



NAPIER
CITY COUNCIL

Te Kaunihera o Ahuriri

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DELIVERY & REGULATORY PERFORMANCE COMMITTEE

Open Agenda

Meeting Date: Thursday 16 April 2026

Time: 9.30am

Venue: Small Exhibition Hall
War Memorial Centre
Marine Parade
Napier

Livestreamed via Council's YouTube Channel

Committee Members **Chair:** Councillor Price

Members: Mayor McGrath, Deputy Mayor Taylor, Councillors Brownlie, Chrystal, Crown, Isaac-Sharland, Lawrence, Mawson (Deputy Chair), Morley, Raihania and Simpson.

Ngā Mānukanuka o te Iwi Representatives:

Kirk Leonard and Evelyn Ratima

Officers Responsible Executive Director Strategy & Urban Development

Administration Governance Team

Next Delivery and Regulatory Performance Committee Meeting
Thursday 4 June 2026

2025-2028 TERMS OF REFERENCE – DELIVERY AND REGULATORY PERFORMANCE COMMITTEE

<i>Chairperson</i>	<i>Councillor Price</i>
<i>Deputy Chairperson</i>	<i>Councillor Mawson</i>
<i>Membership</i>	<i>Mayor and Councillors (12)</i> <i>Ngā Mānukanuka o te Iwi Appointees (2)</i>
<i>Quorum</i>	<i>7</i>
<i>Meeting frequency</i>	<i>At least 6 weekly (or as required)</i>
<i>Officer Responsible</i>	<i>Executive Director Strategy and Urban Development</i>

Purpose

To provide governance oversight of Council's programmed delivery and operations — including three waters (prior to the transition to the new water entity), transport, and capital works — and to make decisions on strategy, policy, and levels of service for asset management. The Committee monitors delivery risk, asset resilience, and regulatory performance to:

- enable effective delivery of infrastructure programmes that align with community outcomes, and provide the value and benefits committed to for the community.
- maintain oversight of the Council's **regulatory performance and consider** service delivery alignment with community expectations and relevant legislation.

Delegated Powers to Act

To exercise and perform Council's functions, powers and duties within its area of responsibility, excluding those matters reserved to Council by law or by resolution of Council, specifically including the following:

1. To oversee asset stewardship and strategic management of Council's physical assets, including the development of asset strategy and asset management, and making decisions on strategy, policy and levels of service.

NB: Assets which are undergoing commercialisation or reimagining will sit in the Corporate & Performance Committee.

2. Monitor the performance and delivery of strategic capital projects and strategic programmes against the Long Term and Annual Plans.
3. To review and adjust relevant work programme priorities within agreed budgets, activity management plans, and levels of service as set out in Council's Long Term Plan.
4. To adopt or amend policies or strategies within the Committee's area of responsibility, provided these do not conflict with existing Council policies or strategies.
5. To consider any reports and recommendations from infrastructure-related joint committees and business units.
6. Ensure Council meets all compliance requirements associated with its regulatory responsibilities and monitor overall regulatory performance.

7. The Committee may recommend to Council the adoption or amendment of bylaws relevant to the Committee's areas of responsibility.
8. To oversee the development of Napier's emergency management capability and capacity.
9. To consider road stopping and approve the temporary closure of any road.
10. To resolve any other matters which fall outside the area of responsibility of all Standing Committees, but where the Mayor in consultation with the Chief Executive considers it desirable that the matter is considered by a Standing Committee in the first instance.

Power to Recommend

The Committee may recommend to Council and/or any standing committee as it deems appropriate.

The Committee may make a recommendation to the Annual Plan or Long Term Plan relevant to the Committee's responsibilities. This includes recommendations on fees and charges for activities within the Committee's responsibility and which are not otherwise delegated to officers.

The Committee must make a recommendation to Council or the Chief Executive if the decision considered appropriate is not consistent with, or is contrary to, any policy (including the Annual Plan or Long Term Plan) established by the Council.

ORDER OF BUSINESS

Karakia

Apologies

Nil

Conflicts of interest

Public forum

Lynne Anderson, Forest and Bird Society

Announcements by the Mayor

Announcements by the Chairperson including notification of minor matters not on the agenda

Note: re minor matters only - refer LGOIMA s46A(7A) and Standing Orders s9.13

A meeting may discuss an item that is not on the agenda only if it is a minor matter relating to the general business of the meeting and the Chairperson explains at the beginning of the public part of the meeting that the item will be discussed. However, the meeting may not make a resolution, decision or recommendation about the item, except to refer it to a subsequent meeting for further discussion.

Announcements by the management

Confirmation of minutes

That the Minutes of the Delivery and Regulatory Performance Committee meeting held on Thursday, 5 March 2026 be taken as a true and accurate record of the meeting.....48

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Minor matters not on the agenda – discussion (if any)

Public excluded45

AGENDA ITEMS

1. TRANSPORTATION HUB STRATEGY

Type of Report: Operational

Legal Reference: N/A

Document ID: 1899055

Reporting Officer/s & Unit: Georgina Ratcliffe, Principal Urban Designer

1.0 Executive Summary - Te Kaupapa me te Whakarāpopototanga:

1.1 The Transport Hub Strategy recommends establishing a consolidated Transport Hub at the existing Bus Terminus at Clive Square - an under-utilised asset owned by Napier City Council. The Strategy proposes bringing all urban (goBus) and intercity buses together to one easy-to-access location on the edge of the city centre, whilst also providing for charter and domestic tour buses within the wider precinct.

The Strategy identifies the Hub as a catalyst for revitalising Napier's city centre: improving connectivity and operational efficiency of our bus services, strengthening wayfinding within our CBD, increasing foot traffic and passive surveillance in a less frequented part of town – all contributing to a more vibrant and welcoming “Western Gateway” to the CBD.

Extensive Stakeholder engagement has been undertaken in the development of the Transport Hub Strategy, and all Parties involved have endorsed the relocation of urban and regional bus services to the proposed Transport Hub.

Transport Hub Strategy is informed by a number of physical trials, traffic modelling, and road safety audits, and proposes a flexible and adaptive approach in combination with ongoing monitoring, once operational, to ensure the Hub remains responsive to city needs and contributes effectively to Napier's long-term urban development aspirations.

2.0 Recommendations - Ngā Tūtohunga

That Delivery and Regulatory Performance Committee:

- a. **Receive** the Transportation Hub Strategy report dated 16 April 2026
- b. **Approve** consolidating Napier's urban and regional bus services to the Transport Hub (NCC owned Clive Square Bus Terminus)
- c. **Approve** progressing future investigations into the viability and functionality of rerouting cruise shuttles to the Transport Hub.

3.0 Background - Ngā Tuāpapa:

3.1 Background

A Transport Hub Strategy emerged from the Civic Precinct masterplan, 2023, which identified an opportunity to rethink public transport in central Napier. This work highlighted

potential improvements to the existing Dalton Street bus service and sparked wider consideration of how transport could better support the precinct and city centre.

Relocating the urban bus service from Dalton Street to the Clive Square Bus Terminus was identified as a strategic move that would consolidate the network, improve citywide transport efficiency, enhance safety at Clive Square through increased activity and passive surveillance, and help create a more vibrant, resilient city centre.

Council may consider investigating further opportunities for the Transport Hub to support seasonal travel demand and, if supported by Transport Providers, could consider expanding the wider area to accommodate other shuttle and bus services. This work is supporting analysis and outside the scope of the Transport Hub Strategy.

Strategic Context

The Transport Hub Strategy is supported by a number of Strategic Plans and Frameworks, including:

- City Vision Framework (2017)
- Ahuriri / Napier Library and Civic Area Plan November 2021
- Council's Core Strategies (Civic Precinct Masterplan, 2023 and Emerson Street Upgrade 2025)
- HBRC – Hawke's Bay Regional Public Transport Plan 2025-2035

By consolidating public transport services, the Transport Hub will improve connectivity and help activate the western end of Emerson Street, creating an inclusive, dynamic precinct that reflects Napier's identity and values.

Site Context



The heart of the proposed Transport Hub is the Clive Square Bus Terminus, an existing Council owned asset comprising of daytime public toilets, daytime bus shelters with bench seating (lockable), public seating, a drinking fountain, Council CCTV surveillance, bike racks, rubbish bins and street lighting.

On-street car parking is available within the streets surrounding the terminus, servicing local businesses, hospitality, office workers, commuters, and the Emerson Street retail precinct.

4.0 Discussion - Ngā Whakamārama:

The Transport Hub Strategy explores the benefits of consolidating Napier's public transport services into one integrated location, and assesses broader impacts on traffic flow, parking demand, and how such a Hub could support ongoing city investment and urban development.

4.1 Peripheral Council Investments

The Transport Hub Strategy aligns with key Council workstreams and capital projects such as the Emerson Street Upgrade, Women's Rest refurbishment, Clive Square Lighting Strategy, City Parking Strategy, and the Library & Civic Precinct. Coordinating these initiatives ensures a holistic approach, enhances project outcomes, increases efficiency, and ultimately delivers greater economic benefits for both Council and the community.

4.2 Stakeholder Engagement

Extensive stakeholder engagement has informed the development of the Transport Hub Strategy. Engagement has included local public transport operators, regional partners, Art Deco Trust, NCBI, and Council departments. Feedback focused on operational needs, passenger safety and end-of-line amenity requirements, and the impacts of relocating regional and urban bus services to the Clive Square Bus Terminus. Through this process, stakeholders have helped shape the preferred layout, access and operational arrangements, as well as supporting infrastructure (ie. finger islands within bus terminus).

All parties involved in the engagement process have endorsed the consolidation of Napier's urban and regional bus services at the NCC-owned Clive Square Bus Terminus. The level of support reflects the benefits identified in relation to service efficiency, network legibility, urban amenity improvements, and strengthened connections with the wider city centre. The Strategy presented for Council consideration therefore reflects both technical assessments and the clear support of key stakeholders for the proposed Transport Hub location.

4.3 Memorandum of Understanding

Upon endorsement of the Transport Hub Strategy by Council, a tri-partite Memorandum of Understanding Agreement will be drafted between NCC, HBRC and Tranzit outlining the operational parameters within which the Transport Hub will function.

Relocation of the urban and regional bus services to operate out of the new Hub could then occur as soon as the physical works is completed for Stage 1 of the Emerson St Upgrade, which is approximately November 2026.

5.0 Options - *He kōwhiringa anō*:

5.1 Recommended Option

The preferred option is to consolidate Napier's urban and regional bus services at the existing Clive Square Bus Terminus, establishing it as the city's primary Transport Hub. This includes replacing the current Dalton Street bus layover area with a standard bus stop and converting surplus layover spaces into additional car parking outside the Civic Precinct. Together, these changes create a more efficient, centralised, and passenger-focused public transport node that strengthens network legibility and improves both way-finding and amenity within the wider city centre.

Advantages

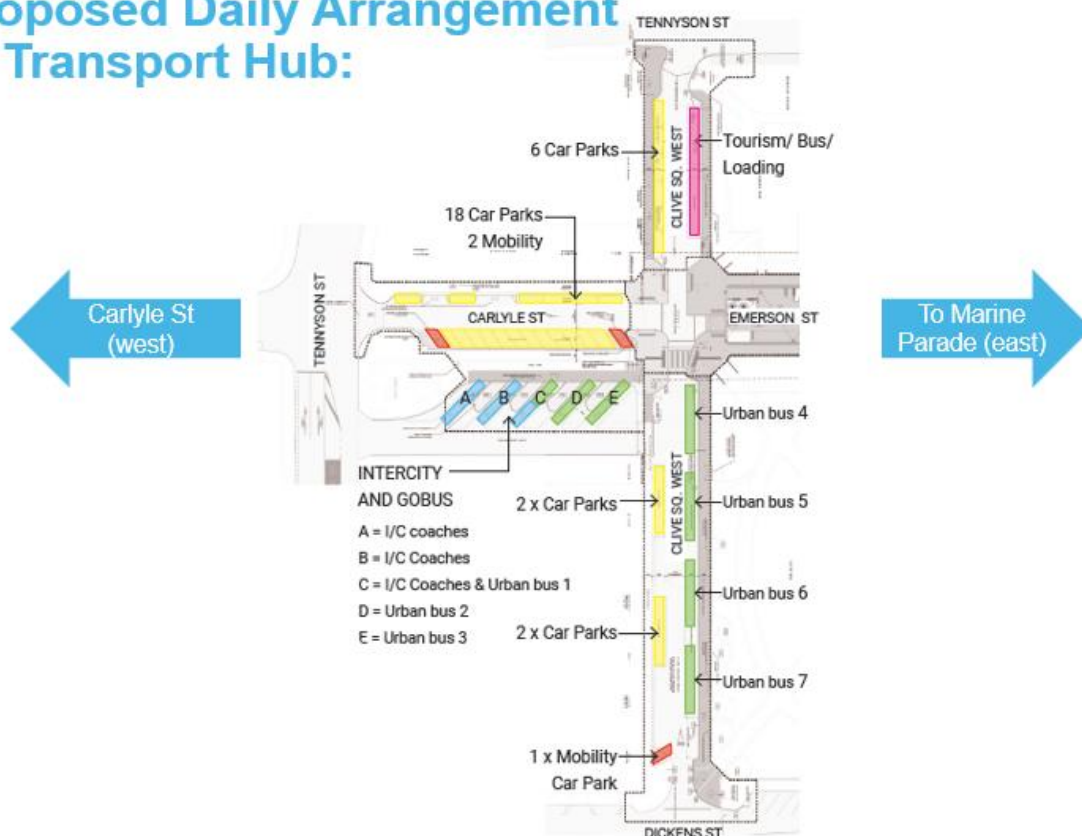
- Activation of an under-utilised asset at no additional cost to NCC, creating a destination and a necessary 'book-end' to the CBD
- Increased foot traffic at the western end of the CBD = more 'eyes on the street'. Improves passive surveillance and adds to vibrancy

- Gain / increase of 10 car park spaces on Dalton St outside the new Civic Precinct
- Retain two bus stops at Dalton St and enhance ease of access to CBD
- One central point for all bus services (logical, easy to find, consolidation of all bus services)

Disadvantages

- Reprioritisation of some parking around Clive Square from carparking to bus parks, resulting in reduction in nett number of car parks in Clive Square West
- Higher activity within road corridor on Clive Square West (bus lay-over with potential idling / bus fumes on edge of Clive Square), increased foot traffic and crossing of pedestrians at Clive Square West & East which may be viewed negatively by adjacent businesses or residents if not managed well. (*Note: HBRC aims to phase out existing fleet to electric buses*)
- Ongoing monitoring and operational adjustments during transition period adding to existing workloads

Proposed Daily Arrangement of Transport Hub:



6.0 Next Steps - Te Koke

6.1 Engagement with Clive Square Businesses Owners & Landowners

Upon Council approval of the Transport Hub further engagement is planned with businesses and retailers within the Clive Square/Transport Hub precinct to discuss the

Transport Hub operations as well as minor modifications to how the wider Clive Square will function into the future (bus layover areas, revised parking layout, etc)

6.2 Naming of Transport Hub

The intent is to establish a name for the new Hub, which will be used for all mapping, GoBay / InterCity bus-stop information, and CBD way-finding signage. It was recommended in the Council workshop (10 March) that any future name include the location for wayfinding purposes (e.g., "... at Clive Square"), and that mana whenua be involved in this process.

6.3 Consolidation of Bus Services and On-Going Monitoring (December 2026)

Once Stage 1 of the Emerson Street Upgrade is completed in November, InterCity bus operations will revert back from their temporary location on Station St to utilising the Clive Square Bus terminus. At this time Hawkes Bay Regional Council will undertake a phased relocation of their Dalton Street services to the Transport Hub (utilising the existing bus terminus and potentially Clive Square West for bus layover function). This will be monitored and fine-tuned for efficiencies.

Routine monitoring of general urban and regional (ie. Inter-City) bus operations at the Hub will also be undertaken, focussing on passenger volumes, dwell times, timetable reliability, wayfinding effectiveness, and any emerging safety or amenity issues. Regular monitoring will allow Council and transport operators to identify operational inefficiencies or pinch points early and make minor adjustments to layout, signage / way finding, or management practices as needed. This ongoing performance review will ensure that the

Hub continues to operate efficiently and meets the expectations of both operators and passengers.



Monitoring will also be undertaken to determine the most appropriate use of the area outside the Art Deco Centre, whether for charter bus parking, general car parking, or bus layover, to ensure the space best supports parking demand and overall functionality of the precinct (as identified in orange in adjacent image)

6.4 Future Investigations

It is recommended that a Working Group be established to investigate the viability of re-routing Cruise Shuttles to Clive Square West, as well as logistics, timing and efficiencies, economic viability (for Operators), and potential duration of a trial to test both large and small cruise day operations.


It is recommended that the Working Group for this workstream comprise of Transport Providers (Port, HBRC), Operators (Tranzit, Art Deco Trust) and Council staff (Facility representatives, Transport Hub Project Owner).

To properly evaluate the viability and potential impact of re-routing Cruise Shuttles to the Transport Hub, technical investigations will be required including analysis of shuttle volumes, timing patterns, operational impacts on co-users of the Hub (ie. regional services), as well as the visitor-movement benefits of centralising cruise transport.

Subject to the findings of the various investigations, a controlled trial could be undertaken in FY27/28, once the Transport Hub has been operational for at least 12 months, to evaluate feasibility, potential congestion effects, and integration requirements associated with re-routing Cruise Shuttles to the Transport Hub / Clive Square area. Insights gained from this trial would inform any long-term approach to accommodating cruise shuttle services at the Transport Hub.

This workstream has not yet been attributed to a specific team to undertake and manage; timelines, resourcing, and budget will be defined once determined

7.0 Attachments

- 1  Transport Hub Strategy (Under separate cover 1) Doc Id: 1905564

Summary of Considerations - *Tuhinga Whakarāpopoto:*

Development of the Transport Hub Strategy has been informed by extensive technical assessment, targeted stakeholder engagement, and detailed discussion through the recent Council workshop. Collectively, these inputs have clarified operational requirements, highlighted key opportunities and risks, and shaped the preferred approach for consolidating bus services at the Clive Square Transport Hub.

Fit with purpose of Local Government - *Ngā aronga tā te Kaunihera- ā-rohe kōrero*

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 in the present and for the future.

Fit with the Purpose of Local Government

The proposal supports the purpose of local government by enabling the delivery of efficient, accessible, and well-coordinated public transport services that contribute to community wellbeing and sustainable urban development. Establishing a consolidated Transport Hub improves connectivity, supports economic activity in the city centre, and provides a safer and more convenient public transport experience for residents and visitors.

Quality and Cost-Effectiveness

The proposal is considered both good quality and cost-effective. Public transport operations at the Hub will continue to be delivered by Hawke's Bay Regional Council and Transit at no cost to Napier City Council. Council's financial contribution is limited to minor works within the Clive Square Bus Terminus - specifically, installing finger islands to enable kerb-height boarding and associated line marking. This approach ensures that high quality outcomes are achieved while maintaining prudent, efficient use of Council resources.

The minor enabling works will be delivered as part of the physical works contract for the Emerson Street Upgrade and have been funded within the FY2025/26 Long Term Plan (LTP) budget. No additional Council budget is sought for the Transport Hub Strategy.

Māori Impact Statement - *He kōrero whaitake tā te māori kōrero:*

There are no known impacts for Maori

Climate Change - *Te Huringa o te āhuarangi*

This decision does have an impact on:

- Greenhouse gas emissions (from council operations, community activities, or associated infrastructure),
- Napier's adaptation to a changing climate (e.g. flooding, sea level rise, coastal erosion, inundation, drought, heatwaves),
- Or is it itself likely to be impacted by these climate-related risks

Climate Impact Assessment

The Transport Hub Strategy is expected to have a positive impact on greenhouse gas emissions by supporting more efficient, centralised public transport operations and encouraging mode shift from private vehicles. It aligns with Napier's urban planning direction to improve access to public transport. The Strategy is consistent with the Regional Transport Committee's objective to drive a low-emissions transport system, and with the Regional Public Transport Plan's 'step change' increasing service frequency and operating

hours, integrating with active modes, and transitioning to a 100% zero-emission urban bus fleet from 2025.

Consolidating bus operations at a single, well-designed Transport Hub also improves operational efficiency for providers, reducing unnecessary vehicle circulation within the city centre. By improving legibility, reliability and interchange at a central location, the Transport Hub is expected to make public transport more attractive, reduce private vehicle dependence and vehicle kilometres travelled, and thereby lower transport-related emissions.

Refer the NCC Emission Reduction Plan

<https://www.napier.govt.nz/assets/Links/NCC-Emission-Reduction-Plan-2025-2035-Final.pdf>

The Transport Hub itself is not significantly exposed to major climate-related hazards, and the minor infrastructure upgrades required can be delivered in a manner consistent with Council's climate-resilience objectives. While the project does not materially alter Napier's broader adaptation profile, it supports a more sustainable transport system that aligns with Council's commitments to reducing emissions and enhancing long-term urban resilience.

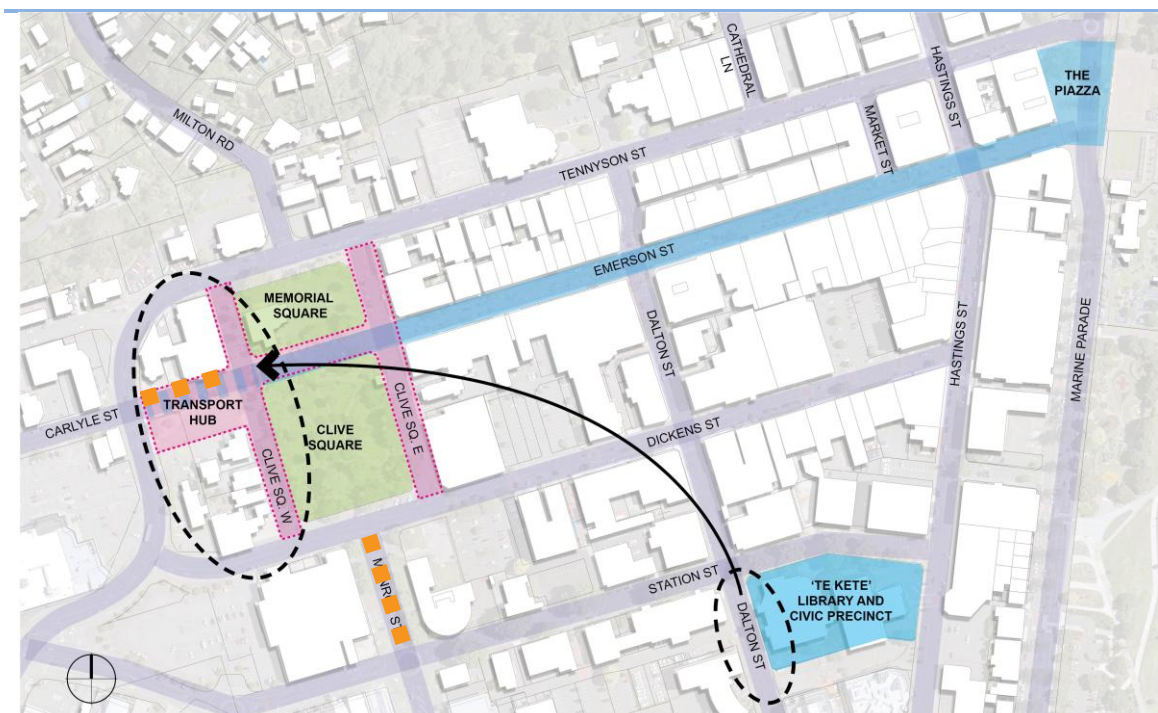
LTP/ Annual Plan/ Financial Strategy/ Infrastructure Strategy - *Te Pae Tawhiti/ ā-tau / ā- Taunaki Ahumoni /ā- Taunaki Hanganga*

The Operational responsibility for the Transport Hub sits with HBRC and Tranzit.

All capital costs have been undertaken as part of the enabling works approved by Council for the FY25/26 LTP. There is no additional cost to Council over and above the approved minor capital works being executed as part of the Emerson St Upgrade – Stage 1 physical works

The additional workstream to establish a Working Group to evaluate the viability and impact of potentially re-routing Cruise Shuttles to the Transport Hub and associated technical investigations has not yet been attributed to a specific team to undertake and manage. Operating Costs associated with programming and resourcing will need to be defined once responsibility of that workstream is determined

Financial considerations - *Whai whakaaro Ahumoni:*



Across all areas directly affected by the Transport Hub (Dalton St, Clive Square West) the total **net loss of parking is 6 carpark spaces:**

- +10 parks in Dalton St (due to shifting of buses to Clive Square)
- 16 parks in Clive Square West (due to introduction of a footpath along edge of Memorial Square and Clive Squares, and reallocation of car parks against reserve to bus lay-over parks)

It is noted that this revenue **could be** replaced by implementing a metered parking system either within the upper section of Carlyle St, and/or within the northern block of Munroe St (represented by ■■■■■)

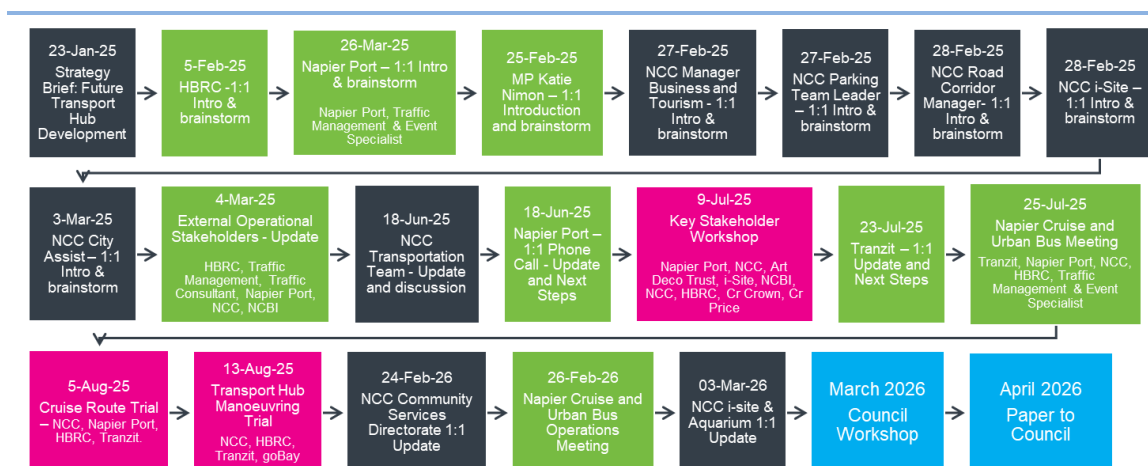
Carlyle St (parking numbers remain unchanged, 18 + 2 mobility): Currently free parking

Munroe St (28): Currently Free (West side), and P120 (East side)

Significance and Engagement - *Ko te Hiranga me te Hiwaia o te whakaaro:*

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

Consultation (internal/external) - *Ngā Uiuinga (Ki te Kaunihera /ki ngā tāngata katoa)*



Summary of Consultation

Consultation to inform the development of the Transport Hub Strategy was undertaken between January and July 2025 and comprised targeted engagement with key internal Council teams and external transport, tourism, and business stakeholders. Engagement focused on identifying operational requirements, constraints, opportunities, and risks associated with consolidating transport services at the Clive Square Bus Terminus and the wider precinct.

Engagement was iterative and included strategy briefings, one-on-one meetings, technical discussions, workshops, traffic modelling reviews, and operational trials. Feedback received has directly informed the strategic direction, operational layouts, staging, and recommended next steps within the Strategy.

Internal Stakeholders

Internal consultation was undertaken across relevant Napier City Council business units to ensure alignment with existing projects, operational realities, and strategic priorities. This included involvement from:

- City Design & Urban Renewal / Strategic Programmes (Project sponsorship and urban integration)
- Transportation Team (network operations, safety and modelling)
- Parking Team (parking supply, displacement and mitigation)
- Road Corridor Management (street operations and traffic impacts)
- Business and Tourism Team
- iSite / Visitor Services / Aquarium
- City Assist and Community Safety representatives

Internal engagement focused on supporting and enabling current parallel Council projects (including the Emerson Street Upgrade and Te Kete Civic Precinct), whilst seeking to improve accessibility and safety requirements, work through parking implications, and consider the impacts of operational management for the proposed Transport Hub.

It is noted that engagement with the i-Site team on the Transport Hub Strategy has required particular sensitivity, as Council is concurrently undertaking a broader process to reimagine and consider the future delivery and role of both the i-Site and Aquarium. Care has been taken to reinforce that the Transport Hub is specifically focussed on the consolidation of

urban and regional bus services to the existing Bus Terminus, while still recognising the i-Site's current operational role in visitor arrivals and transport coordination.

External Stakeholders

External engagement focused on organisations directly involved in transport operations, tourism, and regional coordination. Stakeholders included:

- Hawke's Bay Regional Council (HBRC) – public transport planning and services (goBay)
- Tranzit – intercity coach services and cruise shuttle operations
- Napier Port / Napier Cruise – cruise passenger operations and logistics
- Traffic Management and Transport Consultants
- Napier City Business Inc. (NCBI)
- Art Deco Trust
- Elected Member representation (Councillors and local MP briefings)

External consultation addressed service consolidation, operational feasibility, traffic and congestion risks, cruise and tourism impacts, safety considerations, and customer experience outcomes.

Key stakeholder workshops and operational meetings were supported by traffic modelling, road safety audits, and physical manoeuvring and route trials to test assumptions and inform decisions.

Consultation Outcomes

Overall, engagement showed broad support for the Western Gateway concept and the consolidation of urban and regional bus services at Clive Square, subject to careful management of traffic, safety, and operational impacts.

Stakeholders emphasised the importance of:

- Minimising congestion and service conflicts, particularly during peak and seasonal periods
- Clear communication, wayfinding, and transitional arrangements
- Ongoing multi-agency coordination and monitoring
- Staged implementation of operational changes (ie. InterCity then urban bus services) and on going monitoring of operations
- Undertaking a trial to test proposed route for Cruise shuttles (testing both large and smaller cruise day operations, as well as duration). Suggested FY27/28, once outcome of the reimagining project is better understood.

The Strategy reflects these inputs through a flexible, adaptive approach, with further investigations, trials, and engagement proposed as part of the next phase of work

Risks: Legal/ Health and Safety etc. - *Whaktūpato Ture/ Hauora me te Haumarū*

The proposed Transport Hub presents several risks that will require ongoing management and monitoring:

- **Traffic congestion and operational conflicts:** Consolidating InterCity, regional, and local bus services, particularly during peak periods or special events, may increase
-

congestion within the Clive Square precinct and surrounding streets if not carefully managed. There is potential for queuing between different bus services at peak times, particularly where layover space is constrained.

- **Finite capacity and future growth constraints:** The existing Transport Hub site has limited physical capacity. Accommodating future growth in services or additional operators may require further investment, changes to street use, or acquisition of adjacent land.
 - **Impacts on surrounding land uses and parking:** Changes to bus operations and street layouts may result in the temporary or permanent loss of on-street parking and altered traffic patterns, which could affect nearby businesses and residents if not well communicated and mitigated.
 - **Public acceptance and behavioural change:** Relocating or consolidating services may initially cause confusion or resistance among users accustomed to existing stop locations and travel patterns, highlighting the need for clear communication, wayfinding, and engagement.
 - **Reliance on multi-agency coordination:** Successful operation of the Hub depends on effective coordination between Council, HBRC, and transport operators. Misalignment in priorities, timetables, or operational protocols could affect service reliability and user experience.
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2. FORD ROAD EXTENSION - LAND LEGALISATION

<i>Type of Report:</i>	Legal and Operational
<i>Legal Reference:</i>	Public Works Act 1981, Local Government Act 1974
<i>Document ID:</i>	1902388
<i>Reporting Officer/s & Unit:</i>	Bryan Faulknor, Property Advisor Richard Munneke, Commercial Property Manager

1.0 Executive Summary - Te Kaupapa me te Whakarāpopototanga:

- 1.1 The purpose of the report is to seek resolutions pursuant to the Public Works Act 1981 to consent to Road being stopped and vested in exchange for other land to be acquired for Road.
- 1.2 This involves a small land swap at the entrance to K Mart on Ford Road, where land which is currently legal road is required to be stopped and vested in the neighbouring land in exchange for land being vested in Council for Road. This legalises the current formed roading situation.
- 1.3 This is required to complete complicated land legalisation matters relating to the Ford Road Extension project.
- 1.4 The legalisation is required pursuant to a binding agreement with the adjoining land owner.

2.0 Recommendations - Ngā Tūtohunga

That Delivery and Regulatory Performance Committee:

- a) **Receives** the report titled Ford Extension – Land Legislation dated 16 April 2026.
- b) **Approves** to consent to:
 1. The road described in Schedule 1 below being stopped pursuant to Sections 116(2)(b)(ii) and (d) of the Public Works Act 1981; and
 2. The land described in Schedule 1 below being vested in the owner of the adjoining land described in Schedule 1 (with the Napier City Council requiring both parcels of land to be amalgamated in one title pursuant to Section 345(2) of the Local Government Act 1974) with that vesting to be in exchange for the land described in Schedule 2 below being declared road and vested in the Napier City Council pursuant to Sections 117(3)(a) and 114(2)(h) of the Public Works Act 1981.

SCHEDULE 1

Hawkes Bay Land District - Napier City

Road to be Stopped

Area (hectares)	Legal Description	Adjoining Land (Record of Title)
0.0218 ha	Section 2 SO 532605	Section 3 SO 532605 (RT 872174)

SCHEDULE 2

Hawkes Bay Land District - Napier City

Land to be Declared Road

Area (hectares)	Legal Description	Comprised in Part Record of Title
0.0043 ha	Section 1 SO 532605	RT 1174832

3.0 Background - *Ngā Tuāpapa*:

- 3.1 For a number of years complicated land legalisation issues have been progressively dealt with relating to the Ford Road Extension to the east of Mitre 10. These involved obtaining agreements and consents from affected parties, various surveys and subdivisions, revocation of reserve status for parcels of Drainage Reserve, and various declarations declaring land road.
- 3.2 The land legalisation issues were divided into 2 stages, stage 1 has been completed which now allows stage 2 to be completed which requires the resolutions requested in this item. Stage 2 involves a small land swap at the entrance to K Mart, where land currently road is required to be stopped and vested in the neighbouring land in exchange for land being vested in Council for Road.
- 3.3 Council's position has always been protected through binding agreements with land owners. Relevant land owners have been involved and kept informed throughout the process.

4.0 Discussion - *Ngā Whakamārama*:

- 4.1 As set out above in background`

5.0 Options - *He kōwhiringa anō*:

There are no options available, Council is committed through binding agreements with land owners to complete the land legalisation matters.

6.0 Next Steps - *Te Koke*

- 6.1 Once the resolution is passed Solicitors will complete the legal work required to finalise the matter.

7.0 Attachments

1 ↓ Ford Road Extension - Aerial showing subject land.	Doc Id: H:\desktop\CE Projects\Ford Road Extension -Aerial showing subject land.pdf
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Summary of Considerations - *Tuhinga Whakarāpopoto:*

As mentioned above, the consents under the Public Works Act 1981 are required to finalise land legalisation matters.

Fit with purpose of Local Government - *Ngā aronga tā te Kaunihera- ā-rohe kōrero*

The issue relates to the provision of Roothing Infrastructure.

Māori Impact Statement - *He kōrero whaitake tā te māori kōrero:*

Thera are no known impacts for Maori.

Climate Change - *Te Huringa o te āhuarangi*

This decision will not have a climate impact as it relates to land legislation only.

LTP/ Annual Plan/ Financial Strategy/ Infrastructure Strategy - *Te Pae Tawhiti/ ā-tau / ā- Taunaki Ahumoni /ā- Taunaki Hanganga*

There are no implications.

Financial considerations - *Whai whakaaro Ahumoni:*

Legal costs relating to this matter are funded from existing Transportation budgets.

Significance and Engagement - *Ko te Hiranga me te Hiwaia o te whakaaro:*

This decision/report has been assessed under the Council's Significance and Engagement Policy as not requiring engagement. Further the matter does not require public notification under the Public Works Act 1981.

Consultation (internal/external) - *Ngā Uiuinga (Ki te Kaunihera /ki ngā tāngata katoa)*

As mentioned above no internal or external engagement is required.

Risks: Legal/ Health and Safety etc. - *Whaktūpato Ture/ Hauora me te Haumaru*

There are no risks.

- ▲ Property warning
- Property Vinculums
- Napier boundary
- State Highway
- Subdivision
- Parcels with Addresses
- ⊞ Road names
- Property number



Section 1 Outlined in Blue and Section 2 Outlined in Red

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3. CONSENT TO LAND BEING DECLARED ROAD - GLOUCESTER STREET

Type of Report:	Legal and Operational
Legal Reference:	N/A
Document ID:	1902395
Reporting Officer/s & Unit:	Bryan Faulknor, Property Advisor Richard Munneke, Commercial Property Manager

1.0 Executive Summary - Te Kaupapa me te Whakarāpopototanga:

- 1.1 The purpose of the report is to seek a resolution pursuant to Section 114 of the Public Works Act 1981 to consent to land being declared to be road.
- 1.2 This involves the acquisition of a strip of land on Gloucester Street, Taradale which was subject to a Designation in the Napier City Council District Plan as required for Road.
- 1.3 At the request of landowners, over a number of years Council has acquired various portions of residential land on Gloucester Street subject to the designation.
- 1.4 The consent subject to this item is required to finalise the legal work relating to one of these properties.

2.0 Recommendations - Ngā Tūtohunga

That Delivery and Regulatory Performance Committee:

- a) **Receive** the report titled Consent to Land being Declared Road – Gloucester Street dated 16 April 2026.
- b) **Resolve** pursuant to Section 114(2)(h) of the Public Works Act 1981 to consent to the land described in the Schedule below to be declared road and vested in the Napier City Council.

SCHEDULE

Hawkes Bay Land District – Napier City

Area (ha)	Legal Description	Record of Title
0.0095	½ share of Section 3 SO Plan 505062	HBL4/139
0.0008	½ share of Section 4 SO Plan 505062	HBL4/139

3.0 Background - Ngā Tuāpapa:

- 3.1 Over a number of years Council has acquired portions of private residential land on Gloucester Street, Taradale affected by a Planning Designation requiring the land for road.

The finalisation of the acquisition of the land subject to this item has been held up due to a cross lease situation and obtaining agreement from one of the cross lessees.

Agreement is now in place and it is appropriate to finalise legal matters.

4.0 Discussion - *Ngā Whakamārama:*

4.1 As covered in background above.


5.0 Options - *He kōwhiringa anō:*

There are no options as the matter is subject to a binding agreement. Option One - Recommended Option (Delete this heading if there are no options)

6.0 Next Steps - *Te Koke*

6.1 Once the resolution is passed, Solicitors can finalise the required legal work.

7.0 Attachments

1  Plan showing the subject land shaded in yellow Doc Id: 1903359

Summary of Considerations - *Tuhinga Whakarāpopoto:*

As mentioned Council is bound to complete the acquisition and legal work pursuant to a binding agreement.

Fit with purpose of Local Government - *Ngā aronga tā te Kaunihera- ā-rohe kōrero*

The matter relates to planning considerations and the provision of Roading infrastructure.

Māori Impact Statement - *He kōrero whaitake tā te māori kōrero:*

There are no known impacts for Maori.

Climate Change - *Te Huringa o te āhuarangi*

This decision will not have a climate impact as it relates to land legalisation only.

LTP/ Annual Plan/ Financial Strategy/ Infrastructure Strategy - *Te Pae Tawhiti/ ā-tau / ā- Taunaki Ahumoni /ā- Taunaki Hanganga*

There are no implications.

Financial considerations - *Whai whakaaro Ahumoni:*

Legal costs relating to this matter are funded from existing Transportation budgets.

Significance and Engagement - *Ko te Hiranga me te Hiwaia o te whakaaro:*

This decision/report has been assessed under the Council's Significance and Engagement Policy as not requiring engagement.

Consultation (internal/external) - *Ngā Uiuinga (Ki te Kaunihera /ki ngā tāngata katoa)*

As mentioned above no internal or external engagement is required.

Risks: Legal/ Health and Safety etc. - *Whaktūpato Ture/ Hauora me te Haumaru*

There are no risks



Land District: Hawkes Bay
 Digitally Generated Plan
 Generated on: 04/11/2016 12:23am Page 1 of 1

Plan of Sections 1 - 8

Surveyor: Kenneth Frank Thorn
 Firm: Degg & Thorn

CSD Plan
 SO 505062

T 1/1

4. NAPIER DRINKING WATER COMPLIANCE ASSESSMENT FOR 2025 CALENDAR YEAR

Type of Report:	Operational
Legal Reference:	N/A
Document ID:	1901683
Reporting Officer/s & Unit:	Jean Paul Kombara, Drinking Water Compliance Officer

1.0 Executive summary - te kaupapa me te whakarāpopototanga:

The purpose of this report is to inform the Council of the annual compliance assessment of Napier's drinking water supply for the 2025 calendar year.

Napier City Council operates a large, networked drinking water supply and is required to comply with the Water Services Act 2021 and the Drinking Water Quality Assurance Rules (DWQAR) issued by Taumata Arowai. Compliance is assessed across four categories of rules:

- General Rules (G-Rules)
- Source Water Rules (S-Rules)
- Treatment Rules (T-Rules)
- Distribution Rules (D-Rules)

The assessment evaluates operational performance, monitoring requirements, and regulatory compliance for the period 1 January 2025 to 31 December 2025.

Overall results indicate continued improvement in compliance performance compared with previous years, particularly in governance documentation and operational monitoring. Some non-compliance remains in Treatment and Distribution Rules, primarily due to infrastructure constraints and documentation still under development.

Despite some rule non-compliances, microbiological testing results confirm that the drinking water supplied to consumers remained microbiologically safe throughout the year.

Corrective actions are underway through infrastructure upgrades, operational improvements, and implementation of new compliance documents.

These actions are expected to significantly improve compliance outcomes in the coming years.

2.0 Recommendations - Ngā Tūtohunga

That Delivery and Regulatory Performance Committee:

- a. **Receives** the report titled "Napier Drinking Water Compliance Assessment for 2025 Calendar Year" dated 16 April 2026.

3.0 Background - NGĀ TUĀPAPA:

Napier City Council operates the Napier municipal drinking water supply (Supply ID: NAP001), which serves the majority of the Napier urban area.

Under the Water Services Act 2021, drinking water suppliers must demonstrate compliance with the DWQAR administered by Taumata Arowai.

The DWQAR framework evaluates drinking water supplies across four categories:

- General Rules (G-Rules)
- Source Water Rules (S-Rules)
- Treatment Rules (T-Rules)
- Distribution Rules (D-Rules)

As a large, networked supply, Napier must meet Level 3 compliance requirements, which represent the highest level of regulatory obligations for drinking water suppliers in New Zealand.

•

4.0 Discussion - *NGĀ WHAKAMĀRAMA*:

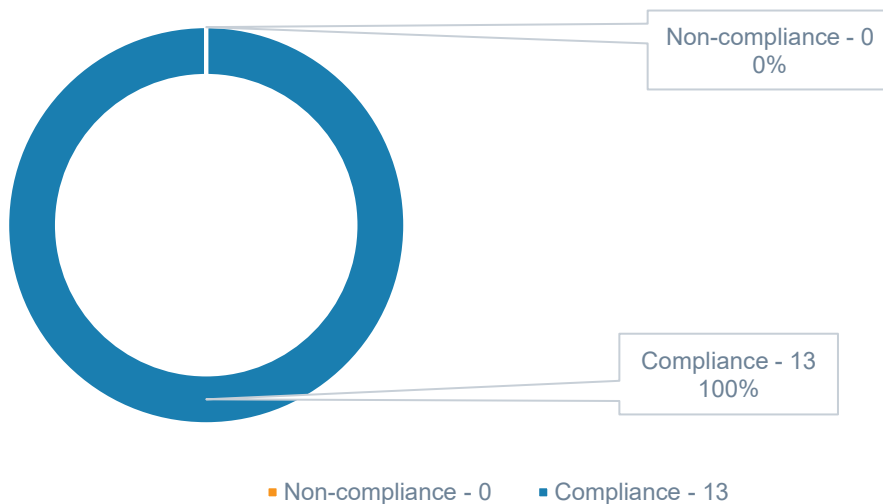
The following points highlight key water quality management areas relating to the Napier municipal drinking water supply.

A) Napier Water Supply Compliance Summary

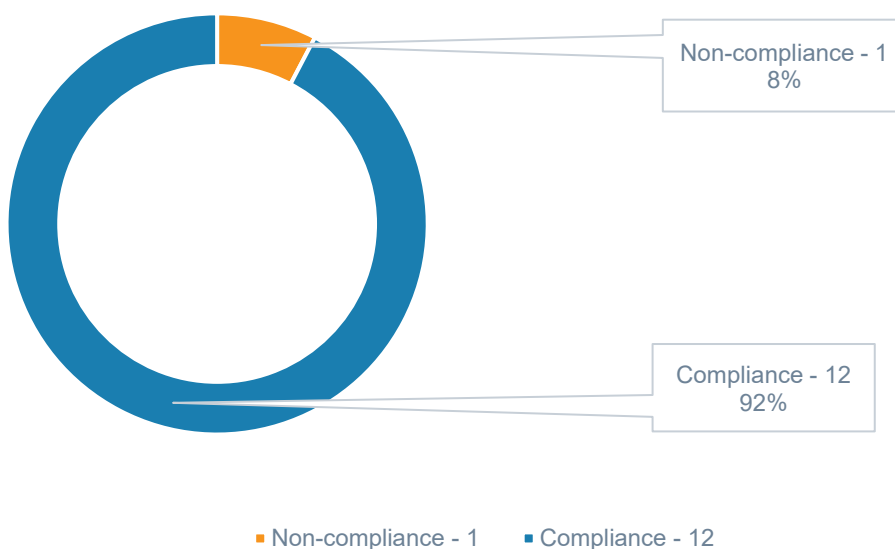
- Napier's drinking water supply is assessed against four categories of DWQAR: General Rules, Source Water Rules, Treatment Rules, and Distribution Rules.
- The DWQAR compliance assessment includes 105 individual rules. However, because these rules apply across multiple water sources and treatment plants within the Napier supply, the total number of rule assessments reported is 352.
- The figures below present the compliance rates for each of the four-rule categories, including General, Source, Treatment, and Distribution Rules, as well as the overall compliance performance across all rules reported. The figures also outline the key reasons contributing to any instances of non-compliance.

G-Rules 2025

Compliance of all unique G - Rule reported



Compliance of all unique G - Rule reported



G-Rules 2024

Reasons for Non-Compliance with G - Rules – 2024:

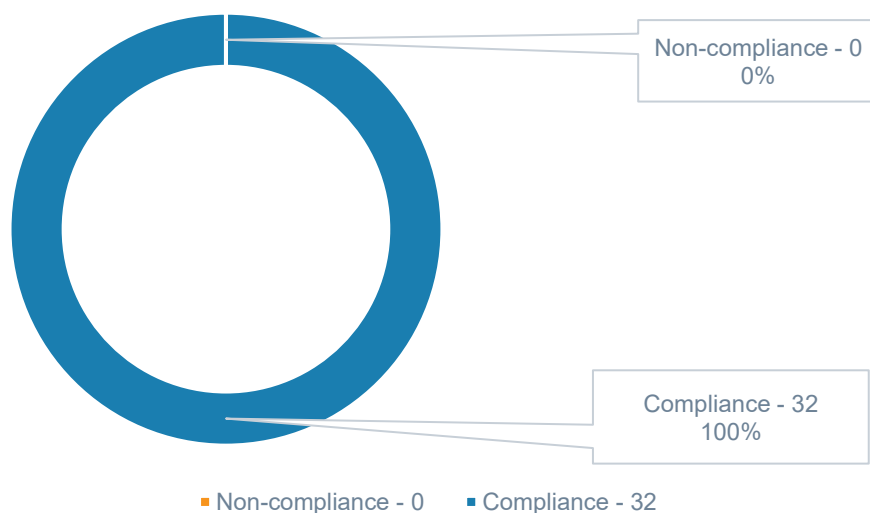
- G11 Rule - Hygiene Code of Practice not prepared.

Corrective Action:

- The Hygiene Code of Practice will be prepared to achieve compliance with Rule G11 by 2025.

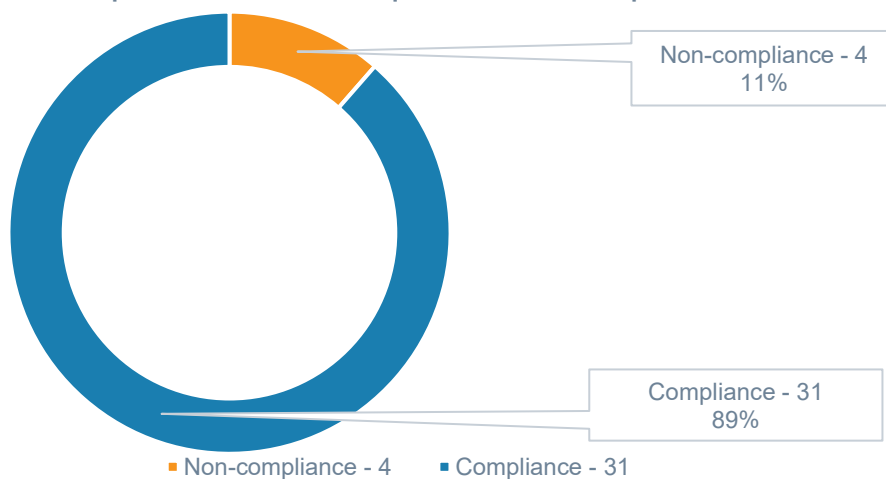
S-Rules 2025

Compliance of all unique S - Rule reported



S-Rules 2024

Compliance of all unique S - Rule reported



Reasons for Non-Compliance with S - Rules – 2024:

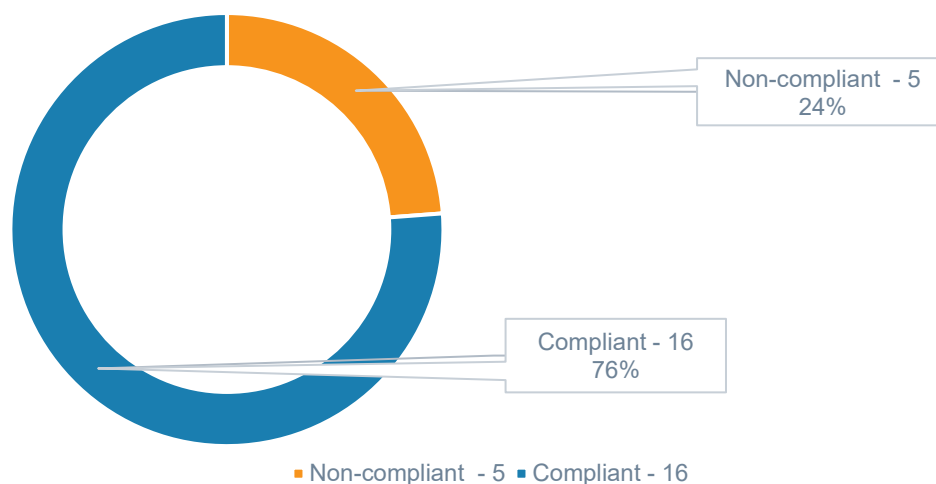
- S3.3 - iron, S3.3 - manganese, S3.3 - colour, S3.3 - nitrate
Single - sample testing was missed.

Corrective Action:

- Effective from 2025, all chemistry testing sample schedules will be sent separately to the laboratory to ensure that no sampling is missed.

T-Rules 2025

Compliance of all unique T - Rules reported



Reasons for Non-compliance with T - Rules – 2025:

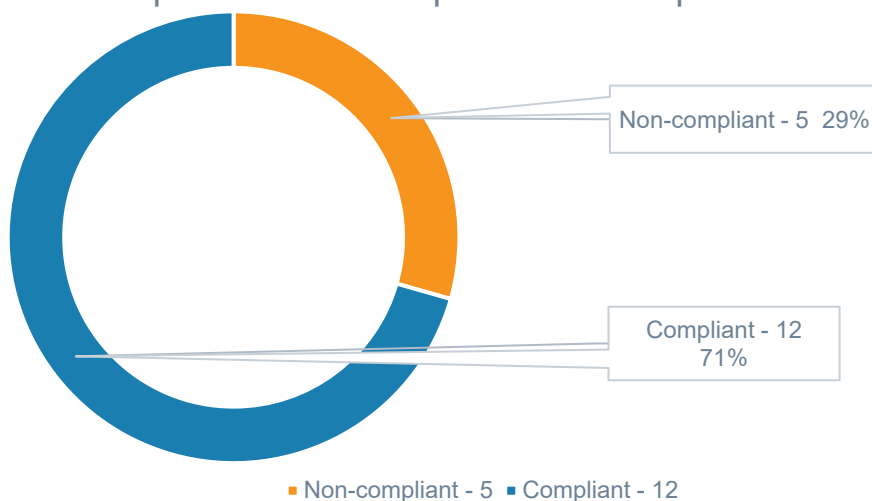
- T3.22 Rule - No protozoa treatment in place at site T3, T5 and T7, all the bores are located below ground.
- T3.1, T3.2, T3.3 & T3.4 Rules - Bacteriological Non-compliance at T2, T3, T5, T6 and T7 Treatment Plants. This is due to the absence of a system to measure and confirm chlorine contact time within these plants. Chlorine disinfection is currently applied across all Napier treatment plants, and key parameters such as pH and free available chlorine (FAC) are regularly monitored. This indicates that disinfection is occurring in practice. However, the DWQAR require suppliers to demonstrate that water has received an adequate level of disinfection by confirming the contact time between chlorine and water. At present, NCC does not have systems in place to measure or verify this contact time, nor to monitor pH and FAC after the required contact time has been achieved. As a result, while treatment is being carried out, NCC is unable to formally demonstrate compliance with Rules T3.1, T3.2, T3.3, and T3.4. In previous years' reporting, these four rules were not included, as they were not part of the annual reporting requirements. However, to provide greater transparency regarding non-compliance at these treatment plants, and to ensure all relevant rules are appropriately captured, these rules have been included in the overall compliance assessment from 2025 onwards.

Corrective Action:

- Commission the new Taradale bores and associated treatment plant by 2028. The commissioning will ensure compliance with current drinking water legislative requirements, specifically meeting the standards set out in T3.22 Rule - Protozoa treatment and T3.3 Rule-bacteriological treatment.

T-Rules 2024

Compliance of all unique T- Rules reported

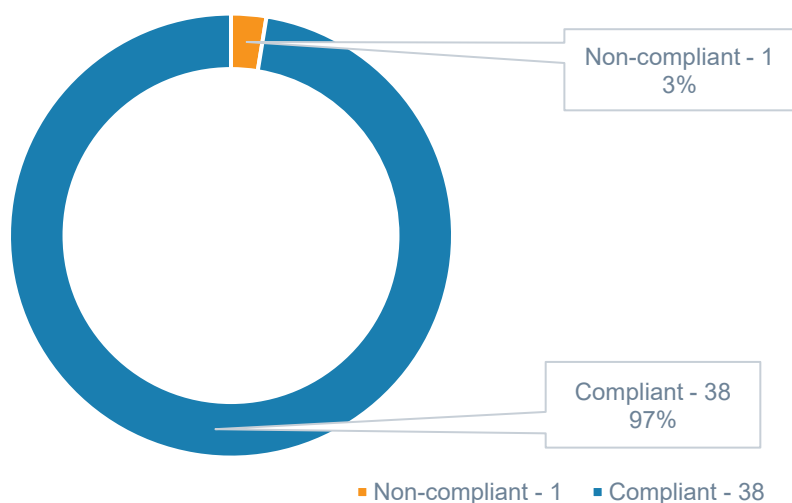


Reasons for Non-compliance with T-Rules – 2024:

- T3.22 Rule - No protozoa treatment in place at T3, T5 and T7 site
- T3.15 Rule - A2, A3 (False Flow range monitoring)
- T3.17 Rule (A3 - 1 False-Missing Minutes)
- T3.18 Rule (A3 - 1 False-Missing period)
- T3.16 Rule (A3 - 1 False-Missing Minutes)
- **Corrective Action:**
 - Commission the new Taradale bores and the associated treatment plant during 2028. The commissioning will ensure compliance with current drinking water legislative requirements, specifically meeting the standards set out in T3.22 Rule-protozoa treatment.

- **D-Rules 2025**

Compliance of all unique D - Rule reported on

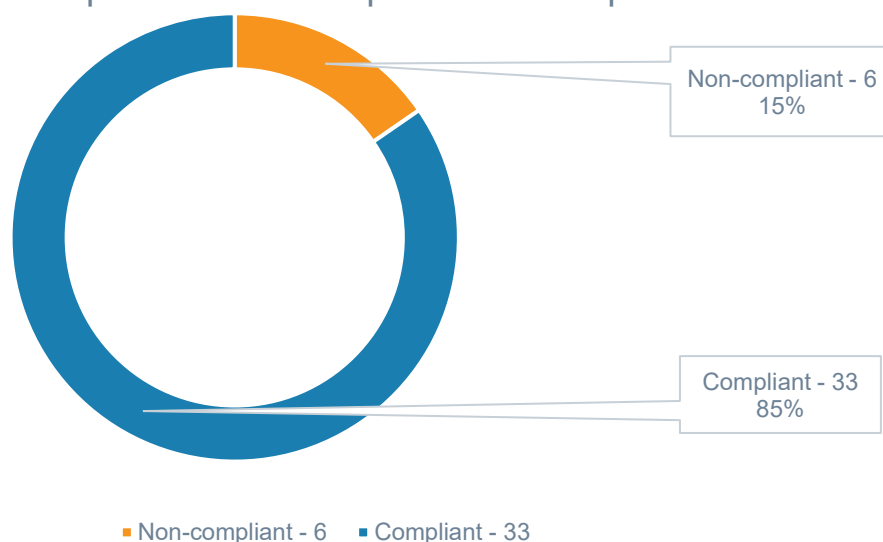


Reasons for Non-compliance with D-Rules – 2025:

- D3.1 Rule – Backflow Prevention Programme document is outstanding. The complete programme needs to be drafted and formally signed off.

D-Rules 2024

Compliance of all unique D - Rule reported on



Reasons for Non-Compliance with D-Rules – 2024:

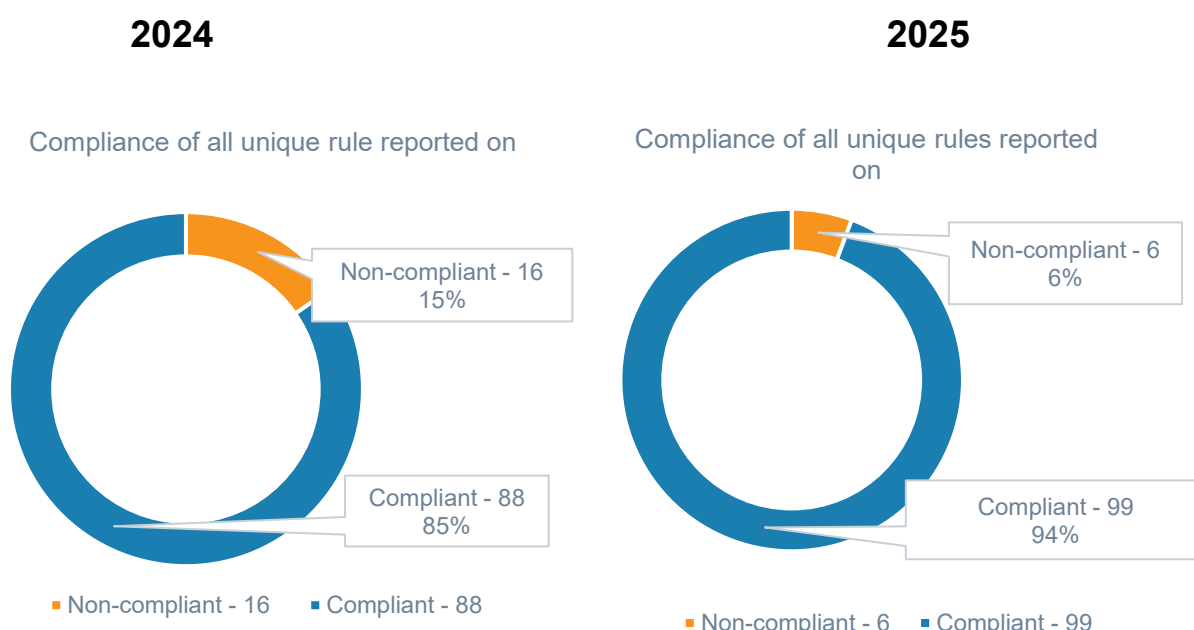
- D3.1 Rule - Backflow Prevention Programme Document Outstanding.

- D3.5 Rule - Backflow Prevention devices asset registers outstanding.
- D3.11, D3.12, D3.14 and D3.17 Rules are in relation with the outstanding Backflow Prevention programme and the Hygiene Code of practice.

Corrective Action:

- The Hygiene Code of Practice and Water disinfection work sheet will be implemented and ensure G11 Rules compliant by 2026.
- Backflow Prevention Programme document and Back asset register are outstanding and expected to be completed within 2025 to ensure compliance with the rules in 2026.
- D3.12 - The Water storage management plan is currently under development, and the final version is expected to be completed in 2025.

All Rules Summary



Rule-Wise Comparison

Rule Type	2024 Compliant%	2024 non-compliant%	2025 Compliant%	2025 non-compliant%	Improvement%
G - Rules	92	8	100	0	8
S - Rules	89	11	100	0	11
T - Rules	71	29	76	24	5
D - Rules	85	15	97	3	12

Key Observations

Napier’s drinking water compliance performance has improved across all DWQAR categories, with full compliance achieved in General and Source Water Rules. Distribution and Treatment Rules continue to show positive progress, although targeted long-term actions are required to address remaining non-compliance.

Final Overall Yearly Comparison

Year	Compliant	Non-Compliant
2024	85%	15%
2025	94%	6%

Net Change in Overall Compliance: + 9%

Expected compliance and non-compliance of all unique rules in 2026 will likely remain the same as 2025 until the new bores and water treatment plant are in place. 100% compliance can be achieved by 2028, once the new bores are commissioned and all water treatment processes are compliant with the T3 Protozoa Rule & T3 Bacterial Rule.

The 2025 calendar year annual compliance assessment outcomes against the DWQAR can be summarized as follows:

Compliance Highlights:

1. A2 and A3 Water Treatment Plant:

- Both were full compliant with bacterial and protozoa requirements, effective UV treatment as a barrier.

2. Disinfection Residual Monitoring:

- All monitoring results across the network have been favourable and have consistently achieved full compliance.
- This indicates effective disinfection practices, ensuring safe water throughout the distribution system.

3. Microbiological Testing:

- Despite certain non-compliances with treatment rules(T-Rules) at specific plants, microbiological testing results in the network have consistently been favourable, demonstrating that the water remains microbiologically safe for consumption.

Areas of Non-Compliance:

1. Bacterial Compliance (T2, T3, T5, T6, T7): Daily Monitoring & Monthly Reporting

- Treatment plants T2, T3, T5, T6, and T7 are not compliant with bacterial requirements (T – Rules). These plants are unable to meet the required disinfectant contact time. NCC does demonstrate compliance against T3.1, T3.2, T3.3 and T3.4 criteria. The monthly batch report will automatically record non-compliance for bacteriological requirements. This will be corrected when the new bores and treatment plants are constructed by 2028.

2. Protozoa Compliance (T3, T5, T7): Reported Monthly.

- Bores T2 and T6 met protozoa requirements, but T3, T5, and T7 did not. The main issue here is that these bores are located in underground chambers and cannot qualify as "Sanitary Bore Head" arrangements, which are necessary to meet the protozoa treatment criteria. This will be corrected when the new bores and treatment plants are constructed by 2028.

Summary:

The key areas of non-compliance relate to bacterial and protozoa requirements at certain bores and treatment plants, particularly T2, T3, T5, T6, and T7. While these bores and treatment plants show non-compliance in specific areas, the overall performance across the network in terms of microbiological water safety remains positive, as demonstrated by

favourable microbiological test results. While operational challenges exist in meeting all regulatory requirements, the water provided to consumers remains safe.

B) Summary of Progress against the WSP Improvement Plan

The Water Safety Plan (WSP) is currently under review with the support of an external consultant. The review is focused on updating the improvement actions identified in the 2024 and 2025 WSP Improvement Plans and undertaking a comprehensive update of the WSP document.

The updated WSP will also identify any new improvement actions based on updated risk assessments and prioritisation, ensuring alignment with the requirements of the DWQAR.

C) Napier water supply related Customer Complaints summary

Customers' Service Requests (SR) are captured in Magiq software. From a water quality and risks perspective, the focus is given to clarity, odour, taste and pressure/flow issues. Numbers of SRs received for each of these categories for period 1 January 2025 to 31 December 2025 are presented in the table below.

Service Request Category	Jan 25	Feb 25	Mar 25	Apr 25	May 25	Jun 25	Jul 25	Aug 25	Sep 25	Oct 25	Nov 25	Dec 25
Quality – Clarity	3	1	7					1	4	1	1	
Quality – Odour												1
Quality – Taste	1			1	1			1	1			
Quality – Pressure / Flow	4	4	8	2	5	2	6	4		3	3	3

Same water quality parameters are presented in the table below for the last 6 calendar years (2020 – 2025)

Service Request Category	Y20	Y21	Y22	Y23	Y24	Y25
Quality – Clarity	768	433	396	53	30	18
Quality – Odour	1	4	4	0	5	1
Quality – Taste	9	3	5	0	1	5
Quality – Pressure / Flow	16	26	30	24	18	44

5.0 Options - He Kōwhiringa Anō:

- NA
- [Attachments](#)
- Nil

Summary of Considerations - *Tuhinga Whakarāpopoto:*

NA

Fit with purpose of Local Government - *Ngā aronga tā te Kaunihera- ā-rohe kōrero*

This report relates to the provision of local infrastructure and public services, specifically the safe supply of drinking water to the Napier community. The assessment supports effective and cost-efficient management of drinking water services in accordance with section 10 of the Local Government Act 2002

Māori Impact Statement - *He kōrero whaitake tā te māori kōrero:*

No specific impacts on Māori have been identified in relation to this report.

Climate Change - *Te Huringa o te āhuarangi*

This report presents operational compliance information and does not involve any new infrastructure decisions. Therefore, it is not expected to have any direct climate change impacts.

LTP/ Annual Plan/ Financial Strategy/ Infrastructure Strategy - *Te Pae Tawhiti/ ā-tau / ā- Taunaki Ahumoni /ā- Taunaki Hanganga*

The matters discussed in this report align with the Council's Infrastructure Strategy and Long-Term Plan, which include ongoing investment in drinking water infrastructure.

Financial considerations - *Whai whakaaro Ahumoni:*

There are no direct financial implications associated with receiving this report.

Significance and Engagement - *Ko te Hiranga me te Hiwaia o te whakaaro:*

This report has been assessed as low significance under the Council's Significance and Engagement Policy as it provides information only and does not require a decision.

Consultation (internal/external) - *Ngā Uiuinga (Ki te Kaunihera /ki ngā tāngata katoa)*

Internal consultation has been undertaken with relevant Council staff involved in drinking water operations and regulatory compliance.

Risks: Legal/ Health and Safety etc. - *Whaktūpato Ture/ Hauora me te Haumaru*

No significant risks have been identified. Continued compliance monitoring and infrastructure improvements help mitigate regulatory and operational risks.

5. REIMAGINING FLOOD RESILIENCE PROJECT UPDATE

Type of Report: Information

Legal Reference: N/A

Document ID: 1891213

Reporting Officer/s & Unit: Michele Grigg, Principal Policy Analyst
Syed Andrabi, Manager Planning & Investments

1.0 Executive Summary - Te Kaupapa me te Whakarāpopototanga:

1. The purpose of this report is to provide an update on the HBRC-led Reimagining Flood Resilience project.
2. HBRC is progressing the Reimagining Flood Resilience project for the Upper Tukituki and Heretaunga Plains flood control schemes. It was established in response to recommendations from the Hawke's Bay Independent Flood Review and is focused on developing a long-term view of river flood resilience in Hawke's Bay.
3. The project is currently in the stakeholder engagement phase, including Stakeholder Reference Groups, Focus Groups, and a regional community survey.
4. Outputs from this phase will include a "Community Vision for Flood Resilience" for each scheme and a supporting Action Plan. These are expected to be presented to the project Steering Groups in April 2026.
5. This report provides a summary of the update presented to HBRC on 25 March 2026.

2.0 Recommendations - Ngā Tūtohunga

That Delivery and Regulatory Performance Committee:

1. **Receives** the report titled Reimagining Flood Resilience Project Update dated 16 April 2026.
2. **Notes** the progress of the Reimagining Flood Resilience project, including stakeholder engagement activities and the development of a Community Vision for Flood Resilience and supporting Action Plan, to be presented to project Steering Groups in April 2026.

3.0 Background - Ngā Tuāpapa:

The Reimagining Flood Resilience project has been initiated by HBRC to consider the future of flood resilience for the Upper Tukituki and Heretaunga Plains flood control schemes. The project forms part of HBRC's broader "Reducing Flood Risk in Hawke's Bay" programme, which groups flood risk into **rivers**, **surface**, and **coastal** categories.

The project was established following the Hawke's Bay Independent Flood Review and is intended to take a long-term, intergenerational view of flood resilience.

Governance and delivery of the project include:

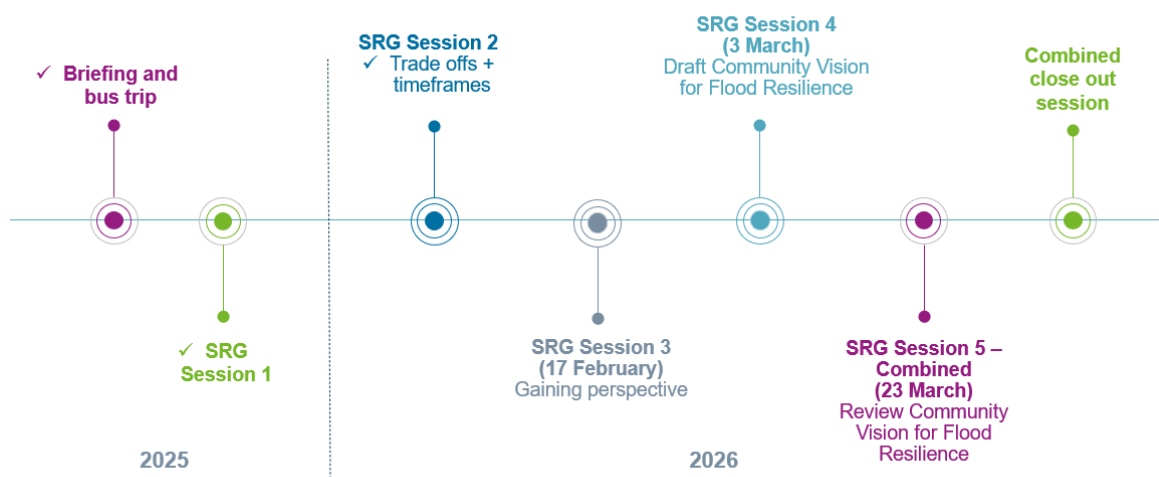
1. Stakeholder Reference Groups (SRGs)

2. Focus Groups (FGs)
3. A Technical Advisory Group (TAG)
4. Project Steering Groups

4.0 Discussion - Ngā Whakamārama:

4.1 Stakeholder Reference Groups and Community Engagement

Two Stakeholder Reference Groups were established for the Upper Tukituki Scheme and the Heretaunga Plains flood control scheme. Five sessions have been held with each group since November 2025 as shown in the figure below.



Tonkin and Taylor were engaged to lead this phase and to develop a “Community Vision for Flood Resilience” for each scheme. A region-wide community survey was undertaken from 2 February to 20 February 2026, with 415 respondents (including 42 Rangatahi/youth responses). Survey findings will inform the Community Vision documents.

4.2 Focus Groups

Focus Groups have been established to enable more detailed discussion on specific matters and to support input from Mana Whenua and Rangatahi.

Initial Focus Groups include:

- Tutaekuri Awa (Heretaunga Plains SRG)
- Ngaruroro Awa (Heretaunga Plains SRG)
- Waipawa / Tukituki Awa (Upper Tukituki SRG)
- Rangatahi / Young Professionals (to inform both SRGs).

An additional Operations Focus Group has been established to consider maintenance, gravel management, and operational decision-making.

The Operations Focus Group is supported by an independent advisor, Kyle Christensen, and is preparing a report with recommendations for the Steering Groups.

4.3 Steering Groups and Technical Advisory Group

Steering Groups have been established for both schemes, with representation from regional and territorial authorities and other partners.

The Steering Groups have met four times since December 2025.

The Technical Advisory Group (TAG) is overseeing key workstreams, including:

- Refinement of scheme reviews.
- A leading practice review (national and international)
- Economic assessment of the schemes, including flooding impacts associated with the Awatoto Road and Rail Bridges.

The TAG will also develop the Action Plan to support the Community Vision documents.

4.4 Next Phase of the Project

The Stakeholder Reference Groups will present the Community Vision for Flood Resilience documents to the Steering Groups in April 2026.

This will be accompanied by:

- The Action Plan developed by the TAG
- Recommendations from the Focus Groups, including the Operations Focus Group

The Steering Groups will consider this information and make recommendations to HBRC.

5.0 Options - *He kōwhiringa anō*:

6.0 No options are presented, as this report is for information only. Next Steps - *Te Koke*

NCC Officers will continue to monitor progress of the Reimagining Flood Resilience project.

A further update will be provided to Council following consideration of the Community Vision and Action Plan by the Steering Groups.

7.0 Attachments

Nil

Summary of Considerations - *Tuhinga Whakarāpopoto:*

This report provides an update on the Reimagining Flood Resilience project being led by HBRC. The project is progressing through its engagement phase, with outputs to be presented to Steering Groups in April 2026.

Fit with purpose of Local Government - *Ngā aronga tā te Kaunihera- ā-rohe kōrero*

This proposal promotes the environmental wellbeing of communities in the present and for the future by supporting regional flood resilience planning.

Māori Impact Statement - *He kōrero whaitake tā te māori kōrero:*

The project includes engagement with mana whenua through dedicated Focus Groups and stakeholder processes.

Climate Change - *Te Huringa o te āhuarangi*

This decision has an impact on Napier's adaptation to climate change, particularly in relation to flood risk and resilience.

LTP/ Annual Plan/ Financial Strategy/ Infrastructure Strategy - *Te Pae Tawhiti/ ā-tau / ā- Taunaki Ahumoni /ā- Taunaki Hanganga*

No direct implications arise from this report. Future implications will be considered once project outputs are available.

Financial considerations - *Whai whakaaro Ahumoni:*

There are no direct financial implications arising from this report.

Significance and Engagement - *Ko te Hiranga me te Hiwaia o te whakaaro:*

This report has been assessed as being of low significance, as it is for information only.

Consultation (internal/external) - *Ngā Uiuinga (Ki te Kaunihera /ki ngā tāngata katoa)*

No consultation has been undertaken by NCC for this report. Engagement has been led by HBRC as part of the project.

Risks: Legal/ Health and Safety etc. - *Whaktūpato Ture/ Hauora me te Haumaru*

There are no specific risks associated with this report, noting that it is for information only.

6. WATER SERVICES CAPITAL PROGRAMME DELIVERY UPDATE

<i>Type of Report:</i>	Information
<i>Legal Reference:</i>	N/A
<i>Document ID:</i>	1905124
<i>Reporting Officer/s & Unit:</i>	Sue Kelly, Manager Capital Delivery Hansika Iranthi, Programme Performance and Quality Lead

1.0 Executive Summary - Te Kaupapa me te Whakarāpopototanga:

This report presents an update on the 2025/26 Water Services Capital Programme, including major projects, objectives, and financial tracking.

1.1 Capital Programme Overview

The programme has a total capital budget of \$32,134,546 (2025/26) comprising the LTP budget and approved carry-forward funding from the previous financial year. The budget is distributed across all three water services as below.

There have been no changes to the overall budget since the 05 March paper. However, it should be noted that there are changes proposed in relation to the paper 36 and 96A Battery Road Wastewater and Stormwater Pipe Renewals Paper due for discussion in the 16 April Delivery and Regulatory Meeting.

Department	Annual Plan Budget	Carry Forward budgets	Total 25/26 capital budget	Additional requests	Revised budget
Water supply	\$9,548,856	\$1,399,854	\$10,948,710	\$1,500,000	\$12,448,710
Storm water	\$9,745,606	\$799,847	\$10,545,453		\$10,545,453
Wastewater	\$8,349,728	\$2,290,655	\$10,640,383		\$10,640,383
	\$27,644,190	\$4,490,356	\$32,134,546	\$1,500,000	\$33,634,546

Figure 1: Budget summary FY25/26

1.2 Programme Delivery Update-March 2026

There are 74 active projects and underway and 9 completed projects. Projects on hold/not started include growth projects triggered by external demand. The attached NCC Water Services Capital Programme Dashboard Update gives March programme and project updates.

1.3 Financial update- February 2026

Financial data from February 2026 shows year-to-date spend at approximately **\$14.03M**, accounting for 42% of the 2025/26 allocated budget. This is marginally lower than February 2025 year to date spend of \$14.3M.

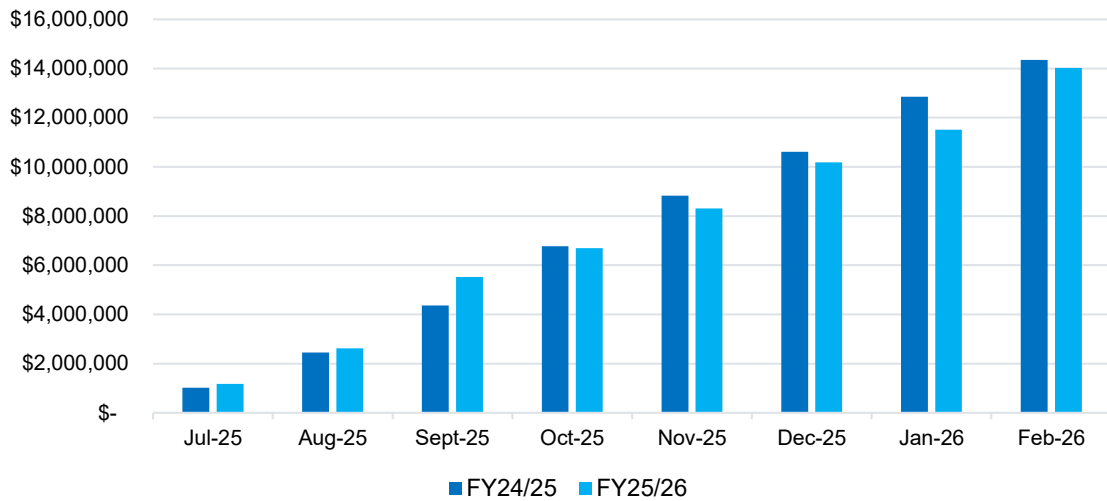


Figure 2: Year to date Spend comparison FY24/25 Vs FY25/26

1.4 Budget Phasing

The capital delivery team, assisted by finance, are working to ensure project spend is re-phased (forecast) on a regular cadence for reporting on the NCC Water Services Capital Programme Dashboard. There is a new dashed line indicating the phased monthly spend through to the end of the financial year. Currently this phasing is shown with a confidence level of +/- 15%. The accuracy of the phasing will improve with two factors; the closer we get to year end and continued practice of regular phasing.

The phasing does show a significant spend over the remainder of the financial year as a result of a number of projects being in construction over the next few months. Current phasing has the year end spend between \$27-\$31M.

2.0 Officer's Recommendation

Delivery and Regulatory Performance Committee::

Receive the report titled Water Services Capital Programme Delivery Update 16 April 2026.

3.0 Attachments

- 1 [Water services Capital Delivery Dashboard-March 2026](#) Doc Id: 1906256

NCC WATER SERVICES CAPITAL PROGRAMME DASHBOARD



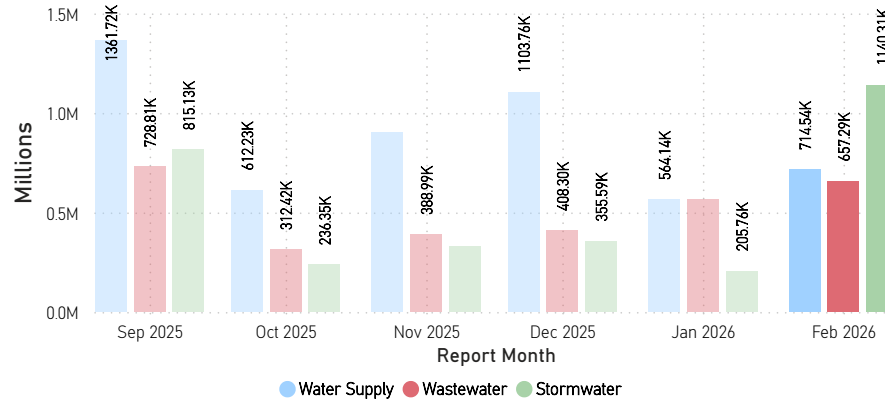
March 2026

ACTIVE PROJECTS

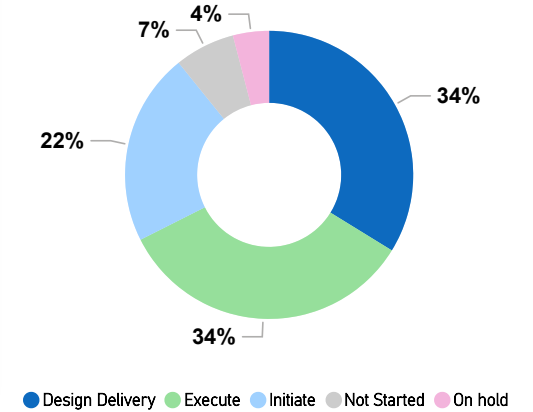
74

Department	Annual Plan Budget 25/26	Carry Forward budgets 24/25	Additional requests
Water supply	\$9,549K	\$1,400K	\$1,500K
Storm water	\$9,746K	\$800K	
Wastewater	\$8,350K	\$2,291K	
Total	\$27,644K	\$4,490K	\$1,500K

MONTHLY SPEND BY ASSET TYPE FY 25/26



PROJECT PHASE



ALLOCATED BUDGET FY 25/26

\$33.63M

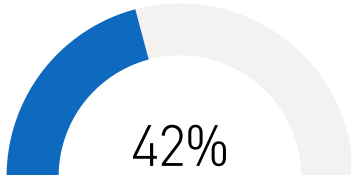
TOTAL MONTHLY SPEND - FEB 26

\$2.51M

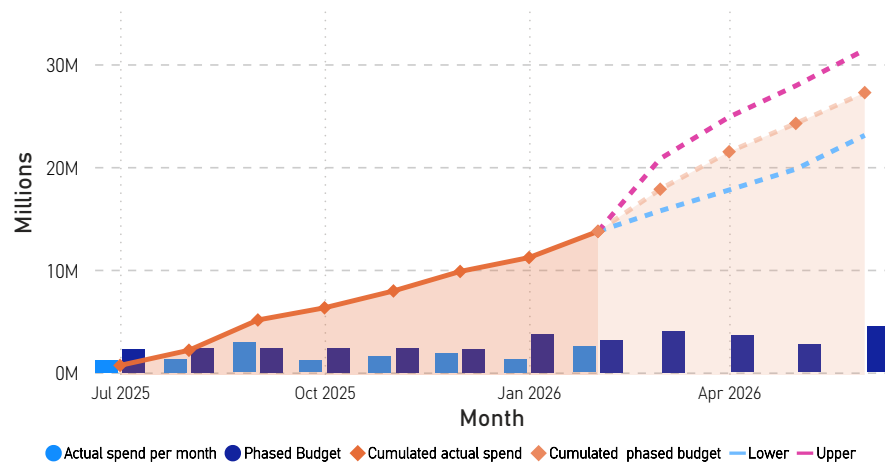
CUMULATED TOTAL SPEND - FEB 26

\$14.03M

CURRENT SPEND



YEAR TO DATE SPEND AND CUMULATED FORECAST - FEB 26



DEPARTMENT

NO OF PROJECTS

120 - Water Supply	28
130 - Stormwater	31
140 - Wastewater	24

17

Multiyear Projects

9

Completed Projects

8

Projects on hold / Not started

NCC WATER SERVICES CAPITAL PROGRAMME DASHBOARD



March 2026

KEY PROJECTS UPDATES

Active Projects	Status	Overall	Project update
Taradale and Herrick culverts	Construction	On Track	<ul style="list-style-type: none"> •Backfilling behind the sheet piles, removal of timber piles within the excavation area in progress. •Removal and disposal (at approved site) of contaminated soil is underway.
Latham Street Flume Removal project	Construction	On Track	<ul style="list-style-type: none"> •Construction work is currently underway, with installation of the valve chambers planned for mid April.
WS15 - Mission Hills Rising Mains and Booster Pump Station	Construction	On Track	<ul style="list-style-type: none"> •Pipe installation work completed. Commissioning activities have commenced. •Pump station construction and pump installation work completed in January 2026.
Te Awa pumpstation & Plantation Watercourse & ponds	Design Delivery	Monitor	<ul style="list-style-type: none"> •Preparations to lodge consents for Te Awa Pumpstation are in progress, with a target of early Q3 2026. •The detailed design of the inlet screens is progressing with input from both NCC operations and the supplier. •Cultural Impact Assessment Completed.
WS3 - Mataruahou Reservoir	Design Delivery	Monitor	<ul style="list-style-type: none"> •Landscaping Iteration 1 has been received and is currently under review. The concept is being assessed against Health & Safety requirements, operational needs, and available budget. •Cultural Impact Assessment is underway. •Archaeological authority application is in process and anticipated to be lodged with Heritage NZ in the coming months. •Project status elevated to amber as Notice of Requirement yet to be lodged which could impact schedule.
WS4 - Mataruahou Rising & Falling Mains, WS6 - Taradale Rising & Falling Mains	Design Delivery	Monitor	<ul style="list-style-type: none"> •Geotechnical investigations have concluded and reports being finalised. •Requirement of secondary pumping now finalised. This has elevated the project status to amber as may impact to project budget and schedule.
WS5 - Taradale & Awatoto Borefields	Design Delivery	Monitor	<ul style="list-style-type: none"> •Procurement planning for bore drilling in progress. •Elevated project status to amber as treatment methodology currently been reviewed.
WS11 - Mission Hills Reservoir	Design Delivery	On Track	<ul style="list-style-type: none"> •The Detailed Design work is in progress. •Responsibility for constructing the reservoir has been transferred to the Developer. •The Land purchase agreement has been signed, awaiting payment.
Wastewater new Outfall Consenting & Wastewater Outfall	Design Delivery	On Track	<ul style="list-style-type: none"> •Concept development and interface coordination work is in progress.
Lagoon Farm Diversion	Design Delivery	On Track	<ul style="list-style-type: none"> •A new strategic project lead has been appointed for the Ahuriri Regional Park project. •The Ahuriri Regional Park Joint Committee meeting held on Monday, 16th March 2026.

PROGRAMME RISK

Risk	Comments	Inherent Risk	Residual Risk	Mitigation Action
The formation of a new Water Services professional panel may result in a "tail" of contractual engagements with consultants no longer on the panel.	<p>Significant work required setting up new panel systems & processes.</p> <p>Increase administration work whilst working with new and existing panelists</p>	Monitor	On Track	Planning is underway to minimise the impacts of panel changes and ensure effective process are in place for engaging the new panel members.

KEY PROCUREMENT ACTIVITIES

Tenders in preparation

- Mataruahou Reservoir Construction Registration of Interest work is in progress.
- Bore Drilling Construction contract

Tenders on GETS

- Georges Drive Electrical Upgrade work issued to market.

Tenders in Evaluation

- Water services professional services panel tender evaluation completed.
- Battery Road Storm water and Wastewater Pipe Renewals tender closed on 12/03/2026 evaluation work is in progress.

KEY HIGHLIGHTS

- Mataruahou reservoir public engagement evening held on 31st March 2026.
- Latham Street flume replacement early works completed. Ready for installation of new valve chamber & pipes in mid April.

On Track

Monitor

Off track

*The RAG status displayed is based on information provided by project managers.

NCC WATER SERVICES CAPITAL PROGRAMME DASHBOARD



March 2026



PROJECTS COMPLETED

Capital works - Renewal

- Russell Road - 125 Main
- Taradale Road Rider main Extension work.

Capital works - Level of service

- SCADA Relocation
- Skink Enclosure on Foreshore Reserve (Awatoto)
- Lighthouse Road improvements
- Waghorne and Sea point Stormwater Improvement
- Thames Street stormwater swale construction work
- 41 Thames Street trade waste connection and flow metering
- Water Quality Monitoring Station

Latham Street Flume replacement work and Valve chamber



Taradale Culvert construction work is in progress



PROJECTS IN CONSTRUCTION

Capital works - Renewal

- Harpham Street - 63mm Rider Main
- Northe Street to Delhi Rd stormwater Upgrade
- 15 Enfield Road wastewater realignment
- WWTP Chamber Waterproofing
- Pipe Relining from Thompson road to Preistley road
- Water Air Valves Survey and Replacement project
- Franklin Road Reservoir MetriNet Installation
- Purimu pump station roof remediation work

Capital works - Level of service

- Taradale & Herrick culvert project
- Latham Street Flume replacement work
- Water Supply Flowmeter installation
- Mission Hills Water Supply- Rising Main and Booster Pump Station
- Emerson Street revitalization

Onekawa Wastewater pump station upgrade work completed. The programme aims to complete upgrades for 17 pump stations.



RECOMMENDATION TO EXCLUDE THE PUBLIC

That the public be excluded from the following parts of the proceedings of this meeting, namely:

AGENDA ITEMS

1. 3 Waters Professional Services Panel Contract Award
2. Additional Budget Request - 36 & 96A Battery Rd Wastewater & Stormwater Pipe Renewals
3. Update on Proposed Napier District Plan (Decisions Version) 2025 Appeals

The general subject of each matter to be considered while the public was excluded, the reasons for passing this resolution in relation to each 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 were as follows:

General subject of each matter to be considered.	Reason for passing this resolution in relation to each matter.	Ground(s) under section 48(1) to the passing of this resolution.	Plain English reason for passing this resolution in relation to each matter
1. 3 Waters Professional Services Panel Contract Award	<p>7(2)(h) Enable the local authority to carry out, without prejudice or disadvantage, commercial activities</p> <p>7(2)(i) Enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	<p>48(1)(a) That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist:</p> <p>(i) Where the local authority is named or specified in Schedule 1 of this Act, under section 6 or 7 (except 7(2)(f)(i)) of the Local Government Official Information and Meetings Act 1987.</p>	This Paper deals with commercially sensitive contract and procurement information

<p>2. Additional Budget Request - 36 & 96A Battery Rd Wastewater & Stormwater Pipe Renewals</p>	<p>7(2)(b)(ii) Protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p>	<p>48(1)(a) That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist: (i) Where the local authority is named or specified in Schedule 1 of this Act, under section 6 or 7 (except 7(2)(f)(i)) of the Local Government Official Information and Meetings Act 1987.</p>	<p>This report contains tender prices related to the project.</p>
<p>3. Update on Proposed Napier District Plan (Decisions Version) 2025 Appeals</p>	<p>7(2)(i) Enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	<p>48(1)(a) That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist: (i) Where the local authority is named or specified in Schedule 1 of this Act, under section 6 or 7 (except 7(2)(f)(i)) of the Local Government Official Information and Meetings Act 1987.</p>	<p>This is excluded from the public to enable Council to undertake negotiations relating to sensitive material</p>
<p>Public Excluded Text</p>			

Council has considered the public interest in the information above and balanced those interests with the reason(s) for withholding this information. This ensures Council has met the requirements for withholding information under section 7(2) of the Local Government and Official Information and Meetings Act 1987.

DELIVERY & REGULATORY PERFORMANCE COMMITTEE

Open Minutes

Meeting Date: Thursday 5 March 2026

Time: 9.30am – 10.18am (*Open*)
10.27am – 11.00am (*Public Excluded*)

Venue Breakout Room 2
War Memorial Centre
Marine Parade
Napier

Livestreamed via Council's YouTube Channel

Present **Chair:** Councillor Taylor
Members: Mayor McGrath, Councillors Chrystal, Crown, Isaac-Sharland, Lawrence, Mawson, Morley, Price (Deputy Chair), Raihania and Simpson
Ngā Mānukanuka o te Iwi Representatives: Unappointed

In Attendance Executive Director Strategy & Urban Development (Rachael Bailey)
Executive Director Water Services (Russell Bond)
Communications Marketing & Engagement Manager (Julia Stevens)
Head of Water Operations (Marcia Ho)
Head of Strategy and Programme Delivery (Stephanie Murphy)
Head of Strategy and Investments (Stephen Moratti)
Asset Engineering Planning (Sam Cuenca)
Manager Planning and Investments (Syed Andrabi)
Capital Investments Planner (Bex Smiley)
Programme Performance and Quality Lead (Hansika Iranthi)

Strategic Contracts Lead (Josh Lloyd)
Enterprise Project Management Office Manager (Bruce Lake)
Governance Manager (Anna Eady)

Also in attendance: Tony Miguel, Consultant, Beacon Pathway
Nicki Bartlett and Matt Lloyd – WSP and Beca

Administration Governance Advisors (Carolyn Hunt and Jemma McDade)

DELIVERY & REGULATORY PERFORMANCE COMMITTEE – Open Minutes

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ORDER OF BUSINESS

Karakia

The meeting opened with the Council karakia.

Apologies

COMMITTEE RESOLUTION

Councillors Price / Chrystal

That the apology for absence from Deputy Mayor Brownlie be accepted.

Carried

Conflicts of interest

Nil

Public forum

Nil

Announcements by the Mayor

Nil

Announcements by the Chairperson

Nil

Announcements by the management

Nil

Confirmation of minutes

There were no minutes to confirm as this was the inaugural meeting of the Development and Regulatory Performance Committee for the new 2025-2028 Triennium.

Minor Matters

- New Zealand Police
- Central Government Reforms in relation to Mayoral Forum

Councillor Lawrence joined the meeting at 9.31am

AGENDA ITEMS

1. UNISON EASEMENTS - 201 PREBENSEN DRIVE & 120 AUSTIN ST RESERVES

Type of Report: Legal and Operational

Legal Reference: Reserves Act 1977

Document ID: 1897364

Reporting Officer/s & Unit: Sam Cuenca, Asset Engineer Planning

1.0 Executive Summary - Te Kaupapa me te Whakarāpopototanga:

- 1.1 To seek the Committee's approval to grant easements in gross in favour of Unison Networks Limited. The easements are for the installation and maintenance of new electricity network assets required to supply the New Zealand Transport Agency's Napier Commercial Safety Vehicle Centre (CSVC) project.
- 1.2 The easements are required over two Council-owned reserve areas. These are Lot 4 DP 17249, being a Local Purpose Reserve (Drainage) at 120 Austin Street, and Lot 3 DP25918, being a Local Purpose Reserve (Recreational) at 201 Prebensen Drive.
- 1.3 Unison requires legal rights to install, access, operate and maintain its assets. The final easements will be confirmed by survey after installation.
- 1.4 New Zealand Transport Agency (NZTA) will meet the survey, LINZ, and legal costs under the Agreement.

At the meeting

The Asset Engineer Planning, Mr Cuenca supported by Mr Andrabi presented the report.

Mr Cuenca confirmed that if damage occurs to Infrastructure on the Reserve during installation or maintenance it would be Unison's responsibility and this responsibility would form part of the Easement Agreement that will be signed by the Chief Executive. During the construction stage, the works will be supervised by Council's internal team to ensure that any structural or reinstatement works are undertaken in accordance with Council's standards.

COMMITTEE RESOLUTION

Councillors Price / Morley

The Delivery and Regulatory Performance Committee:

- a. **Approves**, as administering body, the granting of an easement in gross in favour of Unison Networks Limited over the relevant parts of Lot 4 DP 17249 (Local Purpose Reserve – Drainage).
- b. **Approves**, as administering body, the granting of an easement in gross in favour of Unison Networks Limited over the relevant parts of Lots 3 and 4 DP25918 (Local Purpose Reserve – Recreational).
- c. **Approves**, in exercise of the Ministerial consent (under delegation from the Minister of Conservation), the granting of the above easements.
- d. **Authorises** the Chief Executive to execute the Agreement to Grant Easement under delegated authority.
- e. **Notes** that NZTA will pay the costs identified in the Agreement, including survey, LINZ fees, and legal costs.

Carried

2. WATER DEMAND MANAGEMENT STRATEGY AND ACTION PLAN

Type of Report: Procedural

Legal Reference: N/A

Document ID: 1899093

Reporting Officer/s & Unit: Bex Smiley, Capital Investments Planner
Syed Andrabi, Manager Planning & Investments

1.0 Executive Summary - Te Kaupapa me te Whakarāpopototanga:

- 1.1 Napier City Council (NCC) has developed a Water Demand Management Strategy and Action Plan (WDMSAP) to reduce water demand and support the upcoming water take consent renewal in 2027. The WDMSAP assesses historic and forecast water demand, climate impacts, population growth, and infrastructure performance, and identifies six scenarios to reduce future water consumption.
- 1.2 The report recommends Scenario 5 as the preferred pathway, delivering a 10% reduction in water demand by 2030, supported by leak reduction, comprehensive water loss management, engagement with the top 100 users, social marketing, education, and improved data and metering. Scenario 6 offers further reductions through universal metering but would require additional community engagement, cost assessment and political support.
- 1.3 Education and social marketing are essential enablers of the WDMSAP. Residential use represents the largest share of Napier's water demand, and sustained reductions will only be achieved if users understand why water efficiency matters and how their everyday actions contribute. Scenario 5 deliberately combines infrastructure-based measures with targeted education and behaviour change initiatives to ensure early demand reductions are maintained over time and supported by community understanding and buy-in.
- 1.4 This report presents the findings of the Strategy, outlines recommended actions for 2026–2030, and highlights ongoing initiatives aimed at reducing water consumption in Napier.

At the meeting

The Capital Investments Planner, Ms Smiley, supported by Mr Andrabi introduced Tony Miguel from Beacon Pathway who had been pivotal in the modelling and scenario analysis.

Ms Smiley took the report as read and displayed a PowerPoint presentation (Doc Id 1901233) summarising key points for the Water Demand Management Strategy and Action Plan, and why water demand management matters.

In response to questions the following was clarified:

- Mr Andrabi advised that the Strategy and Action Plan must be completed prior to renewing the 2027 water consent, as it is required to demonstrate that Council is actively undertaking water management. The allowable water-take volumes for the next 30 years are currently being assessed by the Hawke's Bay Regional Council (HBRC).
- Officers discussed what percentage reduction in water use would be required to ensure long-term water security. It was noted that approximately 80% of aquifer use is attributed to non-domestic users.
- The Committee was informed that the aquifer is currently over-extracted by an estimated 30%–40%. Any reduction of supply would therefore require full participation from all

stakeholder groups. For Council, the most tangible operational benefit of reduced water use would be lower power costs, which currently make up around 12% of total operating expenses.

- Officers noted that the Hastings District Council is also developing a Water Demand Strategy, and both councils are working together to align processes and ensure a coordinated regional approach.
- Regarding commercial water users, officers explained that the first group of 100 targeted users is a priority. The first step will be to assess their water use to determine the actual consumption required to produce their goods and services and then target where reduction is feasible. If it is found that some are using water efficiently, then other top users will be targeted.
- It was highlighted that the absence of household water meters makes leak detection of households difficult.
- Officers advised that the city has two District Metered Areas (DMA) that can monitor demand within smaller areas. Further DMAs are planned as provide better insight into consumption and support leak detection activities.
- Leak detection undertaken in the past 12 months has been acoustic-based.
- Officers also confirmed that water bottling plants operate using their own bores and hold independent consents from HBRC, meaning their water use is not part of Napier's network demand.

COMMITTEE RESOLUTION

Councillors Crown / Simpson

The Delivery and Regulatory Performance Committee:

- a. **Receives** the report titled Water Demand Management Strategy and Action Plan dated 05 March 2026.
- b. **Endorses** Scenario 5 as the preferred implementation pathway for 2026-2030. This combines infrastructure improvements, such as leak management, with active engagement of the top 100 non-residential users, community education, and a social marketing programme fostering community action to reduce demand.
- c. **Approves** commencement of the early actions, of the Water Demand Management Strategy and Action Plan, required in 2026 including increased meter reading, expanded leak detection, and stakeholder and community engagement.

Carried

Attachments

- 1 Water Demand Management Strategy and Action Plan presentation (Doc Id 1901233)

3. WATER SERVICES CAPITAL PROGRAMME DELIVERY UPDATE

Type of Report: Information

Legal Reference: Enter Legal Reference

Document ID: 1897721

Reporting Officer/s & Unit: Sue Kelly, Manager Capital Delivery
Hansika Iranthi, Programme Performance and Quality Lead

1.0 Executive Summary - Te Kaupapa me te Whakarāpopototanga:

1.1 This report presents a summary of the 2025/26 Water Services Capital Programme, including major projects, objectives, and financial distributions.

At the meeting

The Head of Strategy and Investments, Mr Moratti took the paper as read and highlighted key points in the report.

COMMITTEE RESOLUTION

Councillors Simpson / Mawson

The Delivery and Regulatory Performance Committee:

- a) **Receive** the report titled Water Services Capital Programme Delivery update 05 March 2026.

Carried

Minor matters

- **New Zealand Police** – Councillor Simpson noted that in 2003 the Taradale Police Station was closed, after which he began discussions with the Community Constable in his capacity both as a local resident and as a member of the Taradale Business Association regarding potential next steps.
In 2004, he opened communication with Commander Inspector Lincoln Sycamore; however, progress at that time was limited and no commitments were able to be made. In 2005, Commander Sycamore provided Councillor Simpson with information that was not for public release. Councillor Simpson advised that this information ultimately led to the rapid installation and development of the new Taradale Police Station structure.

Councillor Simpson expressed his thanks to Community Constable Brent Smith, Commander Inspector Lincoln Sycamore, and Katie Nimon MP for their collective efforts in campaigning for the reinstatement of the Taradale Police Station.

ACTION: *Officers to prepare and forward a letter of congratulations and thanks to HB Area Commander, Inspector Lincoln Sycamore, acknowledging his contribution to the successful campaign for a new Taradale Police Station.*

- **Central Government Reforms in relation to Mayoral Forum** – Councillor Taylor noted that members were well aware of the ongoing Local Government reforms and the discussions involving HBRC, including the establishment of a Mayoral Forum. The Chief Executive and the Mayor are participating in this Forum, and no formal communication has yet been released from its meetings.

Concern was expressed regarding certain journalists being invited to attend the Mayoral Forum, potentially before information has been shared with elected members.

ACTION: *That a report be presented to elected members on how the Mayoral Forum process is progressing.*

RESOLUTION TO EXCLUDE THE PUBLIC

COMMITTEE RESOLUTION

Councillors Chrystal / Lawrence

That the public be excluded from the following parts of the proceedings of this meeting, namely:

1. Urban Infrastructure Professional Services Panel - Contract Award

Carried

The general subject of each matter to be considered while the public was excluded, the reasons for passing this resolution in relation to each 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 were as follows:

General subject of each matter to be considered.	Reason for passing this resolution in relation to each matter.	Ground(s) under section 48(1) to the passing of this resolution.	Plain English reason for passing this resolution in relation to each matter.
1. Urban Infrastructure Professional Services Panel - Contract Award	<p>7(2)(b)(ii) Protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p> <p>7(2)(h) Enable the local authority to carry out, without prejudice or disadvantage, commercial activities</p>	<p>48(1)(a) That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist:</p> <p>(i) Where the local authority is named or specified in Schedule 1 of this Act, under section 6 or 7 (except 7(2)(f)(i)) of the Local Government Official</p>	Commercially confident information included in the report

		Information and Meetings Act 1987.	
Public Excluded Text			
Council has considered the public interest in the information above and balanced those interests with the reason(s) for withholding this information. This ensures Council has met the requirements for withholding information under section 7(2) of the Local Government and Official Information and Meetings Act 1987.			

The meeting adjourned 10.17am and reconvened 10.27am in Public Excluded

The meeting closed with a karakia at 11.00am

Approved and adopted as a true and accurate record of the meeting.

Chairperson

Date of approval