

HASTINGS DISTRICT  
2021-2031 LONG TERM PLAN

# PLANNING FOR OUR FUTURE

**CONSULTATION DOCUMENT**

# Your voice is important

Once you've read through this document, let us know what is important to you.



There are three main areas to look at where we have set out choices – you might want to tick boxes to indicate your preference for some or all of these topics, or you might want to give us more detailed feedback. Both options are fantastic, we want to hear your voice!



## Have your say

Head online to [www.myvoicemychoice.co.nz](http://www.myvoicemychoice.co.nz) and give us your feedback

## OR

Complete the freepost card inside this document – fill it in and pop it in any NZ Post letterbox.

**Submissions close on Friday 7 May 2021.**



## More information

This document is a brief summary of the full Draft Long Term Plan – you can download the full Draft Plan at [www.myvoicemychoice.co.nz](http://www.myvoicemychoice.co.nz) or view a printed copy at any of the following locations:

- **Hastings District Council Customer Service Centre**  
207 Lyndon Road East, Hastings
- **Hastings, Havelock North or Flaxmere Library**  
Hastings: cnr Eastbourne and Warren Streets  
Havelock North: 30 Te Mata Road  
Flaxmere: Swansea Road

Got questions? Feel free to phone our friendly customer service call centre on **06 871 5000**.

## Attend an information event

Visit our website [www.myvoicemychoice.co.nz](http://www.myvoicemychoice.co.nz) for more details.



# What's inside

From the Mayor and Chief Executive	2
Points to consider	3
So what's this all about?	4
Our vision	5
The story so far	6
Looking ahead	8

<b>CHOICES</b>	10
Just give me my rural roads	11
Parking pinch-point	13
The finishing touches	17

<b>THE BASICS</b>	24
Maintaining assets	25
Managing growth	28

<b>IMPACT ON COUNCIL FINANCES AND YOUR RATES</b>	31
Other matters	37
Independent Auditor's Report	39
Your councillors	40

# FROM THE MAYOR AND CHIEF EXECUTIVE

As the Mayor and Chief Executive of Hastings District Council, we are proud to present this Long Term Plan for your feedback. It comes as we continue to face uncertainty from COVID-19 and significant wider issues such as our housing challenges, which Council is committed to supporting our district through.

We have worked hard to present a plan that strikes the right balance between keeping rates as affordable as possible while investing in our critical assets so we can continue to deliver core services to meet our community's high expectations.

This plan has two strong themes running through it: maintain and grow. We need to maintain our essential assets, while growing our district in a manageable way.

As more and more people are choosing Hastings to live and work in, managing this growth is challenging, and a key consideration within this plan. We have a regional growth strategy that outlines how we can overcome certain growth-related issues, such as our housing shortage. More recently a Hastings Housing Strategy is in the implementation phase which delivers more houses in partnership with central government and other entities. More details can be found on page 28. Council wants to continue our district's exciting momentum by continuing to invest in new

infrastructure and projects to support the local economy and jobs. There are choices around how fast we invest and how we can pay for these investments, particularly for our inner city and public spaces.

Read about some of the exciting investment opportunities in 'The Choices' (page 10).

Council's work programme and investment detailed in this plan is focused on getting the basics right: delivering safe drinking water; clean and efficient wastewater disposal, refuse and stormwater disposal; safe roads, and well-maintained public spaces. Due to age and increasing environmental standards, the cost of maintaining our core assets is rising. We have a solid plan that allows us to make necessary investment in these essential services.

Read more about how we are maintaining our assets and getting on with our core business in 'The Basics' (page 24).

We welcome your feedback on this plan – see the inside cover for how you can have your say.

## Your Rates

Overall rates increases proposed:

- Year 1 - 6.8%, Year 2 - 6.6%, Year 3 - 5.5% (Years 4-10 average 3.7%).
- For our rural areas 7% for the next 6 years.

See inside section 'Impact on Council Finances and Your Rates' for more details. Also see inside for additional proposals that will impact some properties in Hastings City Centre and in Havelock North.



# Maintain

## POINTS TO CONSIDER

There are two key matters we've considered when preparing this plan:

### Water Reform

The Government has signalled its intention to reform the delivery of Three Waters services. While the details are still to come, Council has signed a memorandum of understanding to take part in the exploration of future service delivery options. A regional review also explored future service delivery options locally. Our community will need Three Waters services, whether the Council delivers them or not. This Consultation Document and the underlying information supporting it has been prepared on the basis that Three Water services will continue to be provided by the Council, but future decisions may result in this changing.

It is likely that we will talk to you in late 2021 about the options.

For more information visit:

- Government reforms: [www.dia.govt.nz/Three-Waters-Reform-Programme](http://www.dia.govt.nz/Three-Waters-Reform-Programme)
- Regional water review: [www.hb3waters.nz](http://www.hb3waters.nz)

### NZTA Funding

Your rates pay for our roads, but we also get co-funding from Waka Kotahi (New Zealand Transport Agency) for some work. We currently receive funding of about 53 cents of every dollar we spend for eligible work so it is important that we work with Waka Kotahi on the agreed work programme.

We have taken the approach of escalating both our investment (and commitment from Waka Kotahi for their share) over a six-year period – this applies to both urban and rural areas. This six-year approach, which balances affordability and getting the work done, has the highest likelihood of approval from the transport agency.



BECAUSE THIS WILL MEAN A SIGNIFICANT SUSTAINED INCREASE OF 7% PER ANNUM FOR OUR RURAL AREA OVER THE NEXT 6 YEARS WE HAVE HIGHLIGHTED THIS ISSUE IN THE "CHOICES SECTION" ON PAGE 11.

# SO WHAT'S THIS ALL ABOUT?

**The 10-Year Plan is not just about 'us' as a Council deciding what's going to happen. We work for the benefit of our community and want to hear what you think. Which is why this consultation document is in your hands.**

The Long Term Plan is one of our main planning tools – a 10-year look ahead that we review and talk about with our community every three years.



The 10-Year Plan sets out the activities, services and projects we intend to deliver (including the when, where, and how) and how we're planning to fund it. Ultimately, it tells you what your rates may look like over the next decade.

In the following pages we've outlined the key issues and projects that, based on a number of factors including community feedback, we think should be prioritised over the next 10 years. We've also given you some options for how we manage the funding of that work. This is not everything we're going to tackle, instead it's what we see as the significant issues: the things that are likely to have the biggest costs, highest community interest, or are different from what we said we would do in our last 10-Year Plan.

By telling us what you think, which can be as easy as ticking a few boxes, you will help give direction to the Mayor and Councillors so they can make decisions about the next 10-Year Plan based on what our community wants to see.

**LET US KNOW WHAT YOU THINK IS THE BEST WAY FORWARD, OR MAYBE YOU'VE GOT OTHER IDEAS?**



## OUR VISION

# Fertile land, *Heretaunga whenua houkura,* prosperous people *Heretaunga hapori ora*

Our vision for the Hastings District represents the foundations of our community: land and people.

We are focused on protecting and enhancing our fertile land and the life-giving waters which support it, and helping the people of this place to fulfil their aspirations and prosper together.





# The story so far

**It's our time. Things in Hastings are moving forward and moving fast. We've known for a long time how great it is to live here... and now the secret is out! Hastings is growing in popularity and in size.**

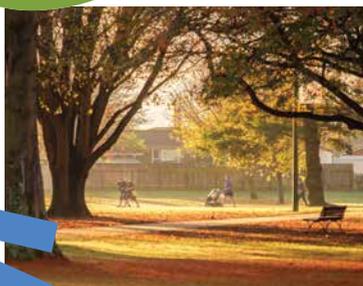


We've been busy over the last three years. Some of our key achievements include:

- Working with partners and securing Government funding in multiple areas including: water, roading, housing, and employment initiatives.
- Facilitating and enabling the provision of homes for our people.
- Multiple big milestones across our water infrastructure as we continue to invest into the District's drinking, waste and storm water infrastructure.
- Roll out of new kerbside recycling and rubbish service to help our whole community reduce the volume of waste going to landfill.
- Reopening of Toitōi – Hawke's Bay Arts & Events Centre and Functions on Hastings after being closed for five years for earthquake strengthening.
- Progress on earthquake strengthening and interior development of the Municipal Building.
- Implementation of a rural bridge strengthening programme and renewing and resealing of roads.

- Award winners!

- Hastings took out the Most Beautiful Large Town and was named the Supreme Winner of the Keep New Zealand Beautiful Awards 2020.
- Recreation Aoteaora named Flaxmere Park New Zealand's Active Park of the Year.
- Three HDC parks were recognised under the Green Flag Awards – Cornwall Park, Flaxmere Park and the Havelock North Village Green.
- Toitoti was recognised with the Resene's Total Colour Heritage Commercial Award and the Resene Total Colour - Colour Master Nightingale Colour Maestro Award.



- Establishment of the first Eco District Subcommittee and development of an adaptation programme in response to a changing world environment. Working with partners such as Biodiversity HB.
- Transformation of the eastern side of Hastings city including car parking, paving and planting, and new outdoor dining areas.
- Community Plans developed by and for our communities, with work rolling out as a direct result of the plans.
- New and upgraded reserves, parks and playgrounds.
- Final design work is underway for Foodeast – the Hastings-based food innovation facility that will take agri-tech to the next level.
- Drought support to our farming sector to assist with the costs of sourcing stock feed from other parts of New Zealand.

We need to ride this momentum while also being careful to move forward together as a community, recognising that the past year brought significant challenges in the shape of Covid-19 and the drought crisis.

LOOKING FORWARD WE ALSO NEED TO WORK IN PARTNERSHIP WITH OTHERS TO MANAGE HOUSING PRESSURE POINTS, AND THIS PLAN BEGINS TO BUILD A FUND TO MEET FUTURE CLIMATE CHANGE IMPACTS ON INFRASTRUCTURE AND OUR COMMUNITY.

*This list is just an overview - for more detail about what we have done check out our Annual Reports at [www.hastingsdc.govt.nz/annualreports](http://www.hastingsdc.govt.nz/annualreports)*

# CAPITAL EXPENDITURE

AN OVERVIEW OF THE 10 BIG FEATURES IN THE 2021-2031 10-YEAR PLAN.

# Looking

## WATER SUPPLY

**\$65m** SAFE DRINKING WATER

## WASTEWATER

**\$108m** CLEAN AND HEALTHY WASTEWATER DISPOSAL

## STORMWATER

**\$36m** CLEAN AND EFFICIENT STORMWATER DISPOSAL

## GROWTH AND HOMES

**6,180** MORE RESIDENTS

**2,330** MORE HOMES

**\$39m** NEW GROWTH INFRASTRUCTURE



REFUSE **\$31m**

ŌMARUNUI LANDFILL EXPANSION (HASTINGS SHARE)

*Note: Jointly owned with Napier City Council.*

# TRANSPORTATION

**\$183m**

TOTAL\* BETTER URBAN ROADS

**\$125m**

TOTAL\* BETTER RURAL ROADS

Note: \*Total before NZTA Subsidy.



PARKS AND RESERVES

**\$17m**

NEW AND UPGRADED RESERVES

**\$39m**

**\$22m**

PARKS RENEWALS

CITY SPACES

**\$9.6m**

**\$4.5m**

CIVIC SQUARE

**\$3.5m**

VARIOUS CBD REVITALISATION

**\$1.6m**

CENTRAL MALL



RATES

**6.2%**

AVERAGE INCREASE 2021-2023

**3.7%**

AVERAGE INCREASE 2024-2031

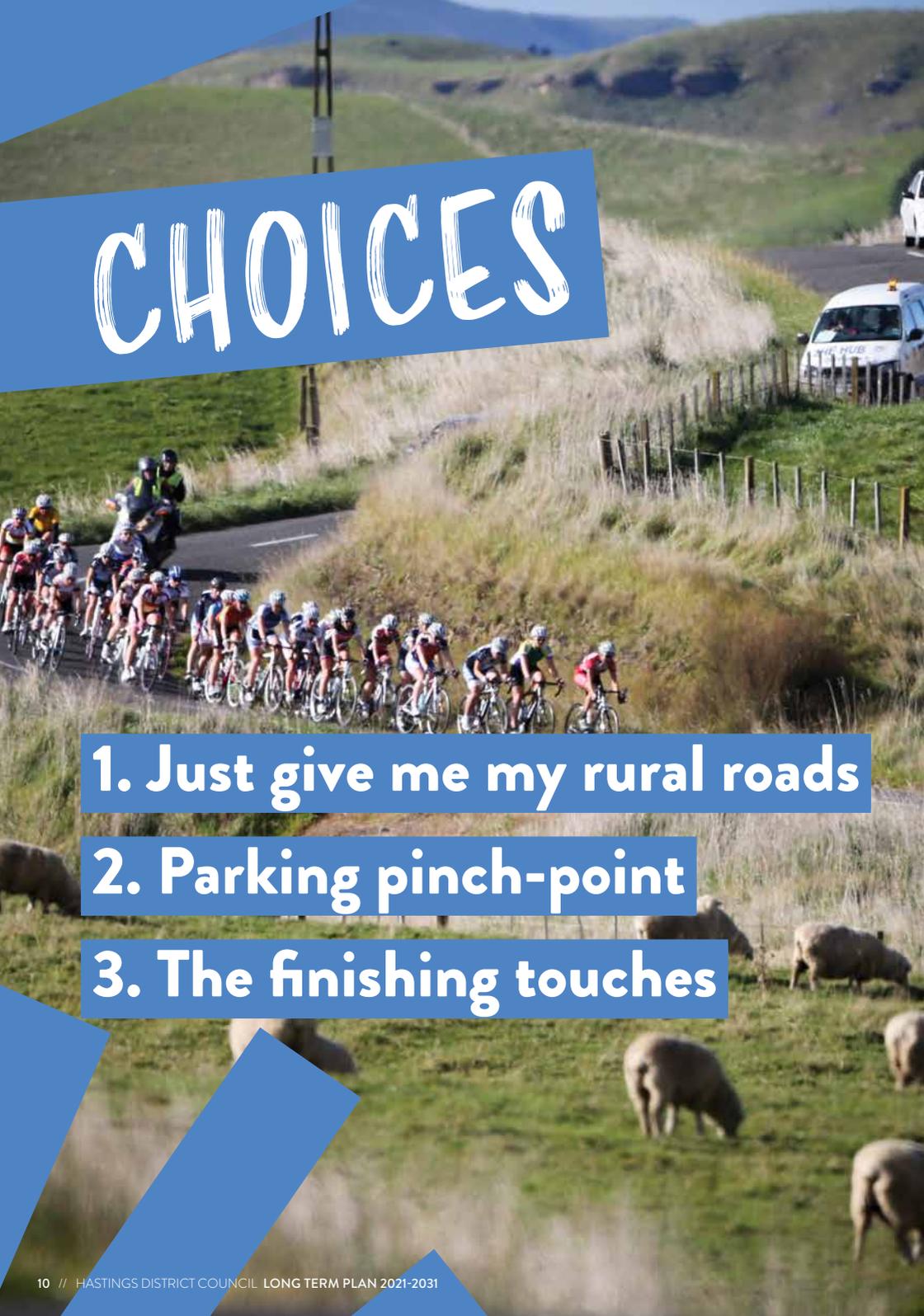


DEBT

HIGHEST AT **\$294m** IN 2028

FALLS TO **\$286m** IN 2031

# Ahead

A group of cyclists is riding on a rural road. In the foreground, several sheep are grazing in a green field. The background shows rolling green hills under a clear sky. A white van is parked on the side of the road. The word "CHOICES" is written in large, white, hand-drawn letters on a blue banner that spans across the top of the image.

# CHOICES

**1. Just give me my rural roads**

**2. Parking pinch-point**

**3. The finishing touches**

# 1.

## Just give me my rural roads

*RURAL RATEPAYERS HAVE YOUR SAY ON THIS PROPOSAL: This issue relates to properties living outside our main urban settlements in our predominantly rural areas.*

**Good roads are the backbone of rural activity. We don't need to rush out and replace all our roads right now, but we know we do need a period of ongoing and increased investment to stop our roads deteriorating. Preventing road deterioration is a long-term job. Our rural roads that were sealed in the late 1950's now need to be renewed (those road finishes typically last about 75 years).**

This will involve improving drainage, maintenance and pavement renewals to provide safe roads of an acceptable standard including:

- Increase road pavement renewals (the road base) from 4.5km to 7.5km, and then further to 9.5km.
- Increase resealing of roads to 80km per annum (over six years).
- A focus on drainage – renewal programme over six plus years to replace stormwater assets (pipes, and kerb and channel in poor condition).
- Increased investment in unsealed road metalling which aligns with periods of intense forestry harvesting.
- Environmental maintenance – ongoing programme of removal of unsafe trees impacting on the roading network.
- Escalating investment in road safety projects to meet new national standards.
- Continuing the seven-year programme of bridge strengthening works commenced in the 2018 Long Term Plan.

### WHAT DO YOU THINK?

The Council's strategy outlined in the preferred option is to fund this necessary investment largely over the next six years to get funding to a sustainable level.



# \$125m

IN RATES TO LOOK AFTER  
RURAL ROADS OVER 10 YEARS

## THE OPTIONS

The standard of our roads is dependent on the amount of money we invest in them. We also need to partner with Waka Kotahi NZ Transport Agency which co-funds about half of our roads.

### PREFERRED OPTION

#### Balanced investment

LIFT THE RATES REQUIRED TO FUND ROADS IN A MANAGED WAY FROM **\$6m** CURRENTLY TO **\$11m** BY YEAR 6

THIS FORMS PART OF THE PROPOSED **7%** PER ANNUM RATES INCREASE IN THE RURAL AREA

- If we receive less subsidy than forecast from Waka Kotahi then some projects would not proceed in the year they are scheduled. We would place the ratepayer share of funding for these projects in a reserve until such time they can proceed.

*Note: There is no impact on debt.*

### THE ALTERNATIVES

#### Speed up

THIS WILL COST **3%** MORE THAN THE BALANCED INVESTMENT

This buys:

- More road reseals – 2km pa (\$100k)
- Extra road pavement renewal (the road base) – 0.5km pa (\$200k)

BUT if we don't get the annual subsidy (currently 53%) then we would get a lot less work done for the same amount of rates money.

*Note: There is no impact on debt.*

### HOW DO WE KNOW?

That investment is at the right time, at the right place and is the right amount.



**We review the condition and performance of assets by:**

- Undertaking a range of road inspections
- Monitor usage (i.e. traffic)
- Tracking faults and customer calls
- Planning for future requirements

**We use this information to work out the:**

- Level of investment required over time
- Changes we need to adapt to
- The order and coordination of Council projects



2.

## Parking

# pinch-point

**We want to make our city centres great places to work and visit – that takes investment which needs to be funded. Parking charges are part of that funding solution for Hastings.**

There is a challenge to provide parking in our growing and vibrant city centres. Recent government legislation means Council’s District Plan can no longer set minimum car parking numbers for development within city centres. The responsibility to manage supply and demand falls clearly with Council.

The Hastings City Centre Strategy looks to provide pedestrian connections linking retail and entertainment to public parking off the main streets, improving accessibility and making our city centres more desirable destinations. The same can be said for Havelock North with the added challenge of keeping up with demand from recent and planned residential development.

The reality is that in the short- to medium-term the community needs better access to carparks. These areas also need to provide for transition to hybrid and electric vehicle options. In the medium- to long-term we are striving for better uptake of more active forms of transport such as cycling and walking. Areas currently used for parking could then be transitioned to other uses.

### Proposals

We have outlined two proposals to meet the challenges outlined. (including options to manage the costs).





## PROPOSAL 1

### Future laneway, parking and inner city improvement

The redevelopment of inner city blocks such as Queen Street West 200 block will meet a number of city centre vitality objectives such as inner city housing, public parking facilities and links to the core retail and hospitality precincts on Heretaunga Street. These developments, and future advances, need a clear method of funding – in the Hastings city centre this is through metered parking charges. Parking charges have remained relatively modest compared to other provincial areas for some time and are considered the most efficient and fair way of funding future levels of service need.

### The Laneway Development Plan

The Laneway Development Plan contains six future laneway developments (after the Queen Street proposal outlined below).

Each laneway typically costs about \$1.5m for property purchase and development.

### WHAT DO YOU THINK?

Should Council keep developing laneway links to improve our inner city and fund it as outlined?



## THE OPTIONS FOR HASTINGS

Parking charges are part of the funding solution in Hastings.

### PREFERRED OPTION

#### \$1 increase in parking charges

Increase parking charges to unlock and fund future pedestrian links and carpark provision.

- The first initiative funded from this proposal would be in Queen Street West 200 Block at an estimated cost of \$2m. Parking revenue would fund the loan costs associated with this development.
- This option will enable further new laneway development every three years.
- The proposed charges would change by \$1 as follows:

CHARGE TYPE	EXISTING	NEW CHARGE
On Street	\$1.00	\$2.00
Off Street	\$0.50	\$1.50

Proposed Hastings city parking charges.

### THE ALTERNATIVES

#### \$0.50 increase in parking charges

Raise parking charges by \$0.50 instead of \$1.00.

- The lower user charge would mean less funds to create the network of pedestrian and parking links within our city centre. This option will enable further new laneway development about every six years.

#### No increase in parking charges

This would mean that Council would stop developing the infrastructure that is needed to make the city centre more accessible and vibrant.



Havelock North New World proposed

**PROPOSAL 2**

**service lane carpark**

**Proposed purchase of Porter Drive land in Havelock North**

The Havelock North community has previously signalled a strong preference for paying for parking through a charge on their rates as opposed to parking meters – as per the current system that funds parking provision in Havelock North.

An opportunity has arisen to address some of the parking demand pressure through the purchase of land at the existing New World Supermarket site on Porter Drive. New World will be moving to a new location in Havelock North.

The location could provide approximately 65 carparks with potential for future development as appropriate.

**HAVELOCK NORTH RESIDENTS AND RATEPAYERS HAVE YOUR SAY ON THIS PROPOSAL**

*The purchase of land is contingent on the supermarket obtaining resource consent approval to relocate to another site within the Havelock North commercial area. Should consent not be obtained then the proposed purchase of this site will not proceed and alternative sites would be investigated.*

**WHAT DO YOU THINK?**  
Should Council purchase the site and fund it as outlined?

# THE OPTIONS FOR HAVELOCK NORTH



A targeted rate is part of the funding solution in Havelock North. Council will borrow to fund the land purchase with the Havelock North parking targeted rate funding the loan costs.

## PREFERRED OPTION

### Targeted rate increase: extra \$38 for a residential property (from \$23 to \$61)

Increase the Havelock North parking targeted rate to unlock future carpark provision for the village.

- Cost for purchase has been based on valuation of land area in Havelock North Town Centre for 65 car spaces and circulation areas. The additional revenue from the targeted rate would fund the loan costs for this development.
- The table below shows that the current targeted rates need to increase to keep pace with the current costs associated with parking enforcement. Additional increases to make the proposed purchase of additional land and development possible is also shown.

CHARGE TYPE	CURRENT TARGETED RATE	TARGETED RATE (WITHOUT LAND PURCHASE)	TOTAL PROPOSED TARGETED RATE (INCLUDING LAND PURCHASE)
Residential	\$23	\$30	\$61
Commercial	\$69	\$90	\$183

Proposed Havelock North targeted parking rate.

## THE ALTERNATIVES

### Phase-in increase: \$39 increase split over two years for a residential property

Phase in the targeted rate increase over two years to smooth the impact on ratepayers, with a small additional cost to cover loan servicing costs.

- That would have the following impact:

CHARGE TYPE	CURRENT TARGETED RATE	TARGETED RATE (WITHOUT LAND PURCHASE)	TOTAL PROPOSED TARGETED RATE (INCLUDING LAND PURCHASE)	
			2021/22	2022/23
Residential	\$23	\$30	\$45	\$62
Commercial	\$69	\$90	\$135	\$186

Proposed Havelock North targeted parking rate (phased approach).

### Do not purchase the site: no increase in rates for this proposal

Do not purchase the site, avoiding the targeted rate increases required to accommodate land purchase and development.

- We could wait to see if another site becomes available for purchase, however an appropriate opportunity located in the heart of the village is highly unlikely. This option is assessed as not addressing Council's responsibility to manage the supply and demand of parking.



3.

# The finishing touches

This is about balancing our investment in the nice things, with investment in the critical infrastructure we need to function. This section is presented in three parts:

- City Centre (including potential future transformational changes)
- Events
- Parks and Reserves



# BEAUTIFUL HASTINGS

BEAUTIFUL HASTINGS CAPTURES THE ATTRACTIVENESS OF OUR PUBLIC SPACES WHICH HAVE BEEN RECOGNISED NATIONALLY THROUGH THE RECENT KEEP NEW ZEALAND BEAUTIFUL SUPREME AWARD AND VARIOUS NATIONAL AND INTERNATIONAL AWARDS FOR OUR PARKS. THESE COME ON THE BACK OF A LONG PERIOD OF INVESTMENT IN OUR CITY CENTRES AND PARKS AND OPEN SPACES. WHILE WE WANT TO CONTINUE TO BUILD ON THE GREAT WORK SO FAR, WE DO NEED TO BALANCE OUR ASPIRATIONS WITH WHAT IS REALISTICALLY AFFORDABLE FOR OUR COMMUNITY.

## City centre

City centres are part of the heart of a community. They need to keep evolving to attract people and function at their best. We want our city centre to be vibrant, attractive and full of people and businesses.

Council is working with businesses and investors to enable investment, new business activity and inner-city living. We are also focused on continuing the rollout of investment in amenity projects to make the city centre a spectacular place to live, work, do business and visit. We've just finished Heretaunga St East (200 Block), Landmarks Square, Warren Street multi-use carpark, and upgrades of Karamū Road, Eastbourne Street and Queen Street – with more planned in the coming years.

### Finishing what we've started

We will continue to work towards completion of the city centre actions in the 2019 Plan including:

- Heretaunga St East 100 and 300 blocks for outdoor dining and amenity.
- Heretaunga St West amenity enhancements.
- Southern carpark amenity and entrance upgrades.

### Streetscape upgrade programme

The ongoing beautification of key streetscapes in the city centre with improved footpaths, lighting and rata trees will focus on Karamū Road, King Street, Market Street and Queen Street.

**MOST OF THE STREETScape UPGRADE PROGRAMME IS FUNDED BY PROPERTY OWNERS IN THE HASTING CITY CENTRE WHO CURRENTLY PAY A TARGETED RATE. WE WILL DIRECTLY CONSULT WITH THESE OWNERS FOR THEIR VIEWS ON A PROPOSED INCREASE TO THE TARGETED RATE.**



### WHAT DO YOU THINK?

Do you support the continued improvement of inner city blocks in Hastings?



## Key Projects: Civic Square and Central Mall proposals

We will consult with our community later in 2021 about two exciting proposals for our city centre which will offer higher amenity spaces with limited change in form or function.

- **Civic Square.** Upgrade of Civic Square including links between the Library and Art Gallery to improve functionality, usability and amenity, and the creation of multi-use spaces that recognise and celebrate our cultural heritage.
- **Central Mall.** Enhancement of the mall to make it more inviting and a functional heart of our city. This could include additional seating areas, play provision for young and old, improved links to Civic Square, and enhancing the stage area and lighting to facilitate social interaction, entertainment and evening use.



## WHAT DO YOU THINK?

Do you want upgrades to the Civic Square and Central Mall areas of Hastings?



## Looking forward: transformational change

Looking beyond the preferred proposal put forward (Key Projects, p21) the Council has also considered bolder plans to position our city centre for the future. They focus on two transformational initiatives known as ‘Civic Gateway’ and ‘Community Plaza’.

- **Civic Gateway** takes the modest Civic Square upgrade to new heights, including a multi-modal transportation gateway focusing on sustainable transport facilities (such as solar charging e-bike stations), and the relocation of the bus shelter from Russell Street to create a regional and intercity transport hub. This will create an authentic locally designed gateway to Hastings at the heart of our civic centre.
- **Community Plaza** elevates the modest Central Mall project to introduce a central park in the plaza project – reimagining water to be more functional, and re-energising activity and events. It will be a true celebration of what makes the heart of our city unique; a place where we can gather, celebrate and play.



## Events

Events are a key contributor to our social, economic and cultural fabric – helping communities feel connected and proud about where they live, work and play. Events also bring significant economic returns to the district, particularly through tourism.

With our district looking beautiful, we see an opportunity for additional community and economic benefits by increasing our support of community events, and through investment in regionally significant events that will generate tourism and deliver economic returns for our businesses.

### Community events

Council currently supports community events at a variety of levels, ranging from in-kind support and marketing, through to fully-funding and delivering events. An increase in the funds available will allow more events to receive event grants and to further enhance existing community events.

### Significant events

Events of a large scale offer a range of benefits to our local economy. Significant events with an enticing point of difference encourage higher numbers of visitors into the district who stay longer and want to return. Large scale events also stimulate interest in Hastings’ businesses, which have the opportunity to be involved as suppliers or sponsors.

While there is a cost to competing for and securing nationally significant events, the economic returns are greater than the money invested through increased spending, while also allowing the local community to enjoy a major event at home.

Council currently funds events to the level of \$725k each year. Providing extra focus to community events would cost an additional \$100,000, while

enabling stronger positioning and bidding for significant tourism-focused events would require additional budget of about \$400,000 per year.

### WHAT DO YOU THINK?

Should Council increase its level of support for events?



## THE OPTIONS

### PREFERRED OPTION

**Balanced investment: costs about 1.5% in rates or \$45 for an average residential property**

Plan for projects outlined above including:

- Ongoing implementation of the City Centre Revitalisation Plan
- Enhanced funding of the Streetscape Targeted Rate
- Upgrade of Civic Square and the Central Mall
- Enhanced investment in events focusing on significant tourism-focused events.

Due to this Long Term Plan focus on getting the basics right, the two transformational projects of Civic Gateway and Community Plaza have not been included in this option.

# \$9.6M

DEBT TOTAL OVER 10 YEARS FOR CITY CENTRE INVESTMENT

PLUS \$400K PA IN RATES TO FUND EVENTS

### THE ALTERNATIVES

**Light touch: about \$30 less than the preferred option for an average residential property**

Slow the programme down to reduce the financial impact.

- This option would also reduce the level of service in our city centre and slow down the momentum which has been created.
- The financial impact depends on the scale of slowdown. For example, only doing the landscaping component of the Civic Square project and removing the Central Mall projects and any additional events funding would reduce debt by \$5m and save about \$800,000 (1%) or \$30 for an average residential household.

**Looking forward: about \$30 more than the preferred option for an average residential property**

This option would consist of an escalated investment package to include the preferred option plus addition of the two bolder transformational projects creating a Civic Gateway and Community Plaza.

- While this would increase the level of service further within our city centre the impact would see debt increasing by about \$10 million and rates increasing by about \$800,000 (1.0%) or \$30 for an average residential household.



## Parks and reserves

We manage more than 180 reserves covering over 650 hectares and 40 playgrounds located throughout the district. We know that people love relaxing in our reserves which are looking great. We do however need to manage our expectations, because as aspirations increase so does the cost – not only the cost of developing new facilities, but also the ongoing costs of looking after them. Hastings has received national awards for our more significant park makeovers,

including Flaxmere Park, Cornwall Park and Havelock North Village Green. These three parks also hold international Green Flag accreditation.

Ideally we would like to see completion of our premier parks and continued enhancement of our parks and reserves.

### Premier parks

- Completion of programmed enhancements in Cornwall Park, including accessible playground and toilet and enhancements of the kiosk pathways and the stream and pond.

## Reserve enhancements

- Continued completion of programmed actions contained within the Reserve Management Plans for Havelock North Village Green (including more shade provision), Havelock Hills, Waimārama, Cape Coast and Raureka Reserves.
- New upgraded playground, toilet and off-street carpark at St Leonards Park.
- New playground, carpark, landscaping and enhanced pathways at Keirunga Gardens.
- Revamping some of our outdated and tired neighbourhood playgrounds to provide fun, high-quality places for play.

The priorities for the first five years are:

- Chatham Park
- Essex Cres Reserve
- Bridge Pā
- Ron Giorgi III
- Ron Giorgi I
- Te Awanga Domain
- Kingsley Park
- Eskdale Park
- St Leonards Park
- Akina Park
- Grant Street Reserve

## WHAT DO YOU THINK?

Do you agree with these reserve and playground upgrade priorities? How much should we spend on them?



## THE OPTIONS

### PREFERRED OPTION

**Balanced investment:**  
about \$45 for an average residential property to upgrade our parks and look after those upgrades.

Finish our premier parks and stage investment in our neighbourhood parks (\$17m plus ongoing renewal \$22m).

# \$39M

(\$17M DEBT FOR UPGRADES AND \$22M FOR RATE-FUNDED RENEWALS) OVER 10 YEARS TO UPGRADE AND LOOK AFTER PARKS AND RESERVES

## THE ALTERNATIVES

**Slow down:** about \$7.50 less than the preferred option for an average residential property

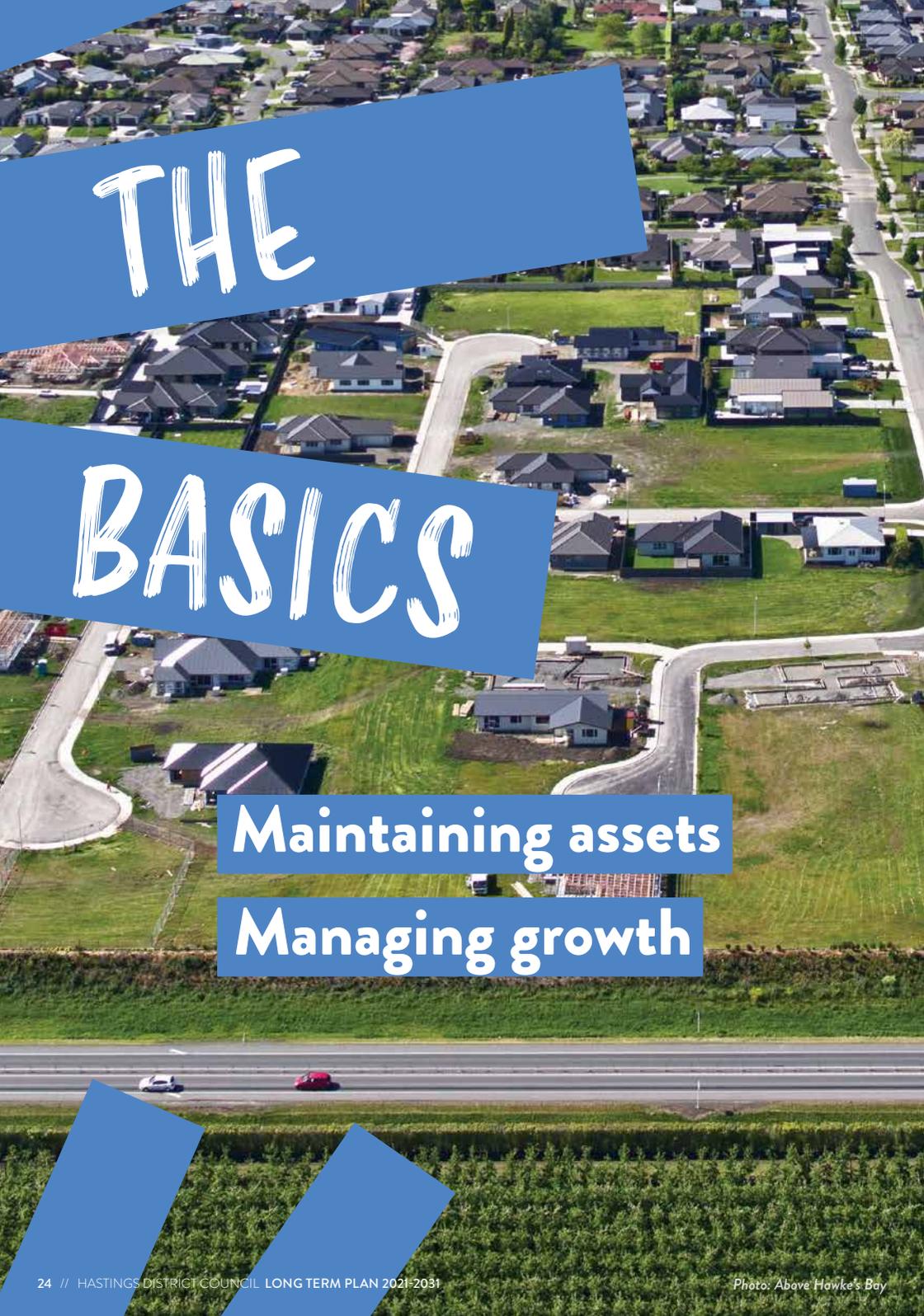
Slow the programme to reduce the financial impact on rates.

- This would also reduce the level of service in our reserves which have already been discussed with some communities. For example only completing half the programme in the first three years would reduce our debt by about \$1.5 million, and about \$200,000 (0.25%) to rates or \$7.50 for an average residential household.

**Speed up:** about \$15 more than the preferred option for an average residential property

Speed up the delivery of the neighbourhood investment programme.

- This would deliver increased levels of service to communities however Council does not currently have the capacity to deliver this without additional resource and cost. For example doubling the speed of the programme from six years to three years would add about \$2.5 million to our debt, and about \$400,000 (0.5%) to rates or \$15 for an average residential household.



THE

BASICS

**Maintaining assets**

**Managing growth**



# Maintaining

## assets

This is about getting the basics right in our urban areas. Quality local infrastructure is vital to the survival of any region. Aged assets across the District require commitment to ongoing maintenance and renewal. Collectively these issues can best be addressed by catching them early and scaling up our investment in a staged way. This investment needs to build a sustainable future and to adapt to a changing world.

### Roading

Like much of New Zealand many of our roads were constructed in the late 1950's and now require ongoing renewal.

### Wastewater

We have three key trunk mains leading from Hastings to the wastewater treatment plant that need renewal (we are about 20% through this programme). Our treatment plant also requires a range of renewal work.

### Refuse

Whilst we are trying to reduce waste, our landfill at Ōmarunui is filling up and needs further development to create capacity for the future.

### Drinking water

We are in the final year of significant investment into safe drinking water (circa \$60m) however there are further future renewal needs, particularly asbestos cement pipes that need to be replaced.

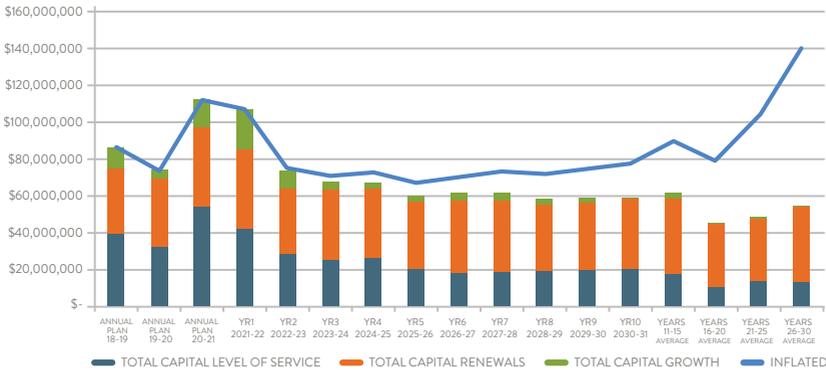
### Stormwater

Our stormwater assets have not reached the end of their useful lives but we should be preparing for the renewal programme, which will commence in about 10 years. Future environmental standards are likely to require more investment in this area which is another key consideration.

# \$445M

TOTAL CAPITAL  
EXPENDITURE  
OVER 10 YEARS

## 30-YEAR CAPITAL EXPENDITURE FORECAST



## INFRASTRUCTURE STRATEGY HIGHLIGHTS

The graph above shows the increasing trend in spending on our core infrastructure in areas such as our three waters, roads, and parks. The first 10 years in detail and five-year averages for years’ 11-30. The affect of inflation is shown separately for the 30 years of the plan.

## KEY ASPECTS OF THAT INVESTMENT INCLUDE:

### Roads

In our urban areas there are some specific areas of focus on our roads in the coming years to maintain levels of service. This will involve improving road surfaces and pavements, road drainage, footpath renewal, street lights and traffic signals and walking and cycling infrastructure including:

- Increase in asphalt renewals by 2km per annum (those smooth road surface areas) in our high amenity areas (i.e. central city) and high stress areas (i.e. intersections, roundabouts and key routes).

- Increase pavement renewals (the road base) from 2km per annum to 4.5km per annum.
- Improvement to drainage (such as kerb and channel).
- An additional 2km per annum of footpath renewal over six years to stay on track with our footpath standards.
- Continued investment in the LED streetlight conversion – we are about 90% through this programme.
- Increased frequency of street marking and more proactive renewal of traffic lights (which have about a 12-year design life).
- Continuing to address gaps in the walking and cycling network and looking after the infrastructure that has been put in place over the last 10 years.
- Increases to road safety investment in later years of the plan to meet new national standards.

Council’s strategy is to fund this escalated investment predominantly over six years, in partnership with Waka Kotahi NZ Transport Agency. This will get the funding base to a sustainable level.

## Parks

We have invested heavily in upgraded and new parks and reserves over the last 10 years and they are looking great. However, the more you have, the more you need to look after. Ongoing maintenance in our parks and reserves has grown.

## Water Services

Across our three waters (drinking water, wastewater and stormwater) continued investment is required to meet service levels residents expect. The key aspects are:

- The Wastewater Treatment Plant at East Clive has a number of elements which are now due for renewal (\$27m over 10 years) – this is a critical piece of our infrastructure.
- Leading to the treatment plant are three trunk mains which are also being progressively renewed at a cost of \$20m over 10 years along with a further \$50m for renewal of the urban sewer network.
- This plan makes some provision for stormwater quality improvements to meet increasing environmental standards. Renewals on the stormwater network begin to commence in the first 10 years, then escalating after that.
- Council has made good progress implementing the circa \$60m investment in safe drinking water with completion expected in the 2021/22 year. Ongoing investment is required to meet drinking water standards.

## Ōmarunui Landfill

The Council is currently undertaking the necessary planning, design and consenting work to enable landfill expansion to proceed before it fills up in about five to six years.

## Funding Approach

Council's standard approach to funding the renewal of assets is to fund this annually from rates. However in limited instances (particularly in the wastewater area) there are large, expensive assets that need renewal such as our wastewater mains, which are funded by loans. This ensures the cost is spread equitably and all ratepayers contribute fairly to these costs.

Capital expenditure related to servicing new growth areas is loan funded and repaid via development contributions.

### HOW DO WE KNOW?

That investment is at the right time, at the right place and is the right amount?



#### **We review the condition and performance of assets by:**

- Undertaking a range of road inspections
- Putting cameras down pipes
- Monitoring usage (i.e. traffic)
- Tracking faults and customer calls
- Planning for future requirements

#### **We use this information to work out the:**

- Level of investment required over time
- Changes we need to adapt to
- The order and coordination of Council projects

# Managing growth

Hasting District is experiencing high demand for housing. With 6,180 new residents predicted in our district by 2031, Council needs to ensure enough 'serviced' land is available to meet varying housing needs. It is also important to manage existing housing pressure points including housing affordability, seasonal worker accommodation and various social housing needs.



\$39M

IN GROWTH RELATED DEBT  
OVER 10 YEARS PAID BY  
DEVELOPMENT CONTRIBUTIONS

Council's approach balances a number of factors including avoiding urban development over our valuable productive soils and ensuring investment in infrastructure (such as water, waste and roads) is able to be funded through the levies charged on new developments. Council must also ensure growth is not held back by under-investing in infrastructure for housing.

Recent changes to rules in our city centres also present exciting opportunities to enable inner-city living options, particularly the upper floors of buildings in the existing Hastings central commercial zone.





# MANAGING GROWTH

PROVIDING HOMES TO MATCH THE NEEDS OF OUR GROWING POPULATION IS A KEY CONTRIBUTOR TO COMMUNITY WELLBEING. THE COUNCIL PLAYS A KEY ROLE IN PLANNING AND PROVIDING SERVICED LAND FOR FUTURE GROWTH.



## WHAT DO YOU THINK?

How fast should we invest in preparing land for residential development?

### In the pipeline

We have been working with Government on a Hastings Housing Plan, including partnership with iwi and employing local people to bring quality, warm, safe homes to our community. These initiatives have seen Kāinga Ora delivering new public housing developments in Mahora and Raureka.

A partnership approach with iwi includes the Waingākau Village development in Flaxmere West, Papakāinga housing in conjunction with Te Puni Kōkiri alongside whānau and land trusts in areas including Waipatu, Waimārama, Te Haukē, Waiohiki and Bridge Pā.

Development opportunities on Council land are being advanced in the Flaxmere Town Centre and in Tarbet Street.

### The speed of growth

Council relies on development contributions (targeted fees charged directly to a land developer) to fund the cost of necessary critical infrastructure. Council's proposal aims to provide enough land ready for development via a spread-out programme without exposing ratepayers to an unreasonable level of financial risk if the housing market slows down. If the market was to slow, we might not receive the income forecast, potentially leaving general ratepayers to fund some of the committed investment into infrastructure should the land remain undeveloped.

## Spreading the growth over 30 years

The table below provides an indication of how residential growth is likely to be spread over the next 30 years. Funding to provide the necessary planning and infrastructure is provided for in this Long Term Plan. The Council Development Contributions Policy (how we fund growth from those benefitting from the infrastructure) is also aligned with this approach. This means there is no impact on rates.

## Direction of growth

The programme below sees the opening up of the Howard Street development in Hastings in Year 1 with the Lyndhurst Extension in Year 8 followed by Kaiapo/ Murdoch in Year 14 and Copeland Road being triggered around Year 22.

In Havelock North the Iona/Middle Road area is the first priority in Year 1 with further development in the Havelock North Hills and Brookvale areas from Year 6 with further stages of Brookvale in Years 13 and 22. Some initial developer-driven development in Brookvale is also anticipated, along with new housing in Te Awanga.

Partnerships with other housing entities will also see new public housing development in our district. Uptake of inner city living options in the Hastings central commercial area is also forecast.

*Note: Industrial growth is planned to occur along Ōmahu Road, in the Irongate area, and in the Whakatū/Tōmoana Corridor.*

WHAT DO YOU THINK?

What do you think about the housing approach?



## RESIDENTIAL DEVELOPMENT - 30-YEAR PROGRAMME

■ INDICATES START YEAR

■ INDICATES PERIOD OF HOUSING AVAILABILITY

PRIVATE SECTOR	YEAR																																
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30		
Arataki																																	
Northwood																																	
Lyndhurst 2																																	
Howard Street																																	
Lyndhurst Extension																																	
Kaiapo Road/Murdoch/Wall																																	
Copeland																																	
Iona																																	
Brookvale/Romanes																																	
Havelock Hills																																	
Coastal Misc																																	
Retirement Village																																	



BALANCING PROGRESS  
WITH AFFORDABILITY

# IMPACT ON COUNCIL FINANCES AND YOUR RATES

## Financial strategy

Council’s financial strategy is largely shaped by the necessary increase in investment in essential infrastructure (water and roading). The funding of that investment is mostly spread over the first three years of the plan with a lesser second step over years four to six.

In our rural area, that sustained period of investment spans six years.

Council’s short to medium debt position reaches the maximum of the existing debt to income ratio. This is a key Treasury Policy metric so a change to that existing limit is being proposed.

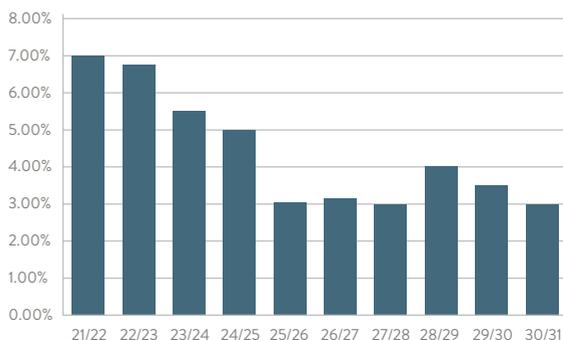
A debt repayment strategy has been built into the budget forecast from Years 5 to 10 to keep debt levels sustainable.

Overall, this plan aims to move our community through a period of sustained investment in our infrastructure assets, while also providing for some level of service improvement in our city centres and parks.

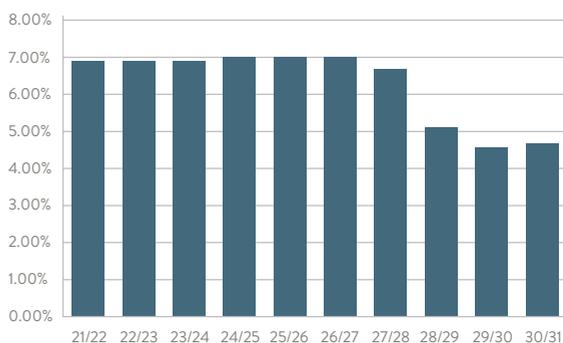
Funding provision has also been made from Year 7 to build a fund for climate action.

The graph below show the rates forecast both for our greater urban area (Rating Area One) and our rural area (Rating Area Two).

### RATING AREA ONE (GREATER URBAN AREA) ANNUAL RATING REVENUE MOVEMENT



### RATING AREA TWO (RURAL AREA) ANNUAL RATING REVENUE MOVEMENT



## Limits on rates and rate increases

The Council’s maximum policy limit on rate increases is set at Local Government Cost Index (LCGI) + 4%. This is an upper limit to allow for unforeseen circumstances such as a natural disaster.

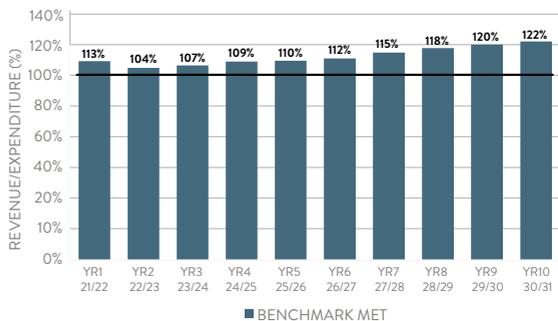
The LGCI is an inflation index specifically put together for local government to reflect that the range of goods and services relevant to a council are different to those of a household, which is typically measured by the Consumers Price Index (CPI).

See the Long Term Plan supporting information for more detail.

Council budgets have been set well within the Treasury Policy limits as shown in the table ‘Financial Strategy Limit’ – with the exception of Year 1 which just meets the financial threshold.

FINANCIAL STRATEGY LIMIT	2020/21 BUDGET
Rates increase-less than LGCI 3.0% + 4%	6.8%
Net debt as a % of income-less than 175%	124.31%
Net interest as a % of income-less than 15%	4.50%
Net interest as a % of annual rates income-less than 20%	8.18%
Liquidity-range 110%-170%	119%

## BALANCED BUDGET BENCHMARK



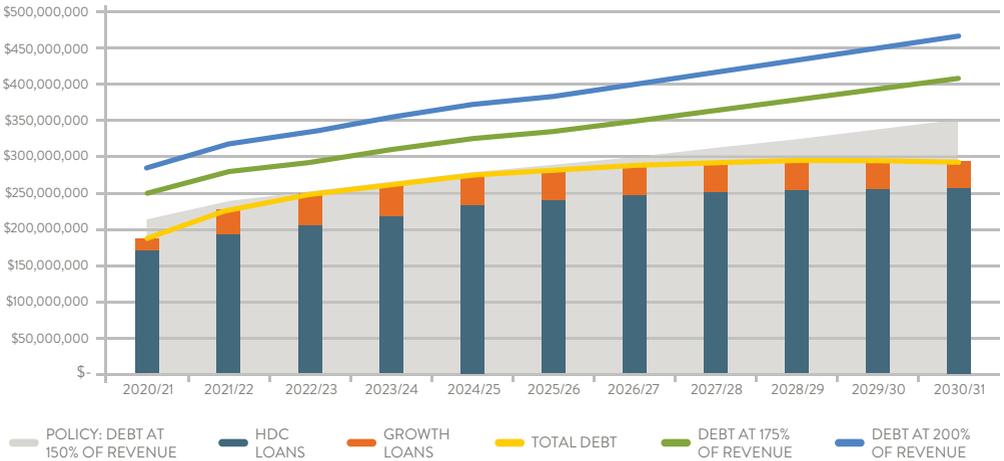
## Balancing the budget

One of the key financial targets for a council is to ensure that annual operating revenue is set at a level to fund annual operating expenses. The graph ‘Balanced Budget Benchmark’ shows we are on track with this legislative benchmark, and that our budgets are fiscally prudent.

## Our debt forecast

In circumstances where expenditure benefits ratepayers over an extended time period, the use of loan funding is an important tool to ensure costs are spread across ratepayers over time. Total debt is forecast to peak at \$294 million in Year 7, reducing to \$286 million by Year 10.

## PUBLIC DEBT FORECAST SUMMARY



Debt can be separated into two parts:

- 1. Growth Debt** – for new development areas which is funded from developers via development contributions. This debt is only incurred if growth happens.
- 2. Community Debt** – which has been created from projects undertaken for the benefit of the wider community.

These two components of the forecast debt position are outlined in the graph ‘Public Debt Forecast Summary’ along with how this compares to the Council’s current policy for borrowing.

This shows that the current policy of limiting borrowing to 150% of income needs to change to allow some room to borrow for any future unplanned events; alternatively Council will need to cut investment out of the plan.

## Quantified limit on debt

The current policy position (150% of income) is considered reasonably conservative (and at the lower end when compared to many other councils), therefore it is being proposed to change the policy to set a borrowing limit at 175% of income (this is also depicted in the graph ‘Public Debt Forecast Summary’).

The Council could borrow to levels beyond 250% of income – but this is not considered a prudent or sustainable position.

The change in policy position will create debt capacity of about \$50m in the early years of the plan.

## Your rates

### Not all rates bills are equal

Often you hear people talk about average rates increases being at a certain level. But simply taking that figure and applying the increase to your rates invoice will not necessarily give an accurate representation. Why? Well actually there are a number of reasons.

One property may be more valuable than another, or it may be connected to Council services whilst another may not. A property may be in an urban area and closer to facilities than a rural property. A property may be used for a commercial purpose rather than as a home. All of these factors can impact on the level of rates.

We have outlined opposite some examples of common types of property in our district and the average rates impact of the 2021/22 budget. These are examples only. For specific information on your property please use the rates database which can be found at [www.hastingsdc.govt.nz](http://www.hastingsdc.govt.nz)

*Note: The increase for Hastings and Havelock North CBD and Havelock North residential are subject to separate proposals being funded by targeted rates specifically on these properties*

RATING AREA ONE			
	LAND VALUE (\$)	RATES 2020/21 (\$)	PROPOSED RATES 2021/22 (\$)
<b>Urban Residential</b>			
Flaxmere	104,000	2,050	2,158
Hastings	265,000	2,697	2,882
Havelock North	340,000	3,022	3,279
<b>Townships</b>			
Whakatū	120,000	1,884	1,977
Clive	225,000	2,250	2,386
Haumoana	305,000	2,144	2,299
<b>Commercial/Industrial</b>			
Hastings CBD Retail	562,000	11,141	12,264
Havelock Nth CBD Retail	840,000	13,376	15,292
Suburban	780,000	10,185	11,259
Commercial Non-Urban	1,150,000	10,934	12,192
<b>Horticulture/Farming</b>			
Small	665,000	2,265	2,502
Medium	1,235,000	3,741	4,152

RATING AREA TWO			
	LAND VALUE (\$)	RATES 2020/21 (\$)	PROPOSED RATES 2021/22 (\$)
<b>Coastal Residential</b>			
Whirinaki	310,000	1,744	1,830
Waimārama	360,000	1,720	1,821
Waipātiki	260,000	1,904	1,994
<b>Commercial/Industrial</b>			
Small	83,000	794	850
Medium	245,000	1,388	1,484
<b>Farming</b>			
Small	250,000	1,045	1,118
Medium	445,000	1,478	1,581
Large	1,130,000	2,999	3,207

*Note: Excludes Capital Contribution Schemes (Water or Wastewater) and Swimming Pool Targeted Rates*

## Changes to fees and charges

In general the fees and charges across various Council facilities and services increase by inflation each year.

Outlined below are some larger proposed increases which reflect the actual costs of service delivery.

FEE OR CHARGE	FROM	TO
Trade Waste (Note: for industrial users)	\$2,728 (per litre per second pa of peak flow)	\$3,097
Senior Cricket Pitches	\$2,223 (20 week season)	\$2,901
Cemetery and Crematorium	The fee schedule for burial and cremation contains a range of proposed fee increases which fall broadly within the 15% to 25% range.	

The full schedule of fees and charges can be found in the Long Term Plan Supporting Information at [www.myvoicemychoice.co.nz](http://www.myvoicemychoice.co.nz)



# OTHER MATTERS

## Revenue and Financing Policy

The Revenue and Financing Policy outlines who benefits from Council's key activities and how they should be funded. No major changes are proposed to the policy. A change as outlined below is proposed with no material impact on ratepayers. Instead of defining an exact funding target for each activity it is now expressed as a range (with the ranges in 25% increments up to 100%). So while the intent of the policy is the same, it does now provide a little more flexibility to operate within to recognise that in any one year factors can influence achievement of the funding target.

## Development Contributions Policy

Council has updated its schedule of charges to reflect actual costs incurred and updated its budgets for future growth capital expenditure. Increased investment to support growth has resulted in increases of 20% plus over the range of types of development. Further information on how that could impact each development can be found in the proposed 2021/22 Development Contributions Policy.

## Rate Remission Review

Council periodically reviews its rate remission policies. These policies help to make the rating system more fair and equitable in certain situations. That review has determined that all existing policies are operating largely as intended, with the exception being the proposed remission in respect of:

### Returning your additional Refuse Bin/ Recycling crates

Properties containing additional dwellings which choose to receive a reduced level of service will receive a full refund for any additional refuse bins/crates charges if the bins/crates have been returned to Council prior to the commencement of the rating year.

### Using the Refuse Service less frequently

Where a property chooses to use the refuse service fewer than 26 times per year (measured by automated lift data) 25% remission will be applied to the rate account at the end of the following rating year.

For more details on the above policies please either view the policy in the Long Term Plan Supporting Information at [www.myvoicemychoice.co.nz](http://www.myvoicemychoice.co.nz) or phone 871 5000 for a copy.



## Coastal strategy update

Global warming, sea level rise, predicted increases in the intensity of storms and the related waves generated are likely to impact our coastal areas more severely in the next 100 years.

The Clifton to Tāngoio Coastal Hazards Strategy 2120 is a collaborative project led by Hastings District Council, Maungaharuru-Tangitū Trust, Napier City Council, Mana Ahuriri Incorporated, Hawke's Bay Regional Council and Heretaunga Tamatea Settlement Trust. This Strategy has been in development since 2016. It seeks to ensure that coastal communities, businesses and critical infrastructure from Tāngoio to Clifton are resilient to the effects of coastal hazards.

So far the Strategy has mapped coastal hazards areas, identified risks, and through a collaborative process involving two community-based assessment panels and wider community engagement, developed

preferred responses to coastal hazards for short, medium and long-term horizons, up to 100 years.

Work is now being advanced to refine designs and costs for coastal defence options, investigate the costs and processes of retreating from hazards areas, review the existing regulatory framework and develop a funding model for Strategy implementation.

Due to the significant size, complexity and scale of the Coastal Hazards Strategy, the partner councils have agreed to engage and consult on the final proposed Strategy outside of the 2021 – 2031 Long Term Plan consultation process. This will ensure that all affected ratepayers have the opportunity to consider the proposal and have their views heard.

Targeted and specific consultation on the Strategy is being planned for October 2021. More information can be found on the project website at [www.hbcoast.co.nz](http://www.hbcoast.co.nz)

To the reader:

## Independent auditor's report on Hastings District Council's consultation document for its proposed 2021-31 Long Term Plan

I am the Auditor General's appointed auditor for Hastings District Council (the Council). The Local Government Act 2002 (the Act) requires the Council to prepare a consultation document when developing its long term plan. Section 93C of the Act sets out the content requirements of the consultation document and requires an audit report on the consultation document. I have done the work for this report using the staff and resources of Audit New Zealand. We completed our report on 18 March 2021.

### OPINION

In my opinion:

- the consultation document provides an effective basis for public participation in the Council's decisions about the proposed content of its 2021-31 long term plan, because it:
  - fairly represents the matters proposed for inclusion in the long term plan; and
  - identifies and explains the main issues and choices facing the Council and district, and the consequences of those choices; and
- the information and assumptions underlying the information in the consultation document are reasonable.

### EMPHASIS OF MATTER

Without modifying our opinion, we draw attention to the following disclosure in the consultation document.

#### Uncertainty over three waters reforms

Page 3 outlines the Government's intention to make three waters reform decisions during 2021. The effect that the reforms may have on three waters services provided is currently uncertain because no decisions have been made. The consultation document was prepared as if these services will continue to be provided by the Council, but future decisions may result in significant changes, which would affect the information on which the consultation document has been based.

### BASIS OF OPINION

We carried out our work in accordance with the International Standard on Assurance Engagements (New Zealand) 3000 (Revised): Assurance Engagements Other Than Audits or Reviews of Historical Financial Information. In meeting the requirements of this standard, we took into account particular elements of the Auditor General's Auditing Standards and the International Standard on Assurance Engagements 3400: The Examination of Prospective Financial Information that were consistent with those requirements.

We assessed the evidence the Council has to support the information and disclosures in the consultation document. To select appropriate procedures, we assessed the risk of material misstatement and the Council's systems and processes applying to the preparation of the consultation document.

We did not evaluate the security and controls over the publication of the consultation document.

### RESPONSIBILITIES OF THE COUNCIL AND AUDITOR

The Council is responsible for:

- meeting all legal requirements relating to its procedures, decisions, consultation, disclosures, and other actions associated with preparing and publishing the consultation document and long term plan, whether in printed or electronic form;
- having systems and processes in place to provide the supporting information and analysis the Council needs to be able to prepare a consultation document and long term plan that meet the purposes set out in the Act; and
- ensuring that any forecast financial information being presented has been prepared in accordance with generally accepted accounting practice in New Zealand.

We are responsible for reporting on the consultation document, as required by section 93C of the Act. We do not express an opinion on the merits of any policy content of the consultation document.

### INDEPENDENCE AND QUALITY CONTROL

We have complied with the Auditor General's:

- independence and other ethical requirements, which incorporate the independence and ethical requirements of Professional and Ethical Standard 1 issued by the New Zealand Auditing and Assurance Standards Board; and
- quality control requirements, which incorporate the quality control requirements of Professional and Ethical Standard 3 (Amended) issued by the New Zealand Auditing and Assurance Standards Board.

In addition to our audit and our report on the disclosure requirements, we have carried out a limited assurance engagement related to the Council's debenture trust deed, which is compatible with those independence requirements. Other than these engagements, we have no relationship with or interests in the Council or any of its subsidiaries and controlled entities.

*Karen Young*

Karen Young

Audit New Zealand

On behalf of the Auditor-General, Wellington, New Zealand

# YOUR COUNCILLORS



Mayor  
Sandra Hazlehurst



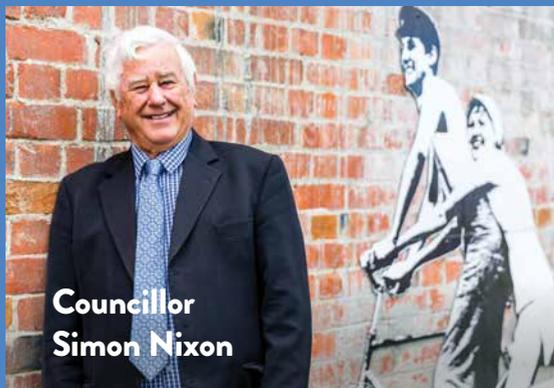
Councillor  
Ann Redstone



Councillor  
Henare O'Keefe



Councillor  
Eileen Lawson



Councillor  
Simon Nixon



Councillor  
Bayden Barber



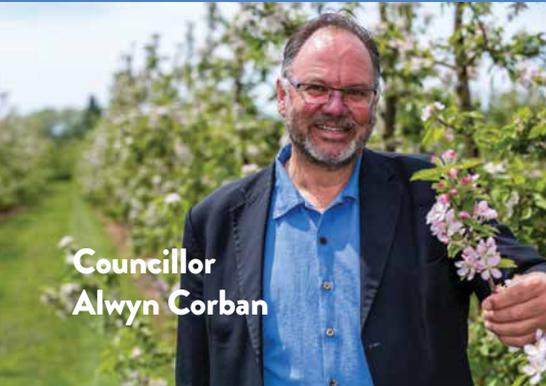
Councillor  
Sophie Siers



**Councillor Tania Kerr  
(Deputy Mayor)**



**Councillor  
Damon Harvey**



**Councillor  
Alwyn Corban**



**Councillor  
Peleti Oli**



**Councillor  
Geraldine Travers**



**Councillor  
Malcolm Dixon**



**Councillor  
Kevin Watkins**



**Councillor  
Wendy Schollum**



# YOUR VOICE IS IMPORTANT

**Have your say on what matters to you.**

See inside cover for more information.  
[www.myvoicemychoice.co.nz](http://www.myvoicemychoice.co.nz)

**Submissions close Friday 7 May 2021.**

