

Notice is hereby given that an ordinary meeting of the Horowhenua District Council Strategy Committee will be held on:

Date: Wednesday 28 February 2018
Time: 4.00 pm
Meeting Room: Council Chambers
Venue: 126-148 Oxford St
Levin

Strategy Committee

OPEN AGENDA

MEMBERSHIP

Mayor	Mr Michael Feyen	
Deputy Chairperson	Mrs Victoria Kaye-Simmons	
Councillors	Deputy Mayor Wayne Bishop	
	Mr Ross Brannigan	
	Mr Ross Campbell	
	Mr Neville Gimblett	
	Mr Barry Judd	
	Mrs Jo Mason	
	Mrs Christine Mitchell	
	Ms Piri-Hira Tukapua	
	Mr Bernie Wanden	
Reporting Officer	Mr David Clapperton	(Chief Executive)
Meeting Secretary	Mrs K J Corkill	

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www.horowhenua.govt.nz

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Horowhenua District Council Service Centre, 126 Oxford Street, Levin
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Shannon Service Centre/Library, Plimmer Terrace, Shannon
and Te Takeretanga o Kura-hau-pō, Bath Street, Levin

ITEM	TABLE OF CONTENTS	PAGE
PROCEDURAL		
1	Apologies	5
2	Public Participation	5
3	Late Items	5
4	Declarations of Interest	5
5	Confirmation of Open & In Committee Minutes – 8 November 2018	5
6	Announcements	5
REPORTS		
7	Executive	
	7.1 Growth Response Projects Update	7
	7.2 Mayor's Work Programme	19

1 Apologies

2 Public Participation

Notification to speak is required by 12 noon on the day of the meeting. Further information is available on www.horowhenua.govt.nz or by phoning 06 366 0999.

See over the page for further information on Public Participation.

3 Late Items

To consider, and if thought fit, to pass a resolution to permit the Council to consider any further items which do not appear on the Agenda of this meeting and/or the meeting to be held with the public excluded.

Such resolution is required to be made pursuant to Section 46A(7) of the Local Government Official Information and Meetings Act 1987, and the Chairperson must advise:

- (i) The reason why the item was not on the Agenda, and
- (ii) The reason why the discussion of this item cannot be delayed until a subsequent meeting.

4 Declarations of Interest

Members are reminded of their obligation to declare any conflicts of interest they might have in respect of the items on this Agenda.

5 Confirmation of Minutes

5.1 Meeting minutes Open & In Committee Strategy Committee, 8 November 2017

6 Announcements

Public Participation (further information):

The ability to speak at Council and Community Board meetings provides the opportunity for members of the public to express their opinions/views to Elected Members as they relate to the agenda item to be considered by the meeting.

Speakers may (within the time allotted and through the Chairperson) ask Elected Members questions as they relate to the agenda item to be considered by the meeting, however that right does not naturally extend to question Council Officers or to take the opportunity to address the public audience be that in the gallery itself or via the livestreaming. Council Officers are available to offer advice to and answer questions from Elected Members when the meeting is formally considering the agenda item i.e. on completion of Public Participation.

Meeting protocols

1. All speakers shall address the Chair and Elected Members, not other members of the public be that in the gallery itself or via livestreaming.
2. A meeting is not a forum for complaints about Council staff or Council contractors. Those issues should be addressed direct to the CEO and not at a Council, Community Board or Committee meeting.
3. Elected members may address the speaker with questions or for clarification on an item, but when the topic is discussed Members shall address the Chair.
4. All persons present must show respect and courtesy to those who are speaking and not interrupt nor speak out of turn.
5. Any person asked more than once to be quiet will be asked to leave the meeting.

Growth Response Projects Update

File No.: 18/87

1. Purpose

To provide a status update on the Growth Response work programme with a focus on providing up to date information on current key projects and planning.

2. Recommendation

- 2.1 That Report 18/87 Growth Response Projects Update be received.
- 2.2 That this matter or decision be recognised as not significant in terms of s76 of the Local Government Act 2002.

3. Background/Previous Council Decisions

Otaki to North Levin (O2NL)

The NZ Transport Agency (NZTA) Project Reference Group (PRG), including Council Elected Members and Officers, along with members of the community, iwi and other stakeholders met in August 2017 to discuss outcomes of the Multi Criteria Analysis process. Following this, further investigations were undertaken including traffic modelling, constructability and continued discussions with Tangata Whenua. This information was reported back to the PRG prior to commencement of engagement with effected and potentially effected landowners at the end of January 2018. Since then NZTA have met with a considerable number of landowners and will continue to engage directly with these landowners.

The NZTA public announcement of short-listed options for engagement was made on 5th February. All options are east of the existing Levin and Manakau townships – three north of the Ohau River and three south, providing a combined total of nine options for consideration. The NZTA 'Pop-up' shop in Levin also opened on 7th February and provides an opportunity to view maps and talk directly with the NZTA project team.

To date Council has not supported a preferred expressway location; however it understands the reasons why alignments to the west of Levin have been excluded from this round of engagement. This has provided relief for some landowners and anxiety for others. Council continues to support the process for NZTA to identify an alignment that delivers the best overall outcomes for the District. Unfortunately the recent serious accidents and road closures on the State Highway network south of Levin have once again highlighted the critical importance of the O2NL expressway to deliver much needed improvements to safety and resilience of the highway network. The predicted future increases in traffic volumes coupled with the looming completion and subsequent flow on traffic impacts (further exacerbating safety issues) of Transmission Gully and the Peka Peka to Otaki Expressway is extremely concerning.

It is clear that all options have positive and negative effects, to varying degrees, across a broad range of criteria. Council is developing a process to provide feedback to NZTA by early April 2018 in response to the second round of engagement with affected or interested stakeholders and the public generally (Noting that this is not a formal submission process lodged under the RMA). To date Council has conducted a briefing with Elected Members and Officers to highlight key issues and information required to feel sufficiently informed to provide feedback on this round of engagement. A further internal Council briefing is scheduled for 28th February. Direction will then be sought from Elected Members around key issues for inclusion in a draft submission prior to adoption at the 4th April Strategy Committee meeting.

Transforming Taitoko / Levin

Work was completed in December 2017 on the draft Levin Town Centre Strategy to provide a clear understanding of the current issues and future opportunities for the Levin Town Centre regardless of if or when a Levin Bypass is implemented by NZTA.

There is a once in a lifetime opportunity to redefine Levin's Town Centre in response to the economic, social and transportation changes that are already happening. Council Officers and Elected Members have conducted a review of the draft Strategy, with feedback being incorporated into a consultation document currently being developed by Council graphic design team. Planning and preparations for the community engagement is underway and includes the engagement material, a short infographic style video and arrangements for a 'pop-up' style public engagement hub.

The following key considerations and associated opportunities/outcomes have been identified in the updated Strategy:

- Earthquake Prone Buildings
- Potential Bypass
- Transport Options
- Town Centre Activity
- Spatial Orientation
- Identity.

Council has established an internal Project Advisory Group with the initial meeting held in February 2018 covering a review of the Levin Town Centre programme and the links with other relevant projects (Earthquake prone buildings, Trust establishment, O2NL and Growth Strategy). Future opportunities will be explored to setup a Project Working or Reference Group with key stakeholders.

Horowhenua Growth Strategy

The District is growing faster than at any other time in the past quarter of a century. Because of growth pressures, combined with projected population increase, Council Officers have been reviewing the Horowhenua Development Plan 2008 and preparing a Growth Strategy that looks out to 2040. The Growth Strategy identifies how the district can accommodate the projected population increase and new businesses. The Strategy will signal where the future growth areas are likely to be and ultimately how the District will change and grow. The Strategy is to be adopted by Council following public engagement. This won't change the zoning of the land identified for growth, it will set the direction, which can then be implemented through a public District Plan change process. Timing and engagement on a plan change would likely commence in mid-2018 and could take up to 18 months.

A challenge for this work has been maintaining an appropriate level of momentum while the Otaki to North Levin expressway project advances. While there is uncertainty over the preferred corridor and interchange options it maintains a level of uncertainty for the settlements with potential growth areas in the expressway project area.

In late 2017, letters and maps of the potential future growth areas were sent out to affected landowners across the District. A subsequent drop-in session and ongoing individual meetings and phone calls have provided valuable insight to improve the understanding of the sites and the alignment of landowner's future aspirations with Council's proposals. Some landowners were positive about the idea, while others said they didn't want to change the way they were using their land. The landowner feedback resulted in some further refinement to the identified growth areas.

While the landowner engagement has been occurring technical work has continued with the development of the Growth Strategy assumptions and the Liquefaction and Flood Risk Hazard Assessment for the potential growth areas.

4. Issues for Consideration

Otaki to North Levin (O2NL)

In conjunction with the process to develop feedback to provide to NZTA in April, Council will continue to engage with members of the Community including attendance at specific meetings with/without NZTA in attendance to better understand individual/groups views and support understanding of the process.

At this stage no position is held by Council on a preferred alignment, continued focus will remain on:

- Timing of the project and its necessity to further enable growth, regional economic benefits and deliver key safety and resilience outcomes for locals and inter-regional motorists and cyclists alike
- Benefits and issues that various corridor options present
- Principle outcomes outlined in submission to the 1st round of engagement

NZTA will likely make a recommendation to its Board in mid-2018 on the best performing option, once all feedback has been taken into account – the alignment is not considered a preferred option until the Board has endorsed it. A key next step will then be for NZTA/Central Government to confirm timing for the project, this is important for delivering the expected project outcomes as soon as possible and additionally to provide clarity and certainty for residents directly and indirectly affected by alignment options. Additional effects are on areas zoned in the District Plan for development or being considered under the current Growth Strategy, with development likely to occur in the short to medium term. It is important to ensure these areas do not become “blighted” by a future transport project that has an uncertain delivery date.

Once timing for the project is confirmed, more detailed work can continue on:

- Input into the development of an interchange strategy and design to meet the needs of the existing community and future growth areas
- Confirmation of methods and level of input into a preferred alignment developed design process, prior to the formal consenting phase
- Audit of district plan to consider rules that exclude certain activities to ensure appropriate development and consider the provision of new opportunities resulting from the new expressway corridor.
- Development of a multi-modal Horowhenua 2040 transport strategy that provides improvements to the existing transport system and incorporates future growth areas and an O2NL expressway
- Investigation of a strategy for revocation of any redundant State Highway including key considerations for the Levin Town Centre.

Transforming Taitoko / Levin

Indicative timeframes for engagement as follows:

- March 2018 - Letters to building and business owners explaining the upcoming engagement process and arrangement of meetings to discuss
- April 2018 - Public Engagement on Strategy to inspire key stakeholders and the community to start thinking about future aspirations, opportunities and clearly highlight key projects to progress

Additional workstreams will be progressed in conjunction with or following development of the Strategy including:

- Further engagement and workshops with Iwi to develop the cultural and heritage context of the Strategy and exploring links to other initiatives, input and partnership in future opportunities to enhance the identity of the town centre and activity in this space.
- Alignment of District Plan rules with Strategy outcomes with potential for a 'Development Zone' to enable greater flexibility for new development
- Costing and programming of identified projects
- Coordination with the Earthquake Prone Building project to ensure options and solutions align with the Strategy
- Further work in conjunction with O2NL project including development of a Horowhenua 2040 Transport Strategy (Consideration of Multi-modal networks, ring roads etc.) and strategy for revocation

Horowhenua Growth Strategy

In conjunction with the Long Term Plan (which includes a consultation topic about the provision of reticulated services to existing settlements and future growth areas), the community will be consulted on the potential future growth areas. This public engagement is planned to commence from 23 February 2018. To support the preparation of the final Growth Strategy work will also continue on:

- Technical assessment of proposed growth areas including onsite testing to inform flooding and liquefaction hazard assessments
- Discussions with landowners
- Meetings with key stakeholders – including NZTA and Horizons
- Exploring opportunities for collaborative 'Master planning' of growth areas to ensure optimal community outcomes are provided by developments.
- Preparation of Structure Plans for future growth areas including the feedback received from public and landowner engagement.

Following the public engagement and completion of technical reports the Growth Strategy will be prepared for adoption by Council. The adopted Growth Strategy will form the basis for the development of a plan change to the District Plan to implement the Strategy through rezoning land for future development. A hold point prior to proceeding with a plan change is to understand how NZTA have progressed with identifying a preferred corridor and interchange options and the impact on any proposed future growth areas. Current indications are that a recommended option will be presented to the NZTA board in mid-2018 for subsequent approval of a preferred corridor. The expressway corridor options have potential to impact the future development of Levin, Ohau and Manakau.

Opportunities to collaborate with stakeholders will continue to be sought throughout the process to better inform planning and decisions.

Attachments

No.	Title	Page
A	HDC-Submission-to-NZTA-O2NL-Project-Engagement-Extract-from-Strategy-Committee-Agenda-5-July-2017 (3)	12

Confirmation of statutory compliance

In accordance with section 76 of the Local Government Act 2002, this report is approved as:
a. containing sufficient information about the options and their benefits and costs, bearing in

- mind the significance of the decisions; and,
- b. is based on adequate knowledge about, and adequate consideration of, the views and preferences of affected and interested parties bearing in mind the significance of the decision.

Signatories

Author(s)	Daniel Haigh Growth Response Project Manager	
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Approved by	David Clapperton Chief Executive	
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DRAFT HDC FEEDBACK TO NZTA ON THE O2NL RONS PROJECT

1. Introduction

- 1.1. The Horowhenua District Council (HDC) welcomes the opportunity to provide this feedback to the NZ Transport Agency (the Agency) on the Otaki to North of Levin (O2NL) Roads of National Significance project.
- 1.2. It outlines the key expectations and issues considered important for the development of the project from a HDC perspective and aims to support its progress.
- 1.3. The feedback is grouped under the following headings:
 - Collaboration and Support
 - Cultural and Heritage
 - Project Programme, Scope and Staging
 - Project Design
 - Effects on Urban Form
 - Interchanges
 - Walking and Cycling
 - Access and Road Network
 - Amenity
 - Environment and Ecology
 - Economic Impacts
- 1.4. This feedback is not intended to be a complete record of all the views, issues and requirements that HDC considers relevant to the project. It is reflective of our knowledge and the level information available on the project. As the project develops and more detailed information becomes available, we would welcome further opportunities to provide feedback.

2. Collaboration and Support

Collaboration

- 2.1. We support the collaborative approach being taken to develop the project. The Agency's willingness to engage with the community, key stakeholders and iwi is appreciated. The different perspectives and knowledge that these groups bring will provide valuable input to the project and deliver positive outcomes for the District. The current engagement plans proposed to the end of the year will ensure that communities, stakeholders and iwi get the opportunity to communicate to the Agency their views and aspirations for the project.

Support

- 2.2. The project is important for our District, and we are very eager to see it progress through to construction at the earliest opportunity. We fully support the intent of the project and acknowledge the transport benefits and the opportunities it can bring for the economy both at a national level and for our District, especially if the project planning and design process are well considered and delivered on.

Strategy Committee
05 July 2017

Horowhenua
DISTRICT COUNCIL

- 2.3. The project will create significant change to the roading infrastructure in the District. Approximately 27km of existing State highway will become local road and HDC's responsibility. Levin town centre will experience change and being a key centre in the District it is important that HDC plans effectively for the future changes.
- 2.4. Responding to these changes and engaging on the project generally, creates administrative challenges for HDC with increased demand for resources and specialist technical advice creating additional expenses.
- 2.5. To enable HDC to continue engaging effectively on the project, which assists the Agency deliver positive national and local project outcomes, the provision of financial or resourcing support is requested. This will help offset the additional expenses being created by the project.

3. Culture and Heritage

- 3.1. The Horowhenua District has high cultural and heritage value for iwi, hapū and the wider community. HDC supports strong engagement with iwi and hapū to ensure cultural issues are dealt with appropriately and sensitively. The Agency should support tangata whenua through the engagement process.
- 3.2. The District has a significant cultural landscape, containing wāhi tapu and areas and features of cultural importance, these need to be identified, respected and preserved in the design process.
- 3.3. The cultural significance to tangata whenua of the Tararua Mountain Range, the sea and rivers should be respected and preserved in the design process.
- 3.4. All components of the design of the Expressway and associated infrastructure should recognise the local cultural and heritage context.

4. Project Programme, Scope and Staging

Programme

- 4.1. The length of time taken to develop the project and the changes in scope are creating anxiety and uncertainty for our community. This will be compounded by the level of detail that surrounds this round of consultation.
- 4.2. Moving forward, HDC wants to see more certainty on the project for the District, our community and potentially affected property owners. Traffic growth has been high on SH1 over the last 3 years and can be expected to remain high, exacerbating existing traffic issues in the District. This demonstrates the crucial need to achieve the forecast construction start of 2021 or face unacceptable traffic conditions.
- 4.3. We support the current programme through to construction and consider it important that the Agency works expeditiously to achieve it.

Scope

Strategy Committee
05 July 2017



- 4.4. Whilst it is beneficial to extend the scope of the project from SH1 Taylors Road to the Manawatū River, we do however question the reasoning of ending the project at the Manawatū River and not the northern end of Foxton. Rooding standards and traffic volumes on the section of SH1 between Manawatu River and Foxton are no different to those immediately to the south.
- 4.5. The traffic impact on Foxton as the first town traffic on SH1 will pass through from Wellington needs to be assessed. Removing bottlenecks between Wellington and Foxton will create free flowing traffic conditions on SH1 that may create future traffic issues in Foxton.
- 4.6. The overall scope of the project should consider the impact not only within the District but also on the function of the District from an inter-regional perspective.
- 4.7. HDC does not support the scope of the project or staging scenario that ends the project south of Levin. This would not alleviate the traffic issues in the town centre.
- 4.8. The project needs to consider the high level of growth being predicted for the District with project decisions supporting the District achieves its growth projections. HDC are reviewing the future growth projections for the District and can provide updated information to the Agency.

Staging

- 4.9. Generally, HDC does not support any staging of the project; however, if staging was going to enable parts of the project to be delivered early this would be supported.

5. Project Design

- 5.1. The project should promote good urban design principles to assist the District to realise its growth potential and help achieve its community outcomes.
- 5.2. Given the scale of the project, it will have a profound effect on the District, its communities and landscape well into the future. Therefore, HDC expects the Agency to use best practice design standards with a high degree of innovation applied to produce project outcomes that support the District in achieving its community aspirations and outcomes.

6. Effects on Urban Form

- 6.1. The project should limit its overall impact on existing developed areas in the District.
- 6.2. The project should maintain the integrity of the district's growth areas and should minimise severance of these areas from existing residential areas, particularly around Levin.
- 6.3. Appropriate future proofing should be included in the design of new infrastructure to ensure that it can be easily upgraded to accommodate growth in the District.

7. Interchanges

Strategy Committee
05 July 2017



- 7.1. The provision of interchanges must be strategically located to ensure highly efficient access to Levin and its town centre. Levin is a key destination in the District which is reflected by the significant volume of traffic that has an origin or destination there.
- 7.2. It is desirable that the form of interchanges achieves as much free flow of traffic as possible, by using merges/diverges rather than give way or stop control.
- 7.3. HDC supports a connection to the south of Levin that will be the key access between Levin and the south. It is understood that a connection for Levin is being considered to the south of Ōhau; however, HDC considers that a location closer to Levin would provide a more beneficial access and give a sense to drivers that Levin is close. This location should be investigated.
- 7.4. It is understood that an interchange at Manakau has been investigated and whilst this would be desirable to serve the local area, it is not considered a suitable access to Levin from the south. The interchange would potentially attract a high volume of traffic onto the existing SH1 which would be a local road in the future.
- 7.5. The interchange provision should enable inter-regional freight movements that travel through Levin to avoid the town centre.
- 7.6. The interchanges on the expressway will form gateways and first impressions to the District, its towns and services and should enhance the appeal of the District for visitors and residents.
8. Walking and Cycling
 - 8.1. A shared walkway/cycleway should be provided that runs the length of the project like that built in the MacKays to Peka Peka RONS project.
 - 8.2. The project should integrate with HDCs shared pathways strategy, and ensure connection opportunities between O2NL pathways and HDC's local pathway network are included.
 - 8.3. Any residential areas severed by the Expressway should have appropriate connections for walking and cycling as long detours are not attractive or appropriate for these modes.
 - 8.4. The expressway should not limit the opportunity for the proposed growth areas to integrate with existing residential areas in terms of walking and cycling.
 - 8.5. Any roads that experience increases in traffic volumes should maintain the existing level of service for pedestrians and cyclists with mitigation measures as necessary.
 - 8.6. The project should improve traffic conditions in Levin town centre and create opportunities for improved pedestrian movement in and around the town centre.

Strategy Committee
05 July 2017



9. Access and Road Network

Access

- 9.1. The RONS project should recognise the key destinations in the District and provide easy access between these areas and the Expressway, especially for traffic associated with Levin.
- 9.2. Maintain efficient two-way access to Levin from the south via a connection at Ōhau or closer to Levin.
- 9.3. Maintain efficient two-way access between Levin and SH1 to the north.
- 9.4. Maintain efficient access to Levin from SH57 and Palmerston North.
- 9.5. Access between the local road network and expressway should minimise traffic on local roads that could otherwise be using the expressway.
- 9.6. Ensure the RONS interchange strategy maintains access points to Levin from the north and south.
- 9.7. Maintain and enhance access to key recreational areas within the District, especially the Tararua hill country, Ōhau River and Lake Horowhenua.
- 9.8. Provide good access from the expressway for freight traffic accessing industrial areas in Levin.

Road Network

- 9.9. Any changes to the local road network should minimise any increase in travel time for local traffic.
- 9.10. Reduce congestion and delays in the Levin Town Centre.
- 9.11. Any capacity and safety issues on the local road network because of changed traffic patterns should be mitigated.
- 9.12. The level of service for existing freight and commercial vehicle movements around the District should be enhanced.
- 9.13. Revoked State Highways should be designed to meet their new function as part of the local multi-modal transport network.
- 9.14. Revoked State Highways, including structures, are required to have an appropriate remaining life.

Strategy Committee
05 July 2017

Horowhenua
DISTRICT COUNCIL

10. Amenity

- 10.1. Any infrastructure changes should preserve and enhance the rural character of the District.
- 10.2. With the proposed Expressway running in a north-south direction any impact on the visual amenity and access between the Tararua Mountain Ranges and the sea should be minimised.
- 10.3. Contribute to enhancing the character and amenity in Levin Town Centre particularly by removing non-essential heavy vehicles.
- 10.4. Minimise effects on key view shafts for existing and future residential areas.
- 10.5. Promote innovation in the design to enhance the overall fit with the landscape and cultural heritage of the District.
- 10.6. Incorporate design components (e.g. artwork, embossed concrete surfaces) that promote and celebrate the local cultural and heritage context of the District.

11. Environment and Ecology

- 11.1. Improve the overall environmental footprint of transport infrastructure throughout the District affected by the project.
- 11.2. Improve the management of stormwater runoff from any new and revoked infrastructure.
- 11.3. Include positive environmental and ecological outcomes for land, air and water for native flora and fauna to thrive across the scope of the project.
- 11.4. The multiple small stream crossings and waterways should be recognised and provided for in the design and earthworks managed to maintain principle land forms.

12. Economic Impacts

- 12.1. Many businesses in the District are located adjacent to the existing State highways and rely on passing traffic. The impact on these businesses and the wider economic impacts on the District needs to be assessed as part of the project.

Mayor's Work Programme

File No.: 18/97

1. Purpose

To brief the Committee on key issues that Mayor Feyen is looking to progress in the near to medium term. It is considered appropriate that the Committee is aware of the Mayor's work programme so to ensure consistency in messaging wherever possible. Further, the Mayor is looking for the support of the Strategy Committee and, in turn, full Council to take these issues forward in a pragmatic manner perhaps through the establishment of small working parties to further explore and advocate to relevant stakeholder groups.

2. Recommendation

- 2.1 That Report 18/97 Mayor's Work Programme be received.
- 2.2 That this matter or decision be recognised as not significant in terms of s76 of the Local Government Act 2002.
- 2.3 That a working party consisting of the Mayor and be established to further explore the feasibility of growing hemp on a regional basis.
- 2.4 That a working party consisting of the Mayor and be established to further explore the issues of under utilized land and the Moutoa Spill Way.
- 2.5 That a working party consisting of the Mayor and be established to further explore alternative methods of transport – namely commuter rail with relevant stakeholders in conjunction with the Kapiti Coast District Council.
- 2.6 That the Committee endorses the Mayor working with the Chief Executive and the Foxton River Loop Working Party.
- 2.7 That a working party consisting of the Mayor and be established to further explore and test the feasibility of alternative drinking water sources(s) for the Horowhenua District.

3. Background/Previous Council Decisions

There are a range of issues facing the Horowhenua District in which the Mayor has a keen interest and that he intends to focus on in the near to medium term. Some of these issues were the subject of the Mayor's campaign during the 2016 triennial elections; others have surfaced since that point in time and are considered by the Mayor to be worthy of his (and Council's) attention. In summary those issues are:

- Ongoing effectiveness of the Community Forums
- Hemp regionally grown
- Underutilized land within the Horowhenua District
- The Moutoa Spillway
- Alternative methods of transport – namely commuter rail
- The Manawatu River Loop
- Alternate raw drinking water source

4. Issues for Consideration

4.1 Ongoing Effectiveness of Community Forums

As the Committee is aware, the Community Forums were established at the request of the Mayor following the 2016 Triennial Elections. The intent of the forums is to obtain the input from interested members of the community on key issues facing the Horowhenua District.

In September 2017 the Strategy Committee considered the Community Forum work programme and resolved the following issues be referred to the forums for further consideration/input:

- Hemp production – a potential industry in the Horowhenua?
- RoNS and Growth.

Since that point in time one Community Forum has been held with a particular focus on the potential for Hemp production as an industry in the Horowhenua District.

The Mayor has signaled his intention to meet with Jenny Rowan (independent facilitator) to discuss how the Community Forums might work throughout the remainder of the triennium. If supported by the Strategy Committee, the Mayor would also like to involve the Community Forums in some of the additional items (outlined in this report) contained on his work programme.

4.2 Underutilized land within the Horowhenua District

A key initiative for the Mayor is the consideration of how underutilized land in the Horowhenua District might be transformed to contribute to economic development. There are a range of opportunities worthy of further research and consideration for both unproductive and productive land owned by Local Government, Iwi Groups and private owners.

Two opportunities that might have merit for production in the Horowhenua District include Hemp and Manuka Honey.

The New Zealand Hemp Industries Association (NZHIA) has partnered with Massey University and will be hosting an inaugural New Zealand Hemp Summit at Massey University's Palmerston North Campus across two days being 5 and 6 July.

The Summit will bring together those with an interest in hemp industries from across New Zealand and further afield, including land owners, growers, investors, researchers and government.

The Summit organisers are aware of the strong interest from around New Zealand in hemp industries and want to ensure that the content and topics covered at the Summit reflect the opportunities and challenges facing the industry. With this in mind NZHIA is inviting communities of interest to register their respective interest areas and topics with organisers.

The Mayor intends to hold a local 'Mayoral Hui' in advance of the NZHIA Summit to better understand the opportunity and importantly understand issues, interest areas and perhaps barriers to establishing such an industry in a local context.

It is intended that the information/issues that comes out of a local Mayoral Hui are provided to the NZHIA Summit organizers for inclusion in the national summit.

4.3 The Moutoa Spillway

There is a view held by some that the land associated with the Moutoa Spillway could be utilized in a different manner that is better aligned with environmental outcomes but still provide a return.

This issue is closely aligned to that above in that one perspective is that the land may be better utilised for the likes of Hemp farming rather than existing uses such as intensive farming practice and related high nutrient runoff.

The Mayor is of the view that it would be useful to establish a small working party to work with the varying stakeholders to explore alternative and potentially more sustainable uses for this land. Possibly one of the first places for any working party to start with this issue would be to engage with the Horizons Regional Council which administers and manages this land.

4.4 Alternative methods of transport – namely Commuter Rail

Among the strategic priorities stated in the Regional Council's draft Regional Land Transport Plan (RTLTP), it is expected that all will deliver an optimised road, rail and public transport network that provides efficient, reliable access and movement for people and freight to and from key destinations within and outside the region. Of particular focus to the Horowhenua District Council is optimising the use of rail services.

The RLTP states that the use of rail in New Zealand is currently underutilized but can see the potential of increasing the volume of freight moved by rail during the lifetime of this plan. Rail use is further considered by stating the importance of maintaining the Palmerston North to Wellington passenger rail service, while looking for a longer term 40 year solution which will improve passenger rail services immensely.

However, little detail is provided on what upgrades will be happening to KiwiRail within our region including the potentially for double tracking.

In its submission to the draft RLTP Council has stated it wishes to discuss the future of providing a service through to Wellington from Levin throughout the day over the lifetime of this plan.

Further, Council has stated it wishes to emphasise/discuss the need for earlier implementation and improvement of rail services for the following reasons:

1. Provides efficient, effective, and safer travel both north and south of the Region
2. Offers alternative modes of travel for transport disadvantaged people
3. Reduced congestion on roads and competition with other transport modes

The Mayor, with the support of the Strategy Committee would like to establish a small working party to advance the issue of a commuter rail service in conjunction with other interested parties such as the Kapiti Coast District, Porirua City Councils and KiwiRail.

4.5 Foxton River Loop

Some excellent work has been undertaken to date advancing the issue of the Foxton River Loop. The Mayor would like to build on the work done to date and take advantage of initial discussions with Shane Jones, Minister for Regional Economic Development, where interest was signalled in providing financial support to this important initiative.

4.6 Alternative Raw Drinking Water Source

The Committee will be well aware of the fact that the sustainable supply of potable drinking water is a key issue facing the Horowhenua District into the future, particularly given the growth forecasts contained in the draft 2018-2038 LTP (draft LTP). Whilst issues around growth and reticulated supply feature heavily in the draft LTP so too does the issue of raw water source, the increased pressure on supply given growth and the need to consider options for future supply, demand management etc.

Over time alternative supply options have been touted by various parties which warrant further exploration. A recent option floated is the potential to reticulate excess water from a King Country Energy Hydro Dam to Council's water reservoirs for treatment and supply.

Again the Mayor is seeking support from the Committee to establish a working party to further explore such options and test for feasibility.

Attachments

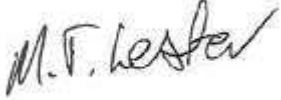
There are no attachments for this report.

Confirmation of statutory compliance

In accordance with section 76 of the Local Government Act 2002, this report is approved as:

- a. containing sufficient information about the options and their benefits and costs, bearing in mind the significance of the decisions; and,
- b. is based on adequate knowledge about, and adequate consideration of, the views and preferences of affected and interested parties bearing in mind the significance of the decision.

Signatories

Author(s)	Mark Lester Group Manager - Corporate Services	
Approved by	Michael Feyen Mayor	