



**CENTRAL
HAWKE'S BAY**
DISTRICT COUNCIL

Council Workshop

Thursday, 15 August 2024

9.00am

Council Chambers,

28-32 Ruataniwha Street, Waipawa

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1 REPORT SECTION

1.1 COUNCIL WORKSHOP

File Number:

Author: Doug Tate, Chief Executive

Authoriser: Doug Tate, Chief Executive

Attachments: 1. 15 August 2024 - Public Workshop Presentations [↓](#)

PURPOSE

This public workshop followed Councils meeting of 15 August 2024 and covered the following topics:

Quick Updates

This session provided Council with a quick update on the QV Valuation and Councils Representation Review underway.

Land Transport Recovery Update

This session provided an opportunity for Councillors to receive a detailed update on the Land Transport Recovery programme as it transitioned from emergency response funding delivery to a forward-planned recovery approach.

Specifically, we provided an overview of the work completed to date and the remaining recovery work yet to be completed. We also updated on the \$91 million available for Hawke's Bay Councils for land transport recovery work and outlined the proposed programme for how Council would access this funding.

Part of this workshop included seeking feedback from Elected Members on a draft prioritisation framework to help inform our immediate recovery funding application for the current financial year.

Public Excluded Workshop

There was no public excluded workshop.

Council Public Workshop

15 August 2024



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Quick Updates

QV Valuation Process and Representation Review Update

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QV Revaluation Update

15 August 2024



Revaluation Process

Activity	Timeframe
Valuation as at	01/09/2024
QV supplies draft files to Office Valuer General	23/01/2025
Audit Signoff	14/02/2025
Public Notice	19/02/2025
Owners Notice Sent	26/02/2025
Last Day of Objection Period	04/04/2025
Objections Completed	31/05/2025
CHBDC Updates Rating Database & Reconciled	15/06/2025
Rates Struck	30/06/2025



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Flood Damaged/Weather event valuation methodology

The following process have been followed by valuers working on revaluations throughout the North Island to identify evidence individual property impact or of market discounts being applied to properties/localities;

- Review of any council provided individually impacted properties (BCA Stickered/Categorisation framework)
- Valuers reviewing hazard maps for their areas – including coastal erosion GIS maps
- Valuers reviewing EQC settled claims for their areas
- Reviewing properties which adjoin areas of heightened risk through the line flow process
- Ensuring sales of any impacted properties are identified.



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Valuation approach, FOSAL Properties

Determining the effect of properties impacted or categorised.

The approach taken with this data is as following:

- Valuers will analyse the data to determine whether any of these properties have sold since the Cyclone Gabrielle event, if so sales will be reviewed and analysed.
- Analysed sales have then been compared against comparable properties which have sold in the general area but have not been categorised, to determine any impact on value.
- If valuers have been able to access council records, individual plans which may contain information relevant to a properties risk assessment have been reviewed.
- All Category 2 properties will be externally inspected to attempt to determine extent of damage/potential value impact.
- Valuers have been analysing evidence to determine whether there are individual discounts warranted or geographic discounts warranted.



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High Level Trends since 2021

Property Type	Movement (Sept 2021 – Today)
Residential – Average Sales Price achieved in 2024 \$561,000	10% - 15% decline in values
Commercial & Industrial	Mixed – expected similar levels to 2021
Rural – Average Sales values \$18,000 - \$30,000/ha	similar levels to 2021

Property Type	2021 Value (millions)	% of District		Prorated 2024 Value (millions)	% of Change	% of District		Change
Residential	2,806	30%		2,469	(12.0%)	28%		(2%)
Lifestyle	1,107	12%		974	(12.0%)	11%		(1%)
Commercial / Industrial	399	4%		399	0.0%	5%		0%
Rural	4,939	53%		4,939	0.0%	56%		3%
Total	9,251	100%		8,781	(9.5%)	100%		0%



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Representation Review Update

15 August 2024



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Representation Review & Māori Wards

- 5 Sept – Extraordinary Council meeting
- Hearing of submissions – potentially deliberations.
- 30 submissions – 4 speaking to date.
- Decisions to either affirm / rescind Māori Wards
- If **affirmed** – continue with Rep Review current rep review process and have a poll at 2025 Local Elections
- If **rescind** - various options to consider and will include a mini Representation Review
- If **rescind** – and revert to current arrangements, no mini Representation Review



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Land Transport Recovery update

15 Aug 2024

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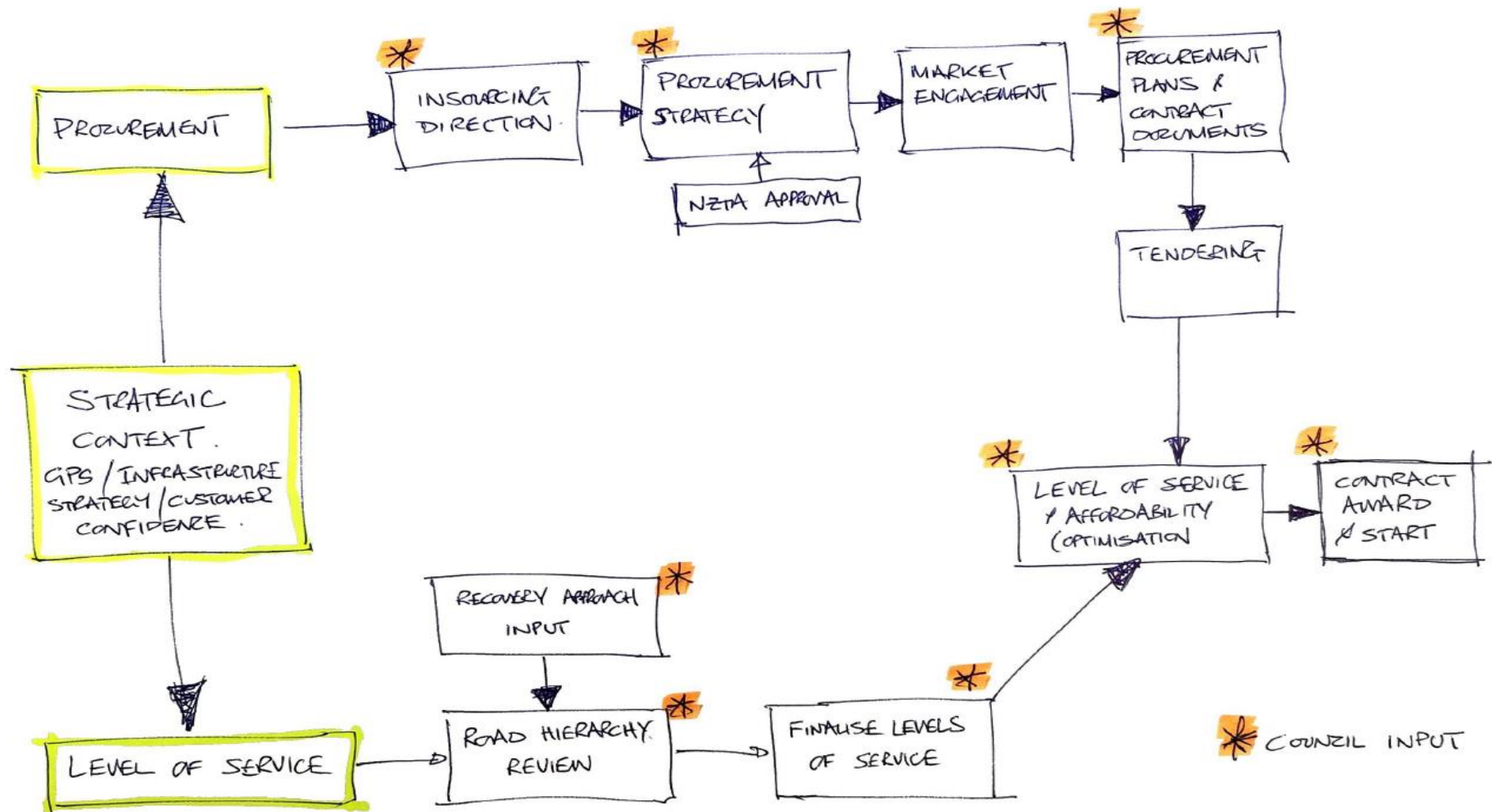
Land Transport – Next steps

- Initial discussion had with Land Transport Elected Member working group to set direction for procurement of roading maintenance contract, road hierarchy and level of service review
- The high-level plan on the following page shows the general sequence of activities. Council officers are currently producing a detailed programme that will set out the priorities over the next 9-12 months
- A 'Service Delivery Excellence' approach is proposed to replace the Supplier Improvement and Land Transport Improvement Programme
- The working group and Council will have several opportunities to input and shape the approach going forward



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Road to RECOVERY

Presented by Rebecca England

15 August 2024



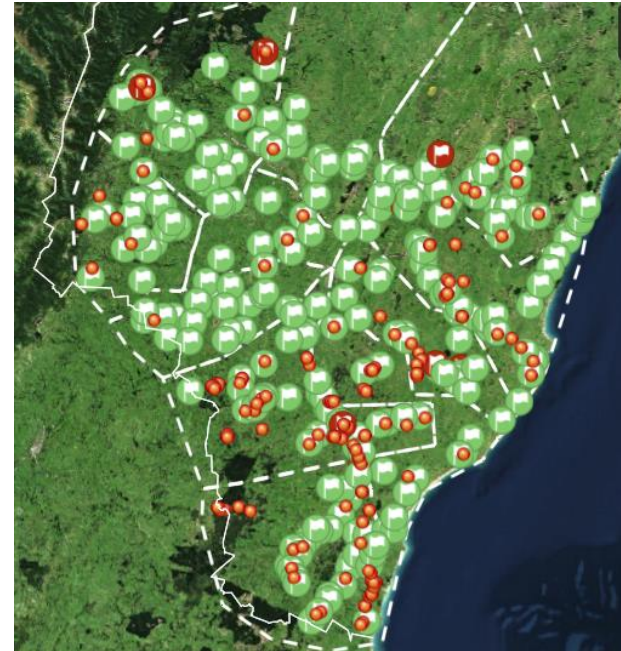
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Emergency Response Funding Delivery

- Funding deadline
 - 30 June 2024 → 31 December 2024
 - Short timeframe to deliver
- Funding criteria
 - Unclear at commencement
 - Restricts the sites and repair solutions
- Data collection and management
 - Thousands of faults identified with no system or parameters set up to do so before the event
- Prioritisation
 - Providing access safe access to communities
 - Highest risk of further degradation
 - Speed of delivery

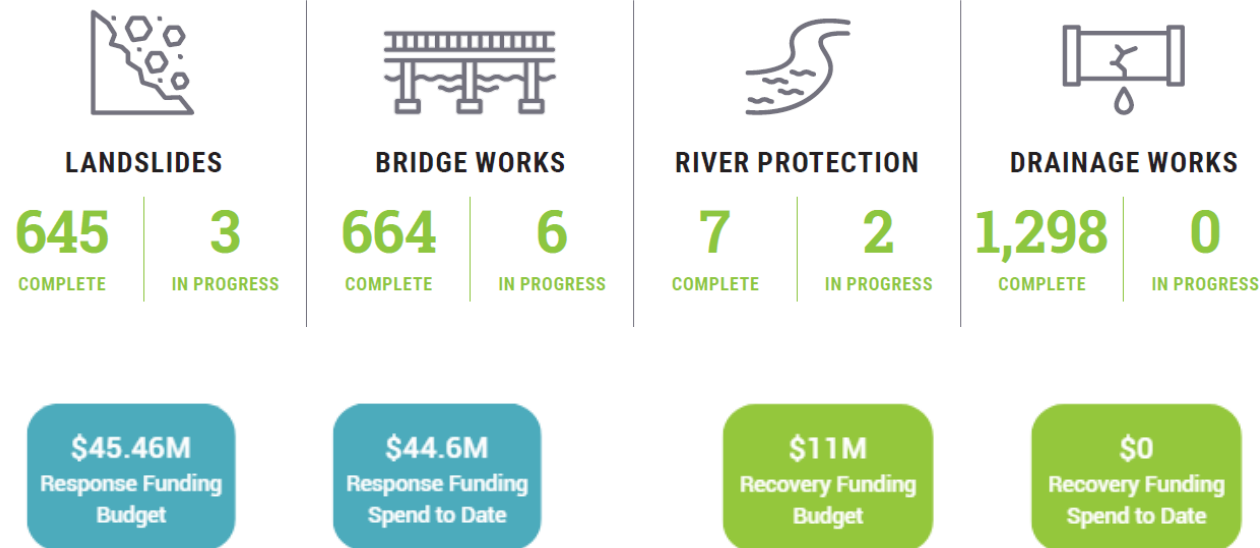


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Works completed to date



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Response projects still in progress

- Tourere Road RP4.5 Road Realignment
 - Final walkover inspection completed
 - Minor drainage snags
- Gwavas Bridge
 - Rock rip rap protection
 - Guardrail and line marking
- Douglas Cutting Bridge
 - Line marking to be completed



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Recovery Phase 1

- Wimbledon Road RP9.5
 - Design options report presented to Council. Further investigation underway to avoid realignment of the stream.
 - Risk of significant delay due to potential land acquisition
- Fletchers Crossing
 - Preferred solution exceeds available budget. Investigation into river management options to reduce risk is underway.
 - Temporary reinstatement options also under development.
 - Potential to consider accepting a lower level of service in the long-term repair rather than a high cost, high resilience option.
- Elsthorpe Road RP14.9
 - Repair solution selected design underway. Temporary seal and drainage works underway.
 - Opportunity for material reuse in stop bank construction.
- Wimbledon Road RP1.3
 - Repair solution selected, detailed design near completion
 - There is a risk that the site significantly degrades prior to construction



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Recovery Prioritisation

Weightings	List of criteria	Specific scoring definitions				Explanation
		1	2	3	4	
30%	Risk of complete loss of service before repair	negligible (within the next 10 years)	low (within the next 5 years)	medium (within the next 2 years)	high (within the next year)	Engineer's judgement of the risk e.g. failure within the next 1 year, 2 years, 5 years or 10 years
20%	Social importance/community impact	Not mentioned	some (1-3 mentions)	moderate (3-10)	High (highly mentioned by community, greater than 10 people)	The number of times a road/site was mentioned by the community e.g. score of 4 would be the sites that have been most mentioned. Community feedback to date has been broken into sessions within regions so can deduce from these the different areas and their associated feedback.
20%	Route importance to network	local to gravel roads (rural roads)	standard roads (peri-urban roads)	Rural connectors	Key arterial roads/SH	This criteria is replacing ONRC. Key routes include State Highways etc. Have used some of the ONF naming e.g. rural roads, peri-urban roads
15%	weight restrictions	no restrictions	15-30t	5-<15t	fully restricted	This criteria, in combination with 'detour route', would cover the basis of economic impact.
15%	Detour route	suitable detour (<5km)	5-10km	10-20km	no detour available	This criteria, in combination with 'weight restrictions', would cover the basis of economic impact.

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Maintenance and Recovery prioritisation

		Recovery	Maintenance
Value for Money	Whole of life cost	X	X
Customer Exposure	Traffic Volumes	X	X
	Total loss of service risk	X	
	Safety Risk	X	X
Economic Priority	HGVs	X	X
	Traffic Volumes	X	X
	Detour Impact	X	

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Recovery funding phase 2

- \$91 million available for 24/25FY Hawkes Bay Council's local roading recovery
- Funding to be administered by New Zealand Transport Agency (NZTA)
- Funding deadline and criteria not yet confirmed
- Application underway - first draft submitted
- Working with Regional Recovery Agency to submit a multiyear programme to NZTA
- Funding application submitted to the Crown Recovery Unit to access acceleration funding and provide more internal resource. Outcome expected 19 August announcement on 20 August.



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