmers supports Option A.
43. Federated Farmers supports the Scheme, and agrees with Council that the benefits of committing to a Foundation Water User Agreement outweigh the anticipated costs and risks. We agree that the option provides long term financial security (including cost savings of around \$7.6M), while also working to achieve one of the objectives in the Tukituki Catchment policy: to maintain or enhance the habitat and health of ecosystems, macroinvertebrates, native fish and trout.

Areas of variance from the Long Term Plan

44. The Consultation Document also outlines four areas of variation to the Long Term Plan: managing and monitoring land, fit for purpose Regional Council, Wellington leasehold land, and timing of investment cashflows.
45. With regard to land management, we note that Council are seeking to increase staffing resource within this Team to meet growing service demands. Federated Farmers has a great working relationship with the Council's Land Management Team, and have a first hand appreciation for the services that they provide. We are therefore supportive of Council's proposal to increase staffing numbers within this Team.
46. We also support the Regional Council's proposals to: update IT to provide, among other things, greater user ability; retain Wellington property assets given the current financial return on this investment; and amend the timing of investment flows with regard to the Ruataniwha Water Storage Scheme. We agree with Council that these initiatives and actions, provide Council with the ability to retain or improve its level of service to its communities, with minimal financial impacts.

Napier – Gisborne Rail line

47. While there is no commentary in the consultation document regarding Council's involvement in the Napier Gisborne Rail line, Federated Farmers would like to make specific comments on current and future Council activity in this space.
48. Roothing provides vital connections for those living in rural communities, and is an integral component of New Zealand's economic productivity.
49. The Napier to Wairoa link is 116km yet takes close to 2 hours to travel. The route is unreliable with the expectation it will close in poor weather. The route is a life line for residents who live in the Northern Hawkes Bay area, with no alternative options. New Zealand Transport acknowledges it is one of their highest personal risk roads based on average fatal and serious crashes when measured against distance travelled.
50. An operational road network enables primary producers to efficiently move inputs and outputs, allows farm servicing agencies to access their customers, and allows farmers to access population hubs for goods and services. An operational road network between Napier and Gisborne is key to the ongoing economic development of the Hawkes Bay, Gisborne and the interconnecting rural regions including Wairoa.
51. The road is the key route into the productive sector of Wairoa and Gisborne areas, and is the link to the port and the rest of New Zealand, especially as the bulk of product is now perishable and is transported by truck. For example, the Wairoa freezing works processes 40% of its stock that comes from south of Tutira, then goes out again by road. All up 5507 trips per year from AFFCO. This is very minor when compared to what is going in and out of Gisborne.
52. The Wairoa Branch of Federated Farmers therefore requests that Council consider that two sections of the Napier-Gisborne rail corridor be developed into a multi-use corridor supporting railway, state highway traffic and a cycle way.
53. The Napier-Gisborne road is an infrastructural challenge. The Wairoa Branch of Federated Farmers believes that the only option to improve this road is to re locate two sections entirely, and use a shared portion of the rail corridor.
54. We recommend that Council review the feasibility study undertaken to provide a cost-benefit analysis for the corridor being utilised to support the roading infrastructure, as we consider there to be great merits to this approach

Animal Pest Control

55. A number of members are concerned that the Targeted Animal Pest Rate, requires landowners in some areas to pay for pest control twice. This is because they are required to pay once to the Council via this targeted rate, and then in addition, are also required to pay for their own pest management practices on their property, including after Council controlled animal pest activity ceases.
56. In our submission points above regarding the use of rating differentials, we have proposed that Council seek to utilise differentials to recover rates in a fairer way for specific areas. If there are areas where Council activity in pest management is limited, we believe these rural ratepayers should therefore contribute to the animal pest rate at a commensurate differential.
57. Continuing to allocate a 'blanket charge' for animal pest management to all rural ratepayers, will be counterintuitive and add to current land owner frustrations, with a general view of "why should I pay to maintain the pests on my property when I am already paying the Council".

58. Federated Farmers urges Council to take action on this matter, and implement a differential system to recover rates for animal pest management in a more fairer way for specific areas where there is limited Council pest management servicing.
59. Federated Farmers also requests that for transparency about what the Targeted Animal Pest Rate goes to, an itemised breakdown showing the services that each landowner receives for this activity.
-

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

The Federation aims to add value to its members' farming businesses. Our key strategic outcomes include the need for New Zealand to provide an economic and social environment within which:

- Our members may operate their business in a fair and flexible commercial environment;
- Our members' families and their staff have access to services essential to the needs of the rural community; and
- Our members adopt responsible management and environmental practices.

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

Hawke's Bay Federated Farmers thanks the Hawke's Bay Regional Council for considering our submission to the Draft Annual Plan 2016 -2017.



Submission to Regional Council Long Term Plan From Ewan McGregor

Pakowhai Country Park

Introduction

This is a truncated version of my submission to the Council in 2014. Unmoving Councillors on that occasion leaves me entirely undeterred.

The Pakowhai Country Park is a Hawke's Bay recreational gem, the popularity of which is ever increasing. This park, located centrally to the main Napier/Hastings area, became available for development under the ownership of the then Catchment Board in 1969 when the Ngaruroro River was permanently diverted down the old 'Overflow Channel'. The opportunity to create it as a pleasant landscape was grasped by Dr Michael Bostock and others, who voluntarily planted it in a range of trees.

The area was rather neglected subsequently, but the trees grew anyway. In the late 1990s the Regional Council, in conjunction with the Landcare Foundation, realised the possibilities for public recreation undertook further planting and development. Since then the Park has improved magnificently, as has its popularity. There are always vehicles in the car park, and over weekends it is virtually full.

The south side of the Raupare Stream has been wonderfully planted and developed with wetlands and facilities. The north side initially had only been planted in two woodlots of *radiata* pine (the smaller one since removed) by three expert foresters in 1973. The stock was genetically superior and the silviculture excellent. The trees have now reached mighty proportions, as fine an example of this prominent forestry species as you will find anywhere.



Most of the remaining area was in a Catchment Board poplar pole nursery, abandoned many years ago. This, along with the removed woodlot, provided an extensive area of bare land available for imaginative attractive planting. This opportunity was lost with a plan to establish continental species arboreta. This was a poor idea and I opposed it. The tree species are uninteresting, and in any case, visitors are not there to satisfy their dendrological curiosity, but for exercise (and/or their dog's), and pleasure. This area, I think, is a pathetic landscape of this treasured public facility.

One can only be excited at the possibilities here with visionary themed species plantings, something that New Zealanders are not good at, being able to grow such a wide range of species. So we tend plant a mixture. (Inspiring exceptions in Hawke's Bay are the Norfolk Island Pines of Napier's Marine Parade, and the oaks of Oak Avenue.)

There are so many possibilities here, and I mentioned a few in my 2014 submission. Here I will only make one suggestion. How about a mass planting of this magnificent Cherry - Shimidsu Sakura?. It's an attractive tree year round, with good autumn leaf colour, but for a week or so - usually coincides with Labour weekend - it is in full bloom. I would suggest that when in blossom you would need traffic control at the Park's entrance. And what a venue for a wedding! (This is the theme tree around the 'Tidal Basin' at Washington D.C. and when in blossom is in itself a major tourist attraction.)

Shimidsu Sakura cherry (Note pruned poplars in background!)



Ewan McGregor
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DEVELOPING A PROFITABLE EXIT PROGRAMME FOR SOIL CONSERVATION POPLARS

Greetings Chairman, Councillors & Staff of the HB Regional Council.

This, I'm sure will be appreciated, is not the first time I have represented my views on this subject to the Council. Indeed, in 2008 I stood aside as a Councilor and made a submission to the Annual Plan of that year calling for it to address the inevitable problem of 'beyond the *best before date*' of poplars, planted in good faith to control erosion over much of Hawke's Bay hill country. The Council saw fit, much to my appreciation, to vote \$5000 towards a report as a result. The report, written by Garth Eyles, was entirely dismissive of my concerns. I was, frankly, disappointed that this money was spent on such a visionless and negative report, which, happily, was thenceforth subjected to the dignity of obscurity.

My concerns have in no way lessened: On the contrary, they have increased. And so has the gathering problem, with many thousands more poplars planted on eroding land, 95% of which (my conservative estimate), have had no silviculture whatsoever.

Anyone who can't see the end result of this must be blind. Below is a photo of reputedly the biggest poplar tree on the planet. Where is it? At some obscure location somewhere in the Northern Hemisphere? Well, no. It's at the epicentre of this region, Frimley Park, western Hastings, just 20 minutes from the Council Chamber. This tree is around 140 years old. It is well on the way to a slow death. The cost of removing it before it topples over, an otherwise end result of which there is nothing more certain, will cost a great deal of money to the Hastings District Council. Replicate it hundreds of thousands of times over this - and other - regions. Does this scare councilors?

So what is the solution? I'll keep this brief.

1. Manage the tree. Kiwis are the most exacting silviculturalists in the world. We prune millions of pine trees every year, even those in difficult to access back country forests. But no serious encouragement is given by the Council to manage poplars supplied under the Regional Landcare Scheme. *I believe it should be a condition of assisted pole supply.*

2. Hand-in-hand with the above must be the development of a market. Is poplar a commercial timber? I believe it to be the most cultivated genus in the world. China is full of them, and they are milled at a dimension that we can grow in maybe 20 years under hill country conditions.. Many European countries grow silvicultured plantations of poplar for harvest. (Over 50% of Italy's timber is from cultivated poplar. They have processing mills handling and fully processing no other genus - I've visited one. I also know of a Netherlands company exporting poplar to China.)

Today there are a number of small millers who have faith in this timber and mill it in limited quantities. Full marks to them. But their impact on the growing poplar estate is only a small portion of even the annual increment. The only market that can profitably, or at least costlessly (that could be a new word), remove trees of a size beginning to impede farm production is export.

Of course the resource currently available has been unmanaged (like the first generation of radiata pine). But even unmanaged poplar, and even at wide spacing, still provide a reasonable log. At least the bottom 1.5 metres is clear - the stock have seen to that. But what about a chip trade? We export plenty of pine chips. Poplar may be of greater value for pulping as it is technically a

'hardwood' - a soft hardwood actually. This could thus be seen as a new trade to be facilitated by the Port of Napier.

So I advocate that the Regional Council develop an exit strategy that is more sophisticated than felling to waste, a horrifying desecration of the landscape. If we can, through management and endeavour, develop a market for poplar we will have a win-win situation were soil conservation through the cultivation of commercial poplar can be in the longer term a profitable landuse in its own right. I can't think of a better way of encouraging pole planting over our fragile landscapes.

But this is not by any means unique to Hawke's Bay. It applies to other councils too, especially the five in the lower North Island. If my belief holds true then it is common to a much wider area, - and accordingly, the critical mass needed for an export market is greatly more achievable.

So I suggest that a working party, preferably involving neighbouring councils, initiated by the Hawke's Bay Regional Council, be established. Initiating this could be done at little cost.

Yours sincerely

Ewan McGregor



Frimley poplar, undergoing a slow death. No longer a pretty sight.



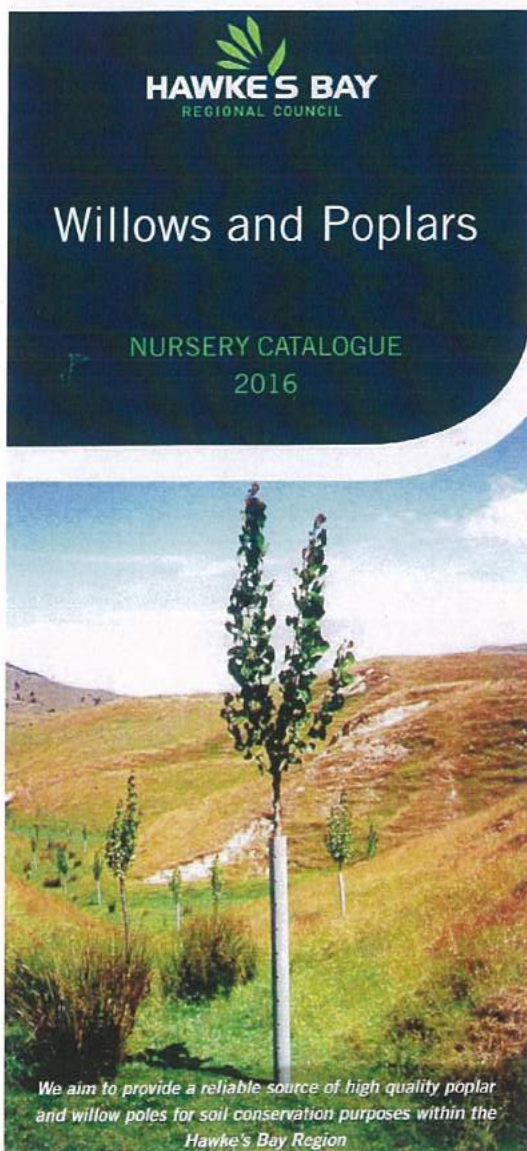
But others age better. This tree, of similar age and one of three sisters in the Tamumu Valley, succumbed to a sever wind in 2014, blocking the road to the coast - and straining up the landowners road fence. The wood was in perfect condition.



40 year old poplars planted for soil conservation. No silviculture

This Below is the facing image of the current Council nursery catalogue. It arrived in the mail the Monday immediately after submissions closed. I have asked it to be an addendum to my poplar submission.

Councillors will see that the Council's aim is to provide "...high quality poplar...poles". This is, and always has been, the case. But the Council's utter disinterest in providing a future timber market with *high quality poplar logs* is clearly on display here. These healthy juvenile poplars appear to be into their second year of establishment. But unless nothing is done they are destined to be degraded commercially by the multiple leaders developing from the top of the pole. At this stage this can be corrected by simply removing all but the strongest leader with loppers, a task that, quite literally, takes seconds - about as much time as is spent walking between poles. This again reveals the Council's single-mindedness in focusing on soil conservation alone.



4 Page

Submission - Hawke's Bay
Regional Council Annual Plan
2016-17.

Rex McIntyre

P.O. Box 99, Ahuraka, 4165

06 837 8844 - Fax 06 837 8629

CLONKEEN.EXTRA.CO.NZ

Rex McIntyre

I wish to present submission in
person to the Council meeting.

I
I wish to submit to the Regional Councils annual Plan.

My submission is directed to the councils roading and railway infrastructure policy Napier to Gisborne. This is the first opportunity I have had to submit or take part in any dialogue since the ten year Regional Land Transport Plan was adopted.

I refer to page 12 5.9 "a further proposal has recently been created to re-route D.H.2. along the rail corridor between Eskdale and Putorino"

could I please be informed if any feasibility study has been done on this.

If not why not.

I am of the opinion that to get a good state highway gradient another route other than the Devils Elbow needs to be used.

The route taken by the rail corridor is the

2/
only option available.

The group I am working with, are firmly of the mind that a multi-use corridor, rail, road, cycleway is the only option.

A multi-use corridor.

Could the council do a feasibility study on this concept.

3 Through the press I read that council is advocating strongly leasing the rail track to cart logs logs from Wairoa to the Napier Port.

Council ^{proposes} ~~is~~ to put 5.4 million dollars of council to this. Put another way 5.4 million dollars of ratepayers money.

I ask when and where was the public consultation for this.

Could we have the consultation in conjunction with the results of the study.

3

on the shared corridor and the proposed agreement with the railways before anything is finalised and signed.

This is our democratic right.

The proposed spending of the 5.4 million dollars was not an item on the 2016-17 annual plan hand out. What is being hidden? Why can't the ratepayers have an input on this?

I endorse the submissions by the Eastern Transport Initiative Group.

I endorse the submission by the Wairoa branch of Federated Farmers.

Finally the upgrading of state highway 2 Napier, Wairoa and Gisborne is the biggest social and economic investment that could be made for northern Hawke's Bay, Wairoa, and Gisborne Districts.

RECEIVED

RECEPTION

12.5.16

TIME: 12:54pm DATE: Submission to the HBRC Annual Plan 2016-17

SIGNATURE: Dayle

Long-term Plan Amendment: Preferred Option is (C) . In my view the Council needs to urgently develop an exit strategy from the proposed Ruataniwha Dam project which has very big risks both economically and environmentally. The Dam also raises a big question about equity within the region.

1 Managing and Monitoring Land: Preferred option is (B). This is a core function of HBRC and there is always more that can be done.

2. "Fit-for-Purpose" Regional Council: Increased expenditure to improve services may be justified, but a competent real person is hard to beat! I hope not too many jobs would go with the increased use of technology.

3 Wellington Leasehold property: I prefer Option (A). This asset must be retained, and other assets such as the Port must be safeguarded. While they may not always show good returns, they are still important strategically for the Region.

4. Return on Investment: See above comments on the Ruataniwha Dam. I consider this project holds very serious financial risks for the ratepayers of Hawke's Bay and I urge Council to re-think their decision to go ahead with it in the face of so many difficulties and unknowns. It is quite clear that no large investor is knocking at the door and one has to ask why this is so. The plain fact seems to be that the cost is too high, the returns too low, and the water too expensive.

I do not wish to speak to this Submission.

Judy Mills
12 Clyde Rd,
Napier 4110

Tel: 835-0884

Email: judymills9@gmail.com

11-51am Reception
13 MAY 2016

**SUBMISSION ON THE LONG TERM PLAN 2015-2025
AND THE ANNUAL PLAN 2016-2017**

NAMES OF SUBMITTER: Bob & Alison Morrison
ADDRESS 7 Kent Terrace, Taradale, Napier 4112
Telephone 844 9365
Email bob.morrison@clear.net.nz

We do not wish to speak at the submission hearings.

HBRC ANNUAL PLAN 2016-2017

- 1 ***Managing and Monitoring the Land***
We support Option B to employ an extra person to the Land Management Team.
We believe this is a critical role of the Council
- 2 ***Fit for Purpose Regional Council***
We support Option B. HBRC needs to keep their systems up to date.
- 3 ***Wellington Leasehold Property***
We support Option A – retaining ownership of its Wellington leasehold properties.
- 4 ***Timing of Investment Cash Flows***
We find it difficult to understand why, when the project is delayed, there is a need to draw down more funds in the 2016/2017 year (from \$22m-\$38m). We would have thought that the drawdown would occur later, rather than earlier, because of project delays.

SUBMISSION ON THE HBRC LONG TERM PLAN 2015-2025

Environmental Flows Proposal

We support Option C.

The proposal for increased environmental flows does not specify the benefits. It looks as if it is a scheme to enable HBRC to invest more in the dam proposal, increasing the water sign-up to make the scheme viable. In Option A it states the advantages include benefits to the Tukituki Catchment with increased flows in small streams, fish habitat and increased flushing flows. We understand these were provided for in the original Ruataniwha Scheme consents. Is the Council now saying that these were not adequately covered in the original consents? They should not be paid for by the ratepayers.

We oppose the RWSS Dam Proposal. We believe it is not economically or environmentally viable and that the supposed benefits for the area will not occur.

We do not support the spending of \$34m of ratepayers' money for nebulous potential environmental issues when on the other hand water is being given away free.

Signed: _____

Bob Morrison *Alison Morrison*

Submission 140

Donald Parkinson

Consultee	Mr Donald Parkinson (68507)
Email Address	donald.parkinson@xtra.co.nz
Company / Organization	Central Hawkes Bay Promotions Inc
Address	Bogle Bros Esplanade WAIPUKURAU 4200
Event Name	HBRC Annual Plan 2016-17
Submission Type	Web

Please add any other comments you wish.

I am writing on behalf of CHB Promotions Inc to support the increase in funding for Hawke's Bay Tourism. We have an excellent working relationship with HBT, with a dedicated Tourism Co-ordinator for Central Hawkes Bay. HBT are a very efficient organisation, and we are seeing great benefits by working together. The Little Easy and Spring Fling events, along with new town/district signage, are examples of the value of working with HBT. We fully endorse the work HBT is doing for the region, and would welcome the extra funding from HBRC over the next two years.

Submission to Draft Annual Plan Hawke's Bay Regional Council 2016/17

Name: Toimata Foundation **Contact person:** Kristen Price, Operations Manager

Postal Address: PO Box 4445, Hamilton, 3247 **Physical Address:** Lockwood House, 293 Grey Street, Hamilton

Phone: 07 959 7321 **Email:** kristen.price@toimata.org.nz We do NOT wish to speak to this submission

Recognising council support for the Enviroschools Programme

We would like to acknowledge Hawke's Bay Regional Council (HBRC) for supporting young people in your region to be part of the Enviroschools network since 2003.

The Enviroschools Programme is a nationwide action-based education programme where young people plan, design and implement sustainability projects and become catalysts for change in their communities. Enviroschools was originally developed in the late 1990's by councils in Waikato as a non-regulatory tool and has now been adopted by 58 councils, including most of the larger councils and 74% of the total sector.

The programme is managed nationally by Toimata Foundation (a charitable trust). Toimata Foundation has funding from Central Government through the Ministry for the Environment and also works closely with the Department of Conservation. Regional implementation of Enviroschools is through partnerships with Local Government and other community agencies. This multi-sector collaboration supports over 1,000 schools and early childhood education (ECE) centres to be involved in Enviroschools – representing 31% of the school sector and 5% of the large early childhood sector.

There is a solid network of 49 Enviroschools in your region (23% of all schools and 8.8% of all early childhood centres).

This submission encourages HBRC to maintain its involvement in Enviroschools along with the other regional partner agencies – the Nina Brathwaite Charitable Trust, Pan Pac Forest Products, Napier & Heretaunga Kindergarten Associations.

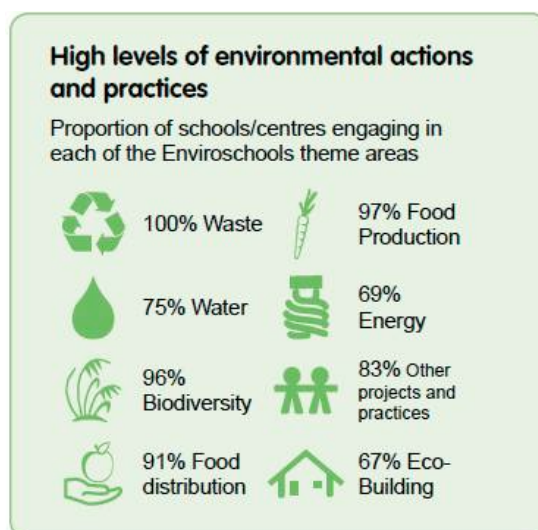
Findings from multi-year evaluation project

A period of stable Central Government funding has enabled Toimata Foundation to undertake some significant research and evaluation over the past 3 years. Toimata has worked with external evaluators Kinnect Group and the key reports produced are:

- *"Enviroschools: Key Findings from the Nationwide Census"*
- *"The Enviroschools Programme Return on Investment Scenario Analysis"*
- *"The Enviroschools Programme: Evaluation report"*

Highlights from the research:

- "Enviroschools is a very high-performing programme and achieves this performance through high levels of systemic support from Toimata Foundation. " *Kinnect Group*
- The successes of the Enviroschools Programme are realised through a 'collective impact' model. i.e. investment is leveraged to create a larger pool of resources and through engaging additional stakeholders the outcomes achieved are enhanced.
- For every \$1 invested by regional partners in Enviroschools, other investors contribute \$2.60 in funding and in-kind support.



- The Enviroschools Census (73% response rate) found participating schools and centres were highly engaged in a range of environmental actions and practices.
- Enviroschools participants report a broad range of outcomes in addition to environmental changes.



- While only a small number of these outcomes can be monetised, the total annual investment in the Enviroschools Programme in 2014 (estimated to be \$10.9M) is projected to realise a return of \$28 million over ten years (at a 5% discount rate). This creates a benefit cost ratio of approximately \$2.50 over ten years for every dollar (or in-kind support) invested in the programme, or a ROI of 11% per annum.
- Depth of practice in Enviroschools increases with time.
- Collaborations with the community are linked deeper levels of practice.
- Enviroschools works for all deciles.

“The Enviroschools Programme is a worthwhile investment, positively impacting students and schools, and providing value at a societal level. The programme is creating an effective intergenerational legacy, empowering young New Zealanders and their communities to create and realise the aspirational vision of a more sustainable world.” *Kinnect Group.*

Conclusion

The Enviroschools Programme is a proven and effective approach for engaging schools and communities in environmental and social action.

With the backbone support of Toimata Foundation, and a network of councils around the country, the programme catalyses learning and action among thousands of young people, their families and communities from early childhood to secondary school. By connecting and coordinating resources and people, openly building and sharing knowledge across communities, widespread action is enabled on a broad scale.

As a funder, the partnership with Enviroschools provides HBRC with multiple points of leverage across the Hawke’s Bay community, extending the possible impact of its funding beyond what might be expected with a more traditional approach.

In closing, we would like to acknowledge the excellent job that Sally Chandler (Hawke’s Bay Regional Council) does as the Regional Coordinator of the Enviroschools Programme in Hawke’s Bay.

Hawke's Bay Regional Council

WOW Inc annual plan submission 2016-17

A WOW representative would like to verbally present at the hearing

1. Crest maintenance and restoration. WOW applauds Hawke's Bay Regional Council's willingness to work with Hastings District Council as part of its Reserves Plan to support restoration, repair, planting and annual maintenance of the Cape Coast shingle crest ridge from the Tukituki river mouth southward including, Cape View corner and on to Clifton. We are heartened to learn a consent is being sought from HBRC to ensure work can be done to keep this ridge at an optimum average height on an as needs basis, including emergency work post-storm and inundation events.

Proposal: WOW thanks HBRC for its partnership approach with HDC in this important work and supports plans for HDC to put aside an annual budget for shingle replenishment, crest maintenance, landscaping and emergency works as required. WOW asks HBRC to do everything possible to ensure this activity is consented as soon as possible.

2. An end to Awatoto extraction. Winstone's Awatoto Shingle Company extraction of gravel from the beach north of the Cape Coast (2.4 million cubic metres since 1943 according to HBRC figures) has directly contributed to erosion, in particular at Haumoana. Numerous HBRC funded reports have concluded that stopping this mining from the beach is a crucial first step in reducing beach erosion (Gibb 2003; Tonkin & Taylor 2004 & 2005; Komar, Jan 2007 & Dec 2013). WOW believes that HBRC has a duty of care to Cape Coast residents to actively oppose any continuation of this extraction when consents come up for renewal in 2017.

Proposal: That HBRC actively oppose any renewal of Winstones consent to take gravel from the beach at Awatoto.

3. Investigate a Tukituki-style groyne field. The Clifton to Tangoio Coastal Hazards Joint Committee (JC) is about to consider practical solutions for coastal erosion protection. Over seven years WOW and its coastal engineer have developed several revisions to the groyne field proposal original put forward by HBRC and HDC. The joint councils admitted the original plan was unaffordable and unachievable, so WOW invested in scoping out an alternative, which in the end was peer reviewed as workable. Progress however has been prevented by the inflated costs of the high specification armoured groyne design apparently required, the large costs of gravel renourishment and the high consenting cost.

WOW advocates a fresh look at the project using the successful lower-cost limestone and concrete akmon groyne design used by the councils to protect their assets at East Clive and the Tukituki river mouth. In addition we advocate a monitoring and adaptive management approach to beach nourishment. WOW is asking for a "how can we make this work" rather than the "how can we block this" approach which appears to have characterised the process over recent times.

Proposal: That HDC and HBRC review options for a more affordable groyne field and other suitable solutions to protect the Cape Coast with priority given to the most vulnerable and at-risk areas in the littoral cell from Awatoto to Te Awanga in conjunction with the Coastal Hazards Committee Technical Advisory Group (TAG).

Coastal erosion risk:

WOW's main concern is that the Ruataniwha Water Storage Scheme will have a significant adverse effect on shingle transport down the Tukituki river to the coast. Shingle transported in this manner, especially in flood conditions, replenishes naturally the coastal shingle bank and provides protection to the coast. WOW believes that maintaining and protecting a free-flowing Tukituki river and its tributaries will serve coastal protection best. We do not believe controlled flushing will be anywhere near as effective in providing that protection. WOW is opposed to any current or future commercial practices that negatively affect the supply of shingle to the coastal shingle bank.

Ann Redstone
Chairperson
WOW Inc

Email: agoodin@slingshot.co.nz

Submission 148

Katharine Robertshaw

Consultee Mrs Katharine Robertshaw (68132)
Email Address emailkate@hushmail.com
Address Hastings 4130
Event Name HBRC Annual Plan 2016-17
Submission Type Web

Amendment to the Long Term Plan 2015-25

Which option to you prefer? Option A, B or C? C. Decline this amendment to the Long Term Plan 2015-25, making no provision for environmental flows and at no cost to HBRC.

What do you think - What option do you prefer?

I strongly object to the council signing up to buy water from itself using ratepayers money (especially since they tried to do it without public consultation in the first place. Those councillors should hang their heads in shame at that behaviour)

Managing and Monitoring Land

Which option to you prefer? Option A or B? B. Add one extra person to the land management team in response to growing demand from land users

Please add any other comments you wish.

I object to council drawing down more money for the Ruataniwha scheme

Submission 149

Glen Robertshaw

Consultee Dr Glen robertshaw (68036)
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Address havelock north
4130
Event Name HBRC Annual Plan 2016-17
Submission Type Web

Amendment to the Long Term Plan 2015-25

Which option to you prefer? Option A, B or C? C. Decline this amendment to the Long Term Plan 2015-25, making no provision for environmental flows and at no cost to HBRC.

What do you think - What option do you prefer?

The dam project should be wound up now. Enforcement of plan change 6 will ensure that our rivers are once again clean enough to swim in. The proposed economic benefits of the dam scheme are all at the mercy of commodity prices and noone knows what they will be in a years time let alone 5, 10, 20 or 30 (your original feasibility report was out by 46% for some commodity prices this year...). It is too big a gamble with ratepayers money and will result in more pollution being dumped in to our river, not less. Look at Canterbury.

Managing and Monitoring Land

Which option to you prefer? Option A or B? B. Add one extra person to the land management team in response to growing demand from land users

Please add any other comments you wish.

I object to the council drawing down more money for the Ruataniwha scheme.

I think that the times of the "have your say" events are terrible. Whose idea was it to have them on weekdays mainly during working hours? How are most people supposed to attend if they are at work? Or is that the point?

SUBMISSION 155

SUBMISSION ON THE LONG TERM PLAN 2015—2025 TO H.B.R.C.

By email ourplan@hbrc.govt.nz

Submitted by Chris Ryan 59 Kopanga Road, Havelock North.

Amendment. I am opposed to amending the long term plan to allow for \$ 36.9 million of rate payers money for extra flushing flows or as yet undetermined purposes.

The recent forums organised by 4 of the HBRC councillors were extremely informative and illustrated how much the general public does not know about the RWSS. There was an overwhelming support for the concerns expressed by those councillors.

It would have been of value if the dam promoters could clarified some of the many concerns expressed by the public instead of regularly making unsubstantiated claims such as benefitting all of Hawkes Bay, creating 2500 or more jobs and of course benefitting the

environment. Since the original proposals and details on the benefits and economics of the dam there has been many changes in the economics and assumptions made which were made clear at the forums recently held.

We certainly do not have sustainable long term answers as to how we can intensively farm another 25,000 ha of land as well as prevent further land and water pollution.

The public is now being asked for yet more money for environmental flows without HBRC apparently having the knowledge to justify this (see option A Current Situation Analysis)

A great deal of faith has been placed on the ability of flushing flows to cure all the algal and nutrient problems in our Tuki Tuki river despite some experienced freshwater ecologists

disputing this. Another assumption is that riparian plantings will absorb nitrogen and prevent its entering waterways. Extensive plantings of a range of plants much larger than narrow stream edge plantings as seen today will be needed to make any significant difference.

It has not been made clear how exactly the increasing quantities of increasingly expensive fertiliser on this irrigated area can ever result in less nutrients polluting the soils and rivers. Are we relying on science to magically come up with an answer. A few years ago E can was being promoted as the answer to nitrogen pollution. Where has this highly lauded new product disappeared to ?

There are so many technical, regulatory, management and cropping decisions to be made in the next few years that have to be proven to succeed before we can be at all sure of the guaranteed success of improving our water quality.

There is concern amongst many experienced horticulturalists and others with land management skills on some of the land utilisation attempts in recent years by the H.B.R.C.

These include 1 The purchase of land at Tutira for eucalyptus tree planting for making money from carbon credits.

2 The purchase of land and planting of eucalyptus trees for extraction of nutrients from sewage water at Waipawa and Waipukurau.

3 The on going and increasing problems with Lake Tutira 50 years after the first plans were drawn up to solve the problems.

4 The indecent haste in rushing into planting 80+ ha of Manuka without adequate consultation .

These projects do give concern as to the ability to manage all the looming land and water issues connected with the RWSS.

WHY THE HURRY TO BUILD THE DAM ?

This question has been raised by some HBRC councillors and is still very relevant .

Especially as we have so many problems to be solved and no immediate answers to the major ones. For a proposed 70 year project surely more surety is required about ratepayers major concerns ?

Finally there has been little discussion on global warming . Does HBRC have any idea how many tonnes of carbon will be produced in building the dam and in transport and infrastructure. How will this be mitigated or paid for if land users have to pay for their emissions in the future

SPENDING RATEPAYERS MONEY

I believe that as a general principle instead of spending more money on a limited land area , ratepayers have the right to expect money to be spent over the whole region to benefit far more people.

We have scope to carry out research and trials with a much wider range of tree and other plant species for erosion control, biofuels, exotic trees for bee nectar and pollen , plants for cosmetic and medicinal use and especially developing forage or green crop systems for building up soil carbon reserves. Locking up carbon is crucial in the soil as much as in trees with the extra value of increasing the soil water and nutrient holding capacity . Very exciting work is being carried out in this branch of soil science right now.

In Hawkes Bay we should be examining far more carefully how we manage the land more sustainably for the future. We could use more of our local intellectual knowledge and ideas and HBRC could be the initiators in activating some of these ideas.

Chris Ryan

I am prepared to talk to this submission Thank you.



OurPlan
Hawke's Bay Regional Council
Private Bag 6006,
Napier 4142

May 10 2016

TO WHOM IT MAY CONCERN

OUR PLAN 2016/2017

We are writing in support of the continued and proposed increased funding for Hawke's Bay Tourism.

We have been keen advocates Hawke's Bay Tourism since its inception and as all will be aware, the industry celebrated a sensational summer season (2015/2016). The team at Hawke's Bay Tourism put together a slick and modern website and cleverly supported it by user friendly social media updates and well chosen Media and Agent famil visits. Alongside other accommodation and activity providers, we jumped on board to provide complimentary accommodation throughout the year to support the team and their budget constraints.

We are excited by the plan Hawke's Bay Tourism have for the future and their efforts to support and grow this important industry for the region. We are all encouraged by the predictions for the 2016/2017 season and we have seen a solid booking pattern develop for the peak months. Last year we noticed an increase in overseas bookings coming in June for the upcoming high season. This year those booking patterns commenced in April as overseas agents scramble to secure accommodation early for trips throughout the country. Based on this initial interest, we are confident 2016/2017 will surpass the past high season.

We applaud Hawke's Bay Tourism for their efforts to extend the high season into the shoulder months and to take some of the pressure off the summer months. This sits nicely with the work in place by New Zealand Tourism to "spread the load", a key mantra reiterated by John Key and filtering throughout all areas in the industry. Hats off to Air New Zealand for bringing the Hawke's Bay Marathon to the region in a quiet month and FAWC has grown from strength to strength each year increasing accommodation interest and filling a gap in quieter times.

We would also like to mention that the Cruise Ship Industry also indirectly contributes to room nights in the accommodation sector with many guests mentioning they had stopped in to port on a cruise ship and made an effort to return. This is particularly noticeable with Australian guests who have the ability to easily return.

We are confident the Hospitality sector will remain strong and continue to be a growth industry in the 2016/2017 period and we support all initiatives that Hawke's Bay Tourism contributes to this.

Kind regards

Fiona Simon
FRANCHISE DIRECTOR

Ruben Simon
FRANCHISE DIRECTOR

Submission 172

Julie Thomas

SUBMISSION TO HBRC ANNUAL PLAN 2016-17

1. Proposed rate increase of 4.95%. I support holding rate increases in line with the Consumer Price Index – annual change of 0.4% to March 2016.
2. Amendment to the Long Term Plan 2015-25 re Ruataniwha Dam. I support Option C - No extra provision to be made for environmental flows, with no additional cost to HBRC.

Submission 176

Adrienne Tully

Consultee Ms Adrienne Tully (68338)
Email Address purplesage@xtra.co.nz
Address Hastings 4120
Event Name HBRC Annual Plan 2016-17
Submission Type Web

Amendment to the Long Term Plan 2015-25

Which option to you prefer? Option A, B or C? C. Decline this amendment to the Long Term Plan 2015-25, making no provision for environmental flows and at no cost to HBRC.

What do you think - What option do you prefer?

Ratepayers should NOT be paying for environmental flows.

Managing and Monitoring Land

Which option to you prefer? Option A or B? B. Add one extra person to the land management team in response to growing demand from land users

Wellington Leasehold Property

Which option to you prefer? Option A or B? A. Council retains ownership of its Wellington leasehold properties

Fit for Purpose Regional Council

Which option to you prefer? Option A or B? A. Council maintains current investment levels, with minimal customer service improvements

HBRC - Annual Plan 2016-17

Executive Officer
HB Fruitgrowers Association Inc
P O Box 689
Hastings 4156

Ph 06 870 8541
Email: office@hbfruitgrowers.co.nz

Contact person: Dianne Vesty

The HB Fruitgrowers Association submission is:

Amendment to the Long Term Plan 2015-25

Preferred option: A

The Fruitgrowers Association agrees with buying water for the environmental flows.

Environmental flows support the sustainability of versatile production land, which in turn supports productive capacity and productivity which contributes to the local economy.

Managing and Monitoring the Land

Preferred Option: B

Accept Councils recommendation. Council has the best take on staffing needs and funding appears to be available to support and The Fruitgrowers Association agrees that managing and monitoring the land is a Council growth area with Council assistance required to help land users adapt.

Fit for Purpose Regional Council

If Councillors consider there will be benefits and efficiencies for ratepayers and long term cost savings will be delivered through this investment, then they should support option B.

Wellington leasehold Property

Support Option A

From the information provided this option appears to make sense.

Submission 184

Mary Ellen Warren

Consultee Ms Mary Ellen Warren (68531)
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Address Taradale 4141
Event Name HBRC Annual Plan 2016-17
Submission Type Web

Amendment to the Long Term Plan 2015-25

Which option to you prefer? Option A, B or C?

C. Decline this amendment to the Long Term Plan 2015-25, making no provision for environmental flows and at no cost to HBRC.

Manging & Monitoring Land

What do you think - What option do you prefer?

The reallocation of a single in-house staff person should be handled in house. Consulting on this minimal area of variation is potential embarrassing to the staff involved, and distraction to the public who would expect this consultation to deal with larger issues of compliance with Plan goals.

Fit for Purpose Regional Council

What do you think - What option do you prefer?

This proposed expenditure of \$240, 000 appears to relate "Intangible Assets Other" contained on page 11 of the Supporting Financial Information. Why is Council consulting on intangibles when the larger \$414,000 expenditure on hydrological equipment is not subject to consultation? I would have thought that fit for purpose should show all capital and delivery expenditures not cherry picking.

Wellington Leasehold Property

Which option to you prefer? Option A or B?

A. Council retains ownership of its Wellington leasehold properties

What do you think - What option do you prefer?

Representing 20% Council's Land Investment Reserve, at approximately 13 million dollars, this potential sale should be considered in light of Council's priorities. The proceeds of such a sale could be used for infrastructure asset renewal which has seen a reduced funding in the Annual Plan Proposals 2016-17. Similarly the absence of reserves for Marine Coastal may be short sighted in light of Royal Society predicted sea level rise for the East Coast of New Zealand. Until these other potential priorities are fully considered, I support the preferred option of retention.

Please add any other comments you wish.

Is this about timing or return on investment?

Submission 190

[Matt Woods](#)

[Today at 4:08am](#)

SUBMISSION TO HBRC ANNUAL PLAN 2016-17 1. Proposed rate increase of 4.95%. I support holding rate increases in line with the Consumer Price Index – annual change of 0.4% to March 2016. 2. Amendment to the Long Term Plan 2015-25 re Ruataniwha Dam. I support Option C - No extra provision to be made for environmental flows, with no additional cost to HBRC. posted by Matt Woods