

MINUTES



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MEMBERSHIP: Pat Seymour (Chair), Bill Burdett, Andy Cranston and Kerry Worsnop.
NZ Transport Agency Director Regional Relationships (Lower North Island) Emma Speight
Community Advisors: Francis (Matt) Broderick, Andrew Gaddum, Campbell Gilmour, Colene Herbert, Barney Tupara and Steve Weatherell

MINUTES of the HEARINGS Committee

Held in Te Ruma Kaunihera (Council Chambers), Awarua, Fitzherbert Street, Gisborne on Wednesday 12 May 2021 at 9:00AM.

PRESENT:

Chair Pat Seymour, Bill Burdett, Andy Cranston, Kerry Worsnop, Meredith Akuhata-Brown, Mayor Rehette Stoltz, and Community Advisors Colene Herbert, Barney Tupara and Steve Weatherell.

IN ATTENDANCE:

Chief Executive Nedine Thatcher Swann, Director Lifelines David Wilson, Director Internal Partnerships James Baty, Director Environmental Services & Protection Helen Montgomery, Chief Financial Officer Pauline Foreman, Acting Chief of Strategy & Science Joanna Noble, Democracy & Support Services Manager Heather Kohn and Committee Secretary Coral Dunn.

The meeting commenced with a prayer.

1. Apologies

MOVED by Cr Seymour, seconded by Cr Burdett

That the apologies from Campbell Gilmour, Andrew Gaddum and Matt Broderick be sustained.

CARRIED

2. Declarations of Interest

There were no interests declared.

3. Notices of Motion

There were no notices of motion.

4. Reports of the Chief Executive and Staff for INFORMATION

4.1 21-93 Regional Land Transport Plan Hearings - Covering Report

Toby Williams, Debbie Bidlake and Charlie Reynolds, Federated Farmers of New Zealand spoke to their written submission and responded to questions:

- Answers were to:
 - Limit logging loads in the winter.
 - Relinquish maintenance to forestry as our roads were never designed for logging.
 - introduce bylaws to reduce winter harvesting as there was ample evidence and justification to do this.
- Farmers would be prepared to pay the cost of restricting loading in the winter if they were harvesting.
- It is either money, over the safety of our children.

Jason Lines, Gisborne Cycle and Walkway Trust spoke to their written submission and responded to questions:

- Biking would be safer when the cycleway network was fully connected.
- There was a huge appetite for cycling in all communities as evidenced by the recent hui and also during COVID-19.
- The stopbank cycleway had huge benefits for tourism and for connecting communities.
- It was possible to prioritise one cycleway over another for what was right for the city.

Gillian Ward, Gisborne Rail Action Group spoke to their submission and responded to questions:

- Rail needed investment from government as cost was the biggest barrier.
- Five trains per week presently went to Napier.

Richard Clarke, Te Rimu Trust presented on their submission and responded to questions:

- Going through the process of consulting with the community now and accepted issues were part of this type of development.
- The organised hui was not well attended therefore Te Rimu were organising its own consultation with whanau and hapu.
- Te Rimu was a substantial landowner in the area and therefore had some mana in the district.
- Another location had been Wharekahika but that was no longer a preferred site. Would consider other sites if they were put forward.
- Government owned the mouth area of the current site and remaining 3-4 acres were owned by Te Rimu.
- A feasibility study about rail from Te Araroa to Gisborne recognised it was too costly.

Alan Hall spoke to his written submission.

Dot Dalziell and Nicola Henderson, NZ Walking Access Commission spoke to their submission and responded to questions:

- At the February hui we were advised a tikanga approach was necessary.
- It was not for them to say that the walking and cycling map was underdone but that is what people in Tairāwhiti were saying and that was the litmus test.
- Connectivity was underway for this strategy.

Bessie Macey spoke to her written submission and responded to questions:

- The work would be done in two tranches beginning with Stage 2.
- Hauiti Incorporation and its shareholders supported the project using their whenua.
- The total cost of the project at \$538k did not include voluntary components or fund raising.

Late submission by Karen Tait on behalf of CCS regarding the Total Mobility Scheme responded to a question:

- Not aware of actual numbers using the taxi service.
- The subsidy was mostly funded by New Zealand Transport Agency.

MOVED by Cr Worsnop, seconded by Cr Cranston

That the Hearings Committee:

1. Notes the submissions provided in Attachment 2.

CARRIED

5. Close of Meeting

There being no further business, the meeting concluded at 10.28am.

Pat Seymour

CHAIR