

Thursday, 25 June 2026

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

Kaupapataka
Agenda

Te Rā Hui:
Meeting date: **Thursday, 25 June 2026**

Te Wā:
Time: **1.00pm**

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

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

Te Āpiha Matua:
Responsible
Officer: **Chief Executive - Nigel Bickle
Group Manager: Office of the Mayor, Governance & Legal –
Craig Cameron**

Thursday, 25 June 2026

Te Hui o Te Kaunihera ā-Rohe o Heretaunga

Hastings District Council

Council Meeting

Kaupapataka

Agenda

Tiamana

Chair: Mayor Wendy Schollum

Mematanga:

Membership:

Ngā KaiKaunihera

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

Tokamatua:

Quorum:

8 members

Apiha Matua

Officer Responsible:

Chief Executive - Nigel Bickle

Group Manager: Office of the Mayor, Governance, Legal – Craig Cameron

Te Rōpū Manapori me te

Kāwanatanga

Democracy and

Governance Services:

Louise Stettner (Extn 5543)

Te Rārangi Take

Order of Business

1.0 Opening Prayer – *Karakia Whakatūwheratanga*

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

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

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

3.0 Conflict of Interest – *He Ngākau Kōnatunatu*

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

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

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

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

Minutes of the Council Meeting held Thursday 7 May 2026.

(To be circulated)

5.0 Mayor's Update 9

6.0 Bus Stop Changes 11

7.0 Bus Stop Markings 23

8.0	Esk River Flood Risk - Notification of Proposed Plan Change	35
------------	--	-----------

9.0	Lyndhurst Extension - Notification of Proposed Plan Change and Notice of Requirement	45
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10.0	Parking Controls	53
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11.0	Summary of Recommendations of the Community and Civic Futures Subcommittee Meeting held on 6 May 2026	57
-------------	--	-----------

12.0	Heretaunga Takoto Noa Māori Standing Committee - Appointment of Mana Whenua Member	59
-------------	---	-----------

13.0	Proposed Amendments To Schedule Of Meetings	61
-------------	--	-----------

14.0	Minor Items – <i>Ngā Take Iti</i>	
-------------	--	--

15.0	Urgent Items – <i>Ngā Take Whakahihiri</i>	
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16.0	Recommendation to Exclude the Public from Items 17, 18, 19, 20 and 21	63
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17.0	Administrative Report – Uplift of Agenda Item left to Lie on the Table	
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18.0	Facilities Provision - Consideration of additional information	
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19.0 Civic Honours Nominations 2026

20.0 Update on lease matters and establishment of reserve fund

21.0 CE Matters (supplementary agenda circulated separately)

Thursday, 25 June 2026

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

Te Rārangi Take

Report to Council

Nā:
From: **Wendy Schollum, Mayor**

Te Take:
Subject: **Mayor's Update**

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

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

2.0 Recommendations - *Ngā Tūtohunga*

That Council receive and note the report titled Mayor's Update dated 25 June 2026.

Attachments:

- | | | | |
|---|-----------------------------|----------------|----------------------------|
| 1 | Mayoral Report 25 June 2026 | CG-18-01-00361 | Under
Separate
Cover |
|---|-----------------------------|----------------|----------------------------|

Thursday, 25 June 2026

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

Te Rārangi Take

Report to Council

Nā:
From: Eynon Phillips, Strategic Transport Engineer

Te Take:
Subject: Bus Stop Changes

1.0 Executive Summary – *Te Kaupapa Me Te Whakarāpopototanga*

- 1.1 The purpose of this report is to seek approval from Council for the new bus stop locations required to support the new bus network implemented by Hawke’s Bay Regional Council (HBRC) on 25 January 2026.
- 1.2 Under the Land Transport Management Act 2003 (LTMA) and the Local Government Act 2002, Council as the asset owner, is responsible for providing supporting infrastructure to enable the effective and efficient operation of the public transport system. This includes the implementation of new, movement of existing, and removal of obsolete infrastructure / bus stops within the road corridor.
- 1.3 The new network provides both Hastings and Napier with better routes, more connections, and buses travelling in both directions enhancing access. It also provides new services to key destinations such as the Airport and Mitre 10 Sports Park. In the first two months of operation the new network has seen a 5.6% increase in usage.
- 1.4 A number of new bus stops are required to support the new network. These have been selected in accordance with NZTA’s “*Public Transport Design Guidance – 2023*”.
- 1.5 On December 11 Council approved the installation of stops where there had been no objections. Over a hundred new bus stops were then installed prior to the new service starting. Council also tasked staff to look for alternative locations where there were objections to the stops and asked HBRC to engage with the four areas where there had been objections to the routes.
- 1.6 HBRC, with support from HDC, proceeded to hold public street-corner meetings in these streets. Most of these were well attended and the overall response was positive. As a result of these HBRC staff agreed to monitor one route using on-board CCTV and to shift and/or reduce the number of stops on each of the routes.

- 1.7 Alternative locations to all stops were also investigated. This resulted in a revised list of 51 proposed new bus stops. Letters were then sent to all adjacent landowners asking for their feedback. 17 formal objections were received (see Table 1), plus six positive responses received. 23 proposed bus stops had no response and five are HDC property only.
- 1.8 After considering this feedback a further three stops have been removed from the list of recommended bus stops. However, it is still recommended to install 16 bus stops adjacent to properties where objections have not been resolved.
- 1.9 The majority of objections mention safety, with concerns around sightlines from driveways or proximity to intersections. As each of the proposed bus stops locations are within existing parking lanes, with sufficient space for a bus to pull over clear of any driveways. These matters are considered manageable within the normal operations of the road corridor.
- 1.10 Other issues raised include impacts on privacy, loss of parking, lower property values, noise, litter, and loitering. None of these are location specific and would have similar impacts outside any residential property, nor would they be different from existing bus stops.
- 1.11 Some objections mentioned other stops in close proximity. While some of these were on the opposite side of the road or over 400m away from the proposed location, three have been identified as close and have been removed from the recommendations.
- 1.12 Approvals for marking bus stops and to decommission existing bus stops no longer required are sought in the Council report "Bus Stop Markings – 25 June 2026".
- 1.13 This proposal contributes to the purpose of local government in developing a sufficient and supportive economy by providing a transport network that links people with opportunities. It also meets Council's obligations under the Land Transport Management Act 2003 (LTMA) and the Local Government Act 2002 to provide public transport infrastructure.
- 1.14 This report seeks:
- Council approval for installation of 48 recommended bus stops (Schedule of Stops below in Table 2).

2.0 Recommendations - Ngā Tūhunga

- A) That Council receive the report titled Bus Stop Changes dated 25 June 2026.
- B) That Council approve the installation of bus stops as detailed in Table 2:

Bus Route & Street	Stop Address	Stop Description
Route 1 - Arataki Rd	117 Arataki Rd	by 117 Arataki Rd
Route 1 - Arataki Rd	5 Arataki Rd	by 5 Arataki Rd
Route 1 - Arataki Rd	71 Arataki Rd	by 71 Arataki Rd
Route 1 - Brookvale Rd	2 Whakatomo Pl	opposite 119 Brookvale Rd
Route 1 - Iona Rd	157 Middle Rd	on Iona Rd by 157 Middle Rd
Route 1 - Iona Rd	36 Breadalbane Rd	opposite 41 Iona Rd
Route 1 - Middle Rd	119 Middle Rd	by 119 Middle Rd
Route 1 - Middle Rd	167 Middle Rd	by 167 Middle Rd
Route 1 - Nottingley Rd	528 Hart Dr	opposite 530 Nottingley Rd
Route 1 - Nottingley Rd	530 Nottingley Rd	by 530 Nottingley Rd
Route 1 - Russell Robertson Dr	1 Ayrshire Dr	opposite 16 Russell Robertson Dr
Route 1 - Russell Robertson Dr	109 Russell Robertson Dr	by 109 Russell Robertson Dr
Route 1 - Russell Robertson Dr	63 Russell Robertson Dr	by 63 Russell Robertson Dr
Route 1 - Upham St	32 Upham St	by 32 Upham St
Route 1 - Upham St	56 Upham St	by 56 Upham St
Route 6 - Berwick St	21 Berwick St	by 21 Berwick St
Route 6 - Berwick St	38 Walton Way	on Berwick St by Ron Giorgi Park I
Route 6 - Copeland Rd	1007 Copeland Rd	on Copeland Rd by Hastings Christian School
Route 6 - Flaxmere Ave	63 Flaxmere Ave	by 63 Flaxmere Ave
Route 6 - Flaxmere Ave	66 Flaxmere Ave	by 66 Flaxmere Ave
Route 6 - Lumsden Rd	604 Lumsden Rd	by 604 Lumsden Rd
Route 6 - Massey St	414 Massey St	by 414 Massey St
Route 6 - Massey St	415 Massey St	by 415 Massey St
Route 6 - Omaha Rd	1241 Omaha Rd	by 1241 Omaha Rd
Route 6 - Outram Rd	1/1004 Outram Rd	by 1004 Outram Rd
Route 6 - Park Rd South	912 Clive St	opposite 700 Park Rd South
Route 7 - Chatham Rd	125 Chatham Rd	opposite 120 Chatham Rd
Route 7 - Dundee Dr	28 Dundee Dr	by 28 Dundee Dr
Route 7 - Flaxmere Ave	182 Flaxmere Ave	by 182 Flaxmere Ave
Route 7 - Grove Rd	1001 Grove Rd	on Grove Rd by Windsor Park
Route 7 - Peterhead Ave	48 Peterhead Ave	on Peterhead Ave by The Church of Jesus Christ of Latter-day Saints
Route 8 - Frederick St West	1002 Tomoana Rd	opposite 604 Frederick St West
Route 8 - Frederick St West	413 Frederick St West	by 413 Frederick St West
Route 8 - Frederick St West	816 Nelson St North	opposite 403 Frederick St West
Route 8 - Karamu Rd South	611 Hastings St South	on Karamu Rd South by Hastings Intermediate School
Route 8 - Karamu Rd South	Karamu Rd South	on Karamu Rd South opposite Hastings Intermediate School
Route 8 - Murdoch Rd West	907 Hooper St	opposite 200 Murdoch Rd West
Route 8 - Nelson St North	304 Frederick St West	on Nelson St North by Watties
Route 8 - Nelson St North	700 Nelson St North	by 700 Nelson St North
Route 8 - Orchard Rd	815 Orchard Rd	by 815 Orchard Rd
Routes 1 & 6 - Heretaunga St West	405 Heretaunga St West	by 405 Heretaunga St West
Routes 1, 6 & 8 - Queen St West	308 Queen St West	by 308 Queen St West
Routes 6 & 7 - Flaxmere Ave	89 Kirkwood Rd	opposite 285 Flaxmere Ave
Routes 6 & 7 - Pam O'Keefe Ave	1 Pam O'Keefe Ave	by 1 Pam O'Keefe Ave
Routes 6 & 7 - Pam O'Keefe Ave	30 Swansea Rd	opposite 1 Pam O'Keefe Ave
Routes 7 & 8 - Gordon Rd	817 Gordon Rd	on Gordon Rd by St Peter Chanel Catholic Church
Routes 7 & 8 - Gordon Rd	900 Florence St	opposite 817 Gordon Rd
Route 11 - Railway Rd Whakatu	24 Railway Rd	by 24 Railway Rd

- C) That Council notes that bus stop signs will be installed at all stops, including operating times.

3.0 Background – Te Horopaki

- 3.1 Under the Land Transport Management Act 2003 (LTMA) and the Local Government Act 2002, Council as the Road Controlling Authority and asset owner, is responsible for implementing supporting infrastructure to enable the effective and efficient operation of the public transport system. This includes the implementation of new, movement of existing, and removal of obsolete infrastructure / bus stops within the road corridor.
- 3.2 Council governance and management must consider the safe and efficient operation of the transport network, ensure appropriate engagement with affected residents, and make decisions consistent with relevant transport strategies and statutory plans.

- 3.3 These requirements sit alongside the statutory responsibility that the Hawke’s Bay Regional Transport Committee (RTC) has to plan and consult on the public transport system, through the Regional Public Transport Plan (RPTP), and the wider regional transport system through the Regional Land Transport Plan (RLTP). It also sits alongside the statutory and regulatory responsibilities the HBRC have as the Public Transport Authority (PTA) for the region to fund, manage, and run public transport services.

Background to new Public Transport Network

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

Consultation undertaken for the New Network

- 3.9 The development of the new Napier–Hastings bus network, as consulted on in the 2025 RPTP, was undertaken collaboratively between HDC, NCC and HBRC. Extensive public consultation and engagement took place late March – early May 2025. Complimenting this, extensive pre and post engagement was undertaken. Overall, key engagement and communications activities included:
- Presentations to community groups (e.g. GreyPower) at public meetings,
 - Engagement with high schools via student newsletters,
 - Presence at community events,
 - Engagement with key stakeholder groups (e.g. elderly, youth, disabled),

- Leverage online tools to capture route and network feedback,
- Informational poster at key locations (e.g. Sport Park, Libraries),
- Media coverage, including front page story,
- Radio and online advertising,
- Extensive social media advertising through several channels,
- Numerous public meetings in key communities, and
- Presentation to and engagement with elected members, including workshops.

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

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

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

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

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

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

Implementing the New Network

3.14 The new network commenced operation on 25 January 2026. A series of new and adjusted bus stops across Hastings were installed to support the redesigned routes, reflecting technical route requirements, accessibility considerations, and feedback received through the RPTP consultation. It also coincided with the cancellation of the MyWay service.

3.15 Over the first four full months of operation of the new network, passenger numbers have remained stable as compared to the same time in 2025.

Summary	Old Network (2025)	New Network (2026)	Change	Notes
Feb-26	50,887	47,301	-7%	2025 #'s include MyWay. May had 1 less business day, so patronage remains ~ even.
Mar-26	57,539	58,060	1%	
Apr-26	44,021	44,009	0%	
May-26	57,448	55,922	-3%	

- 3.16 The new bus network was approved by HBRC in July with the adoption of the 2025 RPTP. Due to the nature of change some further community engagement was required on several routes. The finalised network was presented to the RTC on 29 August 2025.
- 3.17 Officers from both HBRC and HDC then proceeded to identify suitable locations for stops along each route. 179 separate locations were identified as suitable for a new bus stop. The criteria used for stop location included:
- safe space for bus to pullover,
 - proximity to opposite stop for new bi-directional routes,
 - distance from last/next stops (ideally 400m),
 - outside park or other public facility,
 - if outside residential property, fencing or planting for privacy,
 - if outside commercial property, availability of customer parking,
 - footpath access and waiting area for passengers,
 - streetlighting, and
 - existing pole for bus stop sign.
- 3.18 Approximately 77 bus stops will no longer be required and can be decommissioned. These include 25 bus stops with shelters or seats that could be relocated.
- 3.19 588 letters were then sent (530 hand delivered and 58 posted) to each chosen location, as well as adjacent properties, informing them of the network changes and new bus stop and seeking feedback.
- 3.20 132 responses were received:
- 3.21 The primary concerns of respondents were around loss of privacy and amenity, with many expecting anti-social behaviour such as littering, graffiti or burglary. The other main concern is around loss of on-street parking or blocking of driveway access. Other issues cited included: noise, traffic, lack of consultation, lack of space, visibility, possible shelter, no demand, proximity to intersection, other stops nearby, narrow street not suitable for buses, lighting, waste of money, no-one uses the bus.
- 3.22 Where constructive suggestions have been made around specific locations, changes have been made to stop placement. These include allowing as much space for on street parking as possible, or moving stops to nearby parks or outside commercial/industrial premises with blank walls.
- 3.23 As one of the main concerns is with loss of on-street parking, consideration has also been given to not marking all stops, particularly in suburban streets where overall parking demand is low. The benefit of this approach is that the impact on residential parking will be minimised and it could save up to \$7,000. The risks are that busses may not be able to pick up waiting passengers, leading to lower levels of service and loss of reputation. Markings may then need to be installed at a later date.
- 3.24 Four streets objected to buses on their street. These were:
- Lumsden Rd

- Russell Robertson Dr
- Upham St
- Berwick St

Council Decision 11 December 2025

- 3.25 In December Council approved the installation of stops where there had been no objections, tasking staff to look for alternative locations and asking HBRC to engage with the four areas where there had been objections to the routes.
- 3.26 HBRC, with support from HDC, proceeded to hold public street-corner stand-up meetings in these streets. Most of these were well attended and the overall response was positive. As a result of these staff agreed to the following actions:
- Upham St – monitoring with CCTV on the busses,
 - Berwick St – investigate no stopping lines at the intersection, shift stops,
 - Arataki loop – shift and reduce the number of stops, and
 - Akina loop – limited public response, shift stops.
- See Attachment 2 for a more detailed summary of this engagement and feedback.
- 3.27 Alternative locations to all stops were also investigated. This resulted in:
- 25 stops no longer required
 - 30 stops moved to alternative locations
 - 21 stops to remain at original proposed location
- Only three stops remain where adjacent residents had raised objections.

Funding

- 3.28 The recommended infrastructure required for each new bus stop is a bus stop sign and pole. Where there is high parking demand bus stop marking may be required. Some sites have existing light poles or other suitable poles that can be utilised. Bus stops that are no longer required can be decommissioned.
- 3.29 To date, \$43,800 has been spent on new bus stops.
- 3.30 The estimated cost for these remaining infrastructure changes is \$19,000. This is budgeted for in the Long Term Plan in 2026/27. It is subsidised by the New Zealand Transport Agency at a Financial Assistance Rate of 53% meaning Councils contribution will be \$8,930.
- 3.31 Funding of any road markings required are covered in the Council report “Bus Stop Markings”.

4.0 Discussion – *Te Matapakitanga*

- 4.1 51 letters were posted to property owners adjacent to the chosen locations informing them of the network changes and new bus stop and seeking formal feedback.
- 4.2 Note six proposed bus stops are adjacent to HDC properties.
- 4.3 23 responses have been received.
- 6 approve
 - 17 object

All feedback and council officers response is summarised in Table 1 below:

Table 1 Property Owner Feedback

Bus Route & Street	Concerns	Staff Response
Property Owner Objections		
Route 1 - Arataki Rd	safety - reduced visibility coming out of Te Heipora PI	bus stop sufficiently clear of intersection, only stopping temporarily, will also prevent other vehicles from parking there and impeding sightlines
Route 1 - Brookvale Rd	vehicle access, parking, privacy	only residential properties in this area, corner property with large hedge and frontage onto side road, so minimise impact as much as possible
Route 1 - Middle Rd	safety - proximity to driveway and Breadalbane Rd intersection affecting sightlines, access with buses on layover	sufficient sightlines, ensure location is not a timing stop
Route 1 - Nottingley Rd	limited parking, safety - traffic island restricts vehicle movement, limited space for bus, and proximity to Hart Dr intersection, privacy - bedrooms in front, conflict with teacher/students, suggest better to have bus on Pakowhai Rd as closer to schools and bus mostly used by students	sufficient space and clearance from traffic island and intersection for safe operation of the bus, large fence and planting should limit impact on privacy, other routes use Pakowhai Rd, other stops closer to schools
Route 1 - Russell Robertson Dr	parking - 5 vehicle household and small business with visiting clients	sufficient on-street parking will still be available in the vicinity
Route 1 - Russell Robertson Dr	small section with no set-back, noise, no off-street parking, other properties have more set-back and garaging	location chosen partially due to high fence and planting limiting impact on privacy, property has a wide frontage and sufficient off-street parking
Route 1 - Russell Robertson Dr	safety and traffic flow - proximity to roundabout, visibility and safety, traffic bottlenecks	bus stop is on the approach approx. 25m before the roundabout, within a wide indented parking area, therefore will have no impact on safety, visibility, or traffic flow.
Route 6 - Flaxmere Ave	safety - blocking sightlines, noise and pollution, privacy and security, litter and smells, property access, antisocial behaviour, suggested alternative outside Flaxmere Park entrance	location upstream of roundabout with good sightlines, no marking or bins recommended, alternative location is an existing stop but is 400m away, will move timing stop to alternative location
Route 6 - Flaxmere Ave	property value, loss of parking, poor communication	section is well fenced, sufficient on-street parking available
Route 6 - Massey St	personal safety and security - incidents of theft and trespass, privacy - direct line of sight into home, not appropriate for a residential setting	no non-residential locations nearby
Route 6 - Massey St	personal safety and access - pregnant wife and elderly parents, dog, noise, privacy, loss of parking	property is well fenced, sufficient on-street parking available
Routes 6 & 7 - Flaxmere Ave	safety - speeding vehicles, privacy - nice yard with high fence, other bus stop across the road	location chosen partially due to high fence limiting impact on privacy, with bi-directional routes bus stops need to be on both sides of the road and as close to each other as practical
Route 7 - Flaxmere Ave	safety - proximity to intersection and driveway affecting sightlines, illogical when stop on opposite side of road, noise, litter, loitering, loss of parking	stop location on approach to roundabout with no affect on sightlines, with bi-directional routes bus stops need to be on both sides of the road and as close to each other as practical, no non-residential locations nearby
Route 7 - Dundee Dr	loss of privacy, comfort and enjoyment, increase pedestrian activity, noise, proximity to other stops, waste of ratepayer money, growth	stops are well spaced from other stops on the same side of the road, route chosen in anticipation of future development
Route 8 - Frederick St West	limited parking - resthome next door, dogs will bark, easement used for parking, suggest location on opposite side of the road	easement is Council land not private parking, with bi-directional routes bus stops need to be on both sides of the road and as close to each other as practical
Route 8 - Frederick St West	safety - proximity to schools, driveway and Kauri St intersection, privacy, environment, parking, property value, health impacts, rubbish, loitering, other stops nearby	bus stop sufficiently clear of intersection, only stopping temporarily, property is well fenced, if left out would be 480m between adjacent stops Recommendation: REMOVE (also applies to opposite stop)
Route 11 - Railway Rd Whakatu	other issues with Council, better location by old post office, existing stop on Buckingham St, dangers on corner	stop near old post office would be over 600m away from residents on Essex Cres or other end of Buckingham St, no issues with sightlines from intersection, stop on Buckingham St no longer needed due to change in routes
Property Owner Comments		
Route 1 - Middle Rd	exact location tbc, possibly by retention pond, intersection due to open in September	finalise location and install in September
Route 1 - Iona Rd	exact location tbc, possibly by open space near commercial area, road due to open in September	finalise location and install in September
Route 7 - Chatham Rd	possible clash with future driveways	install close to walkway (HDC property), can move pole once vehicle crossing locations finalised
Routes 7 & 8 - Gordon Rd	limited parking at Mass times, suggest Mon-Sat operation leaving parking space available on Sundays	bus stop unmarked, will be available for casual parking, especially on Sundays when bus frequency is low
Route 8 - Frederick St West	possible clash with redevelopment	only a sign on a pole, can be moved if needed once vehicle crossings approved, place near western boundary
Route 8 - Murdoch Rd West	suggest location clear of driveway	place stop on eastern side of gate, close to intersection

Item 6

4.4 The majority of objections mention safety, with concerns around sightlines from driveways or proximity to intersections. As each of the proposed bus stops locations are within existing parking

lanes, with sufficient space for a bus to pull over clear of any driveways. These matters are considered manageable within the normal operations of the road corridor.

- 4.5 Other issues raised include impacts on privacy, loss of parking, lower property values, noise, litter, and loitering. None of these are location specific and would have similar impacts outside any residential property, nor would they be different from existing bus stops.
- 4.6 Some objections mentioned other stops in close proximity. While some of these were on the opposite side of the road or over 400m away from the proposed location, three have been identified as close and have been removed from the recommendations.
- 4.7 Recommendation: All stops to be installed as listed in Table 2 below:

Table 2 Recommended Bus Stop Locations

Bus Route & Street	Stop Address	Stop Description
Route 1 - Arataki Rd	117 Arataki Rd	by 117 Arataki Rd
Route 1 - Arataki Rd	5 Arataki Rd	by 5 Arataki Rd
Route 1 - Arataki Rd	71 Arataki Rd	by 71 Arataki Rd
Route 1 - Brookvale Rd	2 Whakatomo Pl	opposite 119 Brookvale Rd
Route 1 - Iona Rd	157 Middle Rd	on Iona Rd by 157 Middle Rd
Route 1 - Iona Rd	36 Breadalbane Rd	opposite 41 Iona Rd
Route 1 - Middle Rd	119 Middle Rd	by 119 Middle Rd
Route 1 - Middle Rd	167 Middle Rd	by 167 Middle Rd
Route 1 - Nottingley Rd	528 Hart Dr	opposite 530 Nottingley Rd
Route 1 - Nottingley Rd	530 Nottingley Rd	by 530 Nottingley Rd
Route 1 - Russell Robertson Dr	1 Ayrshire Dr	opposite 16 Russell Robertson Dr
Route 1 - Russell Robertson Dr	109 Russell Robertson Dr	by 109 Russell Robertson Dr
Route 1 - Russell Robertson Dr	63 Russell Robertson Dr	by 63 Russell Robertson Dr
Route 1 - Upham St	32 Upham St	by 32 Upham St
Route 1 - Upham St	56 Upham St	by 56 Upham St
Route 6 - Berwick St	21 Berwick St	by 21 Berwick St
Route 6 - Berwick St	38 Walton Way	on Berwick St by Ron Giorgi Park I
Route 6 - Copeland Rd	1007 Copeland Rd	on Copeland Rd by Hastings Christian School
Route 6 - Flaxmere Ave	63 Flaxmere Ave	by 63 Flaxmere Ave
Route 6 - Flaxmere Ave	66 Flaxmere Ave	by 66 Flaxmere Ave
Route 6 - Lumsden Rd	604 Lumsden Rd	by 604 Lumsden Rd
Route 6 - Massey St	414 Massey St	by 414 Massey St
Route 6 - Massey St	415 Massey St	by 415 Massey St
Route 6 - Omaha Rd	1241 Omaha Rd	by 1241 Omaha Rd
Route 6 - Outram Rd	1/1004 Outram Rd	by 1004 Outram Rd
Route 6 - Park Rd South	912 Clive St	opposite 700 Park Rd South
Route 7 - Chatham Rd	125 Chatham Rd	opposite 120 Chatham Rd
Route 7 - Dundee Dr	28 Dundee Dr	by 28 Dundee Dr
Route 7 - Flaxmere Ave	182 Flaxmere Ave	by 182 Flaxmere Ave
Route 7 - Grove Rd	1001 Grove Rd	on Grove Rd by Windsor Park
Route 7 - Peterhead Ave	48 Peterhead Ave	on Peterhead Ave by The Church of Jesus Christ of Latter-day Saints
Route 8 - Frederick St West	1002 Tomoana Rd	opposite 604 Frederick St West
Route 8 - Frederick St West	413 Frederick St West	by 413 Frederick St West
Route 8 - Frederick St West	816 Nelson St North	opposite 403 Frederick St West
Route 8 - Karamu Rd South	611 Hastings St South	on Karamu Rd South by Hastings Intermediate School
Route 8 - Karamu Rd South	Karamu Rd South	on Karamu Rd South opposite Hastings Intermediate School
Route 8 - Murdoch Rd West	907 Hooper St	opposite 200 Murdoch Rd West
Route 8 - Nelson St North	304 Frederick St West	on Nelson St North by Watties
Route 8 - Nelson St North	700 Nelson St North	by 700 Nelson St North
Route 8 - Orchard Rd	815 Orchard Rd	by 815 Orchard Rd
Routes 1 & 6 - Heretaunga St West	405 Heretaunga St West	by 405 Heretaunga St West
Routes 1, 6 & 8 - Queen St West	308 Queen St West	by 308 Queen St West
Routes 6 & 7 - Flaxmere Ave	89 Kirkwood Rd	opposite 265 Flaxmere Ave
Routes 6 & 7 - Pam O'Keefe Ave	1 Pam O'Keefe Ave	by 1 Pam O'Keefe Ave
Routes 6 & 7 - Pam O'Keefe Ave	30 Swansea Rd	opposite 1 Pam O'Keefe Ave
Routes 7 & 8 - Gordon Rd	817 Gordon Rd	on Gordon Rd by St Peter Chanel Catholic Church
Routes 7 & 8 - Gordon Rd	900 Florence St	opposite 817 Gordon Rd
Route 11 - Railway Rd Whakatu	24 Railway Rd	by 24 Railway Rd

5.0 Options – Ngā Kōwhiringa

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

5.1 Approve installation of recommended bus stops:

Advantages

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

Matters to be managed

- Some residents remain concerned with the placement of bus stops.

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

5.2 Do not approve the installation of bus stops, this is not recommended:

- Council does not fully meet its obligations under the LTMA and LGA to provide public transport infrastructure.
- HBRC is unable to provide adequate public transport services due to insufficient places for buses to stop and pick-up or drop-off passengers.
- There are large gaps in public transport coverage where passengers are outside of the recommended walking distance to a bus stop, reducing access the new network.

6.0 Next steps – *Te Anga Whakamua*

6.1 Bus Stop signs, and poles where necessary, to be installed at the approved locations in July 2026.

6.2 Bus Stop markings, where necessary, to be approved in Council report “Bus Stop Markings – 25 June 2026”.

Attachments:

1⇒	Appendix 1 - Proposed Bus Stop Selection and Recommendations	CG-18-01-00256	Under Separate Cover
2⇒	Appendix 2 - HBRC Consultation Feedback	CG-18-01-00257	Under Separate Cover

Summary of Considerations - *He Whakarāpopoto Whakaarohanga*

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

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

[Link to the Council’s Community Outcomes – Ngā Hononga ki Ngā Putanga ā-Hapori](#)

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

Māori Impact Statement - *Te Tauākī Kaupapa Māori*

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

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

Sustainability - *Te Toitūtanga*

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

The bus services support the transport disadvantaged across Hastings.

Financial considerations - *Ngā Whakaarohanga Ahumoni*

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

The total estimated cost for the recommended option is \$19,000, inclusive of the NZTA subsidy:

Significance and Engagement - *Te Hiranga me te Tūhonotanga*

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

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

Engagement letters were sent to 51 property owners and businesses – each property with a proposed stop directly outside. 23 responses have been received.

Risks

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

REWARD – <i>Te Utu</i>	RISK – <i>Te Tūraru</i>
Service Delivery in support of public transport users.	Reputation due to residents unhappy with the bus stop locations near their houses and/or businesses.
A new public transport network is enabled, supporting current users, and providing transport choice and access for communities.	New network not realising its full potential due to lack of supporting infrastructure.
The transport disadvantaged across Hastings urban area supported by the provision of public transport services.	Transport disadvantaged residents having limited access to public transport options.

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

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

Thursday, 25 June 2026

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

Te Rārangi Take

Report to Council

Nā:
From: Eynon Phillips, Strategic Transport Engineer

Te Take:
Subject: Bus Stop Markings

1.0 Executive Summary – *Te Kaupapa Me Te Whakarāpopototanga*

- 1.1 The purpose of this report is to seek approval from Council for marking bus stops as required to support the new bus network implemented by the Hawke’s Bay Regional Council (HBRC) on 25 January 2026.
- 1.2 It also seeks the approval from Council to decommission existing bus stops no longer required by the new bus network.
- 1.3 This will enable the smooth operation of the new bus service, providing clear locations free of parked vehicles for buses to stop, while also providing for sufficient on-street parking space.
- 1.4 This proposal contributes to the purpose of local government in developing a sufficient and supportive economy by providing a transport network that links people with opportunities. It also meets Council’s obligations under the Land Transport Management Act 2003 (LTMA) and the Local Government Act 2002 to provide public transport infrastructure.
- 1.5 The establishment of these new bus stops, including the installation of signage, are subject to Council decisions on 11 December 2025 and 25 June 2026 following the reports “Bus Stop Changes”.

2.0 Recommendations - Ngā Tūtohunga

- A) That Council receive the report titled Bus Stop Markings dated 25 June 2026.
- B) That Council approves the following locations requiring pavement marking, that pursuant to Clause 5.3.1 (i) of Chapter 5 (Parking and Traffic) of the Hasting District Consolidated Bylaw 2021:
1. A Bus Stop be created near 108 Southampton St West, on the south side starting approximately 18m east of the eastern kerbline of Market St South and extending east for 13 metres.
 2. Parking be prohibited on the south side of Southampton St West, starting approximately 31m east of the eastern kerbline of Market St South and extending east for 5 metres.
 3. A Bus Stop be created near 111 Southampton St West, on the north side starting approximately 30m east of the eastern kerbline of Market St South and extending east for 13 metres.
 4. A Bus Stop be created near 308 Queen St West, on the south side starting approximately 60m west of the western kerbline of King St North and extending west for 13 metres.
 5. Parking be prohibited on the south side of Queen St West, starting approximately 73m west of the western kerbline of King St North and extending west for 6 metres.
 6. A Bus Stop be created near 405 Heretaunga St West, on the north side starting approximately 60m west of the western kerbline of Nelson St North and extending west for 13 metres.
 7. A Bus Stop be created near 605 Orchard Rd, on the north side starting approximately 263m east of the eastern kerbline of Stoneycroft St and extending east for 13 metres.
 8. A Bus Stop be created near 815 Orchard Rd, on the north side starting approximately 25m east of the road end and extending east for 13 metres.
 9. Parking be prohibited on the north side of Orchard Rd, starting approximately 10m from the road end and extending for east 15 metres.
 10. A Bus Stop be created near 108 Eastbourne St East (opposite Heretaunga Women's Centre), on the north side starting approximately 27m west of the western kerbline of Karamu Rd South and extending west for 30 metres.
 11. Parking be prohibited on the north side of Eastbourne St East, starting approximately 22m west of the western kerbline of Karamu Rd South and extending west for 5 metres.
 12. A Bus Stop be created near 620 Karamu Rd North (The Warehouse), on the west side starting approximately 70m south of the southern kerbline of Alexandra Cres and extending south for 13 metres.
 13. A Bus Stop be created opposite 605 Orchard Rd (by Camberley School), on the south side starting approximately 272m east of the eastern kerbline of Stoneycroft St and extending east for 13 metres.
 14. A Bus Stop be created on Orchard Rd opposite 209 Canning Rd, on the south side starting approximately 29m west of the western kerbline of Lowe St and extending west for 13 metres.

15. A Bus Stop be created on Orchard Rd near 209 Canning Rd, on the north side starting approximately 24m east of the eastern kerbline of Murray Pl and extending east for 13 metres.
 16. Parking be prohibited on the north side of Orchard Rd, starting approximately 17m east of the eastern kerbline of Murray Pl and extending east for 7 metres.
 17. A Bus Stop be created on Southampton St East near 400 Karamu Rd South (Hastings Central School), on the south side starting approximately 30m east of the eastern kerbline of Karamu Rd South and extending for east for 13 metres.
 18. Parking be prohibited on the south side of Southampton St East, starting approximately 19m east of the eastern kerbline of Karamu Rd South and extending east for 11 metres.
 19. A Bus Stop be created on Southampton St East near 207 Lyndon Rd East (Hastings District Council), on the north side starting approximately 94m east of the eastern kerbline of Karamu Rd South and extending east for 13 metres.
 20. A Bus Stop be created on Willowpark Rd North near 600 Queen St East (Queens Square), on the east side starting approximately 45m north of the northern kerbline of Queen St East and extending north for 13 metres.
 21. A Bus Stop be created on Percival Rd by the Hawke's Bay Regional Sports Park, on the west side starting approximately 480m north of the northern kerbline of Lyndhurst Rd and extending north for 15 metres.
 22. Parking be prohibited on the west side of Percival Rd, starting approximately 460m north of the northern kerbline of Lyndhurst Rd and extending north for 20 metres and starting approximately 495m north of the northern kerbline of Lyndhurst Rd and extending north for 11 metres.
 23. A Bus Stop be created on Percival Rd opposite the Hawke's Bay Regional Sports Park, on the east side starting approximately 490m north of the northern kerbline of Lyndhurst Rd and extending north for 15 metres
- C) That Council revokes any previous approvals pertaining to traffic and parking controls to the extent that they conflict with the traffic and parking controls described above.
- D) That Council revokes any previous approvals pertaining to traffic and parking controls, and approves the removal of all Bus Stop signs and markings, at the following locations no longer required for Bus Stops:
1. The Bus Stop be removed from the north side of Albert St near 906 Albert St.
 2. The Bus Stop be removed from the north side of Bangor St near 24 Bangor St.
 3. The Bus Stop be removed from the north side of Belmont St near 5 Belmont St.
 4. The Bus Stop be removed from the south side of Buckingham St near 4 Buckingham St.
 5. The Bus Stop be removed from the north side of Campbell St near 1025 Campbell St.
 6. The Bus Stop be removed from the east side of Canning Rd opposite 107 Canning Rd.
 7. The Bus Stop be removed from the west side of Caroline Rd opposite 701 Caroline Rd.
 8. The Bus Stop be removed from the west side of Chatham Rd near 136 Chatham Rd.
 9. The Bus Stop be removed from the north side of Cunningham Cres near 1112 Cunningham Cres.
 10. The Bus Stop be removed from the north side of Cunningham Cres near 1202 Cunningham Cres.

11. The Bus Stop be removed from the north side of Cunningham Cres near 1216 Cunningham Cres.
12. The Bus Stop be removed from the west side of Durham Dr near 12 Durham Dr.
13. The Bus Stop be removed from the west side of Durham Dr near 4 Durham Dr.
14. The Bus Stop be removed from the north side of Eastbourne St East opposite 409 Eastbourne St.
15. The Bus Stop be removed from the north side of Fitzroy Ave near 1009 Fitzroy Ave.
16. The Bus Stop be removed from the south side of Flaxmere Ave near 153 Flaxmere Ave.
17. The Bus Stop be removed from the north side of Folkestone Dr near 38 Folkestone Dr.
18. The Bus Stop be removed from the north side of Folkestone Dr near 6 Folkestone Dr.
19. The Bus Stop be removed from the east side of Folkestone Dr near 66 Folkestone Dr.
20. The Bus Stop be removed from the north side of Folkestone Dr near 82 Folkestone Dr.
21. The Bus Stop be removed from the south side of Haig St near 1109 Haig St.
22. The Bus Stop be removed from the east side of Hastings St North near 105 Hastings St North.
23. The Bus Stop be removed from the west side inside the Hawke's Bay Fallen Soldiers' Memorial Hospital entrance.
24. The Bus Stop be removed from the west side of Henderson Rd near 14 Henderson Rd.
25. The Bus Stop be removed from the west side of Hinau St near 408 Hinau St.
26. The Bus Stop be removed from the west side of Holt Pl near 404 Holt Pl.
27. The Bus Stop be removed from the east side of Jellicoe St near 1117 Jellicoe St.
28. The Bus Stop be removed from the west side of Kauri St near 1002 Kauri St.
29. The Bus Stop be removed from the west side of Kauri St near 1052 Kauri St.
30. The Bus Stop be removed from the east side of Kingsley Dr near 47 Kingsley Dr.
31. The Bus Stop be removed from the north side of Kingsley Dr near 75 Kingsley Dr.
32. The Bus Stop be removed from the north side of Kiwi St near 413 Kiwi St.
33. The Bus Stop be removed from the north side of Kiwi St near 615 Kiwi St.
34. The Bus Stop be removed from the west side of Kotoku St near 319 Kotoku St.
35. The Bus Stop be removed from the west side of Kowhai St near 700 Kowhai St.
36. The Bus Stop be removed from the west side of Kowhai St near 816 Kowhai St.
37. The Bus Stop be removed from the south side of Lawrence St near 811 Lawrence St.
38. The Bus Stop be removed from the east side of Lipscombe Cres near 57 Lipscombe Cres.
39. The Bus Stop be removed from the west side of Lipscombe Cres near 7 Lipscombe Cres.
40. The Bus Stop be removed from the east side of Lipscombe Cres near 89 Lipscombe Cres.
41. The Bus Stop be removed from the west side of Lowe St near 301 Lowe St.
42. The Bus Stop be removed from the east side of Lumsden Rd near 106 Lumsden Rd.

43. The Bus Stop be removed from the east side of Lumsden Rd near 404 Lumsden Rd.
44. The Bus Stop be removed from the east side of Main Rd (State Highway 51) near 131 Main Rd.
45. The Bus Stop be removed from the west side of Middle Rd near 24 Middle Rd.
46. The Bus Stop be removed from the west side of Middle Rd near 46 Middle Rd.
47. The Bus Stop be removed from the south side of Oliphant Rd near 818 Oliphant Rd.
48. The Bus Stop be removed from the south side of Omaha Rd opposite 325 Omaha Rd.
49. The Bus Stop be removed from the north side of Orchard Rd near 109 Orchard Rd.
50. The Bus Stop be removed from the north side of Orchard Rd opposite 260 Orchard Rd.
51. The Bus Stop be removed from the east side of Park Rd South near 510 Park Rd South.
52. The Bus Stop be removed from the north side of Queen St East near 308 Queen St East.
53. The Bus Stop be removed from the north side of Queen St West near 405 Queen St West.
54. The Bus Stop be removed from the south side of Queen St West near 408 Queen St West.
55. The Bus Stop be removed from the north side of Queen St West near 513 Queen St West.
56. The Bus Stop be removed from the south side of Queen St West near 516 Queen St West.
57. The Bus Stop be removed from the east side of Ramsey Cres near 36 Ramsey Cres.
58. The Bus Stop be removed from the west side of Riverslea Rd South near 601 Riverslea Rd South.
59. The Bus Stop be removed from the east side of Scott Dr near 30 Scott Dr.
60. The Bus Stop be removed from the north side of Scott Dr opposite 11 Scott Dr.
61. The Bus Stop be removed from the south side of Southampton St East near 505 Southampton St East.
62. The Bus Stop be removed from the north side of Southampton St West near 601 Southampton St West.
63. The Bus Stop be removed from the north side of Southampton St West near 827 Southampton St West.
64. The Bus Stop be removed from the north side of Swansea Rd near 13 Swansea Rd.
65. The Bus Stop be removed from the east side of Sylvan Rd near 801 Sylvan Rd.
66. The Bus Stop be removed from the east side of Sylvan Rd opposite 816 Maitland Cres.
67. The Bus Stop be removed from the west side of Tawa St near 804 Tawa St.
68. The Bus Stop be removed from the west side of Tawa St near 910 Tawa St.
69. The Bus Stop be removed from the east side of Terrace Rd near 209 Terrace Rd.
70. The Bus Stop be removed from the east side of Terrace Rd opposite 606 Terrace Rd.
71. The Bus Stop be removed from the north side of Terrace Rd opposite 701 Park Rd North.

72. The Bus Stop be removed from the west side of Titoki St near 608 Titoki St.
73. The Bus Stop be removed from the east side of Tomoana Rd near 1029 Tomoana Rd.
74. The Bus Stop be removed from the east side of Tomoana Rd near 516 Whitehead Rd.
75. The Bus Stop be removed from the west side of Tomoana Rd near 600 Avenue Rd West.
76. The Bus Stop be removed from the east side of Tomoana Rd near 607 Tomoana Rd.
77. The Bus Stop be removed from the west side of Tomoana Rd near 714 Tomoana Rd.
78. The Bus Stop be removed from the east side of Tomoana Rd near 901 Tomoana Rd.
79. The Bus Stop be removed from the east side of Tomoana Rd opposite 714 Tomoana Rd.
80. The Bus Stop be removed from the south side of Wall Rd near 710 Wall Rd.
81. The Bus Stop be removed from the north side of Williams St near 1009 Williams St.
82. The Bus Stop be removed from the north side of Williams St near 611 Williams St.
83. The Bus Stop be removed from the north side of Williams St near 711 Williams St.
84. The Bus Stop be removed from the west side of Willowpark Rd South near 413 Willowpark Rd South.
85. The Bus Stop be removed from the west side of Wilson Rd near 1100 Omahu Rd.
86. The Bus Stop be removed from the east side of Wilson Rd near 207 Wilson Rd.
87. The Bus Stop be removed from the east side of Wilson Rd near 303 Wilson Rd.
88. The Bus Stop be removed from the east side of Wilson Rd near 33 Wilson Rd.
89. The Bus Stop be removed from the east side of Wilson Rd opposite 8 Wilson Rd.

3.0 Background – *Te Horopaki*

- 3.1 Under the Land Transport Management Act 2003 (LTMA) and the Local Government Act 2002, Council as the Road Controlling Authority and asset owner, is responsible for implementing supporting infrastructure to enable the effective and efficient operation of the public transport system. This includes the implementation of new, movement of existing, and removal of obsolete infrastructure / bus stops within the road corridor.
- 3.2 As one of the main concerns is with loss of on-street parking, consideration has also been given to not marking all stops, particularly in suburban streets where overall parking demand is low. The benefit of this approach is that the impact on residential parking will be minimised and it could save up to \$7,000. The risks are that buses may not be able to pick up waiting passengers, leading to lower levels of service and loss of reputation. Markings may then need to be installed at a later date.
- 3.3 A number of bus stops are no longer required with the change in bus routes. These can be decommissioned and returned to on-street parking.

4.0 Discussion – *Te Matapakitanga*

New Bus Stop Markings

- 4.1 In busy locations with high parking demand, it can be difficult for buses to find sufficient space to pull over safely to pick-up or drop-off passengers. This can lead to unhappy passengers missing the bus or having to walk further to the next stop.
- 4.2 Marking the bus stop in these locations provides sufficient space for the bus to pull over and stop while providing clear guidance to private vehicle drivers on where not to park.
- 4.3 Parking enforcement can also be carried out if private vehicle drivers choose to park in the marked bus stop.
- 4.4 Where there is low parking demand, such as on suburban streets, the marking of bus stops may not be required and is not recommended at this time.
- 4.5 The following bus stops require road marking and the removal of on-street parking, three new stops and thirteen existing stops, as detailed in Table 1 below:

Table 1 Recommended Bus Stop Markings

Bus Stop Location	Existing Controls	Proposed Controls	Current Status	Detailed Location
108 Southampton St West	3 marked unrestricted carparks	Bus Stop and No Stopping Lines	Marked	south side, 100 block, Bus Stop 18m-31m east of Market St South eastern kerblines, NSAAT 31m-36m east of Market St South eastern kerblines
111 Southampton St West	1 marked unrestricted carpark and no stopping	Bus Stop	Marked	north side, 100 block, Bus Stop 30m-43m east of Market St South eastern kerblines
308 Queen St West	3 P60 parking spaces	Bus Stop and No Stopping Lines	none	south side, 300 block, Bus Stop 60m-73m west of King St North western kerblines, NSAAT 73-79m west of King St North western kerblines
405 Heretaunga St West	2 paid parking spaces	Bus Stop	old	north side, 400 block, Bus Stop 60m-73m west of Nelson St North western kerblines
605 Orchard Rd	none	Bus Stop	Sign only	north side, 600 block, Bus Stop 263m-276m east of Stoneycroft St eastern kerblines
815 Orchard Rd	none	Bus Stop and No Stopping Lines	none	north side, 800 block, Bus Stop 25m-38m east from road end, NSAAT 10-25m east from road end
Eastbourne St East opposite the Heretaunga Women's Centre	5 P60 parking spaces	Bus Stop and No Stopping Lines	Marked	north side, 100 block, Bus Stop 27m-57m west of Karamu Rd South western kerblines, NSAAT 22m-27m west of Karamu Rd South western kerblines
Karamu Rd North by The Warehouse	no stopping	Bus Stop	Marked	west side, 600 block, Bus Stop 70m-83m south of Alexandra Cres southern kerblines
Orchard Rd by Camberley School	none	Bus Stop	Sign only	south side, 600 block, Bus Stop 272m-285m east of Stoneycroft St eastern kerblines
Orchard Rd near Lowe St	3 marked unrestricted carparks	Bus Stop	Marked	south side, 300 block, Bus Stop 29m-42m west of Lowe St western kerblines
Orchard Rd near Murray Pl	2 marked unrestricted carparks	Bus Stop and No Stopping Lines	Marked	north side, 300 block, Bus Stop 24m-37m east of Murray Pl eastern kerblines, NSAAT 17m-24m east of Murray Pl eastern kerblines
Southampton St East by Hastings Central School	4 marked unrestricted carparks	Bus Stop and No Stopping Lines	Marked	south side, 200 block, Bus Stop 30m-43m east of Karamu Rd South eastern kerblines, NSAAT 19m-30m east of Karamu Rd South eastern kerblines
Southampton St East by Hastings District Council	no stopping	Bus Stop	Marked	north side, 200 block, Bus Stop 94m-107m east of Karamu Rd South eastern kerblines
Willowpark Rd North by Queens Square	none	Bus Stop	Sign only	east side, 200 block, Bus Stop 45m-58m north of Queen St East northern kerblines
Percival Rd by the Hawke's Bay Regional Sports Park	24 marked perpendicular unrestricted carparks	Bus Stop, No Stopping Lines, 4 marked parallel unrestricted carparks	Sign only	west side, Bus Stop 480m-495m north of Lyndhurst Rd northern kerblines, NSAAT 460m-480m and 495m-506m north of Lyndhurst Rd northern kerblines
Percival Rd opposite the Hawke's Bay Regional Sports Park	no stopping	Bus Stop	Sign only	east side, Bus Stop 490m-505m north of Lyndhurst Rd northern kerblines

- 4.6 Note some of the bus stops require No Stopping Lines (NSAAT) as well as the Bus Stop marking. These are separate items under Recommendation B.

Old Bus Stops to be Decommissioned

- 4.7 Approximately 89 bus stops will no longer be required and can be decommissioned, as detailed in Table 2 below:

Table 2 Bus Stops for Removal

Bus Stop Location	Location	Side
906 Albert St	Albert St	north
24 Bangor Street	Bangor St	north
5 Belmont Street	Belmont St	north
4 Buckingham St	Buckingham St	south
1025 Campbell St	Campbell St	north
Canning Rd by the Hospital	Canning Rd	east
Caroline Rd by Mitre 10 Mega	Caroline Rd	west
136 Chatham Road	Chatham Rd	west
1112 Cunningham Cres	Cunningham Cres	north
Cunningham Cres by Bill Mathewson Park	Cunningham Cres	north
1216 Cunningham Cres	Cunningham Cres	north
12 Durham Dr	Durham Dr	west
4 Durham Drive	Durham Dr	west
Eastbourne St East by St Joseph's School	Eastbourne St East	north
1009 Fitzroy Ave	Fitzroy Ave	north
Early Childhood Centre, 153 Flaxmere Avenue	Flaxmere Ave	south
38 Folkestone Drive, opposite the shops	Folkestone Dr	north
6 Folkestone Drive	Folkestone Dr	north
66 Folkestone Drive	Folkestone Dr	east
82 Folkestone Drive	Folkestone Dr	north
1109 Haig St	Haig St	south
New World, Hastings Street North	Hastings St North	east
Hospital Entrance	HB Hospital	west
14 Henderson Road	Henderson Rd	west
408 Hinau St	Hinau St	west
Holt Pl	Holt Pl	west
1117 Jellicoe St	Jellicoe St	east
1002 Kauri St	Kauri St	west
1052 Kauri St	Kauri St	west
47 Kingsley Drive	Kingsley Dr	east
75 Kingsley Drive	Kingsley Dr	north
413 Kiwi St	Kiwi St	north
615 Kiwi St	Kiwi St	north
319 Kotoku St	Kotoku St	west
700 Kowhai St	Kowhai St	west
816 Kowhai St	Kowhai St	west
811 Lawrence St	Lawrence St	south
57 Lipscombe Crescent	Lipscombe Cres	east
7 Lipscombe Crescent	Lipscombe Cres	west
89 Lipscombe Crescent	Lipscombe Cres	east
301 Lowe St	Lowe St	west
106 Lumsden Rd	Lumsden Rd	east
404 Lumsden Rd	Lumsden Rd	east
131 Main Rd (SH51)	Main Rd (SH51)	east
24 Middle Road	Middle Rd	west
46 Middle Road	Middle Rd	west
818 Oliphant Rd	Oliphant Rd	south
Omahu Rd by the Hospital	Omahu Rd	south
109 Orchard Rd	Orchard Rd	north
Orchard Rd opposite Heretaunga Intermediate	Orchard Rd	north
510 Park Rd South	Park Rd South	east
308 Queen St East	Queen St East	north
405 Queen Street West	Queen St West	north
408 Queen St West	Queen St West	south
513 Queen Street West	Queen St West	north
516 Queen St West	Queen St West	south
36 Ramsey Crescent	Ramsey Cres	east
601 Riverslea Rd South	Riverslea Rd South	west
Opposite Four Square, 30 Scott Drive	Scott Dr	east
Opposite 11 Scott Drive	Scott Dr	north
505 Southampton St East	Southampton St East	south
601 Southampton St West	Southampton St West	north
827 Southampton St West	Southampton St West	north
Opposite Service Station, Swansea Rd, Flaxmere Village	Swansea Rd	north
Sylvan Rd by the Harriers Club	Sylvan Rd	east
Sylvan Rd by the Lions Community Park	Sylvan Rd	east
804 Tawa St	Tawa St	west
910 Tawa St	Tawa St	west
209 Terrace Rd	Terrace Rd	east
Terrace Rd by the Top 10 Holiday Park	Terrace Rd	east
Terrace Rd by Windsor Park	Terrace Rd	north
608 Titoki St	Titoki St	west
1029 Tomoana Rd	Tomoana Rd	east
Tomoana Rd by 516 Whitehead Rd	Tomoana Rd	east
Tomoana Rd by 600 Avenue Rd West	Tomoana Rd	west
607 Tomoana Rd	Tomoana Rd	east
Tomoana Rd opposite Cornwall Park	Tomoana Rd	west
901 Tomoana Rd	Tomoana Rd	east
Tomoana Rd by Cornwall Park	Tomoana Rd	east
710 Wall Rd	Wall Rd	south
1009 Williams St	Williams St	north
611 Williams St	Williams St	north
711 Williams St	Williams St	north
413 Willowpark Rd South	Willowpark Rd South	west
Wilson Road, near cnr Omahu Road	Wilson Rd	west
207 Wilson Rd	Wilson Rd	east
303 Wilson Road	Wilson Rd	east
33 Wilson Road	Wilson Rd	east
Opposite 8 Wilson Road	Wilson Rd	east

- 4.8 These bus stops are no longer required as the new bus routes no longer run past them. Some of these lost their bus service in January 2026 with the latest change in bus routes, while others lost their service in June 2022 with the introduction of the MyWay trial.
- 4.9 These bus stops are a mix of marked with sign, unmarked with sign, and no infrastructure but still in Council databases as a bus stop. These can be removed once the bus stop is decommissioned.
- 4.10 The majority of these bus stops can be returned to unmarked on-street parking.
- 4.11 These decommissioned bus stops include 25 with shelters or seats that could be relocated. Decisions on the relocation or removal of these shelters and seats will be made at a later date.
- 4.12 The full decommissioning of each bus stop requires four steps:
- Removal of any signs and poles – can be carried out immediately following decision
 - Removal of any markings – can be blacked out but full removal requires resealing
 - Removal or relocation of any seats or shelters – tbd
 - Removal from AWM database – once all physical infrastructure confirmed as removed.

Funding

- 4.13 The estimated cost to install the new bus stop markings is \$750. The estimated cost to remove the decommissioned bus stops is \$32,000. This is budgeted for in the Long Term Plan in 2026/27. This activity is subsidised by the New Zealand Transport Agency at a Financial Assistance Rate of 53% meaning Councils contribution will be \$15,400.

5.0 Options – Ngā Kōwhiringa

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

- 5.1 Approve marking of the new bus stops and the decommissioning of bus stops no longer in use, as recommended:

Advantages

- New network supported and enabled with appropriate and sufficient infrastructure.
- Excess road-side space available for other uses such as on-street parking.
- Parking enforcement concerned only with active bus stops.

Disadvantages

- Loss of some on-street parking.

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

- 5.2 Do not approve marking of the new bus stops or the decommissioning of bus stops no longer in use, this is not recommended:

- On-going conflicts between buses and parked vehicles, with scheduled buses unable to pull over to pick-up waiting passengers.
- Parking enforcement spread across un-needed locations.

6.0 Next steps – Te Anga Whakamua

- 6.1 Installation of Bus Stop markings at the approved locations in July 2026.
- 6.2 Removal of Bus Stop signs, poles, and markings from decommissioned sites in July and August 2026.
- 6.3 Investigation into the relocation or removal of Bus Stop shelters and seats from decommissioned sites.

Attachments:

1	Appendix 1 - Bus Stops for Marking or Removal	CG-18-01-00350	Under Separate Cover
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Summary of Considerations - *He Whakarāpopoto Whakaarohanga*

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

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

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

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

Māori Impact Statement - *Te Tauākī Kaupapa Māori*

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

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

Sustainability - *Te Toitūtanga*

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

The bus services support the transport disadvantaged across Hastings.

Financial considerations - *Ngā Whakaarohanga Ahumoni*

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

The total estimated cost for the recommended option is \$32,750 inclusive of the NZTA subsidy.

Significance and Engagement - *Te Hiranga me te Tūhonotanga*

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

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

Engagement letters were sent to all property owners and businesses with a proposed stop directly outside.

Risks

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

REWARD – <i>Te Utu</i>	RISK – <i>Te Tūraru</i>
<p>Service Delivery in support of public transport users.</p> <p>A new public transport network is enabled, supporting current users, and providing transport choice and access for communities.</p> <p>The transport disadvantaged across Hastings urban area supported by the provision of public transport services.</p>	<p>Reputation due to unused bus stops continuing to be in place and maintained.</p> <p>New network not operating efficiently due to lack of supporting infrastructure.</p>

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

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

Thursday, 25 June 2026

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

Te Rārangi Take

Report to Council

Nā:
From: Rebecca Hill, Senior Environmental Planner - Policy

Te Take:
Subject: Esk River Flood Risk - Notification of Proposed Plan Change

1.0 Executive Summary – *Te Kaupapa Me Te Whakarāpopototanga*

- 1.1 The purpose of this report is to seek approval from the Council to publicly notify a Proposed Plan Change relating to the Esk River Flood Risk. Notification means the proposal is formally released for public submissions and the statutory hearing process under Schedule 1 of the Resource Management Act 1991.
- 1.2 The main drivers for Plan Change are;
 - The District Plan must give effect to the Regional Policy Statement, be in accordance with the Resource Management Act, and have regard to the National Policy Statement for Natural Hazards 2025 (NPS-NH),
 - Receipt of updated flood mapping from the Hawkes Bay Regional Council (HBRC),
 - Threat to life posed by the Esk River hazard confirmed by HBRC modelling,
 - The findings of a risk assessment under NPS-NH,
 - The recommendations of the Hawkes Bay Independent Flood Review,
 - A review of the current provisions including consenting data from 2015-2025, and
 - Functions of territorial authorities under Section 31 of the Resource Management Act in relation to natural hazards being to control land use for the purposes of the avoidance or mitigation of natural hazards.
- 1.3 The Proposed Plan Change seeks to:
 - Update mapping of the River Hazard Overlay for the Esk River in the Operative Hastings District Plan (2024) (District Plan) in accordance with the new flood mapping provided by HBRC. This identifies land subject to significant flood risk from the Esk River.

- Introduce a Residual Risk Overlay on the downstream side of the Whirinaki Stopbank in accordance with the new flood mapping provided by the HBRC. This identifies land subject to significant flood risk in events over the design standard of the stopbank.
- Strengthen the avoidance approach by prohibiting dwellinghouses, habitable buildings and Hazard Vulnerable Activities within the River Hazard Overlay. Because this hazard poses a threat to life, particular focus is placed on avoiding activities involving sleeping overnight, e.g. residential homes, and activities serving vulnerable people where evacuation may be difficult, e.g. schools.
- Retain non-complying status rules for other buildings in the River Hazard Overlay and amend to include temporary buildings.
- Introduce restricted discretionary non-notified status rules for dwellinghouses, habitable buildings and Hazard Vulnerable Activities in the Residual Risk Overlay. Resource consent would be required for these activities with additional mitigation measures being assessed as part of this process.

2.0 Recommendations - Ngā Tūhunga

- A) That Council receive the report titled Esk River Flood Risk - Notification of Proposed Plan Change dated 25 June 2026.
- B) That Council approve public notification of the Esk River Flood Risk Proposed Plan Change.
- C) That Council notes a Hearings Panel will be appointed to hear the plan change, with the appointment and delegations to be addressed in a further report to Council.

3.0 Background – Te Horopaki

- 3.1 The Operative District Plan maps the River Hazard Overlay in the Esk Valley and Section 15.1 Natural Hazards contains rules which promote the avoidance of the hazard by making all permanent buildings and structures non-complying activities. The spatial extent of the River Hazard Overlay and associated rules were established in 2015 and was based on HBRC flood mapping provided at that time.
- 3.2 People and properties in the Esk Valley were devastatingly impacted by Cyclone Gabrielle in February 2023. Following Cyclone Gabrielle, HBRC categorised land in the Esk Valley as Category Three in accordance with the Government’s land categorisation framework. Category Three is defined as land where “future severe weather event risk cannot be sufficiently mitigated. In some cases, some current land uses may remain acceptable, while for others there is intolerable risk of injury or death”. This Category Three classification was used as a criterion for eligibility for the Voluntary Buy-out Scheme. This scheme was a government-supported scheme to buy out residential properties or rights allowing homeowners to move out of the flood risk area.
- 3.3 At the Council meeting of 14 September 2023 Council resolved to adopt changes to its Long-Term Plan to provide for the purchase of Category 3 Residential Property and Residential Property Rights. One of the resolutions of this meeting was “*That Council notes that a further report will be presented that considers options to amend Regional and District Plans to limit or preclude future residential development in Category 3 areas and explores options to enable displaced property owners to relocate to nearby locations.*” This report and plan change responds to the call to limit or preclude future residential development in the Category 3 area of the Esk Valley whilst Plan Change 6 responded to the enablement of displaced property owners to relocate to nearby locations. Plan Change 6 became operative in September 2024.

- 3.4 HBRC plan to retire the Category Three classification in the Esk Valley as it gets replaced by the updated flood maps. The Pohutukawa Drive / North Shore Road area of Whirinaki was Category 2C and this classification has already been retired with the commencement of the Whirinaki Stopbank project.
- 3.5 The Hawke’s Bay Independent Flood Review (HBIFR) July 2024 contained eight recommendations for HBRC relating to planning controls. One of these recommendations referenced District Plans and reads “*direct that district plans avoid unacceptable flood hazard risks, including, for example, through the use of prohibited activity rules*”.
- 3.6 In late 2024 HBRC commissioned Pattle Delamore Partners (PDP) to undertake flood modelling for the Esk River. HBRC also engaged Submergent Limited to peer review PDP’s modelling work.
- 3.7 A report to Council on 18 February 2025 briefed Council on the modelling work being undertaken and signalled that a plan change would follow. A further report was taken to District Plan and Bylaws Subcommittee on 9 April 2025. The Subcommittee approved the commencement of a review of the River Hazard Overlay and associated provisions in Section 15.1 Natural Hazards Section of the Hastings District Plan as they relate to the Esk River (Esk Valley).
- 3.8 The recently released Esk River flood maps now become the best available and most current information for Council to use for managing the river hazard in the District Plan. The flood maps show flooding across various event likelihood levels and convey that the valley floor is subject to significant flooding with residual risk in events over 1% annual exceedance probability (AEP) on the downstream side of the Whirinaki Stopbank.
- 3.9 When undertaking natural hazard plan changes Council is to have regard to the National Policy Statement for Natural Hazards 2025 (NPS-NH). The NPS-NH requires a risk assessment with consideration of likelihood, consequence, climate change, mitigation measures, residual risk and the proportionate management of hazards. Jointly with Napier City Council (NCC) PDP were commissioned to undertake an NPS-NH risk assessment based on the updated flood mapping. The PDP work is now complete and the plan change can be considered for notification.

4.0 Discussion – *Te Matapakitanga*

- 4.1 In considering a natural hazard plan change, decision-makers must focus on the statutory tests under the RMA, including whether the proposal is the most appropriate way to achieve the purpose of the Act, gives effect to the Regional Policy Statement, has regard to relevant national direction, and responds appropriately to the best available hazard and risk evidence.
- 4.2 There are several statutory considerations for this plan change. Section 74 of the Resource Management Act 1991 (the Act) outlines the requirements for District Councils in terms of the preparation of, and any change to, their district plan in accordance with their functions under Section 31 and the provisions of Part 2.
- 4.3 District and Regional Councils have a shared responsibility for the management of natural hazards under the Resource Management Act. Section 30 sets out Regional Council functions which include “the control of the use of land for the purpose of...the avoidance or mitigation of natural hazards.” Section 31 of the Resource Management Act sets out territorial authorities’ functions which include “the control of any actual or potential effects of the use, development, or protection of land...for the purposes of...the avoidance or mitigation of natural hazards.”
- 4.4 Part 2 matters include Section 6 which requires Council to recognise and provide for the management of significant risks from natural hazards and “*the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, wāhi tapu and other taonga*” as matters of national importance when exercising its powers and functions. Section 7 requires Council to have particular regard to “*the effects of climate change*”.
- 4.5 National Direction through the National Policy Statement for Natural Hazards 2025 (NPS-NH) is relevant to this plan change with decision makers needing to have regard to the NPS-NH. The NPS-

NH requires a risk-based proportionate approach and sets out the methodology for a risk assessment and the matters of consideration outlined above. The NPS-NH does not preclude decision makers applying a more conservative approach to managing the natural hazard risk, but Council cannot be more permissive. The risk assessment when considered in conjunction with Esk River specific considerations that further amplify the risk, for example silt and debris load, rapid rate of rise of the flooding, debris dams and river mouth closures confirm that an avoidance approach remains appropriate for the Esk River hazard.

- 4.6 Council is required to have regard to the National Adaptation Plan when preparing or changing its District Plan. The National Adaptation Plan directs local government to act now to drive climate-resilient development in the right locations.
- 4.7 The District Plan must give effect to the Regional Policy Statement (RPS) which contains the following natural hazard objective;
- *OBJ 31 The avoidance or mitigation of the adverse effects of natural hazards on people's safety, property, and economic livelihood.*
- 4.8 The associated policy sets out the role of HBRC as key information provider to territorial authorities and identifies the local authority responsibilities for developing and implementing plan provisions controlling the use of land for the purposes of avoiding or mitigating natural hazards.
- *8.4.4.5.1 Both the HBRC and the territorial authorities within the Hawke's Bay region will be responsible for developing objectives and policies for managing the use of land for the purpose of avoiding and mitigating natural hazards. Territorial authorities will be responsible for developing methods controlling the use of land for the purposes of avoiding or mitigating natural hazards, except in relation to coastal hazards...*
 - *8.4.4.5.2 To support the territorial authorities in developing and implementing their plan provisions in relation to natural hazards, the HBRC will be the key information provider. The HBRC will provide relevant, up to date and accurate data in an appropriate form for the territorial authorities to use...*
- 4.9 The requirement for the District Plan to give effect to the RPS sets an obligation to update the spatial extent of the River Hazard Overlay to reflect the best available information provided by HBRC. At the same time, the rule framework should be assessed to ensure it meets the RPS objective.
- 4.10 The review of the consenting data 2015-2025 reveals that there are current inadequacies in the current rule framework in delivering this avoidance approach. Changes of use within existing buildings do not trigger the rules and consents were being granted with a reliance on minimum floor heights as flood mitigation.
- 4.11 The Esk Valley is within the jurisdiction of both Hastings District and Napier City Councils. It is understood that Napier City Council will also be proposing a plan change for the Esk River hazard (proposed date August 2026). Harmonisation of provisions with Napier City is sought to ensure that the management of natural hazards is consistent across jurisdictional boundaries. Officer level meetings have occurred to ensure that proposed provisions are aligned. To ensure that alignment continues throughout the hearings process Council, in agreement with Napier, has the option of appointing a joint hearings panel to decide on both plan changes.
- 4.12 The proposed Esk River plan change has been drafted that aims to meet Council's statutory responsibilities and best respond to the Esk River flood risk. The proposed plan change seeks to update and introduce two mapping elements:
- Update mapping in the District Plan for the Esk River Hazard Overlay in accordance with the new flood mapping provided by HBRC.
 - Introduce a Residual Risk Overlay downstream of the Whirinaki Stopbank in accordance with the new flood mapping provided by HBRC.

- 4.13 The proposed spatial extent of the River Hazard Overlay maps the significant natural hazard risk from flooding. A Residual Risk Overlay will be introduced to differentiate the properties beyond the stopbank currently being constructed. Given the time that it takes to progress a plan change through the Schedule 1 process it is proposed that the area downstream of the proposed Whirinaki stopbank be considered with the stopbank in place. Indications from HBRC are that the stopbank will be completed by January 2027. The mapping provided by HBRC has been done by a specialised consultant Pattle Delamore Partners (PDP) and peer reviewed by Submergent Limited. By mapping the river hazard in the District Plan it will be able to be interrogated through the Schedule 1 process. The attachment to this report shows the River Hazard Overlay in the Operative District Plan alongside the proposed River Hazard Overlay and Residual Risk Overlay.
- 4.14 The proposed plan change seeks to update and introduce three rule elements:
- Strengthen the avoidance approach by prohibiting dwellinghouses, habitable buildings and Hazard Vulnerable Activities within the Esk River Hazard Overlay.
 - Retain and amend the non-complying status rule for other buildings to include temporary buildings for the Esk River Hazard Overlay.
 - Introduce a restricted discretionary non-notified status rule for dwellinghouses, habitable buildings and Hazard Vulnerable Activities in the Residual Risk Overlay.
- 4.15 The Esk River hazard poses a clear risk to life and therefore a strong avoidance approach is appropriate. The prohibition on new development is targeted on activities that involve people sleeping overnight including residential homes and activities that are difficult to evacuate as they cater to vulnerable people such as education facilities. This approach is consistent with Council decisions relating to the Voluntary Buy-out of residential homes out of this area.
- 4.16 Retaining an avoidance policy for other building is a recognition that the flood hazard also effects property but allows a consenting pathway for exceptional circumstances. A consenting pathway is also proposed for those Whirinaki properties where residual risk remains recognising that the stopbank will provide a level of protection but that further mitigation measures will be needed for any new development in this area.
- 4.17 Ultimately these proposed provisions and the plan change will be rigorously tested through the Schedule 1 process.

5.0 Options – Ngā Kōwhiringa

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

5.1 Notify the Proposed Plan Change.

Advantages

- Council would be meeting its statutory obligations under the Act.
- Council would be demonstrating its regard for the NPS-NH and the National Adaptation Plan.
- The District Plan would be giving effect to the Regional Policy Statement.
- The District Plan provisions would be based on the best available and most current information on the flood risk for the Esk River.
- Council would be demonstrating a consistent approach to decision-making in this area.

Risks to be managed

- The introduction of more restrictive rules may be poorly received by some landowners despite the strong statutory and safety rationale.

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

5.2 Retain the current District Plan Provisions.

- The current River Hazard Overlay mapping would remain based on outdated flood modelling and would not reflect the best available information provided by HBRC, undermining effective hazard management.
- Council would be failing to meet its obligations under the RMA, including the requirement for the District Plan to give effect to the RPS and to carry out its Section 31 natural hazard management functions exposing Council to legal and statutory risk.
- The existing rule framework has been shown to be ineffective in consistently achieving avoidance outcomes, with consenting outcomes relying on mitigation measures (such as minimum floor levels) rather than avoiding high-risk locations altogether.
- Continuing with the status quo would allow for the potential establishment of additional residential and other hazard-vulnerable activities in areas known to be subject to significant flood hazard, increasing future life-safety risk and recovery costs.
- This option would be inconsistent with Council's post-Cyclone Gabrielle recovery actions and previous decisions supporting managed retreat and reduced exposure to natural hazards, potentially creating reputational, financial and policy inconsistency issues.

6.0 Next steps – *Te Anga Whakamua*

- 6.1 The Environmental Policy Team will notify the Proposed Plan Change within one month of the Council's decision.
- 6.2 Once notified, landowners, stakeholders, and the public will be able to lodge submissions, followed by further submissions. Once notified natural hazard provisions have legal effect. For rules that prohibit land use this effect is partial with a discretionary activity status applying until the plan change is operative.
- 6.3 A further report will come to Council seeking approval of a Hearings Panel and to confirm its delegations.
- 6.4 A hearing will then be held to consider submissions and decide on the plan change. Appeal rights will apply.
- 6.5 Once the appeal period has expired, or any appeals have been resolved, a report will be brought to the Council seeking a resolution to make the plan change operative.

7.0 Glossary

Restricted Discretionary: An activity that requires resource consent, where Council may grant or refuse consent, but can only consider the specific matters identified in the District Plan for that activity.

Discretionary: An activity that requires resource consent, where Council has broad discretion to consider the proposal and may grant or refuse consent and impose conditions.

Non-complying: An activity that requires resource consent and faces a higher approval threshold because it is not provided for, or does not fit well, under the District Plan rules. Consent can only be granted if the legal tests for non-complying activities are met.

Prohibited: An activity that cannot be undertaken because the District Plan does not allow a resource consent application to be made or granted for it.

Notified: A resource consent or plan change process that is formally advertised so the public, and any specifically affected parties, can make submissions.

Non-notified: A resource consent process that is not publicly advertised. Council considers the application without public submissions.

Significant natural hazard risk: Natural hazard risk assessed as medium, high, or very high using the NPS-NH risk matrix.

Residual risk: The natural hazard risk that remains after considering mitigation measures such as stopbanks.

Attachments:

1	Plan of Current and Proposed River Hazard Overlay and Residual Risk Overlay - Esk River	ENV-19-3-1-26-33	Under Separate Cover
2	Frequently Asked Questions on Esk River Hazard	ENV-19-3-1-26-34	Under Separate Cover

Summary of Considerations - *He Whakarāpopoto Whakaarohanga*

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

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

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

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

Māori Impact Statement - *Te Tauākī Kaupapa Māori*

Petane Marae is within the current and proposed extent of the River Hazard Overlay. The Marae was impacted by Cyclone Gabrielle. The Whenua Māori and Marae Pathway provided by the Crown aims to support marae and communities on whenua Māori in Category Three areas to relocate to safer places whilst retaining ownership. This recognises that the voluntary buy-out scheme is likely not appropriate for this land as it could alienate Māori from their land.

The Cyclone Recovery Unit of the Department of the Prime Minister and Cabinet have advised that recipients of the support packages will commit to relocating and no longer using the whenua for residential purposes, and consent to relevant buildings and structure being removed and services capped. The agreement will be binding on successors. These agreements are not regulations or rules. Their administration and implementation will be between the parties to the respective agreement being the Crown and the whenua Māori landowners.

Arrangements have been made between Petane Marae and the Crown for an alternative Marae site at Onehunga Road, Bayview, and the demolition of the buildings on the original Tait Road site.

Whenua Māori is within the current and proposed River Hazard Overlay, therefore there is no change in impact from a mapping perspective. Changes in rules to make them more restrictive may be seen by some mana whenua as an alienation of rights irrespective of any arrangements made with the Crown to restrict residing on the land.

Sustainability - *Te Toitūtanga*

The proposed plan change supports long-term sustainability by directing residential development away from areas subject to significant flood hazard. By reducing exposure of people and property to natural hazards (including increasing risk associated with climate change), the plan change promotes a safer and more resilient settlement pattern and helps avoid repeated loss, disruption and recovery costs. It reinforces previous risk reduction and retreat outcomes and enables future land use to better align with natural flood processes (for example, through open space, rural production or restoration uses that are compatible with periodic inundation).

Financial considerations - *Ngā Whakaarohanga Ahumoni*

Progressing the Proposed Plan Change is funded through existing District Plan Review budgets. Any Council initiated plan change incurs a cost on Council to see the plan change through the hearing and appeals process.

Significant investment was made by Council and the Crown into the Voluntary Buy-out Scheme and Whenua Māori Marae Pathway. This plan change supports the retreat that occurred and reduces the likelihood of new development reoccurring in this area of retreat.

Significance and Engagement - *Te Hiranga me te Tūhonotanga*

This report/decision has been assessed against the Council's Significance and Engagement Policy as having a high level of significance due to the number of affected landowners and communities, the potential consequences for property rights and future development opportunities, the high level of public interest following Cyclone Gabrielle, and the limited reversibility once plan provisions take legal effect and become operative. A further plan change would be required to reverse changes to the District Plan.

Engagement on the proposed plan change will be undertaken in accordance with the Resource Management Act Schedule 1 plan-making process (public notification, submissions, further submissions and a hearing). In addition, staff will continue targeted engagement with directly affected landowners, key stakeholders (including iwi authorities) and mana whenua to support participation and ensure relevant information is available.

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

Internal engagement to date has focused on development of the technical and policy basis for the Proposed Plan Change. This has included internal input from relevant Council teams (including planning, compliance, building and legal), and liaison with key partner agencies, including Hawke's Bay Regional Council in relation to the updated flood modelling/mapping and hazard information and Napier City Council in terms of harmonisation of provisions across jurisdictions.

Engagement with directly affected landowners, mana whenua and key stakeholders (including iwi authorities and emergency management partners) will inform development of the Proposed Plan

Change. Feedback was sought from landowners via email/letter. This feedback will be communicated to Council at this meeting.

Communication to support participation in the Schedule 1 process will happen, including information on what is proposed, how to make a submission, timeframes, and where to access supporting technical material and maps.

All submissions received will be summarised and considered as part of the reporting to the hearings panel at key decision points (including decisions on submissions).

Risks

Opportunity: The Proposed Plan Change provides an opportunity to materially reduce exposure to life-safety risk and avoidable future loss by preventing new residential and other hazard-vulnerable activities establishing in areas subject to significant flood hazard and residual risk.

REWARD – <i>Te Utu</i>	RISK – <i>Te Tūraru</i>
<p>The Proposed Plan Change improves public safety outcomes by reducing the likelihood of additional people living in areas subject to significant flood hazard and residual risk. It supports legal and policy compliance by strengthening the District Plan’s hazard management approach and giving effect to regional direction and national direction (including a more conservative approach where justified). It helps protect Council and the community from escalating recovery and emergency response pressures by avoiding new development that would require ongoing reinstatement after events. It supports the integrity of previous risk reduction and retreat decisions and provides greater certainty to landowners about appropriate future land use.</p>	<p>There are no identified risks of publicly notifying the plan change. With any Schedule 1 process there is the possibility of legal challenge and delays, but these are processes for Council Officers to manage.</p>

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

Rural Community Board Members were invited to Councillor Workshops on this issue.

Thursday, 25 June 2026

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

Te Rārangi Take

Report to Council

Item 9

Nā:
From: Rebecca Hill, Senior Environmental Planner - Policy

Te Take:
Subject: Lyndhurst Extension - Notification of Proposed Plan Change and Notice of Requirement

1.0 Executive Summary – *Te Kaupapa Me Te Whakarāpopototanga*

- 1.1 The purpose of this report is to seek approval from the Council to publicly notify a Proposed Plan Change to rezone the Lyndhurst Extension Residential Greenfield Development Area and to publicly notify a Notice of Requirement to designate a stormwater management area. Notification means the proposal is formally released for public submissions and the statutory hearing process under Schedule 1 of the Resource Management Act 1991.
- 1.2 The main drivers for the Plan Change and Notice of Requirement are;
- The National Policy Statement on Urban Development 2022 (NPS-UD) which requires Council to ensure there is enough feasible, plan-enabled and infrastructure ready capacity for housing to meet demand,
 - The Napier Hastings Future Development Strategy 2025-2054 (FDS) which identifies the Lyndhurst Extension Area as a Residential Greenfield Development Area as suitable to meet the districts housing demand in the short term, and
 - The Long-Term Plan which identifies this rezoning to proceed in the 2025/26 year with infrastructure investments in subsequent years.
- 1.3 The Proposed Plan Change and Notice of Requirement seek to:
- Rezone the Lyndhurst Extension Area to Hastings General Residential Zone,
 - Insert an accompanying Structure Plan for the area into the District Plan,
 - Make consequential amendments to the Hastings District Plan, and
 - Designate the Ranui Fields for stormwater management purposes whilst retaining its current use as sports fields (Lindisfarne College use).

2.0 Recommendations - Ngā Tūtohunga

- A) That Council receive the report titled Lyndhurst Extension - Notification of Proposed Plan Change and Notice of Requirement dated 25 June 2026.
- B) That Council approve public notification of the Lyndhurst Extension Proposed Plan Change.
- C) That Council approve public notification of the Notice of Requirement for the Stormwater Management Area.
- D) That Council notes that a Hearings Panel will be appointed to hear the plan change and notice of requirement, with the appointment and delegations to be addressed in a further report to Council.

3.0 Background – Te Horopaki

- 3.1 Lyndhurst Extension is the third stage of the Lyndhurst Greenfield area. This greenfield growth area was identified for urban residential growth firstly in the Heretaunga Plains Urban Development Strategy 2010 (HPUDS), then in Policy UD4.3 of the Hawke’s Bay Regional Policy Statement and was subsequently reaffirmed in 2017 (HPUDS review) and in August 2025 in the Napier-Hastings Future Development Strategy 2025-2054 (FDS).
- 3.2 In accordance with these strategies, the rezoning of the Lyndhurst Extension Area will see land currently zoned as Plains Production Zone reclassified to Hastings General Residential Zone to enable future residential development.
- 3.3 On 9 December 2021, Council resolved to proceed with structure planning for the Lyndhurst Extension, with rezoning scheduled for 2025/26. This timing is reflected in the current Long-Term Plan, with infrastructure investment programmed for subsequent years.
- 3.4 Technical reports were commissioned to inform the Structure Plan. This work includes;
 - Traffic Impact Assessment.
 - Wastewater Networks Assessment.
 - Water Supply Assessment.
 - Stormwater Investigation.
 - Geotechnical Site Investigations.
 - Soil Contamination Preliminary Site Investigation.
- 3.5 Pre-notification consultation with landowners, iwi authorities and stakeholders was carried out in September/October 2025. Landowners were given the opportunity for meetings with Council staff to discuss their aspirations for their land and raise any issues that needed to be addressed by the plan change. Meetings with representatives of Ngāti Kahungunu Iwi Inc and Tamatea Pokai Whenua have occurred to seek their advice on the proposal. Advice was also sought from stakeholders and infrastructure providers being; Hawke’s Bay Regional Council (HBRC), Hawke’s Bay Regional Sports Park Trust, Unison, Chorus, Hort NZ, Ministry for the Environment, Ministry of Education and NZ Transport Agency. The feedback and advice from these groups and landowners have informed the plan change.
- 3.6 Landowners within the development area are in general support of the rezoning and in having a combined stormwater management area. Feedback was received on the need to balance Plains Urban Interface setbacks with achieving high section yields. Some thought the 30m standard setback should be reduced with mitigation measures employed e.g. fencing, landscaping, noise

insulation and no complaints covenants. Some expressed a preference for a roundabout at the intersection of Pakowhai and Lyndhurst rather than traffic lights. There is general support and willingness to work with Council on upgrades, realignments and the removal of a spite strip (a narrow piece of land used to stop or control access to nearby land). Landowner aspirations include a retirement village, lifestyle villages and general residential developments.

- 3.7 Advice was sought from iwi authorities namely Tamatea Pokai Whenua and Ngati Kahungunu Iwi Inc. No sites of significance were identified, and a Cultural Impact Assessment was offered to mana whenua through Tamatea Pokai Whenua, but was not considered necessary and therefore not taken up. Stormwater management was a key issue identified by Ngati Kahungunu Iwi inc.
- 3.8 Hort NZ and HBRC encourage interface management between new urban zones and the Plains Production Zone. There is general support for a 30m setback with acknowledgement that this could be reduced with site specific mitigations.
- 3.9 HBRC advised that the stormwater drains within the development area will transfer to Council and that the stormwater management area will be incorporated into Council's global consent.
- 3.10 Chorus requests that a requirement to provide open-access fibre infrastructure be explicitly included in any Structure Plan.
- 3.11 The Ministry of Education confirmed that there are adequate school facilities in the area. They suggested any roading improvement to the Lyndhurst / Pakowhai intersection consider pedestrian and cycle traffic accessing school.
- 3.12 Council is currently subject to a Plan Stop, which restricts the progression of plan-making processes. To enable this work to proceed, Council applied to the Ministry for the Environment for an exemption, which was granted in February 2026. This exemption allows Council to continue advancing the Lyndhurst Extension plan change process.

4.0 Discussion – *Te Matapakitanga*

- 4.1 The Lyndhurst Extension area is expected to be a highly attractive residential greenfield location, benefiting from its proximity to schools, Frimley Park, the Hawke's Bay Regional Sports Park, Hawke's Bay Hospital, and key employment areas.
- 4.2 The area is well-positioned for infrastructure servicing, with existing water, wastewater, and stormwater networks nearby, and planned upgrades identified in the Council's Long-Term Plan.
- 4.3 The main environmental considerations include traffic management, stormwater management and reverse sensitivity effects arising from adjacent productive uses and the Expressway. Intersection and road upgrades are planned and provided for through the structure plan. The proposed designation provides for a Stormwater Management Area on the Ranui Fields that will continue to be used as sports fields by Lindisfarne College. This Stormwater Management Area provides a combined stormwater solution for Lyndhurst Extension, Lyndhurst Stages 1 & 2 and the wider area. The Lyndhurst Extension area interfaces with two sites being used for productive purposes and for these boundaries a standard 30m setback will apply unless resource consent is sought by developers promoting site specific mitigations. For the property adjoining the Expressway, the continuation of the existing bund, setbacks and insulation standards will apply.
- 4.4 Developer agreements are required to be substantially advanced to ensure they will progress prior to notification to secure the stormwater management area and a spite strip along Lyndhurst Road. These agreements led by the Growth Team are in the final stages.
- 4.5 A proposed structure plan (Attachment 1) and District Plan provisions have been developed to guide the coordinated development of the Lyndhurst Extension area, including roads, reserves, three waters infrastructure, and the management of key environmental constraints. The provisions aim to work within the existing framework of the District Plan in particular the Hastings General Residential Zone.

4.6 The main elements of the proposed Structure Plan are:

- Noise insulation standards for houses within 80m of the Napier-Hastings Expressway with an acoustic bund along the boundary with the Napier-Hastings Expressway.
- Urbanisation of existing roads (Lyndhurst and Percival Roads) with kerb, channel and footpath including undergrounding of power.
- Indicative road realignment of part of Lyndhurst Road to improve the curve radii including an indicative area to vest in Council as road reserve.
- Indicative areas to vest in Council as road reserve to allow access to 575 Lyndhurst Road and to allow intersection improvements at Lyndhurst/Percival and Lyndhurst/Pakowhai intersections.
- Intersection upgrade of Lyndhurst and Pakowhai Roads to introduce traffic lights or a roundabout.
- Angle parking along the frontage of Ranui Fields.
- Indicative road layouts within development areas showing connected roads providing more than one way in and out.
- A pocket park (approx. 1,000m²) with neighbourhood level play provision.
- Drainage designation HDC-27 for a stormwater management area on Ranui Fields with a secondary use being sports fields and parking.
- Service corridors throughout the development area primarily for wastewater and stormwater.
- A new wastewater trunk line from the Lyndhurst / Nottingham Road roundabout through to the Pāharakeke Gravity Sewer Line.
- Reverse sensitivity setbacks of 30m along boundaries adjoining productive uses with residential setbacks allowable adjoining Plains Zoned properties used for recreation or stormwater detention.

4.7 Council is requested to make two determinations: first, whether to approve public notification of the proposed plan change to rezone the Lyndhurst Extension area; and second, whether to approve public notification of the notice of requirement to facilitate the stormwater management area to service the rezoning.

5.0 Options – Ngā Kōwhiringa

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

5.1 Recommend notification of the Proposed Plan Change and Notice of Requirement.

Advantages

- Supports Council in meeting its obligations under the NPS-UD.
- Supports implementation of the Future Development Strategy.
- Aligns with the funding decisions provided for in the Long-Term Plan.

Disadvantages

- None identified.

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

5.2 Retain the current District Plan provisions.

If the rezoning of the Lyndhurst Extension area is not progressed Council would need to consider its obligations under the NPS-UD and implications for the FDS and LTP. This option is not recommended.

6.0 Next steps – *Te Anga Whakamua*

- 6.1 The Environmental Policy Team will notify the Proposed Plan Change and Notice of Requirement within one month of developer agreements being secured for certain roading and stormwater elements.
- 6.2 Once notified, landowners, stakeholders, and the public will be able to lodge submissions, followed by further submissions.
- 6.3 A further report will be presented to Council to appoint a Hearings Panel and to confirm its delegations.
- 6.4 A hearing will be held by the Hearings Panel to hear and consider submissions and make decisions on the plan change and notice of requirement. Appeal rights will apply.
- 6.5 Once the appeal period has expired, or any appeals have been resolved, a report will be brought to the Council seeking a resolution to make the plan change and designation operative.

Attachments:

- 1 [↓](#) Lyndhurst Extension Structure Plan Map

Summary of Considerations - *He Whakarāpopoto Whakaarohanga*

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

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

[Link to the Council's Community Outcomes](#) – *Ngā Hononga ki Ngā Putanga ā-Hapori*

This proposal promotes the wellbeing of communities in the present and for the future by providing residential development opportunities.

Māori Impact Statement - *Te Tauākī Kaupapa Māori*

The FDS was developed in partnership with Post-Settlement Governance Entities. Pre-notification consultation on the Lyndhurst Extension proposed plan change was carried out in September/October 2025 with iwi authorities. Meetings with representatives of Ngāti Kahungunu Iwi Inc and Tamatea Pokai Whenua occurred to seek their advice on the proposal. No sites of significance were identified, and a Cultural Impact Assessment was not considered necessary. Stormwater management was a key issue identified.

Sustainability - *Te Toitūtanga*

The proposal is considered to support sustainable urban growth by balancing development needs with environmental protection and infrastructure efficiency.

Financial considerations - Ngā Whakaarohanga Ahumoni

No additional funding is required. Implementation of the structure plan sits across several existing infrastructure budgets.

Significance and Engagement - Te Hiranga me te Tūhonotanga

This decision has been assessed under the Council's Significance and Engagement Policy as being of low significance. This decision is to notify the plan change. Infrastructure funding decisions have already been made as part of the LTP process.

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

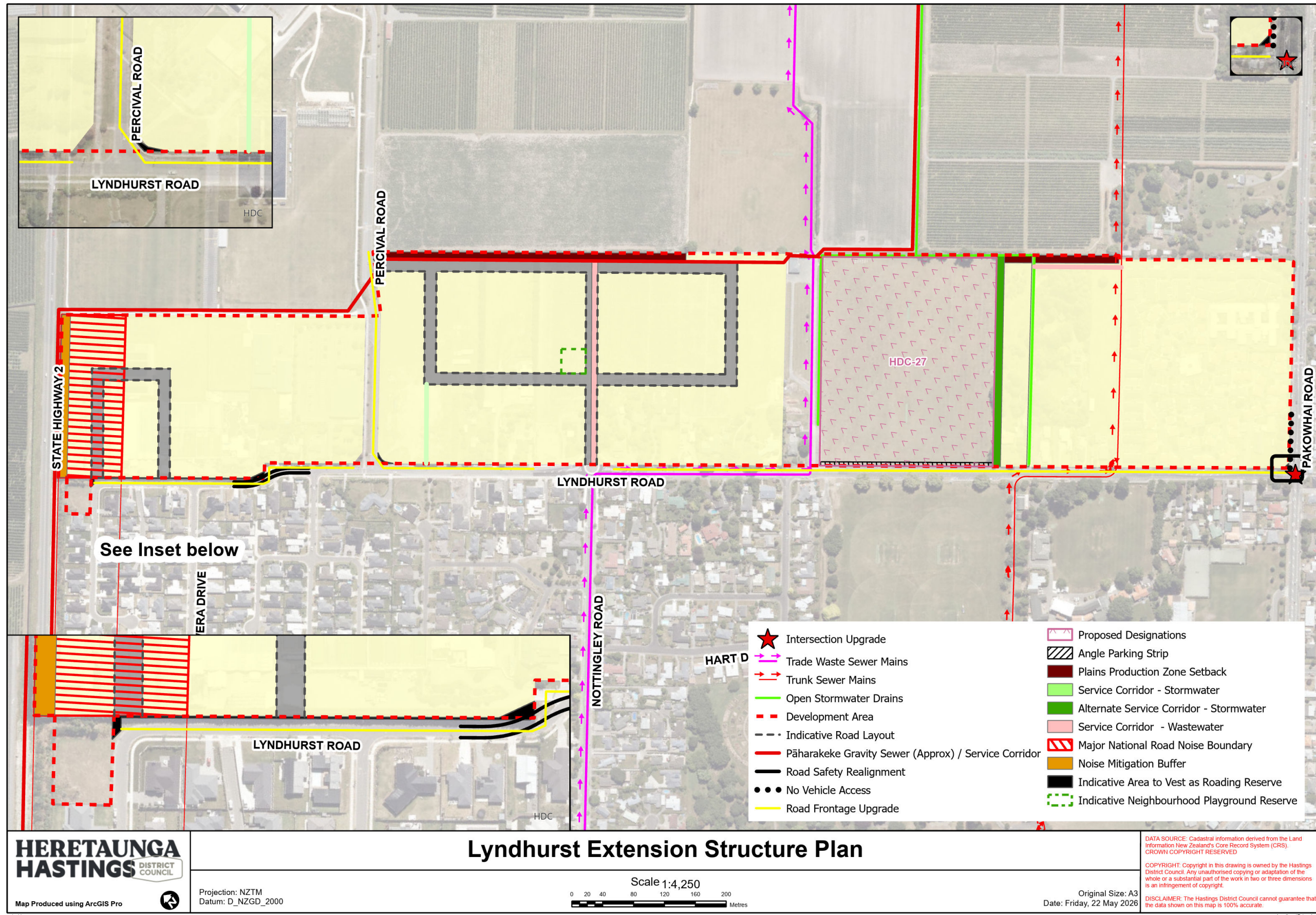
Internal consultation has occurred across Reserves, 3 Waters and Transportation. External consultation has occurred with landowners, iwi authorities (Ngāti Kahungunu Iwi Inc and Tamatea Pokai Whenua), stakeholders and infrastructure providers (Hawke’s Bay Regional Council (HBRC), Hawke’s Bay Regional Sports Park Trust, Unison, Chorus, Hort NZ, Ministry for the Environment, Ministry of Education and NZ Transport Agency). These organisations and the wider community will have the opportunity to make submissions and be heard as part of the Schedule 1 RMA process.

Risks

REWARD – Te Utu	RISK – Te Tūraru
<p>Notification of the proposed plan change and notice of requirement creates an opportunity to enable additional housing capacity in a planned and coordinated way, giving effect to the NPS-UD and implementing the Future Development Strategy and Long-Term Plan. It also provides an opportunity to align land use with infrastructure planning, support service delivery over time, and enhance Council’s reputation for proactive growth management and legal compliance.</p>	<p>There are no identified risks of publicly notifying the plan change and notice of requirement. With any Schedule 1 process there is the possibility of legal challenge and delays if affected parties dispute the rezoning, structure plan provisions, or stormwater management approach, but these are processes for Council Officers to manage.</p>

Rural Community Board – Te Poari Tuawhenua-ā-Hapori

There are no specific implications for consideration by the Rural Community Board.



Thursday, 25 June 2026

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

Te Rārangi Take

Report to Council

Nā:
From: James Haronga, Parking Transportation Officer

Te Take:
Subject: Parking Controls

1.0 Executive Summary – *Te Kaupapa Me Te Whakarāpopototanga*

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

ROAD	EXISTING CONTROLS TO BE REMOVED/CHANGED	PROPOSED CONTROLS
Victoria Street	P5 time restriction	Remove P5 restriction
Market Street South	Two P120 paid parking spaces	Change to P5 time restricted - loading zone

2.0 Recommendations - *Ngā Tūtohunga*

- A) That Council receive the report titled Parking Controls dated 25 June 2026.
- B) That Council resolve, the existing spaces on the southern side of Victoria Street commencing 20 metres west of the intersecting point with Miller Street and extending 19 metres west now be revoked, as illustrated in section 4.1.
- C) That Council resolve, the existing spaces on the eastern side of Market Street South commencing 74.7 metres north of the intersecting point with Eastbourne Street West and extending 12 metres north now become a P5 time restricted loading zone, as illustrated in section 4.2.
- D) That Council recommends B) and C) are pursuant to clause 5.3.1(a)(i) of Chapter 5 (Parking and Traffic) of the Hastings District Council Consolidated Bylaw 2021.

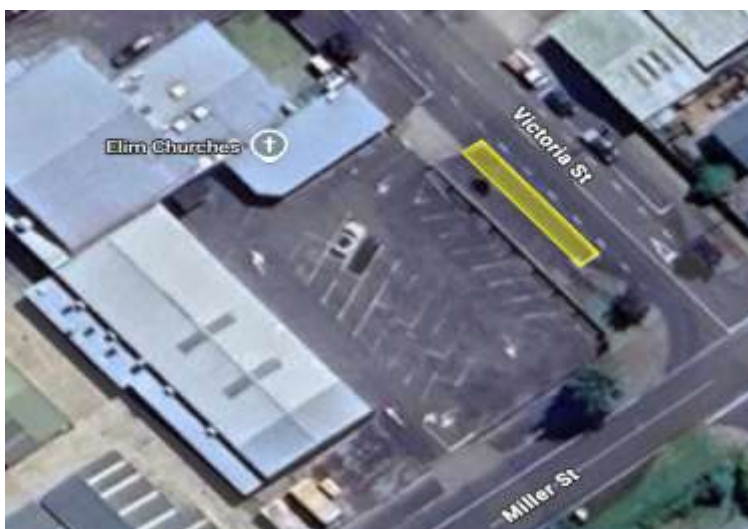
3.0 Background – *Te Horopaki*

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

4.0 Discussion – *Te Matapakitanga*

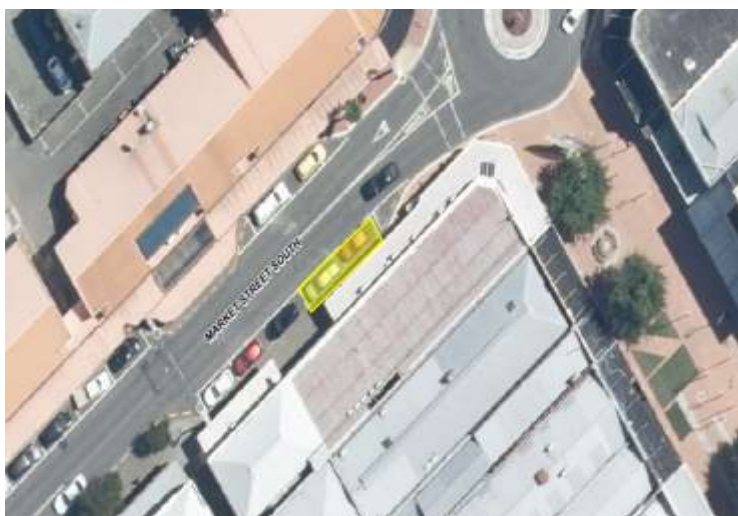
4.1 Victoria Street – Revoke P5 time restrictions.

Elim Church has requested that the P5 time restriction be removed, as it is no longer required. The restriction was originally requested by Elim Church in 2020 when the church operated an after-school programme. This was due to a lack of parking following the sale by Clubs Hastings of its private overflow parking area. Elim Church no longer runs the after-school programme.



4.2 Market Street South – Resolve as a P5 time restricted loading zone

Due to the construction work currently being undertaken within the main CBD Mall area, this presented an opportunity to reinstate a P5 time-restricted loading zone on Market Street North. This will enable delivery drivers to park safely while carrying out deliveries and reduce the ongoing issue of vehicles parking on footpaths, which creates a hazard for pedestrians.



5.0 Options – Ngā Kōwhiringa

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

- 5.1 To add the parking controls as discussed in section 4.
- 5.2 The advantages of implementing the changes as recommended include enhanced public and private sector service provision and better utilisation of carpark assets.
- 5.3 Officers consider that maintaining the status quo offers no advantages. The remaining spaces will continue to operate as a public-use carpark.

6.0 Next steps – Te Anga Whakamua

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

Attachments:

There are no attachments for this report.

Summary of Considerations - He Whakarāpopoto Whakaarohanga

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

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

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

This proposal promotes moving people and goods around safely and efficiently.

Māori Impact Statement - Te Tauākī Kaupapa Māori

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

Sustainability - Te Toitūtanga

N/A

Financial considerations - Ngā Whakaarohanga Ahumoni

N/A

Significance and Engagement - Te Hiranga me te Tūhonotanga

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

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

Market Street South – P5 time restriction loading zone

Consultation was carried out with business in the area. All were in favour of having the loading zone reinstated.

Thursday, 25 June 2026

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

Te Rārangi Take

Report to Council

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

Te Take: Summary of Recommendations of the Community and Civic
Subject: Futures Subcommittee Meeting held on 6 May 2026

1.0 Purpose and summary - Te Kaupapa Me Te Whakarāpopototanga

- 1.1 The purpose of this report is to advise that a recommendation from the Community and Civic Futures Subcommittee meeting held on 6 May 2026, relating to the upcoming appointment process for a Te Mata Park Trustee vacancy, requires Council ratification.
- 1.2 The information outlined below provides background information and **Attachment 1** is the Report that the Community and Civic Futures Committee considered on 6 May which provides for the full context.
- 1.3 Council is responsible for appointing 6 trustees (2 of these must be councillors) to the Te Mata Park Trust. Council appointed trustees are allowed to serve three (3 year) terms (maximum of 9 years). The two Councillors on the Trust are appointed for the duration of each triennium. These roles are unpaid.
- 1.4 The Te Mata Park Trust Board will have one vacant trustee position from 25 October 2026 arising from the term of Jonathan Hensman expiring. As at this date Mr Hensman would have completed the maximum term of three (3 year) terms.
- 1.5 Considering the pending vacancy on the Te Mata Park Trust Board it is timely for an appointments process to now commence.
- 1.6 The first decision for the Council to make before the appointments process can begin is whether the vacant position should be advertised. The Community and Civic Futures Subcommittee recommend to Council that the position be advertised providing an open and transparent process for those in the community who may wish to apply.
- 1.7 The Community and Civic Futures Subcommittee will oversee the appointments process and will recommend to the Council (at a later date) the name of the proposed appointee to fill the vacancy on the Te Mata Park Trust Board.
- 1.8 The relevant recommendation to be ratified is set out below.


2.0 Recommendation– *Ngā Tūtohunga*

- A) That Council receive the report titled “Summary of Recommendations of the Community and Civic Futures Subcommittee Meeting held on 6 May 2026”.
- B) The following recommendation of the Community and Civic Futures Subcommittee meeting held on 6 May 2026 be ratified:

“Item 8 – Appointments to the Te Mata Park Trust Board”

- C) That the Community and Civic Futures Subcommittee recommend to Council, at the 25 June 2026 Council meeting, that the upcoming vacant trustee position on the Te Mata Park Trust be advertised.

Attachments:

1 	Appointment to the Te Mata Park Trust Board 6 May Community & Civic Futures Report	CG-18-01-00345	Under Separate Cover
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Thursday, 25 June 2026

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

Te Rārangi Take

Report to Council

Item 12

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

Te Take: Heretaunga Takoto Noa Māori Standing Committee -
Subject: Appointment of Mana Whenua Member

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

- 1.1 The purpose of this report is for Council to appoint a nominee to the remaining Mana Whenua vacancy on the Heretaunga Takoto Noa Māori Standing Committee (HTNMSC), in accordance with the nomination provided by the relevant Māori entity.
- 1.2 HTNMSC is the current formal mechanism through which Hastings District Council engages with Mana Whenua and supports Māori participation in Council decision-making. It was established to continue the development of strategic and sustainable relationships with Māori and to assist Council to meet its obligations under the Local Government Act 2002. HTNMSC evolved from the earlier Māori Joint Committee, which was established in 2005 as a formal forum for engagement between Council and tangata whenua. The move from the Māori Joint Committee to the HTNMSC reflects a progression toward a more integrated governance model, with Māori participation embedded more directly within Council's standing committee structure.
- 1.3 On 2 December 2025 Council decided the memberships of all Committees, Subcommittees and External Appointments for the 2025-2028 triennium and adopted the 'Committees and Rural Community Board Delegations Register'. (Register).
- 1.4 Section 31(3) of Schedule 7 of the Local Government Act 2002 (LGA) allows for a local authority to appoint to a committee or subcommittee a person who is not a member of the local authority if, in the opinion of the local authority, that person has the skills, attributes or knowledge that will assist the work of the committee or subcommittee.
- 1.5 Appointed members can be accorded voting or non-voting rights on committees or subcommittees. Only elected members have voting rights in governing body meetings. In the case of the Hastings District Council the governing bodies are Council and the Hastings District Rural Community Board.
- 1.6 Section 81(1) of the Local Government Act 2002 makes specific reference to contributions by Māori to decision making processes: -

A local authority must –

- a) Establish and maintain processes to provide opportunities for Māori to contribute to the decision-making processes of the local authority; and
- b) Consider ways in which it may foster the development of Māori capacity to contribute to the decision-making processes of the local authority; and
- c) Provide relevant information to Māori for the purposes of paragraphs (a) and (b).

- 1.7 The HTNMSC has been established by Council to assist in the development of sustainable and mutually beneficial relationships with Māori. The Council wishes the Standing Committee to reflect a spirit of partnership between the Council and the Māori community and to contribute effectively to the Council's activities. To enable this to occur the Fields of Activity and Delegated Powers in the Register of Delegations for the HTNMSC provide for a wide scope of activity.
- 1.8 On 25 March 2026 Council appointed 6 Mana Whenua members to the Heretaunga Takoto Noa Māori Standing Committee that had been nominated by Te Taiwhenua O Heretaunga; Hineuru Iwi Trust; Mana Ahuriri Trust; Ngāti Kahungunu Iwi Incorporated; Te Taiwhenua o Te Whanganui a Orotu and Tamatea Pōkai Whenua.
- 1.9 Council has now received a nomination from Ngāti Pāhauwera – Mr Tom Keefe. Accordingly, this report recommends that Council appoint Mr Keefe to fill the remaining Mana Whenua vacancy on the Heretaunga Takoto Noa Māori Standing Committee for the remainder of the 2025–2028 triennium.

2.0 Recommendations - Ngā Tūtohunga

- A) That Council receive the report titled Heretaunga Takoto Noa Māori Standing Committee - Appointment of Mana Whenua Member dated 25 June 2026.
- B) That Council appoint Mr Tom Keefe as a Mana Whenua member on the Heretaunga Takoto Noa Māori Standing Committee for the 2025-2028 triennium.

Attachments:

There are no attachments for this report.

Thursday, 25 June 2026

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

Te Rārangi Take

Report to Council

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

Te Take:
Subject: **Proposed Amendments To Schedule Of Meetings**

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

1.1 The purpose of this Report is to consider amendments to the schedule of Council and Committee Meetings for the 2026 Meetings Calendar which was adopted by Council on 11 December 2025.

1.2 The Local Government Act 2002, Schedule 7, Clause 19 states:

“A local authority must hold meetings at the times and places that it appoints”.

If a local authority adopts a schedule of meetings-

a) The schedule-

i) may cover any future period that the local authority considers appropriate, and

ii) may be amended.

Although a local authority must hold the ordinary meetings appointed, it is competent for the authority at a meeting to amend the schedule of dates, times and number of meetings to enable the business of the Council to be managed in an effective way.

1.3 It is proposed that the meeting schedule be amended as outlined in the Recommendations of this Report.

2.0 Recommendations - Ngā Tūhunga

- A) That Council receive the report titled Proposed Amendments To Schedule Of Meetings dated 25 June 2026.
- B) That Council adopt changes to the 2026 Schedule of Meetings as follows:

Thursday 9 July 2026, 9am	New Meeting	Council (Annual Plan)
Thursday 6 August 2026, 1pm to Wednesday 5 August 2026, 9am Council Chamber	Change of date	Council (Simplifying Local Government – Proposals)
Wednesday 5 August 2026 to Thursday 6 August, 9am Council Chamber	Change of date	Community & Civic Futures Subcommittee

Attachments:

There are no attachments for this report.

HASTINGS DISTRICT COUNCIL

COUNCIL MEETING

THURSDAY, 25 JUNE 2026

Item 16

RECOMMENDATION TO EXCLUDE THE PUBLIC

SECTION 48, LOCAL GOVERNMENT OFFICIAL INFORMATION AND MEETINGS ACT 1987

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

- 17 **Administrative Report – Uplift of Agenda Item left to Lie on the Table**
- 18 **Facilities Provision - Consideration of additional information**
- 19 **Civic Honours Nominations 2026**
- 20 **Update on lease matters and establishment of reserve fund**
- 21 **CE Matters (supplementary agenda circulated separately)**

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

<i>GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED</i>	<i>REASON FOR PASSING THIS RESOLUTION IN RELATION TO EACH MATTER, AND PARTICULAR INTERESTS PROTECTED</i>	<i>GROUND(S) UNDER SECTION 48(1) FOR THE PASSING OF EACH RESOLUTION</i>
17 Administrative Report – Uplift of Agenda Item left to Lie on the Table	Section 7 (2) (h) The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities. Commercial rates discussed.	Section 48(1)(a)(i) Where the Local Authority is named or specified in the First Schedule to this Act under Section 6 or 7 (except Section 7(2)(f)(i)) of this Act.
18 Facilities Provision - Consideration of additional information	Section 7 (2) (h) The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities. Commercial rates discussed.	Section 48(1)(a)(i) Where the Local Authority is named or specified in the First Schedule to this Act under Section 6 or 7 (except Section 7(2)(f)(i)) of this Act.
19 Civic Honours Nominations 2026	Section 7 (2) (a) The withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person. To protect the privacy of nominees pending decision-making in the selection process..	Section 48(1)(a)(i) Where the Local Authority is named or specified in the First Schedule to this Act under Section 6 or 7 (except Section 7(2)(f)(i)) of this Act.

20 Update on lease matters and establishment of reserve fund

Section 7 (2) (h)

The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities. To protect the commercial negotiating position of council in regard to licence to occupy negotiations.

Section 48(1)(a)(i)

Where the Local Authority is named or specified in the First Schedule to this Act under Section 6 or 7 (except Section 7(2)(f)(i)) of this Act.

21 CE Matters

Section 7 (2) (a) - The withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person.

Section 48(1)(a)(i)

Where the Local Authority is named or specified in the First Schedule to this Act under Section 6 or 7 (except Section 7(2)(f)(i)) of this Act.