



Private Plan Change 10, Environmental Policy Manager, Hastings District Council,  
Private Bag 9002,  
Heretaunga Hastings 4156

26 June 2026

Tēnā koutou,

This is a joint submission from the Outdoor Access Commission and Hawke's Bay Trails on **Private Plan Change 10 - Hastings Racecourse Relocation** as notified on the Hastings District Council website:

<https://www.hastingsdc.govt.nz/services/district-plan/changes/plan-change-10/>

In preparing our submission we have incorporated feedback from the Racecourse planners (TWP). We propose public access connectivity within the plan change area aligned to avoid areas with specific health & safety concerns for the intended racecourse zones and their uses.

### **Outdoor Access Commission and Hawke's Bay Trails**

Herenga ā Nuku Aotearoa the Outdoor Access Commission is the Crown agent responsible for providing leadership on outdoor access issues. Our governing piece of legislation is the Walking Access Act 2008. The primary purpose of the Walking Access Act 2008 is 'to provide the New Zealand public with free, certain, enduring, and practical walking access to the outdoors'.

Our role is to advise on and advocate for free, certain, enduring, and practical access to the outdoors. We administer a national strategy on outdoor access, including tracks and trails. Herenga ā Nuku plays a key role in negotiating, establishing and improving outdoor access for New Zealanders. In fulfilling this role, we consider all forms of public access, including by foot, bike, horse and vehicle.

### **The specific parts of Private Plan Change 10 that our submission relates to:**

- Addition of a new Stadium Zone chapter
- Addition of a new Racecourse Precinct chapter in the Stadium Zone chapter with associated new Appendix 25B
- Section 26.1 Transport and Parking

**Our submission:**

The Commission and Hawke’s Bay Trails have a mutual interest in enhancing the existing cycle trails network and creating future public access connectivity between the developing edge of Flaxmere and surrounding horticultural land.

There are plans for a 450-home subdivision on land adjoining the southern edge of the plan change area – and we have identified an opportunity for public access connectivity around the racecourse, and connection into the new roading and reserves network planned for the subdivision.

Refer to the attached sub-regional map *Hawke’s Bay Trails - Flaxmere* below: There is an existing cycle trail - the Wineries Ride – along roadsides connecting ten cellar doors as a loop out from Flaxmere (the area surrounding the proposed new racecourse). You can see the Wineries Ride loop showing in green traversing Ngaururo riverbank, SH50, Ngatarawa Road, Maraekākaho Road, Stock Road, and Wilson Road Flaxmere. The plan change area and new subdivision area is at the end of Portsmouth Road and is shaded red (with two impacted reserves indicated in orange).



**Map key**

- |                            |  |                               |
|----------------------------|--|-------------------------------|
| Cycle Trails               | ..... Cycle Touring/Bikepacking Route      | Yellow Other Parks & Reserves |
| Type                       | Red Easements                              | Blue Hydro Parcels            |
| Green Great Ride           | Light Green Reserve Land                   |                               |
| Light Green Heartland Ride | Dark Green Public Access Conservation Land |                               |
- Date: 24/06/2026 2:32 pm

**HB Trails - Flaxmere area**

Map scale: 1:72,224

0 1 2 km



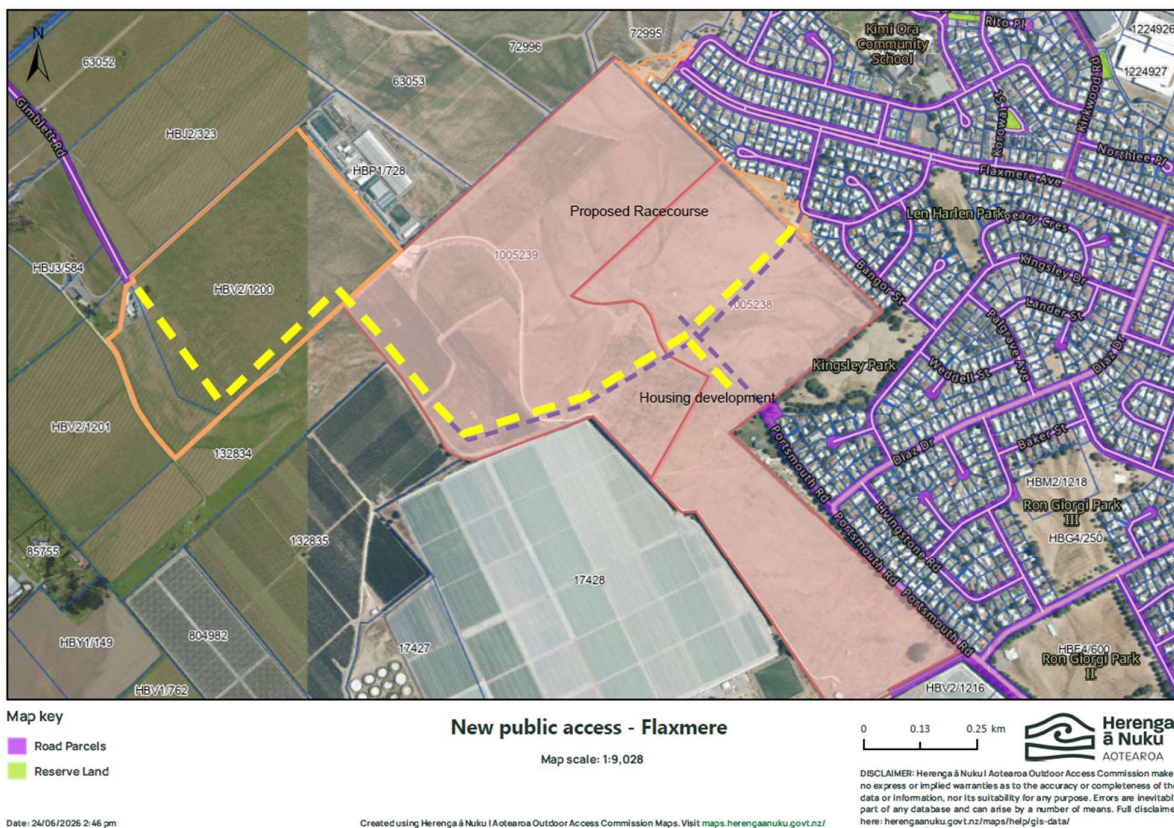
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Refer to the *New Public Access - Flaxmere* map below. We propose new public access provision for walking and cycling around the perimeter of the Racecourse plan change area, as the basis for an enhanced trails connection into the viticulture/horticulture landscape between Portsmouth Road and Gimblett Road. We note that negotiation with adjoining landowner(s) would be needed to complete a trails connection at the Gimblett Road end – however this is not an issue for the plan change to resolve and is something for the Commission and Hawke’s Bay Trails to progress in the future.

The yellow dashed line in the map below indicates the proposed new connection from Portsmouth Road through the plan change area to Gimblett Road. The purple dashed lines approximate the new public road connections indicated in the plan change application, and we note the proposed public road network also connects to Ramsey Crescent in the east. The public access gap between the western end of the proposed public road within the plan change area and Title HBV2/1200 to the north is less than 400m.

We propose an easement for public access across the plan change area - to bridge that gap. There would be detail to be worked through e.g. conditions of public access, requirements for race-day controls, methods for ensuring safe use by racecourse vehicles (particularly the 10m wide space between the outermost edge of the racecourse and the property boundary), and solutions for any line-of-sight issues.



**We seek the following decisions:**

As noted in the *Plan Change Request & S32 Assessment Report Hawke’s Bay Racecourse* document supplied, the Regional Policy Statement *POL UD12 Matters for Decision-making* includes a requirement for the territorial authority to have regard to “*Good, safe connectivity within the area, and to surrounding areas, by a variety of transport modes, including motor vehicles, cycling, pedestrian and public transport, and provision for easy and safe transfer between modes of transport*”.

We seek provision in the plan change for active open space use for public recreational access and landscape connectivity. Specifically, we seek a clause(s) in the proposed new Stadium Zone chapter that provides for public access connectivity around the southwestern and western perimeter of the plan change area to achieve better integration with future urban form, and to help achieve good safe connectivity within the area and to surrounding areas for cyclists and pedestrians.

We note that the District Plan chapter 26.1 Transport and Parking already contains policies in line with TPAO2 A transportation network that actively encourages alternative transport modes – e.g. *“POLICY TPP14: Ensure that infrastructure associated with alternative transport modes is safe, convenient and accessible to all sectors of the community”*. We seek decisions that ensure any amendments and additions to this chapter through the plan change further emphasise and strengthen these policies and enable the intended outcome of encouraging alternative transport modes.

Thank you for receiving our submission. We wish to speak at the Hearing in support of our submission. We would consider presenting a joint case at the Hearing if there are others making a similar submission.

Nāku noa, nā

A handwritten signature in black ink, appearing to read 'Dot Dalziell', written in a cursive style.

Dot Dalziell – Regional Field Advisor, Herenga ā Nuku Aotearoa Outdoor Access Commission

Herenga ā Nuku Aotearoa

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## APPENDIX A – HAWKE’S BAY TRAILS LETTER IN SUPPORT OF JOINT SUBMISSION

25/6/26



### LETTER OF SUPPORT

Outdoor Access Commission - Submission on Private Plan Change 10 - Hawke's Bay Racecourse Relocation

Regarding the Private Plan Change 10 - Hawke's Bay Racecourse Relocation, and in my role as Trail Manager for the Hawke's Bay Trails Great Ride, this proposed future development presents potential opportunities for positive, symbiotic collaboration for future strategic developments benefiting the wider community.

Background: The Hawke's Bay Trails Great Ride contributes significant value to the region each year across environmental, social, health, and economic outcomes, generating millions of dollars through visitation by local, domestic, and international users. The network offers three distinct cycling experiences: the Water Ride, Landscapes Ride, and Wineries Ride. In 2025, a record 800,000 individual trips were recorded across the 177 km network, making it one of the most popular Ngā Haerenga 23 Great Rides in New Zealand. In the Angus & Associates research report for the 2025 Evaluation of Ngā Haerenga Great Rides of New Zealand, an estimate expenditure of \$1.28 billion is attributable to the Great Rides. Cycle tourism provides an active and immersive way to experience the region, connecting visitors with the natural environment and tourism offerings. This regional tourism asset is a collaboration between asset owners: Hawke's Bay Regional Council, Hastings District Council, Napier City Council, and NZ Transport Agency.

In addition to its tourism benefits, the trail network supports local communities by providing valuable commuting routes. It is underpinned more than ten bike hire/tour companies and multiple cycle retail businesses across the region, that provide opportunities to enjoy our region's hospitality. The network also attracts numerous events annually, including the flagship Hawke's Bay Marathon, which relies heavily on the quality and connectivity of this asset.

The Wineries Ride connects Clive via the Ngaruroro River to Roy's Hill and the wine-producing sub-regions of Gimblett Gravels and Bridge Pa Triangle. This area currently features ten cellar doors directly accessible from, or near, the trail, with many more vineyards located nearby. As Hawke's Bay is recognised as one of the Great Wine Capitals of the World, this section of the trail holds significant potential as a premium visitor experience.

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However, the Wineries Ride is currently the least utilised section of the network. This is largely due to substantial portions of the route running adjacent to high-speed, high-volume roads such as SH50, Ngatarawa Road, Maraekakaho Road, and Stock Road. Research indicates that walking and cycling experiences are more attractive when separated from busy transport corridors.

To enhance this part of the network and increase visitation, there is an opportunity to develop more attractive off-road loop connections that link trail users more directly with vineyards and surrounding rural landscapes. Such improvements would create a safer, more enjoyable user experience while strengthening connections to cellar doors and local businesses.

Potential future value: The Wineries Ride borders this proposed development on two sides, presenting a strong opportunity to integrate future public access and trail connectivity. In particular, there is potential to create a connection between Portsmouth Road and Gimblett Road via the developing edge of Flaxmere and adjacent horticultural land. This could form a new looped experience, potentially passing through world-class vineyard landscapes. It is acknowledged that achieving this would require collaboration and agreement with councils and multiple landowners.

If implemented, these connections could deliver substantial regional benefits, including enhanced recreational and commuter links for local communities, improved access to key tourism destinations, and the potential to utilise future racecourse facilities to support major events such as the Hawke's Bay Marathon.

Yours sincerely



Vicki Butterworth  
Cycle Network Coordinator (Trail Manager)



See the best  
of New Zealand  
by bike



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