

Wednesday, 10 June 2026

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

Officer Comments & Free Parking Report

Te Rā Hui:
Meeting date: **Wednesday, 10 June 2026**

Te Wā:
Time: **9.00am**

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

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OFFICER COMMENTS ON SUBMISSIONS TO ANNUAL PLAN 2026/27

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS																																																		
	CONSULTATION DOCUMENT ISSUES																																																		
	<p>Rates Increase</p> <p>Note: An overview of feedback on the rates increase proposal is contained in the main agenda report.</p>																																																		
	<p>Waipātiki Wastewater Targeted Rate</p> <p>Note: An overview of feedback on this proposal is contained in the main agenda report.</p> <table border="0"> <tr> <td>Elizabeth Horn (138)</td> <td>Stewart Horn (308)</td> </tr> <tr> <td>Ron & Brenda Neal (199)</td> <td>Nicholas Schnell (311)</td> </tr> <tr> <td>Amanda Jung (207)</td> <td>Judi Schnell (312)</td> </tr> <tr> <td>Maxwell Plested (215)</td> <td>Maurice Gunnell (314)</td> </tr> <tr> <td>Paul Evans (220)</td> <td>Peter Sidoruk (321)</td> </tr> <tr> <td>Dawn Baxter (228)</td> <td>Jacqui Holt (328)</td> </tr> <tr> <td>Steve Baxter (229)</td> <td>Kiki Abel (329)</td> </tr> <tr> <td>Alice Russ (230)</td> <td>Richard Coles (330)</td> </tr> <tr> <td>Paul Kite (231)</td> <td>Jan Tremain (334)</td> </tr> <tr> <td>Lisa & Bruce Muir (239)</td> <td>Hester Tremain (340)</td> </tr> <tr> <td>Margaret Campbell (264)</td> <td>Bevan & Andrea Gully (351)</td> </tr> <tr> <td>Philip Berry (267)</td> <td>Benjamin Martin (353)</td> </tr> <tr> <td>Marilyn Lusk (269)</td> <td>Gavin Burgess (354)</td> </tr> <tr> <td>Hannah Galloway (270)</td> <td>Martin Sidoruk (355)</td> </tr> <tr> <td>Rhiannon Tong (275)</td> <td>Ange Tremain (357)</td> </tr> <tr> <td>Neil Faulknor (276)</td> <td>Dan Hart (358)</td> </tr> <tr> <td>Russell Fergusson (279)</td> <td>Fraser Holland (359)</td> </tr> <tr> <td>Shelly Minter (280)</td> <td>Duncan Thomas (360)</td> </tr> <tr> <td>Travis Minter (281)</td> <td>Hamish White (363)</td> </tr> <tr> <td>Stephanie Keong (284)</td> <td>Amanda Holland (364)</td> </tr> <tr> <td>Leah Ericksen (287)</td> <td>Rodney Earnshaw (370)</td> </tr> <tr> <td>Brett Collier (288)</td> <td>Lyndal Staples (372)</td> </tr> <tr> <td>Phyllida Gibson (290)</td> <td>Sam Staples (375)</td> </tr> <tr> <td>Angela Jameson (297)</td> <td>Robyn McLean (376)</td> </tr> <tr> <td>Andrew Taylor (301)</td> <td>Eva Brunel (381)</td> </tr> </table>	Elizabeth Horn (138)	Stewart Horn (308)	Ron & Brenda Neal (199)	Nicholas Schnell (311)	Amanda Jung (207)	Judi Schnell (312)	Maxwell Plested (215)	Maurice Gunnell (314)	Paul Evans (220)	Peter Sidoruk (321)	Dawn Baxter (228)	Jacqui Holt (328)	Steve Baxter (229)	Kiki Abel (329)	Alice Russ (230)	Richard Coles (330)	Paul Kite (231)	Jan Tremain (334)	Lisa & Bruce Muir (239)	Hester Tremain (340)	Margaret Campbell (264)	Bevan & Andrea Gully (351)	Philip Berry (267)	Benjamin Martin (353)	Marilyn Lusk (269)	Gavin Burgess (354)	Hannah Galloway (270)	Martin Sidoruk (355)	Rhiannon Tong (275)	Ange Tremain (357)	Neil Faulknor (276)	Dan Hart (358)	Russell Fergusson (279)	Fraser Holland (359)	Shelly Minter (280)	Duncan Thomas (360)	Travis Minter (281)	Hamish White (363)	Stephanie Keong (284)	Amanda Holland (364)	Leah Ericksen (287)	Rodney Earnshaw (370)	Brett Collier (288)	Lyndal Staples (372)	Phyllida Gibson (290)	Sam Staples (375)	Angela Jameson (297)	Robyn McLean (376)	Andrew Taylor (301)	Eva Brunel (381)
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	<p>Kate Harding (302) Simon Tremain (385) Greg Smith (303) James Horn (387) Mandy Pentecost (306) Paulina Wilhelm (388)</p>
	<p>Whakatū Stormwater Targeted Rate</p> <p>Note: An overview of feedback on this proposal is contained in the main agenda report.</p> <p>Graeme Lowe Tannery (395) Midgard Holdings (412) Michael Bourke (396) DG Logistics (413) Silverfern Farms (397) LAMM Services (414) William Agnew (398) Gunn Investments (415) Mike Walmsley (399) Bruce Davidson (416) Devco1 Ltd (400) Daniel Montaperto (417) Unison (401) Daniel Montaperto (418) Rangitane Developments (402) Transpower (419) Lucknow Holdings (403) VCVB Ltd (420) Goldroy Holdings (404) BLH Ltd (421) Akuwhata Combs (405) Cypress Capital Ltd (422) Rufbarn Property (406) Kevin Senior (423) Johnston Park (407) Graham Hammond (424) PLL Properties (408) Toto Investments (425) Lineage Logistics (409) Lorraine Midgley (426) Nuprop Ltd (410) Freshco LTD (427) Timothy Sherratt (411) Peter Lawry (428) Lewis Kenah (429)</p>
<p>Naomi Ioasa (179) Gary Cutts (304) John Roil (316) Bill Livingston (317) Chris Skerman (336) Russell Thorogood (361) Hastings City Bus Assn (386)</p>	<p>Rates and Revaluations</p> <p>Officer Responsible: Graham Watson (Chief Financial Officer)</p> <p>Officer Comments:</p> <p>Naomi Ioasa: The rating allocation model is developed to reflect utilisation of /ability to utilise the assets and services provide by council. The allocation model does not factor in affordability</p> <p>All land in the Hastings District is allocated to either Differential Rating Area One or Differential Rating Area Two. Within each differential rating area, differential classifications have been applied to reflect differences in the levels</p>

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	<p>of service and benefit properties receive based on their location and the nature of the activities undertaken.</p> <p>Residential properties in Differential Rating Area One are used as the base (factor 1) and other property types are adjusted against this base. Lifestyle/Horticulture/Farming properties within Differential Rating Area Two are used as the base (factor 1) and other property types are adjusted against this base.</p> <p>Properties located within differential classifications Residential Clive and Residential Non-Urban (including Townships & Small Settlements), have both been discounted to varying degrees due to their locality and ability to use all services provided. Horticulture/Farming properties within Differential Rating Area One have also been discounted for similar reasons; in particular costs relating to urban stormwater services do not apply to this category.</p> <p>Commercial properties are required to pay a greater proportion of the general rate and the differential factor reflects the increased impact on the roading network and urban amenities such as footpaths and stormwater systems for commercial properties.</p> <p>The Council has had a policy of increasing the use of uniform and targeted rates, applied on a 'per separately used or inhabited part of a rating unit basis', which shifts the incidence of rates away from the commercial sector. The commercial differential factor also takes into consideration the impact this policy change has had on the distribution of rates between different categories of property. The Commercial Non-Urban (Peripheral) category is discounted in comparison to the main commercial category due to locality and availability of services.</p> <p>Bill Livingston/Chris Skerman/Gary Cutts:</p> <p>Council's rate take is set through the Annual Plan/Long Term Plan process.</p> <p>The revaluation does not increase the overall amount of rates to be collected, it does however affect how rates are spread across the district.</p> <p>This revaluation results in a shift in the share of the general rates from residential to commercial/industrial and for some properties in the Hastings and Havelock North CBD areas.</p> <p>It is worth noting that with every revaluation there are movements between the residential, commercial and industrial sectors and over the last 3 revaluations, the commercial CBD sector had seen lower than average movements resulting in a smaller share of the rates.</p> <p>Hastings City Bus Assn:</p> <p>A separate meeting is to be had with the Business Association to discuss their concerns regarding the revaluation of commercial properties and subsequent rating impacts. Council will be updated following that meeting.</p>

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	<p>John Roil/Russell Thorogood:</p> <p>The comments above also apply to these submissions. The submitters have been sent a detailed response in regard to a separate information request.</p>
<p>Joshua Cornes (26) Mary McLaughlin (112) Evan Price (203) Jim Stewart (365)</p>	<p>Emergency Management Targeted Rate</p> <p>Officer Responsible: Craig Cameron (Group Manager: Office of the mayor, governance, legal)</p> <p>Officer Comments:</p> <p>Joshua Cornes (26)</p> <p>Submits the CDEM targeted rate is divisive by basing public expenditure on race and not purely on need.</p> <p><u>Officer Comment</u> The costs within the CEM rate relate to the enablement of marae emergency hubs, which recognizes the valuable role they play as part of the districts emergency response.</p> <p>Section 14 of the Local Government Act 2002 (Principles Relating to Local Authorities) Subsection E – requires that Council as a local authority should provide opportunities for Māori to contribute to its decision-making processes.</p> <p>The Emergency Management Bill 2025 (pending legislation to replace the existing Civil Defence Act 2002) recognises the role iwi and Māori play in emergency management by;</p> <ul style="list-style-type: none"> • Requiring Emergency Management Committees to appoint 1 or more people to the Coordinating Executive Group with local perspectives of Māori, Māori communities, and their interests and values, including mātauranga Māori (Māori traditional knowledge) and tikanga Māori (Māori protocol and culture), iwi, and hapū in the area. • Engage with and involve representatives of iwi and Māori in the Committee’s area in the development of Regional Emergency Management Plans. • Have regard to any comments on a proposal for a Regional Emergency Management Plan made by iwi and Māori within the Committee’s area. <p>The Act incorporates these changes from the existing legislation to acknowledge Iwi and Māori have knowledge, skills, and resources to contribute to emergency management across the 4Rs of risk reduction, readiness, response, and recovery.</p> <p>Councils’ commitment to Iwi Māori Engagement aligns with these statutory directions.</p>

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	<p>Mary McLaughlin (112)</p> <p>Submits Council in its emergency planning needs to take into consideration the bespoke requirements of people with disabilities.</p> <p><u>Officer Comment</u></p> <p>It is both ‘Emergency Management Best Practice’ and Council standard practice, to plan to accommodate the requirements of individuals who may be more uniquely vulnerable in an emergency event due to disability and/or other factors.</p> <p>Evan Price (203)</p> <p>Submits Council should liaise with other Councils to ensure efficiency in investment. Suggests use of Army Tents as an alternative for community hubs and command centres.</p> <p><u>Officer Comment</u></p> <p>Council, with the other 4 local authorities in Hawke’s Bay is a party to a ‘Service Level Agreement’ which is to give effect to the Hawke’s Bay Civil Defence Transformation Strategy (Strategy).</p> <p>The Strategy includes a ‘Performance and Assurance’ key area of focus which includes ongoing independent evaluations of Councils to help ensure Councils are delivering on the key focus areas of the Strategy.</p> <p>Jim Stewart (365)</p> <p>Submits staff/volunteer training costs for emergency management can be avoided by senior Council staff conducting training in house.</p> <p><u>Officer Comment</u></p> <p>Most of the staff professional development for emergency management is accommodated in-house. The training that is purchased tends to be for qualifications under the National Qualifications Framework, which is a structured system that categorizes, classifies, and validates learning outcomes. The training must be delivered by approved providers. Council seldom has the requisite training skills available in house.</p>

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	OTHER MATTERS
Janine Raison (14)	<p>Officer Responsible: Rachel Stuart (Public Spaces Manager)</p> <p>Officer Comments: <u>Bird Aviary's</u> <i>The submitter calls for a greater presence of songbirds in the aviary.</i></p> <p>The submitter states that while the aviary is clean and creative, most of the birds are hooked beak, and would like songbirds on display, which might make more people visit and stay and enjoy the birds. Has requested that canaries or finches be added to the collection.</p> <p>As part of the 2021 aviary upgrade, Massey University provided expert advice on aviary design, species selection, and flock composition. Their recommendation was that different bird species should generally be housed separately due to welfare risks such as stress, aggression, competition for food, and injury. In line with Council's responsibilities under the Animal Welfare Act 1999, this advice was adopted and the aviary populations were separated. Current parrot numbers are now at, or slightly above, the recommended stocking levels.</p> <p>Officers have considered several options for introducing songbirds as the submitter has requested. However, these options would require modifying existing flights, replacing current bird populations, or building a new purpose-built flight. These options would require either a reduction in existing healthy bird populations, or substantial capital investment. For these reasons, the recommended option is to maintain the existing parrot-focused collection, as these best support animal welfare, aligns with expert advice and avoids unnecessary cost and disruption.</p>
Sheryl Rippon (16)	<p>Officer Responsible: John Payne (Regulatory Solutions Manager)</p> <p>Officer Comments: <u>Residential Parking</u> <i>The submitter comments on parking behaviour and its damage and impact on infrastructure.</i></p> <p>Council agrees that parking behaviour can have a real impact on how our streets look and how well our infrastructure holds up.</p> <p>All the issues raised in the submission are enforceable and can result in infringements being issued. Currently the response is complaint driven and we rely on public feedback.</p> <p>Good communication and regular monitoring go a long way toward improving the appearance of our neighbourhoods without placing unnecessary pressure on ratepayers.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
Esme Anna (18)	<p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments:</p> <p><u>Pedestrian Crossing</u> <i>The submitter seeks safer pedestrian crossing on busy roads such as Willow Park, Park Road and Grove Road.</i></p> <p>Council acknowledges the submitter’s request for additional pedestrian crossing facilities, particularly on higher-traffic streets where crossing can be challenging for pedestrians, including those with prams or bicycles.</p> <p>The provision of new crossing points will be assessed as part of the upcoming financial year’s work programme. This assessment will consider safety, traffic volumes, and suitability of locations to ensure any installations are appropriate and effective. Funding priority & support from our co funder (NZTA) is also a consideration.</p> <p>Council officers will also engage with the submitter to help identify specific locations of concern and to inform the assessment process.</p>
Ryan Jennings (32)	<p>Officer Responsible: Rachel Stuart (Public Spaces Manager) Gus Charteris (Group Manager Strategy, Data and Technology)</p> <p>Officer Comments:</p> <p><u>Hastings CBD Westside</u> <i>The submitter calls for a dedicated funding allocation of \$140,000 to support activity on the westside of the Hastings CBD.</i></p> <p>The submitter seeks \$140,000 per annum as a new dedicated WestSide precinct budget for Heretaunga Street West, west of the railway line. The submission states this would be additional to existing Hastings City Business Association funding, with Westside Association of Members (WAM) delivering activity in the west. The proposed funding would support marketing, digital promotion, events, heritage activity, and business capability-building, including \$80,000 to co-fund paid WAM membership fees and \$60,000 for WAM operations.</p> <p>Council currently funds the Hastings City Business Association to provide city centre business support, promotion, and activation, including Heretaunga Street West. Council’s city centre planning and funding approach is based on the wider 6x6 block area, not separate east/west precinct allocations. The absence of a specific WestSide budget line does not mean the area has received no benefit from city centre investment.</p> <p>The submission refers to total Council transfers to HCBA of approximately \$590,000–\$660,000 per year. Officers note that the annual funding provided to HCBA through the existing targeted rate is approximately \$320,000 per annum. HCBA may also apply for Council grants through standard contestable processes, in the same way as other eligible organisations. Any grant funding received should not be treated as part of a guaranteed annual transfer or base funding arrangement.</p>

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	<p>Council has continued to invest in the city centre over many years, including on the western side of the railway line. The 2019 Hastings City Centre Public Spaces Revitalisation Plan identified projects across both sides of the city centre, with a number of western projects completed or underway, including significant current investment in Heretaunga Street West 100, Market Street, and the laneway connection to the Queen Street development (see below for further detail).</p> <p>Officers note that the 400-block west is not currently included within the existing BID boundary, although this has not previously been identified as a specific issue through Council’s city centre planning processes. The proposal is not an application to establish a new Business Improvement District and does not request a new targeted rate or establishment poll. However, it has similarities with BID-type activity, including geographically defined business support, promotion, events, and representation. Relevant considerations include mandate from affected businesses and property owners, governance, accountability, boundaries, public-good benefit, and alignment with existing city centre arrangements.</p> <p>There is potential overlap with existing Council work and funding pathways. The City Centre Strategy and 10 Year Action Plan already provide a framework for city centre activation, heritage, public realm, and economic development. Council also has mechanisms to support event delivery where events demonstrate public value and alignment with Council outcomes. The submission raises concerns about relative social media promotion of west-side businesses, but officers have not independently assessed this data.</p> <p>While WAM is described as an association, the submission also describes a paid membership and digital service model with different levels of direct promotional support for participating businesses. Any public funding would therefore need to demonstrate a clear public-good benefit and avoid primarily subsidising private membership services or selected commercial benefits.</p> <p>At this time, officers do not support creating a new dedicated \$140,000 Annual Plan line item for WAM. The proposal is based in part on claims about dedicated WestSide investment and HCBA funding that do not reflect how Council’s city centre funding and contestable grants processes operate. It would also create a separate funding arrangement for part of the city centre already supported through existing HCBA funding and wider Council investment, with potential duplication and fragmentation. Further information would be required to demonstrate mandate, governance, accountability, public-good benefit, and alignment with the City Centre Strategy and existing city centre business support arrangements.</p> <p><u>Council Investment Summary</u> Council has continued to invest in the city centre over many years, with streetscape upgrades beginning in the early 2000s in the Heretaunga Street West 200 and 300 blocks. In 2019, Council adopted the Hastings City Centre Public Spaces Revitalisation Plan, which identified 23 public space upgrade projects following consultation with stakeholders and the wider community. Of those 23 projects, 12 are located on the east side of the railway line and 11 are located on the west side.</p>

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	<p>Investment has not been limited to the eastern blocks. On the western side, 8 of the 11 identified projects are either complete or currently underway. Current investment in the upgrade of Heretaunga Street West 100 and Market Street represent the most significant projects in the programme by value. In addition, Council has made a significant investment in the new laneway connection through to the Queen Street development, further supporting access, activation and private sector confidence in the western city centre.</p>
<p>Roger Mogford (36)</p>	<p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments: <u>Mayfair Ave resealing</u> <i>The submitter comments on where Mayfair Avenue resealing and beautification sits on Council's prioritised work programme.</i></p> <p>Council acknowledges the submitter's concerns regarding the condition of Mayfair Avenue and the timing of planned upgrades. Mayfair Avenue has been identified for a full-width rehabilitation project, which was originally intended to be delivered alongside upgrades to the Three Waters infrastructure, similar in approach to works undertaken on Warwick Street.</p> <p>Council's long-term intention remains to deliver this integrated upgrade. Subject to the availability of funding (both from NZTA & local Council rates) and decision-making within the new Three Waters entity, including the prioritisation and sequencing of works within its programme, it is expected that an integrated programme for Mayfair Avenue could be implemented within the next 2–3 years. This would need to be confirmed as part of funding and approvals in the next Council Long-Term Plan and NZTA Land Transport programme funding and prioritisation.</p> <p>In the interim, Council's approach is to undertake targeted heavy maintenance and resealing of the existing road surface to maintain safety and serviceability.</p> <p>In relation to Warwick Street, the application of two seal coats is standard practice for this type of work. An initial (first coat) seal is applied during construction, followed by a second coat typically within 1–3 years. This staged approach ensures an appropriate level of waterproofing and durability, which cannot be achieved in a single application and is expected to provide a service life of 10 or more years.</p>
<p>Dean Sewell (42)</p>	<p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments: <u>Traffic Management</u> <i>The submitter comments on traffic management practice.</i></p>

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	<p>Council acknowledges the submitter’s concerns regarding the cost and extent of temporary traffic management, particularly the overuse of traffic control measures for lower-risk activities.</p> <p>In response to these concerns, Council has adopted the New Zealand Guide for Temporary Traffic Management (NZGTTM), a nationally developed framework endorsed by the Minister of Transport. This new guide is intended to reduce unnecessary use of traffic management measures, including excessive signage and road cones, while maintaining appropriate safety outcomes.</p> <p>The NZGTTM represents a shift away from a prescriptive, one-size-fits-all approach toward a more risk-based methodology. It enables Council and its contractors to select traffic management measures that are proportionate to the level of risk associated with each site and activity. In practice, this means that lower-risk works on lower-risk roads can be managed with simpler, more cost-effective solutions.</p> <p>Implementation of the NZGTTM is being rolled out nationally, with Council requiring its application across all relevant contracts from 1 July 2026. Council expects that this approach will improve efficiency, reduce unnecessary costs, and minimise disruption to road users, while continuing to prioritise the safety of workers and the public.</p>
<p>Kyle Phillips (43)</p>	<p>Officer Responsible: Rachel Stuart (Public Spaces Manager)</p> <p>Officer Comments: <u>Havelock North Domain park infrastructure</u> <i>The submitter comments on possible future development at Havelock North domain.</i></p> <p>The submitter has requested an extension to the skate bowl at Village Green, including an additional bowl area and a basketball hoop.</p> <p>The proposed extension, which includes a half basketball court, was approved through the adopted Reserve Management Plan. Funding was originally included in Year 3 of the 2021–31 Long Term Plan, and construction plans were prepared in consultation with the community in 2023, with the intention that construction would begin in 2024.</p> <p>However, delivery of the project was deferred through the 2024–34 Long Term Plan process. The \$300,000 required to deliver the project is currently indicated in Year 2027/28.</p> <p>Officers acknowledge the benefits this extension would bring to the community, particularly given the popularity of the existing skate facility. The project will be considered & confirmed alongside other priorities and actions from adopted Reserve Management Plans as part of Council’s 2027–37 Long Term Plan deliberations.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
Bonnie Burch (66)	<p>Officer Responsible: John Payne (Regulatory Solutions Manager)</p> <p>Officer Comments: <u>Animal Control flexi hours</u> <i>The submitter comments on a number of areas of delivery of the animal control activity.</i></p> <p>Council currently provides a 24-hour Animal Control service to the community. During standard working hours, this service is delivered by a team of eight staff, while afterhours coverage is provided through a contracted service. The afterhours contractor is primarily tasked with responding to emergency situations and is not resourced or equipped to undertake complex or high-level investigations.</p> <p>At present, officers consider that the existing service represents an appropriate balance between responsiveness, capability, and cost. Expanding the service to include additional proactive patrols outside normal working hours would require further resourcing and funding, which would need to be carefully considered against other priorities.</p> <p>It is also important to recognise that animal control work can be both contentious and, at times, volatile. Ensuring staff wellbeing is a key consideration, and providing adequate rest periods, including weekends, is essential for maintaining a safe and sustainable service.</p> <p>The submitter has suggested that increased enforcement, particularly in relation to dog fouling, could generate additional revenue through infringement fees. However, it should be noted that infringement fees for this offence are set by central government and are currently \$300. Enforcement activities should not be viewed as a revenue generating mechanism but rather as a tool to promote compliance and responsible dog ownership.</p> <p>In relation to the suggestion of providing enclosed dog exercise areas, Council’s experience indicates that such facilities can present challenges. These areas may disproportionately attract dog owners whose animals are not well controlled and bringing multiple untrained or poorly supervised dogs together can increase the risk of incidents. Responsible dog ownership requires that dogs are kept under control at all times, and where this cannot be achieved, dogs should remain on a leash.</p> <p>Overall, officers believe that the current approach to animal control strikes an appropriate balance between service provision and public safety but could investigate other options if directed by Council.</p> <p>Officer Responsible: Martin Jarvis (Waste Manager)</p> <p>Officer Comments: <u>Hard rubbish collection</u> <i>The submitter comments on a specific service for large refuse items.</i></p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>Hard rubbish collections are not currently provided as a scheduled service and are not an action to consider under the current Waste Management and Minimisation Plan. While some councils offer annual inorganic collections, these services can be costly to deliver and may result in increased volumes of waste being presented for disposal.</p> <p>Residents can arrange for larger items to be collected through second hand stores, private waste collectors or take them to the transfer stations. This is in line with Hastings District Council’s user pays approach to solid waste.</p> <p>Introducing a scheduled collection may encourage some to place items out at different times in the expectation that Council will collect it in due course. This may contribute to increased instances of illegal dumping and scavenging activity on the roadside berms and create further cost implications for Council.</p> <p>Officer Responsible: Rachel Stuart (Public Spaces Manager)</p> <p>Officer Comments: <u>Tree maintenance</u></p> <p><i>The submitter comments on the maintenance of some trees in particular locations.</i></p> <p>The submitter states that trees that have been planted on berms are not being maintained, such as the cherry trees along Willowpark Road. They are overgrown and too big for suburban streets – the roots cause trouble for footpaths which must be repaired and in autumn they drop leaves. Requesting more funding for the maintenance of street trees or their removal.</p> <p>Council maintains street trees through its regular maintenance programme, with work prioritised where there are safety issues, footpath damage, or impacts on vehicle and pedestrian access. The cherry trees on Willowpark Road were pruned in 2022 and inspected in 2023 and 2025. Following the most recent inspection, Council’s arboriculture team did not identify any need for further trimming, as the trees still provide good clearance over the road and footpath.</p> <p>The Willowpark Road trees are mature but remain in good condition, with asset information indicating around 16 years of remaining life. Council recognises concerns about tree size, root impacts, footpath lifting and autumn leaf fall, and considers these issues through regular inspections and maintenance decisions. Where problems are identified, responses may include pruning, root management, footpath repair, or, where necessary, removal and replacement. Council’s approach is to retain healthy street trees where practical and safe, recognising their benefits for shade, amenity, biodiversity, stormwater management and reducing heat, while balancing these benefits against safety, access, condition and available funding.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
William Gray (67)	<p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments: <u>Proactive and effective maintenance</u> <i>The submitter comments on various aspects of transport asset management and maintenance practice.</i></p> <p>Council acknowledges the submitter’s comments regarding the importance of proactive and effective maintenance of transport and drainage assets, and the risks associated with delayed intervention.</p> <p>Council operates a structured maintenance intervention strategy that guides how faults across the network are prioritised and addressed. This approach is intended to ensure that the right treatment is applied at the right time to maintain asset condition and optimise whole-of-life costs.</p> <p>The sealed road renewal programme is prioritised based on assessed network need. Over an extended period, however, funding levels available for this activity have not increased in line with network demand and cost pressures. This has constrained the ability to deliver the full extent of renewal work required and has contributed to a gradual decline in levels of service across parts of the network.</p> <p>In relation to drainage assets, all road sumps are inspected annually and cleaned where required. Data on material accumulation is recorded to identify locations that may require more frequent servicing. Maintenance or renewal of sumps is then scheduled based on inspection outcomes to ensure assets continue to function as intended.</p> <p>Council continues to work with its funding partners and contractors to improve the effectiveness and timeliness of maintenance activities, with an ongoing focus on delivering better outcomes for the network within available funding.</p>
Karen Stephens (69)	<p>Officer Responsible: Gus Charteris (Group Manager Strategy, Data and Technology)</p> <p>Officer Comments: <u>Hotel Tax</u> <i>The submitter asks whether a city hotel tax has been considered.</i></p> <p>Council has not considered this as there is currently no legal mechanism available to Council’s to collect such a tax. Auckland City Council did set a targeted rate on visitor accommodation a number of years ago, which was subject to multiple judicial reviews and ultimately upheld as a legal rate. It was subsequently stopped due to the Covid-19 outbreak.</p> <p>Legislative change for a direct visitor paid levy is being sought by some Council’s in New Zealand.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments:</p> <p><u>Commuter train</u> <i>The submitter comments on the need for a commuter train between Napier and Hastings.</i></p> <p>Council acknowledges the submitter’s interest in the potential for a commuter rail service between Napier and Hastings as part of a broader shift toward more sustainable transport options.</p> <p>As a region-wide public transport initiative, the investigation and delivery of a commuter rail service would be led by the Hawke’s Bay Regional Council, which is responsible for planning and funding public transport services across the region. The current Regional Public Transport Plan 2025–2035 includes provision for a high-level feasibility assessment of future commuter rail options.</p> <p>Council will continue to work collaboratively with regional partners to support integrated transport planning and will have regard to the outcomes of any future investigations in this area.</p>
Emily Childs (96)	<p>Officer Responsible: Raoul Oosterkamp (Director Growth & Development)</p> <p>Officer Comments:</p> <p><u>Social Housing</u> <i>The submitter seeks more clarity about social housing areas and how it affects ratepayers.</i></p> <p>From social housing to conventional housing, there is a big need for more housing in the Hastings district that’s tailored to meet the diverse needs of our district.</p> <p>In late 2025, Council adopted the Napier Hastings Future Development Strategy (FDS). The FDS aims to provide capacity for growth over the next 30 years. It has an array of objectives, but one that is key to the matters raised by the submitter is:</p> <ul style="list-style-type: none"> • We have <u>a diverse range of housing choices that meet people’s needs</u> in neighbourhoods that are safe and healthy. <p>The Hastings Medium and Long-Term Housing Strategy (HMLTHS) adopted in 2021, brought agencies together to provide safe, healthy homes, supporting council’s actions to free up land for further developments across the spectrum of need (including social housing) within our district. While much progress has been made, Council has now transitioned to become a partner in a wider regional based Housing Leadership Group that emerged out of the response to Cyclone Gabrielle. Like the HMLTHS, the Regional Partnership is place-based and focused on addressing housing need across the entire continuum, including Social and Community Housing.</p>

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	<p>Council therefore plays a key role in this partnership, ensuring strategies and planning & regulatory settings are right to enable outcomes to be achieved across the housing continuum, including but not limited to social and community housing. The concept of large-scale single typology social and community housing areas / suburbs, are therefore seen as a thing of the past, with a focus now being on creating mixed typology (public and private), mixed tenure communities, of high-quality housing.</p> <p>As a key regional partner, we also contribute to a single regional voice, advocating central government for change and funding to address areas of greatest need.</p> <p>Council planning and regulatory processes aid to ensure that any developments, including social and community housing developments are appropriate for the zone and locality, and are designed and integrated into the existing urban fabric in a manner that creates safe, vibrant and thriving communities.</p>
Simon Taylor (109)	<p>Officer Responsible: Graham Watson (Chief Financial Officer)</p> <p>Officer Comments: <u>Economic Resilience</u> <i>The submitter comments on the need for sufficient stress-testing to account for global shock buffers and greater financial resilience buffers.</i></p> <p>Council continually assesses the risk horizon and reports quarterly to the Risk and Assurance Committee on emerging and actual risks update.</p> <p>Councils have a documented Financial Strategy and manage all expenditure within agreed financial parameters including self-imposed debt funding ratios. Council has an established practice of ensuring that debt capacity is available to address such high impact events and situations if needed as opposed to rating for, and establishing, a separate contingency fund.</p>
Logan Campion (113)	<p>Officer Responsible: Graham Watson (Chief Financial Officer)</p> <p>Officer Comments: <u>Rates Payment Plans</u> <i>The submitter comments on the clarity of Council rates invoices and payment practice.</i></p> <p>Councils are required by legislation to include specific information on rates demands to ensure ratepayers are provided with clear details about the charges being applied, payment due dates, penalties, and available payment options.</p> <p>These requirements are set under the Local Government (Rating) Act 2002 and are intended to ensure transparency and consistency for all ratepayers. As a result, rates demands can appear quite detailed, as Council must include all mandatory information required by law.</p>

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	<p>Officers will make contact with the submitter and discuss more suitable payment arrangements that will avoid future penalty charges</p> <p>Officer Responsible: John Payne (Regulatory Solutions Manager)</p> <p>Officer Comments: <u>Traffic and Noise</u> <i>The submitter comments on Council's response to traffic and noise complaints.</i></p> <p>In respect of the matter of commercial vehicles parking illegally, the officer's records show this matter was investigated and resolved. The contractor was asked to move vehicles parked on the footpath. On inspection they had been moved in line with those instructions.</p>
Sue Brown (116)	<p>Officers Responsible: Jag Pannu (Transportation Manager) Steve Cave (Three Waters Manager)</p> <p>Officer Comments: <u>Sissons Road</u> <i>The submitter comments on various issues in respect of Sissons Road.</i></p> <p>Council acknowledges the submitter's concerns regarding the condition of Sissons Road, including the presence of silt, debris, and general maintenance issues following Cyclone Gabrielle.</p> <p>Council is aware that some silt remains along sections of Sissons Road, including areas adjacent to fence lines. This work has been identified and will be programmed for removal by Council's maintenance contractors to restore the condition of the road environment.</p> <p>In relation to drainage concerns, the drain located behind the properties in this area is owned and managed by the Hawke's Bay Regional Council. Council will pass on the submitter's concerns to the Regional Council to support their assessment and any necessary maintenance or remedial actions.</p> <p>Council will continue to monitor conditions in the area and work with relevant agencies and contractors to address outstanding issues in a coordinated manner.</p>
Asha Singh (123)	<p>Officers Responsible: Jag Pannu (Transportation Manager) Rachel Stuart (Public Spaces Manager)</p> <p>Officer Comments:</p>

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	<p><u>Heathcote Road</u> <i>The submitter comments on the time to complete road works in general and specifically on Heathcote Road.</i></p> <p>Council acknowledges the submitter’s concerns regarding the duration and perceived cost of the works undertaken on Heathcote Road.</p> <p>While the duration of the works may appear lengthy, the project involved a number of complex elements delivered in sequence. These included realignment of property fencing to improve stormwater drainage, relocation of overhead power and telecommunications services, and full-width pavement reconstruction. The reconstruction included areas requiring excavation and strengthening to ensure a durable, long-lasting surface.</p> <p>These works were undertaken across multiple sections of the route, followed by sealing treatments appropriate to traffic demands, including a higher-strength surface treatment at the Wellwood Road intersection.</p> <p>The project is now substantially complete, with only minor finishing works remaining.</p> <p>In terms of cost, Council contracts are competitively tendered and awarded, and payments are structured on a measure-and-value basis. This means costs are directly related to the quantity of work completed, rather than the time taken to deliver the works.</p> <p><u>CBD Vibrancy/Beautification</u> <i>The submitter comments on Council’s initiatives in respect of city vibrancy and beautification.</i></p> <p>Officers understand that people will have different views about investment in city centre improvements, including landscaping. However, these works form part of a wider programme to make the city centre more attractive, accessible, safe and welcoming, and to support its role as the district’s business, retail, hospitality, civic and cultural centre. Landscaping, shade, planting, seating and improved public amenity help create places where people want to spend time, meet, shop and return to.</p> <p>The initiatives in the Hastings City Centre Public Spaces Revitalisation Plan, including landscaping improvements, were developed through consultation with stakeholders, the community, businesses, property owners and the Hastings City Business Association. Feedback showed support for investment in high-quality public spaces, and city centre stakeholders have recognised the benefits these improvements can bring. Council considers that renewed investment in public spaces can help encourage more people into the city centre, support local business, and build renewed business confidence by showing that the city centre is being actively cared for and positioned for the future.</p>

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Michael McCamish (141)	<p>Officer Responsible: Jag Pannu (Transportation Manager)</p> <p>Officer Comments: City Centre Infrastructure <i>The submitter calls for more alternative transport in our city centres.</i></p> <p>Council acknowledges the submitter’s interest in improving the safety and attractiveness of cycling and micromobility options, including the provision of additional shared paths and greater separation from traffic.</p> <p>Provision for further development of cycling and shared path infrastructure is identified in Council’s Active Transport Business Case. However, delivery of these projects is subject to available funding and current priorities. In the current environment, co-funding from central government for new cycling infrastructure is limited, and Council has had to prioritise investment toward essential recovery and resilience work following Cyclone Gabrielle.</p> <p>The Government is currently progressing changes to road user rules that are expected to provide greater clarity around the use of e-scooters and cycles. These changes are intended to support safer and more consistent use of emerging transport modes.</p> <p>Council will continue to monitor national funding settings and policy developments and will consider opportunities to advance active transport improvements as funding and priorities allow.</p>
James Ludlam (145)	<p>Officer Responsible: Raoul Oosterkamp (Director Growth & Development) Jag Pannu (Transportation Manager) Rachel Stuart (Public Spaces Manager)</p> <p>Officer Comments: Racecourse Development <i>The submitter seeks further information on the proposed racecourse development.</i></p> <p>The New Racecourse Development in Flaxmere is a <u>private</u> initiative, with Council primarily acting in a regulatory role via the processing of the Private Plan Change, resource & building consents and associated reserve management processes. The Private Plan can be viewed on: Private Plan Change 10 - Hawke's Bay Racecourse Relocation Hastings District Council</p> <p>The project is being funded via the Regional Infrastructure Fund Hawke’s Bay Racing Incorporated and New Zealand Thoroughbred Racing Incorporated. The development of a new racecourse would enable the redevelopment of the existing racecourse site.</p> <p>With regards to the Existing Racecourse site in Central Hastings. The site is zoned General Residential under the operative District Plan. The general</p>

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	<p>residential zoning provisions allows for residential activities to occur in accordance with the zone standards. as long as you comply with zoning rules. As this site is privately owned, Council would primarily act in a regulatory role via the processing of any resource & building consents and associated reserve management processes. Given its size, a redevelopment of the existing racecourse site could potentially yield in the order of 600 homes over time.</p> <p><u>Heretaunga Street West</u></p> <p><i>The submitter comments on the need for upgrades on Heretaunga West to Stortford</i></p> <p>The submitter states that while the Council is commended on upgrades to the eastern blocks of Heretaunga Street, the west blocks are a disgrace and need improvement.</p> <p>The Hastings City Centre Public Spaces Revitalisation Plan identifies several city centre enhancement areas, and current investment in the city centre revitalisation programme is focused on west block improvements, including Heretaunga Street West 100 and Market Street. The King Street upgrade was completed last year.</p> <p>The enhancement areas within the City Centre Revitalisation Plan receive a funding contribution from the targeted rate paid by businesses within the city centre. The section of Heretaunga Street from Nelson Street to Stortford Lodge does not receive a funding contribution through that targeted rate. As a result, Council funding for this area is focused on standard asset renewal and maintenance programmes. This includes tree and shrub bed maintenance and renewal, but no significant capital improvement works for this street are currently programmed or funded.</p>
Matt Webster (153)	<p>Officer Responsible: Graham Watson (Chief Financial Officer) Darren de Klerk (Group Manager Infrastructure Delivery)</p> <p><u>Further information</u> <i>The submitter seeks further clarity on a number of points in relation to the use of contractors and contracted services.</i></p> <p><u>The submitter asks for further clarity on the following points</u></p> <p>Has reliance on external contractors and consultants changed in recent years? Council has increased reliance on external providers post Cyclone Gabrielle, as the capital programme grew by circa 300%, it has also refined how and when they are used. Like most local authorities, external contractors remain essential for delivering construction works and providing specialist technical expertise.</p> <p>Following Cyclone Gabrielle there has been an increase in the use of external capacity to respond to the scale and urgency of recovery and infrastructure investment programmes. Consultant use has increased to support the need for</p>

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	<p>design / engineering services, project management and construction supervision services.</p> <p>Recently, Council has established a Programme Delivery Office (PDO), which strengthens internal capability in programme management, project management, project engineering, cost control, engagement, governance, and delivery oversight. This represents a deliberate shift towards a model where Council retains strategic control and accountability, while external providers are engaged in clearly defined specialist roles to support delivery.</p> <p>2. What criteria determine whether work is delivered internally or externally? Council applies a structured assessment to determine whether work is delivered internally or externally. External providers are typically engaged where:</p> <ul style="list-style-type: none"> • Specialist technical expertise is required and not held in-house (typically design engineering, construction supervision) • Additional capacity is needed to meet delivery timeframes or respond to peaks in workload (project management) • Independent review or assurance is required (cost estimation, technical peer review) • The private market can deliver services more efficiently at scale (e.g. construction works) <p>Conversely, Council retains core responsibilities internally, including:</p> <ul style="list-style-type: none"> • Programme Management, Asset Management • Programme prioritisation and investment decision-making • Governance, risk management, cost controls and performance oversight • Stakeholder engagement <p>This approach ensures that Council maintains control over outcomes while accessing the capability needed to deliver complex infrastructure programmes. Council is currently building more resource in this space</p> <p>3. What measurable outcomes are used to assess value from contracted services? Council assesses value from contracted services using a range of measurable outcomes, rather than focusing on cost alone. This starts at procurement planning, tendering and contract selection time, and then progresses through to contract management.</p> <p>Key performance measures include (but are not limited to):</p> <ul style="list-style-type: none"> • Cost performance: delivery within budget and forecast accuracy • Time performance: achievement of milestones and programme timelines • Quality outcomes: compliance with standards and long-term asset performance • Health and safety: contractor safety performance and compliance requirements

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	<ul style="list-style-type: none"> • Risk management: effective identification and mitigation of delivery risks • Wider community outcomes: environmental performance, support for local suppliers, and community satisfaction <p>Under our contract management framework, these measures are consistently monitored across projects – to ensure positive outcomes and inform procurement decisions over time. This is consistent and adapted from performance management (PACE) frameworks developed by NZTA: https://www.nzta.govt.nz/assets/resources/minimum-standard-z12-supplier-performance-evaluation-framework/z12-supplier-performance-evaluation-framework-.pdf - This is also used to monitor and maintain prequal status for suppliers working for HDC.</p> <p>Overall, Council’s approach is to retain strategic control and accountability internally through the PDO, while selectively using external contractors and consultants to provide specialist capability and delivery capacity ensuring that every engagement is justified, performance-managed, and demonstrably delivering value to the community.</p>
Desmond Green (172)	<p>Officer Responsible: Raoul Oosterkamp (Director Growth & Development)</p> <p>Officer Comments:</p> <p><u>High Rise Apartments</u></p> <p><i>The submitter comments on the need for Hastings to build up.</i></p> <p>In late 2025, Council adopted the Napier Hastings Future Development Strategy (FDS). The FDS aims to provide capacity for growth over the next 30 years. It has an array of objectives, but ones that are key to the matters raised by the submitter are:</p> <ul style="list-style-type: none"> • We have a compact urban form, focussed around <u>consolidated and intensified urban centres</u> in Napier and Hastings. • We have a <u>diverse range of housing choices that meet people’s needs</u> in neighbourhoods that are safe and healthy. • The <u>highly productive land</u> of the Heretaunga Plains <u>is protected</u> for productive uses. <p>Underpinning the FDS is the need to have intensified development to help avoid development of hazard prone areas, protect productive soils, and generally encourage development in appropriate locations.</p> <p>As noted, a key objective of the FDS is to promote a compact urban form. The FDS aims to ensure that 60% of residential growth is through intensification by 2054 and encourages higher levels of intensification if achievable.</p> <p>To encourage intensification, new greenfield areas in the FDS are limited and should be considered secondary to development within existing urban limits.</p> <p>It is envisaged that intensification will take various forms, including multi-level terraced & apartment style accommodation (as highlighted by the submitter) where they create well-functioning urban centers in the Hastings District Context. Council’s Plan Change 5 – Right Homes, Right Place, and Hastings Medium Density Design Framework, further signal the shift towards intensified housing into the future.</p>

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	<p>Council’s Local Area Plan Programme further looks to support this shift towards intensified housing through the identification of local areas suitable for accommodating intensification. It provides the mechanism to appropriately plan for and support intensification at a neighbourhood level, considering built form, design, amenity, infrastructure, and community.</p>
<p>Clarissa Nichols (181)</p>	<p>Officer Responsible: Rebekah Dinwodie (Chief Operating Officer) Rachel Stuart (Public Spaces Manager)</p> <p>Officer Comments:</p> <p><u>Various</u> <i>The submitter comments on the facilities of Splash Planet, Art Gallery and Waiaroha. A cost for the work in the centre of the Hastings CBD is also requested</i></p> <p>Strategic Reviews are currently being worked through for both Splash Planet and the Art Gallery.</p> <p>Waiaroha operations are currently not under review. The ratepayer requirement for Waiaroha was circa \$438,000 for the last financial year (2024/25).</p> <p><u>City Centre Costs</u> KiwiRail is funding and delivering the safety improvement works. Council is funding city centre renewal & upgrades (i.e.. The fountain needed to be removed/renewed as it was failing) consulted on through the 2024-34 Long Term Plan. Council funding includes:</p> <ul style="list-style-type: none"> • \$2 million (loan-funded) for upgrades in the main mall area, including the water feature replacement, accessibility improvements, lighting, landscaping and additional car parking. • \$2.2 million (loan-funded), alongside \$800,000 from the central city targeted rate, to upgrade the block between Paper Plus and Westpac and part of Market Street. <p>This work aligns with a private development in the same block</p>
<p>John Bullock (194)</p>	<p>Officer Responsible: Graham Watson (Chief Financial Officer)</p> <p>Officer Comments:</p> <p><u>Heretaunga House & Sponsorships/Grants</u> <i>The submitter asks questions in regard to Heretaunga House and Sponsorship/Grants expenditure.</i></p> <p><u>Heretaunga House Fitout</u></p> <p>The Heretaunga House arrangement was approved by Council as part of a sale and leaseback agreement for the land. Council approval was given in November 2024. The adoption of the Long-Term Plan 2024–34 was in June</p>

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	<p>2024. At the same meeting Council required funds to be set aside to fund fitout costs in 2026/27 financial year and for increased lease costs from 2027/28 in the new LTP</p> <p>The Heretaunga House fit-out is classified as capital expenditure and relates to meeting Council’s operational space requirements under the leaseback arrangement and does not affect the operational borrowing of \$4.8m.</p> <p><u>Sponsorships & Grants</u></p> <p>Council acknowledges the submitter’s concerns regarding the proposed increase in sponsorships and grants funding. The Long-Term Plan 2024–34 was developed more than three years ago, and since that time community needs, priorities, and economic conditions have continued to evolve.</p> <p>Some of the grant’s funding relates to strategic capital contributions and includes a proposed \$1.5 million contribution to Hawke’s Bay Regional Council towards the stopbank protection of the Black Bridge closed landfill, as well as a proposed \$1.35 million contribution towards the Regional Sports Park carpark development.</p> <p>There are a range of relatively small grants that support a range of community organisations that provide important social, cultural, recreational, and wellbeing services throughout the district.</p>
Bronwyn Atkins (206)	<p>Officer Responsible: Rebekah Dinwodie (Chief Operating Officer) Jag Pannu (Transportation Manager)</p> <p>Officer Comments:</p> <p><u>Various</u> <i>The submitter comments on the need for a year-round pool in Havelock North and cycle paths in the Havelock Road, Te Aute Road, School Road area.</i></p> <p>Council acknowledges the submitter’s support for existing cycle infrastructure and the request to extend the shared path along St Georges Road to improve connectivity.</p> <p>An extension of the St Georges Road shared path, including connections toward the Southland Drain shared path, is identified within Council’s Active Transport Business Case as part of a wider programme to improve cycling and walking networks across the district.</p> <p>However, delivery of this project is subject to available funding and current priorities. At present, co-funding from central government for new cycling infrastructure is limited, and Council has prioritised investment toward essential recovery and resilience works following Cyclone Gabrielle. As a result, this project and other cycling initiatives are not currently funded.</p>

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	<p>Council will continue to monitor funding opportunities and review priorities over time, with a view to progressing active transport improvements when funding becomes available.</p> <p>In regard to a year-round pool in Havelock North – A Regional Aquatics Facilities plan, which is being led by Sport HB, is currently underway. Initial findings would indicate that a year-round pool in Havelock North would not be a priority for investment.</p>
Keith Newman (260)	<p>Officer Responsible: Steve Cave (Three Waters Manager) Gus Charteris (Group Manager Strategy, Data and Technology)</p> <p>Officer Comments:</p> <p><u>Coastal Protection</u> <i>The submitter encourages HDC to continue to take action in the Cape Coast area as an interim measure prior to the full regional coastal strategy implementation.</i></p> <p>Hastings District Council continues to actively support the Coastal Hazard Strategy work through ongoing participation in the Technical Advisory Group (TAG) and elected member representation on the Coastal Advisory Group. HDC remains committed to working collaboratively with Hawke’s Bay Regional Council and partner councils to help ensure the strategy is robust, community-informed, and ultimately adopted as a coordinated regional approach to long-term coastal resilience and hazard management.</p> <p>Council also acknowledges the importance of ongoing collaboration between Councils to support the Haumoana / Te Awanga communities and proactively monitor coastal and climate-related risks, maintaining readiness and coordinated response capability in relation to significant weather and environmental events.</p> <p>The Council will continue to balance short-term actions with long-term planning. Council does need to note that with the transfer of the 3 waters team into a separate entity that the coastal assets will need to be transferred to HBRC to takeover and manage as indicated in the Coastal Strategy. HDC will no longer hold the same capabilities and capacities to manage these.</p>
Di Bagshaw (274)	<p>Officer Responsible: Steve Cave (Three Waters Manager) Darren de Klerk (Group Manager Infrastructure Delivery)</p> <p>Officer Comments:</p> <p><u>Bank Erosion</u> <i>The submitter questions when bank erosion on lower Tainui Reserve is going to be remedied.</i></p> <p>The submitter comments relate to debris in the stream, this will be inspected as maintenance and if further actions are required these will be prioritised accordingly, a concurrent erosion review helping prioritise areas for intervention is underway currently.</p>

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David Appleton (289)	<p>Officer Responsible: Steve Cave (Three Waters Manager) Darren de Klerk (Group Manager Infrastructure Delivery)</p> <p>Officer Comments: <u>Flooding, Monitoring and stream maintenance</u> <i>The submitter ask various questions in relation to flooding and related matters around stream maintenance.</i></p> <p>Councils Three Waters (3W) assets are maintained through established maintenance contracts and scheduled servicing to ensure ongoing reliability and safety. Additionally, Council's 3W SCADA and telemetry equipment are currently being upgraded as part of a dedicated three-year programme of work, which aims to further enhance monitoring and operational effectiveness across our water infrastructure. We appreciate your feedback and ongoing interest in the quality of Council services.</p> <p>In relation to streams maintenance, these are inspected quarterly and actions triaged as customer requests are received. Also, in private property Council has increased its involvement but there are also private property owner responsibilities. Future management strategy, levels of service options and resulting potential charges are parts of upcoming work and future community engagement.</p>
Tania Linley-Richardson (292)	<p>Jag Pannu (Transportation Manager)</p> <p>Officer Comments: <u>Footpaths</u> <i>The submitter comments on the condition of footpaths in Flaxmere.</i></p> <p>Council acknowledges the submitter's concerns regarding the condition of footpaths, particularly in areas such as Folkestone Drive and Deal Crescent, and the importance of maintaining safe and accessible walking routes.</p> <p>Council has an ongoing footpath maintenance and renewal programme, with works prioritised based on condition assessments, safety considerations, customer feedback, and the availability of funding. The programme is co-funded, with central government contributing toward approved activities, and therefore only a portion of the overall programme can be delivered within the funding available each year.</p> <p>The locations identified by the submitter have been included within this prioritised programme, with repairs currently planned for delivery as part of the 2026/27 construction season.</p>

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Glen Lucas (293) (Mitre 10 Park)	<p>Officer Responsible: Rebekah Dinwodie (Chief Operating Officer) Graham Watson (Chief Financial Officer)</p> <p>Officer Comments: <u>Mitre 10 Park</u> <i>The submitter seeks additional operational funding support of \$60,000pa.</i> Should be considered alongside submission 371.</p> <p>The HB Regional Sports Park Trust (HBRSP) currently receives an annual operational grant of \$347,000 and there is capital funding available for the car parking/roading (\$1.14m still available).</p> <p>Officers have requested financial statements and the budget for 2026/27 – they have been received and some additional questions for clarification have been put back to the Trust.</p> <p>Officers would support that ongoing LTP funding to both the HBRSP and the HBCFCT be dependent on the Trusts merging for the 2027/28 financial year. A review of the likely combined financial position is being undertaken.</p> <p>In addition to this submission officers have also had a request to provide a short-term loan to the trust. This is to cover the GST component of the athletics track resurfacing project until it is claimed back through its GST return. Officers have requested the cash flow projections for the project.</p>
Matthew Arnet (326)	<p>Officer Responsible: Graham Watson (Chief Financial Officer)</p> <p>Officer Comments: <u>Infrastructure Funding</u> <i>The submitter comments on the Council's approach to infrastructure funding and approach to charging developers for new subdivision infrastructure.</i></p> <p>The council's philosophy on funding infrastructure required for future growth is that 'growth pays for growth'. Council has adopted a Development Contributions Policy which sets how developers will pay for the different infrastructure required for the districts growth needs. Council also has self-imposed debt limits to ensure that ratepayers of today are not being disproportionately imposed with costs that future ratepayers should be funding.</p>
Barbara Lucas (331)	<p>Officer Responsible: John Payne (Regulatory Solutions Manager) Rachel Stuart (Public Spaces Manager)</p> <p>Officer Comments: <u>Various</u> <i>The submitter comments on seating in the Hastings CBD and mobility carpark availability.</i></p> <p><u>Mobility Carparks</u></p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>Within the immediate vicinity of the Doctors and Westermans, there are currently two mobility parking spaces available out of a total of 20 spaces. In addition, there are seven mobility spaces located within a short walking distance of this block. This level of provision is considered appropriate for the geographical area and typical demand.</p> <p>Hastings District Council also provides concessions for mobility permit holders. Vehicles displaying a current mobility permit are not required to pay for parking, however, the applicable time limits must still be adhered to, to ensure fair access for all road users.</p> <p>Council is always receptive to reviewing the parking controls and will consider the addition of new mobility spaces should demand indicate a need.</p> <p><u>City Centre Seating</u></p> <p>The need for additional seating in the blocks west of the rail line, particularly Heretaunga Street West 100 near the mall, was raised by a number of people during consultation. In response, the design includes 18 new seats and two new picnic tables in this block. Officers will look at whether additional provision can be made for seats in the 200 and 300 blocks.</p>
<p>Jim Stewart (365)</p>	<p>Jag Pannu (Transportation Manager)</p> <p>Officer Comments:</p> <p><u>Traffic Management Costs</u></p> <p><i>The submitter comments on the use of road cones.</i></p> <p>Council acknowledges the submitter’s concerns regarding the cost and extent of temporary traffic management, particularly the overuse of traffic control measures for lower-risk activities.</p> <p>In response to these concerns, Council has adopted the New Zealand Guide for Temporary Traffic Management (NZGTTM), a nationally developed framework endorsed by the Minister of Transport. This new guide is intended to reduce unnecessary use of traffic management measures, including excessive signage and road cones, while maintaining appropriate safety outcomes.</p> <p>The NZGTTM represents a shift away from a prescriptive, one-size-fits-all approach toward a more risk-based methodology. It enables Council and its contractors to select traffic management measures that are proportionate to the level of risk associated with each site and activity.</p> <p>In practice, this means that lower-risk works on lower-risk roads can be managed with simpler, more cost-effective solutions.</p> <p>Implementation of the NZGTTM is being rolled out nationally, with Council requiring its application across all relevant contracts from</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>1 July 2026. Council expects that this approach will improve efficiency, reduce unnecessary costs, and minimise disruption to road users, while continuing to prioritise the safety of workers and the public.</p>
<p>Brendan Bourke (371) (Community Fitness Trust)</p>	<p>Officer Responsible: Rebekah Dinwodie (Chief Operating Officer) Graham Watson (Chief Financial Officer)</p> <p>Officer Comments: <u>Community Fitness Trust</u> <i>The submitter seeks additional operational funding support of \$300,000pa and \$100k for capital expenditure.</i></p> <p>Could be considered alongside submission 293.</p> <p>The HBCFCT currently receives no <u>ongoing</u> operational or capital funding from Council. Council does currently fund the HB Regional Sports Park Trust (HBRSP) an annual operational grant of \$347,000 and there is capital funding available for the car parking/roading (\$1.14m still to be drawn down).</p> <p>Council also funds the Pettigrew Green Arena an annual operational grant of \$85,000 as well as \$30,000 of renewal funding per annum.</p> <p>Officers support the request from the HBCFCT to receive some support which would be consistent with Council’s approach to funding the other two similar trusts. Officers believe that charitable trusts are the right model to operate large, complex, sports facilities as per closed workshop on the 26th March 2026.</p> <p>Council is working through a proposal to enable the purchase and installation of solar for the HBCFCT. This could form part all, or part of, the support and would enable immediate and sustained operational savings.</p> <p>Officers would support that ongoing LTP funding to both the HBRSP and the HBCFCT be dependent on the Trusts merging for the 2027/28 financial year. A review of the likely combined financial position is being undertaken.</p>
<p>Angela McFlynn (373)</p>	<p>Officer Responsible: Caleb Sutton (Director Consenting and Compliance)</p> <p>Officer Comments: <u>Community Fitness Trust</u> <i>The submitter outlines opposition to the RMA Objection Fee and Permitted Boundary Activity Fee.</i></p> <p>The submission opposes the lodgement fee or deposit for objections under sections 357 – 358 of the RMA.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>The charge is fixed under s 36(1)(b) RMA, namely: charges payable by applicants for resource consents, for the carrying out by the local authority of any 1 or more of its functions in relation to the receiving, processing, and granting of resource consents (including certificates of compliance and existing use certificates):</p> <p>The submitter considers that the costs are already covered by the deposit payable by a resource consent applicant, however s 36(1)(b) contemplates different charges for different functions carried out under that subsection. Section 36AAA(4) also provides that the Council may fix different charges for different costs incurred in the performance of its functions. It is considered appropriate to charge for objections separately from the normal charges associated with processing of resource consents, as objections are relatively uncommon and would not be factored into the Council's estimate of charges for a usual resource consent application.</p> <p>The charge has been set having regard to the criteria set out in s 36AAA. It is noted that:</p> <ul style="list-style-type: none"> - The purpose of the charge is to recover the reasonable costs incurred by Council in respect of receiving, considering and deciding on objections under ss 357-358 RMA. - The rights of objection under those sections cover a range of matters. The lodgement fee has been assessed based on a reasonable approximation of the lower range of costs to consider an objection under those sections; - It is considered that the person making the objection should bare the costs of the objection process as the beneficiary of that process, as distinct from the community as a whole; - The need for the Council to respond to the objection results from the actions of the objector; <p>The submitter's discussion of maintaining a distinction between fixed charges and the recovery of actual and reasonable costs appears misplaced. The ability to recover actual and reasonable costs if not covered by the fixed charge is covered by s 36(5) RMA. There is no double recovery as actual and reasonable costs may only be levied where the fixed charge is insufficient.</p> <p>The submitter's concerns about the fee forming a barrier to the objection process is noted, however:</p> <ul style="list-style-type: none"> - The charge has been set as discussed above and represents a fair estimate of the actual costs associated with processing an objection. It is not considered appropriate for the ratepayer to bear that cost. - In instances where the charge is unfair in a particular circumstance, there remains the ability to remit the whole or any part of any charge levied under s 36 that would otherwise be payable. This is considered to temper any potential unfairness that may arise from charging in full or at all in a particular case. <p>The charge is considered to have a clear and specific statutory basis and no change is recommended as a result of the submission.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>Deemed Permitted Boundary Activity Fee The submission has queried the appropriateness of the proposed \$750 fee which is charged for Deemed Permitted Boundary Activities (DPBA). DPBA's are a type of streamlined planning approval process that relies on the written approvals of the affected neighbouring property being obtained. To reflect this streamlined nature the fee is less than the standard resource consent for this type of application which requires a \$2000 deposit.</p> <p>Although streamlined there is still the requirement for council officers to check that the information is correct and that the proposed activity complies with the remaining planning rules. The proposed fee of \$750 is considered comparable to what some other territorial authorities charge. For example, Wellington City Council \$918.50, Palmerston North \$450, Christchurch City Council \$800, and Auckland Council \$1000. Note these examples are for this current financial year. For these reasons, the proposed charge is considered reasonable, and no change is recommended as a result of the submission.</p>
<p>Rhea Dasent (374) (Federated Farmers)</p>	<p>Officer Responsible: Graham Watson (Chief Financial Officer)</p> <p>Officer Comments: <u>Rating systems and capital value rating</u> <i>The submitter endorses the Council's efforts to reflect rural rates transparently but does raise the question as to whether capital value rating may be a fairer system.</i></p> <p>Federated Farmers advocacy for capital value rating is noted and we also note that Federated Farmers realise a move to capital value rating is unlikely to provide much relief for rural properties as these properties typically have a higher capital value and we agree that the differentials are necessary in order to flatten the discrepancy. At present Council has no intention to change to capital value however it could be considered as part of any future review of Council's rating system.</p>
<p>Ryan Hambleton (377) (Sport HB)</p>	<p>Officer Responsible: Rebekah Dinwodie (Chief Operating Officer)</p> <p>Officer Comments: <u>Active Recreation and sport – importance of partnership</u> <i>The submitter outlines 4 key submission points regarding sport and active recreation.</i></p> <p>Officers support the overarching sentiment of the submission with regards to the importance of play, active recreation and sport for the wellbeing of the community. SHB are a key partner for HDC whose staff collaborate well with officers through the delivery of services to the community, as well as areas of strategic planning.</p> <p>Sport HB receive a Multi-year Strategic Community Partnership grant (2024-27) of \$70,000 p/a. KPIs include:</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<ul style="list-style-type: none"> - Delivery of Active 4 Life physical activity kaumatua programme at Sports Centre, Flaxmere and Camberley Community Centres; free-of-charge to participants. - Delivery of cooking and nutrition classes for tamariki in Flaxmere and Camberley Community Centres - Increasing opportunities for disabled people to participate in sport and active recreation - Spaces, places and active recreation facility planning - Supporting play, sport and active recreation opportunities in target communities. <p>HDC has also provided funding towards both the Regional Spaces and Places Plan and the Regional Aquatics Facilities plan which is led by Sport HB.</p>
<p>Ben Hutton (379) (Hawkes Bay Airport)</p>	<p>Officer Responsible: Gus Charteris (Group Manager Strategy, Data and Technology)</p> <p>Officer Comments: <u>Tourism funding and destination marketing.</u> <i>The submitter encourages the Council's continued support for tourism funding and destination marketing more generally.</i></p> <p>Officers acknowledge the comments made in support of a coordinated regional approach to destination marketing. The Hastings District Council Annual Plan retains funding to support the ongoing operation of Hawke's Bay Tourism, or an alternative dependant on the wider regional funding landscape.</p> <p>Destination marketing is also a work stream within the Council's 2027 Long Term Planning process.</p>
<p>Mark Cleary (384)</p>	<p>Officer Responsible: Rebekah Dinwodie (Chief Operating Officer)</p> <p>Officer Comments: <u>Homelessness</u> <i>The submitter calls for regional collaboration on homelessness and for development of a regional homelessness strategy.</i></p> <p>Officers are supportive and submitted a budget bid for the 2026/27 AP for \$50,000 to progress some regional collaboration in the area of homelessness. At internal 2026/27 budget review meetings clarity was sought as to NCC's contribution to this kaupapa - this has not been confirmed and the budget bid was put 'on hold'.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
<p>Jared Gardiner (389) (Te Aroha Hira Tapui LTD)</p>	<p>Officer Responsible: Martin Jarvis (Waste Manager)</p> <p>Officer Comments: <u>Refuse collection</u> <i>The submitter comments on a number of aspects of the Council's refuse collection system.</i></p> <p>Council introduced a standardised kerbside rubbish collection service in July 2020 using 120L wheelie bins. This service is funded through a targeted rate and provides a consistent level of service to all serviced properties. The introduction of this service followed public consultation as part of the 2018 - 2024 Waste Management and Minimisation Plan (WMMP) review and continues to be aligned with the current 2025 -2031 WMMP.</p> <p>Alongside this, the “Less Waste” incentive offers a rates remission for households that reduce the frequency of collections, encouraging waste minimisation while maintaining equitable access. The requested approach is generally consistent with the intent of the current model; however, reducing bin capacity for all properties would require further assessment of operational, cost, and service impacts. At this time, the existing service and incentive framework is considered to provide an appropriate balance between equity, efficiency, and waste reduction. Any change to the current system will be assessed and consulted in the next WMMP review.</p> <p><u>The submitter also commented on introducing a new litter bylaw.</u></p> <p>Council reviewed and introduced a new Waste Management and Minimisation Bylaw in 2025, which provides an updated framework to support waste management and litter control within the district. The proposed bylaw aligns in principle with enabling community participation in managing litter; however, the appointment and powers of Litter Wardens are currently governed by the Litter Act 1979. Central Government is undertaking a review of the Litter Act, which may influence how these roles are defined and administered in future. At this time, Council considers that any changes relating to Litter Warden appointments are best addressed through national legislation and will continue to monitor the outcome of this review.</p>
<p>Utam Floray (390)</p>	<p>Officer Responsible: Gus Charteris (Group Manager Strategy, Data and Technology)</p> <p>Officer Comments: <u>Resilience and funding</u> <i>The submitter encourages the Council to take targeted actions to improve future resilience.</i></p> <p>Council acknowledges the submitter’s comments regarding climate resilience, emissions reduction and long-term affordability.</p> <p>Council is continuing to mature its approach to climate change, including endorsing the Climate Action Framework in March 2026 and progressing</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
	<p>development of an emissions reduction plan to support mitigation activities across Council operations. Council is also undertaking a range of actions to strengthen adaptation and resilience through infrastructure planning, asset management, emergency management and recovery programmes, including partnering with EECA to support the installation of solar and battery systems at selected community resilience sites. Solar energy opportunities are also being considered across a number of Council facilities where appropriate.</p> <p>Officers are aware of the findings of the 2026 National Climate Change Risk Assessment, and a report outlining its implications for Council is scheduled to be presented to the Risk and Assurance Committee in July 2026.</p> <p>The proposed Ratepayer Assistance Scheme has not yet been legislated by central government and, accordingly, Council has not taken a position on the scheme at this time.</p> <p>Council will continue to consider climate-related risks, resilience and affordability through its ongoing planning and decision-making processes.</p>
<p>Ron Wilkins (391) <i>Grey Power</i></p>	<p>Officer Responsible: John Payne (Regulatory Solutions Manager)</p> <p>Officer Comments: <u>Free Parking</u> <i>The submitter requests a 12-month free off-peak parking trial for residents 65 and over.</i></p> <p>This request has been considered by Council previously. Attached to the officer comments is the officer report that was considered at the 18 February 2025 Council meeting.</p>
<p>Cara Peterson (393) <i>Creative NZ</i></p>	<p>Officer Responsible: Rebekah Dinwodie (Chief Operating Officer)</p> <p>Officer Comments: <u>Creative Sector</u> <i>The submitter comments on a number of areas supporting Council's efforts in the creative sector.</i></p> <p>The letter received by CNZ advocating for arts, culture and creativity as foundational community services that shape how people live, connect and feel about where they belong. It also discusses the social, cultural, environmental and economic benefits and encourages Council to continue to invest in the arts. CNZ provided \$287,815 in funding into Hastings to support individual arts projects and arts and culture organisations.</p>

SUBMITTER & SUBMISSION NUMBER	OFFICER COMMENTS
Craig Waterhouse (431) (PGA)	<p>Officer Responsible: Rebekah Dinwodie (Chief Operating Officer) Graham Watson (Chief Financial Officer)</p> <p>Officer Comments:</p> <p><u>Pettigrew Green Arena</u></p> <p><i>The submitter seeks funding support of \$84,300 as HDC's contribution towards a large-scale solar system across the facility as part of the ongoing efforts to improve long-term sustainability and reduce operating costs. This is 1/3 of the solar cost of the project.</i></p> <p>Council currently funds the Pettigrew Green Arena an annual operational grant of \$85,000 as well as \$30,000 of renewal funding per annum.</p> <p>This ask is for additional funding. The submitter has advised that annual operational savings from this solar investment would be in the region of \$58 – 80k per annum.</p>

Tuesday, 18 February 2025

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

Te Rārangi Take

Report to Council

Nā: **John Payne, Regulatory Solutions Manager**

Te Take: **Petition - Free Parking for Resident Drivers Over 65 in the Hastings**
Subject: **Central Business District**

1.0 Executive Summary – Te Kaupapa Me Te Whakarāpopototanga

- 1.1 This Report is written in response to a petition from Mr Ron Wilkins, President of Grey Power Hastings and District Association Inc (Grey Power) received by Council at its meeting on 19 November 2024.
- 1.2 The petitioner’s prayer read as follows:
“That the Hastings District Council offer drivers over 65 free parking in the Hastings Central Business District, Monday – Friday between 9.00am – 3.00pm. This would require seniors to register their vehicle and pay a possible fee of \$10.00.”
- 1.3 There were 68 signatures to the petition.
- 1.4 Mr Wilkins, the lead petitioner has been invited to speak to the petition and has indicated that he wishes to do so.
- 1.5 This Report traverse’s Council decision elements including revenue loss, equity and fairness, retail spend assumptions, and administration/operational efficiency and cost.
- 1.6 This Report examines the feasibility of providing free parking for drivers over the age of 65 that reside in the Hastings district.

2.0 Recommendations - Ngā Tūtohunga

- A) That Council receive the report titled Petition - Free Parking for Resident Drivers Over 65 in the Hastings Central Business District dated 18 February 2025.
- B) That Council resolves to either:
 - I. Not made free parking in the Hastings Central Business District available to any group with eligibility based on age. OR
 - II. Make free parking in the Hastings Central Business District available to anyone that is aged 65 and over, lives in the Hastings district, has a current driver's licence, and on application and payment of \$10 registration fee per annum.

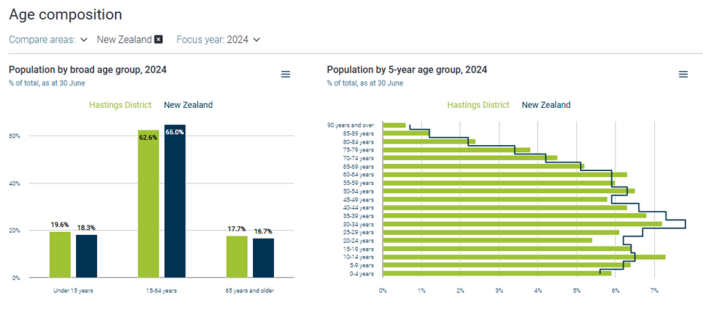
3.0 Background – Te Horopaki

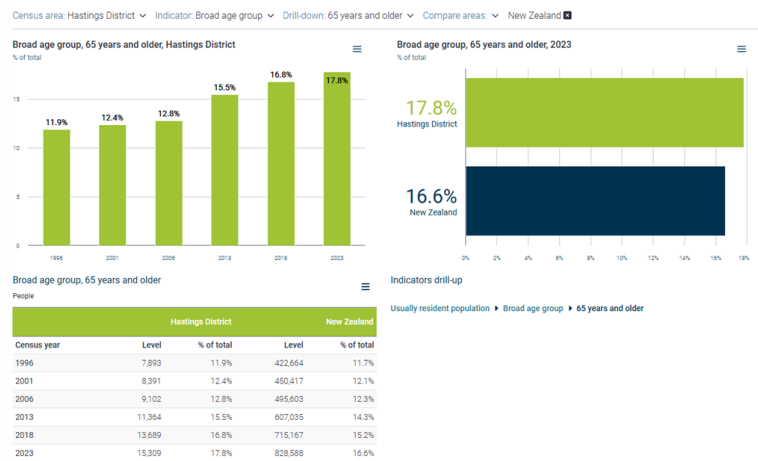
- 3.1 At the Council meeting held on the 19th of November 2024; Council resolved the following:
- 'A) That Council receives the report titled Older Persons Free Parking Petition dated 19 November 2024.*
- B) That the tabled petition "Older Persons Free Parking Petition" be received.*
- C) That officers prepare a report to a future Council meeting on the Petition "Older Persons Free Parking Petition"*
- D) That the lead petitioner Ron Wilkins, President of Grey Power Hastings and District Association Inc be invited to speak to the petition, at the future meeting referred to in recommendation C) above.'*
- 3.2 The petition asks that Council consider an initiative offering drivers over 65, free parking in the Hastings Central Business District, Monday – Friday between 9.00am – 3.00pm. This would require seniors to register their vehicle and pay a possible fee of \$10.00.
- 3.3 There were 68 signatures to the petition.
- 3.4 The lead petitioner stated the following reasons for free parking for drivers over 65:
- It would encourage older people out of their homes and into the Hastings CBD.
 - It would support local shops.
 - It would facilitate more frequent visits from older people into the CBD without stress or challenge.

4.0 Discussion – Te Matapakitanga

- 4.1 The purpose of paid parking is to provide an equitable supply of parking for the community and encourage vehicle turnover.
- 4.2 There is no such thing as free parking as effectively someone must pay for the parking resource.
- 4.3 Officers have not found any evidence that free parking for over 65-year-olds will encourage more people into the CBD. The reasons for free parking stated by the lead petitioner could be applied across all age groups.
- 4.4 The revenue generated from parking, supports Councils parking operations, and maintains parking facilities for locals and visitors of all ages to the CBD. Senior citizens registering for free parking may significantly impact parking revenue.
- 4.5 Council would use an electronic permit process to manage free parking for senior citizens. There is likely to be logistical barriers including;

- Administration: Collecting proof of residency, evidence of age, verification of a valid New Zealand driver’s licence and proof of vehicle ownership. Logging and maintaining a register would require unbudgeted resources. \$10 would equate to about 5 minutes administration costs at an hourly rate of \$120. There would be considerably more than 5 minutes administration work per application.
 - Someone other than the permit holder could use the nominated vehicle. Council systems would not detect this.
 - Regardless of age the permit holder may sell the vehicle and forget to notify Council, leaving the vehicle exempt, with an unauthorised owner until the annual expiry.
 - The permit holder may purchase another vehicle and forget to de-register and re-register the new vehicle for a parking exemption. This may result in an infringement which may be contested, investigated, and waived creating additional administration. Regardless of age, people typically forgot to update NZTA records when they buy or sell a vehicle.
 - The permit holder may forget to re-register annually. This may result in an infringement which may be contested, investigated, and waived creating additional administration.
- 4.6 Officers have identified the following Councils with age related free parking.
- Whanganui have a manual system which registers the person rather than the vehicle. This may not work for Hastings District Council as we use a pay by plate system. Parking is free from 8:00am to 11:00am and for the time restriction specified.
 - Palmerston North uses a digital system and registers the vehicle number plate. Parking is free in metered carparks from 9:00am to 3:00pm Monday to Friday. Applicants must produce a valid driver’s license and proof of residency.
 - Invercargill has free parking for over 80’s which is limited to Zone 1 on-street parking (excludes carparks).
- 4.7 The following data shows the 65 years and older demographic is higher in the Hastings District than the New Zealand average with 15,309 as at 2023 census and is increasing.





4.8 New Zealand Bill of Rights Act and Human Rights Act

A legal opinion was obtained from Elvidges (lawyers) on possible implications of ageism. Elvidges concluded ageism is discrimination of a person by virtue of their age. Discrimination is when a person or group is treated unfairly or unfavourably compared to others because of a protected characteristic, for example their age.

4.9 Protection from ageism in New Zealand is enshrined in the following statutes:

- The Human Rights Act 1993; and
- The Bill of Rights Act 1990.

The Human Rights Act does not explicitly prohibit differential treatment based on age in all contexts but does prohibit age-based discrimination in some areas (i.e. employment and housing).

The Bill of Rights Act includes the right to be free from discrimination (section 19) which includes the right to freedom from discrimination on the grounds of age.

- 4.10 Free parking is a benefit rather than an example of unfair treatment. Failing to provide a benefit to a defined group of people (in this case people over the age of 65) is not unfair discrimination and is therefore not ageism.
- 4.11 Elvidges caution that there is a floodgates argument to consider, namely, that by providing free parking to those over 65 on the basis set out in 3.4, you would also have to ensure that those who also face similar challenges are also provided with the same benefit otherwise the policy could be seen as unjustifiably discriminatory.
- 4.12 It would be harder to defend free parking for those aged over 65 if the Council did not also extend that benefit to others who face similar challenges. Not all persons over the age of 65 have mobility or financial pressure and, to that end, a blanket “free parking for those aged over 65” could be seen as being based purely on age rather than any specific challenge. This in Elvidges view, may be problematic.
- 4.13 An unintended consequence of granting the petition could be that there was a shortage of parking spaces in the CBD/other in demand areas making it harder for other challenged groups to find parking. It could act to disproportionately disadvantage or discriminate against other vulnerable groups.

- 4.14 Elvidges do not consider that Bill of Rights or Human Rights considerations form a *determining* factor in deciding whether or not to grant the petition in this case. The petition is not inherently contrary to the Human Rights Act 1993 or the Bill of Rights Act 1990. However, if Council were to entertain free parking to those aged over 65 it would have to also consider providing free parking to those who face the same or similar challenges. If it did not extend the privilege to other marginalised groups, it could well be argued that the policy was a form of discriminatory treatment.
- 4.15 Council would need to justify the policy as a reasonable measure to support older people, while balancing equity for other vulnerable groups.
- 4.16 Elvidges concluded - It seems to us that any specific policy grounds underlying the petition is best achieved in a more tailored way (for example by reference to financial means and mobility) rather than granting it solely on the basis of age which is, in our view, problematic.
- 4.17 **Previous Free Parking Trials**
- 4.18 Council at its May 2020 meeting considered the issue of providing free parking within the CBD. It consulted through its Annual Plan process both on free parking and methods of payments (annual charge vs cash in a meter). As part of the analysis done to reach a decision of this matter, 'Market View' a retail consultancy, was engaged and their conclusion was:

MARKET VIEW REPORT, RETAIL SPEND STATISTICS

Summary

The Retail Spend Report came to this conclusion:

"The review of the free parking trial (time limited) points to achieving mixed results. On the basis of data analytics there is no evidence to support the conclusion that the trial has produced significant greater retail activity or vibrancy in the City Centre. The positive indicators from increased retail spend cannot be directly linked to free parking and it could be equally argued that other macro-economic factors such as lower interest rates, high levels of employment and Hawke's Bay being a non-dairy region, have had a greater influence".

Source: Market View report

- 4.19 Council had a loss of revenue over the 19-month trial of approximately \$942,000, which is about \$50,000 per month. Since 2020, Council's fees and charges have increased.
- 4.20 The parking fees have funded the new parking meter technology and pedestrian laneway linkages from its carparks directly to Heretaunga Street.

5.0 Options – Ngā Kōwhiringa

- 6.1 Option One - Status Quo - Te Kōwhiringa Tuatahi – Te Āhuratanga o nāianeī

Do not provide free parking for resident drivers over 65 in the Hasting Central Business District.

Advantage

- Everyone equally pays for the parking resource.
- No loss in revenue.
- No unbudgeted administration costs.

- 6.2 Option Two – Te Kōwhiringa Tuarua – Te Kōwhiringa Tūtohunga

Provide free parking for resident drivers aged 65 and over in the Hasting Central Business District.

Advantages

- May assist seniors with less stressful visits to the CBD by reducing the frustration of having to use parking Apps, smart phones, and associated technology.

Disadvantages

- It will have an impact on parking revenue and expenditure. Although the impact is unknown, the Parking budget would need to be amended to reflect the potential loss in revenue and increase in expenditure.
- There will be unbudgeted administration costs to register, maintain and manage the process.
- Some people may consider free parking for a specific age as age discrimination.
- Someone other than the permit holder could use the nominated vehicle.
- The permit holder may sell the vehicle and forget to notify Council, leaving it exempt until the annual expiry.
- The permit holder may purchase another vehicle and forget to register it for a parking exemption.
- The permit holder may forget to re-register annually.

6.0 Next steps – *Te Anga Whakamua*

- 6.1 If Council adopts a parking exemption for resident drivers aged 65 and over, a communication plan will be put in place to make people aware of the scheme.
- 6.2 Administration and resourcing will need be sourced to accommodate the process.

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*

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 relates to the health, safety and wellbeing of communities in the present and for the future.

Māori Impact Statement - *Te Tauākī Kaupapa Māori*

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*

It is difficult to determine how this would impact on meter revenue as Council has no data on parking revenue from age groups.

Significance and Engagement - *Te Hiranga me te Tūhonotanga*

This decision/report does not trigger the threshold of Council's Significance and Engagement Policy.

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

N/A
