

Thursday, 11 December 2025

Te Hui o Te Kaunihera ā-Rohe o Heretaunga
Hastings District Council
Council Meeting

Kaupapataka **Agenda**

Te Rā Hui:
Meeting date: **Thursday, 11 December 2025**

Te Wā:
Time: **1:00 PM**

Te Wāhi:
Venue: **Council Chamber
Ground Floor
Civic Administration Building
Lyndon Road East
Hastings**

Te Hoapā:
Contact: **Democracy and Governance Services
P: 06 871 5000 | E: democracy@hdc.govt.nz**

Te Āpiha Matua:
Responsible
Officer: **Chief Executive - Nigel Bickle**

Thursday, 11 December 2025

Te Hui o Te Kaunihera ā-Rohe o Heretaunga

Hastings District Council

Council Meeting

Kaupapataka

Agenda

Tiamana

Chair: Mayor Wendy Schollum

Mematanga:

Membership:

Ngā KaiKaunihera

Councillors: Alwyn Corban, Siiam Daniel, Michael Fowler (Deputy Mayor), Stephen Gibson, Kellie Jessup, Yvonne Lorkin, Elisha Milmine, Hana Montaperto-Hendry, Simon Nixon, Derek Nowell-Usticke, Henare O'Keefe, Nicholas Ratcliffe, Callum Ross, Heather Te Au-Skipworth and Kevin Watkins

Tokamatua:

Quorum:

8 members

Apiha Matua

Officer Responsible:

Chief Executive – Nigel Bickle

Te Rōpū Manapori me te

Kāwanatanga

Democracy and

Governance Services:

Louise Stettner (Extn 5543)

Te Rārangi Take

Order of Business

1.0 Opening Prayer – *Karakia Whakatūwheratanga*

2.0 Apologies & Leave of Absence – *Ngā Whakapāhatanga me te Wehenga ā-Hui*

At the close of the agenda no apologies had been received.

At the close of the agenda no requests for leave of absence had been received.

3.0 Conflict of Interest – *He Ngākau Kōnatunatu*

Members need to be vigilant to stand aside from decision-making when a conflict arises between their role as a Member of the Council and any private or other external interest they might have. This note is provided as a reminder to Members to scan the agenda and assess their own private interests and identify where they may have a pecuniary or other conflict of interest, or where there may be perceptions of conflict of interest.

If a Member feels they do have a conflict of interest, they should publicly declare that at the start of the relevant item of business and withdraw from participating in the meeting. If a Member thinks they may have a conflict of interest, they can seek advice from the General Counsel or the Manager: Democracy and Governance (preferably before the meeting).

It is noted that while Members can seek advice and discuss these matters, the final decision as to whether a conflict exists rests with the member.

4.0 Confirmation of Minutes – *Te Whakamana i Ngā Minitī*

No minutes to be confirmed.

5.0 Mayor's Update 9

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7.0 Parking Controls 25

8.0	Redclyffe / Waiohiki Bridge Construction and Alignment	31
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10.0	Appointments to the Hastings District Licensing Committee for the 2025-2028 triennium	51
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11.0	Adoption of the Council Meeting Schedule for 2026	57
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12.0	Minor Items – Ngā Take Iti	
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13.0	Urgent Items – Ngā Take Whakahihi	
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14.0	Recommendation to Exclude the Public from Items 15, 16, 17 and 18	61
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15.0	Land Purchase for Te Mata Road/Waimārama Road Intersection Works	
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Land Divestment

16.0	<p><i>Attachment 1 to this report is confidential in accordance with the Local Government Official Information and Meetings Act 1987 Section 7 (2) (b) (ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely to unreasonably prejudice the commercial position of the person who supplied or who is the subject of the information, and also Section 7 (2) (h) - The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities, and also Section 7 (2) (i) - The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</i></p>	
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Commercial Transaction

17.0

Attachment 1 to this report is confidential in accordance with the Local Government Official Information and Meetings Act 1987 Section 7 (2) (g) - The withholding of the information is necessary to maintain legal professional privilege, and also Section 7 (2) (i) - The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).

18.0 Delivery of Regional Priorities

Thursday, 11 December 2025

Item 5

Te Hui o Te Kaunihera ā-Rohe o Heretaunga
Hastings District Council: Council Meeting

Te Rārangi Take

Report to Council

Nā:
From: Wendy Schollum, Mayor

Te Take:
Subject: Mayor's Update

1.0 Purpose and summary - *Te Kaupapa Me Te Whakarāpopototanga*

- 1.1 The purpose of this report is to provide the opportunity for a regular update from the Hastings District Council Mayor regarding current activities and events.

2.0 Recommendations - *Ngā Tūtohunga*

That Council receive and note the report titled Mayor's Update dated 11 December 2025.

Attachments:

1 [↓](#) December mayor report

CG-18-01-00052

Mayor's report

In what is my first mayoral report of the new triennium, firstly I acknowledge both our new and returning councillors, all of whom are settling quickly into their assigned roles. Although this is only our second formal meeting, we have already established a strong pace, and I appreciate the commitment each has brought to this table in these early weeks.

For our community, my reports will explain the breadth of work achieved over the month and how that aligns with our priorities, particularly cyclone recovery, essential infrastructure, housing and economic development. They will support the further initiatives we are putting in place to build transparency and clarity on the work programme, the benefits of the projects to residents, and the financial impact of them.

Strengthening transparency and supporting public participation

Further to that commitment, this month we have introduced a new initiative to make Council decision-making clearer and more accessible to our community.

Before today's meeting we released our second pre-meeting video, offering a short overview of the key items coming to the table. After each meeting, we are following up with a post-meeting video going the decisions made. The videos aim to help residents understand how Council decisions are made, how our major priorities fit together, and where their feedback can make the greatest impact.

This is a practical step toward deepening trust and helping more people engage with the big decisions that shape our district.

Focus on Business: supporting a confident, resilient and vibrant district

One of the significant engagements this month was our quarterly Focus on Business Breakfast at Toitoti. With around 270 leaders from across construction, development, horticulture, finance, technology and manufacturing, the event showed the depth of engagement and confidence across our business community.

As reflected in my opening remarks, clarity, confidence and partnership will be the themes that will anchor our work this term. We are experiencing strong economic momentum, and reaffirmed Council's commitment to enabling growth that will help build our economy through:

- Prudent financial management and transparent long-term planning
- Responsive consenting and efficient regulatory processes
- Strong partnerships with industry, iwi and our wider community
- Clear communication and shared priorities

At the breakfast, we also launched our new Economic Development Update, a short, accessible briefing designed to help businesses stay informed about major projects and economic trends. The information includes the projects Council is supporting across the district, including housing development and commercial and industrial development, as well as Council's investment in essential infrastructure and cyclone recover projects.

The business breakfast includes a keynote speaker, this month Frances Valintine who provided a compelling address on the future of work, technological change, and the productivity challenges

facing New Zealand. Her message reinforced the need for councils and businesses alike to think long term, embrace innovation, and develop the skills required for a fast-changing economy.

Feedback from attendees was strongly positive. Many appreciated the clear information provided, the focus on partnership, and the opportunity to connect as a wider business community. The response confirmed that our business sector values a Council that is transparent, accessible and committed to enabling success. This is exactly the environment we are working to build through our major projects and planning work.

EMPA NZ Award – recognising community resilience

Council's strong focus on preparing for future extreme weather events was nationally recognised in November, with Hastings District Council winning an EMPA New Zealand Award, for our work on Community Hubs. The Havelock North Dams and Streams post- Cyclone Gabrielle project received a highly commended in the same awards.

This recognition reflects the strength of our community partnerships and our commitment to helping residents prepare for, respond to and recover from emergencies. It is also directly linked to our focus on essential infrastructure and cyclone recovery, and the work we are doing to strengthen community resilience across the district.

My thanks to the staff and community leaders whose focus on these projects made this achievement possible.

Regional reorganisation and rates cap

Over recent weeks, Government has outlined significant proposed changes to the local government system. These would have major impacts for communities, and we are working through the detail carefully. Council will provide feedback to Government during consultation on how these changes could be implemented in ways that best support our region.

As part of the process, Government is seeking public submissions on the regional reorganisation proposals, and we encourage residents to take part. These decisions will influence how services are delivered across Hawke's Bay for decades to come, and it is important local voices are heard. Over the coming weeks, we will provide clear, accessible information to help people understand the proposals and participate with confidence.

Alongside this, Government is progressing work on a national rates-cap framework and is undertaking targeted consultation with stakeholders. We will continue to advocate for settings that are transparent, workable and protect investment in essential services for our communities.

The main points are:

Regional council reorganisation

- Removal of elected regional councillors.
- Key regional functions: environmental management, resource planning, civil defence and regional infrastructure, to be governed by a board of regional mayors.
- Those boards to prepare regional reorganisation plans, identifying where councils can collaborate more deeply or integrate services.

- Government aims are to reduce duplication, streamline decision-making and improve regional alignment.

Rates cap

- Improve long-term affordability for households.
- Provide greater predictability in annual rate increases.
- Incentivise efficiency in council operations.
- Encourage councils to prioritise core and essential services.

Closing

As we conclude the first month of the new triennium, I want to thank residents, community partners, staff and councillors for your support, energy and commitment. We have made a strong start, and 2026 will bring important decisions as we shape the Long-Term Plan with our community.

I wish everyone a safe and relaxing holiday break with whānau and friends; and a special thank you to working through the festive season to keep the wheels turning for our community.

Mayoral community engagements

- Rural Community Board inaugural meeting
- Hastings Central School Sesquicentennial
- Diwali Festival of Lights
- Evergreen Foundation book launch
- Bayley's Hawke's Bay Wine Awards
- Stortford Lodge Neighbourhood Support Meeting
- Kereru FENZ Fire station opening
- Lindisfarne Senior Prize Giving
- Annual Punjabi Language Week
- Opera House Centenary Art Work Auction
- Heretaunga Ararau review workshop
- Hastings Disability Reference Group meeting
- Toitū Te Reo Festival
- Taiea Studio opening
- Taste Hastings
- Pan Pac Hawke's Bay Business Awards
- Cornwall Park 120 birthday celebration
- Frimley Park Rose Sunday

- AGMs: FoodEast Haumako, Te Taiwhenua o Heretaunga, HB Airport, HB Tourism Industry Association, Hastings City Business Association
- Maia Dreams Charitable Trust Rangatahi leadership Wananga
- Indian community hockey and kabaddi tournament
- Solomon Islands flag-raising ceremony
- Flaxmere Night Market
- BCITO graduation ceremony
- Duart House & Garden Society 40-year celebration
- Hawke's Bay Wine Auction cheque presentation to Cranford Hospice
- Knowledge Bank Volunteer's recognition event
- Greypower Hastings & District meeting
- Manu Competition
- Property Brokers Christmas in the Park
- NZ Track and Field Secondary School Championship
- Carols on the Green

Thursday, 11 December 2025

Te Hui o Te Kaunihera ā-Rohe o Heretaunga
Hastings District Council: Council Meeting

Te Rārangi Take

Report to Council

Nā:
From: Eynon Phillips, Strategic Transport Engineer

Te Take:
Subject: Bus Stop Changes

1.0 Executive Summary – *Te Kaupapa Me Te Whakarāpopototanga*

1.1 The purpose of this report is to seek approval from Council for the new bus stop locations required to support the new bus network being implemented by Hawke's Bay Regional Council (HBRC) from 25 January 2026.

1.2 The planned new network provides both Hastings and Napier with better routes, more connections, and buses travelling in both directions enhancing access. It also provides new services to key destinations such as the Airport and Mitre 10 Sports Park.

1.3 This report seeks:

Council approval for installation of recommended bus stops (Schedule of Stops is attached as Attachment 1) subject to the following points,

- Install bus stops where there have been no objections or where concerns have been worked through.
- Continue to work with residents and businesses where there have been objections and investigate, then implement alternative locations.
- Ask HBRC to reconsult with residents where there have been objections to the bus route along their street – Lumsden Road, Russell Robertson Drive, Upham Street and Berwick Street.
- Bus Stop signs to be installed at all stops. Pavement marking will only be installed where there is high parking demand.

- 1.4 This proposal contributes to the purpose of local government in developing a sufficient and supportive economy by providing a transport network that links people with opportunities. It also meets Council's obligations under the Land Transport Management Act 2003 (LTMA) and the Local Government Act 2002 to provide public transport infrastructure.

2.0 Recommendations - Ngā Tūtohunga

- A) That Council receive the report titled Bus Stop Changes dated 11 December 2025.
- B) That Council approve the installation of bus stops (as detailed in Attachment 1) where there have been no objections.
- C) That Council notes officers will continue to work with residents and businesses where there have been objections and investigate then implement alternative bus stop locations.
- D) That Council notes the Chief Executive will request Hawkes Bay Regional Council to reconsult with residents where there have been objections to the bus route along their street – Lumsden Road, Russell Robertson Drive, Upham St and Berwick Street.
- E) That Council notes that bus stop signs will be installed at all stops. Pavement marking will only be installed where there is high parking demand.
- F) That Council endorses the criteria (as detailed in paragraph 3.17) applied when considering bus stop locations.
- A) Any unapproved bus stop locations will be considered by Council when objections have been resolved in 2026.

3.0 Background – Te Horopaki

- 3.1 Under the Land Transport Management Act 2003 (LTMA) and the Local Government Act 2002, Council as the asset owner, is responsible for implementing supporting infrastructure to enable the effective & efficient operation of the public transport system. This includes the implementation of new, movement of existing, and removal of obsolete infrastructure / bus stops within the road corridor.
- 3.2 Council governance and management must consider the safe and efficient operation of the transport network, ensure appropriate engagement with affected residents, and make decisions consistent with relevant transport strategies and statutory plans.
- 3.3 These requirements sit alongside the statutory responsibility that the Hawke's Bay Regional Transport Committee (RTC) has to plan and consult on the public transport system, through the Regional Public Transport Plan (RPTP), and the wider regional transport system through the Regional Land Transport Plan (RLTP). It also sits alongside the statutory and regulatory responsibilities the HBRC have as the Public Transport Authority (PTA) for the region to fund, manage, and run public transport services.

Background to new Public Transport Network

- 3.4 Public Transport services are delivered in the Hastings and Napier urban areas by HBRC as the Public Transport Authority. Public Transport services have faced several challenges over the past decade, most notably a decline in patronage and other factors. Low fares had little to no impact on patronage levels and it became clear that our communities were changing, and the network no longer met their needs.

- 3.5 In response to the declining patronage, in 2022 the RTC developed and consulted widely on a proposed step change network across Napier and Hastings. The proposed network set out completely new routes across Napier & Hastings and included increases in frequency and the extension of operating hours, among other enhancements. In short, the network was planned to create greater access, more direct travel, and present a genuine transport alternative for users and communities.
- 3.6 While the 2022 RPTP was ultimately adopted by HBRC the intervening years presented several unexpected challenges, including national driver shortages and Cyclone Gabrielle. Both resulted in broad service delivery and reliability challenges. Compounding this, the Cyclone placed significant pressures on budgets, making previous 2022 plans unaffordable. However, at the same time, as the result of operational improvements, patronage is increasing year on year.
- 3.7 In late 2024 HBRC officers identified that several routes in the planned new network may no longer meet the current and emerging needs of communities that they were intended to serve. In collaboration with the RTC, and Napier & Hastings Council's the network was reviewed. Through this process it became clear that community input was required before final route decisions were made.
- 3.8 The planned new network has several foundational planning principles underpinning it, including:
- Removal of meandering loop services, replaced with direct routes
 - More route cross over points creating greater connection opportunities
 - Buses going both ways in each direction
 - Enhanced access to key locations such as the Hospital
 - New locations added such as the Airport and Mitre 10 Sports Park

Consultation undertaken for the New Network

- 3.9 The development of the new Napier–Hastings bus network, as consulted on in the 2025 RPTP, was undertaken collaboratively between HDC, NCC and HBRC. Extensive public consultation and engagement took place late March – early May 2025. Complimenting this, extensive pre and post engagement was undertaken. Overall, key engagement and communications activities included:
- Presentations to community groups (e.g. GreyPower) at public meetings,
 - Engagement with high schools via student newsletters,
 - Presence at community events,
 - Engagement with key stakeholder groups (e.g. elderly, youth, disabled),
 - Leverage online tools to capture route and network feedback,
 - Informational poster at key locations (e.g. Sport Park, Libraries),
 - Media coverage, including front page story,
 - Radio and online advertising,
 - Extensive social media advertising through several channels,
 - Numerous public meetings in key communities, and
 - Presentation to and engagement with elected members, including workshops.

3.10 The approach to extensive community engagement had two main drivers:

1. Ensure the routes met the needs of our communities, their travel patterns, and provided access to the facilities and opportunities they need to thrive; and
2. Ensure the routes and supporting infrastructure are located in the right place, first time. While changes to routes and infrastructure can be done later, it is more efficient and cost effective to get it right up front.

3.11 Through this process, the RTC received valuable community input and feedback that was built into the final network design. Key examples include:

- Te Taiwhenua O Heretaunga campus on Orchard Road being serviced by public transport for the first time,
- Camberly fixed routes returning,
- Flaxmere doubling routes, with one route going down Omaha road unlocking access to employment opportunities, and
- Mitre 10 Sports park being confirmed as a vital new stop.

3.12 Following the consultation period, all councils worked closely to refine routes and identify the supporting infrastructure required. Engagement in Hastings included targeted consultation with communities of interest—such as disabled people, older residents, and others with specific accessibility needs—to ensure that route design and bus stop planning met recognised accessibility and safety standards.

3.13 A critical part of the supporting infrastructure work involved determining appropriate and evenly spaced stop locations to meet regional accessibility targets, ensuring that as many residents as possible live within a reasonable (400m) walking distance of a bus stop. The supporting infrastructure being in the right place is a critical enabler of the new services.

Implementing the New Network

3.14 The new network is scheduled to commence operation on 25 January 2026, meaning timely decisions are required to ensure all necessary bus stop infrastructure is installed and operational before launch. A series of new and adjusted bus stops across Hastings are needed to support the redesigned routes, reflecting technical route requirements, accessibility considerations, and feedback received through the RPTP consultation.

3.15 Confirming these stop locations at this stage will enable detailed design, planning, and service transition activities to proceed, ensuring the network can be delivered as intended and aligned with regional objectives for improved access, safety, efficient movement, and long-term sustainability.

3.16 The new bus network was approved by HBRC in July with the adoption of the 2025 RPTP. Due to the nature of change some further community engagement was required on several routes. The finalised network was presented to the RTC on 29 August 2025.

3.17 Officers from both HBRC and HDC then proceeded to identify suitable locations for stops along each route. 179 separate locations were identified as suitable for a new bus stop. The criteria used for stop location included:

- safe space for bus to pullover,
- proximity to opposite stop for new bi-directional routes,

- distance from last/next stops (ideally 400m),
- outside park or other public facility,
- if outside residential property, fencing or planting for privacy,
- if outside commercial property, availability of customer parking,
- footpath access and waiting area for passengers,
- streetlighting, and
- existing pole for bus stop sign.

3.18 With Council being in the interregnum period due to elections, there was little opportunity to workshop the proposed bus stop locations with elected members.

3.19 Approximately 70 bus stops will no longer be required and can be decommissioned. These include six bus stop shelters that could be relocated.

Funding

3.20 The recommended infrastructure required for each new bus stop is a bus stop sign and pole. Where there is high parking demand bus stop marking may be required. Some sites have existing light poles or other suitable poles that can be utilised. Bus stops that are no longer required can be decommissioned.

3.21 The total estimated cost for these infrastructure changes is \$53,000. This is budgeted for in the Long Term Plan under 602.6738 Public Transport Infrastructure \$102,000 2025/26. It is subsidised by the New Zealand Transport Agency at a Financial Assistance Rate of 53% meaning Councils contribution will be \$24,910.

4.0 Discussion – Te Matapakitanga

4.1 588 letters were then sent (530 hand delivered and 58 posted) to each chosen location, as well as adjacent properties, informing them of the network changes and new bus stop and seeking feedback.

4.2 To date (as of 4 December), 132 responses have been received:

- 51 approve
- 38 unknown/unsure/info only
- 43 opposed
- 4 streets objecting to busses on their street
 - Lumsden Road
 - Russell Robertson Drive
 - Upham Street
 - Berwick Street
- 1 request for a seat and shelter
- 39 stops to be reconsidered/relocated
 - 15 new locations already identified

- 1.1 Recipients of the letters had until 5 December 2025 to respond. The map attached will be updated with any additional feedback and a table of all bus stops, their addresses and status will be circulated separately.
- 4.4 The primary concerns of respondents have been around loss of privacy and amenity, with many expecting anti-social behaviour such as littering, graffiti or burglary. The other main concern is around loss of on-street parking or blocking of driveway access. Other issues cited included: noise, traffic, lack of consultation, lack of space, visibility, possible shelter, no demand, proximity to intersection, other stops nearby, narrow street not suitable for busses, lighting, waste of money, no-one uses the bus.
- 4.5 Where constructive suggestions have been made around specific locations, changes have been made to stop placement. These include allowing as much space for on street parking as possible, or moving stops to nearby parks or outside commercial/industrial premises with blank walls.
- 4.6 As one of the main concerns is with loss of on-street parking, consideration has also been given to not marking all stops, particularly in suburban streets where overall parking demand is low. The benefit of this approach is that the impact on residential parking will be minimised and it could save up to \$7,000. The risks are that busses may not be able to pick up waiting passengers, leading to lower levels of service and loss of reputation. Markings may then need to be installed at a later date.

5.0 Options – Ngā Kōwhiringa

Option One - Recommended Option - Te Kōwhiringa Tuatahi – Te Kōwhiringa Tūtohunga

- 5.1 Approve installation of recommended bus stops:
- Install bus stops where there have been no objections or where concerns have been worked through.
 - Continue to work with residents and businesses where there have been objections and investigate then implement alternative locations.
 - Ask HBRC to reconsult with residents where there have been objections to the bus route along their street – Lumsden Road, Russell Robertson Drive, Upham St and Berwick Street.
 - Bus Stop signs to be installed at all stops, pavement marking will only be installed where there is high parking demand.

Advantages:

- New network supported and enabled.
- Hastings residents have better, more connected access to education, employment, health, and other daily activities.

Disadvantages:

- Delay to the implementation of the full network.
- Bus passengers may have further than ideal to walk to catch the bus.

Option Two – Status Quo - Te Kōwhiringa Tuarua – Te Āhuatanga o nāianeī

- 5.2 Do nothing:

- Council fails to meet its obligations under the LTMA and LGA to provide public transport infrastructure.
- HBRC is unable to provide public transport services due to insufficient places for busses to stop and pick-up or drop-off passengers.
- The new network cannot be implemented on time, resulting in substantial sunk cost, disruption for existing users, and wasted staff time.

6.0 Next steps – Te Anga Whakamua

- 6.1 Bus Stop signs, poles and markings, where necessary, to be installed at the approved locations prior to the new services starting operation on 25 January 2026.

Attachments:

1 [↓](#) Bus Stop Responses Map v2

CG-18-01-00029

Summary of Considerations - *He Whakarāpopoto Whakaarohanga*

Fit with purpose of Local Government - *E noho hāngai pū ai ki te Rangatōpū-ā-Rohe*

The Council is required to give effect to the purpose of local government as set out in section 10 of the Local Government Act 2002. That purpose is to enable democratic local decision-making and action by (and on behalf of) communities, and to promote the social, economic, environmental, and cultural wellbeing of communities in the present and for the future.

Link to the Council's Community Outcomes – *Ngā Hononga ki Ngā Putanga ā-Hapori*

This proposal promotes the wellbeing of communities in the present and for the future by the provision of affordable and convenient public transport options.

Māori Impact Statement - *Te Tauākī Kaupapa Māori*

The new network significantly enhances services to and access from suburbs such as Flaxmere and Camberley with a higher Māori population.

Public Transport services planned to service the Te Taiwhenua O Heretaunga campus on Orchard Road, enhancing access to health and supporting services for whanau.

Sustainability - *Te Toitūtanga*

This will contribute to reducing greenhouse gas emissions by supporting public transport over private vehicle use. It will also help to provide more transport options for those unable to drive or who do not have access to a private vehicle.

The bus services support the transport disadvantaged across Hastings.

Financial considerations - *Ngā Whakaarohanga Ahumoni*

This is included in the Long Term Plan under Public Transport Infrastructure and is subsidised by 53% by NZTA.

The total estimated cost for the recommended option is \$53,000, inclusive of the NZTA subsidy.

Significance and Engagement - *Te Hiranga me te Tūhonotanga*

This decision/report has been assessed under the Council's Significance and Engagement Policy as being of significance.

Consultation – internal and/or external - *Whakawhiti Whakaaro-ā-roto / ā-waho*

Engagement letters were sent nearly 600 residents and businesses – each property with a stop directly outside plus at least properties either side. Over 100 responses have been received to date, this is ongoing. (more to come).

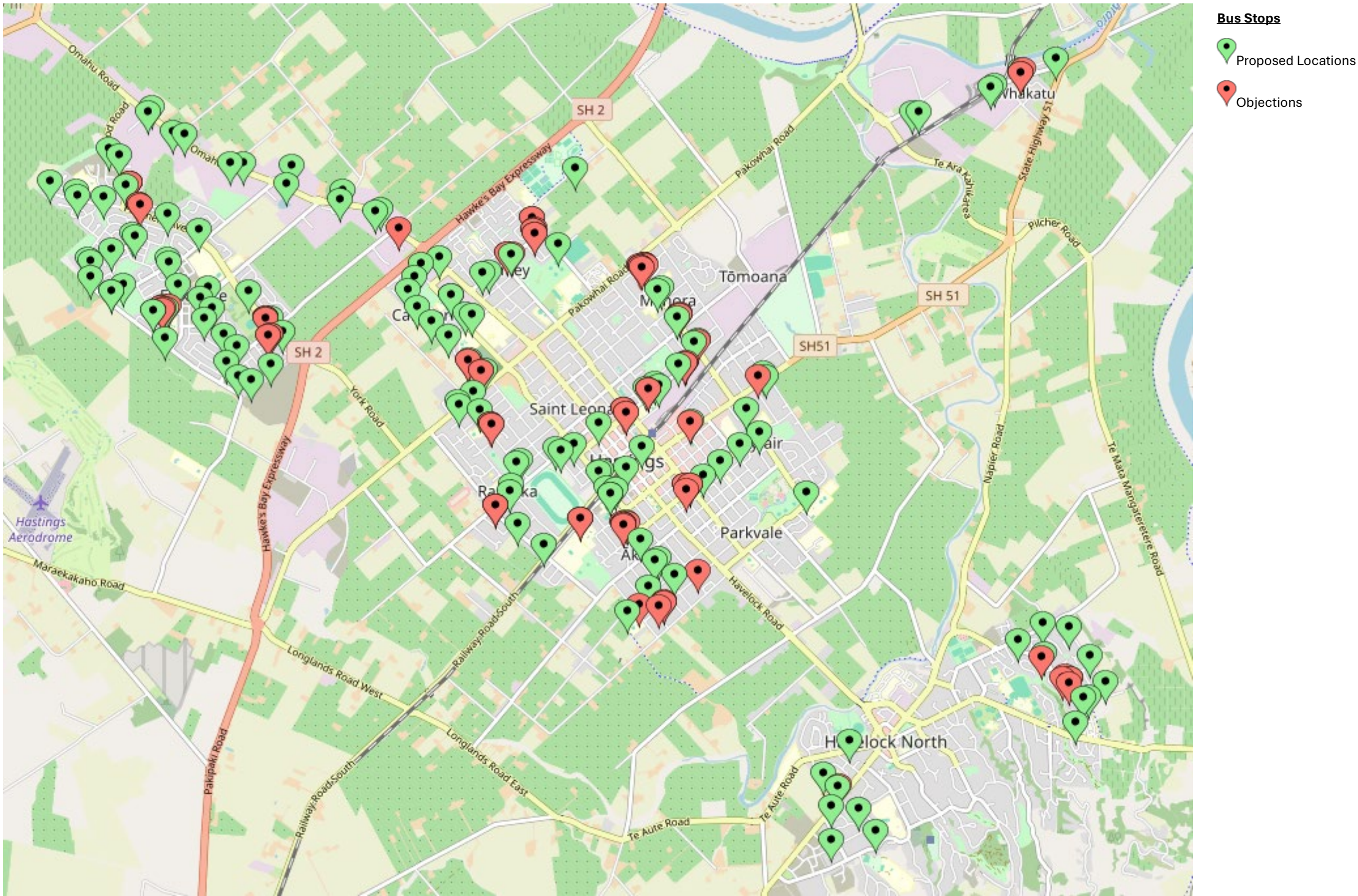
Risks

Opportunity: Hastings residents have better, more connected access to education, employment, health, and other daily activities:

REWARD – <i>Te Utu</i>	RISK – <i>Te Tūrarū</i>
Service Delivery in support of public transport users.	Reputation due to residents unhappy with the bus stop locations near their houses and/or businesses.
A new public transport network is enabled, supporting current users, and providing transport choice and access for communities.	New network implementation stalling due to lack of supporting infrastructure.
The transport disadvantaged across Hastings urban area supported by the provision of public transport services.	Transport disadvantaged residents having no transport options.

Rural Community Board – *Te Poari Tuawhenua-ā-Hāpori*

No implications for the Rural Community Board as all stop locations are within the urban area.



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Te Hui o Te Kaunihera ā-Rohe o Heretaunga
Hastings District Council: Council Meeting

Te Rārangi Take

Report to Council

Nā:
From: James Haronga, Parking Transportation Officer

Te Take:
Subject: Parking Controls

1.0 Executive Summary – *Te Kaupapa Me Te Whakarāpopototanga*

1.1 This report recommends parking changes, which are detailed below:

ROAD	EXISTING CONTROLS TO BE REMOVED/CHANGED	PROPOSED CONTROLS
Karamu Road Northwest Te Aute Road Carpark	None. Two Hour Parking Restriction.	Seven P60 Time Limit Parking. Two one-hour Electric Vehicle Station Carparks. One existing carpark is converted to charging infrastructure.
Hasting District Council Staff Off-Street Carpark	None.	(P) HDC Authorised Vehicles Only/ Four Mobility Parking Spaces

2.0 Recommendations - *Ngā Tūtohunga*

- A) That Council receive the report titled Parking Controls dated 11 December 2025.
- B) That Council resolve the existing seven parking spaces located 13.45 metres from the intersecting kerb line of Charlotte Crescent and Karamu Road North and extending 65.40 metres north on the west side of Karamu Road North be resolved as P60 time restriction parking, as illustrated in the image in section 4.1.

- C) That Council resolve the existing three parking spaces located within the Te Aute Road carpark be resolved as two 60-minute Electric Vehicle Charging Stations, with a space for the charging station itself, as illustrated in the image in section 4.2.
- D) That Council resolve that the existing off-street carpark located on the corner of Lyndon Road East and Hastings Street South be resolved as (P) HDC Authorised Vehicles only, with the inclusion of four (4) designated Mobility Parking spaces, as illustrated in the image in section 4.3.
- E) All recommendations B), C), and D) are pursuant to Clause 5.3.1(a) (I) of Chapter 5 (Parking and Traffic) of the Hastings District Council Consolidated Bylaw 2021.

2.0 Background – *Te Horopaki*

- 2.1 From time to time, it is necessary to introduce parking controls and/or amend those that are already in place.
- 2.2 In order that changes are legally established and enforceable, a formal resolution by Council is required.
- 2.3 The following information provides the context for the changes being proposed.

3.0 Discussion – *Te Matapakitanga*

- 3.1 **Karamu Road North west – Resolve as P60 Time Restriction Parking (Recommendation B)**
- 3.2 The Stihl Shop has approached Council with a request to change the parking restrictions for the two carparks directly outside their business to a P60 (60-minute parking) time limit. This request stems from the ongoing issue of limited customer parking availability in the area, which has impacted business accessibility and customer turnover.
- 3.3 Following further consultation with other directly affected businesses, Turfreys has also supported this request, highlighting the shared concern regarding insufficient parking options for customers.
- 3.4 Implementing a P60 time limit on these carparks will encourage higher turnover of parking spaces, potentially improving access for customers, and supporting local businesses.



- 3.5 **Te Aute Road Carpark-Resolve as two P60-minute EV Charging Stations and one (1) Charging Bay (Recommendation C)**

- 3.6 Mackersey Development has approached Council seeking approval to install public electric vehicle (EV) charging infrastructure to support increased uptake of electric vehicles in the district. The proposed site, Te Aute Road Carpark, is centrally located and well-suited for short stay charging, given its proximity to retail and commercial areas. There are currently two public EV stations in the Hastings (Northern Carpark) and no public EV charging facilities in Havelock North.

The applicant proposes:

- **Two parking spaces** within the Te Aute Road (Porters) Carpark to be designated **P60 Electric Vehicle Charging Only**, reserved exclusively for active EV charging.
- **One additional space** to be allocated for the **charging station cabinet and associated equipment**. This space will not be available for public parking.
- Hastings District Council would **grant Mackersey Development a licence to occupy** the identified area, as outlined in the application. **Du-powerNZ**, in partnership with Mackersey Development, would manage the **installation, operation, and associated costs** of the proposed EV charging infrastructure.
- The identified spaces are currently subject to **P120 (120-minute)** parking time restrictions. Given the shorter dwell time associated with EV charging and the need to support user turnover, a **P60 (60-minute)** limit is considered more suitable. This would promote greater availability and ensure equitable access for multiple EV users.

- 3.7 Officers recommend that council consider resolving the parking restrictions for these identified spaces from P120 to P60, specifically designated as EV charging bays, to better serve the needs of EV users and the broader community.



- 3.8 **Hastings District Council Carpark – (P)HDC Authorised Vehicles Only and four (4) Mobility Parking Spaces (Recommendation D)**

- 3.9 The off-street carpark located at the corner of Lyndon Road East and Hastings Street South is currently being used by both Hastings District Council (HDC) staff and public. At present, there is no formal Council resolution specifying parking restrictions for this area. As a result, enforcement of illegal parking under the Council's Traffic and Parking Bylaw cannot be undertaken.

- 3.10 To ensure the area can be properly managed and enforced, it is proposed that the Council formally resolve to designate this carpark for HDC Authorised Vehicles Only, with the inclusion of four (4) designated Mobility Parking spaces.



4.0 Options – Ngā Kōwhiringa

Option One - Recommended Option - Te Kōwhiringa Tuatahi – Te Kōwhiringa Tūtohunga

- 4.1 To add the parking controls as discussed in section 4.
- 4.2 The advantages of implementing the changes as recommended include enhanced public and private sector service provision and better utilisation of carpark assets.

Option Two – Status Quo - Te Kōwhiringa Tuarua – Te Āhuetanga o nāiane

- 4.3 Officers see no advantages in maintaining the status quo.

5.0 Next steps – Te Anga Whakamua

- 5.1 If the recommendations are approved, appropriate marking and signage provisions will be completed or removed.

Attachments:

There are no attachments for this report.

Summary of Considerations - He Whakarāpopoto Whakaarohanga

Fit with purpose of Local Government - *E noho hāngai pū ai ki te Rangatōpū-ā-Rohe*

The Council is required to give effect to the purpose of local government as set out in section 10 of the Local Government Act 2002. That purpose is to enable democratic local decision-making and action by (and on behalf of) communities, and to promote the social, economic, environmental, and cultural wellbeing of communities in the present and for the future.

Link to the Council's Community Outcomes – *Ngā Hononga ki Ngā Putanga ā-Hapori*

Moving people and goods around safely and effectively, furthermore improving economic and social wellbeing.

Māori Impact Statement - *Te Tauākī Kaupapa Māori*

There are no known impacts on mana whenua / iwi / Tangata whenua above and beyond the general community population.

Sustainability - *Te Toitūtanga*

N/A

Financial considerations - *Ngā Whakaarohanga Ahumoni*

Te Aute Road Carpark - Resolve as two P60-minute EV charging Stations and one (1) charging Bay

This will have zero impact on revenue as these are time limited space only.

Significance and Engagement - *Te Hiranga me te Tūhonotanga*

This decision does not trigger the threshold of the Significance and Engagement policy.

Consultation – internal and/or external - *Whakawhiti Whakaaro-ā-roto / ā-waho*

Karamu Road Northwest side – P60 Time Limit Restrictions.

Consultation was undertaken with all the businesses in the area, and the majority expressed support for the proposed change. Parking availability for potential clients is currently limited, as the area lacks parking controls and is therefore in high demand for all-day parking. However, on the east side of Karamu Road North, customer parking is not a concern, as businesses on that side have ample off-street parking available.

Te Aute Road Carpark-P60 EV Charging Stations.

Establishing the charging Station in the carpark has been discussed with the Havelock North Business association who are supportive of the charging station being created in the carpark.

Thursday, 11 December 2025

Te Hui o Te Kaunihera ā-Rohe o Heretaunga
Hastings District Council: Council Meeting

Te Rārangi Take

Report to Council

Nā: Darren de Klerk, Deputy Group Manager & Director Infrastructure
From: Delivery
David Scrimgeour, Project Manager Recovery Bridges

Te Take:
Subject: Redclyffe / Waiohiki Bridge Construction and Alignment

1.0 Executive Summary – *Te Kaupapa Me Te Whakarāpopototanga*

- 1.1 Redclyffe Bridge (The Bridge) was one of 3 bridges over the Tūtaekurī River that was washed away during Cyclone Gabrielle. Temporary access via Waiohiki Road was restored in August 2023.
- 1.2 Council Officers and consultants have completed extensive research to consider whether a permanent replacement bridge connection on Waiohiki Road over the Tūtaekurī River is feasible. The Feasibility Report is attached as Attachment 1.
- 1.3 Six options have been considered for The Bridge. The options were analysed under a multi criteria assessment – detailed in the Feasibility Report and further discussed in the Alignment Memo, attached as Attachment 2.
- 1.4 This Report recommends Council approve Option 2C for The Bridge, which is a replacement bridge immediately upstream and skewed to the existing Bridge to connect Taradale and Waiohiki communities with circa 8000 vehicles a day using The Bridge. Option 2C provides approximately 3 times the economic benefits than costs. It provides a modern, resilient replacement bridge, minimises disruption to existing bridge users during construction by being built offline, does not require private land acquisition by staying within Crown land boundaries and has the preferred geometric alignment of all options considered. The outcome of community consultation is general support for Option 2B/2C Alignment.
- 1.5 Napier City Council is responsible for a 50% share of The Bridge.
- 1.6 Option 2C is endorsed by the Redclyffe Bridge Project Reference Group (PRG) and Redclyffe Bridge Project Governance Group (PGG).
- 1.7 The PRG and PGG endorsement of Option 2C recommends Council;
 - Progress the Waiohiki Road safety improvements as enabling works ahead of Bridge construction
 - Advocate for a new intersection arrangement at Links Road, Korokipo Road and Waiohiki Road with the New Zealand Transport Agency (NZTA).

- 1.8 Option 2C has an estimated construction cost of \$60m. Subject to construction being completed by 30 June 2029, Council will be eligible for 83% Funding Assistance Rate (FAR) from the NZTA which means The Crown will fund 83% of approved project budget costs. Project works completed after 30 June 2029, may be eligible for a reduced FAR of 53%, which places an increased financial burden on Council.
- 1.9 Council has set aside funding in the Long Term Plan of \$83 million as follows;
- \$3million in Financial Year 2025/26 for design
 - \$80million across FY2028/29, FY2029/30 and FY2030/31 for construction and other related costs.
 - 50% recovery of these costs is recorded for Napier City Councils share.
 - Council's estimated local share of \$41.5m with 83% funding is \$7.055 million.
 - Council will need to bring forward the funding to meet the NZTA requirement to complete the project by 30 June 2029 to maximise the higher 83% FAR.
- 1.10 Through a Memorandum of Understanding (MoU), Hastings District Council will lead this project and Brookfields Bridge rebuild on behalf of Hastings and Napier Council's. The Council's each own 50% of The Bridge.
- 1.11 Council will recover the 50% of project costs from Napier City Council, and each Council will recover their Funding Assistance from NZTA.
- 1.12 This project is not funded and managed through the National Infrastructure Funding & Financing (NIFF). NIFF is the Crown entity for capital investments into public infrastructure and the centre of expertise on the funding and financing of New Zealand infrastructure. Council has a Crown Funding Agreement for recovery works. There may be an opportunity to allocate an anticipated underspend in the NIFF programme towards The Bridge project. Officers will investigate this opportunity over the coming months.

2.0 Recommendations - Ngā Tūtohunga

- A) That Council receive the report titled Redclyffe / Waiohiki Bridge Construction and Alignment dated 11 December 2025.
- B) That Council approve Option 2C alignment (The Bridge) which is a replacement bridge immediately upstream to the existing Bridge to connect Taradale and Waiohiki communities.
- C) That Council notes that Hastings District Council will lead the project delivery as outlined in a Memorandum of Understanding with Napier City Council, as 50/50 owners of The Bridge, with Governance and Management processes in place under the Project Control Group and Project Governance Group, with relevant Council officer and executive representation.
- D) That Council notes Hastings District Council will recover the 50% share costs incurred on behalf of Napier City Council as detailed in the Bridge Project Memorandum of Understanding.
- E) That Council notes The Bridge has an estimated construction project budget of \$60 million, and subject to construction being completed by 30 June 2029, is eligible for an 83% funding contribution from the Crown.
- F) That Council notes that the estimated local share project contribution of \$7.055million based on a total original project cost of \$83 million is budgeted in the Long Term Plan. (LTP). Some funding components will be required to be brought forward in the LTP. This funding adjustment will be detailed in a separate report to Council.

- G) That Council notes that to facilitate delivery of Recommendation B), the Chief Executive will advocate with the New Zealand Transport Agency for roundabout construction works at Links Road & State Highway 50 and with Napier City Council for Springfield Road.
- H) Council notes the Chief Executive will advocate with National Infrastructure Financing and Funding New Zealand to allocate any surplus Crown funds to offset Councils contribution (Local Share) to project costs.

3.0 Background – *Te Horopaki* (Continuing from the Executive Summary)

- 3.1 Cyclone Gabrielle (13-14th February 2023) caused catastrophic damage to many areas of New Zealand and significantly affected the Hastings District Council roading network. This included loss of central spans and severely damaging the Redclyffe Bridge that had been in service since 1933.
- 3.2 A temporary crossing with a five-year design life was opened to restore connectivity on the 8th of August 2023. The purpose of this report is to consider options to provide a permanent replacement bridge connection between the Waiohiki and Taradale communities.
- 3.3 A Feasibility Report (Attachment 1) was first completed on 10th August 2023, but required further Hydrology, Hydraulic, Geometric and Property investigations to progress a business case and make engineering recommendations.
- 3.4 For all replacement options, the identified service requirements are to retain the existing level of service with two lanes of traffic and a shared user path. Constraints were identified including remaining within Crown owned land, iwi and other stakeholder engagement, the Tūtaekurī river itself, bridge vertical level to increase resilience, and tying in with stop bank repairs and upgrades.
- 3.5 Six options were examined via a multi criteria assessment. The options were four different bridge replacement alignments, maintaining the existing temporary bridge or having no crossing. Three were discounted and three were progressed as viable options.
- 3.6 At Feasibility Stage, the recommended engineering option was Option 2C, to replace the Bridge immediately upstream, skewed to the current bridge but squared up to the river – this would replicate the original 1881 alignment. This remains the preferred option following further community engagement and technical investigations.
- 3.7 The business case for non-construction funding of three alignment options (2B, 2C and 3) was progressed with NZTA on the 6th of December 2024, with funding secured mid 2025 at which point engagement with community and Mana Whenua recommenced with a view to selecting a preferred alignment option for detailed design.
- 3.8 The recommended Option 2C provides approximately three times the economic benefits than costs. It provides a cost efficient, modern, and resilient replacement bridge; minimises disruption to existing bridge users during construction by being built offline; does not require private land acquisition by staying within crown land boundaries; and allows the northern intersection to be improved and has the preferred geometric alignment of all options considered.

4.0 Discussion – *Te Matapakitanga*

- 4.1 Six options were examined via multi criteria assessment (MCA) within the appended WSP Feasibility Report - Waiohiki Road (Redclyffe Bridge) issued 6th December 2024. (Attachment 1).
- 4.2 Three of these options were progressed (2B, 2C & 3) as viable while the other three were discounted (1, 2A & 4). These options were:
- Option 1: Do Nothing (Maintain Existing Temporary Crossing)
 - Option 2A: Replace Bridge on the Existing Alignment

- Option 2B: Replace Bridge Immediately Upstream and Parallel to Existing Bridge
- Option 2C: Replace Bridge Immediately Upstream and Skewed to Existing Bridge
- Option 3: Alternate Bridge Replacement Location (Links Road)
- Option 4: Non-bridge Alternative



Figure 1: Overview Map of Shortlisted Options

- 4.3 Option 2C was the preferred engineering option, but it was acknowledged further work was required for non-engineering based inputs to the decision-making process including ecology, archaeology, property and community feedback.
- 4.4 These additional inputs are completed and the Option 2C alignment remains the preferred option in the updated MCA.

Criteria	Option 1	Option 2A	Option 2B	Option 2C	Option 3	Option 4
Resilience	-2.4	2.4	3.6	3.6	3.6	-3.6
Cost	1.9	0.0	0.0	0.0	-2.8	0.0
Programme and Constructability	-0.9	-1.9	0.9	1.9	-0.9	0.0
Maintenance	-2.1	3.2	3.2	3.2	3.2	0.0
Safety and Design	-1.2	-1.2	1.2	2.4	0.0	-2.4
Visual Appearance	-0.9	0.9	0.9	0.9	0.9	0.9
Environmental Effects	0.0	0.0	2.1	1.1	-1.1	3.2
Sustainability	0.8	-0.8	-0.8	-0.8	-1.6	-0.8
Social & Cultural	-1.1	3.2	2.1	1.1	-1.1	-3.2
Property Impact & Acquisition	0.0	0.0	0.8	1.6	-0.8	0.0
Community Feedback	0.0	0.0	1.2	2.4	3.6	0.0
Total	-6.0	5.9	15.4	17.3	3.1	-5.9
Ranking	6	3	2	1	4	5

Figure 2: Redclyffe Bridge Alignment, Multi Criteria Assessment

- 4.5 Option 2C was endorsed by the Redclyffe Bridge Project Reference Group (PRG) to the Redclyffe Bridge Project Governance Group (PGG) on 26 November 2025 – the appended Alignment Recommendation Report (Attachment 2) expands on this.
- 4.6 The community survey results, updated MCA and addition of three new community representatives contributed to a robust discussion, with ultimately all but one PRG member aligned with a common view that Option 2C Waiohiki Road safety improvements are progressed as enabling works ahead of bridge construction.
- 4.7 The Links Road intersection remains a serious safety issue, and the PRG will advocate for safety improvements at Links Road, Korokipo Road and Waiohiki Road to address community concerns via the PGG and other project partners including NZTA.
- 4.8 Reaching an alignment decision unlocks the next phase of the project including ground investigations, cultural impact assessment, structural options review and then detailed design.
- 4.9 Funding has already been secured for this phase, and timely decision making is crucial to the project's success as the planned programme requires selection of structural form and completion of site investigations Q1 2026, Detailed Design issued Q3 2026, followed closely by Procurement with construction commencing Q4 2026 and completing Q4 2028.
- 4.10 There is one NZTA Funding Condition requiring a 30% Review of Design by Subject Matter Experts which will be workshopped with Council. The purpose of this is to ensure that pragmatic decision making is occurring with respect to right-sizing the structure from the perspectives of cost, risk, resilience, constructability, sustainability and whole of life maintenance.
- 4.11 This workshop is expected to occur in March or April 2026 and is a key milestone in progressing the design and business case to confirm construction funding via NZTA to achieve a physical works start date in late 2026.
- 4.12 The PGG have subsequently endorsed Option 2C as the preferred option on 1 December 2025 to bring forward to elected members for final decision. The PGG has representation from two executive team members from each Council.

5.0 Options – Ngā Kōwhiringa

Option One - Recommended Option - Te Kōwhiringa Tuatahi – Te Kōwhiringa Tūtohunga

5.1 Progress Option 2C as the preferred alignment to design and construction

Advantages:

- Highest scoring option from multi criteria assessment
- Preferred engineering option
- Equal lowest construction cost estimate at \$60m
- Shortest overall bridge span 210m
- Easiest to construct
- Reduced interface with road users compared to Option 2B
- Safest geometry / line of sight for road users
- Squared up to river with improved hydraulics
- Whakapapa's to original 1881 bridge alignment
- Easy pedestrian access from Waiohiki into Taradale

Disadvantages:

- Slightly higher environmental impact than Option 2B
- Higher archaeological risk than Option 2B
- Waiohiki still receives traffic through to Taradale

Option Two – Te Kōwhiringa Tuarua – Te Āhuatanga o nāiane

5.2 Progress Option 3 as the preferred alignment to design and construction

Advantages:

- Removes traffic from Waiohiki
- Resolves dangerous Links Road intersection within project scope
- Highest public support of option with 48% in favour

Disadvantages:

- Longest structure at 400m
- Highest cost – approximately 30% more expensive with construction cost estimate of \$80m
- Unlikely to receive NZTA backing, and to receive full funding (may limit to fund equivalent of Option 2B / 2C) and Councils may need to fund the difference.
- Highest environmental impact
- Highest archaeological impact
- More piers in water
- Horticultural land acquisition
- Springfield Road historic landfill
- 33kV electric cable relocation

Option Three – Status Quo - Te Kōwhiringa Tuatoru – Te Āhuatanga o nāiane

5.3 Progress Option 2B as the preferred alignment to design and construction

Advantages:

- Equal lowest construction cost estimate at \$60m
- Shorter than Option 3 at 235m
- Lowest environmental impact
- Lowest archaeological impact
- Easy pedestrian access from Waiohiki into Taradale

Disadvantages:

- Introduces S curve at Waiohiki
- Higher public interface during construction and traffic impacts
- Longer than 2C
- Waiohiki still receives traffic through to Taradale

Option Four – Status Quo - Te Kōwhiringa Tuatoru – Te Āhuetanga o nāianeī

5.4 Do Nothing, when temporary structure reaches end of life, remove and close road.

Advantages:

- No construction cost

Disadvantages:

- Reduced network resilience
- Increased network congestion
- Public fallout as it is expected a crossing will be reinstated
- Negatively impacts long term regional productivity

6.0 Next steps – Te Anga Whakamua

6.1 Confirming an alignment option is a prerequisite to unlock the following activities:

- Community hui at Waiohiki marae to directly inform residents of the alignment decision
- Commence detailed planning for geotechnical investigations from January 2026
- Engage Mana Whenua (Ngāti Pārau Hapū Trust) to commission a Cultural Impact Assessment for the preferred option and relevant recommendations
- Complete structural options report and commence detailed design on preferred option
- Workshop proposed Waiohiki corridor safety improvements with community, expedite the design and implement as enabling works ahead of bridge construction
- Complete 30% review of detail design with NZTA Subject Matter Expert (funding condition) ahead of securing construction funding
- Prepare a Project Delivery Plan (PDP) for NIFF by mid February 2026 – this will propose repurposing of the wider Cyclone Recovery Programme underspends in various projects to offsetting local share costs for Redclyffe and Brookfields Bridge Projects, and betterment of Brookfields Bridge (e.g. shared user path).

Attachments:

1⇒	Transport - Bridge Operations - Reporting - Redclyffe Bridge Stage A Feasibility Report_Revision 2 20241206 Signed JM	TR-2-2-25-292	Under Separate Cover
2⇒	Transport - Bridge Operations - Reporting - HDC-NCC Redclyffe Bridge Alignment Recommendation Report_27-11-2025	TR-2-2-25-291	Under Separate Cover
3⇒	HDC Internal Report - Waiohiki Community Survey	TR-2-2-25-293	Under Separate Cover

Summary of Considerations - *He Whakarāpopoto Whakaarohanga*

Fit with purpose of Local Government - *E noho hāngai pū ai ki te Rangatōpū-ā-Rohe*

The Council is required to give effect to the purpose of local government as set out in section 10 of the Local Government Act 2002. That purpose is to enable democratic local decision-making and action by (and on behalf of) communities, and to promote the social, economic, environmental, and cultural wellbeing of communities in the present and for the future.

Link to the Council's Community Outcomes – *Ngā Hononga ki Ngā Putanga ā-Hapori*

This proposal promotes the wellbeing of communities in the present and for the future.

Māori Impact Statement - *Te Tauākī Kaupapa Māori*

Early engagement with Mana Whenua for this project has been highly productive with active participation resulting in strong representation on the PRG, and community hui having been held at Waiohiki marae. The cultural impact assessment will be progressed in early 2026 and will embed a number of recommendations into the project – these are likely to include mahi toi elements, planting, protection of the wai and enhancement of its mauri.

Sustainability - *Te Toitūtanga*

Options 2B and 2C are preferred from a sustainability lens, however all projects are heavy infrastructure builds and will have significant embedded carbon from steel production and concrete – opportunities exist for riparian planting and integration of project elements with the natural environment and adjacent cycle paths.

Financial considerations - *Ngā Whakaarohanga Ahumoni*

Options 2B and 2C are comparable from a cost perspective and would be approximately 30% cheaper than Option 3. The project is expected to be funded at 83% FAR from NZTA and local share will be split 50/50 with Napier City Council. Option 2C is the preferred option from our funder NZTA's perspective.

Significance and Engagement - *Te Hiranga me te Tūhonotanga*

This decision/report has been assessed under the Council's Significance and Engagement Policy as being of moderate significance.

Consultation – internal and/or external - *Whakawhiti Whakaaro-ā-roto / ā-waho*

This project has identified that a multi-faceted communications approach is required to ensure meaningful and transparent engagement for the project can take place. This is a significant infrastructure project for the Hawkes Bay region, and it is vital that both the Waiohiki and wider community's voices are heard, Mana Whenua have been engaged early, and the project team are well advised by the feedback and insight of the people who live near to and will use the new bridge.

Risks

Opportunity: The project offers several opportunities to Hastings District and Napier City residents, wider Hawke's Bay including the contractor market.

REWARD – <i>Te Utu</i>	RISK – <i>Te Tūraru</i>
<p>Enable Tier 1 contractors in the Hawkes Bay.</p> <p>Smart procurement with Redclyffe and Brookfields bridge potential to be coupled.</p> <p>A resilient, modern, safe and effective crossing to boost economic productivity, increase social engagement and reconnect communities.</p>	<p>That delivery extends beyond June 30th, 2029, increasing ratepayer burden.</p> <p>Piling works through the aquifer.</p> <p>NZTA don't fund the project or only part of the project.</p> <p>Significant weather event during construction.</p> <p>Further damage to fragile temporary crossing.</p>

Rural Community Board – *Te Poari Tuawhenua-ā-Hāpori*

An update will be provided to the Rural Community Board at the 15th December 2025 meeting.

Thursday, 11 December 2025

Te Hui o Te Kaunihera ā-Rohe o Heretaunga
Hastings District Council: Council Meeting

Te Rārangi Take

Report to Council

Nā:
From: Aaron Wilson, Financial Controller

Te Take:
Subject: Quarter One Financial Results 30th September 2025

1.0 Purpose and summary - Te Kaupapa Me Te Whakarāpopototanga

- 1.1 This Report presents the financial results for the quarter ended 30 September 2025 to Council. In future this Report will be presented to Performance and Monitoring Committee.
- 1.2 This is the first set of quarterly financial reports for this financial year with the last results being the unaudited year-end result presented at the September Performance and Monitoring Committee meeting.
- 1.3 On a quarterly basis officer's report on the operating financial result (operating surplus/deficit).
- 1.4 A summary of the quarter end 30 September 2025 result is as follows:
- **Debt Position:** Total debt remains unchanged from the year end position of **\$472m**. In October, Council repaid an external loan of **\$19m**, reducing external debt to **\$453m**.
 - **Revenue:** Council revenue of \$82.1 is **\$2.5m below budget**.
 - **Operational Expenditure:** Operating spend of \$59m is **\$2.5m favourable** to budget, largely due to timing differences in expenditure during the first quarter.
 - **Depreciation:** Non-cash depreciation at 17.7m is higher **than budget at \$1.4m**
 - **Capital Expenditure:** Actual capital spend is **\$40.7m** against a budget of **\$45.7m** (including cyclone recovery projects).

*Please note the above differences will be explained in more detail below.

2.0 Recommendations - Ngā Tūtohunga

That Council receive the report titled Quarter One Financial Results 30th September 2025 dated 11 December 2025.

3.0 Background – *Te Horopaki*

- 3.1 The financial result is reported quarterly during the year and is against the Annual Plan adopted by Council.
- 3.2 Attached to supplement this report is Attachment 1 – Dashboard Summary of Financial Performance.
- 3.3 If Councillors require clarification on any points, please contact the writer, or Chief Financial Officer, prior to the meeting to ensure complete answers can be given at the meeting on the detail in these reports.

4.0 Discussion – *Te Matapakitanga*

- 4.1 The following provides a summary of the Council's financial performance for the quarter ended 30 September 2025.

4.2 Revenue

Revenue: 30th September 2025	Actual Ytd (\$m)	Budget Ytd (\$m)	Variance Ytd (\$m)
Rates (Budget)	38.3	38.2	0.1
Fees, charges & metered water supply charges	11.8	13.1	-1.3
Operating Subsidies	4.6	2.5	2.1
Capital Subsidies & Grants	26.7	28.6	-1.9
Capital Other	0.6	2.1	-1.5
Total Revenue	82.0	84.5	-2.5

- 4.3 Council revenue is **\$2.5m unfavourable to budget**, made up of:

- Rates, the annual rates charge is phased equally throughout the year with variations due to remissions, penalties and changes in the number of rating units.
- Fees and charges are \$1.3m below budget. Lower volumes in landfill along with timing of the second tranche of an insurance reimbursement relating to bridges damaged during Cyclone Gabrielle. There is a risk the lower landfill volumes may continue.
- Operating subsidies received are \$2.1m favourable due to the timing of having received funding for Local Waters Done Well from Department of Internal Affairs (DIA) of \$0.7m, along with several social grants for programmes and sundry other grants. The subsidies received will be used during the year.
- The capital subsidies and grants are \$1.9m below budget due to lower capital expenditure and claims made to funding partners in the first quarter.
- The other revenue stream is mainly driven by Development Contributions which are \$1.5m below budget. Development Contribution revenues are irregular and are driven by developer activity and project schedules. There are a wide range of developments in terms of size and at different

stages and officers are working to better understand the year end outcome as the year progresses.

4.4 Operational Expenditure:

Expenditure: 30th September 2025	Actual Ytd (\$m)	Budget Ytd (\$m)	Variance Ytd (\$m)
Personnel Costs	13.9	14.4	0.5
Finance Costs	5.5	6.1	0.6
Other Operating Costs	21.9	25.5	3.6
Depreciation	17.7	16.2	-1.5
Total Operational Spend	59.0	62.2	3.2

4.5 Operational spend is **favourable to budget by \$3.2m** and is made up of:

- Personnel costs are \$0.5m below budget mainly driven by vacancies across Council in the first quarter.
- Finance costs are \$0.6m below budget with some impact being seen from the lower debt position achieved at the end of the financial year.
- Operational costs cover many areas including asset maintenance, contract costs, legal and expert advice. Operational costs are \$3.6m under budget. It is expected by the end of the year Council spend will be in line with budget. The focus on improving the quality of budget phasing will continue.
- Depreciation is above budget by \$1.5m and is driven by higher valuations in infrastructure and parks from the prior year.

5.0 Capital Expenditure

- 5.1 Council's total adopted capital budget (including renewals, new works, and growth projects) for both Business as Usual (BAU) and Cyclone Gabrielle 2025/26 is \$264.1m.
- 5.2 Growth projects cover planned new developments and population increase, requiring additional infrastructure and services, while renewals focus on replacing or refurbishing existing assets to maintain current service levels. Capital expenditure on renewals sustains what already exists.
- 5.3 BAU capital spend is \$17.6m against the first quarter budget of \$27.8m. The main areas that have had a slower spend are in the growth and 3 waters areas.
- 5.4 Growth is \$3.6m behind budget, year to date however the forecast indicates this will catch up by year end. Officers continue to work on the timing of the expenditure and any related recoveries.
- 5.5 Three waters capital spend (capex) excluding growth is behind budget primarily due to a shift in key programme assumptions. It is expected that there will be an underspend of approximately 8% by the end of the year.
- 5.6 Cyclone Gabrielle capital spend is part of the overall Cyclone programme to fix the damage incurred to the transport network. Projects this year include Dartmoor Bridge, Rissington Bridge,

and range of major slips. For the first quarter, capital expenditure is ahead of budget with a spend of \$23m against quarterly budget of \$17.8m and remain on target to spend the \$101m full year budget. This first quarter has been driven by continued work on projects started in the prior year.

- 5.7 The table below shows a breakdown of capex by spend type and by areas within those types.

Summary of Capital Spend as at 30 September 2025

	YTD Actuals (\$m)	YTD Budgets (\$m)	YTD Variance (\$m)	Annual Plan ('m)
COUNCIL CAPITAL				
Renewals	6.4	10.2	3.8	71.0
New Works	8.4	11.1	2.7	53.6
Growth	2.9	6.5	3.6	37.6
CAPITAL SPEND excl CYCLONE	17.7	27.8	10.1	162.2
Cyclone Gabrielle	23.0	17.9	-5.1	101.8
TOTAL CAPITAL SPEND	40.7	45.7	5.0	264.0
	YTD Actuals (\$m)	YTD Budgets (\$m)	YTD Variance (\$m)	Annual Plan ('m)
SUMMARY				
RENEWALS				
Water Supply	1.9	3.1	1.2	17.0
Roads & Footpaths	1.7	1.4	-0.3	17.3
Sewerage and the treatment and disposal of sewage	1.3	3.5	2.2	23.4
Building & Property Management	0.4	0.7	0.2	3.8
Parks & Reserves	0.4	0.4	0.1	2.4
Libraries	0.2	0.2	0.0	0.6
Governance & Corporate Support	0.2	0.4	0.2	2.3
Rest of Council - Renewals	0.3	0.5	0.3	4.2
TOTAL RENEWALS	6.4	10.2	3.8	71.1
NEW WORKS				
Housing for the Elderly	3.3	3.3	0.0	11.4
Stormwater Disposal	1.6	2.6	1.0	13.3
Parks & Reserves	1.1	0.9	-0.2	5.4
Water Supply	0.6	0.7	0.1	4.5
Building & Property Management	0.4	0.8	0.4	3.0
Solid Waste	0.3	1.2	0.9	4.9
Arts & Culture	0.3	0.8	0.5	3.0
Rest of Council - New Works	0.7	0.8	0.1	8.2
TOTAL NEW WORKS	8.4	11.1	2.7	53.6
GROWTH				
Sewerage and the treatment and disposal of sewage	2.4	6.2	3.8	22.3
Stormwater Disposal	0.5	0.2	-0.3	8.9
Roads & Footpaths	0.1	0.1	0.0	1.8
Water Supply	0.0	0.1	0.1	3.8
Parks & Reserves	0.0	0.0	0.0	0.9
Rest of Council - Growth	0.0	0.0	0.0	0.0
TOTAL GROWTH	2.9	6.5	3.6	37.6
CYCLONE GABRIELLE				
Cyclone Gabrielle	23.0	17.9	-5.1	101.9
TOTAL CYCLONE	23.0	17.9	-5.1	101.9
TOTAL CAPITAL	40.7	45.7	5.0	264.2

6.0 Cash and Treasury

- 6.1 Council's debt position, as at 30 September, was \$472.7m. In the first quarter Council was able to manage its cash position to avoid further borrowing. Subsequently, Council repaid a \$19m loan in October.
- 6.2 Council has a liquidity position of 115%. This indicates that Council can cover its financial obligations as they fall due.
- 6.3 There is a continued focus on ensuring timely invoicing for large capital projects to our funding partners to maintain control over cashflows.
- 6.4 Latest year-end forecast for external debt is \$515m against a budget of \$549m. The lower forecast external debt is due to the more positive opening debt position and the repayment of \$19m and the continued focus on cash management through this financial year.
- 6.5 Council remains compliant with its Treasury Management Policy limits. The Risk and Assurance Committee reviews and monitors Council's treasury performance and policy on a quarterly basis with advice from Bancorp Treasury Services.

Attachments:

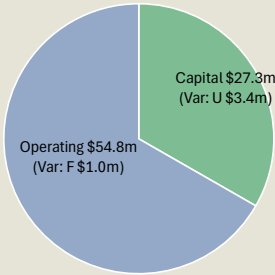


Q1 Financial Dashboard

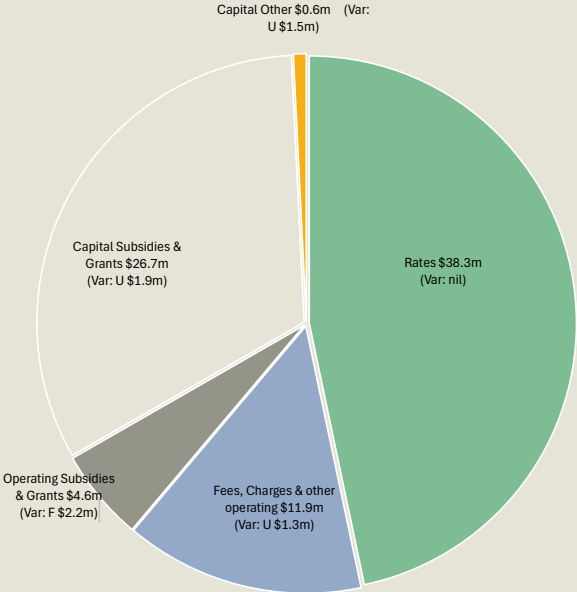
FIN-09-01-25-232

Whole of Council Quarterly Dashboard YTD September 2025

Revenue YTD September 2025



Actual Revenue by Revenue Type YTD September 2025

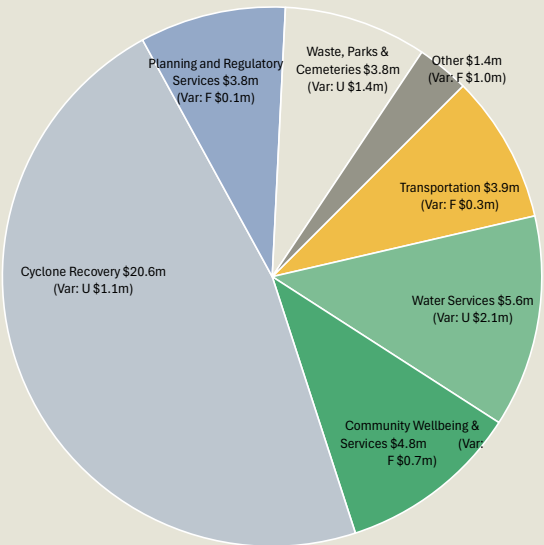


F = Favourable
U = Unfavourable

Revenue by Type YTD

Revenue by Type YTD	Actual \$000	Budget \$000	Variance \$000
Rates	38,319	38,281	38
Fees, Charges & other operating	11,883	13,142	(1,259)
Operating Subsidies & Grants	4,558	2,358	2,200
Capital Subsidies & Grants	26,689	28,606	(1,917)
Capital Other	637	2,150	(1,513)
Total Revenue	82,086	84,537	(2,451)

Actual Revenue by Group YTD September 2025
(Excludes Rates Revenue)

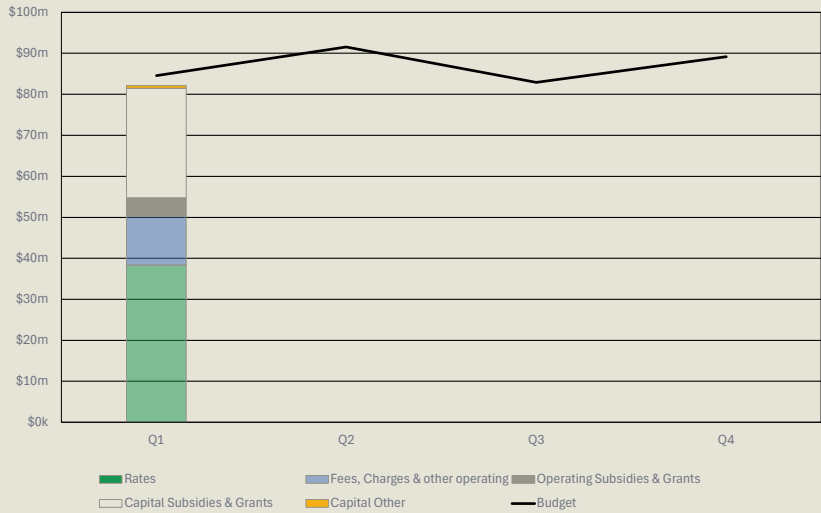


F = Favourable
U = Unfavourable

Revenue by group YTD

Revenue by group YTD	Actual \$000	Budget \$000	Variance \$000
Transportation	3,891	3,605	286
Water Services	5,564	7,637	(2,073)
Community Wellbeing & Services	4,769	4,099	670
Cyclone Recovery	20,581	21,638	(1,057)
Planning and Regulatory Services	3,833	3,703	130
Waste, Parks & Cemeteries	3,757	5,162	(1,405)
Other	1,372	412	960
Revenue by type	43,767	46,256	(2,489)
Plus Rates	38,319	38,281	38
Total Revenue	82,086	84,537	(2,451)

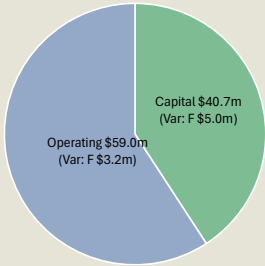
Actual Revenue by Quarter YTD September 2025



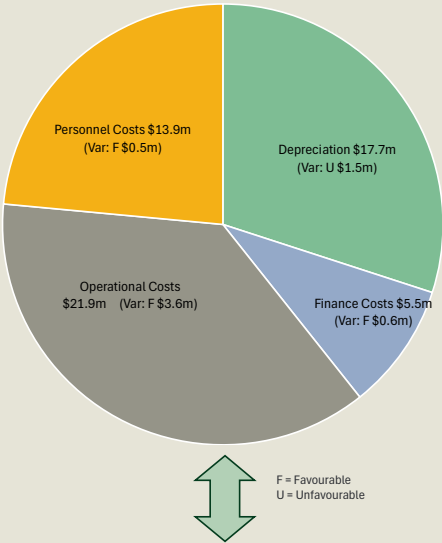
Revenue by Type Full Year Budget

Revenue by Type Full Year Budget	Full Year Budget \$000	Actuals YTD % of Full Year
Rates	153,126	25.0%
Fees, Charges & other operating	52,569	22.6%
Operating Subsidies & Grants	8,877	51.3%
Capital Subsidies & Grants	126,966	21.0%
Capital Other	6,601	9.7%
Total Revenue	348,139	23.6%

Expenditure YTD September 2025



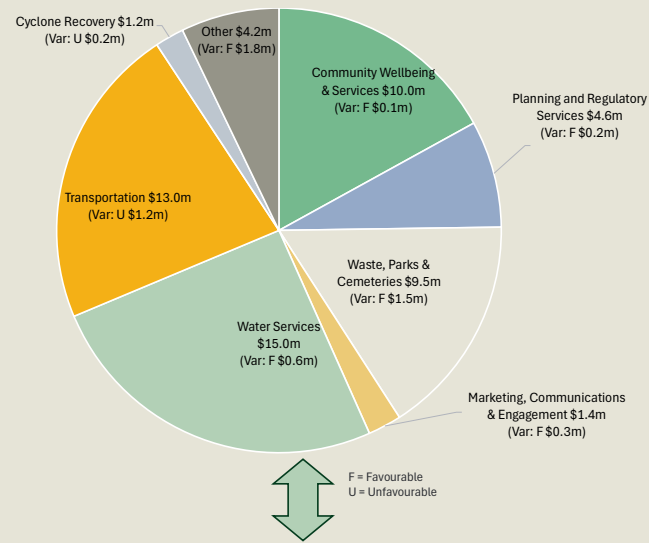
Actual Operating Expenditure by Type YTD September 2025



F = Favourable
U = Unfavourable

Operational Expenditure by Type YTD	Actual \$000	Budget \$000	Variance \$000
Depreciation	17,711	16,234	(1,477)
Finance Costs	5,495	6,086	591
Operational Costs	21,927	25,492	3,565
Personnel Costs	13,883	14,392	509
Total Expenditure	59,016	62,204	3,188

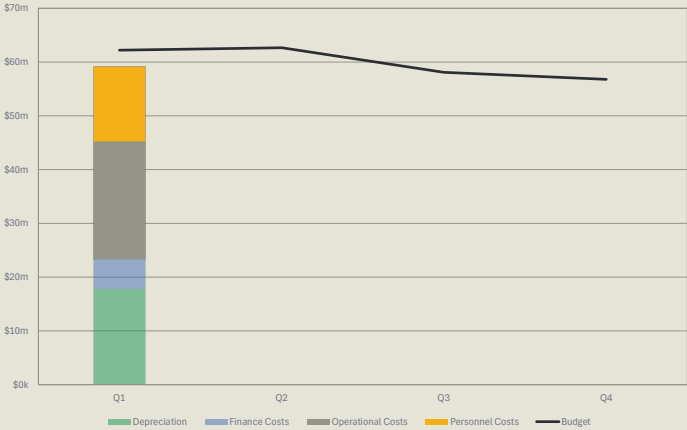
Actual Operating Expenditure by Group YTD September 2025



F = Favourable
U = Unfavourable

Operational Expenditure by group YTD	Actual \$000	Budget \$000	Variance \$000
Community Wellbeing & Services	10,021	10,163	142
Planning and Regulatory Services	4,601	4,835	234
Waste, Parks & Cemeteries	9,506	11,004	1,498
Marketing, Communications & Engagement	1,439	1,772	333
Water Services	14,962	15,543	581
Transportation	13,019	11,818	(1,201)
Cyclone Recovery	1,245	1,027	(218)
Other	4,223	6,042	1,819
Total Expenditure	59,016	62,204	3,188

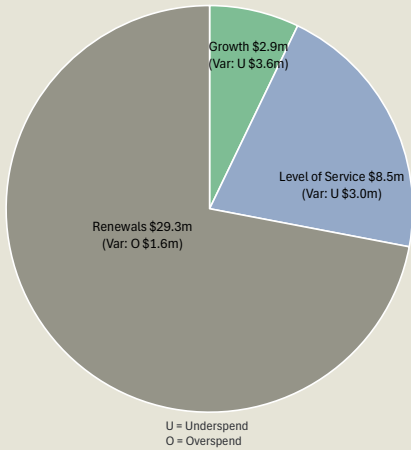
Actual Expenditure by Quarter YTD September 2025



Expenditure by Type Full Year Budget	Full Year Budget \$000	Actuals YTD % of Full Year
Depreciation	64,935	27.3%
Finance Costs	21,983	25.0%
Operational Costs	97,696	22.4%
Personnel Costs	55,085	25.2%
Total Expenditure	239,699	24.6%

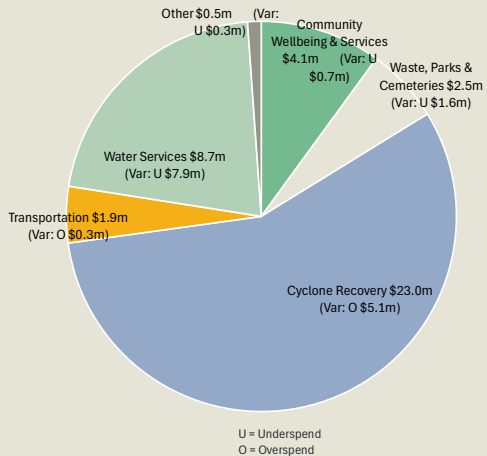
Capital Expenditure

Actual Capital Expenditure by Type YTD September 2025



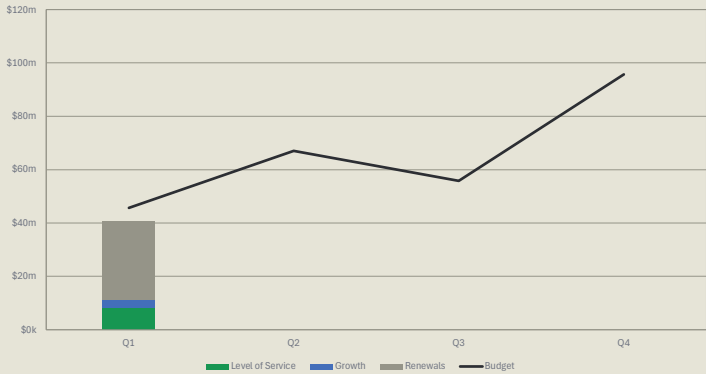
Capital Expenditure by Type YTD	Actual \$000	Budget \$000	Variance \$000
Growth	2,909	6,530	3,621
Level of Service	8,475	11,438	2,963
Renewals	29,302	27,719	(1,583)
Total Capital Expenditure	40,686	45,687	5,001

Actual Capital Expenditure by Group YTD September 2025



Capital Expenditure by group YTD	Actual \$000	Budget \$000	Variance \$000
Community Wellbeing & Services	4,076	4,726	650
Waste, Parks & Cemeteries	2,518	4,142	1,624
Cyclone Recovery	23,027	17,885	(5,142)
Transportation	1,904	1,565	(339)
Water Services	8,702	16,596	7,894
Other	459	773	314
Total Capital Expenditure	40,686	45,687	5,001

Actual Capital Expenditure by Quarter YTD September 2025



Capital Expenditure by Type	Full Year Budget \$000	Actuals YTD % of Full Year
Level of Service	55,197	5.3%
Growth	37,608	22.5%
Renewals	171,382	17.1%
Total Capital Expenditure	264,187	15.4%

Debt, Liquidity & Operational Result

Current Borrowings

Actual \$472.7m
(Full year Budget \$549m)

Liquidity

116%
(Full year Budget 115%)

Operational Surplus (to fund capital)

Actual \$23.1m
(Full year Budget \$22.3m)



Thursday, 11 December 2025

Te Hui o Te Kaunihera ā-Rohe o Heretaunga
Hastings District Council: Council Meeting

Item 10

Te Rārangi Take

Report to Council

Nā: Caitlyn Dine, Democracy & Governance Advisor
From: Louise Stettner, Manager, Democracy & Governance Services

Te Take: Appointments to the Hastings District Licensing Committee for the
Subject: 2025-2028 triennium

1.0 Executive Summary – *Te Kaupapa Me Te Whakarāpopototanga*

- 1.1 This report seeks Council approval for appointments to the Hastings District Licensing Committee (DLC) for the 2025-2028 triennium. DLCs are statutory bodies established under the Sale and Supply of Alcohol Act 2012 to consider and determine alcohol licensing matters within the district. To operate effectively, the DLC must comprise of at least three members.
- 1.2 Currently Hastings District Council has only one member on its DLC - Commissioner George Lyons. There is an immediate need to make further appointments to establish a functioning DLC with a hearing likely to be required early in the new year.
- 1.3 The proposed appointments are:
 - Tania Kerr as Commissioner Chair for a five-year term (11 December 2025 – 11 December 2030). Ms Kerr previously chaired the Hastings DLC and brings extensive experience and expertise in alcohol licensing matters.
 - Deputy Chair – to be appointed by Council (must be a Councillor of Hastings District Council).
 - Sally Butler and Ana Apatu as list members for a five-year term (11 December 2025 – 11 December 2030). Both have relevant governance experience and meet the criteria for appointment contained in the Sale and Supply of Alcohol Act 2012.
 - George Lyons remains appointed as a commissioner until 9 June 2027.
- 1.4 These appointments will ensure the DLC can meet quorum requirements and continue to deliver its statutory functions without delay.

2.0 Recommendations - *Ngā Tūtohunga*

- A) That Council receive the report titled Appointments to the Hastings District Licensing Committee for the 2025-2028 triennium dated 11 December 2025.
- B) That Council recommend to the Chief Executive that Tania Kerr be appointed as a Commissioner to the Hastings District Licensing Committee for a five-year term (11 December 2025 – 11 December 2030), there by having all the functions, powers and duties of the Chair of the Hastings District Licensing Committee (Pursuant to Section 193 of the Sale and Supply of Alcohol Act 2012).
- C) That Council approve Tania Kerr as the Chair of the Hastings District Licensing Committee.
- D) That Council approve Councillor _____ as Deputy Chair of the Hastings District Licensing Committee.
- E) That Council approve the following two list members of the Hastings District Licensing Committee for a five-year term (11 December 2025 – 11 December 2030):
 - Sally Butler
 - Ana Apatu
- F) That Council notes that Mr George Lyons is appointed as a Commissioner on the Hastings District Licensing Committee from 9 June 2022 – 9 June 2027.

3.0 Background – *Te Horopaki*

- 3.1 District Licensing Committees are statutory bodies established under the Sale and Supply of Alcohol Act 2012. They are responsible for considering and determining alcohol licensing matters within the district. Anyone wishing to sell and supply alcohol to the public in New Zealand must apply to their local council for a licence.
- 3.2 Councils establish DLCs by appointing:
 - A chairperson, who may be an elected member or an independent commissioner. The Chief Executive of a Council may, on the recommendation of the Council, appoint a Commissioner to its DLC. A Commissioner has all the functions, powers and duties of the Chair (s193 (1)) and can be appointed as a Chair (s189 (2)).
 - A Deputy Chair.
 - A list of approved members who meet the eligibility criteria set out in the Act.
 - Members serve terms of up to five years and may be reappointed.
- 3.3 The functions of DLCs include:
 - Deciding applications for new and renewed licenses (on-licence, off licence, club and special licenses).
 - Considering managers' certificates and temporary authorities.
 - Varying licence conditions and suspending or cancelling special licenses.
 - Referring matters to the Alcohol Regulatory and Licensing Authority (ARLA).
- 3.4 During the last triennium Hastings DLC had two list members: Mr Dave Fellows and Mr Wayne Bradshaw. Mr Fellows resigned from the DLC at the end of the last triennium, and Mr Bradshaw was not an active member. As a result, there are currently no members on the list.

- 3.5 In June 2022, the Chief Executive, on the recommendation of the Council, appointed Mr George Lyons as a Commissioner to the DLC for a five-year term (9 June 2022 – 9 June 2027). As this term is still current there is no need to make any changes to this appointment.

4.0 Discussion – *Te Matapakitanga*

- 4.1 To establish a functioning DLC, the membership must first be confirmed by Council. In accordance with the Act the DLC must comprise at least three members including one Chairperson and two members from the approved list.
- 4.2 Proposed composition of the DLC for the 2025-2028 triennium is as follows:
- Tania Kerr (Commissioner Chair)
 - George Lyons (Commissioner)
 - Deputy Chair (must be a Hastings District Councillor)
 - Sally Butler
 - Ana Apatu
- 4.3 Membership requirements exclude certain roles such as constables, Medical Officers of Health, licensing inspectors and Council employees. Members must not have direct involvement in or perceived bias toward the alcohol industry.
- 4.4 Officers consider that the experience and expertise of the proposed members meet the criteria for appointment to the Hastings DLC as set out below:
- **Tania Kerr (Commissioner Chair)** has extensive DLC experience as the previous Hastings DLC Chair and member since 2015, with strong legislative knowledge, decision-writing skills, and a proven record of chairing hearings.
 - **Sally Butler** has extensive DLC experience as a member on the Central Hawke's Bay District Licensing Committee. She is a past councillor and brings strong decision-making skills supported by relevant training.
 - **Ana Apatu** has extensive experience in public health and governance including serving as a member of the Hawke's Bay District Health Board (2017-2022) and a Hastings District councillor (2022 – 2025).
- 4.5 In 2023, Council undertook a recruitment process for DLC list members, however no applications were received. Officers plan to run another recruitment process in 2026 to expand the membership. Officers recommend the initial appointment of members to the DLC, will ensure a quorum can be met for a hearing.

5.0 Options – *Ngā Kōwhiringa*

Option One - Recommended Option - Te Kōwhiringa Tuatahi – Te Kōwhiringa Tūtohunga

- 5.1 Agree to the appointments to the DLC as proposed in this report.

Advantages

- Ensures that decision making of the DLC can continue.

Disadvantages

- None identified.

Option Two – Status Quo - Te Kōwhiringa Tuarua – Te Āhuetanga o nāiane

- 5.2 Do not make any appointments to the DLC.

Advantages

- None identified.

Disadvantages

- Could result in hearings being delayed.

6.0 Next steps – *Te Anga Whakamua*

- 6.1 Following agreement to the required appointments, any hearings required can be confirmed and proceed as required.

Attachments:

There are no attachments for this report.

Summary of Considerations - *He Whakarāpopoto Whakaarohanga*

Fit with purpose of Local Government - *E noho hāngai pū ai ki te Rangatōpū-ā-Rohe*

The Council is required to give effect to the purpose of local government as set out in section 10 of the Local Government Act 2002. That purpose is to enable democratic local decision-making and action by (and on behalf of) communities, and to promote the social, economic, environmental, and cultural wellbeing of communities in the present and for the future.

Link to the Council's Community Outcomes – *Ngā Hononga ki Ngā Putanga ā-Hapori*

This proposal promotes the social wellbeing and economic wellbeing of communities in the present and for the future.

Māori Impact Statement - *Te Tauākī Kaupapa Māori*

This is an administrative matter.

Sustainability - *Te Toitūtanga*

N/A

Financial considerations - *Ngā Whakaarohanga Ahumoni*

Fees for the Chair/Commissioner and members of the DLC are determined by the Minister of Justice in accordance with the Cabinet fees framework. There is an existing budget for the remuneration of DLC members.

Significance and Engagement - *Te Hiranga me te Tūhonotanga*

This decision/report has been assessed under the Council's Significance and Engagement Policy as being of low significance.

Consultation – internal and/or external - *Whakawhiti Whakaaro-ā-roto / ā-waho*

N/A

Rural Community Board – *Te Poari Tuawhenua-ā-Hapori*

No implications for the Hastings rural community over and above the rest of the Hastings district.

Thursday, 11 December 2025

Te Hui o Te Kaunihera ā-Rohe o Heretaunga
Hastings District Council: Council Meeting

Item 11

Te Rārangi Take

Report to Council

Nā:
From: Louise Stettner, Manager, Democracy & Governance Services

Te Take:
Subject: Adoption of the Council Meeting Schedule for 2026

1.0 Purpose and summary - *Te Kaupapa Me Te Whakarāpopototanga*

- 1.1 The purpose of this report is to obtain a decision from the Council on the proposed schedule of Council and Committee meetings for 2026 and recommends the adoption of the 2026 Meeting Schedule appended to this report (**Attachment 1**).
- 1.2 Although staff attempt to meet the needs of the Council it is inevitable that the schedule will need to be amended from time to time and these amendments will be notified to elected members as they arise.
- 1.3 While the schedule serves to give elected members notice of the upcoming meetings there is still a requirement under the Local Government Official Information and Meetings Act 1987 for the public to be advised on a regular basis of the meetings scheduled for the next month.
- 1.4 The schedule includes the meetings of all Committee and Council meetings so that members can plan ahead; ensure that meeting days are secured and not later taken up by other meetings. Where scheduled meetings are not required cancellations will be advised to members as early as possible.
- 1.5 Officers have developed the draft schedule of meetings for 2026 for consideration, taking into account the 2025 meeting frequency, analysis of work programmes and agendas of the Committees, and feedback from the Lead Team with the following noted:
 - Council and Committee meetings are concentrated on Tuesdays and Wednesdays, and as a general rule will commence at 1:00pm. This is in response to preferences expressed by elected members.
 - Development and adoption of both the draft and final Annual Plan by Council in February and June.
 - Quarterly reporting to the Performance and Monitoring Committee.
 - Annual Report adoption.

2.0 Recommendations - *Ngā Tūtohunga*

- A) That the Council receive the report titled Adoption of the Council Meeting Schedule for 2026 dated 11 December 2025.
- B) That the Council adopt the Schedule of Council Meetings for 2026 (**Attachment 1**).

Attachments:

1 [↓](#) 2026 Meeting Schedule January to December CG-18-01-00027

2026 Meeting Schedule January to December - CG-08-1-25-293 as at 28/11/25																																					
January			February			March			April			May			June			July			August			September			October			November			December				
1	Th	N/Y Day	1	Su		1	Sun		1	We	CCF	1	Fr		1	Mo	King's Birthday	1	We	CCF	1	Sa		1	Tu		1	Th	Keep Free	1	Su		1	Tu			
2	Fr	N/Y Hol	2	Mo		2	Mo		2	Th		2	Sa		2	Tu		2	Th		2	Su		2	We	CCF	2	Fr			2	Mo		2	We	CCF	
3	Sa		3	Tu		3	Tu		3	Fr	Good Friday	3	Su		3	We	CCF	3	Fr		3	Mo		3	Th		3	Sa			3	Tu		3	Th		
4	Su		4	We	CCF	4	We	CCF	4	Sa		4	Mo		4	Th		4	Sa		4	Tu		4	Fr		4	Su		4	We	CCF	4	Fr	JWF	Landfill	
5	Mo		5	Th		5	Th		5	Su		5	Tu		5	Fr		5	Su		5	We	CCF	5	Sa		5	Mo		5	Th	S & P	5	Sa			
6	Tu		6	Fr	Waitangi Day	6	Fr		6	Mo	Easter Mon	6	We	CCF	P & M	6	Sa		6	Mo	Keep Free	6	Th	CL	6	Su		6	Tu		6	Fr		6	Su		
7	We		7	Sa		7	Sa		7	Tu	Keep Free	7	Th	CL	7	Su		7	Tu			7	Fr		7	Mo		7	We	RA	7	Sa		7	Mo		
8	Th		8	Su		8	Su		8	We			8	Fr		8	Mo	RCB*	8	We			8	Sa		8	Tu		8	Th	CCF	8	Su		8	Tu	
9	Fr		9	Mo		9	Mo		9	Th			9	Sa		9	Tu		9	Th		9	Sun		9	We	HTNMSC	9	Fr		9	Mo		9	We		
10	Sa		10	Tu		10	Tu		10	Fr		10	Su		10	We	CL*	10	Fr	Matariki	10	Mo		10	Th		10	Sa		10	Tu		10	Th	CL		
11	Su		11	We		11	We	HTNMSC	11	Sa		11	Mo		11	Th	CL*	11	Sa		11	Tu		11	Fr		11	Su		11	We	IF	11	Fr			
12	Mo		12	Th		12	Th	P & M	12	Su		12	Tu		12	Fr		12	Su		12	We		12	Sa		12	Mo		12	Th		12	Sa			
13	Tu		13	Fr		13	Fr		13	Mo		13	We		13	Sa		13	Mo		13	Th		13	Su		13	Tu		13	Fr		13	Su			
14	We		14	Sa		14	Sa		14	Tu		14	Th		14	Su		14	Tu		14	Fr		14	Mo		14	We		14	Sa		14	Mo			
15	Th		15	Su		15	Su		15	We		15	Fr		15	Mo		15	We		15	Sa		15	Tu		15	Th		15	Su		15	Tu			
16	Fr		16	Mo	RCB*	1	Mo		16	Th		16	Sa		16	Tu		16	Th		16	Su		16	We	P & M	16	Fr		16	Mo		16	We			
17	Sa		17	Tu		17	Tu		17	Fr		17	Su		17	We		17	Fr		17	Mo		17	Th	CL	17	Sa		17	Tu		17	Th			
18	Su		18	We		18	We		18	Sa		18	Mo		18	Th	S & P	18	Sa		18	Tu		18	Fr		18	Su		18	We	RA	18	Fr			
19	Mo		19	Th	CL*	19	Th		19	Su		19	Tu		19	Fr		19	Su		19	We		19	Sa		19	Mo		19	Th		19	Sa			
20	Tu		20	Fr		20	Fr		20	Mo	RCB	20	We	RA	20	Sa		20	Mo		20	Th		20	Su		20	Tu		20	Fr		20	Su			
21	We		21	Sa		21	Sa		21	Tu		21	Th		21	Su		21	Tu		21	Fr	JWF	Landfill	21	Mo		21	We		21	Sa		21	Mo		
22	Th		22	Su		22	Su		22	We		22	Fr		22	Mo		22	We	RA	22	Sa		22	Tu		22	Th		22	Su		22	Tu			
23	Fr		23	Mo		23	Mo		23	Th		23	Sa		23	Tu		23	Th		23	Su		23	We	IF	23	Fr	HB Ann	23	Mo		23	We			
24	Sa		24	Tu		24	Tu		24	Fr		24	Sun		24	We	HTNMSC	24	Fr		24	Mo	RCB	24	Th		24	Sa		24	Tu	P & M	24	Th			
25	Su		25	We	RA	25	We	IF	25	Sa		25	Mo		25	Th	CL*	25	Sa		25	Tu		25	Fr		25	Su		25	We	HTNMSC	25	Fr	Xmas Day		
26	Mo		26	Th	S & P	26	Th	CL*	26	Su		26	Tu	IF	26	Fr		26	Su		26	We	S & P	26	Sa		26	Mo	Labour Day	26	Th		26	Sa	Boxing Day		
27	Tu		27	Fr	JWF	Landfill	27	Fr		27	Mo	Anzac Day (Obs)	27	We		27	Sa		27	Mo		27	Th		27	Su		27	Tu		27	Fr		27	Su		
28	We		28	Sa		28	Sa		28	Tu		28	Th		28	Su		28	Tu		28	Fr		28	Mo	Keep Free	28	We		28	Sa		28	Mo			
29	Th					29	Sun		29	We		29	Fr	JWF	Landfill	29	Mo		29	We	IF	29	Sa		29		Tu		29	Th	CL	29	Su		29	Tu	
30	Fri					30	Mo		30	Th	S & P	30	Sa		30	Tu		30	Th	P & M	30	Su		30	We			30	Fr		30	Mo	RCB	30	We		
31	Sa					31	Tu					31	Sun					31	Fr		31	Mo					31	Sa					31	Th	NY Eve		

Statutory and School Holidays

CL-Council-1pm
S & P - Strategy & Policy - 1pm
No Meetings

RCB - Rural Community Board - 1pm
PM -Performance & Monitoring - 1pm
IF - Infrastructure Delivery - 9am
JWF - Joint Waste Futures - 10am

Māori (Heretaunga Takoto Noa Māori) - 1pm
CCF- Community & Civic Futures Sub - 9am
RA - Risk & Assurance - 9.00am

Ōmarunui Landfill - 1pm
HB Crematorium Committee - 9.00am
TWWJC

Creative

HASTINGS DISTRICT COUNCIL

COUNCIL MEETING

THURSDAY, 11 DECEMBER 2025

Item 14

RECOMMENDATION TO EXCLUDE THE PUBLIC

SECTION 48, LOCAL GOVERNMENT OFFICIAL INFORMATION AND MEETINGS ACT 1987

THAT the public now be excluded from the following part of the meeting, namely:

- 15 Land Purchase for Te Mata Road/Waimārama Road Intersection Works
- 16 Land Divestment
- 17 Commercial Transaction
- 18 Delivery of Regional Priorities

The general subject of the matter to be considered while the public is excluded, the reason for passing this Resolution in relation to the matter and the specific grounds under Section 48 (1) of the Local Government Official Information and Meetings Act 1987 for the passing of this Resolution is as follows:

<i>GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED</i>	<i>REASON FOR PASSING THIS RESOLUTION IN RELATION TO EACH MATTER, AND PARTICULAR INTERESTS PROTECTED</i>	<i>GROUND(S) UNDER SECTION 48(1) FOR THE PASSING OF EACH RESOLUTION</i>
15 Land Purchase for Te Mata Road/Waimārama Road Intersection Works	Section 7 (2) (h) The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities. Section 7 (2) (i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations). Purchase of Land for Infrastructure Project.	Section 48(1)(a)(i) Where the Local Authority is named or specified in the First Schedule to this Act under Section 6 or 7 (except Section 7(2)(f)(i)) of this Act.

<p>16 Land Divestment</p>	<p>Section 7 (2) (b) (ii) The withholding of the information is necessary to protect information where the making available of the information would be likely to unreasonably prejudice the commercial position of the person who supplied or who is the subject of the information.</p> <p>Section 7 (2) (h) The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.</p> <p>Section 7 (2) (i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations). Exploring divestment of Council-land, considering ROI submissions which contain commercial information that could aid negotiations.</p>	<p>Section 48(1)(a)(i) Where the Local Authority is named or specified in the First Schedule to this Act under Section 6 or 7 (except Section 7(2)(f)(i)) of this Act.</p>
<p>17 Commercial Transaction</p>	<p>Section 7 (2) (i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations). To protect Council's commercial interests during ongoing negotiations with external parties..</p>	<p>Section 48(1)(a)(i) Where the Local Authority is named or specified in the First Schedule to this Act under Section 6 or 7 (except Section 7(2)(f)(i)) of this Act.</p>
<p>18 Delivery of Regional Priorities</p>	<p>Section 7 (2) (i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations). Direction may impact contractual relationships of parties.</p>	<p>Section 48(1)(a)(i) Where the Local Authority is named or specified in the First Schedule to this Act under Section 6 or 7 (except Section 7(2)(f)(i)) of this Act.</p>