



PALMERSTON NORTH CITY COUNCIL

AGENDA

COUNCIL

9:00 AM, WEDNESDAY 8 OCTOBER 2025

COUNCIL CHAMBER, FIRST FLOOR
CIVIC ADMINISTRATION BUILDING
32 THE SQUARE, PALMERSTON NORTH

MEMBERS

Grant Smith (Mayor)

Debi Marshall-Lobb (Deputy Mayor)

Mark Arnott

Leonie Hapeta

Brent Barrett

Lorna Johnson

Rachel Bowen

Billy Meehan

Vaughan Dennison

Orphée Mickalad

Lew Findlay (QSM)

Karen Naylor

Roly Fitzgerald

William Wood

Patrick Handcock (ONZM)

Kaydee Zabelin

AGENDA ITEMS, IF NOT ATTACHED, CAN BE VIEWED AT

pncc.govt.nz | Civic Administration Building, 32 The Square
City Library | Ashhurst Community Library | Linton Library

Waid Crockett

Chief Executive | PALMERSTON NORTH CITY COUNCIL

Te Marae o Hine | 32 The Square
Private Bag 11034 | Palmerston North 4442 | New Zealand
pncc.govt.nz

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NORTH
CITY

COUNCIL MEETING

8 October 2025

ORDER OF BUSINESS

1. Karakia Timatanga

2. Apologies

3. Notification of Additional Items

Pursuant to Sections 46A(7) and 46A(7A) of the Local Government Official Information and Meetings Act 1987, to receive the Chairperson's explanation that specified item(s), which do not appear on the Agenda of this meeting and/or the meeting to be held with the public excluded, will be discussed.

Any additions in accordance with Section 46A(7) must be approved by resolution with an explanation as to why they cannot be delayed until a future meeting.

Any additions in accordance with Section 46A(7A) may be received or referred to a subsequent meeting for further discussion. No resolution, decision or recommendation can be made in respect of a minor item.

4. Declarations of Interest (if any)

Members are reminded of their duty to give a general notice of any interest of items to be considered on this agenda and the need to declare these interests.

5. Public Comment

To receive comments from members of the public on matters specified on this Agenda or, if time permits, on other Committee matters.

6. Acknowledgement of Service - Councillor Pat Handcock

7. Confirmation of Minutes

Page 9

That the minutes of the ordinary Council meeting of 3 September 2025 Part I Public be confirmed as a true and correct record.

REPORTS

8. Adoption of the Annual Report 2024/25

Page 21

Memorandum, presented by Scott Mancer, Manager Finance and Debbie Perera, Audit Director.

9. Palmerston North Airport Limited - Annual report for 12 months ended 30 June 2025 & Instructions relating to Annual Meeting

Page 25

Memorandum, presented by Steve Paterson, Manager - Financial Strategy.

10. Palmerston North Airport Ltd - Statement of Expectations 2026/27-2028/29

Page 137

Memorandum, presented by Steve Paterson, Manager - Financial Strategy.

11. Deliberations advice - proposed Linklater Reserve on-leash dog control area

Page 145

Report, presented by Stacey Solomon, Policy Analyst.

12. Manawatū Regional Freight Ring Road - Accelerated Project Timeline

Page 243

Memorandum, presented by James Miguel, Senior Transport Planner.

13. Aokautere Business Case: Funding Options

Page 249

Report, presented by James Miguel, Senior Transport Planner and Waheed Ahmed, Principal Transport Planner Operations.

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|------------|--|----------|
| 14. | PNCC Organisational Emissions Inventory 2024/2025 Annual Report
Memorandum, presented by Sabrina Hinchey, Climate Change and Sustainability Analyst. | Page 255 |
| 15. | Citywide Emissions Inventory 2024 Annual Report
Memorandum, presented by Sabrina Hinchey, Climate Change and Sustainability Analyst. | Page 265 |
| 16. | Low Carbon Fund Allocations 2024/25
Memorandum, presented by David Watson, Senior Climate Change Advisor. | Page 271 |
| 17. | Local Government (Systems Improvement) Amendment Bill and Online Gambling: Submissions Approved Under Mayoral Delegation
Memorandum, presented by Grace Nock, Manager - Organisational Planning and Performance. | Page 277 |
| 18. | Elected Members' Meeting Attendance Statistics - 1 July 2024 to 30 June 2025
Memorandum, presented by Hannah White - Manager Governance. | Page 287 |
| 19. | Continuation of appointment of Dog Control Act 1996 Hearing Panel
Memorandum, presented by Desiree Viggars, Manager Legal, Risk and Assurance/Legal Counsel. | Page 291 |
| 20. | Council Work Schedule | Page 293 |

RECOMMENDATIONS FROM COMMITTEE MEETINGS

- | | | |
|------------|---|----------|
| 21. | Presentation of the Part I Public Culture & Sport Committee Recommendations from its 10 September 2025 Meeting | Page 297 |
| 22. | Karakia Whakamutunga | |

23. Exclusion of Public

That the public be excluded from the following parts of the proceedings of this meeting listed in the table below.

The general subject of each matter to be considered while the public is excluded, the reason 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 are 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) for passing this resolution
24.	Confirmation of the minutes of the ordinary Council meeting of 3 September 2025 Part II Confidential	For the reasons set out in the Council meeting of 3 September 2025, held in public.	
25.	Part IIB - Chief Executive Performance Review.	Privacy of the individual in regards to their employee performance outweighs public interest	s7(2)(a)PRIVACY This information needs to be kept private to protect personal information that is confidential or sensitive. This includes people who are no longer alive
26.	Environmental Health Contract Update	Allows Council to negotiate in good faith and to get good value from contract.	s7(2)(b)(ii)THIRD PARTY COMMERCIAL Disclosing the information could harm a company's commercial position and s7(2)(h)COMMERCIAL ACTIVITIES: This information needs to be kept confidential to allow Council to engage in commercial activities without prejudice or disadvantage
27.	Wyndham Street Upgrade - Programme Budget and Tender Award	Agreeing the tender confidentially allows Council to get best value for these public works.	s7(2)(b)(ii)THIRD PARTY COMMERCIAL Disclosing the information could harm a company's commercial position and s7(2)(i)NEGOTIATIONS: This information needs to be kept confidential to ensure that Council can negotiate effectively, especially in business

			dealings
28.	Trustee Appointment to Te Manawa Museums Trust Board	The candidate's right to privacy outweighs the public's interest to know who has applied to the Te Manawa Trust Board until the appointment has been confirmed.	s7(2)(a)PRIVACY This information needs to be kept private to protect personal information that is confidential or sensitive. This includes people who are no longer alive
29.	Civic Honours Awards 2025	Allows for appropriate preparation of awards ceremony in that affected individuals can share news with family prior to media announcement.	s7(2)(a)PRIVACY This information needs to be kept private to protect personal information that is confidential or sensitive. This includes people who are no longer alive
30.	Proposal to grant initial licence and easements to Meridian Energy - Turitea Reserve	It is to the greater public interest that Council acts in confidence at this stage of the negotiations.	s7(2)(b)(ii)THIRD PARTY COMMERCIAL Disclosing the information could harm a company's commercial position, s7(2)(c)(i)PREJUDICE THE SUPPLY OF SIMILAR INFORMATION: Releasing this information could negatively effect similar confidential information or discourage people from sharing such information, s7(2)(i)NEGOTIATIONS: This information needs to be kept confidential to ensure that Council can negotiate effectively, especially in business dealings and s7(2)(j)PREVENT IMPROPER GAIN OR ADVANTAGE: This information needs to be kept confidential to prevent its improper use for personal gain or advantage.

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public as stated in the above table.

Also that the persons listed below be permitted to remain after the public has

been excluded for the reasons stated.

[Add Third Parties], because of their knowledge and ability to assist the meeting in speaking to their report/s [or other matters as specified] and answering questions, noting that such person/s will be present at the meeting only for the items that relate to their respective report/s [or matters as specified].

PALMERSTON NORTH CITY COUNCIL

Minutes of the Council Meeting Part I Public, held in the Council Chamber, First Floor, Civic Administration Building, 32 The Square, Palmerston North on 03 September 2025, commencing at 9.02am

Members Present:	The Mayor (Grant Smith) (in the Chair) and Councillors Debi Marshall-Lobb, Mark Arnott, Brent Barrett, Rachel Bowen, Vaughan Dennison, Lew Findlay, Roly Fitzgerald, Patrick Handcock, Leonie Hapeta, Lorna Johnson, Orphée Mickalad, Karen Naylor, William Wood and Kaydee Zabelin.
Members Present Online:	Councillor Billy Meehan.
Apologies:	Councillor Billy Meehan (early departure).

Councillor Orphée Mickalad was not present when the meeting resumed at 10.46am. He entered the meeting again at 10.48am after the consideration of clause 134-25. He was not present for clause 134-25.

Councillor Billy Meehan was not present when the meeting resumed at 1.33pm. He was not present for clauses 141-25 to 150-25.

Councillor Roly Fitzgerald left the meeting at 2.40pm during consideration of clause 142-25, and returned to the meeting at 2.43pm after clause 142-25. He left the meeting at 3.24pm at the end of the public part of the meeting. He was not present for clauses 142-25, and 148-25 to 150-25.

Councillor Mark Arnott left the meeting at 3.17pm during consideration of clause 145-25 and returned to the meeting at 3.20pm after clause 145-25. He was not present for clause 145-25.

Councillor Lew Findlay left the meeting at 4.44pm. He was not present for clauses 148-25 to 150-25.

Karakia Timatanga

Councillor Debi Marshall-Lobb opened the meeting with karakia.

131-25 Apologies

Moved Grant Smith, seconded Debi Marshall-Lobb.

RESOLVED

1. That Council receive the apologies.

Clause 131-25 above was carried 16 votes to 0, the voting being as follows:

For:

The Mayor (Grant Smith) and Councillors Debi Marshall-Lobb, Mark Arnott, Brent Barrett, Rachel Bowen, Vaughan Dennison, Lew Findlay, Roly Fitzgerald, Patrick Handcock, Leonie Hapeta, Lorna Johnson, Billy Meehan, Orphée Mickalad, Karen Naylor, William Wood and Kaydee Zabelin.

Declarations of Interest

Councillor William Wood declared a conflict in Item 26 Purchase Opportunity – Mobile Stage (clause 150-25) and took no part in discussion or debate.

Tribute: Steve Stannard

The Mayor made a tribute to Steve Stannard, Civic Award recipient, founding head of Massey University's School of Sport and Exercise Science and local cycling advocate, who passed away on 30 August 2025.

132-25

Public Comment

Amy Walters, Greg Sawyer, Georgia Wheeler and Connor Taylor, representing Kiwi Canoe Polo, made public comment in support of Item 9 Notice of Motion: Kiwi Canoe Polo Next Stage Support.

Rami Al-Jiab made public comment in support of Item 6 Petition - Call for an Immediate, Permanent Ceasefire in Gaza and an Ethical Procurement and Investment Policy.

Moved Grant Smith, seconded Debi Marshall-Lobb.

RESOLVED

1. That Council receive the public comments.

Clause 132-25 above was carried 16 votes to 0, the voting being as follows:

For:

The Mayor (Grant Smith) and Councillors Debi Marshall-Lobb, Mark Arnott, Brent Barrett, Rachel Bowen, Vaughan Dennison, Lew Findlay, Roly Fitzgerald, Patrick Handcock, Leonie Hapeta, Lorna Johnson, Billy Meehan, Orphée Mickalad, Karen Naylor, William Wood and Kaydee Zabelin.

133-25

Petition - Call for an Immediate, Permanent Ceasefire in Gaza and an Ethical Procurement and Investment Policy

Presentation, by Katrina Mitchell-Kouttab, Vivienne Porzsolt, Thyme4Action and Hazim Arafeh, Former President of the Federation of Islamic Associations

of New Zealand.

The Mayor moved a motion in support of a ceasefire in Gaza, and offered to donate \$2,000 from the Mayoral Relief Fund to the Red Cross.

Councillor Bowen moved a motion to review the Council's procurement and investment policies to avoid contracts with companies complicit with breaches of international law. A report with suggested changes and the implications of any changes to these policies would be brought back to Council.

Moved Grant Smith, seconded Debi Marshall-Lobb.

RESOLVED

1. That Council receive the petition for information.

Clause 133-25 above was carried 16 votes to 0, the voting being as follows:

For:

The Mayor (Grant Smith) and Councillors Debi Marshall-Lobb, Mark Arnott, Brent Barrett, Rachel Bowen, Vaughan Dennison, Lew Findlay, Roly Fitzgerald, Patrick Handcock, Leonie Hapeta, Lorna Johnson, Billy Meehan, Orphée Mickalad, Karen Naylor, William Wood and Kaydee Zabelin.

Moved Grant Smith, seconded Debi Marshall-Lobb.

RESOLVED

2. That Council will support an immediate and permanent ceasefire in Gaza, with the Mayor urgently writing to the Prime Minister and Foreign Affairs Minister advocating for such. The Mayoral Relief Fund will also donate \$2,000 to Red Cross International towards urgent humanitarian efforts in Gaza.

Clause 133-25 above was carried 16 votes to 0, the voting being as follows:

For:

The Mayor (Grant Smith) and Councillors Debi Marshall-Lobb, Mark Arnott, Brent Barrett, Rachel Bowen, Vaughan Dennison, Lew Findlay, Roly Fitzgerald, Patrick Handcock, Leonie Hapeta, Lorna Johnson, Billy Meehan, Orphée Mickalad, Karen Naylor, William Wood and Kaydee Zabelin.

Moved Rachel Bowen, seconded Kaydee Zabelin.

RESOLVED

3. That Council amend our procurement and investment policies to avoid contracts with companies complicit in grave breaches of international law, including those profiting from illegal Israeli settlements and occupation — consistent with UN Security Council Resolution 2334, the Fourth Geneva Convention, and recent UN Special Rapporteur findings; noting that if necessary Council may develop a practical transition plan for policy

implementation.

Clause 133-25 above was carried 13 votes to 2, with 1 abstention, the voting being as follows:

For:

The Mayor (Grant Smith) and Councillors Debi Marshall-Lobb, Mark Arnott, Brent Barrett, Rachel Bowen, Vaughan Dennison, Lew Findlay, Roly Fitzgerald, Patrick Handcock, Leonie Hapeta, Lorna Johnson, Karen Naylor and Kaydee Zabelin.

Against:

Councillors Orphée Mickalad and William Wood.

Abstained:

Councillor Billy Meehan.

The meeting adjourned at 10.22am.

The meeting resumed at 10.46am.

Councillor Orphée Mickalad was not present when the meeting resumed.

134-25 Confirmation of Minutes

Moved Grant Smith, seconded Leonie Hapeta.

RESOLVED

That the minutes of the ordinary Council meeting of 6 August 2025 Part I Public and Part II Confidential be confirmed as a true and correct record.

Clause 134-25 above was carried 14 votes to 0, with 1 abstention, the voting being as follows:

For:

The Mayor (Grant Smith) and Councillors Debi Marshall-Lobb, Mark Arnott, Brent Barrett, Rachel Bowen, Vaughan Dennison, Lew Findlay, Roly Fitzgerald, Leonie Hapeta, Lorna Johnson, Billy Meehan, Karen Naylor, William Wood and Kaydee Zabelin.

Abstained:

Councillor Patrick Handcock.

Councillor Orphée Mickalad entered the meeting again at 10.48am.

135-25 Confirmation of Minutes

Moved Grant Smith, seconded Leonie Hapeta.

RESOLVED

That the minutes of the extraordinary Council meeting of 13 August 2025 Part I Public and Part II Confidential be confirmed as a true and correct record.

Clause 135-25 above was carried 15 votes to 0, with 1 abstention, the voting being as follows:

For:

The Mayor (Grant Smith) and Councillors Mark Arnott, Brent Barrett, Rachel Bowen, Vaughan Dennison, Lew Findlay, Roly Fitzgerald, Patrick Handcock, Leonie Hapeta, Lorna Johnson, Billy Meehan, Orphée Mickalad, Karen Naylor, William Wood and Kaydee Zabelin.

Abstained:

Councillor Debi Marshall-Lobb.

136-25

Officer Response to Notice of Motion - Next stage support to Manawatū Kiwi Canoe Polo Club to carry out a Feasibility Study/Business Case and Notice of Motion: Kiwi Canoe Polo Next Stage Support

Memorandum, presented by Ann-Marie Mori, Policy Analyst.
Notice of Motion, presented by Councillor Leonie Hapeta.

An amendment was passed referring the request to the Annual Budget 2026/27 to ensure all community funding requests are considered together.

Moved Grant Smith, seconded Debi Marshall-Lobb.

RESOLVED

1. That Council receive the memo titled 'Response to Notice of Motion - Next stage support to Manawatū Kiwi Canoe Polo Club to carry out a Feasibility Study/Business Case'.

Clause 136-25 above was carried 16 votes to 0, the voting being as follows:

For:

The Mayor (Grant Smith) and Councillors Debi Marshall-Lobb, Mark Arnott, Brent Barrett, Rachel Bowen, Vaughan Dennison, Lew Findlay, Roly Fitzgerald, Patrick Handcock, Leonie Hapeta, Lorna Johnson, Billy Meehan, Orphée Mickalad, Karen Naylor, William Wood and Kaydee Zabelin.

Moved Leonie Hapeta, seconded William Wood.

RESOLVED

2. That Council refer to the Annual Budget 2026/27 consideration of a grant of \$10,000 to Kiwi Canoe Polo for the purpose of developing a combined feasibility study and business case for a new Canoe Polo facility, to inform the 2027-2037 Long-Term Plan.

Clause **Error! Reference source not found.** above was carried 16 votes to 0, the voting being as follows:

For:

The Mayor (Grant Smith) and Councillors Debi Marshall-Lobb, Mark Arnott, Brent Barrett, Rachel Bowen, Vaughan Dennison, Lew Findlay, Roly Fitzgerald, Patrick Handcock, Leonie Hapeta, Lorna Johnson, Billy Meehan, Orphée Mickalad, Karen Naylor, William Wood and Kaydee Zabelin.

Moved Rachel Bowen, seconded Patrick Handcock.

Note:

On an amendment: 'That Council, **refer to the Annual Budget 2026/27 consideration of a grant of \$10,000** to Kiwi Canoe Polo for the purpose of developing a combined feasibility study and business case for a new Canoe Polo facility, to inform the 2027-2037 Long-Term Plan', the motion was carried 9 votes to 7, the voting being as follows:

For:

Councillors Debi Marshall-Lobb, Brent Barrett, Rachel Bowen, Roly Fitzgerald, Patrick Handcock, Lorna Johnson, Orphée Mickalad, Karen Naylor and Kaydee Zabelin.

Against:

The Mayor (Grant Smith) and Councillors Mark Arnott, Vaughan Dennison, Lew Findlay, Leonie Hapeta, Billy Meehan and William Wood.

REPORTS

137-25 Fitzherbert Park - Proposal to Grant an Easement on Reserve Land to Powerco

Report, presented by Perene Green, Property Officer.

Moved Grant Smith, seconded Debi Marshall-Lobb.

RESOLVED

1. That Council approve notifying the public of the proposal to grant an easement at Fitzherbert Park, 272 Fitzherbert Avenue Palmerston North, to Powerco to convey electricity, using the process set out in Section 48 of the Reserves Act 1977.
2. That Council note that the land area affected by the easement for Powerco is described as Lot 2 DP 77988.

Clause 137-25 above was carried 16 votes to 0, the voting being as follows:

For:

The Mayor (Grant Smith) and Councillors Debi Marshall-Lobb, Mark Arnott, Brent Barrett, Rachel Bowen, Vaughan Dennison, Lew Findlay, Roly Fitzgerald, Patrick Handcock, Leonie Hapeta, Lorna Johnson, Billy Meehan, Orphée Mickalad, Karen Naylor, William Wood and Kaydee Zabelin.

138-25 2025/26 Remuneration Budget Update

Memorandum, presented by Scott Mancer, Manager Finance and Cameron McKay, General Manager Corporate Services.

Moved Grant Smith, seconded Debi Marshall-Lobb.

RESOLVED

1. That Council increase the remuneration budget for 2025/26 by \$100,000 to allow for increasing KiwiSaver contribution rates from 1 April 2026.
2. That Council increase the following budgets to fund the Executive Director role for the implementation of the Water Services Council-Controlled Organisation, noting that this is cost neutral:
 - a. Remuneration Expenditure budget increase of \$250,000
 - b. Government Operating Grant revenue budget increase of \$250,000.

3. That Council note the remuneration budget for 2025/26 may need to increase if the work on the Water Services Council-Controlled Organisation impacts existing workloads.

Clause 138-25 above was carried 16 votes to 0, the voting being as follows:

For:

The Mayor (Grant Smith) and Councillors Debi Marshall-Lobb, Mark Arnott, Brent Barrett, Rachel Bowen, Vaughan Dennison, Lew Findlay, Roly Fitzgerald, Patrick Handcock, Leonie Hapeta, Lorna Johnson, Billy Meehan, Orphée Mickalad, Karen Naylor, William Wood and Kaydee Zabelin.

139-25

Clearview Reserve - Request to reinstate 2025/26 capital budget

Memorandum, presented by Kathy Dever-Tod - Manager Parks and Reserves.

Moved Grant Smith, seconded Debi Marshall-Lobb.

RESOLVED

1. That Council revoke clause 80.13-25
 - b. Deferring Programme 1853 - Development of existing reserves (\$85K) to the 2026/2027 Annual Budget;
2. That Council agree to bring forward Programme 1853 - Development of existing reserves (\$85K) from the 2026/27 to the 2025/2026 financial year, in order to develop Clearview Reserve in 2025/26 in line with commitments made at the time of the related subdivision consents.

Clause 139-25 above was carried 16 votes to 0, the voting being as follows:

For:

The Mayor (Grant Smith) and Councillors Debi Marshall-Lobb, Mark Arnott, Brent Barrett, Rachel Bowen, Vaughan Dennison, Lew Findlay, Roly Fitzgerald, Patrick Handcock, Leonie Hapeta, Lorna Johnson, Billy Meehan, Orphée Mickalad, Karen Naylor, William Wood and Kaydee Zabelin.

The meeting adjourned at 12.26pm.

The meeting resumed at 1.33pm.

Councillor Billy Meehan was not present when the meeting resumed at 1.33pm.

140-25

Review of the Central Economic Development Agency (CEDA) Appointment of Directors Policy.

Memorandum, presented by Sarah Claridge, Governance Advisor.

Moved Grant Smith, seconded Vaughan Dennison.

RESOLVED

1. That Council adopt the Central Economic Development Agency (CEDA) Appointment of Directors Policy 2025 (Attachment 1), as recommended by the Electoral College.

Clause 140-25 above was carried 11 votes to 4, the voting being as follows:

For:

The Mayor (Grant Smith) and Councillors Debi Marshall-Lobb, Mark Arnott, Rachel Bowen, Vaughan Dennison, Lew Findlay, Roly Fitzgerald, Patrick Handcock, Leonie Hapeta, William Wood and Kaydee Zabelin.

Against:

Councillors Brent Barrett, Lorna Johnson, Orphée Mickalad and Karen Naylor.

Note:

Moved Karen Naylor, seconded Orphée Mickalad.

On an amendment that: That Council adopt the Central Economic Development Agency (CEDA) Appointment of Directors Policy 2025 (Attachment 1), **subject to the deletion of section 3.8 as recommended by the Electoral College**. The amendment was lost 5 votes to 10, the voting being as follows:

For:

Councillors Debi Marshall-Lobb, Brent Barrett, Lorna Johnson, Orphée Mickalad and Karen Naylor.

Against:

The Mayor (Grant Smith) and Councillors Mark Arnott, Rachel Bowen, Vaughan Dennison, Lew Findlay, Roly Fitzgerald, Patrick Handcock, Leonie Hapeta, William Wood and Kaydee Zabelin.

141-25

Waste Management and Minimisation Plan 2024 - Progress Report

Memorandum, presented by Natasha Hickmott - Acting Resource Recovery Manager.

Councillor Roly Fitzgerald left the meeting at 2:40pm

Moved Grant Smith, seconded Debi Marshall-Lobb.

RESOLVED

1. That the Council receive the memorandum titled 'Waste Management and Minimisation Plan 2024 - Progress Report' presented to Council on 3 September 2025.

Clause 141-25 above was carried 14 votes to 0, the voting being as follows:

For:

The Mayor (Grant Smith) and Councillors Debi Marshall-Lobb, Mark Arnott, Brent Barrett, Rachel Bowen, Vaughan Dennison, Lew Findlay, Patrick Handcock, Leonie Hapeta, Lorna Johnson, Orphée Mickalad, Karen Naylor, William Wood and Kaydee Zabelin.

Councillor Roly Fitzgerald returned to the meeting at 2.43pm

142-25

Civic and Cultural Precinct: 6 Month Update

Memorandum, presented by Glenn Bunny, Manager Property.

Moved Grant Smith, seconded Debi Marshall-Lobb.

RESOLVED

1. That Council receive the report titled 'Civic and Cultural Precinct: 6 Month Update', presented on 3 September 2025.

Clause 142-25 above was carried 15 votes to 0, the voting being as follows:

For:

The Mayor (Grant Smith) and Councillors Debi Marshall-Lobb, Mark Arnott, Brent Barrett, Rachel Bowen, Vaughan Dennison, Lew Findlay, Roly Fitzgerald, Patrick Handcock, Leonie Hapeta, Lorna Johnson, Orphée Mickalad, Karen Naylor, William Wood and Kaydee Zabelin.

143-25

Annual Section 10A Dog Control Report 2024/25

Memorandum, presented by Angela Lumby, Manager Environmental Protection.

Moved Grant Smith, seconded Debi Marshall-Lobb.

RECOMMENDATION TO COUNCIL

1. That Council receive the report titled 'Annual Section 10A Dog Control Report 2024/2025' presented on 3 September 2025.

Clause 143-25 above was carried 15 votes to 0, the voting being as follows:

For:

The Mayor (Grant Smith) and Councillors Debi Marshall-Lobb, Mark Arnott, Brent Barrett, Rachel Bowen, Vaughan Dennison, Lew Findlay, Roly Fitzgerald, Patrick Handcock, Leonie Hapeta, Lorna Johnson, Orphée Mickalad, Karen Naylor, William Wood and Kaydee Zabelin.

144-25

Council Work Schedule

Councillor Mark Arnott left the meeting at 3:17pm

Moved Grant Smith, seconded Debi Marshall-Lobb.

RESOLVED

1. That Council receive its Work Schedule dated 3 September 2025.

Clause 144-25 above was carried 14 votes to 0, the voting being as follows:

For:

The Mayor (Grant Smith) and Councillors Debi Marshall-Lobb, Brent Barrett, Rachel Bowen, Vaughan Dennison, Lew Findlay, Roly Fitzgerald, Patrick Handcock, Leonie Hapeta, Lorna Johnson, Orphée Mickalad, Karen Naylor, William Wood and Kaydee Zabelin.

Councillor Mark Arnott returned to the meeting at 3:20pm

RECOMMENDATIONS FROM COMMITTEE MEETINGS

145-25 Strategy & Finance Committee Part I Public - 20 August 2025

Councillor Vaughan Dennison presented the recommendations below:

Moved Vaughan Dennison, seconded Karen Naylor.

RESOLVED

1. That Council adopt the recommendations from the Strategy & Finance Committee of 20 August 2025:

[Quarterly Performance and Financial Report – period ending 30 June 2025](#)
(clause 29-25)

Memorandum, presented by Scott Mancer, Manager – Finance and John Aitken, Manager - Project Management Office.

The COMMITTEE RECOMMENDS

4. That Council approve the adjustments to carry forward values per the carry forward report in [Attachment 5](#).
5. That Council approve the deferral of \$4,330,799 from 2025/26 to 2026/27 for Programme 1895 – Te Motu o Poutoa Development as noted in Attachment 5.

Clause 145-25 above was carried 14 votes to 0, with 1 abstention, the voting being as follows:

For:

The Mayor (Grant Smith) and Councillors Debi Marshall-Lobb, Mark Arnott, Brent Barrett, Vaughan Dennison, Lew Findlay, Roly Fitzgerald, Patrick Handcock, Leonie Hapeta, Lorna Johnson, Orphée Mickalad, Karen Naylor, William Wood and Kaydee Zabelin.

Abstained:

Councillor Rachel Bowen.

EXCLUSION OF PUBLIC

146-25 Recommendation to Exclude Public

Moved Grant Smith, seconded Debi Marshall-Lobb.

RESOLVED

That the public be excluded from the following parts of the proceedings of this meeting listed in the table below.

The general subject of each matter to be considered while the public is excluded, the reason 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 are as follows:

General subject of each matter to be considered		Ground(s) under Section 48(1) for passing this resolution
24.	Land purchases for the purpose of Te Utanganui, Central New Zealand Distribution Hub	s7(2)(i)NEGOTIATIONS: This information needs to be kept confidential to ensure that Council can negotiate effectively, especially in business dealings
25.	Environmental Health Contract Update	s7(2)(b)(ii)THIRD PARTY COMMERCIAL Disclosing the information could harm a company's commercial position and s7(2)(h)COMMERCIAL ACTIVITIES: This information needs to be kept confidential to allow Council to engage in commercial activities without prejudice or disadvantage
26.	Purchase Opportunity - Mobile Stage	s7(2)(b)(ii)THIRD PARTY COMMERCIAL Disclosing the information could harm a company's commercial position and s7(2)(i)NEGOTIATIONS: This information needs to be kept confidential to ensure that Council can negotiate effectively, especially in business dealings
27.	Part IIB - Chief Executive Performance Review.	s7(2)(a)PRIVACY This information needs to be kept private to protect personal information that is confidential or sensitive. This includes people who are no longer alive

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public as stated in the above table.

Clause 146-25 above was carried 15 votes to 0, the voting being as follows:

For:

The Mayor (Grant Smith) and Councillors Debi Marshall-Lobb, Mark Arnott, Brent Barrett, Rachel Bowen, Vaughan Dennison, Lew Findlay, Roly Fitzgerald, Patrick Handcock, Leonie Hapeta, Lorna Johnson, Orphée Mickalad, Karen Naylor, William Wood and Kaydee Zabelin.

Councillor Roly Fitzgerald left the meeting at 3.24pm

The public part of the meeting finished at 3.24pm

Confirmed 8 October 2025

Mayor

MEMORANDUM

TO: Council

MEETING DATE: 8 October 2025

TITLE: Adoption of the Annual Report 2024/25

PRESENTED BY: Scott Mancer, Manager Finance and Debbie Perera, Audit Director

APPROVED BY: Cameron McKay, General Manager Corporate Services

RECOMMENDATIONS TO COUNCIL

1. That Council adopt the Annual Report 2024/25 and Summary Annual Report 2024/25.
 2. That Council note that the final Auditor's Opinion from Audit New Zealand will be received following the adoption by Council on 8 October 2025 and Council signing of the reports.
-

1. ISSUE

- 1.1 Council has a legal obligation to adopt its audited Annual Report by 31 October each year. Adoption of the Annual Report will allow Council to report to the community on Council's performance in the 2024/25 financial year.
- 1.2 The Annual Report is a key part of the Long-Term Plan (LTP) process. The LTP sets the strategic direction for Council and shows the community what Council intended to do in the 2024/25 financial year. The Annual Report provides the community with how well Council did towards meeting the agreed levels of service and performance measures, as well as the financial information for the year.
- 1.3 The Risk and Assurance Committee reviewed both the Annual Report and Summary Annual Report on 1 October 2025. Having this committee scrutinise the financials and consider the draft auditor's opinion contributes to a robust process on the part of Council, before adoption. The recommendations above are the recommendations of the Committee to Council.

2. BACKGROUND

- 2.1 The presentation of the Annual Report is the culmination of the quarterly reports presented to Council, which monitored progress against Year 1 of the 2024-34 Long Term Plan.
- 2.2 As the first year of the new LTP, the 2024/25 Annual Report was revised with a new structure. Plain language principles were applied to make the report user-friendly

easy to read, and easy to follow, ensuring information is presented clearly and transparently for the community.

- 2.3 The wide-ranging and complex nature of council activities, together with the requirements for disclosures under the Local Government Act 2002 and Public Benefit Entity Accounting Standards, means the full Annual Report is lengthy. This complexity makes the Summary Annual Report an ideal document for those who wish to have an easy read while still understanding Council's activities and financial performance for the year. As with the full document, the summary has also undergone a redesign and simplification process and is attached to this report also.
- 2.4 The 2024/25 Financial Year is the first time in five years that Council has not received a qualification on its audit opinion. The previous qualifications have related to our statement of service provision and have been rectified by Council Officers implementing new and improved systems, as well as strengthening existing processes to ensure the quality of information being recorded.

3. NEXT STEPS

- 3.1 The adopted Annual Report and Summary will be signed by Council representatives, with the signed Auditor's Opinion then being provided for publication. Copies of both documents will be made available, via the website and at the City Library and Customer Service Centre.
- 3.2 Copies will also be sent to the organisations prescribed by legislation and to regular readers according to Council's existing mail/email listing.
- 3.3 Officers will work with the Appointed Auditor to finalise the Report to Governors. This will be reported in the next available Accountability Report, following finalisation.

4. COMPLIANCE AND ADMINISTRATION

Does the Council have delegated authority to decide?	Yes
Are the decisions significant?	No
If they are significant do they affect land or a body of water?	No
Can this decision only be made through a 10 Year Plan?	No
Does this decision require consultation through the Special Consultative procedure?	No
Is there funding in the current Annual Plan for these objectives?	Yes
Are the recommendations inconsistent with any of Council's policies or plans?	No
The recommendations contribute to this plan: 14. Mahere mana urungi, kirirarautanga hihiri	

14. Governance and Active Citizenship Plan

The objective is: Review and monitor the performance of Council operations and Council Controlled Organisations

Contribution to strategic direction and to social, economic, environmental and cultural well-being

Publishing of the Annual Report is a legal requirement of Council and is the main mechanism by which Council shows accountability to the community on how we delivery on our strategic goals, rooted in the four well-beings.

ATTACHMENTS

1. Annual Report 2024/25 (attached separately)
2. Summary Annual Report 2024/25 (attached separately)

MEMORANDUM

TO: Council

MEETING DATE: 8 October 2025

TITLE: Palmerston North Airport Limited - Annual report for 12 months ended 30 June 2025 & Instructions relating to Annual Meeting

PRESENTED BY: Steve Paterson, Manager - Financial Strategy

APPROVED BY: Cameron McKay, General Manager Corporate Services

RECOMMENDATIONS TO COUNCIL

1. That Council receive the Annual Report and Financial Statements of Palmerston North Airport Limited for the year ended 30 June 2025.
2. That the Council Shareholder Representative (the Mayor) be instructed to support the proposed resolutions (listed in section 2.9) to be considered at the Annual meeting of Palmerston North Airport Limited to be conducted by way of resolution in writing.

1. ISSUE

- 1.1 Palmerston North Airport Ltd (PNAL) as a Council-Controlled Trading Organisation has prepared its Annual Report for the year ended 30 June 2025. This report provides a brief commentary on PNAL's results for the year and recommends the Council's shareholder representative be instructed to support the resolutions proposed for the Annual Meeting.
- 1.2 Company representatives will be available at the meeting to respond to any questions.

2. BACKGROUND

- 2.1 PNAL's Annual Report for the year ended 30 June 2025 is attached. The report gives a comprehensive assessment of company performance with key matters highlighted in the joint report of the Chair and Chief Executive. Performance is evaluated against the Statement of Intent agreed by the Council in June 2024.
- 2.2 PNAL's interim report to 31 December 2024 was considered during April 2025. That report outlined PNAL had met its key performance targets for the 6 months apart from passenger numbers, which although higher than the previous year, were below the SOI expectation. Caution was expressed about the prospects for the rest of the year given market changes.

2.3 Operating results for the year are summarised in the following table:

Table 1 Operating Results

Actual 2022/23	Actual 2023/24		Actual 2024/25	Budget 2024/25 SOI
12,585,130	15,487,238	Revenue	16,954,928	17,777,234
6,482,263	7,946,586	Operating Expenditure (incl. PFAS related extra-ordinary items)	9,344,889	11,178,405
6,102,867	7,540,652	Operating Surplus (before interest, depreciation & tax)	7,610,039	6,598,829
2,173,143	2,192,583	Depreciation & Amortisation ¹	7,040,294	8,000,482
594,399	523,481	Finance Costs	576,640	1,177,678
(261,348)	349,303	Loss (gain) on sale of assets	110,101	0
0	5,046,062	Assets vested to Council	0	0
415,741	(70,500)	Revaluation (loss)/gain – Investment properties	507,200	0
4,012,414	(641,277)	Net Surplus/(deficit) (before tax)	390,204	(2,579,331)
1,061,993	1,617,739	Taxation	32,143	(722,212)
2,950,421	(2,259,016)	Net Surplus/(deficit) after tax for year	358,061	(1,857,119)

2.4 A selection of PNAL's results, compared with the targets set in the Statement of Intent are shown in Table 2 below. A more detailed explanation of performance against a wider range of objectives is shown in pages 44-49 of PNAL's report.

¹ The depreciation & amortisation expense is significantly higher than in the past due to the accelerated depreciation of the old terminal. Due to project timing the expense for 2024/25 is less than budget but difference is now expected to be reflected in the 2025/26 year.

Table 2 – Results compared with targets set in Statement of Intent

Actual 2023/24		Actual 2024/25	SOI Target
7%	Surplus, before interest/tax/depreciation/ revaluations to Total Assets	7%	5%
-2.8%	Surplus, after interest/tax/revaluations to Shareholders' funds	0%	(2)%
14.4	Surplus, before interest & tax to Interest ≥ 2.5: 1	13.2	5.6
\$82.1m	Tangible net worth (total tangible assets minus total liabilities) ≥ \$80m	\$84.5m	\$83.6m
78%	Ratio of consolidated shareholders' funds to total assets ≥ 40%	77%	63%
\$10.7m	Total Debt	\$13.3m	\$34.6m
13%	Debt to Equity ratio	14%	29%
1.3	Net Debt*/EBITDA (<4.5)	1.7	5.2
57%	Funds from Operations (FFO**)/Net Debt (long term target > 11%)	52.9%	17.8%
45	Maintain a Net Promotor score of 45 or above, measured on an annual basis	42	45
547,721	No. of passengers served through airport terminal	531,129	559,400
Zero	Achieve zero lost time injuries to those who work within our airport community	Zero	Zero
Maintained	Maintain Civil Aviation Rule part 139 certification	Maintained	Maintain
Achieved	Achieve Airport Carbon Accreditation level 4	Maintained	Maintain

*Net Debt equals total borrowings less cash on hand **FFO equals EBITDA (earnings before interest, tax, depreciation & amortisation) less interest cash

- 2.5 The Company applied \$10.2m during the year to the purchase of fixed assets (\$4.7m in the previous year). This compares with the budgetary provision for capital expenditure of \$31.7m.
- 2.6 The Annual Report advises that a dividend of \$300k is planned. This is consistent with the expectations contained in the Statement of Intent.
- 2.7 The Company's ratio of shareholders' funds to total assets as at 30 June 2025 was 77:23 (78:22 at 30 June 2024).

Annual Meeting of Shareholders

- 2.8 The Company must hold an Annual Meeting of shareholders within six months of its balance date i.e. no later than 31 December 2025. As the Council is the sole shareholder it is planned (as usual) to hold the Annual Meeting by way of entry in the minute book rather than to hold a physical meeting.
- 2.9 The Annual Meeting (by way of entry in the minute book) will have resolutions (as attached) covering the following:
 - 2.9.1 Receipt of the Annual Report and financial statements for the year ended 30 June 2025.
 - 2.9.2 Advice the directors propose that a dividend of \$300k be payable for the year ended 30 June 2025.
 - 2.9.3 Approving the total remuneration of directors being \$157,746 for five directors.
 - 2.9.4 Recording the reappointment of the Auditor General as auditor and to authorise the directors to fix the remuneration of the auditors.

Directors' Fees

- 2.10 In December 2024 the Council agreed that total remuneration for the directors for five directors would be \$153,500 for 2024/25 year.
- 2.11 In April 2024 Council approved an amendment to the Appointment of Directors Policy that says the remuneration of CCO board members will be adjusted annually by the Labour Cost Index (Public Sector Managers), December quarter.
- 2.12 The index for the December 2024 quarter was 2.9% and applying this brings the directors' fees for the year to \$157,746.

3. NEXT STEPS

- 3.1 PNAL's Annual Report will be published on the Company's and Council's websites.
- 3.2 In June 2025 the Economic Growth Committee agreed to PNAL's Statement of Intent for 2025/26 to 2027/28. The next update on performance will be in the interim report for the period to 31 December 2025 that will be provided early in 2026.
- 3.3 A Statement of Expectations setting out Council's expectations of PNAL for the 2026/27-2028/29 period will be reported in a separate report to the Council. This will inform PNAL's draft Statement of Intent for 2026/27 which is due by the end of February 2026.

4. COMPLIANCE AND ADMINISTRATION

Does the Council have delegated authority to decide?	Yes
Are the decisions significant?	No
If they are significant do they affect land or a body of water?	No
Can this decision only be made through a 10 Year Plan?	No
Does this decision require consultation through the Special Consultative procedure?	No
Is there funding in the current Annual Plan for these actions?	Yes
Are the recommendations inconsistent with any of Council's policies or plans?	No
The recommendations contribute to: Whāinga 1: He tāone auaha, he tāone tiputipu Goal 1: An innovative and growing city	
The recommendations contribute to the achievement of objective/objectives in: 2. Mahere whakawhanake ohaoha 2. Economic Development Plan The objective is: operating a key gateway for people and freight to and from the city and the wider region; grow passenger numbers and freight using the airport	
Contribution to strategic direction and to social, economic, environmental and cultural well-being	PNAL is playing an active part in growing the City.

ATTACHMENTS

1. Annual Report for Year ended 30 June 2025 [↓](#) 
2. Letter and Notice of Annual Meeting [↓](#) 

ANNUAL REPORT

For the year ended 30 June 2025

2025





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COMPANY DIRECTORY

DIRECTORS AS AT JUNE 2025

Murray Georgel—Chair

Shelly Mitchell-Jenkins—Chair of Audit & Risk Committee

Christopher Cardwell—Chair of Terminal & Property Development Committee

Sarah Everton

Russell Wilson

MANAGEMENT

David Lanham—Chief Executive

Jonathon Baker—Chief Financial Officer

Mark Lash—Chief Commercial Officer

Brent Lawry—Terminal & Facilities Manager

Johan VanVuuren—Infrastructure Manager

Alex Fechney—Safety & Operations Manager

Baylie Corney—Marketing & Communications Manager

REGISTERED OFFICE

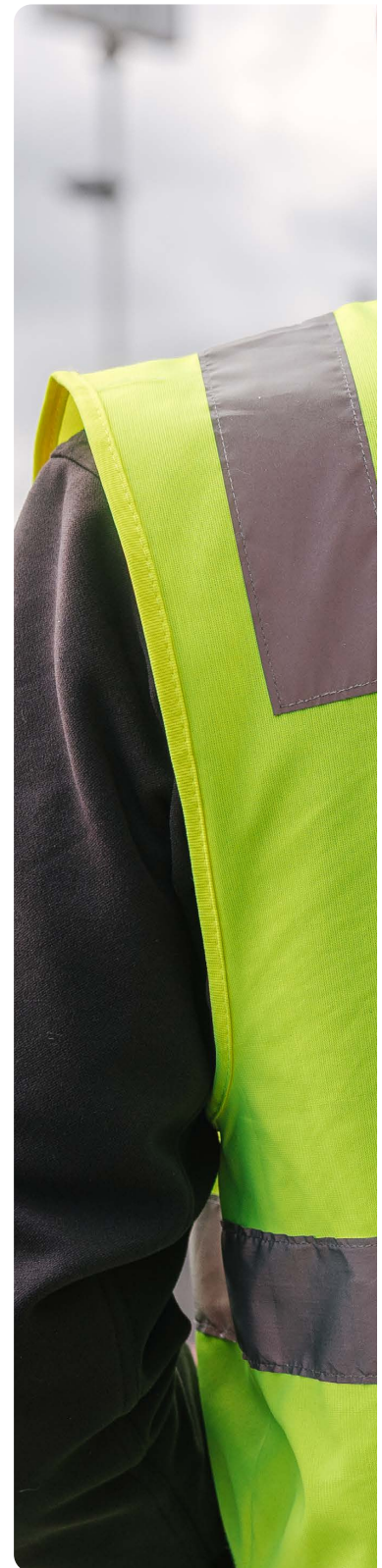
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Palmerston North

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Web: www.pnairport.co.nz

Trading Bankers—Bank Of New Zealand

Legal Advisors—Ford Sumner Lawyers, Cooper Rapley Lawyers

Auditor—Audit New Zealand (On Behalf Of The Auditor-General)





JOINT REPORT

THE CHAIR AND CHIEF EXECUTIVE'S JOINT REPORT

FOR THE YEAR ENDED
30 JUNE 2025

Haere mai and welcome to the Palmerston North Airport 2025 Annual Report.

This year marked a significant period of progress and achievement for Palmerston North Airport Limited, as we navigated significant change while continuing to deliver a high level of customer service and operational reliability.

Three key milestones to highlight here include:

- Progress on the terminal development project with the completion of design for the new terminal facility, successful opening of our temporary terminal, and the commencement of demolition works on the western end of the existing terminal. Thanks to careful planning and a focus on customer experience involving collaboration across multiple stakeholder groups, we are proud to report that airport operations have continued throughout the period without disruption and customer feedback on the temporary facilities has generally been positive. Our attention now turns to the construction of the new terminal, due to open in two stages across 2026 and 2027.
- The signing of a lease agreement with Freightways for a new freight and logistics warehouse, a key addition to the broader vision for Ruapehu Aeropark and the Te Utanganui Central New Zealand Distribution hub. With a floor plate of over 5,500m² the development includes warehousing, breezeway and office space. Due for completion by early 2027, this represents the next major project to get underway within Ruapehu Aeropark.
- Execution of a Memorandum of Understanding with Air New Zealand focusing on a number of key growth opportunities. These include air service development across passenger and cargo services, sustainable aircraft operations and continued support of pilot training in Palmerston North.

Underpinning this year, our people remain at the heart of our success. Team engagement reached an all-time high, with a record engagement score of 83% and, for the first time, a 100% response rate

JOINT REPORT



to the staff survey. This result highlights the strong culture we continue to build and the commitment of our team and our wellness programme.

While Net Profit After Tax was subdued, largely due to one-off and non-cash adjustments relating to the terminal redevelopment, underlying financial performance was also strong with the airport delivering an EBITDA result of \$7.6m (2024: \$7.5m), 15% ahead of SOI. We also continued to invest significantly in critical airside infrastructure, ensuring that our airport remains safe, efficient, and ready to support the future growth of our region.

These achievements and other highlights are outlined further in the 2025 Annual Report. ✖

Underpinning this year, our people remain at the heart of our success.


Murray Georgel
Chair


David Lanham
Chief Executive

SNAPSHOT

2025 HIGHLIGHTS

PASSENGER
MOVEMENTS

531,129

TOTAL
INCOME

\$16.95 M

TOTAL
AERONAUTICAL
INCOME

\$11.43 M

DIVIDEND
DECLARED

\$300 K

54% INCREASE
ON YEAR PRIOR

ENGAGEMENT
SURVEY RESPONSE

100%

19% INCREASE
ON PRIOR YEAR

ENGAGEMENT
SURVEY SCORE

83%

5% INCREASE
ON YEAR PRIOR



MOU SIGNED
WITH AIR NZ
& CEDA

HIGHLIGHTS

AIRSIDE
INFRASTRUCTURE
INVESTMENT

\$1.56 M

**TEMPORARY
TERMINAL
OPENED**



TOTAL SCOPE 1 AND 2
EMISSION REDUCTIONS
(SINCE 2022)

170 T_{CO₂e}
(80% REDUCTION)

CURRENT YEAR SCOPE
1 AND 2 EMISSION
REDUCTIONS

34 T_{CO₂e}
(44% REDUCTION)

TOTAL SEAT
CAPACITY



639,574

TOTAL AIRCRAFT
MOVEMENTS (PAX,
FREIGHT, CHARTER, GA)

19,386

PASSENGER
AIRCRAFT
MOVEMENTS



10,372

FY25
NET PROMOTER SCORE
(NPS)

42

LOST
TIME
INJURIES

0

BUSIEST MONTH
(PAX NUMBERS)



47,931

OCTOBER 2024

EBITDA

\$7.61 M

(15% UP ON SOI)

CASE STUDY

MAJOR MILESTONES

For Terminal Development Project

Building Our Future, Minimising Disruption

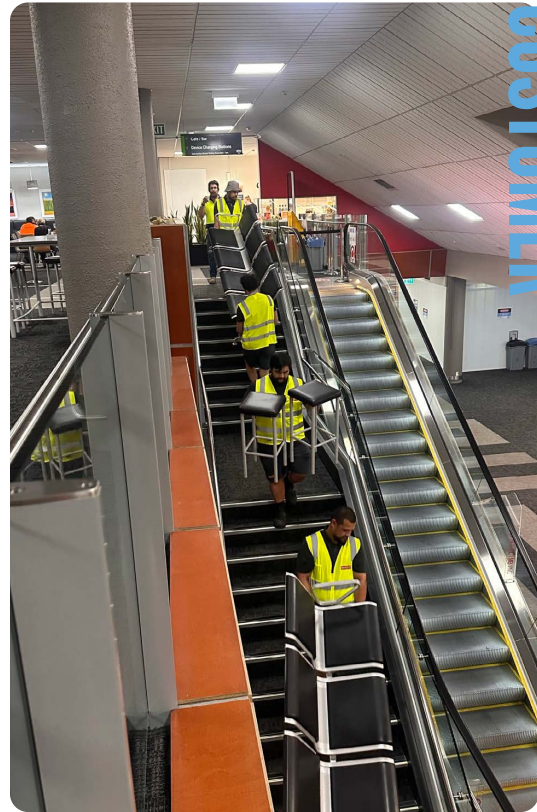
Our Terminal Development Project is a significant undertaking, but throughout this two-year endeavour, we want to support our region with uninterrupted service.

In the first quarter of this financial year, our focus was on careful planning - how construction could be done in a way that minimised noise, how we could reduce the impact on tenants and users, and how we could ensure people felt informed and proud of this project.

Proactive Community Engagement

Airport users who know what to expect when they visit us - and know what's coming next - have a more positive experience. Proactive communications throughout the year helped ensure this and have included media releases, regular updates to tenants, mail drops to neighbours, and awareness campaigns running across radio, social media, newspapers, billboards, and bus-backs. For every milestone, this also included empowering our stakeholders and influential community groups, supplying them with key messages so they could help us better reach their communities.





CASE STUDY

The redeveloped western end is expected to open in mid-2026, and we know our community is looking forward to it.

National Presence, Local Expertise

We're pleased to partner with LT McGuinness on this project, who have proven themselves through the delivery of some of Manawatū's most significant builds over the past five years. This includes the Palmerston North Police Station, Massey University's iconic Refectory, and the Palmerston North Hospital's Mental Health Unit.

The LT McGuinness team has been involved with our temporary terminal project since early 2024. They share our values around the importance of supporting local, which was an important factor for us when selecting a contractor. Their experienced team, supported by a number of local contractors and labourers, will help deliver a terminal our region can be proud of.

The LTs Manawatū management team is comprised of six key leaders and 25 carpenters, all of whom reside locally. Delivery is through the local team, and in many instances locally based sub-contractors, however a benefit of having a national presence is that additional labour and resources can be called on if needed.

It is estimated that up to 90% of all site based work will be supplied from the Manawatū – Whanganui region. A good example is the Techlam mass timber structure that is processed and supplied from Levin. The balance of specialist trades will come into the region, albeit largely because the services cannot be sourced locally.

At peak times, it is estimated that up to 90 staff may be present on-site. During the two-year term of the build, anywhere between 800-900 contractors and suppliers may be involved in the TDP.

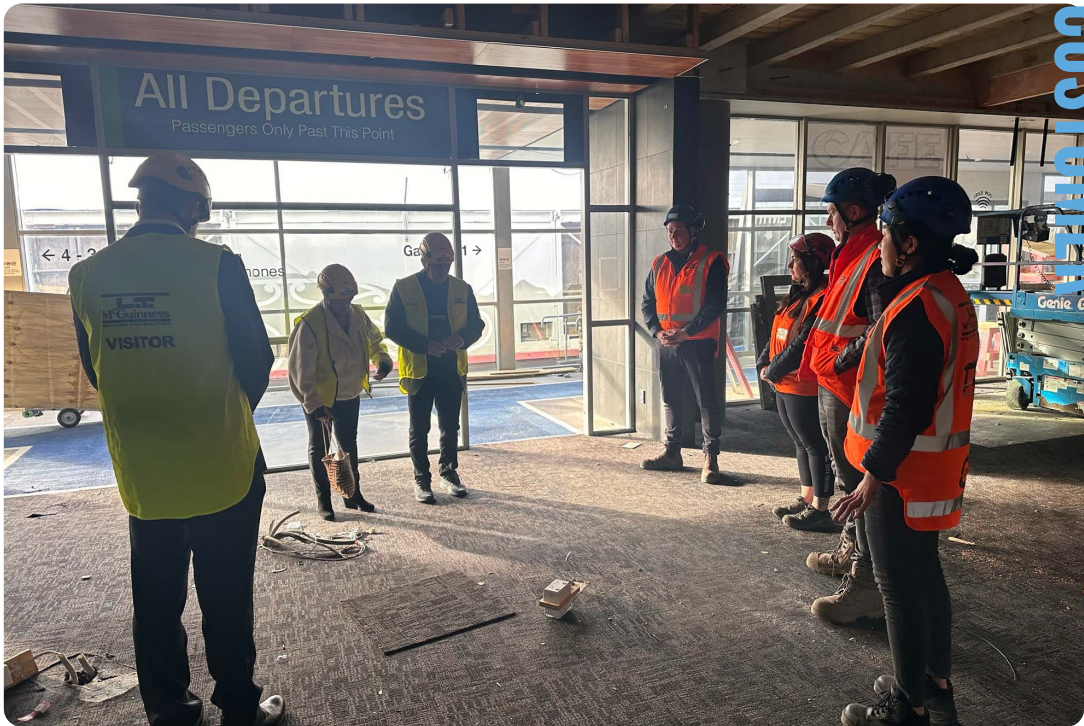
Construction Of Our Temporary Home

In October, enabling works on our temporary terminal got underway, and airport users became familiar with the large marquee around what was previously our valet parking area. Rental car operators were the first to relocate in January, to portacoms just outside the main terminal. Meanwhile, underneath the canvas, the valet space was transformed, complete with a full check in and departures space and new baggage carousel. Everything was completed in April, and our temporary terminal was ready for action.

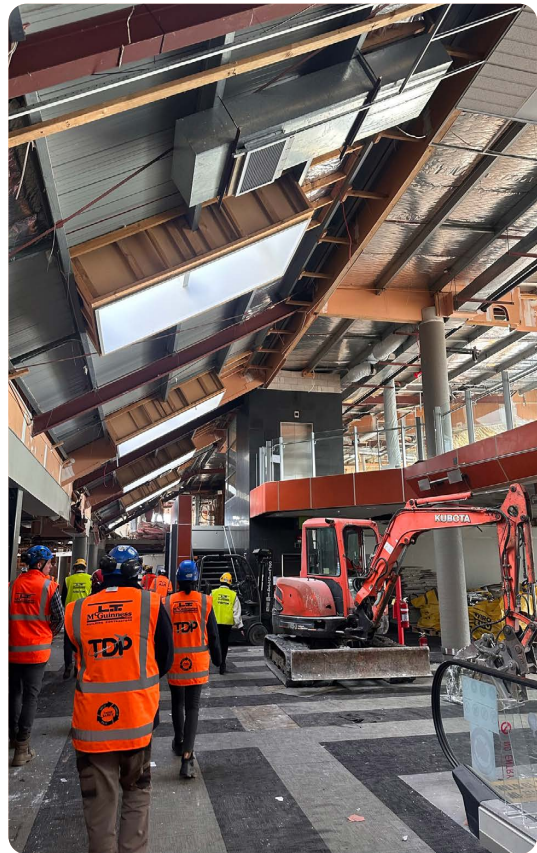
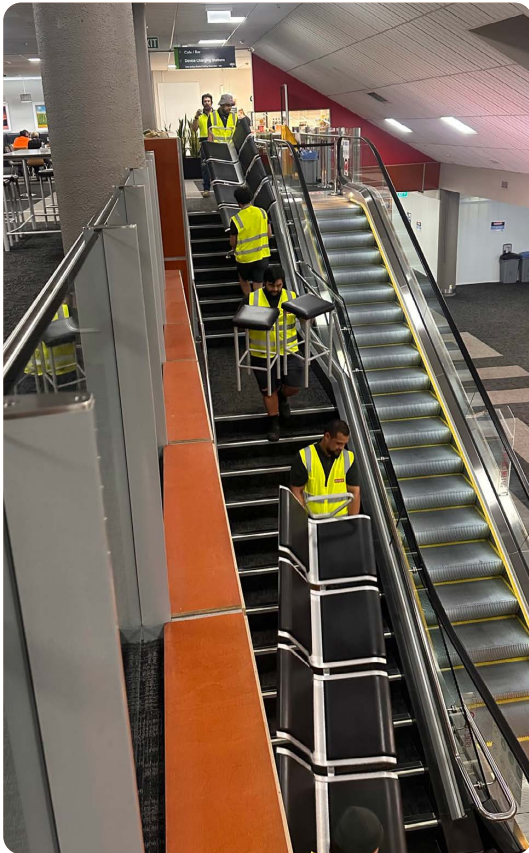
Green Light to Go Ahead

In May, the PNAL Board met to ensure the project would deliver value for money, affordability, and meet the goals we have for our region's future gateway. This was approved, and LT McGuinness was confirmed as the main contractor. Given the excellent work they'd done with the enabling works, and their commitment to using local subcontractors, we were confident they were the right team to lead the construction.

Only a week later, 70 people from 15 different organisations helped shift all airport operations into the temporary terminal - in a single night. It was a long one, but everyone's hard work meant uninterrupted service for our airport users the next day.



CUSTOMER



CASE STUDY

Ready For the Next Steps

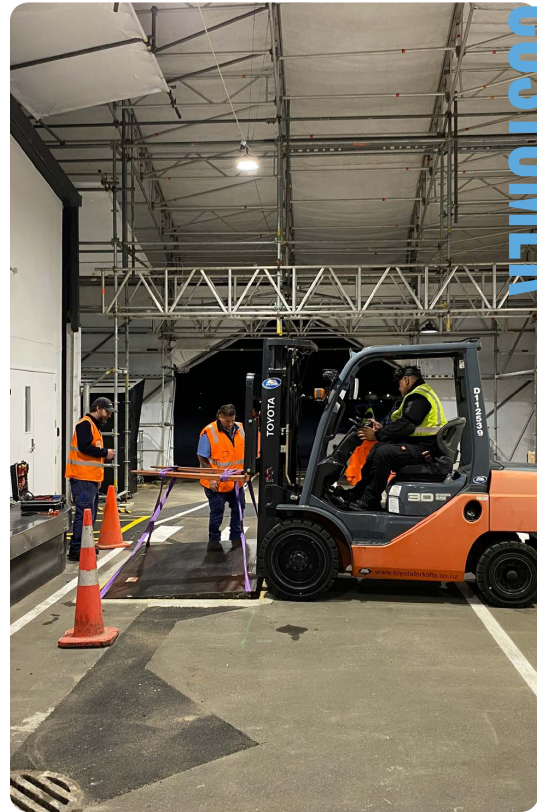
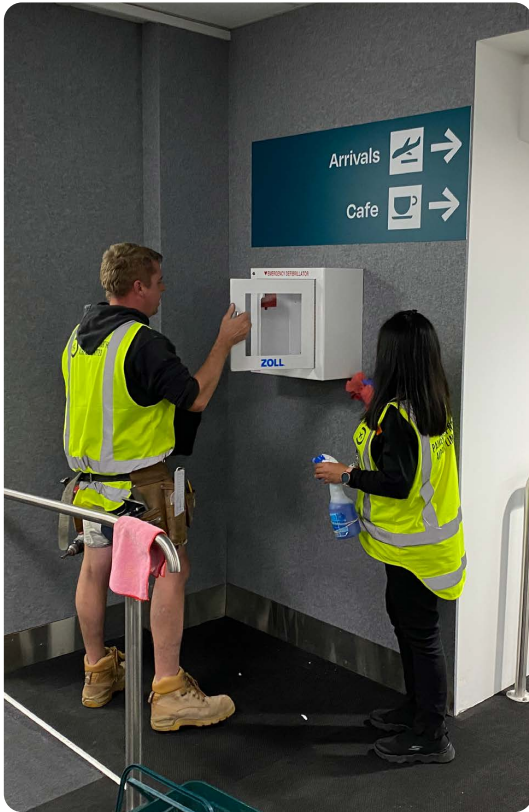
Even with our public spaces essentially halved in size, we've had positive feedback on the temporary terminal from airport users. Our decision to have additional frontline operational support staff has been a worthwhile investment as we manage the increase in online and in-person customer queries. There have been the expected teething problems, but additional wayfinding signage and fine-tuning of the heating system have helped address these, and we continue to closely monitor and respond to community feedback.

The now-vacant western end of the terminal has been handed over to the LT McGuinness crew. They've erected hoardings around the demolition zone and have begun internal demolition, which will progress rapidly as we move into the new financial year. The redeveloped western end is expected to open in mid-2026, and we know our community is looking forward to it.

Minimising Waste, Maximising Impact

We are aware of the impact on the environment that a project like this can take, and that's reflected in the way we're working with our demolition partners. Together, we are committed to reducing waste to landfill. Materials from the old terminal are being carefully separated and repurposed: ceiling tiles and gip are being processed into compost and fertiliser, concrete is crushed and reused as aggregate for roads and other infrastructure projects, and both treated and untreated timber is being turned into biofuel. Metal is melted down and given new life elsewhere. It's great knowing that so much of the material being taken off site is avoiding landfill and being reused around the region. ✕





CUSTOMER



CASE STUDY

OUR AIRPORT RESCUE FIRE SERVICE

Aerodrome safety is our primary focus amongst all other objectives. It's a critical enabler of everything we do and our Rescue Fire Service plays a vital role in keeping our operations safe, secure, and resilient 24 hours a day, 365 days a year.

Our Rescue Fire team are highly trained professionals who not only respond to aviation-related incidents but also support a wide range of activities across the aerodrome, from medical and fire callouts to hazardous substance events. They're also responsible for day-to-day airfield operations, including runway inspections, wildlife management, perimeter security, and foreign object detection.

As an ICAO Category 5 airport (Category 6 by request) for rescue and firefighting purposes, we meet strict international standards to be ready for a rapid & effective emergency response.

To achieve Category 5 requires being equipped with at least two firefighting vehicles, a minimum of 5,400 litres of water, a foam solution discharge rate of 3,000 litres per minute, and 180kg of dry chemical powder that can be deployed at 2.25kg per second. With regular passenger transport services operating from early morning to late evening, followed by overnight Boeing freighter services, our team of six Rescue Fire Officers work on a rotating roster to provide full coverage around the clock.

The team operates with three specialised firefighting vehicles, 2 Panther FL 6×6 and 1 Stryker 6, all purpose-built to respond quickly and effectively to any scenario on or near the airfield. The Panther firefighting vehicle has a water capacity of 12,000L, a foam capacity of 1,500L and a discharge rate of 6,000L per minute. The Stryker vehicle has a water tank capacity of 10,000 litres and a foam tank capacity of 1,200 litres with a pump discharge rate of 4,500 litres per minute.

Whether it's maintaining a close watch for FOD, undertaking security patrols, managing on-airfield wildlife, standing by for aircraft emergencies or medical events, our Rescue Fire Service is an essential part of the airport's safety and compliance operations. ✖

Aerodrome safety is our primary focus amongst all other objectives. It's a critical enabler of everything we do.

COMPLIANCE



STAFF SPOTLIGHT

MURRAY HAUSMAN

Fire Rescue Team Leader

**Can you tell us what your job involves in simple terms?**

Providing Fire Rescue capabilities for the Airport.

What's one thing you do every day that helps things run smoothly?

We ensure the safe arrivals and departures of all and any aircraft.

What's your favourite part of your daily work?

The early mornings start to the day, sometimes watching beautiful sunrises and sunsets.

Is there a part of your job that people might be surprised to learn about?

We have learnt to drive the Airport tractor with the sweeper on it, in case of any foreign object debris (FOD) found on the airfield that needs cleaning up.

How do you work with other teams or departments?

We work close with all and any AirNZ staff from the ladies/gents on the ground floor, to aircrew and fuel tanker drivers...depending on what the need is.

What's something small you do that makes a big difference?

We either scare off or kill any small wildlife that make their way onto the Airfield.

What happens behind the scenes in your role that most people don't see?

There is at times a lot of paperwork, lessons to give from contractor inductions, Airport drivers' licensing and of course escorts from ambulance arrivals to trucks needing to be airside.

What kind of planning or preparation goes into your work?

For myself, I have done this work for the past 28 years. Combining volunteer firefighting this tallies to over 36 years firefighting experience.

What's one tool or system you use every day, and why is it important?

OneReg is a great help. It has helped us cut down on unnecessary paperwork and has made our reporting system easy and friendly to use.

What do you enjoy doing outside of work?

Fishing...I have a fishing Jet ski that gets used a lot in the better weather days and sometimes in the rough days.... like a cork in a bathtub. If not fishing, then golf would be my next preference.

What's something (funny, surprising, or memorable) your colleagues might say about you?

Always willing to have a laugh or make someone laugh.

If you could swap jobs with anyone for a day, who would it be and why?

I'm not sure if I would "Like it or not" but David Lanham's job would interest me...the complex day to day running and movements within an airport just seems to me would be mind boggling.

What motivates you at work?

With this job, having to be ready at a moment's notice in case of a crash or emergency incident...the unknown of just what may be around the corner... hoping that the day never comes but being ready for it. ✕



PALMERSTON NORTH AIRPORT LIMITED ANNUAL REPORT 2025 17

CASE STUDY

WHĀNAU KOTAHI

Supporting Our People, Together

At Palmerston North Airport, our people are at the heart of everything we do. We truly value our team members and are committed to supporting their health, happiness, and sense of belonging. Through our wellness programme, Whānau Kotahi, now in its fifth year, we continue to invest in the wellbeing of our team by offering a wide range of activities designed to connect, uplift and support everyone across the organisation.

Over the past year, our calendar has been packed with events that bring our people together in meaningful ways. From monthly team building exercises, social events, cultural celebrations to community volunteering there's been something for everyone. The diversity of events, from Mental Health Awareness Week and Matariki to Pet Day and Gumboot Friday, reflects the diverse needs of our people, and we're proud to support them in both fun and serious moments.

We also celebrated 10 year service anniversaries for three team members, a first for our organisation.

This year, our team's engagement in wellbeing initiatives hit an all-time high. We were thrilled to achieve a 100% response rate in our annual engagement survey for the first time. Even better, our engagement score rose to 83%, a clear sign that our people feel connected, supported, and valued.

We also celebrated 10 year service anniversaries for three team members, a first for our organisation.



We continue to offer our team members free access to EAP (Employee Assistance Programme) for confidential mental health and counselling services, hybrid working opportunities to support work-life balance, free gym access and subsidised health insurance to ensure our people are looked after when it matters most.

Whānau Kotahi continues to grow, and so does our commitment. We firmly believe that when our people thrive, so does our organisation, and we're very proud to keep wellbeing at the heart of our workplace.

Here's to another year of looking after each other as one whānau. ✖



CULTURE

STAFF SPOTLIGHT

TERRY COONEY

Airfield Operations Manager

**Can you tell us what your job involves in simple terms?**

Ensuring day to day safety and security of operations.

What's one thing you do every day that helps things run smoothly?

Communicate.

What's your favourite part of your daily work?

The first thing in the morning prior to the first passenger flight is a chance to plan the day and catch up with paper work.

Is there a part of your job that people might be surprised to learn about?

The variety of activities the job entails. No day is the same.

How do you work with other teams or departments?

Our PNAL team works closely together and collaborates effectively during our many projects.

What's something small you do that makes a big difference?

Appreciate the extra work our staff do when it's required.

What happens behind the scenes in your role that most people don't see?

CAA 139 compliance including inspections and training.

What's one tool or system you use every day, and why is it important?

The regulators (CAA) advisory circulars. They provide advisory, practical guidance to at times complex rules and regulations.

What do you enjoy doing outside of work?

Working on the new property and walking on the many awesome Taranaki trails.

If you could swap jobs with anyone for a day, who would it be and why?

Farmer. My grandfather was a farmer and I have fond memories of being on the farm as a 5-9 year old.

What motivates you at work?

Outcomes. It is always satisfying to complete projects and maintain operations. ✖



CASE STUDY

GROWING OUR COMMERCIAL FOOTPRINT



New Freight & Logistics Warehouse at Ruapehu Aeropark

As the region grows, so too does the role of Ruapehu Aeropark in supporting economic development, regional and national connectivity, and long-term opportunity. This year, we reached a major milestone, with the signing of a lease agreement with Freightways for a new freight and logistics warehouse, a key addition to the broader vision for the precinct, and the Te Utanganui Central New Zealand Distribution hub.

The development features warehousing, breezeway and office space over an area of 5,000m².

The facility is purpose-built, a future-ready space that aligns with the increasing demand for efficient and connected warehouse space. It also includes a future expansion option for a second adjoining warehouse, allowing room for growth as tenant needs evolve.

Construction is expected to begin in late 2025, with the completed warehouse becoming a cornerstone of operations within Ruapehu Aeropark by early Calendar Year 2027. The completion will mark a major step in futureproofing Freightways' operations to meet the demand for fast, reliable courier and cargo services across New Zealand.

Ruapehu Aeropark is a vital part of the Te Utanganui – Central New Zealand Distribution Hub, a collaborative effort that firmly establishes Palmerston North / Manawatū as an integral part of the national supply chain. This development adds critical capacity and further strengthens the hub's infrastructure, helping move goods faster, more efficiently, and more sustainably across Aotearoa.

Expanding our commercial footprint allows us to diversify revenue streams to support the airport's long-term resilience, attract and retain business investment in the region and create employment opportunities both during construction and once operational.

Ruapehu Aeropark represents a unique opportunity to bring together aeronautical activity, freight & logistics, and associated industry in a well-connected, future-focused precinct. We're excited to see this next chapter take shape and look forward to welcoming new partners to the space as the precinct continues to grow.

This project is a strong vote of confidence in Te Utanganui and our region, and we're proud to play a leading role in building the infrastructure that supports its future. ✖

This project is a strong vote of confidence in
Te Utanganui and our region.



Working Together for Growth

MOU Sets a Course for Regional Success

This year, a Memorandum of Understanding (MOU) was signed between Air New Zealand, Palmerston North Airport Limited, and CEDA, a shared commitment to unlocking the full potential of our region.

This agreement focuses on key opportunities for growth, including the development of passenger and cargo air services, advancing sustainable aircraft operations, and continued support for pilot training in Palmerston North.

More than just a formal agreement, this MOU is a united effort to strengthen the role of Manawātū as a fast-growing, strategically positioned economic hub with a vital part to play in New Zealand's freight and aviation future.



STAFF SPOTLIGHT

BRIGIT MACKAY

Business Support Executive

**Can you tell us what your job involves in simple terms?**

I'm in a support role which means a lot of variety - on any given day I could be answering calls and emails from customers, shopping for supplies, taking minutes, managing calendars, updating safety documents, or arranging catering.

What's your favourite part of your daily work?

Airports are exciting places. There is always something interesting happening out the window with the different aircraft coming through. You can't help becoming a bit of a plane spotter working here!

How do you work with other teams or departments?

The PNAL team is a great bunch of people doing many diverse roles. I'm lucky that I get to provide admin support to everyone from the corporate team to the Rescue Fire staff, Terminal Operations team, engineers and our many stakeholders.

Can you share a moment when you helped solve a problem or went the extra mile?

We get all sorts of questions and queries and I never quite know what I'm going to get asked. I once spent over an hour talking an elderly customer through online bookings. Airports and airline processes are

unfamiliar to many people, which can make travel really stressful. If we can help customers manage some of the logistics, it makes for a much more pleasant travel experience.

What happens behind the scenes in your role that most people don't see?

As a member of the public, I used to think of the airport as just the terminal. Now I work here I know there is so much that goes on around the airfield - the commercial spaces, carparking, infrastructure, rescue fire tasks, wildlife management... It's never boring and I'm gradually learning the language of the aviation world.

What's something (funny, surprising, or memorable) your colleagues might say about you?

I know one or two of my colleagues would laugh at my ability to misplace my phone several times a day.

If you could swap jobs with anyone for a day, who would it be and why?

So many possibilities....if it was just for a day, perhaps a tour guide somewhere in Europe, or a surf instructor in Bali...something outdoorsy, active, and in a warm climate sounds appealing. ✈



CASE STUDY

SUPPORTING OUR COMMUNITY

At Palmerston North Airport, we recognise that being an airport is about more than just planes and asphalt. At the core of why we exist is our community. Every day, our community chooses to use our airport when they do have other choices, and in return, we're committed to giving back in ways that matter.

As a regional airport, we know we're deeply connected to the success, wellbeing and spirit of our region. The people who choose to use our airport are also the people who teach our kids, run our businesses, coach our sports teams and perform on our local stages. That's why we see it as our responsibility, and our privilege, to be an active partner in the community that supports us, and to not rest on our laurels.

As an airport we are working hard to earn and maintain the trust, respect and support of the community by being a responsible and engaged partner. We want the people of our region to see value in having an airport that genuinely cares about our community and is playing its part in positively contributing to our community's economic and social wellbeing. Our participation in the community takes many forms including volunteering, presenting to local community groups, hosting school visits to the airport and sponsorship. Through our sponsorship programme, we aim to make a real difference by supporting organisations and initiatives that uplift, connect and enrich the lives of our community members.





CASE STUDY

This year, we were proud to continue backing a range of incredible local groups:

- Just Zilch – A food rescue operation that's spent over a decade helping local families put food on the table. We're proud to be Gold Sponsors of this organisation, which goes above and beyond every day to support those in need.
- Wildbase Hospital – New Zealand's national wildlife hospital, providing expert care for sick and injured native species. Our support includes a leased vehicle, helping to safely return recovered animals to the wild.
- Te Rangimarie Marae – A place of deep cultural and historical significance in Rangitū. The marae delivers important education programmes for schools, sharing the rich Māori history of our region. We have a longstanding and deep friendship with the Marae and its custodians as kaumatua of Rangitāne o Manawatū.

- Fly Palmy Arena – A premier indoor sports and events venue, hosting everything from netball tournaments to concerts and expos. We proudly sponsor this space, which brings the community together year-round.
- Centrepont Theatre – A cultural cornerstone of Manawatū since 1974. As Silver Sponsors, we help ensure the region's only professional theatre can continue to challenge, inspire and entertain local audiences.

In addition to these cornerstone partnerships, we also support other local events and initiatives throughout the year, from sports tournaments and cultural events to one-off community projects, because we know even the smallest gesture can have a big impact.

We're proud of the relationships we've built, and we remain committed to playing our part, not just as a transport hub, but as part of the rich fabric of our community. ✖

We're proud of the relationships we've built, and we remain committed to playing our part, not just as a transport hub, but as part of the rich fabric of our community.





COMMUNITY

A Friendly Face at the Terminal

Our Airport Ambassadors

Since launching in 2023, our Airport Ambassador Programme has brought a warm and welcoming presence to the terminal. Whether it's pointing someone in the right direction, answering a quick question, or simply offering a friendly smile, our ambassadors play a vital role in creating a positive experience for everyone who passes through the airport.

These dedicated volunteers help welcome passengers, visitors, and customers, while providing helpful information about airport services and facilities. Their local knowledge and approachable personalities make a real difference, especially for those who may be travelling for the first time or navigating unfamiliar surroundings.



STAFF SPOTLIGHT

LINDA MANUNUI

Terminal Supervisor

**Can you tell us what your job involves in simple terms?**

Ensuring a safe and operational terminal and carpark.

What's one thing you do every day that helps things run smoothly?

Lots of communication.

What's your favourite part of your daily work?

Customer support and to make a difference in someone's day.

Is there a part of your job that people might be surprised to learn about?

How quick things can turn from good to bad.

How do you work with other teams or departments?

Building good working relationships and being approachable.

What's something small you do that makes a big difference?

Refill the terminal operations cookie jar.

How do you help customers or the public in your role?

Respond to customer inquiries in an efficient manner, be a good listener, show empathy and address concerns effectively.

What's something you do to create a good experience for others?

Always try to go above and beyond.

Can you share a moment when you helped solve a problem or went the extra mile?

I received a phonecall from an elderly lady who was parking and flying out. I met her in the carpark, loaded her bags onto the trolley, walked with her to the check-in. On her return, I waited for her to de-board, loaded her bags onto the trolley, assisted her at the paystation and then unloaded her bags into the car. She was very grateful for the assistance received.

What kind of planning or preparation goes into your work?

Really, it's just about being organized and ready to face a new day, as no two days are the same.

What do you enjoy doing outside of work?

Interior/exterior design and renovation, motorcycle riding, gardening, reading.

What's something (funny, surprising, or memorable) your colleagues might say about you?

Loves to have a good laugh.

If you could swap jobs with anyone for a day, who would it be and why?

A day in the life of a nurse in an emergency department. I like working in an unpredictable, fast paced, yet incredibly rewarding environment.

What motivates you at work?

Accomplishment. ✖



CORPORATE REPORT





CORPORATE REPORT

FOR THE YEAR ENDED
30 JUNE 2025

Palmerston North Airport Limited is a 'Council-Controlled Organisation' pursuant to the Local Government Act 2002.

PRINCIPAL ACTIVITIES

The principal activities of the Company during the year were:

- To provide airport facilities and services to airlines, air freight operators and airport users (both commercial and non-commercial) through the ownership and operation of Palmerston North Airport.
- The development of non-aeronautical revenue streams including Ruapehu Aeropark and other commercial property.

OWNERSHIP

Palmerston North Airport Limited (PNAL) is a Limited Liability Company incorporated and registered under the Companies Act 1993 and is 100% owned by the Palmerston North City Council (PNCC).

FINANCIAL REPORT

Here are the financial results for the year under review. Details of these financial results are shown on pages 40 to 49.

PERFORMANCE

	2025 Actual	2025 SOI	2024 Actual
Passengers	531,129	559,400	547,721
Revenue	16,954,928	17,777,234	15,487,238
EBITDA & Valuation of Investment Property	7,610,039	6,598,829	7,540,652
Net Profit after Tax	358,061	(1,857,119)	(2,259,016)

Financial Position

Cash and Cash Equivalents	54,414	56,213	1,161,631
Current Assets	1,382,367	5,123,109	2,580,866
Property, Plant & Equipment	92,226,767	113,126,799	87,077,037
Shareholder Funds	84,523,190	83,647,734	82,079,388

COMPANY'S AFFAIRS

The Directors regard the state of the Company's affairs to be satisfactory. Details of the year under review are included in the joint Chair and Chief Executive's Report and the statutory accounts of the Company published herewith.

DIRECTORS

Reappointments

Murray Georgel, Shelly Mitchell-Jenkins and Chris Cardwell were reappointed during the year ended 30 June 2025.

Appointments

Russell Wilson was appointed to the Board, effective October 2024.

Retirements

Sarah Laurence retired from the Board, effective September 2024.

Directors' remuneration

For the year ended 30 June 2025, the amount of \$153,300 (\$142,256: 2024) for Director Remuneration was paid, or due and payable, to members of the Board as authorised by the shareholder as follows:

	2025 Actual	2024 Actual
Murray Georgel	47,169	44,920
Shelly Mitchell-Jenkins	29,481	28,075
Chris Cardwell	29,481	28,075
Sarah Laurence	5,896	22,465
Sarah Everton	23,585	18,721
Russell Wilson	17,688	-
Total	153,300	142,256

No other remuneration or benefits, other than reimbursement of expenses, have been paid or given to Directors.

Directors' indemnity and insurance

The Company is responsible for the payment of the Directors' indemnity insurance premiums. All Directors are under the Directors and Officers Liability Insurance Policy.

Use of Company information by Directors

There were no notices from Directors of the Company requesting to use Company information received in their capacity as Directors that would not otherwise have been available to them.

Shareholding by Directors

During the year there were no shareholding transactions involving the Directors.

Directors' interests

As at 30th June 2025, Directors declared interests in the following entities:

Murray Georgel

Interest	Nature of Interest	Relationship to PNAL
Director	Manawatū Investment Group Limited	None
Trustee	Sir Patrick Higgins Charitable Trust	None
Trustee	Arohanui Hospice Service Trust	None
Trustee	Arohanui Hospice Foundation	None
Director	Levno Limited	None
Director	Levno Group Limited	None
Director	Levno IP Holdings Ltd	None
Director	CH Management Ltd	None
Shareholder	CH Management Ltd	None
Trustee	Central Energy Trust	None

Chris Cardwell

Interest	Nature of Interest	Relationship to PNAL
Director of infrastructure (Northern Region)	Health New Zealand	None
Director	Australis Property Ltd	None
Shareholder	Australis Property Ltd	None
Director	Laurent Investments Ltd	None
Shareholder	Laurent Investments Ltd	None
Director	Ngā Maunga Whakahii o Kaipara Whenua Hoko Holdings Limited	None
Director	Te Uru Limited	None
Director	Ngā Maunga Whakahii o Kaipara Commercial Development Limited	None
Director	Pitoitoi Limited	None
Director	Te Rau Manga Limited	None
Director	Ngā Maunga Whakahii o Kaipara Ngahere Limited	None
Wife	Lawyer in Procurement team - BNZ	Bank

Sarah Everton

Interest	Nature of Interest	Relationship to PNAL
Director	Horowhenua Developments Limited	None
Board Member	Whangamata Golf Club	None
Director	The Horowhenua Company Limited	None
Director	Gymnastics New Zealand	None
Independent member of Risk & Assurance committee	Horowhenua District Council	None

Russell Wilson

Interest	Nature of Interest	Relationship to PNAL
Minority s/holder	Air New Zealand Limited	Customer
Minority s/holder	Auckland International Airport Limited	None
Minority s/holder	Freightways Group Limited	Customer

Shelly Mitchell-Jenkins

Interest	Nature of Interest	Relationship to PNAL
Director	Web Genius Central NZ Limited	None
Director	The Web Genius Limited (non-trading)	None
Director	Colbert Cooper Limited	None
Shareholder	Colbert Cooper Limited	None
Director	Colbert Cooper Trustees Limited	None
Shareholder	Colbert Cooper Trustees Limited	None
Director	Colbert Cooper Trustees (2015) Limited	None
Shareholder	Colbert Cooper Trustees (2015) Limited	None
Director	Colbert Cooper Trustees (TONKS) Limited	None
Shareholder	Colbert Cooper Trustees (TONKS) Limited	None

Details of the related party transactions made during the year are shown in Note 15 of the Notes to the Financial Statements.

Schedule of Board meeting attendance

Director	Number of Board meetings held	Number of Board meetings attended
Murray Georgel	12	10
Shelly Mitchell-Jenkins	12	12
Chris Cardwell	12	11
Sarah Everton	12	12
Russell Wilson	9	9
Sarah Laurence	3	3

Schedule of Committee meeting attendance

Director	Number of Audit & Risk Committee Meetings held	Number of Audit & Risk Committee Meetings attended	Number of Terminal & Property Development Committee Meetings held	Number of Terminal & Property Development Committee Meetings attended
Murray Georgel	4	3	8	8
Shelly Mitchell-Jenkins	4	4	N/A	N/A
Sarah Laurence	1	1	N/A	N/A
Russell Wilson	3	3	N/A	N/A
Chris Cardwell	N/A	N/A	8	8
Sarah Everton	N/A	N/A	8	7

REMUNERATION OF EMPLOYEES

The number of employees, who are not Directors, whose total remuneration and benefits exceeded \$100,000 in the financial year were:

	2025 Actual	2024 Actual
\$100,000 - \$110,000	0	2
\$110,000 - \$120,000	3	1
\$120,000 - \$130,000	1	1
\$130,000 - \$140,000	1	1
\$140,000 - \$150,000	0	1
\$160,000 - \$170,000	1	0
\$170,000 - \$180,000	0	1
\$190,000 - \$200,000	0	1
\$200,000 - \$210,000	2	1
\$230,000 - \$240,000	1	0
\$340,000 - \$350,000	0	1
\$370,000 - \$380,000	1	0

Variances in the table above arise from the timing of employee resignations and appointments, remuneration increases and/or cash-ins of annual leave balances.

AUDITORS

As provided for by Section 70 of the Local Government Act 2002, Audit New Zealand, on behalf of the Auditor-General, is hereby re-appointed as Auditor to the Company.

Auditor's remuneration of \$0.099m (GST exclusive) for the 2025 annual financial statements audit and \$0.003m for the 2025 disclosure accounts audit are reflected in the financial statements as due and payable.

DONATIONS

The Company made nil donations this year (2024: \$1,000).

AIRPORT AUTHORITIES (AIRPORT COMPANIES INFORMATION DISCLOSURE) REGULATIONS 1999

A separate set of audited financial statements have been prepared as the disclosure financial statements for the purposes of, and in accordance with, the above Regulations.

AUDIT AND RISK COMMITTEE

The Company has an Audit and Risk Committee comprised of three directors of the PNAL Board. The Committee is responsible for overseeing the financial accounting and audit activities of the Company, including reviewing the adequacy and effectiveness of internal controls, meeting with and reviewing the performance of the external auditors, reviewing the financial statements and making recommendations on financial and accounting policies.

TERMINAL AND PROPERTY DEVELOPMENT COMMITTEE

The Company established a Terminal and Property Development Committee (TPDC), comprised of three directors of the PNAL Board, in September 2023. The Committee has a board-approved Terms of Reference, outlining its membership, authority and purpose.

The TPDC acts as a steering group to PNAL's Board, reviews feasibility studies and business cases, and provides oversight of PNAL's vertical and horizontal property development in Ruapehu Aeropark, as well as the redevelopment of the terminal. This Committee was set up to provide adequate governance over PNAL's increasing capital expenditure and the complexity of commercial development and the terminal.



STATEMENT OF SERVICE PERFORMANCE



STATEMENT OF SERVICE PERFORMANCE

FOR THE YEAR ENDED
30 JUNE 2025

- The Company's Statement of Intent, against which FY25 performance is judged, is dated 30 May 2024.
- The Company is trading as Palmerston North Airport Limited.
- The Board of Directors believe that the statements contained in this report accurately reflect the overall performance of Palmerston North Airport Limited for the year ended 30 June 2025.
- The below report contains an appropriate and meaningful mix of performance measures for the reporting period, as judged by the Directors. These have been assessed against Palmerston North Airport Limited's Statement of Intent for FY25 and adequately cover the five strategic objectives of the Company. These strategic objectives are considered the most appropriate categories to ensure a full reflection of the Company's performance, highlighting both quantitative and qualitative measures.
- In reflecting on future metrics and anticipated performance, the Company refers readers to the FY26-FY28 Statement of Intent, available on its website.

OUR VISION
WHAT WE ASPIRE
TO BE

**NEW ZEALAND'S
LEADING REGIONAL
AIRPORT.**



**OUR
PURPOSE**

**LAUNCHING OUR
COMMUNITIES
INTO A PROMISING
FUTURE.**



STRATEGIC OBJECTIVES

COMPLIANCE

We maintain a safe and secure operation.

- The safety and security of all airport users is our critical concern. We have a Zero Harm approach to those who visit and work within our airport community.
- We will continue to meet our regulatory and statutory obligations including Civil Aviation Rule Part 139, Resource Management Act, Palmerston North and Manawatū District Plans.

CULTURE

We empower our team members and work as one-team.

- Our People are the key to our success. We will care for each other's well-being, and develop skills, commitment, engagement and resourcefulness across our team recognising achievement.
- Our one-team ethos is supported by the five pillars of Leadership, Trust & Respect, Communication, Empowerment and Celebrating Success.

CUSTOMER

We continue to improve the customer experience for all airport users.

- Our customers include all airport users: contractors, tenants, staff, passengers, meeters and greeters, and other airport visitors.
- We lead the way in terms of delivering a high quality and efficient regional airport experience.
- We promote Palmerston North Airport as the gateway and Lower North Island commercial hub to our 90 minute drive market.

COMMUNITY

We contribute to regional prosperity.

- We are kaitiaki for the environment by operating in a sustainable manner in all of our business activities.
- We recognise our community is multi-cultural and will engage with mana whenua and all ethnic groups.

COMMERCIAL

We are a financially sustainable business enabling long term success.

- We maintain and develop core infrastructure that is business critical.
- We diversify and grow revenue streams through a focus on both aeronautical and non-aeronautical income activities.
- We operate a successful enterprise that enables us to provide a return to our shareholder when we have surplus to our ongoing investment and operating requirements.
- We facilitate regional economic development by growing passenger and airfreight volumes.

COMPLIANCE

Activity	Measure	Result	Achieved	Comments
CAA Part 139 Compliance	Recertification achieved	Achieved	●	The 5 yearly CAA Audit of PNAL's compliance with Civil Aviation Rule Part 139 was completed in June 2024 with recertification achieved on 27 June 2024. Compliance has been maintained throughout FY25.
IT infrastructure resilience	Upgrade / installation of key IT infrastructure	Underway	●	At year-end, a Disaster Recovery Server had been installed within the airport campus and was undergoing commissioning, due to go live in FY26.
Ongoing SMS development	Complete annual SMS Audit	Underway	●	PNAL's last SMS Audit occurred in March 2024 with the next audit scheduled to occur in early FY26.
Airside pavement upgrades	Critical airside pavement upgrades completed	Achieved	●	Key airside infrastructure upgrades were completed around the General Aviation fuel pumps, Aircraft Stand 6, Rescue Fire Station airside roads and other airside roads. Total spend on airside infrastructure in FY25 totalled \$1.56m.
Compliance software management	OneReg enhancements	Achieved	●	OneReg, PNAL's safety management reporting system, has seen a number of enhancements across FY25. These include the inclusion of external stakeholders within the platform, a new contractor sign in/out and inductions kiosk and enhanced wildlife reporting.
Obstacle Limitation Surface (OLS) Management	Stakeholder engagement and compliance with OLS	Achieved	●	OLS compliance and stakeholder management has continued, with additional mapping and tree height management on PNAL and surrounding neighbours' land. In addition, during FY25 PNAL has engaged the services of a three dimensional geospatial aeronautical tool, Blackmaps, to assist in ongoing OLS mapping and compliance.
Noise Management	Refresh Noise Management Plan	Achieved	●	At year-end, PNAL had completed its update to the Noise Management Plan and was in discussion with PNCC about planned improvements to further mitigate ground noise. No noise complaints were received during FY25.
PFAS Management	Global consent obtained	Underway	●	At year-end, PNAL's submission for a global consent had been submitted to Horizons Regional Council, following engagement with Rangitane. PNAL is currently awaiting acceptance of its global consent application, due to occur in FY26.
	Ongoing PFAS management and compliance with global consent	Underway	●	

CULTURE

Activity	Measure	Result	Achieved	Comments
Continual improvement of safety culture	Zero lost time injuries	Achieved	●	There were zero lost time injuries in FY25.
	Improved aerodrome safety culture scores	Underway	●	PNAL's last safety culture survey occurred in March 2023, with a score of 90% (an improvement from the prior survey of 87%). A further survey is scheduled during the upcoming SMS audit, due to occur in early FY26.
	SMS Maturity level assessed as "Effective" (currently "Operating")	Underway	●	PNAL's last SMS Audit occurred in March 2024, with the results identifying the SMS is "present, suitable, operating and effective" on 12 of 13 elements. The 13th element, relating to measuring performance, was identified as "present". The next SMS audit is scheduled for early FY26.
Whanau Kotahi / One Team Wellness Plan	Wellness Plan updated annually and implemented	Achieved	●	PNAL's wellness plan continues to deliver strong benefits to staff and enhance engagement.
	Team engagement scores in line with or exceeding industry benchmarks	Achieved	●	PNAL conducted its latest annual engagement survey in November 2024 with an overall engagement score of 84%, an improvement of 6% on prior year. This was achieved on the back of a 100% completion rate (FY24: 83%), meaning the result provides a comprehensive and accurate assessment of PNAL's team engagement.
Payroll/ HRIS system	Implementation of a new HRIS / payroll system	Achieved	●	PNAL completed implementation of a new payroll and HRIS system, Employment Hero, in Q4 of FY25, providing employees with a comprehensive solution for leave management, policy management and performance reviews.

- Meets or exceeds target
- Within 10% of target or in progress
- More than 10% below target or not started

CUSTOMER

Activity	Measure	Result	Achieved	Comments
Terminal Development Plan	Detailed design complete	Achieved	●	At year-end, PNAL had concluded detailed design and commenced demolition of the existing terminal.
Customer Loyalty	Communication strategy implementation commenced	Achieved	●	The TDP communication strategy has been implemented with a wide range of communications going out across media channels to keep stakeholders informed and have plans in place for significant milestones to be shared with the local community. Little & Loud have been engaged as PNAL's Communications and PR partner to assist in designing and implementing the strategy.
	TDP customer service operations plan implemented	Achieved	●	The TDP customer service operations plan is in effect, with conflict de-escalation training provided to the team, refreshed customer related Standard Operating Procedures (SOP's) in place and improved customer feedback loops.
	Net Promoter Score as close as reasonably practical to tourism industry benchmark of 45	NPS score of 42	●	The Net Promoter score of 42 (2024: 45) for the full year is based off 7,471 responses, a 18% decrease in the number of responses compared to prior year. The target of 45 is a stretch target, well above the benchmark average NPS scores for the New Zealand aviation industry of 33%. Going forward, reflecting the temporary nature of the temporary terminal, and its reduced customer amenity, PNAL anticipates a challenging NPS result during the disruption caused by the terminal reconstruction.
Carpark Upgrades - Products & Systems	Licence Plate Recognition implemented in all carparks	Achieved	●	Licence Plate Recognition went live in the general, longstay and rental carparks in early FY25, providing a seamless 'windows up' experience for customers arriving and departing from the carparks.
	Covered walkway – Longstay to General carpark	Deferred to later year	●	In order to preserve available debt capacity, PNAL has elected to defer the construction of additional covered walkways within the carpark until FY27.

- Meets or exceeds target
- Within 10% of target or in progress
- More than 10% below target or not started

COMMUNITY

Activity	Measure	Result	Achieved	Comments
Sustainability	Airport Carbon Accreditation Level 4 maintained	Achieved	●	The Airport Carbon Accreditation (ACA) program is the only institutionally endorsed, global carbon management certification programme for airports. It independently assesses and recognises the efforts of airports to manage and reduce their carbon emissions. PNAL last received recertification in September 2024, with a further renewal due in FY26.
	Additional Scope 1 & 2 carbon reduction initiatives implemented	Achieved	●	PNAL has achieved additional Scope 1 and 2 carbon reductions, based on the most recent ACA audited period to 30 June 2024. This is the result of a cumulation of initiatives over the past several years, including procurement of Renewable Energy Certificates, transitioning to EV's/PHEV's, the decommissioning of the terminal gas boiler and the replacement of terminal and carpark lighting with LED's. Going forward, PNAL is now reaching the bottom of potential further Scope 1 and 2 emissions that are economically viable.
	Tenant stakeholder engagement plan established (Scope 3 emissions focus)	Achieved	●	PNAL has developed a tenant stakeholder engagement plan, which has been reviewed and audited by the Airport Carbon Accreditation programme. This focusses PNAL's attention in future years towards reductions in Scope 3 (third party) emissions.
Sponsorship Strategy	Strategy refreshed	Refreshed	●	PNAL's sponsorship strategy was refreshed in late 2025 and was subsequently endorsed by PNAL's Board for implementation, which is now underway. This refresh included updating our strategic sponsorship categories to better align with our vision and target demographic, updates to our sponsorship tier levels and improved reporting and measurement criteria.
	Strategy implemented	Implemented	●	

- Meets or exceeds target
- Within 10% of target or in progress
- More than 10% below target or not started

COMMERCIAL

Activity	Measure	Result	Achieved	Comments
Total Debt	\$34.5m	\$13.3m	●	Capital spend was below budget primarily due to the start dates for the construction of the new terminal building, and the Zone D warehouse, being later than originally budgeted. These projects are both now progressing at pace, but resulted in debt requirements in FY25 being reduced, with the spend now occurring in FY26.
Total Debt to Total Debt+ Equity Ratio	29%	14%	●	As above, the reduced debt level resulted in a reduced Debt to Debt+Equity ratio.
Ratio of net surplus before interest/tax/ depreciation/ revaluations to total assets	5%	7%	●	The net surplus before interest/tax/ depreciation/ revaluations exceeded expectations largely due to tight cost control and a greater proportion of temporary terminal costs being capitalised than expensed.
Ratio of net surplus after tax to consolidated shareholders funds inclusive of revaluation reserve.	-2%	0%	●	The SOI anticipated a loss for FY25, largely due to one-off and/or non-cash adjustments relating to the terminal development project (e.g. temporary terminal costs and/or accelerated depreciation). The actual results for FY25 saw a greater proportion of costs being capitalised and/or reduced accelerated depreciation within FY25. These reduced expenses contributed to the positive surplus after tax for FY25, relative to the SOI.
Maintain a ratio of consolidated shareholders funds to Total Assets of at least 40%	64%	77%	●	Due to delay in construction of the new terminal and Zone D warehouse, the increase in total assets and increase in debt were less than budgeted. As a result, consolidated shareholder funds as a proportion of total assets was higher than budgeted.
Interest coverage ratio of EBITDA to interest of at least 2.5 as per BNZ loan covenants	5.6	13.2	●	Interest expenditure was lower than budgeted resulting from the deferral of a number of budgeted capital projects. EBITDA also exceeded budget for the reasons outlined above.

- Meets or exceeds target
- Within 10% of target or in progress
- More than 10% below target or not started

Activity	Measure	Result	Achieved	Comments
Maintain a tangible net worth (total tangible assets after revaluations less total liabilities) above \$80m	\$83.6m	\$84.5m	●	Primarily due to revaluation gains on land, and the higher than budgeted profit outlined above, net assets have increased above budgeted amounts.
Net Debt*/EBITDA less than 4.5 (long term target)	5.2	1.7	●	Net debt was less than anticipated due to capital expenditure being lower than budgeted as outlined above. EBITDA also exceeded budget for the reasons outlined above. Achievement of this target in future years is likely to be impacted in the short term by the planned terminal redevelopment and capital projects within Ruapehu Aeropark.
Funds from Operations (FFO**)/Net Debt greater than 11% (long term target)	17.8%	52.9%	●	Funds from Operations exceeded budget and Net Debt was below budget for the reasons outlined above.
Ruapehu Aeropark – strategic partnership(s)	Strategic investment option identified and implemented	Underway	●	At year-end, PNAL was in the processing of completing a debt raise to bring total available debt facilities up to \$95m, enabling PNAL to accelerate development within Ruapehu Aeropark. This debt raise is anticipated to be completed in early FY26. In addition, PNAL continues to evaluate options to divest non-strategic land and engage with potential Joint Venture partners for Ruapehu Aeropark development.
Ruapehu Aeropark – commercial developments	Zone D warehouses – 50% preleased	Complete	●	PNAL has successfully executed an Agreement to Lease with a tenant for Stage 1 of the Zone D warehouse precinct. The final design stages for the warehouse are now underway, with construction due to commence in FY26.
Passenger movements	559,400	531,129	●	Total passenger movements were 5% below SOI and 3% below prior year, reflecting the wider suppression in demand across the New Zealand aviation industry currently being experienced. Challenges across the industry included the economic recession, higher fares, costs of living, challenges with Air New Zealand capacity and a challenging operating environment for smaller regional carriers.

*Net debt equals total borrowing less cash and cash equivalents

**FFO equals EBITDA less interest less tax

● Meets or exceeds target

● Within 10% of target or in progress

● More than 10% below target or not started

FINANCIAL STATEMENTS

FOR THE YEAR ENDED 30 JUNE 2025



PALMERSTON NORTH AIRPORT LIMITED

STATEMENT OF COMPREHENSIVE REVENUE AND EXPENSE

FOR THE YEAR ENDED 30 JUNE 2025

		30-Jun-25 Actual \$	30-Jun-25 SOI \$	30-Jun-24 Actual \$
REVENUE	Note			
	1	16,954,928	17,777,234	15,487,238
OPERATING EXPENSES				
Operations and Maintenance:				
Airfield Services	7a	646,629	690,361	624,155
Other Operating Expenses	11	2,760,535	3,543,833	2,730,726
TOTAL OPERATIONS AND MAINTENANCE		3,407,164	4,234,194	3,354,881
Administration:				
Audit Fees	12	134,132	131,626	117,060
Bad Debts Written Off		101	-	19,955
Expected Credit Loss Allowance for Receivables	4	(6,189)	5,000	(2,955)
Directors' Fees	15	153,301	151,840	142,258
Employee Expenses	7b	2,590,369	2,651,774	2,293,407
General Administration	11a	3,066,011	4,003,971	2,021,980
TOTAL ADMINISTRATION:		5,937,725	6,944,211	4,591,705
TOTAL OPERATING EXPENSES		9,344,889	11,178,405	7,946,586
Earnings Before Interest, Taxation, Depreciation, Amortisation & Valuation of Investment Properties:		7,610,039	6,598,829	7,540,652
Finance Costs, Depreciation, Amortisation & Loss on Sale				
Finance Costs	9	576,640	1,177,678	523,481
Depreciation & Amortisation	2 & 3	7,040,294	8,000,482	2,192,583
Loss/(Gain) on Sale of Assets		110,101	-	349,303
Assets vested to PNCC	2b	-	-	5,046,062
TOTAL FINANCE COSTS, DEPRECIATION		7,727,035	9,178,160	8,111,429
Revaluation (Loss)/Gain - Investment Properties	2a	507,200	-	(70,500)
OPERATING SURPLUS BEFORE TAXATION		390,204	(2,579,331)	(641,277)
Taxation Expense on Operating Surplus	6a	32,143	(722,212)	1,617,739
NET PROFIT(LOSS) AFTER TAXATION		358,061	(1,857,119)	(2,259,016)

Murray Georgel
Chair

Date: 30 September 2025



Shelly Mitchell-Jenkins
Director

Date: 30 September 2025



The accompanying accounting policies and notes form part of and are to be read in conjunction with these financial statements.

PALMERSTON NORTH AIRPORT LIMITED
STATEMENT OF COMPREHENSIVE REVENUE AND EXPENSE

FOR THE YEAR ENDED 30 JUNE 2025

	Note	30-Jun-25 Actual \$	30-Jun-25 SOI \$	30-Jun-24 Actual \$
NET PROFIT(LOSS) AFTER TAXATION		358,061	(1,857,119)	(2,259,016)
Other Comprehensive Revenue and Expense				
Gains (losses/impairment) on property, plant and equipment revaluations	13(d)	2,218,003	-	-
Movement in deferred tax at revaluation	13(d)	62,738	-	-
TOTAL COMPREHENSIVE REVENUE AND EXPENSE		2,638,802	(1,857,119)	(2,259,016)

The accompanying accounting policies and notes form part of and are to be read in conjunction with these financial statements.

PALMERSTON NORTH AIRPORT LIMITED STATEMENT OF CHANGES IN EQUITY

FOR THE YEAR ENDED 30 JUNE 2025

	Note	30-Jun-25 Actual \$	30-Jun-25 SOI \$	30-Jun-24 Actual \$
EQUITY AT THE BEGINNING OF THE YEAR		82,079,388	85,504,851	84,338,404
Total Comprehensive Revenue and Expense for the year		2,638,802	(1,857,119)	(2,259,016)
Transfer out of Asset Revaluation Reserves for sale of assets	13(d)	-	-	(1,727,530)
Transfer into Retained Earnings for sale of assets	13(d)	-	-	1,727,530
Distribution to Shareholder during the year		(195,000)	-*	-
EQUITY AT THE END OF THE YEAR		84,523,190	83,647,734	82,079,388

*Declared dividend - paid in the following financial year

The accompanying accounting policies and notes form part of and are to be read in conjunction with these financial statements.

PALMERSTON NORTH AIRPORT LIMITED STATEMENT OF FINANCIAL POSITION

AS AT 30 JUNE 2025

	Note	30-Jun-25 Actual \$	30-Jun-25 SOI \$	30-Jun-24 Actual \$
CURRENT ASSETS				
Cash and Cash Equivalents	5	54,414	56,213	1,161,631
Trade Accounts Receivable	4	1,144,993	4,270,160	1,224,360
Sundry Receivables and Prepayments		182,960	796,736	194,875
TOTAL CURRENT ASSETS		1,382,367	5,123,109	2,580,866
CURRENT LIABILITIES				
Revenue in Advance	14	75,358	204,988	77,459
Trade Accounts Payable	14	2,272,548	5,849,733	1,002,643
Other Creditors	14	271,724	(263,401)	715,861
Employee Benefit Liabilities	7	512,531	386,101	476,620
Borrowings	10	1,300,000	-	2,700,000
TOTAL CURRENT LIABILITIES		4,432,161	6,177,421	4,972,583
WORKING CAPITAL		(3,049,794)	(1,054,312)	(2,391,717)
NON CURRENT ASSETS				
Property, Plant & Equipment	2	92,226,767	113,126,799	87,077,037
Investment Property	2a	15,836,700	15,400,000	15,329,500
Intangible Assets	3	29,261	1,920	54,634
TOTAL NON CURRENT ASSETS		108,092,728	128,528,719	102,461,171
Less: NON CURRENT LIABILITIES				
Deferred Tax Liability	6b	8,519,744	9,250,607	9,990,066
Borrowings	10	12,000,000	34,576,065	8,000,000
TOTAL NON CURRENT LIABILITIES		20,519,744	43,826,673	17,990,066
NET ASSETS		84,523,190	83,647,734	82,079,388
SHAREHOLDER'S EQUITY				
Paid in Capital	13(a)	9,380,400	9,380,400	9,380,400
Retained Earnings	13(b)	26,675,956	26,353,711	26,512,895
Asset Revaluation Reserve	13(d)	48,466,834	47,913,623	46,186,093
TOTAL SHAREHOLDER'S EQUITY		84,523,190	83,647,734	82,079,388

Represented by:

For and on behalf of the Board

Murray Georgel
Chair

Date: 30 September 2025

Shelly Mitchell-Jenkins
Director

Date: 30 September 2025

The accompanying accounting policies and notes form part of and are to be read in conjunction with these financial statements.

PALMERSTON NORTH AIRPORT LIMITED STATEMENT OF CASH FLOWS

FOR THE YEAR ENDED 30 JUNE 2025

	Note	30-Jun-25 Actual \$	30-Jun-25 SOI \$	30-Jun-24 Actual \$
CASH FLOWS FROM OPERATING ACTIVITIES				
Cash was provided from:				
Receipts from Customers		16,756,830	20,157,486	15,428,280
Interest Received		-	-	-
Income Tax Refund		-	-	-
		16,756,830	20,157,486	15,428,280
Cash was disbursed to:				
Payment to Suppliers and Employees		8,709,427	9,671,337	7,620,382
Tax Loss Payment to PNCC	15	114,458	-	110,019
Payment of Income Tax		730,754	1,175,000	1,392,593
Interest Payments		502,663	1,177,678	443,089
		10,057,302	12,024,015	9,566,083
Net cash flows from operating activities		6,699,528	8,133,471	5,862,197
CASH FLOWS FROM INVESTING ACTIVITIES				
Cash was provided from:				
Sale of Property Plant and Equipment		-	-	313
Cash was applied to:				
Acquisitions of Property, Plant & Equipment		10,211,745	31,725,165	4,699,260
Acquisitions of Investment Property		-	-	-
Net Cash Flow from Investing Activities		(10,211,745)	(31,725,165)	(4,698,947)
CASH FLOW FROM FINANCING ACTIVITIES				
Cash was provided from:				
Borrowings		5,300,000	24,020,330	3,000,000
Cash was applied to:				
Repayment of Borrowings		2,700,000	298,511	3,065,000
Payment of Dividends	13(c)	195,000	129,605	-
Net Cash from Financing Activities		2,405,000	23,592,214	(65,000)
Net Increase/(Decrease) in Cash, Cash Equivalents and Bank Overdrafts		(1,107,217)	520	1,098,250
Cash, Cash Equivalents and Bank Overdrafts at the Beginning of the year		1,161,631	55,693	63,381
Cash, Cash Equivalents and Bank Overdrafts Year End	5	54,414	56,213	1,161,631

The accompanying accounting policies and notes form part of and are to be read in conjunction with these financial statements.



NOTES TO THE FINANCIAL STATEMENTS



PALMERSTON NORTH AIRPORT LIMITED
NOTES TO THE FINANCIAL STATEMENTS

STATEMENT OF ACCOUNTING POLICIES

FOR THE YEAR ENDED 30 JUNE 2025

REPORTING ENTITY

Palmerston North Airport Limited (PNAL) is a New Zealand company registered under the Companies Act 1993.

The Company has designated itself as a Public Benefit Entity (PBE) for financial reporting purposes.

The financial statements of the Company are for the year ended 30 June 2025. The financial statements were authorised for issue on 30 September 2025 by the Board.

BASIS OF PREPARATION

The financial statements have been prepared on the going concern basis. The Company has prepared a going concern assessment and is satisfied the conditions for a going concern are met. The Company has prepared a three-year Statement of Intent for the FY26-FY28 income years, which is available on the Company's website. This illustrates the anticipated financial position and performance, and for the next three years the Company will be able to meet its financial obligations as they fall due. Assumptions underlying the going concern basis are documented throughout these financial statements.

Accounting policies have been applied consistently throughout the period.

Statement of Compliance

The financial statements of Palmerston North Airport Limited have been prepared in accordance with the requirements of the Airport Authorities Act 1966, Airport Authorities Amendment Act 2000, the Local Government Act 2002, Airport Authorities (Airport Companies Information Disclosure) Regulations 1999, the Companies Act 1993, and the Financial Reporting Act 2013. This includes the requirement to comply with generally accepted accounting practice in New Zealand (NZ GAAP).

These financial statements have been prepared in accordance with Tier 2 PBE accounting standards.

The entity is eligible and has elected to report in accordance with Tier 2 PBE Standards RDR on the basis that the entity has no public accountability and has Expenses $\geq$ \$5m and $<$ \$33m.

These financial statements comply with PBE standards.

Presentation Currency and Rounding

The financial statements are presented in New Zealand dollars and all values are rounded to the nearest dollar. The functional currency of Palmerston North Airport Limited is New Zealand dollars.

PALMERSTON NORTH AIRPORT LIMITED
NOTES TO THE FINANCIAL STATEMENTS

SIGNIFICANT ACCOUNTING POLICIES

Measurement Basis

The financial statements have been prepared on a historical cost basis, modified by the revaluation of land, buildings and airside infrastructure assets.

1. ANALYSIS OF OPERATING REVENUE

	2025 Actual	2024 Actual
Aeronautical Charges	11,433,527	10,003,603
Car Park, Rent, and Advertising	5,130,415	5,167,725
Other	390,986	315,910
Total	16,954,928	15,487,238

Revenue Measurement and Recognition

Revenue is measured at the fair value of consideration received or receivable.

Landing, departure, facility fees and car park revenue are recognised when the facilities are used.

Interest received is recognised as it accrues using the effective interest rate method.

Lease revenue from operating leases is recognised as revenue on a straight-line basis over the lease term, unless another systematic basis is more representative of the time pattern in which benefits derived from the leased asset is diminished.

2. PROPERTY, PLANT AND EQUIPMENT

	Land	Buildings	Airside Infrastructure	Landside Infrastructure	Total Infrastructure	Plant & Equipment	Furniture & Fittings	Computer Equipment	Motor Vehicles	Total
Balances 1 July 2024										
Cost / Valuation	30,937,931	14,561,642	37,954,975	7,554,247	45,509,222	3,553,987	358,335	217,119	1,560,879	96,699,115
Accumulated Depreciation	-	(1,373,915)	(3,281,328)	(2,222,975)	(5,504,303)	(2,140,593)	(288,096)	(153,180)	(161,991)	(9,622,078)
Carrying Amount	30,937,931	13,187,728	34,673,647	5,331,272	40,004,918	1,413,395	70,239	63,938	1,398,888	87,077,037
Movements for the year										
Reverse Prior Year Work in Progress	-	(2,856,301)	(216,994)	(1,108,168)	(1,325,162)	(64,834)	-	(29,415)	-	(4,275,711)
Additions & Current Year Work in Progress	-	8,924,137	1,910,262	2,786,048	4,696,310	471,282	25,860	107,274	-	14,224,864
Disposals - Cost / Valuation	-	(5,203,821)	(2,333)	(783)	(3,115)	(505,830)	(140,404)	(63,539)	-	(5,916,709)
Revaluation - Cost/Valuation	2,442,069	-	(4,747,179)	-	(4,747,179)	-	-	-	-	(2,305,110)
Disposals - Accumulated Dep.	-	5,203,821	2,333	783	3,115	497,447	133,806	62,924	-	5,901,113
Depreciation for the Year	-	(4,925,544)	(1,244,115)	(217,131)	(1,461,246)	(445,441)	(21,294)	(39,043)	(109,261)	(7,001,829)
Depreciation Reversal on Revaluation	-	-	4,523,112	-	4,523,112	-	-	-	-	4,523,112
Closing Balances 30 June 2025										
Cost/Valuation	33,380,000	15,425,658	34,898,731	9,231,345	44,130,076	3,454,605	243,791	231,440	1,560,879	98,426,449
Accumulated Dep.	-	(1,095,638)	-	(2,439,323)	(2,439,323)	(2,088,586)	(175,583)	(129,299)	(271,252)	(6,199,682)
Carrying Amount	33,380,000	14,330,020	34,898,732	6,792,022	41,690,754	1,366,019	68,207	102,140	1,289,627	92,226,767
Capital work in progress included at cost										
30-Jun-25	-	6,634,871	25,206	848,681	873,887	-	19,583	37,333	-	7,565,674

	Land	Buildings	Airside Infrastructure	Landside Infrastructure	Total Infrastructure	Plant & Equipment	Furniture & Fittings	Computer Equipment	Motor Vehicles	Total
Balances 1 July 2023										
Cost / Valuation	32,855,065	12,455,386	37,739,060	10,614,185	48,353,245	3,446,202	352,663	179,739	1,537,678	99,179,978
Accumulated Depreciation	-	(1,074,339)	(2,042,573)	(3,277,138)	(5,319,711)	(1,947,134)	(270,122)	(153,642)	(67,657)	(8,832,604)
Carrying Amount	32,855,065	11,381,047	35,696,487	7,337,047	43,033,534	1,499,069	82,541	26,096	1,470,022	90,347,374
Movements for the year										
Reverse Prior Year Work in Progress	-	(1,150,049)	(344,972)	(1,055,062)	(1,400,034)	(18,117)	-	-	(829,802)	(3,398,002)
Additions & Current Year Work in Progress	-	3,256,306	560,887	1,969,370	2,530,256	153,469	5,672	58,498	853,002	6,857,202
Disposals - Cost / Valuation	(1,917,134)	-	-	(3,974,246)	(3,974,246)	(27,567)	-	(21,118)	-	(5,940,064)
Revaluation Surplus/(Loss)	-	-	-	-	-	-	-	-	-	-
Disposals - Accumulated Dep.	-	-	-	1,327,928	1,327,928	23,747	-	21,065	-	1,372,739
Depreciation for the Year	-	(299,576)	(1,238,756)	(273,765)	(1,512,521)	(217,206)	(17,974)	(20,603)	(94,334)	(2,162,213)
Dep. Reversal on Revaluation	-	-	-	-	-	-	-	-	-	-
Closing Balances 30 June 2024										
Cost/Valuation	30,937,931	14,561,642	37,954,975	7,554,247	45,509,222	3,553,987	358,335	217,119	1,560,879	96,699,115
Accumulated Dep.	-	(1,373,915)	(3,281,328)	(2,222,975)	(5,504,303)	(2,140,593)	(288,096)	(153,180)	(161,991)	(9,622,078)
Carrying Amount	30,937,931	13,187,728	34,673,647	5,331,272	40,004,918	1,413,395	70,239	63,938	1,398,888	87,077,037
Capital work in progress included at cost										
30-Jun-24	-	2,856,301	216,994	1,108,168	1,325,162	64,834	-	29,415	-	4,275,711

PALMERSTON NORTH AIRPORT LIMITED
NOTES TO THE FINANCIAL STATEMENTS

Land, Buildings and Airside Infrastructure Fair Value

Land

Land is valued at fair value.

The most recent valuation was performed by independent registered valuers, Morgan's Property Advisors. The valuation is effective as at 30 June 2025 and resulted in an increase in value of \$2.44m. This has been recognised in the 2025 annual accounts.

As per Commerce Commission guidelines, fair value has been determined using the Market Value Alternative Use Highest and Best Use (MVAU) methodology. A discounted cashflow has been used to determine the MVAU.

In order to determine MVAU, the airport land has been split into five hypothetical areas based on location. These include Rural, Lifestyle, Residential, Commercial and Industrial, to which MVAU valuations have then been applied.

The Company's zones (Airside, Commercial and Rural) have then been overlaid. Valuation of the Company's activity zones are therefore based on the MVAU values applied to the respective underlying hypothetical areas falling within each PNAL zone.

Key assumptions

The independent valuation advice is based on the following key assumptions:

- The hypothetical areas determined.
- Land sales and cost have been spread over a ten-year period.
- Annual land inflation has been set at between 1.0% and 2.5% over the next ten years.
- Basic development costs, i.e. servicing, earthworks etc. are estimated to be 25% of the sale price.
- Discount rates of between 17.5% and 22.5%.

Sensitivity analysis

Sensitivity analysis has been completed where changes in key inputs to assumptions would significantly change the fair value. The change to the fair value assessment from changing these inputs has been estimated as follows:

- Decreasing the discount rate to 17.5% would result in an increase in land value of \$3.0m.
- Increasing the discount rate to 22.5% would result in a decrease in land value of \$2.6m.
- If the land inflation rate was increased to 5.0% annually this would result in an increase of land value of \$3.53m.
- No land inflation over the 10 years would result in a reduction in land value of \$1.84m.
- An increase of Basic Development Costs by 10% would result in a reduction of \$1.86m. This assumes a change in the Basic Development Costs from 25% to 27.5%.
- An increase of Basic Development Costs by 50% would result in a reduction of \$9.31m. This assumes a change in the Basic Development Costs from 25% to 37.5%.

PALMERSTON NORTH AIRPORT LIMITED
NOTES TO THE FINANCIAL STATEMENTS

Buildings

Buildings are valued at fair value using depreciated replacement cost. Where appropriate, the value of the improvements has then been reconciled against the investment method which capitalises the actual, or potential, market rental income having regard for yields as derived from sales of comparable property from which deduct the underlying value.

The most recent valuation was performed by independent registered valuers Morgan's Property Advisors. The valuation is effective as at 30 June 2025 and resulted in an increase of \$0.1m. The Company has considered that this movement is not sufficiently material to warrant the recognition of any fair value adjustment for the year ended 30 June 2025.

Revaluations will continue to be undertaken at least three yearly in line with the current revaluation cycle of the Company. The last revaluation was as at 30 June 2023.

Airside Infrastructure

Airside Infrastructure is valued at fair value based on depreciated replacement cost in accordance with PBE IPSAS 17.

Fair value has been determined calculating the replacement cost of the asset based on current construction costs to recreate the asset with current legislative requirements. Assets have then been adjusted for physical obsolescence using a straight-line depreciation approach. From there an estimated percentage of remaining life of the asset is applied, based on the condition of the asset, to calculate the current replacement cost.

The most recent valuation was performed by independent consultant engineers and valuers AECOM New Zealand Limited. The valuation is effective as at 30 June 2025 and resulted in a decrease in value of \$0.22m. This has been recognised in the 2025 annual accounts.

Landside Infrastructure

Landside Infrastructure has been valued at historic cost less depreciation.

Impairment

Impairment for Property, Plant and Equipment for 2025 was \$0.1m (2024: \$0.34m). This relates to historic WIP expenditure which is no longer considered attributable to an identifiable project.

Property, Plant and Equipment pledged as security on borrowings

There is a general Debenture held by the BNZ of the Company assets and undertaking of the airport. Additionally, the BNZ also hold first mortgages over land at 230, 289 and 296 Milson Line (CT WN48A/146, CT WN55B/574 and CT 242875), 320 Milson Line (CT 716768), and Railway Road (CT 480423 and CT 503654), RD10, Roslyn, Palmerston North.

PALMERSTON NORTH AIRPORT LIMITED
NOTES TO THE FINANCIAL STATEMENTS

Property Plant and Equipment

Property Plant and Equipment consists of:

Operational Assets

These include land, buildings, furniture and fittings, computer equipment, motor vehicles and various plant and equipment.

Infrastructure Assets

Infrastructure Assets consist of Airside and Landside Infrastructure. Airside Infrastructure assets include runways, aprons, taxiways, and underground reticulated systems. Landside infrastructure assets include pavements, car parking and roading outside the secure areas of the airport.

Measurement of Property, Plant, Equipment and Intangible Assets

Property plant and equipment and landside infrastructure are measured at cost less accumulated depreciation and impairment losses with the following exceptions:

- Land is measured at fair value
- Buildings and airside infrastructure are measured at fair value less accumulated depreciation.

Revaluations

Land, buildings and airside infrastructure are revalued with sufficient regularity to ensure that their carrying amount does not differ materially from fair value and are revalued at least every three years. The carrying values of revalued items are reviewed at each balance date to ensure that those values are not materially different to fair value. If there is a material difference, then the off-cycle asset classes are revalued.

Accounting for Revaluations

Palmerston North Airport Limited accounts for revaluations on a class of assets basis.

The net revaluation results are credited or debited to 'Other Comprehensive Revenue and Expense' and are accumulated to an asset revaluation reserve in equity for that class-of-asset. Where this would result in a debit balance in the asset revaluation reserve, this balance is not recognised in Other Comprehensive Revenue and Expense but is recognised in the Surplus or Deficit. Any subsequent increase on revaluation that reverses a previous decrease in value recognised in the Surplus or Deficit will be recognised first in the Surplus or Deficit up to the amount previously expensed, and then recognised in Other Comprehensive Revenue and Expense.

Additions

The cost of an item of property, plant and equipment is recognised as an asset only when it is probable that future economic benefit or service potential associated with the item will flow to the Company and the cost can be measured reliably.

Work in progress is recognised at cost less impairment and is not depreciated.

In most instances, an item of property, plant, and equipment is initially recognised at its cost. Where an asset is acquired through a non-exchange transaction, it is recognised at its fair value as at the date of acquisition.

Disposals

PALMERSTON NORTH AIRPORT LIMITED NOTES TO THE FINANCIAL STATEMENTS

Gains and losses on disposal are determined by comparing the proceeds with the carrying amount of the asset. Gains and losses on disposal are included in the surplus and deficit account.

When revalued assets are sold, the amount included in revaluation reserve in respect of those assets is transferred to retained earnings.

Subsequent cost

Costs incurred subsequent to initial acquisition are capitalised only when it is probable that future economic benefits or service potential associated with the item will flow to the Company and the cost of the item can be measured reliably.

The costs of day to day servicing of property, plant and equipment are recognised in the surplus and deficit account as they are incurred.

Depreciation

Depreciation is provided on a straight-line basis on all items of property, plant & equipment (other than land) at rates that will write off the cost (or valuation) of the assets to their estimated residual values over their useful lives.

The useful lives and associated depreciation rates of the major categories have been estimated as follows:

Land Improvements	99 years
Roading & Carparks (Landside Infrastructure)	2 - 99 years
Buildings & Building services	8 - 99 years
Runway, Taxiways, Aprons (Airside Infrastructure)	2 - 80 years
Plant and Equipment	2 - 50 years
Furniture & Fittings	3 - 99 years
Computer Equipment	3 - 6 years
Temporary terminal and associated assets	1 - 2 years

The residual value and useful life of an asset is reviewed, and adjusted if applicable, at each financial year end.

Impairment of property, plant, equipment and intangible assets

Property, plant, equipment and intangible assets subsequently measured at cost that have a finite useful life are reviewed for impairment whenever events or changes in circumstances indicate that the carrying amount may not be recoverable. An impairment loss is recognised for the amount by which the asset's carrying amount exceeds its recoverable amount. The recoverable amount is the higher of an asset's fair value less costs to sell and value in use.

If an asset's carrying amount exceeds its recoverable amount the asset is impaired and the carrying amount is written down to the recoverable amount.

The total impairment loss is recognised in the surplus and deficit account.

PALMERSTON NORTH AIRPORT LIMITED NOTES TO THE FINANCIAL STATEMENTS

Value in use for non-cash-generating assets

Non-cash-generating assets are those assets that are not held with the primary objective of generating a commercial return. For non-cash generating assets, value in use is determined using an approach based on either a depreciated replacement cost approach, restoration cost approach, or a service units approach. The most appropriate approach used to measure value in use depends on the nature of the impairment and availability of information.

Value in use for cash-generating assets

Cash-generating assets are those assets that are held with the primary objective of generating a commercial return. The value in use for cash-generating assets and cash-generating units is the present value of expected future cash flows.

Non-current Assets Held for Sale

Non-current assets held for sale are classified as held for sale if their carrying amount will be recovered principally through a sale transaction rather than through continuing use. Non-current assets held for sale are measured at the lower of their carrying amount and fair value less costs to sell.

Any impairment losses for write-downs of non-current assets held for sale are recognised in the surplus or deficit.

Any increases in fair value (less costs to sell) are recognised up to the level of any impairment losses that have been previously recognised.

Non-current assets (including those that are part of a disposal group) are not depreciated or amortised while they are held for sale.

Critical accounting estimates and assumptions

In preparing these financial statements the Company has made estimates and assumptions concerning the future. These estimates and assumptions may differ from subsequent actual results. Estimates and assumptions are continually evaluated and are based on historical experience and other factors, including expectations or future events that are believed to be reasonable under the circumstances. The estimates and assumptions that have a significant risk of causing material adjustments to the carrying amounts of assets and liabilities within the next financial year are discussed below:

Property, plant and equipment useful lives and residual values

At each balance date the Company reviews the useful lives and residual values of its property, plant and equipment. Assessing the appropriateness of useful life and residual value estimates of property, plant and equipment requires the Company to consider a number of factors such as the physical condition of the asset, expected period of use of the asset by the Company, and expected disposal proceeds from the future sale of the asset.

An incorrect estimate of the useful life or residual value will impact on the depreciable amount of an asset, therefore impacting on the depreciation expense recognised in the Statement of Comprehensive Revenue and Expense and carrying amount of the asset in the Statement of Financial Position.

PALMERSTON NORTH AIRPORT LIMITED
NOTES TO THE FINANCIAL STATEMENTS

The Company minimises the risk of this estimation uncertainty by:

- Physical inspection of assets;
- Asset replacement programmes;
- Review of second-hand market prices for similar assets; and
- Analysis of prior asset sales.

The Company has not made significant changes to past assumptions concerning useful lives and residual values.

The Company has assessed the impact of the planned terminal redevelopment on the remaining useful life of the terminal building. The Company has assessed the remaining terminal building (including temporary terminal) has a reduced remaining useful life, based on the current construction/demolition programme. The remaining terminal building is considered to have a remaining useful life of 12 months, as at 30 June 2025.

2A. INVESTMENT PROPERTY

	2025 Actual	2024 Actual
Opening Balance	15,329,500	15,400,000
Additions and acquisitions	–	–
Depreciation	–	–
Fair value gains/(losses) on valuation	507,200	(70,500)
Closing Balance	15,836,700	15,329,500

Investment Property consists of the following:

- Land and improvements associated with one property at 100 Airport Drive, occupied by two tenants;
- Land and improvements associated with the Massey University School of Aviation facility;
- Land and improvements associated with the Zone B Stage 1 subdivision which are available for lease (design/build); and
- Land and improvements associated with three lots on Zone H.

Investment Property is valued annually at 30 June at fair value. The valuation was performed by independent valuers Morgan's Property Advisors as at 30 June 2025. The valuer holds the recognised and relevant qualifications of MPINZ NZIV BBS (VMP) and has significant valuation experience in the local region and for the category of investment property.

The valuation resulted in an increase in value of \$0.51m.

Rental income for the year was \$0.98m (FY24 \$0.97m). There were no expenses from Investment Property generating income. There are no outstanding contractual obligations relating to Investment Property.

PALMERSTON NORTH AIRPORT LIMITED
NOTES TO THE FINANCIAL STATEMENTS

Valuation methodology and significant assumptions

One of the lots within Zone B Stage 1 was subject to a sale and purchase agreement as at 30 June 2025. The Company has determined that there was significant uncertainty as at 30 June 2025 as to whether this lot would ultimately be sold. As such, this lot has been classified as Investment Property (instead of Inventory).

In determining the fair value, the valuer has relied on the following methodologies and significant assumptions:

Investment Property	Valuation Methodologies	Significant Assumptions
Massey School of Aviation	→ Cost Approach via a Replacement Cost Method (RCM) → Income Approach via a Discounted Cash Flow (DCF) → Market Approach via looking at comparable sales	→ Depreciation and saleability condition of the assets → Costs to subdivide the land → Various capitalisation rates
100 Airport Drive	→ Cost Approach via an RCM → Income Approach via a Capitalisation Rate Method → Market Approach via looking at comparable sales	→ Depreciation and saleability condition of the assets → Costs to subdivide the land → Various capitalisation rates → Market rentals for similar types of improvements (workshop, offices, carparks)
Zone B Stage 1	→ Hypothetical Subdivision Method	→ Lot sizes as specified in the Zone B Stage 1 subdivision plan → Costs to subdivide the land
Three lots on Zone H	One or more methods including: → Income Approach via a DCF → Market Approach via looking at comparable sales	→ Costs to subdivide the land → Various capitalisation and discount rates

2B. ASSETS VESTED TO PNCC

	2025 Actual	2024 Actual
Airport Drive—improvements	–	2,646,319
Airport Drive—land	–	1,917,134
Cash contribution for Airport Drive vesting	–	482,609
Total	-	5,046,062

During FY24 the Company vested Airport Drive land and improvements to PNCC. In addition a cash contribution of \$0.48m was paid to PNCC to assist with ongoing upgrades and maintenance.

PALMERSTON NORTH AIRPORT LIMITED
NOTES TO THE FINANCIAL STATEMENTS

3. INTANGIBLE ASSETS

	Website	Software	Total
Balance as at 1 July 2024	21,500	123,455	144,955
Accumulated Amortisation	(14,782)	(75,538)	(90,321)
Carrying Amount	6,718	47,916	54,634
Movement for the year			
Reverse Prior Year Work in Progress	-	(1,920)	-
Additions and Current Year Work in Progress	-	15,011	15,011
Disposals	-	(22,619)	(22,619)
Disposal - Accumulated Amortisation	-	22,619	22,619
Amortisation for the year	(5,375)	(33,090)	(38,465)
Closing Balance 30 June 2025			
Cost/Revaluation	21,500	113,927	135,427
Accumulated Amortisation	(20,157)	(86,009)	(106,166)
Carrying Amount	1,343	27,918	29,261
<i>Capital work in progress included at cost</i>	-	1,920	1,920

PALMERSTON NORTH AIRPORT LIMITED
NOTES TO THE FINANCIAL STATEMENTS

	Website	Software	Total
Balance as at 1 July 2023	21,500	95,099	116,599
Accumulated Amortisation	(9,407)	(51,124)	(60,531)
Carrying Amount	12,093	43,975	56,068

Movement for the year

Reverse Prior Year Work in Progress	-	(1,920)	-
Additions and Current Year Work in Progress	-	30,858	30,858
Disposals	-	(582)	(582)
Disposal - Accumulated Amortisation	-	582	582
Amortisation for the year	(5,375)	(24,997)	(30,372)

Closing Balance 30 June 2024

Cost/Revaluation	21,500	123,455	144,955
Accumulated Amortisation	(14,782)	(75,538)	(90,321)
Carrying Amount	6,718	47,916	54,634
<i>Capital work in progress included at cost</i>	-	1,920	1,920

Intangible Assets

Internally generated intangible assets

Costs associated with the development of the Company's website are recognised as an intangible asset and are capitalised on the basis of the cost incurred to bring to use the intangible asset. The carrying value of an intangible asset with a finite life is amortised on a straight-line basis over its useful life. Amortisation begins when the asset is available for use and ceases at the date that the asset is derecognised. The amortisation charge for each period is recognised in the surplus or deficit.

The useful lives and associated amortisation rates of major classes of intangible assets have been estimated as follows:

Website Development	4 years:	25%
Software	2.5 years:	40%

PALMERSTON NORTH AIRPORT LIMITED
NOTES TO THE FINANCIAL STATEMENTS

4. TRADE ACCOUNTS AND OTHER RECEIVABLES

	2025 Actual	2024 Actual
Debtors and Other Receivables	1,152,481	985,290
Receivables from related party	656	578
Allowance for credit losses	(8,144)	(14,334)
Income tax receivable	-	252,826
Total	1,144,993	1,224,360

Trade and Other Receivables

Short-term receivables are recorded at the amount due, less an allowance for expected credit losses (ECL).

The Company applied the simplified ECL model of recognising lifetime ECL for short-term receivables.

In measuring ECLs, receivables have been grouped based on days past due. A provision matrix is then established based on historical credit loss experience, adjusted for forward-looking factors specific to the debtors and the economic environment.

Other receivables are written off when there is no reasonable expectation of recovery. Indicators that there is no reasonable expectation of recovery include the debtor being in liquidation or the receivable being more than one year overdue.

5. CASH & CASH EQUIVALENTS

	2025 Actual	2024 Actual
Current account	52,521	1,156,279
Cash on hand	1,893	5,352
Total	54,414	1,161,631

Cash, Cash Equivalents and Bank Overdrafts

Cash, Cash Equivalents and Bank Overdrafts includes cash on hand, deposits held on call with banks, other short term highly liquid investments with original maturities of three months or less and bank overdrafts.

Bank overdrafts are shown within borrowings in current liabilities in the Statement of Financial Position.

PALMERSTON NORTH AIRPORT LIMITED
NOTES TO THE FINANCIAL STATEMENTS

6A. TAXATION

	2025 Actual	2024 Actual
Operating Surplus (Deficit) Before Taxation	390,205	(641,277)
Tax at 28%	109,257	(179,557)
Plus (Less) tax effect of:		
- Permanent differences/non-deductible expenditure	(105,293)	565,021
- Prior year under/(over) provision	-	-
- Deferred tax impact from reversal of depreciation on buildings	-	1,117,310
- Deferred tax adjustment	28,179	114,965
Tax charge for the year	32,143	1,617,739
Tax expense for the year comprising:		
Current tax expense	1,439,727	878,279
Prior year adjustments	-	-
Deferred tax expense	(1,407,583)	739,460
	32,143	1,617,739

6B. DEFERRED TAX (ASSETS)/LIABILITIES

	Investment Property	Property, plant and equipment	Employee entitlements	Other provisions	Total
Balance at 1 July 2024	254,704	9,841,729	(101,842)	(4,525)	9,990,066
Charged to Surplus and Deficit - Current Year	22,228	(1,425,491)	(6,564)	2,243	(1,407,583)
Charged to Other Comprehensive Income	-	(62,738)	-	-	(62,738)
Balance at 30 June 2025	276,933	8,353,499	(108,406)	(2,281)	8,519,744
Balance at 1 July 2023	205,790	9,126,227	(76,169)	(5,242)	9,250,607
Charged to Surplus and Deficit - Current Year	48,914	715,501	(25,674)	717	739,459
Charged to Other Comprehensive Income	-	-	-	-	-
Balance at 30 June 2024	254,704	9,841,729	(101,842)	(4,525)	9,990,066

PALMERSTON NORTH AIRPORT LIMITED
NOTES TO THE FINANCIAL STATEMENTS

Income Tax

Income tax expense includes components relating to both current tax and deferred tax.

Current tax is the amount of income tax payable based on the taxable profit for the current year, plus any adjustments to income tax payable in respect of prior years. Current tax is calculated using tax rates (and tax laws) that have been enacted or substantively enacted by balance date.

Deferred tax is the amount of income tax payable or recoverable in future periods in respect of temporary differences and unused tax losses. Temporary differences are differences between the carrying amount of assets and liabilities in the financial statements and the corresponding tax bases used in the computation of taxable profit.

Deferred tax is measured at the tax rates that are expected to apply when the asset is realised or the liability is settled, based on tax rates (and tax laws) that have been enacted or substantively enacted at balance date. The measurement of deferred tax reflects the tax consequences that would follow from the manner in which the entity expects to recover or settle the carrying amount of its assets and liabilities.

Deferred tax liabilities are generally recognised for all taxable temporary differences. Deferred tax assets are recognised to the extent that it is probable that taxable profits will be available against which the deductible temporary differences or tax losses can be utilised.

Deferred tax is not recognised if the temporary difference arises from the initial recognition of goodwill or from the initial recognition of an asset and liability in a transaction that is not a business combination, and at the time of the transaction, affects neither accounting profit nor taxable profit.

For deferred tax purposes, PNAL has not rebutted the recovery through sale presumption in respect of buildings held as investment property.

Current and deferred tax is recognised against the surplus or deficit for the period, except to the extent that it relates to a business combination, or to transactions recognised in other comprehensive revenue and expense or directly in equity.

Goods and Services Tax

All items in the financial statements are stated exclusive of Goods and Services Tax (GST) with the exception of receivables and payables, which are stated with GST included. Where GST is irrecoverable as an input tax then it is recognised as part of the related asset or expense.

The net amount of GST recoverable from, or payable to, the Inland Revenue Department (IRD) is included as part of receivables or payables in the Statement of Financial Position.

The net GST paid to, or received from, the IRD including the GST relating to investing and financing activities, is classified as an operating cash flow in the Statement of Cash Flows.

Commitments and contingencies are stated exclusive of GST.

PALMERSTON NORTH AIRPORT LIMITED
NOTES TO THE FINANCIAL STATEMENTS

7. EMPLOYEE BENEFIT LIABILITIES

	2025 Actual	2024 Actual
Accrued Pay	200,702	184,354
Annual Leave	311,829	292,265
Total	512,531	476,620

7A. AIRFIELD SERVICE

	2025 Actual	2024 Actual
Salaries and Wages	575,236	546,098
Employer Contribution to Kiwi Saver	15,010	13,839
Movement in Employee Entitlements	24,819	26,739
Other Rescue Fire Costs	31,564	37,479
Total	646,629	624,155

Airfield Service costs comprise those specifically relating to employee costs associated with Rescue Fire Service employees.

Throughout the year PNAL have employed the equivalent of 7 FTE within the Rescue Fire Service (2024: 6.8).

7B. EMPLOYEE EXPENSES

	2025 Actual	2024 Actual
Salaries and Wages	2,526,192	2,172,788
Employer Contribution to Kiwi Saver	69,433	60,583
Movement in Employee Entitlements	(5,256)	60,036
Total	2,590,369	2,293,407

Throughout the year PNAL have employed the equivalent of 20 FTE (2024: 17).

The above employee costs exclude Rescue Fire Services. Refer to Note 7a above.

PALMERSTON NORTH AIRPORT LIMITED
NOTES TO THE FINANCIAL STATEMENTS

Employee Entitlements

Employee benefits that the Company expects to be settled within 12 months of balance date are measured at nominal values based on accrued entitlements at current rates of pay. These include salaries and wages accrued up to balance date and annual leave earned but not yet taken at balance date.

The Company recognises a liability and an expense for bonuses where contractually obliged or where there is a past practice that has created a constructive obligation.

The Company does not provide for long service or retirement leave entitlements.

Salaries and wages are recognised as an expense as employees provide services.

Presentation of employee entitlements

Annual leave is classified as a current liability.

Superannuation schemes

Obligations for contributions to Kiwi Saver are accounted for as defined contributions superannuation schemes and are recognised as an expense in the surplus and deficit account when incurred.

8. COMMITMENTS

	2025 Actual	2024 Actual
Operating Commitments as Lessee		
Less than 1 Year	213,652	277,172
Between 1 and 5 Years	150,250	142,973
Over 5 Years	-	-
Total	363,902	420,145
Operating Commitments as Lessor		
Less than 1 Year	1,595,862	1,803,932
Between 1 and 5 Years	5,344,381	5,237,380
Over 5 Years	3,127,117	4,271,394
Total	10,067,360	11,312,706
On-going leases per month	177,251	182,138

PALMERSTON NORTH AIRPORT LIMITED
NOTES TO THE FINANCIAL STATEMENTS

Leases

Operating Leases

Leases where the lessor effectively retains substantially all the risks and benefits of ownership of the leased items are classified as operating leases. Payments under these leases are charged as expenses on a straight-line basis over the lease term. Lease incentives received are recognised in the surplus or deficit as a reduction of rental expense over the lease term.

Operating Commitments as Lessee

PNAL leases computer and electronic equipment, carpark equipment, lift infrastructure, portacoms and three motor vehicles. The unexpired terms of leases as at 30 June 2025 range from 1 to 53 months.

Operating Commitments as Lessor

PNAL leases land, buildings and advertising space in the normal course of its business. The future aggregate minimum lease payments under non-cancellable operating leases are as outlined.

2025 commitments have been calculated until the end of the current right of renewal, or end of the contract, whichever comes first. These commitments relate to property leases, advertising, and rental agency contracts and are GST exclusive.

There are other ongoing leases amounting to \$40,502 per month that are on a month to month basis (2024: \$6,797). There are no contingent rents recognised as revenue in the period.

Capital Commitments

PNAL had capital commitments of \$35.23m as at 30 June 2025 largely relating to the terminal redevelopment and Zone D warehouses (2024: \$3.48m).

9. FINANCE COSTS

	2025 Actual	2024 Actual
Interest on Secured Long Term Loans	576,640	523,481
Total	576,640	523,481

PALMERSTON NORTH AIRPORT LIMITED
NOTES TO THE FINANCIAL STATEMENTS

10. BORROWINGS

	2025 Actual	2024 Actual
Current Borrowings	1,300,000	2,700,000
Non-Current Borrowings	12,000,000	8,000,000
Total Borrowings	13,300,000	10,700,000

Borrowings and borrowing costs

Borrowings on normal commercial terms are initially recognised at the amount borrowed plus transaction costs. After initial recognition, all borrowings are measured at amortised cost using the effective interest method.

Borrowings are classified as current liabilities where the debt tranche is floating or fixed for less than 12 months after balance date. Otherwise borrowings are classified as non-current. PNAL's debt facility with Bank of New Zealand (BNZ) has a current maturity date of December 2025 which covers the current debt specified above.

All borrowing costs are recognised as an expense in the period in which they are incurred.

Registered mortgage over property owned by the Company secure the \$1.3m borrowings (2024: \$2.7m) from BNZ. This includes existing perfected security interest in all present and after acquired property of Palmerston North Airport Limited. Refer to Note 2 for the carrying value of the secured assets at balance date. The Company had borrowing facilities available from BNZ but not yet drawn down of \$9.8m at 30 June 2025 (2024: \$12.6m).

The Company has an approved overdraft facility of \$100,000.

The Company raises long term borrowings from BNZ predominantly at fixed rates under a Customised Average Rate Loan (CARL) facility. The Company's portfolio of debt is structured with a view to minimising interest rate risk and maximising certainty of the Company's debt servicing costs in the current financial year.

The Company also has an unsecured, subordinated loan agreement with the Shareholder. The balance of this loan at 30 June 2025 is \$12m (2024: \$8m). The facility limit is subject to annual review and is set at the lesser of \$50m or the Company's approved annual SOI debt plus 10%. The Company is charged an arms length fair market rate margin on any borrowings from the Shareholder. The debt facility with the Shareholder has a current maturity date of June 2035.

PALMERSTON NORTH AIRPORT LIMITED
NOTES TO THE FINANCIAL STATEMENTS

11. OTHER OPERATING EXPENSES

	2025 Actual	2024 Actual
Rates	509,112	449,364
Power and Insurance	754,611	649,082
Repairs and Maintenance	1,496,812	1,632,280
Total	2,760,535	2,730,726

11a. General Administration

	2025 Actual	2024 Actual
Marketing	414,346	242,629
Contractors	34,879	59,868
Consultants	927,043	756,375
Legal	176,318	85,342
PFAS Monitoring & Testing	162,067	208,659
Temporary Terminal & Demolition Costs	613,434	13,884
Other	737,924	655,222
Total	3,066,011	2,021,980

12. AUDIT FEES

	2025 Actual	2024 Actual
Fees for Audit of Financial Statements	99,132	87,060
Fees for Audit of Disclosure Financial Statements	35,000	30,000
Disbursements	-	-
Audit Fees from Other Providers	-	-
Total	134,132	117,060

PALMERSTON NORTH AIRPORT LIMITED
NOTES TO THE FINANCIAL STATEMENTS

13. EQUITY

(a) Share Capital

	2025 Actual	2024 Actual
9,195,000 Ordinary Share Capital	9,380,400	9,380,400
Closing Balance	9,380,400	9,380,400

All shares carry equal voting rights and the right to any share in surplus on winding up of the Company. None of the shares carry fixed dividend rights.

(b) Retained Earnings

	2025 Actual	2024 Actual
Opening Balance	26,512,895	27,044,381
Net Operating Surplus	358,061	(2,259,016)
Dividends paid during year	(195,000)	-
Transfer from asset revaluation reserve for sale of assets	-	1,727,530
Closing Balance	26,675,956	26,512,895

(c) Dividends:

Once the solvency test has been satisfied, the Directors will declare a fully imputed dividend of 3.198 cents per \$1 paid up share capital (exclusive of any premium on issue) as at 30 June 2025 representing \$300,000 for the 12 months ending 30 June 2025 (2024: \$195,000).

PALMERSTON NORTH AIRPORT LIMITED
NOTES TO THE FINANCIAL STATEMENTS

(d) Asset Revaluation Reserve:

	2025 Actual	2024 Actual
Opening Balance	46,186,094	47,913,624
Revaluation movement		
- Land	2,442,069	-
- Buildings	-	-
- Airside Infrastructure	(224,066)	-
Less Deferred Taxation		
- Movement - Buildings	-	-
- Movement - Airside Infrastructure	62,738	-
Transfer to Retained Earnings for sale of assets	-	(1,727,530)
Closing Balance	48,466,834	46,186,094

	2025 Actual	2024 Actual
Asset Revaluation Reserve consists of:		
- Land	25,797,639	23,355,570
- Buildings	866,912	866,912
- Airside Infrastructure	21,802,283	21,963,610
Total	48,466,834	46,186,093

Equity

Equity is measured as the difference between total assets and total liabilities. Equity is disaggregated and classified into the following components:

- Retained Earnings
- Paid in Capital
- Asset Revaluation Reserve

Asset Revaluation Reserves

This reserve relates to the revaluation of Land, Buildings and Airside Infrastructure to fair value.

Historic revaluation gains relating to land transferred to Investment Property from Property, Plant and Equipment during prior income years remain in the reserve until the land is disposed. Total historic revaluation gains reflected in reserves relating to Investment Property total \$1.5m at 30 June 2025 (2024: \$1.5m).

PALMERSTON NORTH AIRPORT LIMITED
NOTES TO THE FINANCIAL STATEMENTS

Critical judgements in applying accounting policies

Classification of property

The Company owns a number of properties as a land bank to cover possible future expansion of the runway and safety areas. The receipt of market-based rental from these properties is incidental to this purpose. The properties are held for service delivery objectives as part of the Airport's overall operating strategy. The properties are therefore accounted for as Property, Plant and Equipment rather than Investment Property.

14. TRADE ACCOUNTS PAYABLE

	2025 Actual	2024 Actual
Revenue in advance from exchange transactions	75,358	77,459
Revenue in advance from non-exchange transactions	-	-
Total	75,358	77,459

Trade Accounts Payable from exchange transactions

Trade Accounts Payable	1,683,226	818,319
Payables to Related Party	270,180	184,324

Trade Accounts Payable from non-exchange transactions

Income tax payable	319,142	-
Total	2,272,548	1,002,643

Other creditors from exchange transactions

Other creditors	349,549	685,620
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Other creditors from non-exchange transactions

GST (refundable)/payable	(77,825)	30,241
Total	271,724	715,861

Short-term creditors and other payables are measured at the amount payable.

PALMERSTON NORTH AIRPORT LIMITED
NOTES TO THE FINANCIAL STATEMENTS

15. RELATED PARTY TRANSACTIONS

Palmerston North City Council (PNCC) holds 100% of the issued shares of PNAL.

PNAL received services from PNCC during the 12 months ended 30 June 2025 for \$575,022 (2024: \$954,572).

In addition, during the 2025 income year, PNAL utilised accumulated tax losses from PNCC totalling \$408,778, resulting in a tax payment to PNCC of \$114,458 for the 2024 tax year (2024: The tax losses utilised totalled \$392,925 via a tax payment to PNCC of \$110,019 for the 2023 tax year).

During the year PNAL paid interest to PNCC of \$400,901 (2024: \$299,505). At 30 June 2025 a further \$257,723 (2024: \$183,746) of interest was accrued but unpaid. Refer to Note 10 for further details.

Refer to Note 13(c) regarding dividends declared and paid to PNCC.

PNAL provided services to PNCC during the 12 months ended 30 June 2025 for \$8,512 (2024: \$11,954). Other than the tax loss, all transactions were conducted on normal commercial terms.

PNAL owed PNCC \$270,180 inclusive of GST as at 30 June 2025 (2024: \$184,324).

PNCC owed PNAL \$656 inclusive of GST as at 30 June 2025 (2024: \$578).

Key Personnel Remuneration

	2025 Actual	2024 Actual
Directors Remuneration	153,300	142,256
Number of directors	5	5
Senior Management Team including the Chief		
Executive Remuneration	1,440,943	1,207,111
Full time Equivalents	7	6

Variances in the table above arise from the timing of employee resignations and appointments, remuneration increases and/or cash-ins of annual leave.

PALMERSTON NORTH AIRPORT LIMITED NOTES TO THE FINANCIAL STATEMENTS

Other Significant Policies

Statement of Cash Flows

Operating activities include cash received from all revenue sources of the Company and records the cash payments made for the supply of goods and services.

Investing activities are those activities relating to the acquisition and disposal of non-current assets.

Financing activities comprise the change in equity and debt capital structure of the Company.

16. OTHER FINANCIAL ASSETS

Other financial assets are initially recognised at fair value. They are then classified as, and subsequently measured under, the following categories:

- Amortised cost;
- Fair value through other comprehensive revenue and expense (FVTOCRE); and
- Fair value through surplus and deficit (FVTSD).

Transaction costs are included in the value of the financial asset at initial recognition unless it has been designated as FVTSD, in which case it is recognised in surplus or deficit.

The classification of a financial asset depends on its cash flow characteristics and the Company's management model for managing them.

A financial asset is classified and subsequently measured at amortised cost if it gives rise to cash flows that are 'solely payments of principal and interest (SPPI)' on the principal outstanding and is held within a management model whose objective is to collect the contractual cash flows of the asset.

A financial asset is classified and subsequently measured at amortised cost if it gives rise to cash flows that are SPPI and held within a management model whose objective is achieved by both collection contractual cash flows and selling financial assets.

Financial assets that do not meet the criteria to be measured at amortised cost or FVTOCRE are subsequently measured at FVTSD. However, the Company may elect at initial recognition to designate an equity investment not held for trading as subsequently measured at FVTOCRE.

Subsequent measurement of financial assets at amortised cost

Financial assets classified at amortised cost are subsequently measured at amortised cost using the effective interest method, less any expected credit losses (ECL). Where applicable, interest accrued is added to the investment balance.

Expected credit loss allowance (ECL)

The Company recognises an allowance for ECLs for all debt instruments not classified as FVTSD. ECLs are the probability-weighted estimate of credit losses, measured at the present value of cash shortfalls, which is the difference between the cash flows due to the Company in accordance with the contract and cash flows it expects to receive. ECLs are discounted at the effective interest rate of the financial asset.

PALMERSTON NORTH AIRPORT LIMITED NOTES TO THE FINANCIAL STATEMENTS

ECLs are recognised in two stages. ECLs are provided for credit losses that result from default events that are possible within the next 12 months (a 12-month ECL). However, if there has been a significant increase in credit risk since initial recognition, the loss allowance is based on losses possible for the remaining life of the financial asset (Lifetime ECL).

When determining whether the credit risk of a financial asset has increased significantly since initial recognition, the Company considers reasonable and supportable information that is relevant and available without undue cost or effort. This includes both quantitative and qualitative information and analysis based on the Company's historical experience and informed credit assessment and including forward-looking information.

The Company considers a financial asset to be in default when the financial asset is more than 90 days past due. The Company may determine a default occurs prior to this if internal or external information indicates the entity is unlikely to pay its credit obligation in full.

If the ECL measured exceeds the gross carrying amount of the financial asset, the ECL is recognised as a provision.

Impairment of financial assets

Financial assets are assessed for evidence of impairment at each balance date. Impairment losses are recognised in the surplus or deficit.

Loans and receivables

Impairment is established when there is evidence that the Company will not be able to collect amounts due according to the original terms of the receivable.

Significant financial difficulties of the debtor, probability that the debtor will enter into bankruptcy, receivership, or liquidation and default in payments are indicators that the asset is impaired. The amount of the impairment is the difference between the asset's carrying amount and the present value of estimated future cash flows, discounted using the original effective interest rate. For debtors and other receivables, the carrying amount of the asset is reduced through the use of an allowance account, and the amount of the loss is recognised in the surplus or deficit. When the receivable is uncollectible, it is written-off against the allowance account. Overdue receivables that have been renegotiated are reclassified as current (that is, not past due). Impairment in term deposits are recognised directly against the instrument's carrying amount.

PALMERSTON NORTH AIRPORT LIMITED
NOTES TO THE FINANCIAL STATEMENTS

17. MAJOR VARIANCES EXPLAINED

Account	Actual	Budget	Variance	Notes
Operating Revenue	16,954,928	17,777,234	(822,306)	Aeronautical income was 6% below budget, largely due to passenger volumes being 5% below budget. In turn, this resulted in carpark revenue also being unfavourable to budget.
Operations Expenditure	3,407,164	4,234,194	(827,030)	Careful management of expenditure through FY25, including underspend on surface rejuvenation treatments on airside pavements.
General Administration Expenditure	3,066,011	4,003,971	(937,960)	Largely due to timing and quantum of spend capitalised in respect of the temporary terminal due to required compliance with accounting standards. SOI assumed additional costs would be expensed. Actual costs have largely been capitalised.
Finance Costs	576,640	1,177,678	(601,038)	Total debt lower than budgeted resulted in lower finance costs.
Depreciation & Amortisation	7,040,294	8,000,482	(960,188)	Accelerated depreciation of existing terminal assets was less than budgeted. Now anticipated to occur in FY26.
Revaluation (Loss) / Gain - Investment Properties	507,200	-	507,200	Revaluation movements are not budgeted.
Current Assets	1,382,367	5,123,109	(3,740,742)	Budget anticipated an income tax receivable position at 30 June. Actual income tax position was a payable.
Current Liabilities (excluding bank overdraft & current borrowings)	3,132,161	6,177,421	(3,045,260)	Year-end account payable balances were lower than budgeted due to June capex spend being below budget. This was partly offset by higher than budgeted current debt balance as current debt balances are not budgeted.
Property, Plant, Equipment, Intangible Assets & Investment Property	108,092,728	128,528,719	(20,435,991)	Capital spend was below budget, resulting in reduced asset base. This was partly offset by revaluation gains recognising equity totalling \$2.2m.
Total Borrowings	13,300,000	34,576,065	(21,276,065)	Similar to above, capital spend below budget resulted in reduced debt requirements.

PALMERSTON NORTH AIRPORT LIMITED
NOTES TO THE FINANCIAL STATEMENTS

18. FINANCIAL INSTRUMENTS

In accordance with PBE IPSAS 41, the following table outlines the carrying amounts of the Company's financial assets and liabilities in each of the financial instrument categories:

Financial Assets	2025 Actual	2024 Actual
Rating* AA-		
Amortised Cost		
Cash and Cash Equivalents	54,414	1,161,631
Trade Receivables	1,144,993	1,224,360
Total Financial Assets at amortised cost	1,199,407	2,385,991

* Standard & Poor's Rating for BNZ

Financial Liabilities	2025 Actual	2024 Actual
Amortised Cost		
Trade Accounts and Other Payable	2,302,955	1,688,263
Bank Overdraft	-	-
Borrowings - Secured Loans	13,300,000	10,700,000
Total Financial Liabilities at amortised cost	15,602,955	12,388,263

19. EVENTS AFTER BALANCE DATE

There have been no significant events occurring after Balance Date.

20. CONTINGENCIES

The New Zealand Environmental Protection Agency commenced a review during 2018 into the use of PFOS foam in firefighting applications, including at airports. Investigations at Palmerston North Airport have since confirmed that this foam was used for firefighting training exercises at the airport up until the late 1980s.

All PFOS foam was successfully removed from the fire appliances and storage containers onsite during the 2019 financial year. Further testing, consenting and investigation totalling \$0.16m has been completed during the 2025 financial year (2024: \$0.21m).

Future outflows associated with monitoring and treating PFOS are expected to be incurred in future accounting periods. However, the timing and value of outflows are not able to be reliably estimated at 30 June 2025.



HISTORICAL FINANCIAL HIGHLIGHTS

Year ending	2025	2024
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Statement of Financial Performance:	(000)	(000)
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Total Revenue	16,955	15,487
Net Surplus Before Interest, Depn, Taxation & Reval of Investment Property	7,610	7,541
Net Surplus Before Taxation & Misc items (*)	(117)	(571)
Net Surplus After Taxation excluding deferred tax adj. (*)	(149)	(2,189)
Earnings Per \$ of Paid Up Share Capital (excl. any premium on issue and deferred tax adjustments) (*)	(1.59c)	(23.33c)
Dividend Proposed or Paid Per \$ of Paid Up Share Capital (excl. of any premium on issue)	3.20c	2.08c

Statement of Financial Position	(000)	(000)
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Total Assets	109,475	105,042
Shareholders Funds	84,523	82,079
Share Capital paid up (excl. of any premium on issue)	9,195	9,195
Net Asset Backing Per Share	\$9.19	\$8.93
Return On Shareholder Funds (excl deferred tax adjustments (*)	(0.18%)	(2.67%)

* Revaluation Gain on Investment Properties have been removed for comparability purposes.

ANNUAL PASSENGER NUMBERS

Year ending	2025	2024
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Total Passengers	531,129	547,721
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2023	2022	2021	2020	2019	2018	2017	2016	2015
(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)

12,585	9,485	8,346	9,137	10,202	8,483	7,313	5,523	4,943
6,103	3,058	3,598	4,079	5,025	4,074	3,534	2,391	2,064
3,597	715	1,257	1,695	2,593	2,211	1,849	841	911
2,535	834	819	2,024	1,713	1,609	1,299	805	662
27.02c	8.89c	8.73c	21.58c	18.26c	17.50c	14.13c	8.75c	7.20c
0.00c	0.00c	0.00c	0.00c	7.31c	7.00c	5.65c	3.50c	2.88c

(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)
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106,910	109,126	89,416	86,468	89,617	77,894	73,588	62,946	61,543
84,338	82,990	68,265	67,120	67,481	60,704	59,615	49,810	49,305
9,195	9,195	9,195	9,195	9,195	9,195	9,195	9,195	9,195
\$9.17	\$9.03	\$7.42	\$7.30	\$7.34	\$6.60	\$6.48	\$5.42	\$5.36
3.01%	1.00%	1.20%	3.02%	4.10%	2.65%	2.18%	1.62%	1.34%

2023	2022	2021	2020	2019	2018	2017	2016	2015
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534,651	323,615	400,467	498,442	687,142	657,515	629,400	515,727	466,557
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INDEPENDENT AUDITOR'S REPORT

AUDIT NEW ZEALAND
Mana Arotake Aotearoa

TO THE READERS OF PALMERSTON NORTH AIRPORT LIMITED'S FINANCIAL STATEMENTS AND STATEMENT OF SERVICE PERFORMANCE FOR THE YEAR ENDED 30 JUNE 2025

The Auditor-General is the auditor of Palmerston North Airport Limited (the Company)). The Auditor-General has appointed me, Debbie Perera, using the staff and resources of Audit New Zealand, to carry out the audit of the financial statements and the statement of service performance of the Company on his behalf.

We have audited:

- the financial statements of the Company on pages 52 to 88, that comprise the statement of financial position as at 30 June 2025, the statement of comprehensive revenue and expense, statement of changes in equity and statement of cash flows for the year ended on that date and the notes to the financial statements that include accounting policies and other explanatory information; and
- the statement of service performance of the Company on pages 42 to 49.

OPINION

In our opinion:

- the financial statements of the Company:
 - present fairly, in all material respects:
 - its financial position as at 30 June 2025; and
 - its financial performance and cash flows for the year then ended; and
 - comply with generally accepted accounting practice in New Zealand in accordance with Public Benefit Entity Standards Reduced Disclosure Regime; and
- the statement of service performance:
 - accurately reports, in all material respects, the Company's actual performance compared against the performance targets and other measures by which the Company's performance can be judged in relation to the Company's objectives in its statement of intent for the year ended 30 June 2025; and
 - has been prepared, in all material respects, in accordance with section 68 of the Local Government Act 2002 (the Act).

Our audit was completed on 30 September 2025. This is the date at which our opinion is expressed.

BASIS FOR OUR OPINION

We carried out our audit in accordance with the Auditor-General's Auditing Standards, which incorporate the Professional and Ethical Standards and the International Standards on Auditing (New Zealand) issued by the New Zealand Auditing and Assurance Standards Board. Our responsibilities under those standards are further described in the *Responsibilities of the auditor for the audit of the financial statements* and the statement of service performance section of our report.

INDEPENDENT AUDITOR'S REPORT

We have fulfilled our responsibilities in accordance with the Auditor-General's Auditing Standards.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

RESPONSIBILITIES OF THE BOARD OF DIRECTORS FOR THE FINANCIAL STATEMENTS AND THE STATEMENT OF SERVICE PERFORMANCE

The Board of Directors is responsible on behalf of the Company for preparing financial statements that are fairly presented and that comply with generally accepted accounting practice in New Zealand. The Board of Directors is also responsible for preparing the statement of service performance in accordance with the Act.

The Board of Directors is responsible for such internal control as it determines is necessary to enable it to prepare financial statements and the statement of service performance that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements and the statement of service performance, the Board of Directors is responsible on behalf of the Company for assessing the Company's ability to continue as a going concern. The Board of Directors is also responsible for disclosing, as applicable, matters related to going concern and using the going concern basis of accounting, unless the Board of Directors intends to liquidate the Company or to cease operations, or has no realistic alternative but to do so.

The Board of Directors' responsibilities arise from the Local Government Act 2002.

RESPONSIBILITIES OF THE AUDITOR FOR THE AUDIT OF THE FINANCIAL STATEMENTS AND THE STATEMENT OF SERVICE PERFORMANCE

Our objectives are to obtain reasonable assurance about whether the financial statements and the statement of service performance, as a whole, are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion.

Reasonable assurance is a high level of assurance, but is not a guarantee that an audit carried out in accordance with the Auditor-General's Auditing Standards will always detect a material misstatement when it exists. Misstatements are differences or omissions of amounts or disclosures, and can arise from fraud or error. Misstatements are considered material if, individually or in the aggregate, they could reasonably be expected to influence the decisions of readers taken on the basis of these financial statements and the statement of service performance.

For the budget information reported in the financial statements and the statement of service performance, our procedures were limited to checking that the information agreed to the Company's statement of intent.

We did not evaluate the security and controls over the electronic publication of the financial statements and the statement of service performance.

INDEPENDENT AUDITOR'S REPORT

As part of an audit in accordance with the Auditor-General's Auditing Standards, we exercise professional judgement and maintain professional scepticism throughout the audit. Also:

- We identify and assess the risks of material misstatement of the financial statements and the statement of service performance, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of the internal control.
- We obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances but not for the purpose of expressing an opinion on the effectiveness of the Company's internal control.
- We evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the Board of Directors.
- We conclude on the appropriateness of the use of the going concern basis of accounting by the Board of Directors and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Company's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements and the statement of service performance or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Company to cease to continue as a going concern.
- We evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.
- We evaluate the overall presentation, structure and content of the statement of service performance, including the disclosures, and assess whether the statement of service performance achieves its statutory purpose of enabling the Company's readers to judge the actual performance of the Company against its objectives in its statement of intent.

We communicate with the Board of Directors regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify in our audit.

Our responsibilities arise from the Public Audit Act 2001.

OTHER INFORMATION

The Board of Directors is responsible for the other information. The other information comprises all of the information included in the annual report other than the financial statements and the statement of service performance, and our auditor's report thereon.

Our opinion on the financial statements and the statement of service performance does not cover the other information and we do not express any form of audit opinion or assurance conclusion thereon.

INDEPENDENT AUDITOR'S REPORT

In connection with our audit of the financial statements and the statement of service performance, our responsibility is to read the other information. In doing so, we consider whether the other information is materially inconsistent with the financial statements and the statement of service performance or our knowledge obtained in the audit, or otherwise appears to be materially misstated. If, based on our work, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

INDEPENDENCE

We are independent of the Company in accordance with the of the Auditor-General's Auditing Standards, which incorporate the independence requirements of Professional and Ethical Standard 1 *International Code of Ethics for Assurance Practitioners (including International Independence Standards)* (New Zealand) issued by the New Zealand Auditing and Assurance Standards Board.

Other than the audit, we have no relationship with, or interests in, the Company.



Debbie Perera
Audit New Zealand

On behalf of the Auditor-General
Palmerston North, New Zealand

30 September 2025

**ANNUAL
REPORT**

For the year ended
30 June 2025





Palmerston North Airport Limited
Terminal Building, Airport Drive
PO Box 4384
Palmerston North 4442
NEW ZEALAND
info@pnairport.co.nz

25th September 2025

The Shareholder – Palmerston North Airport Limited

Palmerston North City Council
C/- Waid Crockett
Chief Executive
Palmerston North City Council
Private Bag 11034
PALMERSTON NORTH

Dear Shareholder

2025 ANNUAL MEETING

Please find enclosed a notice of the 2025 Annual Meeting of Palmerston North Airport Limited to be held on 10th October 2025

With a single shareholder, the Board regards the Annual Meeting as a formality and recommends, as in recent years, that the meeting be conducted by way of a resolution in writing in lieu of meeting in accordance with clause 12.3 of the company's constitution.

In the event that this meets with the shareholder agreement, I have attached a draft resolution that will be entered in the minute book on Friday 10th October 2025. Could you please arrange to have that signed and returned to me in advance of that date if this course is to be followed.

A copy of the Annual Report including the audited financial statements has been forwarded to you separately.

Also attached is a **copy** of the 2024 resolution in lieu of the Annual Meeting for your records.

Yours sincerely

David Lanham
Chief Executive
Palmerston North Airport Limited



Palmerston North Airport Limited
Terminal Building, Airport Drive
PO Box 4384
Palmerston North 4442
NEW ZEALAND
info@pnairport.co.nz

c.c.
Directors
M Georgel
S Mitchell-Jenkins
C Cardwell
S Everton
R Wilson

Auditor:
Ms Debbie Perera
Audit New Zealand

25th September 2025

PALMERSTON NORTH AIRPORT LIMITED

NOTICE OF 2025 ANNUAL MEETING

The Annual Meeting of Shareholders of Palmerston North Airport Limited will be held on Friday 10th October 2025 and will be conducted by way of a resolution in writing in lieu of meeting in accordance with clause 12.3 of the company's constitution.

BUSINESS

1. To RECEIVE a copy of the minutes of the Annual General Meeting of 9th December 2024 (attached).
2. To RECEIVE the Financial Statements for the year ended 30 June 2025 together with the reports of the Directors and the Auditors.
3. To RECEIVE advice from the Board of Directors that a net dividend of \$300,000 is payable for the year ended 30 June 2025.
4. To RECEIVE advice, if any, from the Palmerston North City Council of the appointment of any Directors.
5. To APPROVE total remuneration of \$157,746 per annum for five Directors pursuant to clause 14.8.1 of the constitution.
6. To RECORD the reappointment of the Auditor-General as Auditor to meet the requirements of s.70 of the Local Government Act 2002 and to authorise the Directors to fix the remuneration of the Auditor for the ensuing year.
7. To TRANSACT any other business that may properly be brought before the meeting in accordance with the Constitution.

=====

PALMERSTON NORTH AIRPORT LIMITED
MINUTES OF THE 2025 ANNUAL MEETING OF SHAREHOLDERS

held on 10th October 2025

by way of an entry in the Minute Book of the Company
(pursuant to clause 12.3 of the Company's Constitution)

1-16 Receipt of Minutes

RESOLVED:

That the minutes of the Annual General Meeting of 9th December 2024 be received.

2-16 Annual Report for the Year Ending 30 June 2025

RESOLVED:

That the Financial Statements for the year ending 30 June 2025 together with the reports of the Chair, Chief Executive and Auditor be received.

3-16 Dividend

RESOLVED:

That the Board's advice that a net dividend of \$300,000 be paid for the year ended 30 June 2025, be received.

4-16 Directors

RESOLVED:

- a) *That total remuneration of \$157,746 per annum for five Directors be approved pursuant to clause 14.8.1 of the constitution.*
- b) *That advice from Palmerston North City Council on appointment of Directors be received.*

5-16 Auditors

RESOLVED:

- a) *That reappointment of the Office of the Auditor-General (delivered through Audit New Zealand) as auditors pursuant to Section 70 of the Local Government (2002) Act be noted.*
- b) *That the Directors be authorised to fix the remuneration of the Auditor for the ensuing year.*

.....(signed by Palmerston North City Council representative as 100% shareholder)

.....(name)(date)

Confirmed as a correct and true record of the resolution in lieu of the 2025 Shareholder's Annual Meeting.

THIS DAY OF 2025

CHAIR

PALMERSTON NORTH AIRPORT LIMITED
MINUTES OF THE 2024 ANNUAL MEETING OF SHAREHOLDERS

held on 9th December 2024

by way of an entry in the Minute Book of the Company
 (pursuant to clause 12.3 of the Company's Constitution)

1-16 Receipt of Minutes

RESOLVED:

That the minutes of the Annual General Meeting of 8th December 2023 be received.

2-16 Annual Report for the Year Ending 30 June 2024

RESOLVED:

That the Financial Statements for the year ending 30 June 2024 together with the reports of the Chair, Chief Executive and Auditor be received.

3-16 Dividend

RESOLVED:

That the Board's advice that a net dividend of \$195,000 be paid for the year ended 30 June 2024, be received.

4-16 Directors

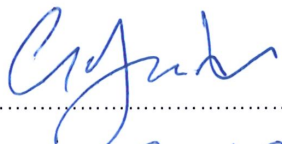
RESOLVED:

- a) *That total remuneration of \$153,300 per annum for five Directors be approved pursuant to clause 14.8.1 of the constitution.*
- b) *That advice from Palmerston North City Council on appointment of Directors be received.*

5-16 Auditors

RESOLVED:

- a) *That reappointment of the Office of the Auditor-General (delivered through Audit New Zealand) as auditors pursuant to Section 70 of the Local Government (2002) Act be noted.*
- b) *That the Directors be authorised to fix the remuneration of the Auditor for the ensuing year.*


.....(signed by Palmerston North City Council representative as 100% shareholder)
 (name) 25.11.2024 (date)

Confirmed as a correct and true record of the resolution in lieu of the 2024 Shareholder's Annual Meeting.

THIS DAY OF 2024

CHAIR

MEMORANDUM

TO: Council

MEETING DATE: 8 October 2025

TITLE: Palmerston North Airport Ltd - Statement of Expectations 2026/27-2028/29

PRESENTED BY: Steve Paterson, Manager - Financial Strategy

APPROVED BY: Cameron McKay, General Manager Corporate Services

RECOMMENDATIONS TO COUNCIL

1. That the Council adopt the Statement of Expectations for Palmerston North Airport Ltd 2026/27-2028/29 (Attachment 1).

1. ISSUE

- 1.1 Statements of Expectations (SOE) have become an established part of the accountability regime for council-controlled organisations (CCOs). A first SOE for Palmerston North Airport Ltd (PNAL) was adopted by Council in December 2020 and subsequent ones in December 2021, November 2022, December 2023 and November 2024. The most recent SOE formed the basis for the preparation of PNAL's Statement of Intent (SOI) for 2025/26-2027/28. The present SOE states it will be updated annually, so it is necessary to review and adopt an updated version for the 2026/27-2028/29 period.

2. BACKGROUND

- 2.1 The Local Government Act 2002 (LGA) s.64B was amended in October 2019 to provide that as part of the accountability regime for CCOs:

(1) *The shareholders in a council-controlled organisation may prepare a statement of expectations that—*

(a) *specifies how the organisation is to conduct its relationships with—*

- (i) *shareholding local authorities; and*
- (ii) *the communities of those local authorities, including any specified stakeholders within those communities; and*
- (iii) *iwi, hapū, and other Māori organisations; and*

- (b) *requires the organisation to act consistently with—*
 - (i) *the statutory obligations of the shareholding local authorities; and*
 - (ii) *the shareholders' obligations pursuant to agreements with third parties (including with iwi, hapū, or other Māori organisations).*
 - (2) *A statement of expectations may include other shareholder expectations, such as expectations in relation to community engagement and collaboration with shareholders and others in the delivery of services.*
 - (3) *A statement of expectations must be published on an Internet site maintained by or on behalf of each local authority that is a shareholder of the organisation.*
- 2.2 Council adopted its most recent SOE for PNAL in November 2024. The accountability cycle requires PNAL to present its draft SOI for the 2026/27-2028/29 period to Council on or before 1 March 2026. If an SOE is to be produced it is necessary for this to be sent to PNAL before Christmas this year, otherwise it plays no meaningful part in the cycle.
- 2.3 Council's primary rationale for its equity shareholding in PNAL is to ensure the City has an appropriate air gateway for passengers and freight.
- 2.4 PNAL has embarked on a programme of very significant capital investment (principally focused on the new terminal project) but also new warehousing as opportunities arise. The scale of this development means it is important PNAL can rely on continued shareholder support for their direction of travel. As this was debated thoroughly prior to the commitment to the investment it is recommended there be no significant change to the SOE for the next year.
- 2.5 The attached draft SOE incorporates very minor changes to the current SOE to reflect the fact the construction of the new terminal has commenced and to incorporate appropriate dates for the new year. Dividend expectations are retained as outlined in the current SOE.

3. NEXT STEPS

- 3.1 The SOE will be updated for amendments (if any) arising from the Council meeting.
- 3.2 After adoption by Council, the SOE will be sent to PNAL to inform their SOI. The SOI is due to be provided to Council on or before 1 March 2026.

4. COMPLIANCE AND ADMINISTRATION

Does the Council have delegated authority to decide?	Yes
Are the decisions significant?	No
If they are significant do they affect land or a body of water?	No
Can this decision only be made through a 10 Year Plan?	No
Does this decision require consultation through the Special Consultative procedure?	No
Is there funding in the current Annual Plan for these objectives?	Yes
Are the recommendations inconsistent with any of Council's policies or plans?	No
The recommendations contribute to: Whāinga 1: He tāone auaha, he tāone tiputipu Goal 1: An innovative and growing city	
The recommendations contribute to the achievement of objective/objectives in: 2. Mahere whakawhanake ohaoha 2. Economic Development Plan 3. Mahere tūnuku 3. Transport Plan These relate to having an innovative, resilient & low-carbon city economy where people, whanau and communities can prosper & achieve their goals and a city transport system that links people & opportunities.	
Contribution to strategic direction and to social, economic, environmental and cultural well-being	The airport is a key strategic gateway to the City

ATTACHMENTS

1. Draft PNAL Statement of Expectations 2026-29 [↓](#) 

xx October 2025

Murray Georgel
Chair
Palmerston North Airport Limited
PO Box 4384
Palmerston North 4442

Dear Murray

Statement of Expectations for 2026/27 to 2028/29

The Statement of Expectations (SOE) sets out Palmerston North City Council's (Council) expectations of Palmerston North Airport Limited (PNAL) for consideration in PNAL's business planning and the development for the Statement of Intent (SOI).

As a prelude to the development of your next SOI the Council has reviewed the SOE and adopted one (copy attached) for 2026/27 to 2028/29. There are no major changes to the SOE compared to last year.

The Council recognises your main focus at present is on the terminal development project and also the development of warehousing opportunities.

The Council recognises PNAL as not only a council-controlled trading organisation but also an important strategic partner in achieving the City's desired outcomes for the City and wider region.

If you have any queries or comments please direct them through Council's contact person, Steve Paterson, Manager – Financial Strategy (steve.paterson@pncc.govt.nz 0274 424 021) whose role includes facilitating timely interaction between the Council and the company on shareholder issues.

Yours sincerely

Grant Smith

MAYOR

ID: 17549483

Palmerston North City Council

Statement of Expectations for Palmerston North Airport Limited (PNAL)

The Palmerston North City Council (Council) is the sole shareholder of Palmerston North Airport Ltd (PNAL). The Council (as shareholder) has adopted the following Statement of Expectations for the three-year period commencing 1 July 2025. It is expected this will be updated annually.

1 Matters addressed by schedule 8, part 2 Local Government Act (LGA)

Council's expectation is that the PNAL Statement of Intent (SOI) will comply with this legislation and in particular that it will:

- Clearly identify key objectives of PNAL
- Include the board's approach to governance
- Clearly outline the scope of activities to be undertaken
- Include performance targets and other measures by which the performance of PNAL may be judged in relation to its objective, and
- How PNAL intends to align with Council's key policies including its Vision, goals and key strategies and the District Plan.

2 Matters addressed by section 64B (1) LGA

Council expects PNAL to continue to engage with its shareholder in an open, collaborative and proactive ('no surprises') manner and in doing so expects that PNAL will meet regularly with the Council as follows:

- Annually with the PNAL Board and full Council to discuss business performance, vision and direction
- PNAL Chair and CE present the draft SOI annually to Council's designated Committee
- PNAL Chair and CE to present the 6 monthly performance report and audited annual report to Council's designated Committee
- Other meetings addressing specific issues as appropriate

Council expects PNAL to maintain and implement a master plan for the airport and to engage proactively with the Council on matters that are likely to involve challenges to provisions of the City's District Plan.

Council expects PNAL to continue to proactively communicate with its communities on key issues.

The airport is a critical component of the City and regions transportation infrastructure and Council expects PNAL to play its part in ensuring airfreight and associated logistics activities are planned and developed to ensure connectivity to other nodes within Te Utanganui – the Central New Zealand Distribution hub, and the planned Regional Freight Ring Road.

The airport provides a vital component of the economic infrastructure of the City and region and Council expects PNAL to proactively work with regional economic development agencies, tourism agencies and airline operators to develop sustainable passenger and airfreight services.

Council applauds PNAL for its positive engagement with Rangitāne o Manawatū and encourages consideration of opportunities to further enhance the relationship with Rangitāne and other local iwi and hapu.

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Council requires PNAL to fulfil all its statutory duties to the Council as Shareholder and to work collaboratively with the Council to enable Council to meet its wider statutory obligations.

3 Matters addressed by section 64B (2) LGA

Section 64B(2) allows shareholders to identify any other expectations for the Company. The following addresses those matters of particular importance to the Council for PNAL over the forthcoming year, which Council expects to see reflected in the SOI.

i. Principles and key objectives

As outlined the LGA requires PNAL to state its proposed activities and intentions for the year and the objectives these will contribute to. Council expects PNAL to continue to service our local airport catchment and visitors for connectivity and capacity to support air traffic flows into and out of the region.

ii. The airport as a commercial entity

PNAL is required to have a commitment to retaining and growing long-term shareholder value. Council recognizes that shareholder value accretion occurs through PNAL's ongoing and significant investment in critical infrastructure including the terminal redevelopment to improve the customer experience and to facilitate sustainable growth in passenger and airfreight volumes, and investment in the development of Ruapehu Business Park which will provide income diversification and value accretion benefits. Council further recognizes that given the magnitude of the capital programme associated with the terminal development project and planned commercialization within Ruapehu Aeropark PNAL's ability to preserve cash is likely to be constrained in the short-term. However as outlined previously Council has an expectation that a dividend payment will be progressively re-instated, in line with PNAL's dividend policy and that the implications of this will be addressed annually through the SOI. As a guide Council has the following dividend expectations:

- the dividend payment for the 2025/26 year (payable in 2026/27) will be no less than 40% of net profit after tax excluding fair value gains and one-off capital gains (e.g. land sales) or \$400,000, whichever is greater,
- the dividend payment for the succeeding years will be no less than 40% of net profit after tax excluding fair value gains and one-off capital gains (e.g. land sales) or \$500,000, whichever is greater.

The Council expects PNAL to maintain suitably prudent risk policies, a balance sheet with a prudent debt/equity ratio, a profitable trading position and to be able to fund future renewals and growth activity without recourse to additional shareholder capital.

The Council encourages PNAL to continue to find ways of diversifying its revenue base through its property interests and specifically by its ongoing focus on freight & logistics, aero maintenance and aviation tertiary training, all critical industries to the city and wider region.

PNAL is further encouraged to consider alternative means of accelerating revenue diversification objectives including developing strategic partnerships and alternative funding mechanisms. The Council will work proactively with PNAL to help facilitate this.

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iii. Provision of line of credit

The Council has entered a 10-year loan facility agreement with PNAL aimed at enabling PNAL to obtain loan funding at interest rates competitive with those available from a commercial bank. So that this arrangement does not adversely impact on the Council's ability to borrow for other purposes it relies on the Local Government Funding Agency's on-going assessment that PNAL will remain profitable (considered over a number of years) and capable of servicing its own debt.

It is expected that the SOI will clearly demonstrate how PNAL plans to organise its financial affairs to be able to operate within the terms and limits of the loan facility agreement, recognising that PNAL plans to also obtain additional debt funding from other sources (e.g. bank) in addition to the Council facility.

iv. Environmental impacts

The Council is committed to helping meet a goal of achieving a 44% reduction in greenhouse gas emissions per capita in Palmerston North (from the 2016/17 baseline) by 2034, both as a large city organisation, and as a supporter and enabler of other businesses. The Council acknowledges PNAL's Integrated Carbon Management Plan and commitment to and achievements against the Airport Council International Airport Carbon Accreditation programme.

v. Operational capacity

Council recognises the importance PNAL places on community engagement and the maintenance of the airport's social license to operate to preserve its 24/7 airfield operations and to facilitate sustainable growth in aeronautical activity (passenger, airfreight, aviation tertiary training and aeromedical/patient transfers) to achieve regional economic growth objectives. Council will work collaboratively with PNAL to defend existing air noise boundaries and associated protections including but not limited to Airport Protection Surfaces and Runway End Protection Areas. In turn Council expects PNAL to proactively manage aerodrome-wide operations within the existing noise parameters and other District Plan provisions.

vi. Consistency with the wider objectives of Council

The Council expects the Board and management of PNAL to act in the long-term interest of the company but to do so with a full understanding of the much broader strategic interests of the shareholder.

The key reason for Council's investment in PNAL is to ensure the City and region has an appropriate air gateway for passengers and airfreight.

The Council expects PNAL, as the operator of this key gateway, to be proactive in its thinking about how it can contribute to its ambitions for marketing the city and wider region.

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The on-going focus on building sustainable air services and connectivity for passengers and airfreight, together with aero maintenance and aviation tertiary training will benefit Te Utanganui – The Central New Zealand Distribution hub improving economic viability for businesses in the city and wider region, increasing tourism expenditure and boosting the City's image.

As you will be aware the Council's vision is Small City Benefits, Big City Ambition. To fulfil its vision the Council has the following goals:

- Goal 1: An innovative and growing city
- Goal 2: A creative and exciting city
- Goal 3: A connected and safe community
- Goal 4: A sustainable and resilient city

These goals are supported by the Oranga Papaioea City Strategy with a number of associated plans including those with a focus on transport and economic development.

The Strategy outlines that we want an innovative, resilient and low-carbon city economy, where people, whanau and communities can prosper and achieve their goals and a city transport system that links people and opportunities.

The City's natural advantages include its central location in the North Island, the availability of key infrastructure (e.g. Te Utanganui, the airport's 24-hour airfreight operations are key factors in the growth of the City's logistics sector), the highly qualified workforce, and the relative affordability of land. These advantages form a basis for Palmerston North's case for regional, national and international investments and partnerships.

Both the Economic Development Plan and Transport Plan emphasise Te Utanganui as a key strategic priority for the City. It is expected that PNAL will continue to be an active partner in the broader economic development objectives of Te Utanganui and collaborate with other key partners.

PNAL is a strategic partner for these strategies and plans.

4 Timeline for SOI

The timeline for development of the SOI for 2026/27-2028/29 involves the following steps:

By 20 December 2025	Council delivers Statement of Expectations
By 28 February 2026	PNAL delivers draft SOI to Council
xx April 2026 (TBC)	Council's designated Committee receives & considers draft SOI
By 13 April 2026	Council feedback provided to PNAL
By 31 May 2026	PNAL provides final SOI to Council following consideration of Council comments
xx June 2026 (TBC)	Council's designated Committee receives & considers final SOI

xx October 2025

ID: 17549483

REPORT

TO: Council

MEETING DATE: 8 October 2025

TITLE: Deliberations advice - proposed Linklater Reserve on-leash dog control area

PRESENTED BY: Stacey Solomon, Policy Analyst

APPROVED BY: David Murphy, General Manager Strategic Planning

RECOMMENDATIONS TO COUNCIL

1. That the Council adopt Option 2, and make the area at Linklater Reserve from the Kelvin Grove Road carpark up to the first treeline behind the BMX track dogs on-leash, encompassing the wetlands area and the children's playgrounds and play spaces (but not the aeroplane), as described in *Figure 3*.
2. That the Council instruct the Chief Executive to prepare an amended Dog Control Policy and Dog Control Bylaw for adoption.

SUMMARY OF OPTIONS ANALYSIS FOR THE PROPOSED LINKLATER RESERVE ON-LEASH DOG CONTROL AREA

Problem or Opportunity	The Council has consulted on its proposal to make part of Linklater Reserve (the Reserve) a dogs on-leash area. This report provides information in response to submitters, and should be used to inform the deliberations of the Council. Having considered submissions, the Council should choose to either proceed with its proposal, proceed with an amended proposal or not proceed with the proposal.
OPTION 1:	Adopt the proposal (with minor adjustments) and make the area of Linklater Reserve from the Kelvin Grove Road carpark, up to the aeroplane a dogs on-leash area <i>This option is not recommended</i>
Community Views	Option 1 is not supported by the majority of submitters and petitioners, who have strongly opposed it. However a number of submitters do support the proposal of the Council.
Benefits	This option meets the expectations of those submitters who prefer an area of the Reserve be made dogs on-leash to support safer general recreation

	activity, while still providing an area for off-leash exercise for dogs. This option also overcomes the contradiction in the Councils own policy related to dogs being off-leash in areas where children or other vulnerable people are likely to be.
Risks	There is a risk that any rule change is not followed by park users and is therefore ineffective. There is also reputational risk associated with Option 1, where submitters that do not support the proposal feel that are not being listened to by the Council.
Financial	There are costs associated with Option 1 which exceed current budget provision. Additional budget would need to be made available to implement the option.
OPTION 2:	Adopt an amended proposal which makes the area from the Kelvin Grove Road carpark up to the first treeline behind the BMX track on-leash, encompassing the wetlands area and the children's playgrounds and play spaces (but not the aeroplane) <i>This option is recommended</i>
Community Views	Submitters (many reluctantly) considered this option to be a compromise between status quo, and the original proposal of the Council.
Benefits	This option responds to most submitters, those who do and those who do not support the proposal. It retains more of the Reserve for off-leash exercise than Option 1, keeping the children's play equipment and play spaces in the on-leash area. Option 2 also overcomes the Council's own policy conflicts.
Risks	As with any of the options, there is a risk that a rule change is not followed by park users and is ineffective. This option does not address the requests of submitters who preferred that the wetland area be off-leash for dogs.
Financial	Option 2 can be accommodated within current budget.
OPTION 3:	Adopt an amended proposal to make the area of Linklater Reserve from the Kelvin Grove Road carpark up to the first treeline behind the BMX track on-leash, encompassing the children's playgrounds and play spaces (but not the aeroplane), and excluding the wetlands area <i>This option is not recommended</i>
Community Views	Submitters specified the wetland area as being especially important for off-leash dog exercise and socialisation. This option would be disruptive for the disc-golf course, which would require relocation of some of the equipment.
Benefits	This option makes the wetlands area off-leash for dogs, does not require moving the agility course, and encompasses most of the children's play spaces. This option also overcomes the Councils own policy conflicts.

Risks	There is a risk that a rule change is not followed by park users and is ineffective.
Financial	Option 3 exceeds current budget.
OPTION 4:	Not proceed with the proposal and instead fence some or all of the playground equipment at Linklater Reserve. The whole of Linklater Reserve will remain a dogs off-leash exercise area <i>This option is not recommended</i>
Community Views	Submitters argue that fencing the playgrounds would be an acceptable way to reduce the risk an uncontrolled dog might have in one of the higher-risk areas of the Reserve.
Benefits	This option does not require changes to the Policy or the Bylaw (while overcoming the Councils own policy conflicts), and would satisfy the requests of a majority of submitters.
Risks	There is a risk that this option does not meet the expectations of submitters who expect that part of Linklater Reserve will be made on-leash.
Financial	Option 4 exceeds current budget.
OPTION 5:	Not proceed with the proposal and consider additional regulatory or non-regulatory methods to address issues at Linklater Reserve related to safety, amenity, and access. The whole of Linklater Reserve will remain a dogs off-leash exercise area <i>This option is not recommended</i>
Community Views	Option 5 supports those submitters who have proposed additionally regulatory and non-regulatory alternatives to a rule change at Linklater Reserve.
Benefits	This option supports and promotes behaviour change and responsible dog ownership (which includes compliance with current controls). This option could be implemented on its own, or in addition to any of the other options noted here.
Risks	Option 5 will have ongoing long-term benefits, but may be less effective at addressing any immediate safety concerns.
Financial	The financial implications of Option 5 are significant. Exact costs would be determined by the preferred alternative methods pursued by the Council.
OPTION 6:	Not proceed with the proposal and maintain status quo <i>This option is not recommended</i>
Community Views	Option 6 would support the views of those who have opposed the proposal and have asked that the rules stay as they are, consequently this option does not support the views of those who agree that an on-leash area

	should be established at the Reserve.
Benefits	Option 6 stops this process and is responsive to most submitters.
Risks	Some dissatisfaction from the community who have asked for changes, or supported the proposal of the Council.
Financial	There are no financial implications to note if status quo is maintained.

EXECUTIVE SUMMARY

- The Council has consulted with the community on the proposal to make part of Linklater Reserve dogs on-leash. Submissions on the proposal covered a range of views with mixed opinions. Most submitters did not support the proposal.
- This report recommends that the Council not proceed with its original proposal, and instead adopt an amended proposal which retains more of Linklater Reserve for dogs off-leash exercise and socialisation (Option 2). If the Council decides to proceed with the original proposal, an adjustment has been made to the proposed off-leash area in response to submissions from disc-golfers.
- Information and analysis for alternative reasonable options available to the Council is provided, as are the expected next steps for those options.
- Attached to this report is a complete submission analysis, the assessment framework which has been developed and applied to the options presented, a summary of consultation activity, and an overview of the dog control areas in Palmerston North.

1. OVERVIEW OF THE PROBLEM OR OPPORTUNITY

- 1.1 The Council has consulted with the community on the proposal to make part of Linklater Reserve dogs on-leash. Linklater Reserve (the Reserve) is currently all off-leash for dogs, except for the children's play spaces and play equipment.
- 1.2 The Council should now deliberate on the submissions received, the advice prepared in response to those submissions (**Attachment 1**), and proceed with its proposal, proceed with an amended proposal, or not proceed and retain all of the Reserve as a dogs off-leash area.

2. BACKGROUND AND PREVIOUS COUNCIL DECISIONS

- 2.1. On [28 May 2025, the Strategy & Finance Committee](#) (the Committee) received a petition from the Kelvin Grove Community Association (KGCA) to make part of Linklater Reserve on-leash for dogs. The petition followed a prior submission of the KGCA to the [review of the Palmerston North Dog Control Policy \(the Policy\)](#) and the [Palmerston North Dog Control Bylaw \(the Bylaw\)](#) in early 2024, where the KGCA made a similar request of the Council to make an area of the Reserve dogs on-leash. Staff advised the Committee not to change the rules for the Reserve at that time

(2024). The Committee instead resolved to receive further information and advice following engagement with the community on the option of designating part of Linklater Reserve an on-leash area for dogs.²

- 2.2 In early 2025, we completed engagement with the community. A mixture of feedback was received, with most people preferring that the whole of the Reserve be retained as an off-leash exercise area. In May 2025, the Committee approved consultation on a proposal to make part of Linklater Reserve dogs on-leash, specifically the area of the Reserve from the Kelvin Grove Road up to the aeroplane (described in *Figure 1*). Consultation occurred between 27 June 2025 and 28 July 2025.



Figure 1: Proposed on-leash area at Linklater Reserve

3. RESPONSE TO CONSULTATION

- 3.1 Consultation returned 965 submissions, a petition unsupportive of the proposal with 226 signatures (66 signatories also made submissions), and 36 submissions from Year 3 students at Cornerstone Christian School (which is located in the Kelvin Grove area). The response is summarised in *Table 1*, below.

²[Resolution 26-24](#): That the Chief Executive engage with the community around the option of designating part of Linklater Park as dog-on-lead, and report back to the Strategy & Finance Committee, Strategy & Finance Committee May 2024.

Submission response	Count
Support the proposal:	136 [14.1%]
Do not support the proposal:	795 [82.4%]
Are not sure / have no preference:	16 [1.7%]
Did not state / it is not clear for staff to determine a preference:	18 [1.8%]
Total submissions	965
<i>NOTE: three of the submissions the Council received were:</i>	
A petition from Elizabeth Schaw which does not support the proposal (original submission 901). Sixty-six signatories to the petition also made individual submissions	226 signatures
Collated submissions from Year 3 students at Cornerstone Christian School (original submission 902 – noted as ‘group one’ in the Committee agenda)	21 mixed responses
Collated submissions from Year 3 students at Cornerstone Christian School (original submission 951 – noted as ‘group two’ in the Committee agenda)	15 mixed responses

Table 1: Overall submission response

Hearing of submissions and summary of submissions

3.2 Common themes from submitters that did not support the proposal were:

- That most had not experienced or witnessed an incident or issue at the Reserve (such as an intimidating or aggressive dog, or dog attack) that would be cause enough to make half of the Reserve dogs on-leash
- That most dog owners are responsible dog owners; making half of the Reserve on-leash unfairly penalises good dog owners
- That Linklater Reserve was gifted to the Council/purchased by the Council specifically to be used as an off-leash dog park
- That a small number of people have asked for the change when they could use one of the many other reserves in the city where dogs are not allowed off-leash
- That the majority were not being listened to

3.3 Common themes from submitters that did support the proposal were:

- That they had experienced an incident with a dog that made them support an on-leash area at the Reserve
- That they would feel safer using the Reserve with a part of it being made dogs on-leash

- That the Reserve is not a dog park and that it should be for everyone to use, not just dog owners

3.4 A detailed analysis of submissions, as well as responses and recommend ways forward, is provided in **Attachment 1**.

3.5 We have developed six options for the Council to consider through deliberations. The methodology for assessment of the options is briefly explained in the next section of this report. A detailed assessment of the options is provided in **Attachment 2**.

4. METHODOLOGY FOR ASSESSING OPTIONS

4.1 Each option presented is developed from submission feedback and responds to different aspects of submitters' views. Because it is not possible for any option to satisfy the needs and diverse or opposing requests of every submitter, simple criteria have been developed and applied for the options so that each can be considered consistently and fairly by the Council. This ensures that each option is evaluated for its responsiveness to community views, and its alignment with broader strategic, operational, and community objectives. The criteria are:

- **Criteria 1:** the option complies with and supports matters required under the Dog Control Act 1996 (DCA)³
- **Criteria 2:** the option aligns with the Councils own policies on dog control described in the Dog Control Policy and Dog Control Bylaw
- **Criteria 3:** the option supports the achievement of the long-term goals, priorities, and vision of the Council set through the Long Term Plan 2024-34 and [Oranga Papaioea City Strategy](#)
- **Criteria 4:** the option is responsive to the feedback of submitters
- **Criteria 5:** the option can be easily and effectively implemented
- **Criteria 6:** the resource requirements and affordability of the option

³ Section 10(4)(a-d) of the Dog Control Act 1996 states when making its Policy for dogs (which includes where and why it will permit dogs off-leash in public spaces), the Council must have regard to:

- **s.10(4)(a)** the need to minimise danger, distress, and nuisance to the community generally; and
- **s.10(4)(b)** the need to avoid the inherent danger in allowing dogs to have uncontrolled access to public places that are frequented by children, whether or not the children are accompanied by adults; and
- **s.10(4)(c)** the importance of enabling, to the extent that is practicable, the public (including families) to use streets and public amenities without fear of attack or intimidation by dogs; and
- **s.10(4)(d)** the exercise and recreational needs of dogs and their owners.

- **Criteria 7:** the risk to the Council of proceeding with the option

4.2 We have used a qualitative assessment for each of the options, supported by data, submissions content, and other information where it is available and appropriate. The analysis describes the general strengths and weaknesses (expressed as advantages and disadvantages) of the options.

5. DESCRIPTION OF OPTIONS

5.1 Six reasonable options have been identified:

5.2 **Option 1:** adopt the proposal with minor adjustments, and make the area of Linklater Reserve from the Kelvin Grove Road carpark, up to the aeroplane a dogs on-leash area. This is shown in *Figure 2*.

5.3 **Option 2:** adopt an amended proposal which makes the area from the Kelvin Grove Road carpark up to the first treeline behind the BMX track on-leash, encompassing the wetlands area and the children's playgrounds and play spaces (but not the aeroplane). This is shown in *Figure 3*.

5.4 **Option 3:** adopt an amended proposal to make the area of Linklater Reserve from the Kelvin Grove Road carpark up to the first treeline behind the BMX track on-leash, encompassing the children's playgrounds and play spaces (but not the aeroplane), and excluding the wetlands area. This is shown in *Figure 4*.

5.5 **Option 4:** not proceed with the proposal and instead fence some or all of the playground equipment at Linklater Reserve. The whole of Linklater Reserve will remain a dogs off-leash exercise area. This is shown in *Figure 5*.

5.6 **Option 5:** not proceed with the proposal and consider additional regulatory or non-regulatory methods to address issues at Linklater Reserve related to safety, amenity, and access. The whole of Linklater Reserve will remain a dogs off-leash exercise area. This is shown in *Figure 6*.

5.7 **Option 6:** not proceed with the proposal and maintain status quo. The whole of Linklater Reserve will remain a dogs off-leash exercise area.

6. ANALYSIS OF OPTIONS

6.1 This section of the report presents an analysis of options. The advantages and disadvantages of each option are described, and information relevant to implementation, including impact on budget and levels of service is provided.

6.2 *Table 2* (below) provides a total summary all of the options' advantages and disadvantages assessed against the criteria. Based on the analysis, Option 2 is recommended.

	Criteria 1 Legislative alignment	Criteria 2 Policy alignment	Criteria 3 Strategic alignment	Criteria 4 Responsive to feedback	Criteria 5 Easy to implement	Criteria 6 Within budget	Criteria 7 Risk	Recomm- ended option
Option 1	Yes	Yes	Yes	Partial	Yes	No	Low	No
Option 2	Yes	Yes	Yes	Yes	Yes	Yes	Low/ medium	Yes
Option 3	Yes	Yes	Yes	Partial	No	No	Low/ Medium	No
Option 4	Yes	Yes	Partial	Partial	Yes	No	Low	No*
Option 5	Partial	Partial	Partial	Partial	No	No	Low/ medium	No
Option 6	Partial	Partial	Partial	Partial	Yes	Yes	Low/ medium	No

Table 2: Summary of options analysis

*If the Council does not to proceed with Option 2, Option 4 is the next most proportionate response to submissions received and issues identified when assessed against the criteria. Option 4 would require some additional budget be made available.

Option 1: adopt the proposal with minor adjustments, and make the area of Linklater Reserve from the Kelvin Grove Road carpark, up to the aeroplane a dogs on-leash area (described in *Figure 2*)



Figure 2: Option 1

- 6.3 This is the option that the Council should choose if, considering the submissions received and information provided in submission analysis, it wants to proceed with the proposal.

NOTE: an adjustment to the proposed fence line is suggested in response to submissions from disc-golf users. The adjustment recommended for Option 1 is to move the fence back approximately 20metres, so that the disc-golf goal 6 basket and goal 7 teepad is not obstructed by the fence and is included in the on-leash area. This would also encompass the aeroplane in the on-leash area.

Advantages of Option 1

- 6.4 Option 1 supports the requirements of s.10(4)(a-d) of the DCA by reducing risks posed by uncontrolled dogs, especially in areas used by children, while still providing significant space for dog exercise and recreation. The availability of different access points to the Reserve for the on-leash and off-leash areas further accommodates users that prefer not to leash or un-leash their dogs when moving from dog control area to another.
- 6.5 This option supports the message that anyone who wants to use the Reserve can do so fairly and safely. While the Linklater Reserve has a strong identity in the community as a “dog park”, it has always been intended to be used for a variety of recreational activities. Option 1 may encourage those who have not previously used the Reserve, because of concerns about sharing the space with off-leash dogs, to do so in future.
- 6.6 Option 1 also has the advantage of correcting a conflict within the Council’s own Policy which identifies areas where “Children or other vulnerable people gather or play, and the presence of dogs may pose a risk to their health and safety” and the areas around children’s playgrounds, as being prohibited to dogs. The presence of children’s play equipment at the Reserve, initially installed at the request of the community and Reserve users, now creates a possible safety issue and Policy conflict. Option 1 corrects this by putting children’s play spaces and play equipment in an on-leash area.

NOTE: The advantages which apply to Option 1 also apply to Option 2 (discussed below).

Disadvantages of Option 1

- 6.7 Submitters that do not support the proposal have highlighted the following disadvantages:
- a. *It is a significant reduction in off-leash space at the Reserve, as well as for the city as a whole*

- 6.8 There are 20 off-leash areas in the city of varying sizes and amenities, covering 227.44 hectares of space. Linklater Reserve is roughly 24 hectares; the proposal would make 10 of these hectares on-leash, which would be around a 5 percent reduction in total off-leash space across the city, and is considered minimal overall. **Attachment 4** provides information on all the dog control areas in Palmerston North.

b. the proposed off-leash area has less amenity (the play equipment, toilet, wetlands, concreted walkways are in the on-leash area) and disadvantages the community that prefer to walk their dogs off-leash

- 6.9 The proposal does not prohibit the dogs from being anywhere in the Reserve, apart from the children's play equipment and play spaces, which is a control that already exists. The amenity of the front area of the Reserve will still be available to all dogs and owners, provided the dogs are leashed. While significant development of the back area of the Reserve is limited by the requirements of the flightpath for Palmerston North Airport, some amenity could be added – such as seating and connected walkways.

c. submitters with additional mobility requirements, such as those with disabilities or parents with a stroller and young children, will find it difficult to use the Reserve

- 6.10 Submitters have described how the facilities at the Reserve, along with being able to have their dog off-leash, currently supports their accessibility needs. They reference the features in the front of the Reserve, such as concreted walkways, sloping grass areas, and more seating options as being especially important. Should the proposal proceed, many of these submitters state they may not be able to use the park, as they would be managing their individual accessibility needs as well as an on-leash dog, which could prove challenging, or in some cases, not possible.

d. changes in the rules are unpopular, and are not going to be followed

- 6.11 There is a real risk that people will not follow the rules if they are changed. Some submitters have stated they are not going to follow an on-leash rule. While this sentiment highlights a genuine risk of non-compliance, it underscores the importance of a clear communication campaign with the community leading up to the date when any rule change becomes effective and enforceable. Changes will need to be accompanied by a robust engagement and education strategy to build understanding and to ensure that the rationale for the change is transparent, and that the benefits—both for individuals and the wider community—are clearly articulated.

e. on-leash dogs create more safety concerns than off-leash dogs

- 6.12 The Council does not capture data about whether dog related incidents are caused by on-leash dogs or off-leash dogs at Linklater Reserve, or anywhere else in the city. Nor is it clear if the situations described in submissions are dog vs. dog when both

dogs are on-leash, or when only one dog is on-leash. It is up to owners, and is the expectation of the Council, that owners ensure their dogs are well socialised, exercised, and are always under control, whether or not the dog is on a leash in an on-leash space, or an off-leash space.⁴

- f. *the proposed fence line would be disruptive to goal 6 and teepad 7 of the disc-golf course*

- 6.13 The current arrangement of the disc-golf course requires players to throw their disc through a line of trees (or over the top, or along the ground) to get the disc into the basket. A fence at the proposed location would make it difficult to play this disc-golf hole, and to tee-off from teepad 7. An adjustment to the proposed fence line is suggested, which moves the fence back approximately 20 metres, so that the affected basket and teepad is included in the on-leash area. Moving the basket and teepad into the on-leash space, and keeping the fence line as described in the original proposal is also an option.

Resource requirements and affordability of Option 1

- 6.14 If option 1 proceeds, additional budget provision will need to be made available. Option 1 has a cost to implement of \$93,173 excluding GST; the current budget available this year for work at Linklater Reserve is \$30,600.

Implementation of Option 1

- 6.15 Implementation of Option 1 would involve:
- a. the installation of a 300 metre long fence with three self-returning gates for service vehicle and pedestrian access. As the fence will be constructed within 300 metres of the airways radar, it will need to be constructed in a material which does not interfere with that radar e.g.: a plastic mesh
 - b. extending 250 metres of the walkways to make complete loops on either side of the fence
 - c. fencing or relocating the agility equipment (includes installing new hard surfaces and concrete footings)
 - d. installing new signage
- 6.16 The change in the rule in the Policy and the Bylaw will be timed to commence after the installation of the proposed fence and additional walkways and is completed. Messaging about the rule change will be communicated with the public.

⁴ The Council provides helpful information on its website for people who want to know more about the best ways to socialise dogs, and how to report dog related incidents <https://www.pncc.govt.nz/Services/Dogs-and-other-animals/Dogs>

Recommendation

6.17 Option 1 has some benefits which have been noted above. These benefits are tempered by the disadvantage of not being able to afford the proposal, and do not outweigh the benefits of Option 2 or Option 4.

6.18 *Option 1 is not recommended.*

Option 2: adopt an amended proposal which makes the area from the Kelvin Grove Road carpark up to the first treeline behind the BMX track on-leash, encompassing the wetlands area and the children's playgrounds and play spaces (but not the aeroplane) (described in Figure 3)



Figure 3: Option 2

6.19 This is the option that the Council should choose if, considering the submissions received and information provided in the submission analysis in **Attachment 1** and **Attachment 2**, it wants to amend its proposal to keep more of the Reserve off-leash than was proposed, but retain a generous on-leash area at Linklater Reserve.

Advantages of Option 2

6.20 Option 2 has the same advantages as Option 1 related to legislative compliance, and encouraging fair and safe access of the community to the Reserve. In addition to the advantages it shares with Option 1, Option 2 has further advantages.

6.21 The significant advantage of this Option is that it is the most responsive of the options to community feedback. It is the most common alternative suggestion/compromise offered by submitters, other than not changing the rules at all. It addresses the concerns of those who described the proposal as being

unbalanced, unnecessary, or too far-reaching by reducing the proposed on-leash area and preserving more off-leash space.

- 6.22 This Option also has the benefit of being able to be met within current budgets, as less fencing will need to be installed, fewer walkways extended, and the agility equipment can remain in its current location.

Disadvantages of Option 2

- 6.23 Option 2 has many of the same disadvantages as Option 1. Though a greater space for off-leash dog exercise is retained, the concerns highlighted by dog-owners with accessibility or mobility requirements that cannot be met in an on-leash area still apply here. Similarly the concerns of dog-owners who feel on-leash only access to the wetland area is detrimental to their experience in the Reserve, still apply to this option. Conversely, there are those with mobility issues who feel an on-leash area greatly improves their access (real or perceived) to the Reserve.
- 6.24 Option 2 carries a higher risk of legal challenge than Option 1 because the Council did not consult the community on this, and it differs to Option 1. Though additional consultation could mitigate this risk, officers advise that as the community's views are already well understood following early engagement and consultation, further consultation is unlikely to yield new insight, or return a significantly different consultation response.
- 6.25 Additional consultation also risks causing more frustration among submitters as the process is further drawn out. If the Council agrees that it understands the views of the community based on the feedback it already has, then it could make a decision that progresses Option 2.

Resource requirements and affordability of Option 2

- 6.26 Option 2 will cost \$16,388 excluding GST to implement and can be accommodated within current budgets. Initial infrastructure changes at the Reserve will be required, however this option needs little ongoing intervention other than maintenance of the physical assets.

Implementation of Option 2

- 6.27 Implementation of Option 2 would involve:
- a) removing the old farm fence which is located at the pine tree line
 - b) installing a new 1.5 metre high fence (roughly 290 metres long) with four self-returning gates for pedestrian and service vehicle access. One of these gates will be located near the goal 7 disc-golf basket
 - c) installing new signage

- 6.28 Should Council adopt this option, the change in the rule in the Policy and the Bylaw will be timed to commence after the installation of the proposed fence and additional walkways and is completed. Messaging about the rule change will be communicated with the public.

Recommendation

- 6.29 Option 2 is a more balanced solution that reflects community feedback. It retains most of Linklater Reserve as an off-leash area for dogs, while introducing a clearly defined on-leash space to accommodate others who prefer a controlled environment. This approach promotes shared use, reduces user conflict, and incorporates key community suggestions—such as keeping agility equipment in the off-leash area, thereby reducing the cost of moving it. While there may be legal risks, reconsulting the community could also harm the Council’s reputation.

- 6.30 *Option 2 is recommended.*

Option 3: adopt an amended proposal to make the area of Linklater Reserve from the Kelvin Grove Road carpark up to the first treeline behind the BMX track on-leash, encompassing the children’s playgrounds and play spaces (but not the aeroplane), and excluding the wetlands area (described in *Figure 4*)



Figure 4: Option 3

- 6.31 This is the option that the Council should choose if, considering the submissions received and information provided in the submission analysis (**attachments 1 and 2**), it wants to amend its proposal, keeping most of the Reserve for off-leash exercise. The off-leash area will include the wetland and the slope to the front of the Reserve

that was highlighted as particularly valuable for dogs and those with mobility needs, but keeps most of the children’s play spaces and the main entrances in an on-leash control area.

Advantages of Option 3

- 6.32 The advantages for Option 3 are the same as those for Options 1 and 2 related to legislative compliance and encouraging fair and safe access of the community to the Reserve.
- 6.33 Option 3 offers several benefits that align with community feedback, retaining many of the practical uses of the Reserve for dogs off-leash exercise. The wetland will continue to be accessible to off-leash dogs so they can use the water freely, without requiring their owners to enter the water themselves, which would be impractical and potentially unsafe.
- 6.34 Similarly, submitters have noted that the wetland is not a safe area for small children due to the risk of falling into water or swampy terrain, making it unsuitable for inclusion in an on-leash space. Option 3 therefore supports both dog recreation and public safety, while reflecting the preferences of many Reserve users.
- 6.35 Officers would work to position the proposed fence and new footpaths to better support individuals with mobility and accessibility concerns, specifically retaining the hill at the front of the Reserve within the off-leash area.

Disadvantages of Option 3

- 6.36 Option 3 presents significant disadvantages for the disc-golf course, which is a well-used free-to-access facility in the region.⁵ If Option 3 proceeds, the course will need to be reconfigured with input from the disc-golfing community, requiring relocation of several baskets and teepads.
- 6.37 Submitters that value the natural aesthetic and amenity of the Reserve have indicated they prefer not to install fences as this would be disruptive for the overall “feel” of the park. A fence, as described in Option 3, will be clearly visible and from certain vantages may have a disruptive visual effect. Comparatively, the placement of the fence in Option 2 would have a negligible effect.
- 6.38 The same risk and risk assessment that is applied to Option 2, as regards legal challenge from proceeding without additional consultation on a different option than what was proposed, also applies to Option 3.

⁵ From information logged by players in the U-Disc app, between January 2024 and June 2025, 226 players completed 2,717 rounds, totalling over 2,188 hours of recreation, with most users living within 25 km of the Reserve.

Resource requirements and affordability of Option 3

- 6.39 Option 3 requires approximately \$54,368 excluding GST to implement and exceeds current budgets. The exact location of the proposed fence in Option 3 will determine which disc-golf baskets and teepads require relocating.

Implementation of Option 3

- 6.40 Implementation of Option 3 would involve:

- a) removing the old farm fence which is located at the pine tree line
- b) installing a new 1.5m high fence (roughly 500m long) with six self-returning gates for pedestrian and service vehicle access. One of these gates will be located near the goal 7 disc-golf goal
- c) extending 220m of walkways to make complete loops on either side of the fence
- d) installing new signage
- e) reconfiguring the disc-golf course.

- 6.41 The change in the rule in the Policy and the Bylaw will be timed to commence after the installation of the proposed fence and additional walkways and is completed. Messaging about the rule change will be communicated with the public.

Recommendation

- 6.42 Option 3 could proceed if the Council wishes to maintain more of the Reserve for off-leash dog recreation and keep areas at higher risk from uncontrolled dogs, such as the playground and play equipment as well as the entranceway to the Reserve, on-leash. It offers clear benefits in terms of dog wellbeing and exercise (therefore encouraging responsible dog ownership), as well as supporting those with accessibility concerns.

- 6.43 However the benefits of Option 3 do not outweigh its disadvantage from the disruption to the disc-golf course and visual amenity of the park, the unaffordability of the option. The benefits of Option 3 outweigh those of Option 1, but not of Option 2.

- 6.44 *Option 3 is not recommended.*

Option 4: not proceed with the proposal and instead fence some or all of the playground equipment at Linklater Reserve. The whole of Linklater Reserve will remain a dogs off-leash exercise area (described in *Figure 5*)



Figure 5: Option 4

6.45 This is the Option that the Council should choose if wants to maintain the current off-leash status across the whole Reserve, and ensure the areas which are more sensitive to the adverse effects of uncontrolled off-leash dogs are made safer for users. This option does not require any changes be made to the Policy or the Bylaw as dogs are already prohibited from children's play spaces, and fencing would clarify this existing control.

Advantages of Option 4

6.46 The primary advantage to be gained from this option is that it responds to the majority of submitters by keeping the entire Reserve as an off-leash dog exercise area, while also addressing some of the specific safety concerns that have been raised related to the children's play spaces and play equipment.

6.47 Submitters note this would be a fair and reasonable compromise. The reasons given include that it preserves the current level of recreation amenity for dog owners which is unique to Linklater Reserve, it continues to address the needs of those with greater mobility or accessibility requirements, avoids disruption to the disc-golf course, and also affords assurance for vulnerable members in the community by

fencing children's play equipment. By introducing physical barriers, this option will resolve the conflict created by the Council's own Policy with regard to dogs not being permitted on or near children's play spaces, or generally off-leash in areas which are more likely to be frequented by children.

- 6.48 More broadly, given there are few public playgrounds (i.e. not school playgrounds) in the city which are completely fenced, Option 4 creates an additional option for this type of facility.
- 6.49 Option 4 also avoids the complexities associated with a change in rules. Constructing fences around some or all the children's play equipment is an easily implemented and self-explaining method to achieve the goals of the proposal, and supports the existing controls.

Disadvantages of Option 4

- 6.50 While this option is seen as a fair compromise by many submitters, it does not fully resolve concerns about uncontrolled off-leash dog behaviour throughout the Reserve. Fencing the playground addresses safety around children's play spaces, but it does not mitigate risks in other areas of the park. This is likely to be particularly disappointing for those who prefer an on-leash area be implemented, so that they can utilise areas of the Reserve for general recreation without feeling intimidated or unsafe around uncontrolled off-leash dogs.
- 6.51 Because this option relies on physical infrastructure alone it is likely to have an immediate and location specific positive impact, but limits the potential to encourage responsible dog ownership by reinforcing the expected behaviours for dogs and people in our shared spaces elsewhere in the city.
- 6.52 In terms of visual amenity, though fencing is relatively easy to implement, it will alter the "feel" of the Reserve and be inconsistent with its open, rural character (in contrast to Option 2, where the visual impact of a single fence would be negligible, given its position within a treeline where a fence already exists). Careful design and placement of the fencing for Option 4 will ensure as much disruption to the visual amenity of the Reserve is able to be mitigated.

Resource requirements and affordability of Option 3

- 6.53 Option 4 will require budget of approximately \$51,681 excluding GST, which exceeds current budget provision.

Implementation of Option 4

- 6.54 Implementation of Option 4 would involve the fencing of some, or all of, the following children's playgrounds and play spaces, and other Reserve amenities:

- a) swing set

- b) picnic tables and BBQ
- c) flying fox
- d) log scramble
- e) BMX track
- f) aeroplane
- g) constructing an alternate path for dog walkers to access the toilet facility

6.55 New instructional signage would also be installed to provide additional information to park users, specifically about expectations for off-leash dogs and responsible dog-owners, as well as reporting of dog-related incidents.

Recommendation

6.56 Option 4 retains the entire Reserve as an off-leash area, while improving safety around children's play spaces. It supports responsible dog ownership at the Reserve by providing space for dogs and their owners to socialise and exercise, maintains accessibility, avoids disrupting the disc-golf course, and aligns with Council obligations under the Dog Control Act. It's simple to implement and is generally supported.

6.57 However, Option 4 is less beneficial than Option 2, as it doesn't fully address concerns about uncontrolled dogs or the comfort of general users. If Option 2 is not pursued, Option 4 is the next best alternative, offering a practical compromise without requiring rule changes. Additional budget would need to be made available.

6.58 *Option 4 is not recommended.*

Option 5: not proceed with the proposal and consider additional regulatory or non-regulatory methods to address issues at Linklater Reserve related to safety, amenity, and access. The whole of Linklater Reserve will remain a dogs off-leash exercise area (described in *Figure 6*), except for the children's playgrounds and play spaces which are prohibited to dogs.

Option 5

Blue: off-leash



Figure 6: Option 5

6.59 This is the Option the Council should choose if it determines that the issues at Linklater Reserve would be better resolved by implementing additional regulatory and non-regulatory methods, such as an increased presence of Animal Management Officers.

Advantages of Option 5

6.60 This option is responsive to the suggestions of submitters that prefer the Council focus on ensuring greater compliance by encouraging responsible ownership and providing more dog owner education. The main advantage of this option is that it is likely to have positive and ongoing benefits across the whole of the city, not just at Linklater Reserve.

6.61 Many submitters have stated that they feel the proposal unfairly punishes good dog owners for the actions of the few irresponsible dog owners that occasionally use the Reserve. Option 5 addresses the concerns of these submitters and retains the current off-leash arrangements while still responding to concerns about dog

behaviour and safety. It also avoids the potential disruption to other Reserve activities (like disc-golf) and the amenity impacts associated with fencing.

- 6.62 Additionally, it provides flexibility to target enforcement and education efforts where needed, without altering the Reserve's layout or on-leash and off-leash rules.

Disadvantages of Option 5

- 6.63 Option 5 has several significant disadvantages that limit its achievability and effectiveness. Increasing the presence of Animal Management Officers at Linklater Reserve, or requiring additional dog-owner education activities be provided without further resources, would negatively impact current levels of service (LOS) for the animal management activity across the city.
- 6.64 This could lead to slower response times for the Animal Management Team, backlogs in investigations, and reduced attention to lower-priority complaints such as barking dogs, lost dogs, and park patrols at other locations. Redirecting resources to the Reserve may also result in decreased public satisfaction from reduced responsiveness elsewhere.
- 6.65 Feedback from some submitters has criticised increased spending by the Council in general, as well as for the proposal at Linklater Reserve. Option 5 is therefore unresponsive to these views, as the costs of implementation will be high and ongoing. Given these limitations, Option 5 is likely to be less sustainable and effective than alternatives that involve physical changes to the Reserve, or adjustments to dog access rules.

Resource requirements and affordability of Option 5

- 6.66 There are resourcing and financial implications for Option 5 which cannot be met within current budgets and resource availability. The immediate outcome of proceeding with Option 5 is that the Animal Management Team will need additional resource, or to drop the current level of service agreed to with the community through the Long Term Plan.

Implementation of Option 5

The implementation of Option 5 would require detailed discussions about the current prioritisation and levels of service for the animal management activity, which are outside of scope for this consultation process.

Recommendation

- 6.67 Option 5 has many potential enduring benefits, but the challenges and disadvantages related to implementation and affordability are significant. This is due to the nature of the requested interventions, which would have immediate and ongoing implications for staffing, resourcing, and prioritisation within the activity.

6.68 If Option 5 is preferred by the Council, further decisions will need to be made through a different process (likely the Long Term Plan process) to achieve the expected benefits.

6.69 *Option 5 is not recommended.*

Option 6: not proceed with the proposal and maintain status quo

6.70 This is the option that the Council should choose if it determines that the issues related to uncontrolled off-leash dogs at the Reserve do not require a change in the rules to address them. This option retains the current controls and levels of service at Linklater Reserve.

Advantages of Option 6

6.71 Option 6 is advantageous if Council determines that the current issues at Linklater Reserve—particularly those related to uncontrolled off-leash dogs—can be managed without changing the existing rules. This option retains all current controls and levels of service, avoiding disruption to Reserve users who are satisfied with the current off-leash arrangements. It also maintains consistency in enforcement and avoids the need for additional consultation, infrastructure changes (such as fencing), or reallocation of resources – either by way of budgets or officer time. By preserving the status quo, Council can continue to monitor and respond to issues through existing mechanisms. The current dogs off-leash space across Palmerston North is not reduced, which may also have an advantage as the city continues to grow.

6.72 Proceeding with this Option does not prevent the Council from making a different decision about the rules at Linklater Reserve in future, and consulting with the community on those.

Disadvantages of Option 6

6.73 Option 6 has some disadvantages. Though it maintains the current off-leash rules and levels of service at Linklater Reserve, it may not adequately address the concerns raised about uncontrolled dogs causing safety concerns for the community in the park. By choosing not to make any changes, Council risks leaving issues that have been highlighted through community feedback unresolved, and not meeting the expectations of those submitters who do support having an on-leash area (in contrast to Options 1, 2, and 3 that all provide a designated on-leash control area). There is risk that the same issues and concerns already identified persist, when no action is taken or remedy provided.

Resource requirements and affordability of Option 6

6.74 There are no financial implications to note regarding Option 6. The Council will continue with its current controls and service levels for managing this as an off-leash dogs at Linklater Reserve.

Implementation of Option 6

- 6.75 There are no significant implementation actions to note regarding Option 6. Option 6 means that this process stops here. All submitters will be notified of the outcome and what it will mean for their use and experience of the Reserve going forward.
- 6.76 Officers suggest that if Option 6 is preferred, additional instructional signage would still benefit all users of the Reserve by clarifying the expectations for off-leash dogs, encouraging responsible ownership, as well as reporting of incidents.

Recommendation

- 6.77 This option is recommended if Council, having considered all the views presented in submissions, chooses not to proceed with making any changes to the off-leash rules at Linklater Reserve.
- 6.78 Option 6 would support a majority of the total submission feedback, but does not address many of the issues raised, and could be perceived as a lack of responsiveness if those issues persist. If Council proceeds with Option 6, continued monitoring and engagement with Reserve users will be important to ensure that any emerging challenges are identified and addressed through existing mechanisms.
- 6.79 *Option 6 is not recommended*

7. CONCLUSION

- 7.1 Having considered the options it has to proceed, the Council should either adopt the proposal (Option 1 with minor adjustments), adopt an amended proposal (Options 2 or 3), or not adopt the proposal (Option 4, 5, or 6).

8. NEXT ACTIONS

- 8.1 Next actions will be determined by the preferred option of the Council. Implementation for each option has been described in Section 6 of this report.
- 8.2 If the Council proceeds with Option 1, 2, or 3, another report will be prepared for the next Council to adopt the finalised wording and controls in the Policy and Bylaw.
- 8.3 If the Council proceeds with Option 4, 5, or 6 this process ends here. As no change to the Policy or the Bylaw is required, no additional report will need to be required. If Option 4 proceeds, additional budget will be required for infrastructure changes at the Reserve.
- 8.4 For all options, submitters will be contacted with information about the status of the consultation and the next steps.

9. OUTLINE OF COMMUNITY ENGAGEMENT PROCESS

- 9.1 Council completed early engagement and consultation with the community. Consultation material and messaging was shared widely, using a variety of methods to ensure as many people as possible with an interest in the proposal were aware of their opportunity to share their views with the Council.
- 9.2 Key consultation activities included printed copies of the Statement of Proposal with hardcopy submission forms being made available from the Customer Service Centre, as well as all Council libraries. A consultation page that explained the proposal of Council, information about how people could get in touch as well as an online submission form were published on the Council's website. Consultation information was also shared through the Council's social media channels, direct email, posters, signage, radio interviews, as well as at two community drop-in sessions.
- 9.3 A detailed description of consultation and engagement activity for this process is attached to this report **(Attachment 3)**.

10. COMPLIANCE AND ADMINISTRATION

Does the Council have delegated authority to decide?	Yes
Are the decisions significant?	No
If they are significant do they affect land or a body of water?	No
Can this decision only be made through a 10 Year Plan?	No
Does this decision require consultation through the Special Consultative procedure?	No
Is there funding in the current Annual Plan for these objectives?	Yes
Are the recommendations inconsistent with any of Council's policies or plans?	No
The recommendations contribute to: Whāinga 3: He hapori tūhonohono, he hapori haumarū Goal 3: A connected and safe community	
The recommendations contribute to this plan: 9. Mahere haumarū hapori, hauora hapori 9. Community Safety and Health Plan	
Contribution to strategic direction and to social, economic, environmental and cultural well-being	The Community Safety and Health Plan describes Council's commitment to the delivery of information, education and enforcement of regulatory policy, including the Dog Control Policy and Bylaw.

ATTACHMENTS

1. Analysis of submissions - proposed Linklater Reserve on-leash area [↓](#) 
2. Assessment criteria and analysis – proposed Linklater Reserve on-leash area [↓](#) 
3. Consultation activities - proposed Linklater Reserve on-leash area [↓](#) 
4. Dog control areas across Palmerston North [↓](#) 

Proposed Linklater Reserve dogs on-leash area

Deliberations advice

August 2025

Section 1: Overview

Palmerston North City Council (the Council) has consulted with the community on its proposal to make part of Linklater Reserve (the Reserve) a dog on-leash area. Currently the entirety of the Reserve is an off-leash dog exercise area, apart from the children's playgrounds and play spaces, which are prohibited to dogs entirely.

This document provides information and advice for the Council to assist in its deliberations on the options it has to proceed, amend and proceed, or not proceed with its proposal. Advice is based on an analysis of issues raised during consultation, and other information which is held by the Council.

Consultation returned 965 submissions, a petition unsupportive of the proposal with 226 signatures (66 signatories also made submissions), and 36 submissions from Year 3 students at Cornerstone Christian School. Many submissions did not support the proposal, some submissions did support the proposal, and some submitters didn't have an opinion or weren't sure if they did or did not support the proposal. A number of alternative solutions, improvements suggestions, and other views on the process were raised throughout the consultation too.

The analysis presented here should be read and considered alongside the advice in the officers report titled "*Deliberations advice - proposed Linklater Reserve on-leash dog control area*" included in the 8 October 2025 Council agenda papers, and all original submissions included in the 20 August 2025 Strategy and Finance Committee agenda papers¹.

Section 2 - The proposal

The proposal of the Council was to make the area of Linklater Reserve from the Kelvin Grove Road carpark up to the aeroplane in the middle of the Reserve a dogs on-leash area (described in Figure 1, below). The proposal involved:

- Installing a fence across the width of the Reserve with self-returning gates to provide a clear separation in different control areas
- Extending the walkways on either side of the proposed fence so that people and their dogs could walk complete loops without having to change between control areas (if they did not want to)
- Moving the dog agility equipment from the proposed on-leash area to the proposed off-leash area so that it could be used safely and effectively by off-leash dogs
- Adjust the 30m prohibited area rule around children's play areas and play spaces to 10m only at Linklater Reserve, so that it is possible for owners to walk their dogs in the proposed on-leash area and be compliant with the rule in the Dog Control Policy.

¹ Original submissions, [20 August 2025 Strategy and Finance Committee Agenda](#), available on the Council website www.pncc.govt.nz



Figure 1: Original proposal for Linklater Reserve

Section 3 - Analysis of submissions

This section outlines the common themes and arguments made by submitters in response to the proposal of the Council.

Issues and themes from submissions which relate to safety

Theme 1: As a frequent user, I have never experienced or witnessed an issue with a dog, such as an aggressive dog or a dog attack

Submission excerpts

"In the past 9 years of using the reserve, I have not witnessed any matter that may have raised concerns for public or personal safety. People and dogs have always been considerate and friendly and any perceived conflicts resolved simply and without rancour." (submission 875)

"I have been so many times took all my 4 dogs off leash and have never once encountered a problem at the park" (submission 589)

"As a long time user of Linklater Reserve as a walking area I have taken delight in the freedom provided for dogs and their owners. I have never experienced or observed difficulty with dog behaviour." (submission 935)

"I've been walking here for 2yr and have only EVER had 2 bad experiences 2!!!!" (submission 850)

126 related submissions

Discussion

Most submitters to this consultation have clearly stated that they have never experienced an issue while at Linklater Reserve that would make them feel unsafe or cause them concern for the safety of their dog. Some submitters who have experienced an uncontrolled dog, aggressive dog or dog attack at the Reserve have not been affected by the incident in such a way that they would support making parts of the Reserve on-leash e.g: submission 850. Other submitters note that there is a level of risk which they are aware of and accept when they go to the Reserve with their dog; when that risk is no longer acceptable to them they go elsewhere for off-leash exercise.

Officer comment

In response to submissions, the Council has been provided options (outlined in the Council Report) which would enable it to respond to the concerns raised in Theme 1.

To assist the Council with deliberating, the obligations under the Dog Control Act 1996 (DCA) and its own tolerance for risk may be useful to for determining a preferred way forward for the controls at Linklater Reserve (see the Assessment Criteria used in the assessment of options in **Attachment 2** of the Council report).

The proposal of the Council makes provision for both on-leash and off-leash exercise for dogs at the Reserve – generally satisfying the obligations of the DCA. In a broader context, the overall provision of on-leash and off-leash areas for dogs across the city further meets these requirements.

Theme 2: Because of a previous bad experience with a dog at the Reserve, I prefer an on-leash area as it will make the Reserve safer for me to use

Submission excerpts

"I used to live in Kelvin Grove and would take our baby for walks here in her pram, dogs off leash would come up to the pram and put their head in. It made me very uncomfortable" (submission 417)

"Because myself and my children have encountered unsafe dogs numerous times" (submission 763)

"Today Friday 18 July, 5pm-ish my 15 year old son got bit on his back while at the bottom of the flying fox... The owner who was at the bottom of the flying fox on the track saw this happen and quickly whistled and they left the park" (submission 669)

20 related submissions

Discussion

In contrast to the previous theme, some submitters have described negative experiences with uncontrolled dogs at the Reserve. In many instances, those experiences have since deterred the submitter from using the Reserve at all as they no longer feel safe there.

The proposal of the Council makes provision for both on-leash and off-leash exercise for dogs at the Reserve. This would meet many of the concerns raised by these submitters by creating an on-leash area, thus reducing the likelihood (perceived or otherwise) of dogs being uncontrolled and creating safety issues for Reserve users.

Officer comment

The proposal of the Council would address the needs of these submitters by making part of the Reserve on-leash.

Theme 3: Dogs can pose safety risks for children and other people

Submission excerpts

"I fully support the proposed change to make Linklater Reserve a more welcoming place for people without dogs. As the reserve is at the moment it is not a place that I would take my primary school-aged grandchildren because of the unpredictability of dogs off leash, the amount of dog faeces left around the park, and the arrogance of owners who take their dogs through the playground. NOTE: I have seen owners placing their dog on a swing for a ride!" (submission 565)

"I support the change to keep areas safer for families" (submission 398)

"Retired couple, stopped going to the park for safety reasons" (submission 116)

31 related submissions

Discussion

The Council has specific obligations under the Dog Control Act 1996 (s.10(4)) to have regard to:

- a) the need to avoid the inherent danger in allowing dogs to have uncontrolled access to public places that are frequented by children, whether or not the children are accompanied by adults; and

b) the importance of enabling, to the extent that is practicable, the public (including families) to use streets and public amenities without fear of attack or intimidation by dogs

The Council identified that the areas of greatest risk at Linklater Reserve are the children's play spaces and play equipment, and the area at the gate where people and dogs are passing closely together. The proposal of the Council would make these areas on-leash, thereby reducing the risk of intimidating or aggressive dogs posing a safety risk to children and other people.

Officer comment

In response to submissions, the Council has been provided options outlined in the Council Report (Options 1-4) which would enable it to respond to the concerns raised in Theme 3.

Theme 4: I have concerns around the safety of my dog when I'm a Linklater Reserve

Submission excerpts

"Work at vet and know of cases of dog attacks at the park" (submission 26)

"We've made the decision to no longer walk our own or clients' dogs at Linklater due to repeated incidents involving off-leash dogs, which have affected both our personal and foster dogs... As a qualified canine behaviourist and trainer, and someone who runs a doggy day-care, pack walking service, and local rescue, I can confidently say Linklater has become an unsafe environment — not just for dogs, but for people too" (submission 171)

Nine related submissions

Discussion

The safety of people and their dogs relies on responsible dog owners ensuring that their dogs are well cared for, well exercised, and under control, especially when they are in shared spaces. Some dogs may not feel comfortable in public space, or in spaces where other dogs are likely to be present and off-leash. On-leash only spaces are available for dog-owners that prefer to exercise and socialise their dogs in smaller spaces.

The proposal of the Council addresses some of these concerns by making a part of the Reserve on-leash, providing an area where the risk of issues created by uncontrolled off-leash dogs is greatly reduced. The Council provides information about some of the best ways to socialise a dog on its website free of charge, as well as information about what to do in case of a dog attack. Ultimately, it is up to the owner of the dog to determine their level of comfort in an off-leash area, or in spaces that are popular for others also exercising their dogs.

Officer comment

In response to submissions, the Council has been provided options which would enable it to respond to the concerns raised in Theme 4. The Council also provides [information on its website](#) about the best ways to socialise dogs and places where this can be done around the city, what to do if a person feels unsafe around a dog in public spaces, and how to get in touch with the Council if an issue arises that requires an officer to respond.

Theme 5: Putting more off-leash dogs in a smaller area will create a safety issue

Submission excerpts

“If you confine the dogs into a smaller area this will cause issues for the dogs and owners” (submission 658)

“On busy days all the dogs would be squeezed into an area half the size and everyone could get really stressed” (submission 738)

“More dogs in a condensed area will increase the risk of negative interactions between dogs” (submission 96)

37 related submissions

Discussion

Submitters comment that the reduction in off-leash space could make it more likely, not less likely, that there will be dog related incidents. The proposal of the Council makes part of the Reserve on-leash and leaves a large area free for dogs to be exercised off-leash. The proposal does not prohibit dogs from being in most of the Reserve, rather it requires that the dog be clipped to a leash while in that part of the park.

Officer comment

The Council has a number of options available to it, some of which increase the off-leash space from what was originally proposed (Options 2 and 3), others which retain the whole of the Reserve off-leash (Option 4, 5, and 6).

Theme 6: Women may feel less safe at the Reserve if they are only allowed to have their dog off leash at the back of the park, which can feel isolated as it is away from public view

Submission excerpts

“For women walking alone with their dog(s), Linklater is ideal. It is fully fenced so it is secure for the dogs and for the owners” (submission 947)

“As a female, the openness of the park makes me feel safe when walking my dog there, no chance for people hiding in bushes, or feeling isolated like in some of the other off leash dog areas/parks” (submission 882)

“Please consider vulnerable female dog owners who don't feel comfortable walking their dogs alone in the more isolated back part of the park” (submission 850)

Three related submissions

Discussion

This specific issue is not one which was previously contemplated as part of the proposal. The safety of all users at the Reserve is essential. While the proposal of the Council does not specifically consider the safety of women, options which would make the park safer for women are likely to make the park safer for all people – this would be a positive thing.

Officer Comment

The Council has been provided options that would amend its original proposal, so that more of the Reserve stays as an off-leash area. An amended option may ease some of the concerns which have been raised by these submitters, as there would be more off-leash opportunities closer to the usually frequented parts of the Reserve.

*Issues and themes from submissions which relate to community, accessibility and socialisation***Theme 7: Linklater Reserve is a good place for people and dogs to socialise and exercise****Submission excerpts**

"Great place to walk for my own health as well as my dogs" (submission 161)

"I often end up chatting to strangers while we wait for our dogs to chase each other like crazy loons. This wouldn't happen while leashed, and many people don't walk beyond the first section or two. I really value this social connection with the community" (submission 959)

"I feel strongly about how positive this park has been for my family, including my two dogs, being off leash. I have never submitted feedback on a consultation before" (Submission 809)

150 related submissions**Discussion**

There is a strong sense of community at Linklater Reserve, particularly among regular users where it is their place to gather with others, meeting their own exercise and socialisation needs, and fulfilling those same needs for their dogs.

Officer comment

Whether the Reserve is on-leash or off-leash, people and their dogs will continue to be able to access Linklater Reserve for socialisation and exercise.

Theme 8: There are going to be accessibility issues for people with reduced mobility from the Kelvin Grove carpark to the proposed off-leash area (including disabled people, older persons, young children, parents with a dog as well as children and / or a stroller)**Submission excerpts**

"I manage ongoing health issues, and Linklater Reserve is one of the few places where I can easily walk to and allow my dog to get the exercise and stimulation she needs — without the physical demands of a longer walk to other parks or areas" (submission 639)

"Please keep Linklater Park fully off-leash. It's more than just a dog park — it's a lifeline for many in our community, including those of us who face physical limitations" (submission 639)

"I am an older person and to take my dog all the way back to the aeroplane before she can be off leash is further than I can walk comfortably" (submission 206)

"I have four-year-old twins who love to ride their bikes around the whole reserve while we walk the dog off-leash too so it would be good to retain more area. It's tricky managing two girls on bikes while the dog is on lead" (submission 660)

61 related submissions

Discussion

These submitters have identified that the proposal will have a significant impact on their enjoyment of the Reserve, highlighting the diverse needs of the community that use Linklater Reserve. They have described how the facilities at the Reserve support their accessibility needs, referencing the features in the front of the Reserve as being especially important for them to be able to easily access and use the park. These include:

- The smooth walkways that make mobility scooters, wheelchairs, and strollers easy to use
- The hill at the front of the Reserve that enables dog owners with physical challenges to sit at the top of the slope, and throw a ball down the hill for their dog to retrieve
- Easy access to the toilet facilities
- Their desire to exercise their dog, but not being able to do this if they must be on-leash because of the other things they must also manage, such as a parent with a toddler and a stroller
- The greater distance they would need to walk to get to the off-leash area from the accessibility carparks at the Kelvin Grove Road entrance
- The extra shelter and seating
- The dangers of leashes becoming entangled in mobility device

Officer comment

The Council has options to move forward with which would address the needs of these submitters. Options provided for consideration will retain the area closest to the Kelvin Grove Road carpark for off-leash exercise, maintaining the current level of access at the Reserve.

Theme 9: My dog loves to go to this park

Submission excerpts

“My dog loves being off leash and feels safe in the park” (submission 745)

“My dogs love coming here, having freedom to walk around and meeting other dogs and people” (submission 135)

“I love watching my dog run around, greeting people and other dogs. She has made so many friends because of her nature. Her breed requires big areas to run and to be able to chase and play with other dogs. She loves to smell all the different areas, along the fence lines, through the bushes, to get muddy. She is not threatening to others and does like to run as far as she can” (submission 926)

59 related submissions

Discussion

Many submitters shared they prefer to use the facilities at Linklater Reserve because of the positive experiences their dog has there. This feedback contrasts with the views shared by others who said that they did not feel comfortable taking their dog to the Reserve, because of a prior bad experience involving either another person, or another dog (or both).

Officer comment

The proposal of the Council to create two different control areas preserves a large off-leash space for dogs, and continues to permit them to be in the proposed on-leash space too.

Theme 10: It is one of the few places where I can take my young family, and have my dog off-leash (it's a family-friendly dog exercise area)
Submission excerpts

"I love the fact that as a family we can come and give our dog a good run whilst we wander through, and the kids play on the activities you have at the park" (submission 948)

"As a mother of two and a dog owner I find it very handy that my little ones can play on the playground equipment while I sit and watch my dog run and play with others and get the exercise she needs. In this new proposal I won't be able to do this" (submission 509)

"Please, please DO NOT do this! There is only two parks I can take my kids (& family as a whole) WITH my dog to walk freely with no leash" (submission 560)

42 related submissions**Discussion**

These submitters highlight how Linklater Reserve serves as a valuable shared space for families and dog owners, offering different, convenient, and interesting recreation opportunities in one location.

Officer comment

In addition to Linklater Reserve, there are other off-leash areas throughout the city where people can access a similar level of amenity – such as at Ahimate Reserve, and along the Manawātū River Shared Pathway.

Issues and themes from submissions which relate to decision-making
Theme 11: The Council is not listening to the majority
Submission excerpts

"Given the overwhelming support for off-leash to continue at Linklater it seems absurd that half the park gets consumed to on-leash areas" (submission 167)

"Disappointed that Council proposes to impose on-leash restrictions on half of the park including the dog agility equipment ignoring the expressed wishes of the majority of the community to retain the park off-leash" (submission 1)

87 related submissions**Discussion**

The number of submitters that do or do not support a proposal is one of many different contributing factors in the decision making of the Council. Alongside the popular support (or otherwise) of any proposal, the Council weighs multiple inputting factors, including:

- achievability of the proposal
- the legality of the proposal
- if the proposal will help the Council achieve its long-term or strategic goals
- the affordability of the proposal
- the necessity of the proposal i.e. if the proposal is a legal requirement, or is essential to remedy an ongoing issue or problem (see dog attack statistics discussed in Theme 14)
- alternative or compromise-type solutions that could be used instead
- impacts on the environment
- if all voices were heard, if affected voices were heard, and the diversity of those voices
- the likelihood of the proposal achieving the desired outcome

A comprehensive approach which considers multiple inputting factors - as compared to a decision made on simple majority (as would be expected in a vote or referendum) - helps ensure decisions are well informed and can be responsive to the community and its needs and expectations. There are also situations where the Council does not or cannot make a decision which aligns with the majority of feedback, for example where the majority favour a solution which is illegal.

Officer comment

The Council has been provided options in response to the submissions it has received on its proposal. While each of the options will not satisfy the needs and diverse or opposing requests of every submitter, they provide the Council with different ways forward in response to all feedback and information.

Theme 12: A small number of people are asking for this change

Submission excerpts

"I feel the proposed changes are trying to fix a problem a small minority are experiencing when there are other alternatives and is not addressing the root causes of the issues" (submission 725)

"The change is being made to satisfy a minority of people who use this park, but can actually use any other park in the city" (submission 766)

"I feel these changes will take away the biggest benefit to the highest users of this park to satisfy a small benefit to those who utilize it least" (submission 424)

110 related submissions

Discussion

While the request for an on-leash area at Linklater Reserve did come from a community group rather than the Council itself or the wider community, the Council considers the merits of every request from the community carefully. This includes assessing the alignment of the request with the Council's strategic goals, data and information available to the Council to support the request, any legal obligations, and if there will be a positive outcome for the community—particularly if a proposal addresses the needs of underrepresented groups, or ensures the health and safety of the community.

Council must also weigh the long-term impacts and whether the change could deliver broader benefits over time, especially if initial support is limited (as it has been in this instance). Having

consulted with the community on a proposal, the Council now has many views to inform its next steps.

Officer comment

As noted in the previous theme, the Council has been provided options in response to the submissions it has received on its proposal. While each of the options will not satisfy the needs and diverse or opposing requests of every submitter, they provide the Council with different ways forward in response to all feedback and information.

Theme 13: There are unnecessary costs associated with the proposal / stop wasting ratepayer money

Submission excerpts

"This entire proposal seems like a waste of rate payers money when you look logically and the availability of on leash vs off leash areas in Palmerston North. I can only imagine a vocal minority or a council staff member have advocated for this change originally. Possibly a better use of resources would be educating dog owners on responsibilities of dogs being off leash as trained dogs and responsible owners don't seem to have an issue" (submission 521)

"Why waste money on this" (submission 495)

"The cost to facilitate this change, particularly given that the dog agility course would need to be uplifted and put in the off-leash area, is unjustified and unfair." (submission 381)

66 related submissions

Discussion

The proposal of the Council does have budget implications related to implementation. Different options presented in the officer's report incur different costs, some of which can be achieved within current budgets, others will require additional budget or resource provision be made available. For example, the proposal of the Council (Option 1) exceeds the current available budget by around \$60,000, which would need to be made available to achieve the desired outcome.

Alternatively, there is an option (Option 2) with a reduced on-leash area which can be achieved entirely within the current budget and would be a one-off expenditure (not including maintenance costs). This is compared to Option 5 which requires a change in levels of service or additional officer time and will have ongoing budget implications.

Officer comment

The Council is provided information related to the financial implications of all the options presented to it in the Council report and proposed next steps for the options that are not achievable within current budget and resource allocation.

Theme 14: The proposal is flawed as there is no data to support it; because there is no problem at the Reserve, the rules should not change

Submission excerpts

"Nothing has been presented that would provide absolute confidence the claims are genuine. Regarding the two events presented to council at the meeting and not debated: One was dated

2019 without context or proof, the second from 2025 also without context or proof. (one observation regarding the second, terriers are notoriously snappy and provocative by nature, was there provocation involved for example?)” (submission 875)

“People are more inclined to speak up if they've had a bad experience, and I suspect these incidents are being somewhat over-represented by more vocal park users as I have not witnessed any such behaviour yet use the park multiple times a week” (submission 823)

“It’s not broken. It doesn’t need change. Leave it as it is.” (submission 842)

“If you did a survey of who actually uses the park and how many dogs are off leash you will realise what a stupid decision this is. I don’t know what metrics or information you are using but it will affect the majority of people who use the park” (submission 911)

42 related submissions

Discussion

There are two parts to this theme that need addressing. The first is that when it makes its policies for dogs (including on-leash and off-leash areas), the Council has regard to a number of factors, such as:

- the need to minimise danger, distress, and nuisance to the community generally; and
- the need to avoid the inherent danger in allowing dogs to have uncontrolled access to public places that are frequented by children, whether or not the children are accompanied by adults; and
- the importance of enabling, to the extent that is practicable, the public (including families) to use streets and public amenities without fear of attack or intimidation by dogs; and
- the exercise and recreational needs of dogs and their owners.

Council’s dog policies aim to balance public safety and comfort with the recreational needs of dog owners, considering factors like community wellbeing, child safety, and the right to enjoy public spaces without fear or intimidation. The Council has careful scrutiny of the above factors when it considers the types of controls it has for dogs in shared spaces, including reviewing or changing them from time to time.

The second part of this theme is the lack of data to support the proposal, which is cited as a concern for submitters. At Linklater Reserve, the numbers of incidents reported to the Council for the last three reporting years are (note: one attack was in the carpark, four were elsewhere in the Reserve):

- 2023 – no incidents
- 2024 – 3 incidents
- 2025 – 2 incidents

Some submitters have described incidents they have either been involved in or have witnessed at the Reserve. Because not every incident involving an intimidating or aggressive dog is reported to the Council, as reflected in the submissions we have received, the number of submitters that have experienced an incident appears higher than those we have reflected in our data.

For completeness, reported dog attacks by location across the city over the past three reporting years (2022/23, 2023/24, 2024/25) are:

	2022/23	2023/24	2024/25
Aokautere	1	3	1
Ashhurst	3	2	2
Awapuni	18	9	16
Bunnythorpe	1	2	1
Central	3	4	7
Cloverlea	3		
Fitzherbert	4	1	4
Highbury	14	13	16
Hokowhitu	10	8	12
Hospital area	2		
<i>Kelvin Grove</i>	<i>13</i>	<i>11</i>	<i>16</i>
Linton	3	2	2
Longburn	3	3	
Milson	4	5	2
Papaioea	2		
Roslyn	7	5	11
Takaro	4	1	3
Terrace End	2	3	3
Turitea		1	
Westbrook	5	12	5
West End	2	2	6
Unassociated	9	54	16
Total	113	141	123

Council otherwise reports annually on the dog control activity, including statistics related to dog attacks, through the annual Dog Control Report. The Dog Control Report is available to view on the website.

Officer comment

If the Council considers that the proposal is not proportional to the issues at Linklater Reserve and that it is meeting its obligations under s.10(4) of the DCA, options are available that would either reduce the on-leash area and retain more of the off-leash area, or keep the whole area off-leash and offer alternative solutions.

Issues and themes from submissions which relate to the purpose of Linklater Reserve

Theme 15: It's a dog park and was always intended to be a dog park when it was gifted to / purchased by the Council.

Submission excerpts

"It was created as a dog park" (submission 174)

"I also heard a rumor during the beginning of Linklater, apparently this land was donated by someone who passed away to be used as a dedicated dog park..? So stay true to that if that's the case" (submission 322)

“Its dumb. This was made for the dogs and now your trying to restrict them its ridiculous leave the dogs alone they have no other space to be off leash they can go to the river walkway to walk there dogs don’t go to a dog park if you don’t want to see dogs!!” (submission 326)

“The kindness of the Linklater family to donate this park to dogs is special and should not be exploited for any thing else” (submission 658)

147 related submissions

Discussion

The Reserve was never intended to be only a dog park, though it now has an identity and strong association among many in the community as such.

Council purchased the land for an alternative “esplanade-type” of reserve in the west of the city. In 1998, the south-western boundaries were fenced and planted with assistance from the Lions Club and Manawatū Tree Trust. The wetland area on the south-western corner was also planted to recreate the semi-swamp forest that once existed.

Dog owners made use of the open space in the early stages of development as at that time there was not budget for more than basic services and amenity (a looped walking path in the front of the Reserve, and shelter provided by plantings.)

In 2010, Council sold 4.77 hectares to pay for the development of the Reserve near Kelvin Grove Road.

In 2011 it became a dog exercise area through the review of the Dog Control Bylaw at that time (NOTE: Council had originally proposed to make it on-leash, but submissions opposed to that proposal changed it). Users of the Reserve point to the following features which make the Reserve a dog park:

- the size of the space for off-leash exercise and socialising for dogs,
- the fence which ensures dogs are safe in the Reserve,
- the design that includes amenities like dog agility equipment and dog wash-down, and
- the open space which provides for visibility of dog/s

Development at the Reserve has since occurred and included community engagement that preferred a “country park” theme. In 2015/16 a plan for the whole area was developed. The picnic area and swings were installed in 2015/16. In 2019, following discussions with community members, the aeroplane feature was installed in the middle of the Reserve. Work on the Roberts Line carpark was completed in the 2021/22 year and subsequently opened for use by the public.

Officer comment

Linklater Reserve is one of six citywide reserves in Palmerston North; it is not officially a dog park and was not originally intended to be that. The Council may consider in future whether there is benefit in making the Reserve “officially” a dog park.

Theme 16: Linklater Reserve is unique because it is the only fenced dog area in the city, and is one of the few places where we can go with our dogs for off-leash exercise

Submission excerpts

“It is the only safe off-lead fully enclosed for dogs in Palmerston North” (submission 906)

“It’s one of the only areas in Palmerston North where a dog can be off lead with peace of mind it’s all safe and well fenced” (submission 829)

“Its one space- in an entire city, just one, for dogs” (submission 576)

356 related submissions

Discussion

This is a strong theme in submissions. While Linklater Reserve is not the only fenced off-leash dog area in the city, it is however the largest fenced off-leash area. Palmerston North also offers Ahimate Reserve, though the fenced area is much smaller than Linklater Reserve, as well as at Pinfold Road, which is approximately 10 acres in size and is fenced. Additionally, there are several off-leash dog areas available for the public to access, including the sizeable Manawatū River Shared Pathway (except for the area between the Fitzherbert Bridge and He Ara Kotahi which is dogs on-leash).

The proposal of the Council otherwise continues to allow the community to access the amenity of the Reserve for off-leash exercise in a fenced area.

Officer comment

Like the previous theme, the Council may consider in future whether there is benefit in making the Reserve “officially” a dog park. At this time, there are likely to be few other areas where it would be suitable to fence an area for off-leash dog exercise in the city.

Theme 17: There are other parks and reserves throughout the city that people can go to if they prefer not to be around dogs that are off-leash

Submission excerpts

“If you don’t like it go to literally any other park in Palmerston North” (submission 661)

“If people want to have their dogs on a lead, go to any other place, there are so many!” (submission 813)

“There are soooo many places that you can walk your dog on a lead in Palmy. Why would you make one of the only places a dog can be off lead smaller? This just doesn’t make any sense to me and many others I have spoken with” (submission 813)

“People who want to just go for a walk WITHOUT A DOG should go to another park or walking track” (submission 663)

370 related submissions

Discussion

While other parks are available, the popularity of Linklater Reserve suggests it holds particular value for many residents. Relying on alternative spaces for people who prefer not to be around off-leash dogs doesn’t address the core issue: that some people feel excluded from the shared space at the Reserve due to concerns about off-leash dogs. The amenities of Linklater Reserve which are particularly appreciated by its users should be able to be accessed and enjoyed whether or not you have a dog i.e: the disc-golf course, the large open spaces.

Palmerston North has a good number of parks and reserve assets around the city that offer different levels of service and amenity. The Parks and Reserves Asset Management Plan (AMP, p.226) lists all of the Councils' 134 reserve assets by type – with some overlap e.g.: some sportfields are also suburb reserves. Kelvin Grove has the following reserves which are a mixture of sizes, use, and amenity:

- Celaeno Park (sportsfields and playgrounds – dogs prohibited from parts)
- Dahlstrom Reserve (small neighbourhood park, dogs prohibited)
- Frederick Krull Reserve (walkways, Linkage and Gully Reserves, dog exercise area)
- Kaimanawa Reserve (neighbourhood park, dogs on-leash)
- Kelvin Grove Park (neighbourhood park, dogs prohibited)
- Lakemba Reserve (neighbourhood park, dogs on-leash)
- Linklater Reserve (citywide reserve, dog exercise area)
- Matheson Reserve (neighbourhood park, dogs on-leash)
- Missoula Reserve (neighbourhood park, dogs prohibited)
- Parnell Heights Reserve (neighbourhood park, dogs prohibited)
- Robert Park (neighbourhood park, dogs on-leash)
- Schnell Wetlands Reserve (walkways, Linkage and Gully Reserves, dog exercise area)

There are also several areas around the city which can be accessed by those wanting to exercise their dogs off-leash.

Officer comment

The proposal of the Council does not prohibit dogs from being at the Reserve, it asks that dogs be on-leash in part of the space. The proposal is intended to ultimately provide a more inclusive and welcoming space at the Reserve for all users. A number of submitters have found the proposal to have the opposite effect, and feel that they will be excluded from the Reserve.

Theme 18: Most people at the Reserve are there with a dog that they want to exercise off-leash, and I go there because it is off-leash

Submission excerpts

"Who uses the reserve? some facts:- walking my dog I counted who else was on the reserve. First day I counted that there were 30 dog walkers and zero non dog walkers. Second day I counted 22 dog walkers and 2 non dog walkers. Not a comprehensive survey but certainly indicative" (submission 590)

"We come to Palmerston North with our two dogs to specifically walk our dogs in an area that is off leash (or on leash if we chose to)" (submission 828)

"We regularly travel to Linklater Reserve from Feilding to give our dogs a treat and play and meet other dogs in a friendly off-leash area close to home" (submission 485)

142 related submissions

Discussion

While 94percent of submitters use Linklater Reserve and 80percent of those also own dogs, some—both dog owners and non-owners—avoid the Reserve due to concerns about uncontrolled dogs. This potentially skews the perception that most users are there to exercise dogs off-leash, without accounting for those who were deterred from using the Reserve at all because of that very activity.

The proposal of the Council ensures that there is still an area available for dog owners to exercise their dogs off-leash, retaining 35 acres as an exercise area. The proposal also makes an on-leash area which could encourage non-dog owning and walking people to access the Reserve too.

Officer comment

The Council might choose not to proceed with its proposal, and retain some or all of the Reserve as a dog off-leash area.

Theme 19: People will use the Reserve less if it is made on-leash, and the Reserve will be under-utilised

Submission excerpts

"I understand the want to have dogs on lead around the playground area but the proposed area is way too large and I know we'll stop driving in the 30 minutes to use it if it goes ahead"
(submission 793)

"I am part of a schnauzer group of about 30 dog owners who regularly meet at Linklater to let our dog enjoy a pack run. It's so cool but we will likely avoid doing this if you are to make these changes" (submission 192)

"Realistically, we'd probably stop going. We already do plenty of leashed walks around the neighbourhood. I wouldn't drive somewhere for that" (submission 707)

31 related submissions

Discussion

Submitters have stated that if the controls are changed at Linklater Reserve and the off-leash space is reduced, they will no longer use the park. One of the most appealing aspects of the Reserve to the dog owning community (apart from it being entirely fenced) is that it is a large open space where their dog does not need to be on leash, and where there are few other potential danger for them, like cyclists or vehicles. Consequently, less off-leash space makes the Reserve less appealing.

However, for those who have shared their disappointment with the proposal and that they do not plan to use the Reserve in future, there are also submitters who have conversely stated that the change will encourage them to make more use of the Reserve in future.

Officer comment

The officer's report provides options for the Council to consider if it thinks that that balance of the on-leash and off-leash area is not right, and could deter users from enjoying the park. Options 2 – 6 would leave more of, or the entirety of, the Reserve off-leash.

Theme 20: There are no other good alternative off-leash areas in the city which is why Linklater Reserve is so valuable to the dog owning community. Ahimate Reserve is not a good alternative – it is too small. The Manawatū River Walkway is not a good alternative because it is unfenced and close to the river, and cyclists that are moving very fast can be dangerous for people and dogs

Submission excerpts

“This town/city is not dog friendly, - the last time that I let my dog off leash at another reserve, he became incredibly sick due to the wandering jew/periwinkle causing him to need topical steroid cream and antibiotics” (submission 864)

“The only other 'dedicated' dog area is diametrically across the other side of the city and that, which includes the small Ahimate Dog Park, has to be shared with cyclists who use the paths at speed, creating dangerous and angry conflicts with walkers and dogs” (submission 766)

“Alternatives such as the river are not suitable due to many reasons such as but not limited to: Cyclists, heavy congestion, the river being unsafe for dogs to swim in (strong currents and terrible water quality). There is no suitable alternative that provides this kind of experience for owners and dogs” (submission 699)

58 related submissions

Discussion

While Linklater Reserve is popular among dog walkers, it is not the only off-leash exercise area which is available to the community. The off-leash areas around the city are listed in Clause 20 the Dog Control Policy and Schedule 3 of the Dog Control Bylaw. There are 20 off-leash areas of varying sizes and amenities, covering 562 acres of space. Linklater Reserve is roughly 61 acres; the proposal would make 27 of these acres on-leash which would be around a 5% reduction in total off-leash space across the city.

Officer comment

Council has previously received complaints related to cyclists travelling too fast along the Manawatū River Shared Pathway. Responding to that issue, we’ve installed signage to encourage people to be courteous, to share the space, and to manage their cycle speeds along the river. The expectation that a dog be under control would mitigate the danger of a dog being near a river which is unfenced.

Theme 21: The proposal is a good balance between uses of the Reserve because it should be able to be used by everyone, not just dog owners and dogs

Submission excerpts

“While it is indeed dog friendly and offers a large off-leash space, it is not dog exclusive. Any dog or human who goes to Linklater Reserve needs to be able to share a public space. Dogs need to be friendly towards fellow canines and two-legged users” (submission 960)

“The park is for the enjoyment of all, not just dog owners, who are a vocal minority. Dogs can be dangerous and not all dogs are well controlled, hence the need for a fence. Therefore some people are deterred from using the park at the moment” (submission 861)

"As an active semi-retired person who enjoys walking, I would like to use the walking tracks in Linklater reserve as part of my daily walk. I feel that that dogs are prioritised over people in Linklater reserve" (submission 946)

"I think this a good way to split the park I am able to use the other car park and walk my dog off leash. She needs this area it is of great value for dog owners like myself" (submission 535)

34 related submissions

Discussion

As required by the DCA, the Council must have regard to the needs of the community to safely access public spaces without the fear of aggression or intimidation from dogs, while also providing for the exercise and recreation needs of those dogs. The proposal of the Council sections the Reserve mostly in half. It allows a level of assurance to those who want to enjoy the Reserve without feeling fearful or intimidated by uncontrolled off-leash dogs, while still permitting dogs to be in that space on-leash, and off-leash in the off-leash exercise area.

This theme opposes the submissions of those who find the reduction in off-leash space to be too much, as well as those who generally believe the Reserve is a dog park in the first instance, and those who prefer people make use of one of the many other on-leash Reserves around the city if they prefer not to be around off-leash dogs.

Officer comment

The original proposal of the Council supports the views of these submitters. If the Council finds that the balance of off-leash and on-leash has not been well struck, options have been provided in the officers report which provide alternative distributions of control areas.

Theme 22: We are paying our registration fees for our dogs so that we can have access to this Reserve

Submission excerpts

"I pay my dog registration, and I'd like something in return for the money I give to the PNCC" (submission 108)

"I do not see any value in my dog registration fees if this proposal is to go ahead" (submission 864)

"If the council does this it will significantly decrease the use of the park and then dog users will start questioning what their dog registration is paying for when then actual 'dog park' part of the reserve is significantly smaller" (submission 473)

15 related submissions

Discussion

Access to the Reserve is not contingent on or guaranteed by paying a dog registration fee, nor is any development at Linklater Reserve paid for by dog registration fees. Likewise, those who do not have a dog and do not pay a registration fee are still welcome to access and enjoy the Reserve.

Dog registration pays for the Council to monitor and enforce the Dog Control Act 1996 and ensure compliance with local dog control bylaws and policies. The Animal Management team investigate and respond to all reported dog complaints and incidents. Dog registration pays for:

- promoting better care and control of Palmerston North's dogs
- patrolling public areas and promoting community safety
- educating dog owners and encouraging responsible dog ownership
- dealing with aggressive and roaming dogs and irresponsible owners
- running the preferred owner scheme for responsible dog owners
- responding to dog complaints and animal nuisances
- maintaining national dog database records
- maintaining the animal shelter. All impounded dogs are given food, water, shelter and exercise

Officer comment

Every three years, as part of Asset Management Planning, parks maintenance and renewals needs are reviewed and put forward to the Long Term Plan for programming and budget allocation. Capital development at the Reserve has been limited to minor improvements as the community has been generally happy with the level of service provided by the Council. Consequently we've received few requests for change, which also has the benefit of keeping costs down.

Issues and themes from submissions which relate to responsible dog ownership

Theme 23: The proposal punishes responsible dog owners and their dogs that are under control, so you shouldn't change the rules at Linklater Reserve

Submission excerpts

"It's up to owners to maintain control & be responsible to do so with their dogs" (submission 704)

"It should be up to the owners to have their dogs on or off leash" (submission 604)

"Having off leash asks dog owners to be responsible for their dogs actions, as per dog laws. I personally keep dogs on lead until past families" (submission 831)

37 related submissions

Discussion

The Council acknowledges that most dog owners are responsible dog owners. The proposal is not intended to punish responsible dog owners, rather it is meant to make the Reserve a place where everyone in the community feels they can go, with or without a dog, without the fear of intimidating or aggressive dogs. The proposal retains a large area of the Reserve for off-leash exercise, to continue to meet the needs of those who want to exercise their dogs off-leash.

Everyone in the community has a right to feel that they able to access our shared spaces fairly and safely; there is a need for dogs to be on leash in some spaces to maintain a level safety (real or perceived) for others using the same space. For many, seeing that a dog is on-leash in a reserve can greatly increase their sense of safety.

Officer comment

If the Council agrees with these submitters and finds that the rules unfairly impose restrictions on responsible dog-owners, options have been provided in the officer's report which retain the current off-leash rule for the whole of the Reserve (Options 4, 5, and 6).

Theme 24: Off-leash dogs at the Reserve are not causing the current issues, it is the on-leash dogs causing issues

Submission excerpts

"I have been regularly walking my dog off leash regularly for years and have never encountered a problem with an off leash dog, However I have had problems with on leash dogs acting aggressively towards my dog" (submission 779)

"Only time that experienced a negative interaction was with a dog on a lead" (submission 70)

"Dogs off leash are more relaxed" (submission 104)

16 related submissions

Discussion

The Council does not capture data about whether dog related incidents are caused by on-leash dogs or off-leash dogs at Linklater Reserve, or anywhere else in the city. Nor is it clear if the situations described by submitters are dog vs. dog when both dogs are on-leash, or when only one dog is on-leash. It is up to owners to ensure that their dogs are well socialized and exercised and are always under control, whether the dog is on a leash in an on-leash space, or an off-leash space.

Officer comment

If the Council agrees with these submitters, and finds that the risk to the safety of the public is likely to be higher rather than lower from making part of the Reserve a dogs on-leash area, options have been provided which would retain the current off-leash control for the entirety of the Reserve (Option 4, 5, and 6).

Issues and themes from submissions that relate to alternative proposals and other suggested solutions for Linklater Reserve

Theme 25: The reduction in off-leash space is too much

Submission excerpts

"I believe it to be disproportionate, it needs to be more balanced to use, it is after all predominantly used by dog owners" (submission 709)

"Too much space that is leashed only" (submission 542)

"I do support making some of the area on leash, but I think the area currently proposed is too large" (submission 622)

198 related submissions

Discussion

Roughly one fifth of all submitters are dissatisfied with the amount of space which is proposed to be made on-leash, and the corresponding reduction in off-leash area. This sentiment is divided between those who do support, and those who do not support the proposal generally i.e. some of

those who do want an on-leash area at Linklater Reserve think it probably doesn't need to be as large as what has been proposed.

This theme commonly occurs alongside statements that assert it is mostly dog owners who are using the Reserve, so it is unfair for such a significant off-leash area reduction.

Officer comment

The Council, in response to submissions, may choose to amend its proposal and retain more of the Reserve as an off-leash exercise area. Analysis and advice on the options is provided in the Officers report.

Theme 26: The dog agility area needs to be off-leash

Submission excerpts

"The agility area is always in use and teaching agility is not training you can do with a dog on a leash" (submission 255)

"That would mean they have to be on a leash in the agility area which makes no sense" (submission 445)

"The proposed on-leash area also includes the dog agility area - seems a nonsense to make this area on-leash when trying to train your dog" (submission 895)

199 related submissions

Discussion

All of the Options presented to the Council will ensure that the agility equipment is able to be used off-leash. The Council also provides dog agility equipment at Ahimate Reserve which includes balance beams, log jumps and tyre jumps, along with a dog wash down area and drinking bowls. The Ahimate dog park is connected to the boardwalk on the dog agility and adventure trail, and is fenced off to provide an off-leash area and reduce any conflicts between cars and dogs.

Recommendation

Accepted

The dog agility equipment, under any of the options, should be able to be used off-leash. If the Council proceeds with its proposal (Option 1), it will need to make additional budget available to either:

- relocate the agility equipment from its current position in the Reserve to the off-leash area (est. cost of \$25,000)
- agree not to relocate the agility equipment and fence it in its current position in the on-leash area (est. cost to fence \$2,500)

Theme 27: The wetland area should be off-leash

Submission excerpts

"My dogs and many other dogs love exploring the swampy areas proposed to be on leash only areas where no people actually go rendering those areas unused and pointless" (submission 170)

“The wetlands area is where my dog lives his best life, it is the only local area where they have this opportunity” (submission 343)

“Many dogs use the wetlands area for swimming, and this is not heavily used by non-dog owners. I suggest fencing off the wetland area to make it part of the off-leash zone so that dogs can run free in this area” (submission 431)

91 related submissions

Discussion

The wetland area at Linklater Reserve is located at the front boundary of the Reserve, in the corner between Kelvin Grove Road and Amon Avenue (show on the below map by the red arrow). The wetland area is roughly four acres in size and is an important feature for submitters, who highlight that it is an area for dogs which is stimulating and interesting with different smells and terrain, as well as affording dogs the opportunity to swim which is well appreciated during the summertime.

Officer comment

If the wetland is in the on-leash area, dogs will not be able to be in the water or swampy areas unless their owners are also in the water with them. Submitters have noted that the wetland is not a safe area for small children, who may fall into the water or swampy areas, so it is not suitable to be in an on-leash area anyway.



Recommendation

Noted, options provided

The Council has been provided options in the officer's report which make the wetland area off-leash for dogs (Options 3, 4, 5, and 6). If the Council were to proceed with one of those options, that would address the concern of submitters in relation to this theme. By including the wetland

in an off-leash area, it would also follow that the proposal of the Council (Option 1) as well as Option 2 (fencing behind the BMX track), not proceed.

Theme 28: Prefer that the on-leash end at the first row of pine trees/bike track

Submission excerpts

“Make it on lead up to the edge of the trees by the bike track. Then off lead from there onwards” (submission 810)

“I feel this extent of on leash area is too vast, my opinion is fencing properly where there already is one - to the north east of the bike track- would serve to give non dog owners access to a large section of reserve but also give generous off leash area to all the responsible dog owners” (submission 525)

“I think from the bike track back to road leashed but after that unleashed” (submission 501)

“The agility area should be kept off leash as well, my suggestion would be to reduce the proposed on-leash area by half to the first line of trees behind the bike track” (submission 543)

199 related submissions

Discussion

Theme 28 is the most popular alternative option (other than not changing the rules) which submitters have highlighted. The row of pine trees behind the BMX track identified by submitters is shown on the map with the red arrow.

Submitters note that there is a financial benefit if the on-leash area were to end at the first row of pine trees behind the BMX track, as the agility course would not need to be moved or fenced, therefore budget would not need to be made available for that.

Further, both those who do and those who do not support the proposal, have offered this as an alternative. Four submitters who generally support the Council making an on-leash area think that reducing that space to the first row of pine trees is a fairer option. Two submitters who were not sure if they supported the proposal highlighted this as a reason for their uncertainty.



Officer Comment

The Council has been provided options in the officer's report which make the off-leash area for dogs end at the first row of pine trees behind the BMX track. There are two options, one which also makes the wetland area off-leash (Option 3), and one which does not make the wetland area off-leash (Option 2). Option 3, will have a significant impact on the disc-golf course, which will need to be relocated and will require additional budget.

Theme 29: If you reduce the off-leash space at the Reserve, you will need to make more off-leash areas around the city

Submission excerpts

"Unless you're going to make a new off lead dog park, keep it the way it is" (submission 477)

"I think saying you want the parks to be inclusive is rubbish. If that is the case then all parks in Palmy should have the option to have an off leash section too" (722)

"I believe that if access is being restricted in one area, there should be a corresponding increase elsewhere. Has the council considered designating an existing on-leash area as off-leash to maintain overall access?" (submission 953)

16 related submissions

Discussion

Submitters are concerned at the loss of off-leash space in the city, and have identified the following issues:

- Medium density housing will make off-leash space more important for the community
- The off-leash space is valuable to renters who may not have large backyards

The largest off-leash exercise area in the city is the Manawatū River Shared Pathway which is roughly 64 hectares in total (though it narrows and does require dogs on-leash between He Ara Kotahi Bridge and the Fitzherbert Bridge). There are larger open spaces along the Manawatū River Shared Pathway, including:

- Ahimate Reserve (20 hectares)
- At the Albert Street entrance (11.8 hectares)
- From Waterloo Crescent through to behind the Palmerston North Golf Club (23 hectares)

There is also a fenced 4.05 hectares of off-leash area on Pinfold Road, owned by Horizons Regional Council and maintained by Palmerston North City Council, which is less well used than other off-leash spaces in the city.

Officer comment

The general approach in the Policy is that unless the area is designated as prohibited to dogs or is off-leash to dogs, dogs should be on-leash. Conversely, for our parks and reserves, the starting approach to date has been that unless there is a good reason for a park or reserve to be made on-leash (e.g. it is not suitable for off-leash dogs as it is less than 60m wide and has a playground in the middle of it), it should be off-leash. This approach assumes that responsible dog owners will always have their dogs under control.

At this time, it is unlikely that there are other locations around the city which would suit a change from on-leash to off-leash controls, to off-set the reduction in exercise area at Linklater Reserve.

Theme 30: Prefer that the on-leash includes only the playground, toilet and barbeque area, ending at the gully near the swing bridge

Submission excerpts

"If you are going to do on leash- it needs to start at the car park and end at the bridges"
(submission 824)

"I think the small area - bbq etc can be on lead but everything past the swing bridge should be off lead" (submission 909)

"If you must restrict the area, maybe put the boundary where the swing bridge is (right after swings and BBQ spot)" (submission 738)

41 related submissions

Discussion

These submitters have identified the higher risk areas, being the areas around the entry gates and the children's play spaces, as being suitable for dogs on-leash. This type of arrangement retains most of the Reserve off-leash, and only a small area on-leash which is unlikely to meet the expectations of submitters that support a larger on-leash area.

Officer comment

Options 3 and 4 provide the Council with an alternative to the original proposal, keeping a greater part of the Reserve off-leash (Option 3) or the whole of the Reserve off-leash (Option 4), and to fence some or all of the playground equipment and play spaces.

Theme 31: Fence all the playground equipment, or remove the playground equipment completely instead of making the area on-leash

Submission excerpts

"Fencing around the kids play equipment and picnic area would be far more practical and more straight forward as far as compliance goes" (submission 702)

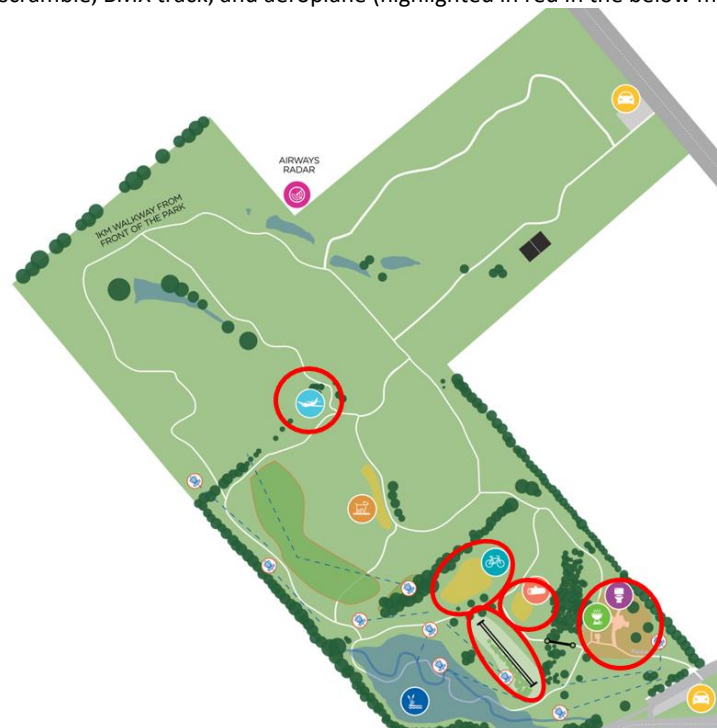
"I think the park should be left as is, potentially with on-leash around the playgrounds only if any" (submission 117)

"Fencing directly around the playground would be acceptable" (submission 821)

29 related submissions

Discussion

Fencing the play features at Linklater Reserve is possible, with approximately 660 metres of unclimbable pool style fences required to fence the swing set, the picnic tables and BBQ area, the flying fox, log scramble, BMX track, and aeroplane (highlighted in red in the below map).



Officer comment

Many submitters have stated they enjoy the play equipment and play spaces, and are particularly appreciative that they have access to play spaces while exercising their dog. Fencing the playground equipment, rather than remove it completely, is responsive to this feedback. Fencing the playground equipment also:

- Retains all the Reserve off leash, requiring no changes to the Policy or Bylaw
- Improves the safety of the areas which are most vulnerable to uncontrolled dogs

- Resolves the Policy conflict at the Reserve, created by locating children's play spaces and play equipment in an off-leash dog area where the Council would generally prohibit dogs from being on or near any children's playgrounds.

Recommendation

Noted, options provided

Option 4 provides the Council with the option to keep the whole of the Reserve off-leash, and to fence some or all of the playground equipment and play spaces.

Theme 32: Council should just move the aeroplane to be near the other play equipment, then the on-leash area does not need to be so large

Submission excerpts

"If it is to do with the plane then it would seem to make more sense to move the plane into the front part of the park. It would also be much easier to fence the front part of the park as it is essentially already fenced. Only some gates would be required" (submission 564)

"If the aeroplane is a big concern, can't that be moved closer to the treeline or within the area around the flying fox?" (submission 339)

63 related submissions

Discussion

The aeroplane was located in its current place in the Reserve following a discussion with community members. At that time, the community asked for the aeroplane feature to be located away from other play spaces and play equipment so that people would be encouraged to walk through the Reserve to get to it.

There are substantial concrete foundations under the aeroplane. This means that moving it is possible, but it would be expensive. Officer advice is that it be left where it is and if further play features in the on-leash area were desired, they be budgeted for and a simple farm style fence be put around the aeroplane, costing in the order of \$2,500.

Officer comment

While moving the aeroplane is not recommended (for the reasons stated above), Option 1 has been adjusted so that the aeroplane is included in the on-leash area, the aeroplane could be fenced under Options 2 or 3, Option 4 provides the Council with the option to keep the whole of the Reserve off-leash, and to fence some or all of the playground equipment and play spaces. Options 5 and 6 would also not require the aeroplane be moved or fenced.

Theme 33: To encourage better following of the rules consider CCTV, or a greater presence of Animal Management Officers

Submission excerpts

"I'd suggest CCTV in the car park to identify dog owners of problem dogs. These problem dogs should be barred from the park as they are the ones which make it unsafe" (submission 598)

"If there is to be some controls, I would prefer to see cameras and surveillance and move the playground areas that I see being constantly damaged by CHILDREN and young adults. Leave the dogs and the dog community out of this" (submission 470)

"Unfortunately though the "bad" owners will never listen to any rules put in place, this is why we need park rangers to monitor (at least during certain hours)" (submission 228)

"If this proposal goes ahead, how will my privacy be invaded. I can only assume that there will be paid council workers monitoring myself and my dog and taking down car registrations and issuing infringement notices and fines? I am concerned about my rights to privacy being violated and being recorded whilst out for my daily walk" (submission 864)

7 related submissions

Discussion

CCTV

The option to install CCTV at Linklater Reserve to identify people and dogs not following the rules is unlikely to be effective, as identifying dogs and their owners from CCTV would be difficult and therefore not a good deterrent. There are also resourcing implications to consider with regard to who would be monitoring the CCTV, if the Council was intending to follow-up on recorded incidents with a process of issuing infringements or pursuing prosecution, and who would be enforcing that.

Greater presence of Animal Management Officers at Linklater Reserve

There are tangible impacts on current levels of service (LOS) if an Animal Management Officer were to be present at Linklater Reserve either consistently (i.e. 8 hours a day) or with greater frequency. The immediate outcome of this suggestion is that the Animal Management Team will require additional resource, or have to drop current levels of service.

Without additional resource, response times for attending incidents, the number of investigations which could be completed each year, and the ability to respond to other parts of the city where there are known to be issues would all be affected

If this type of option were preferred but additional resource not made available, any initial (and possibly ongoing) adjustment to service levels would be directed towards the lower priority Animal Management activities (Priority 2 or "P2"). Increasing the presence of Animal Management Officers at the Reserve is unlikely to have significant benefit for the community, particularly if it draws resource away from other priority areas where there is known to be benefit. The Animal Management team would be less able to efficiently respond to barking dog reports or complaints, reports of stock on private property, managing and returning lost dogs to their owners, processing unregistered dogs or applications for preferred ownership (Priority 3 or "P3").

To manage current workload, peaks and troughs are created through the backlogging of P2 complaints when there is an increase in Priority 1 complaints (P1) like dog attacks, aggressive behaviour, captured roaming dogs (a roaming dog that has been secured on a property which is not its own), or stock on the road. In committing more time to Linklater Reserve without any change in resource, the Animal Management Team would expect to see longer response times, longer investigation and processing times for the P2 and P3 activities, potentially leading to a decrease in community satisfaction with the Council's services for this activity.

Officer comment

The suggestions of these submitters cannot be achieved with current resource availability while maintaining the same level of service across the city. If the Council wanted to proceed with this type of arrangement, a subsequent decision would need to be made as regards levels of service (likely through the Long Term Plan), and more resource made available for the Animal Management Team to deliver the activity.

Recommendation

Out of scope

An internal review of the Animal Management Teams processes is scheduled; any type of prioritisation of services within the activity should be considered through that work.

Theme 34: You could make specific areas on-leash only at certain times of the day**Submission excerpts**

"Can't the council consider putting time restrictions on the on-leash area. Possibly on-leash weekdays from 8:30am to 7:00pm and outside those times we can let our dogs run free?" (submission 937)

"We visit the park often during school hours. There is no need to have dogs on lead during these hours" (submission 903)

"Suggestion: make the whole park off-leash on weekdays from 5pm in winter and maybe 7pm in summer " (submission 12)

"Also there should be a time frame where the "entire" park is off lead, because a lot of dedicated people go to the park at 6am, 7 days a week without trouble, and there is "never" any kids at that time of the day. So from 6Am to 9Am the entire park is off lead, after that for the rest of the day, the fence by the gazebo is where the off lead area begins." (submission 752)

15 related submissions**Discussion**

The Council already has a time-specific control in its Policy which applies to an on-leash area that is prohibited to dogs for six hours every day near the Awapuni racecourse. The time-specific control allows for a safe mix of activities to be supported in that part of the Mangaone Stream Shared Pathway. The purpose of the rule is to allow horses to be trained on the racetrack without disruption.

This type of control would require a high level of community awareness, agreement and voluntary compliance to be successful, as monitoring the adherence to the rule is likely to be resource intensive. Simple, unambiguous controls are always favoured as they are more likely to achieve the intended outcome of the control; a time-specific control is inherently more complicated to understand, and is therefore harder to follow. For example, time-specific controls would be layered controls at Linklater Reserve i.e.: the on-leash rule applies at this time, and in these places; it does not apply at these times, and it never applies in that place.

If this type of control were to be implemented, non-compliance during a transition period where rules are socialised, normalised, and "bed-in" should be expected.

Officer comment

Currently the Council does not hold accurate user information for Linklater Reserve. This means we do not have a good idea about peak times that the Reserve is being used, and who is using the Reserve at which time.

If the Council favored this type of approach, additional feedback should be sought to understand the practical and appropriate times of the day where the on-leash and off-leash controls would be applied to best effect.

*Issues and themes from submissions which relate to implementation***Theme 35: Empower community members to be Dog Rangers under the Dog Control Act 1996, or support community-based volunteer dog wardens****Submission excerpts**

“Who is going to patrol this area to ensure this happens. I can see vigilante patrols in force which could cause a whole lot of trouble” (submission 491)

“Volunteer Dog Wardens: Set up a community-based volunteer group to help monitor the park, educate users, and promote responsible dog handling” (submission 385)

3 related submissions**Discussion**

Implementing a community-based volunteer scheme like the one described by these submitters is possible under s.12(2) of the Dog Control Act 1996. However, the suggestion has significant consequences for current resources and levels of service which should be carefully considered, including:

- the time consuming and resource intensive work required to manage a volunteer group
- the time and complexity that accompanies regulatory issues training, which would be impractical to deliver at this time with the current resource of the Animal Management Team
- the immediate impact on current resourcing and service levels, as there will likely be a requirement to recruit for a 0.5FTE Volunteer Coordinator-type role which would have to be met within the current resource allocation, or additional resourcing would need to be made available
- other additional costs like uniform, PPE, radios etc. for volunteers

If the Council were to pursue this type of volunteer arrangement it would need to be very clear on what the volunteer dog rangers' tasks and the outcomes of their work and moderate the expectations of the community accordingly as to what that volunteer can or cannot do. The community would need to be made aware of the difference in Dog Ranger and Dog Control Officer, particularly the difference in their powers, delegations and skill levels. For example, a volunteer dog ranger would not be able to issue infringement notices, and would not be expected to conduct an investigation in the same way that a Dog Control Officer would.

Officer comment

Option 5 in the officer's report provides a pathway for the Council if they wanted to pursue this type of suggestion, noting the request for the Council to implement a voluntary dog ranger scheme is ultimately a level of service question which is out of scope of this proposal. If Elected

Members were wishing to set a different level of service for the provision of volunteer dog rangers, the options are:

1. Reduced service levels elsewhere
2. Increased resourcing for the Animal Management Team to meet these expectations

Recommendation

Noted - out of scope

Theme 36: I am sceptical about level of compliance if the proposal goes ahead (people are not going to follow new rules if they don't follow the current rules)

Submission excerpts

"There will be an uproar a struggle to enforce this if you choose to disregard the feedback"
(submission 631)

"If this area is halved, I feel like people will start to not bother driving all the way there and just let their dogs off leash more locally (that are not supposed to be off leash)" (submission 127)

"I will not accept this change" (submission 850)

"Doubt that entitled and irresponsible dog owners will pay any attention to it without some kind of enforcement" (submission 601)

46 related submissions

Discussion

The Council acknowledges that most dog owners are responsible dog owners that are actively following and complying with the rules at the Reserve, as well as in other public places. This means that they are doing their best to meet the obligations set out in the Policy and Bylaw, ensuring that the exercise and socialisation needs of their dogs are addressed, as well as keeping their dogs under control at all times while on or off-leash.

The community otherwise continue to have very high expectations of one another when it comes to responsible dog ownership, following different on-leash or off-leash rules, and keeping dogs under control – particularly while in shared off-leash areas. Submissions refer to the dog walking community at Linklater Reserve being good at self-monitoring, and helping one another to follow good dogs off-leash etiquette.

Some submitters have stated in their feedback that they are not going to follow any rule which is different to what is in place at the Reserve now.

Signage

Signage would encourage voluntary compliance, and is a simple way to communicate different types of rules, remind people why we have those rules, and the importance of following them.

The Council could consider revising its current signage, or installing more "instructional-type" signage at the Reserve to remind all users signage of their responsibilities in the shared space. From an education and enforcement perspective, simple ways to encourage and achieve voluntary compliance are a positive.

Officer comment

Any change will be supported by proactive messaging and communications to explain the new rule and the reasons for it, supporting higher levels of voluntary compliance through increased community awareness.

Recommendation

Noted, referred on to the Parks Team to consider revised signage as an immediate intervention/solution.

Theme 37: Provide more dog owner education and enforcement**Submission excerpts**

“Rather than banning dogs we need to educate all dog owners what responsible off lead behaviour looks like and needs to be followed” (submission 782)

“I understand that concerns have been raised regarding safety and control of dogs in the area. While these concerns are valid, I believe they can be addressed through targeted education, signage, and enforcement of existing rules—rather than reducing the off-leash area” (submission 401)

“I do feel that dog safety education is needed as people need to be aware of how to behave around dogs to keep themselves safe” (submission 535)

21 related submissions**Discussion**

Council undertakes a number of dog education activities in the community, which have benefits across the city, for example dog safety and bite prevention training for Te Whatu Ora’s in-home workers. Officers have previously been in schools providing dog-related education, though scheduling time in schools has become challenging due to already busy curriculums.

When Officers engage following a complaint, they take advantage of the opportunity to provide a timely educational response and on-the-spot education about responsible dog ownership. This allows for those that need additional information or education to receive it directly, instead of relying on the attendance of that person at a future group dog education session, or dog obedience training.

One of the challenges noted in relation to education is that the dog owners who are most likely to benefit from the education are often the hardest to successfully and positively engage with – they either do not wish to engage, or are unlikely to change their behaviour.

Officer comment

If Elected Members were wishing to set a different level of service for the provision of education and enforcement, depending on their expectations, the options are:

1. Reduced service levels elsewhere
2. Increased resourcing for the Animal Management Team to meet these expectations

Recommendation

Noted, out of scope

Theme 38: If the proposal goes ahead, there needs to be more parking at the Roberts Line carpark, and it needs to be made safer

Submission excerpts

“The upper part of the park and side carpark are dodgy when dark” (submission 12)

“I don’t like parking at the Roberts Line end because I have seen cars that have been broken in to there- it’s not safe as it’s quite isolated” (submission 206)

“My other concern is going to the congested car park area off Robert’s Line if that is going to be the off leash dog area” (submission 550)

12 related submissions

Discussion

Submitter feedback is that there are fewer parks available at the Roberts Line carpark entrance. Previously the old entrance to the farm, the carpark at Roberts Line was recently expanded, so that it is now twice the original size. Submitters have also reported some vandalism or damage to their vehicles while in that carpark, as well as concerns about safety in that area given there is less visibility to the general public. Suggestions from submitters to improve safety at the Roberts Line carpark include more lighting and landscaping, CCTV, and fewer objects (like rocks from the carpark surface) which can be thrown at vehicles or used to damage car windows.

It would be possible to improve the amenity of this carpark (e.g. some landscaping) though there are airways constraints which need to be managed in that location. There may be an opportunity to improve the signage and better define the entrance to the Reserve at this carpark in future.

Officer comment

If demand warranted it, the carpark could be expanded further in future, with new capital funding required.

Theme 39: The proposed off-leash area would need to be developed more so it has the same amenity as the proposed on-leash area (seating, drainage, walkways, carparks, rubbish bins)

Submission excerpts

“While the proposed off leash area is large – there’s hardly any paths. There's no big open fields to run around on - it's all too long grass and muddy water. You're going to have to landscape to the extreme” (submission 824)

“I believe that the back half of the section is the most uninspirational part of the park, the dogs love the wetland area and the swing bridge and the big grassy hill at the start” (submission 509)

“All of the best attractions and features of the reserve are within the proposed on-leash area. The rest of the reserve is quite plain in comparison and it will lose much of its current appeal if altered” (submission 468)

19 related submissions

Discussion

Submitters note that the service and amenity in the proposed on-leash and off-leash areas is not the same. For the proposed on-leash area, there is: 110,157sqm or 10 hectares (more or less), 2.26km of walkway, tracks and footpaths, 46 carparks with 3 accessible spaces, the wetlands area, the BMX track, the log scramble, the BBQ area, the toilets, the flying fox, 8 of 9 U-Disc baskets and tees, 7 bridges (and 1 swing bridge), the dog agility equipment (to be moved under the proposal), and most of the seating and rubbish bins.

For the proposed off-leash area, there is: 142,439sqm, 14 hectares (more or less), 1.3km of walkway and footpaths (closer to 1.5 with extensions under the proposal), 14 carparks (roughly) with 1 accessible space, 1 of 9 U-Disc baskets and tees, the aeroplane, the old shed, and the Airways radar. If Option 1 were to proceed, the agility equipment would be relocated to a more appropriate location in the off-leash area. While significant development of the back area of the Reserve is prevented by the requirements of the flightpath for Palmerston North Airport, additional amenity could be added – such as seating and connected walkways.

Officer comment

The proposal does not prohibit the dogs from being anywhere in the Reserve, apart from the children's play equipment and play spaces. The amenities in the front area of the Reserve will still be available to all dogs, provided they are leashed.

Recommendation

Noted, options provided

Options 3, 4, 5, and 6 provide the Council with options that would make more of the amenity of the front of the Reserve available to dog owners while their dogs are in a space designated "off-leash".

Theme 40: Have an "in training" area, a "small dogs" area, and a "large dogs" area

Submission excerpts

"My only other idea would be a smaller fenced area that is off leash where dogs can have the freedom while be trained and under more control" (submission 682)

"The main thing from my point of view is to have a 'fully fenced area' for the small/medium group" (submission 753)

"Yes I think there should be an area for on and off leash. Maybe the off-leash area could be divided into small and big dogs as seen in other towns" (submission 456)

"Has it been considered to have a fenced small dog and separate larger dog area?" (submission 647)

7 related submissions

Discussion

Dogs will either socialise and get along with other dogs well, or they won't – not unlike people. A "dog in training area" has some merit; we provide a suitable space for this at Ahimate Reserve in Awapuni.

Officer comment

The suggestion has merit but is unlikely to resolve the type of issues observed at Linklater Reserve. Any dog, regardless of size, can cause an issue or become a safety concern for other users of the Reserve. The expectation of the Council is that owners always maintain control of their dogs for the benefit of the community at large.

Section 4 – Other issues

This section outlines other issues or ideas which were not as commonly recurring as those discussed in Section 4 but are somewhat related to the general theme, or are out of scope of this process but a response may be useful for the Council.

Issue 1: Featherston Street**Submission excerpts**

"I'm angry actually. And disappointed that PNCC are wasting time and resources on this. Do something about the mess that is Featherston Street and get rid of the 'window washer' who's far more dangerous than anyone taking their dog to Linklater"

"I feel strongly about protecting something by we have, so many stupid, irresponsible, money wasting changes been made by the council in the last couple of years that disadvantage so many to make changes for a minority. Featherston street changes is a perfect example, still never seen a cyclist on that street and my kids go to boys high"

Four related submissions**Discussion**

Several unrelated and out-of-scope issues were raised through submissions. Out-of-scope comments related to Featherston Street were commonly accompanied by sentiment expressing the submitter didn't feel like they were being or would be listened to by the Council, which was a strong theme through all feedback on this process.

Recommendation

Out-of-scope

Issue 2: Make the wetland prohibited to dogs for environmental reasons**Submission excerpt**

"The destruction of the front wetlands needs to be stopped for them to be of any benefit - I've seen water dogs going crazy down there, and sure its fun for them, but quite a waste as far as conservation goes"

One related submission**Discussion**

The wetland area is well utilised in the context of Linklater Reserve as a whole, particularly for dogs that enjoy swimming. However in the broader context of the city, it is not a significant ecological or environmental feature, given its size and isolation. The Council is planning to dig areas in the wetland for stormwater and flood mitigation works in the 2026/27 years. This stormwater work will temporarily impact the current amenity and ecological value of the wetland, until replanting can be completed.

Officer comment The Council has been presented Options which would either require dogs be on-leash in the wetland area, or would allow them to be off-leash in the wetland area. No option has been provided to the Council that would prohibit dogs from being in the wetland entirely as it is not considered an area that requires additional environmental protections.

Issue 3: Motorbikes on the reserve are more of an issue than intimidating or aggressive dogs

Submission excerpt

"You should be more worried about people on motorbikes which I have seen on several occasions"

One related submission

Discussion

While an effective way to prevent motorbikes from entering and being driven around the Reserve is to install physical barriers, any physical barrier which would prevent a motorbike from being operated in the Reserve would also stop mobility scooters, bicycles, and prams.

Officer comment

This feedback has been referred on to the Parks Team to consider through the reserve management planning process, as well as the Strategy and Policy Team to consider through the review of the Policy for the Use of Public Space and the Signs and Use of Public Places Bylaw.

Issue 4: Trust and confidence in Council

Submission excerpt

"This proposal itself has impacted my trust in the local government"

One related submission

Discussion

The consultation process is a good way to ensure that the community have a way to share their thoughts on council services with the Council. Submitters who provide feedback through consultation but do not see an outcome they preferred may feel as though they haven't been listened to, disincentivising them from participating in future.

The [Residents' Survey](#), an independent survey which is carried out each year, is a good way for the Council to monitor and incorporate the views and opinions of residents into its future planning.

Officer comment

This feedback has been referred to Communications and Organisational Planning and Performance Teams.

Issue 5: It is not a half and half split, there is more space is going to the proposed on-leash area

Submission excerpts

"I don't have an issue with making part of the park on leash per se, however looking at the diagram seems to be over half the park"

“You're taking away what looks like more than 50% of what has always been an off-leash fully-fenced dog park”

“It's more on leash than off leash. I don't understand why you wouldn't use the existing fence line down by the trees to make sure the dogs can still use the agility area without being on leash. It would also make it more 50/50”

Four related submissions

Discussion

The proposal splits the Reserve so that there is more area in the off-leash than in the on-leash, acknowledging that there is more amenity in the proposed on-leash area.

- Off-leash: 142,439sqm, which is 35 acres (more or less) or 14 hectares
- On-leash: 110,157sqm, which is 27 acres (more or less) or 10 hectares

Officer comment

The officers' report provides the Council with alternative options which offer a different distribution of on-leash and off-leash areas, based on feedback from submitters.

Options 1, 2, and 3 continue to separate an area of the Reserve where dogs should be on-leash. Options 4, 5, and 6 retain the current rules for dogs off-leash across the whole of the Reserve.

Issue 6: Other requests for parks improvements at Linklater Reserve

Submission excerpts

“Could you also consider putting in a mobile grooming station where we can wash our dogs off before putting them in the car. Nothing flash”

“The paths are poorly maintained, currently a slush bucket meaning I currently can't use the facility”

“It would be best to have multiple entry/gates in the back entrance of Linklater”

“Concerns around issues at access points to the Reserve can be dealt with by having separately designated entrance gates”

“Have you ever thought about turning the old wool shed into a Barnyard cafe? I'm sure it would get well used and could be a great opportunity for someone”

“Please consider developing the park further with trees”

Six related submissions

Discussion

Dog wash and grooming station

The key constraint for additional dog washes and grooming stations is water supply. There is no town water supply on Roberts Line at the Roberts Line entrance. The existing dog wash was sited at the toilet for efficiency and to realise some cost saving. Under the proposal the Council consulted on, the reasonable options would be to:

- require dog walkers take their dogs on-leash to the existing dog wash, or

- extend the existing water line to wherever the off-leash area is.

Footpath maintenance at the Reserve

The frequency of footpath maintenance depends on the condition of the walkways; our annual renewal budget covers this.

Adding more entrances and gates to the Reserve at the Kelvin Grove carpark to avoid congestion of dogs and people

It is not currently possible to add more entrances and gateways into the Reserve. Vehicle gate location is determined by sightline rules, and there are two pedestrian gates and one vehicle gate along the Kelvin Grove Road entrance already which is considered sufficient.

Have you considered turning the old barn into a café?

This has not been considered; it would likely require a significant budget provision to achieve.

Adding more amenity to the Reserve, especially in the back areas

Airways rules prevent / make difficult significant development of the back of the Reserve – any structures with metal in them, any structures or trees at certain heights require specific assessment and sign off from Airways.

There is an area outside the airways constraints, to the southern/city side of the carpark, that could have more facilities in it. To date, this location has been used as a secondary entrance, and to keep costs down, has had a low level of service.

Officer comment

Many of these suggestions and improvements are managed through current Reserve maintenance processes and programmes.

Issue 7: The design of the park is creating the issue by having playgrounds and play spaces in a dog park

Submission excerpts

“This is not a fair compromise and we are paying for the inadequate planning of the PNCC putting Planes in one section of the park, The agility course in another and so on with the playgrounds. You stuffed this up...”

“Remove the children’s playground all together, was such a wasted idea placing it in the middle of the dog park”

“I believe it was foolish in the first place to add children’s play areas”

Three related submissions

Discussion

Linklater Reserve was always intended to be used for multiple recreation activities, not just a dog only area, or “dog park”. The development plan for the Reserve, developed in consultation with the community at the time, identified a desire for children’s play, and further that the play equipment not be clustered together. For example, the reason for placing the aeroplane feature in the middle of the Reserve was so that families would be encouraged to walk through the Reserve

to reach different play features, contributing to the achievement of the goals and objectives of other policies Council policies, such as the [Play Policy 2021](#).

Through this consultation we also know the availability of the play equipment is especially important for the enjoyment of some of our Reserve users, as it is one of the only places where they can go with their families to play, and take the dog to be exercised at the same time.

Officer comment

The proposal of the Council to make part of the Reserve on-leash would address this concern in part. By making an area dogs on-leash, or by fencing off children's play spaces and play equipment, the Council will be ensuring that a mixture of recreation activities can occur fairly and safely.

Alternatively, if the Council wishes to make the Reserve a "dog park", this could be achieved through the reserve management and development planning.

Issue 8: Specific breeds of dog are less-safe than other breeds

Submission excerpts

"If you are trying to make the park safer, ban dangerous dogs such as Pitbulls"

"I leash my dog if I see any breeds I don't trust"

Two related submissions

Discussion

Council's current Dog Control Policy (clause 11.c) allows dangerous dogs to be at Linklater Reserve, provided that dogs classified as dangerous under s.32 of the DCA 1996 (like an American Pitbull as referenced by the submitter) are controlled on a leash, except for when it is in a specified dog exercise area, and it is appropriately muzzled to prevent it from biting.

Officer comment

Responsible dog ownership involves a dog receiving adequate exercise, which the Council supports by providing facilities like Linklater Reserve for use by the community. Keeping a dog well exercised can help with preventing or mitigating nuisance behaviours as a result of a dog being bored – such as barking or causing private or public property damage.

Issue 9: Have criteria for dogs and dog owners to use be able to use the Reserve off-leash, or to be able to walk dogs off-leash generally

Submission excerpt

"Maybe you should have dog owners who are licensed to walk their dog off lead rather than paint everyone with the same brush"

One related submission

Discussion

The suggestion of the submitter is to introduce a licensing system which would permit a dog owner to be able to walk their dog/s off-leash in shared spaces. This would be difficult to administer, and likely difficult to monitor.

Officer comment

Preferred ownership is about the owner and how they keep and control their dogs. Making the assessments and process for obtaining this status more complex by introducing a licensing system to use shared spaces unlikely to change unwanted behaviours in our parks and reserves.

Issue 10: Requirements for notification of the proposal**Submission excerpt**

"The council has not alerted dog owners to this change (Dog Control Act 1996 10(2)) which should have been the first step with this round of consultations. A letterbox drop could count if the Council could guarantee that every registered dog owner was sent or received a notice"

One related submission**Officer comment**

The submitter references the obligations of the Council under the Dog Control Act 1996 to notify all registered dog owners in the district about the consultation. This section of the DCA applies to the legislated review and adoption of the Policy, rather than an amendment to the Policy.

Issue 11: Fencing inside the Reserve will ruin the rural or "country" feel**Submission excerpt**

"Reduces amenity value of the park by introducing a large fence across an existing open area. The park is desirable for its large, uninterrupted views of pastoral landscape and the distant ranges. A 1.5m fence interrupting these views significantly reduces the "specialness" of the park"

One related submission**Discussion**

Depending on where the fence is located, in relation to views there might be some small impact on the "country feel" of the Reserve. If a fence were to be in the proposed location (Option 1) it will be clearly visible, and from certain vantages may have a disruptive effect, noting it would be plastic grid mesh to meet Airways requirements.

The option which involves fencing within the current treeline behind the BMX track (Option 2) would be more discreet, and given there is already a fence there would have a negligible effect. Other options, including fencing the children's play equipment (Option 3), would have more impact.

Officer comment

Depending on the option chosen by the Council, there will be little to moderate impact on the rural / country feel of the Reserve as a result of installing a fence. Overall changes to fencing won't have significant negative impacts on the Reserve and it is expected people will quickly become used to the change.

Issue 12: If it is not already, make Linklater Reserve a dog park**Submission excerpt**

"I believe this reserve should formally become a Dog Park by identity and there should be infrastructural changes. There are endless schools and playgrounds and high value children's play areas that are far more accessible for young and old people, with many more amenities already available. What makes Linklater reserve so unique is the fact that its a dog park"

One related submission**Discussion**

There is disagreement in the community about the intended purpose of Linklater Reserve, which has some created tension about who and what the park is for.

The Council currently has one dog park in the city, which is located at [Ahimate Reserve](#) in Awapuni. If the Council wanted to in future make Linklater Reserve a "dog park", it might consider instructing officers to prepare plans which would support the development of the Reserve for that purpose into the future.

Officer comment

The Parks Team may consider, through current and future reserve management and development planning, whether it would be sensible or appropriate for Linklater Reserve to be made a "dog park".

Issue 13: Carrying a dog-leash**Submission excerpt**

"What options are PNCC proposing for the storage of leads and equipment when accessing from McLeavy Drive and having to walk on-leash for an extended period until accessing the proposed "off-leash" area?"

One related submission**Discussion**

The Dog Control Policy requires all owners that are walking their dogs in public or shared spaces be carrying a dog leash at all times. This applies whether or not the dog is off-leash in an exercise area (Part 3, clause 16 of the Policy). The Policy is written in reference to the legislated requirement set out in section 54(A)(1) of the DCA 1996.

The owner of a dog must carry a leash when in a public place if—

- (a) the dog is with the owner; and
 - (b) the dog is not otherwise required to be controlled on a leash by or under this Act or any other enactment.
- (2) Every person commits an offence and is liable on conviction to a fine not exceeding \$500 who, being the owner of a dog, fails to comply with subsection (1)

Officer comment

There is an opportunity to improve our signage at the Reserve, reminding all of our Reserve patrons that it is important if they are there with a dog, they are required to carry a leash, even if they are in an off-leash exercise area. We can also ensure that our website clearly explains our

rules for carry dog leashes, where the rules apply, why we have the rules, and how our city's dog owners can easily comply with them.

Issue 15: Consultation process – why did the Council ask about this twice?

Submission excerpt

“Can anyone tell me why we had to start the 2nd round of consultation/feedback after receiving 1,200+ submissions on the 1st round.....”

One related submission

Discussion

The Council completed a process of pre-consultation and early engagement with the community earlier this year.

Early engagement is broad, affording the Council the time to connect with the community, educate and discuss what we are thinking of proposing and why we might propose it. Engagement before consultation can get the Council to a point where it can make a fit-for-purpose and well-formed proposal, draft, or idea.

Consultation is more structured – it seeks the views of the community on a particular proposal but ultimately leaves the Council with the final decision. Consultation is the formal process of seeking input from people who may be affected by a decision before that decision is finalised. It directly influences the outcome of the decision which is made.

Officer comment

This feedback will be referred on to the Communications Team and the Strategy and Policy Team, to consider when designing future engagement and consultation processes.

Proposed Linklater Reserve dogs on-leash area

Criteria for assessing Options – Linklater Reserve on-leash proposal

August 2025

This framework has been developed for assessing the options available to the Council in response to submissions received on its proposal to make a part of Linklater Reserve dogs on-leash. The options are assessed against each of the criteria, and an overall comment is made.

Based on the criteria, Option 2, making the area at Linklater Reserve from the Kelvin Grove Road carpark up to the first treeline behind the BMX track on-leash, encompassing the wetlands area and the children's playgrounds and play spaces (but not the aeroplane), is the recommended option.

Criteria 1: The option addresses matters under the Dog Control Act 1996

The extent to which the Option complies with and supports matters in the DCA

This criteria assesses how well the option enables the Council to meet its obligations under the Dog Control Act 1996 (DCA). Section 10(4)(a-d) of the DCA states when making its Policy, the Council must have regard to:

- **s.10(4)(a)** the need to minimise danger, distress, and nuisance to the community generally; and
- **s.10(4)(b)** the need to avoid the inherent danger in allowing dogs to have uncontrolled access to public places that are frequented by children, whether or not the children are accompanied by adults; and
- **s.10(4)(c)** the importance of enabling, to the extent that is practicable, the public (including families) to use streets and public amenities without fear of attack or intimidation by dogs; and
- **s.10(4)(d)** the exercise and recreational needs of dogs and their owners.

This criteria provides a useful starting point for orienting the Council on whether the option presented is meeting the basic requirements of the DCA, particularly as regards balancing the safety of the community alongside the exercise and recreational needs of dogs and their owners. Any option which would not meet the criteria of the DCA should not be considered by the Council.

Criteria 2: The option aligns with the purpose of the Dog Control Policy (DCP) and Dog Control Bylaw (DCB)

The extent to which the Option aligns with the Council's own policies on dog control

This criteria assesses how well the option aligns with the purpose stated in the Councils DCP and the DCB. The purpose of the dog control activity as a whole is generally to maintain and improve public safety by minimising or avoiding the danger, distress, or nuisance that can be caused by the ownership and

keeping of dogs in Palmerston North. The Council recognises that most dog owners in the City are responsible, and that most interaction between dogs and the community is positive.

- The Dog Control Policy aims to balance regulatory controls required for dog control that are needed to ensure public safety, while recognising the health, well-being, and wider community benefits of dog ownership.
- The Dog Control Bylaw operationalises the Policy. It specifies the requirements for owners that keep dogs in Palmerston North, ensuring compliance and giving effect to the objectives of the DCA and the Policy.

This criteria considers the wider context of the services and facilities which are provided for on-leash and off-leash dog exercise throughout the city, and whether the Council can achieve its own stated policy and regulatory goals as described in its documents if it proceeds with the option.

Criteria 3: Aligns with Council's strategic direction

The Option supports the achievement of the long-term goals, priorities, and vision of the Council

The city vision is He iti ra He iti pounamu – Small city benefits, big city ambition. The Oranga Papaioea City Strategy guides the Council's decision making and prioritisation of the investment and resourcing of Council's services and facility provision, so that the community is well supported and that their needs are being met. Whāinga 3: He hapori tūhonohono, he hapori haumarua Goal 3: A connected and safe community includes the community outcomes:

- access to services and facilities that are inclusive and appropriate for their needs
- access to safe and accessible community places

Mahere haumarua hapori, hauora hapori Community safety and health plan is more explicit, with the specific actions to:

- Provide dog control and animal management services
- Provide information and education about responsible animal ownership and safety

This criteria considers whether and how well the option aligns with the strategic direction, the contributions it makes to achieving the vision and goals of the Council, as well as the specific actions outlined in the plans.

Criteria 4: The option is responsive to the feedback of submitters

The Option considers, responds, and reflects directly or in part to the feedback of submitters

This criteria assesses whether the option provided addresses issues and concerns which have been raised through submission feedback in response to the proposal of the Council. Noting that the Council cannot address or satisfy the requests of every submitter, this criteria considers how well the option

addresses the arguments of the submitters in relation to the problem statement: that sometimes uncontrolled off-leash dogs at Linklater Reserve make it difficult for others to use the space fairly and safely.

Criteria 5: The option can be easily and effectively implemented (it is an achievable and enduring solution)

The Option considers the practicality and feasibility of implementation (resources, time, complexity)

This criteria assesses whether the option can be easily and effectively implemented e.g: installing new infrastructure at the Reserve like fences or signs is likely to be more easily and achievably implemented than an increase (or decrease) in the level of service for the Animal Management Team, which would be significantly more complex but may ultimately be a more effective solution. The criteria also considers whether the option is likely to provide a solution which has short-term and/or long-term benefits for the community. For example, if the option is likely to result in an immediate positive response through behaviour change and compliance with the rules for off-leash dogs at the Reserve now, as well as improved responsible dog ownership long-term at the Reserve and across the city.

Criteria 6: Resource requirement and affordability of the option

The option is achievable within current budget, and affordable long-term

This criteria assess whether the option can be achieved within Council's current budget allocations. If the option cannot be achieved within current budget allocation, additional information is provided to indicate the potential cost over-and-above the budget, as well as whether it would be a one-off expenditure or requires ongoing budget and/or resourcing be made available. This criteria is impacted by the previous criteria, as the cost and affordability of the option may be a determining factor for the achievability of the option in the immediate and long-term.

Criteria 7: Risk of proceeding with the option

The potential for a negative outcome is well understood and mitigated where possible

This criteria assess the different risks that are associated with each of the options. The risks generally exist across all the options but are varied in likelihood, severity, and the ability of the Council to mitigate the risk. Risks are:

- reputational risk, relating to the expectations of the community
- financial risk
- legal risk (including the risk of not meeting the obligations of the Council under the DCA)
- risk to the health and safety of the community, and
- risk of the preferred Option not being effective in achieving the objectives of the Council.

Summary assessment of the Options

Option 1: Adopt the proposal (with minor adjustments) and make the area of Linklater Reserve from the Kelvin Grove Road carpark, up to the aeroplane a dogs on-leash area			Assessment
Criteria 1	The option addresses matters under the Dog Control Act 1996 (DCA) It does meet the criteria, or it does not meet the criteria	Option 1 creates a separated on-leash area for dogs at Linklater Reserve. The separation of on-leash and off-leash areas provides additional assurance that the community can use the space without the inherent danger uncontrolled dogs have public places. It also meets the criteria by providing space for the exercise and recreation of dogs and their owners.	Option 1 meets the criteria of the DCA (required)
Criteria 2	Aligns with the purpose of the Dog Control Policy (DCP) and Dog Control Bylaw (DCB) From no alignment to strong alignment	The Policy encourages responsible dog ownership, and that in public places dogs must always be under the control of their owners or person in charge. The Policy states that the Council will periodically review its areas of dog control, considering factors such as population and density change, changing community needs, and community feedback before making decisions on areas of dog control. Option 1 has the further benefit of providing a remedy to an inconsistency in the Councils own Policy related to Linklater Reserve, where dogs are permitted to be off-leash in an area that would otherwise be prohibited to them because of the presence of children's play equipment.	Option 1 has strong alignment with the purpose of the DCP and DCB
Criteria 3	Aligns with Councils strategic direction From no alignment to strong alignment	Our Oranga Papaioea City Strategy states in Whāinga 3 He hapori tūhonohono, he hapori haumaruru Goal 3: A connected and safe community that we want our communities to have: • access to safe and accessible community places • opportunities to contribute to Council decision-making We know that the perception of safety impacts on the way people feel and interact in shared space. Submitters have stated that they do not use Linklater Reserve because they do not feel safe around uncontrolled dogs. Option 1 strengthens strategic alignment by making the Reserve inclusive of their needs. There is some lost	Option 1 has strong alignment with the Council's strategic direction

		opportunity to support the achievement of the City Strategy through long-term responsible dog ownership. This is because Option 1 relies on physical safety changes at Linklater Reserve only, rather than encouraging responsible dog ownership (which includes keeping dogs under control) that could create enduring and wider-reaching benefits.	
Criteria 4	Responsive to submissions It is not responsive, has some responsiveness, or is responsive	Option 1 responds to an overall minority of submitters that prefer a separated on-leash area at Linklater Reserve, and that the on-leash area include the children's play spaces and play equipment. Consequently, Option 1 does not respond to the overall majority of submitters who believe the proposal reduces the off-leash exercise area and general amenity for dog off-leash exercise too significantly. As it is out of budget, Option 1 does not respond to submitters who prefer the Council not proceed with any unaffordable infrastructure changes.	Option 1 is somewhat responsive to submissions
Criteria 5	Can be easily and effectively implemented From very difficult to very easy	Physical works associated with this proposal are somewhat easily achieved, and include the installation of fencing, extending of walkways, the fencing of and/or eventual moving of agility equipment. Option 1 would include messaging to the community on the change to ensure successful implementation of the rule, which would require wide community uptake and compliance.	Physical changes to the Reserve are somewhat easily made; implementation will require simple messaging to the community to be effective
Criteria 6	Cost and affordability Not within budget or within budget	Option 1 requires one-off expenditure for infrastructure works followed by ongoing maintenance costs. There will also be some cost related to a communications campaign to support the implementation of new rules at the Reserve. Current budgets cannot meet the cost of the proposal, exceeding available budget by (the cost of implementation would be \$93,173 excl GST;	<i>Option 1 is not within current budget</i>

		available budget is \$30,600). If the Council proceeds with this Option, additional budget will be required.	
Criteria 7	Risk to the Council of proceeding with the option From high risk to low risk	The most likely risk to be realised related to Option 1 is to the overall reputation of the Council. While the Council should not make a decision on a proposal based on simple majority response (as consultation is not a vote or referendum so the decision is ultimately one for the Council), dissatisfaction with the proposal expressed by submitters could lead to an ineffective rule change. An ineffective rule change will ultimately result in issues related to uncontrolled dogs persisting. However, doing nothing will also not provide any solution to the issues raised related to uncontrolled dogs.	Option 1 presents a moderate reputational risk to the Council, but mitigates some safety risks to the community by clearly separating off-leash dogs from areas utilised by children and families.
Overall comment: Option 1 has some benefits which have been noted above. These benefits are tempered by the disadvantage of not being able to afford the proposal, and do not outweigh the benefits presented in Option 2 or Option 4. Option 1 is therefore not recommended			

Option 2: Adopt an amended proposal which makes the area from the Kelvin Grove Road carpark up to the first treeline behind the BMX track on-leash, encompassing the wetlands area and the children's playgrounds and play spaces (but not the aeroplane)			Assessment
Criteria 1	The option addresses matters under the Dog Control Act 1996 (DCA) It does meet the criteria, or it does not meet the criteria	As with Option 1, Option 2 creates a separated on-leash area for dogs at Linklater Reserve. The separation of on-leash and off-leash provides additional assurance that the community can use the space without the inherent danger uncontrolled dogs might have public places. It also meets the criteria by maintaining space for exercise and recreation of dogs and their owners.	Option 2 meets the criteria of the DCA (required)

Criteria 2	Aligns with the purpose of the Dog Control Policy (DCP) and Dog Control Bylaw (DCB) From no alignment to strong alignment	Option 2 aligns with the Policy and the Bylaw in the same way as Option 1.	Option 2 has strong alignment with the purpose of the DCP and DCB
Criteria 3	Aligns with Councils strategic direction From no alignment to strong alignment	Option 2 has the same strategic alignment benefits as Option 1, as well as the same lost opportunities to promote responsible dog ownership.	Option 2 has strong alignment with the Council's strategic direction
Criteria 4	Responsive to submissions It is not responsive, has some responsiveness, or is responsive	Option 2 is very responsive to submitters. As the most suggested alternative option, submitters have said that this arrangement is a more balanced and fair distribution of off-leash and on-leash areas at the Reserve. It preserves more of the Reserve for off-leash exercise, but still creates an area for on-leash dogs that includes the children's play spaces and play equipment.	Option 2 is the most responsive of all options to submitters
Criteria 5	Can be easily and effectively implemented From very difficult to very easy	Physical works associated with this proposal are easily achieved and include the removal and installation of fencing, and extending of walkways. The agility equipment will not need to be moved or fenced and no disc-golf baskets or tees are affected. As with Option 1, Option 2 would include messaging to the community on the proposed change to ensure successful implementation of the rule, which would require wide community uptake and compliance.	Physical changes to the Reserve are easily made; implementation will require simple messaging to the community to be effective
Criteria 6	Cost and affordability Not within budget or within budget	Option 2 requires one-off expenditure for infrastructure works followed by ongoing maintenance costs which are within budget. Option 2 costs \$16,388 excl. GST. There will also be some cost related to a communications campaign to support the implementation of new rules at the Reserve.	Option 2 can be achieved within current budget

Criteria 7	Risk to the Council of proceeding with the option From high risk to low risk	There is a possibility of legal challenge associated with Option 2. This is because the Option was not consulted on with the community, therefore they did not have an opportunity to provide feedback on it. Officers consider that new insight, information, or different views are unlikely to be gained from additional consultation on this specific option. Additional consultation would likely come with its own risk of creating further frustration in the community from multiple consultations on the same issue (being an on-leash area at Linklater Reserve).	Option 2 has some risk of legal challenge, which can be mitigated
Overall comment: This Option responds to a greater number of all submitters and can be achieved within current budget. The benefits outweigh the disadvantage from the risk of legal challenge to the Council. The benefits of Option 2 outweigh the benefits of Option 1. Option 2 is recommended			

Option 3: Adopt an amended proposal to make the area of Linklater Reserve from the Kelvin Grove Road carpark up to the first treeline behind the BMX track on-leash, encompassing the children's playgrounds and play spaces (but not the aeroplane), and excluding the wetlands area			Assessment
Criteria 1	The option addresses matters under the Dog Control Act 1996 (DCA) It does meet the criteria, or it does not meet the criteria	As with Options 1 and 2, Option 3 meets the criteria of the DCA.	Option 3 meets the criteria of the DCA (required)
Criteria 2	Aligns with the purpose of the Dog Control Policy (DCP) and Dog Control Bylaw (DCB) From no alignment to strong alignment	Option 3 aligns with the Policy and the Bylaw in the same way as Options 1 and 2.	Option 3 has strong alignment with the purpose of the DCP and DCB

Criteria 3	Aligns with Councils strategic direction From no alignment to strong alignment	Option 3 has the same strategic alignment benefits as Options 1 and 2, as well as the same lost opportunities to promote responsible dog ownership.	Option 3 has strong alignment with the Council's strategic direction
Criteria 4	Responsive to submissions It is not responsive, has some responsiveness, or is responsive	Option 3 responds to many submitters views, but creates issues unique this option. For example, including the wetland area in the off-leash will mean siting the proposed fence in a way that is disruptive for disc golfers, and will have a greater impact on the visual amenity of the Reserve.	Option 3 has some responsiveness to submissions
Criteria 5	Can be easily and effectively implemented From very difficult to very easy	Some physical works associated with this proposal are easily achieved, such as the removal of the old farm fence and installation of new fencing, and extending of walkways. Because the proposed fenceline would run through the disc-golf course, affected baskets and tees would need to be relocated. Additional consultation with the disc-golf community would need to occur to identify an appropriate solution for the course. The same type of messaging campaign that would apply to Options 1 and 2 would also apply and be implemented for Option 3.	Physical changes to the Reserve will mean additional engagement with the disc-golf community; implementation will require additional messaging to the community to be effective
Criteria 6	Cost and affordability Not within budget or within budget	Option 3 requires a greater amount of infrastructure changes at Reserve than Option 2, exceeding the available budget by (Option 3 will cost \$54,568 excl. GST to implement). This is less than the amount required to implement Option 1, but more than the cost to implement Option 2.	<i>Option 3 cannot be achieved within the current budget</i>
Criteria 7	Risk to the Council of proceeding with the option From high risk to low risk	The legal risks that apply to Option 2 as regards challenge from not reconsulting on a "new" proposal also apply to Option 3. Reputational risks that apply to Options 1 and 2 also apply to Option 3; financial risks that apply to Option 1 also apply to Option 3.	Option 3 has some risk of legal challenge, which can be mitigated

Overall comment: The benefits of Option 3 do not outweigh the disadvantage from the disruption to the disc-golf course, its unaffordability, or the risk of legal challenge to the Council.

The benefits of Option 3 outweigh the benefits of Option 1 (the original proposal), but not of Option 2. Option 3 is therefore not recommended

Option 4: Not proceed with the proposal and instead fence some or all of the playground equipment at Linklater Reserve. The whole of Linklater Reserve will remain a dogs off-leash exercise area			Assessment
Criteria 1	The option addresses matters under the Dog Control Act 1996 (DCA) It does meet the criteria, or it does not meet the criteria	Option 4 meets the criteria of the DCA by individually fencing off the children's playground and play spaces, which are the areas identified in the legislation as being at higher risk from uncontrolled dogs in public space. The option continues to meet the requirement that the Council have consideration of the exercise and recreation needs of dogs and their owners by maintaining the Reserve for off-leash exercise.	Option 4 meets the criteria of the DCA (required)
Criteria 2	Aligns with the purpose of the Dog Control Policy (DCP) and Dog Control Bylaw (DCB) From no alignment to strong alignment	Because this option maintains the current level of control for the whole of the Reserve, Option 4 does not require any changes to the Policy or the Bylaw. As with Options 1, 2, and 3, Option 4 remedies the inconsistency in the Council's own Policy related to Linklater Reserve, where dogs are permitted to be off-leash in an area that would otherwise be prohibited to them because of the presence of children's play equipment. By fencing the play equipment, the Council supports easy compliance for Reserve users with the rules in the Policy.	Option 4 aligns strongly with the purpose of the DCP and DCB
Criteria 3	Aligns with Council's strategic direction From no alignment to strong alignment	Option 4 has the similar strategic alignment benefits as Options 1, 2, and 3. There may be less opportunity for the community who prefer not to be in an entirely dogs off-leash space to access the Reserve and take part in play and recreation activities. Further, this	Option 4 has some alignment with the Council's strategic direction

		Option does not directly encourage responsible ownership via long-term behaviour change.	
Criteria 4	Responsive to submissions It is not responsive, has some responsiveness, or is responsive	This Option does not fully address or resolve concerns about uncontrolled off-leash dog behaviour in the wider Reserve, but it does prioritise the safety of more vulnerable community members by fencing children's play spaces, which have been identified as areas of higher risk (see the DCA and DCP).	Option 4 has some responsiveness to submissions
Criteria 5	Can be easily and effectively implemented From very difficult to very easy	Physical works for this proposal can be achieved without significant effort. Because the current controls remain unchanged, implementation of the option is not difficult as fences around playgrounds are generally self-explaining.	Option 4 would be easily implemented
Criteria 6	Cost and affordability Not within budget or within budget	Option 4 requires fencing of some or all of the children's play equipment, which exceeds current budget. The cost of implementing Option 4 is \$51,681 excl. GST.	<i>Option 4 cannot be achieved within the current budget</i>
Criteria 7	Risk to the Council of proceeding with the option From high risk to low risk	The main risk associated with option 4 is that it does not sufficiently address the identified issues – that sometimes off leash dogs which are not under control make it difficult for others to fairly and safely access and use the Reserve. The option makes some progress to resolving this by preventing dogs from being on children's play equipment, but it does not provide an on-leash space at the Reserve for those patrons who want to access and use other areas of the Reserve for more general recreation.	There is low risk associated with proceeding with Option 4
Overall comment: The benefits of Option 4 outweigh the benefits of Options 1, 3, 5, and 6, but not the benefits of Option 2. If the Council decides that Option 2 (the recommended Option) should not proceed, it should consider Option 4 as the next best option as it prioritises the safety of vulnerable users and does not require rule changes in the Policy. However, Option 4 does not address the concerns of general users who may be intimidated by off-leash dogs and feel unable to access the Reserve because of that. Option 4 is not recommended.			

Option 5: Not proceed with the proposal and consider additional regulatory or non-regulatory methods to address issues at Linklater Reserve related to safety, amenity, and access. The whole of Linklater Reserve will remain a dogs off-leash exercise area			Assessment
Criteria 1	The option addresses matters under the Dog Control Act 1996 (DCA) It does meet the criteria, or it does not meet the criteria	Option 5 meets some of the matters of the DCA related to the consideration of the exercise and recreation needs of dogs and their owners, by maintaining the Reserve for off-leash exercise. Because this option does not pursue a rule change at Linklater Reserve, it does not address the matters in the DCA related to avoiding the inherent danger in allowing dogs to have uncontrolled access to public places that are frequented by children, or the importance of enabling (to the extent that is practical), the public (including families) to use streets and public amenities without fear of attack or intimidation by dogs.	Option 5 meets some of the criteria of the DCA (required)
Criteria 2	Aligns with the purpose of the Dog Control Policy (DCP) and Dog Control Bylaw (DCB) From no alignment to strong alignment	Option 5 aligns with the Council's policies and bylaws for dogs in terms of providing for the exercise and recreation needs of dogs and their owners, but does not resolve the conflict of children's play spaces and play equipment being in a dogs off-leash area	Option 5 has a low - medium level of alignment with the DCP and DCB
Criteria 3	Aligns with Councils strategic direction From no alignment to strong alignment	Option 5 has the potential to make the strongest contributions to achieving the long-term vision and goals of the Council. This is because Option 5 supports positive and enduring behaviour change and increased responsible ownership habits at Linklater Reserve as well as throughout the rest of the city. However the option cannot be achieved within levels of service established in the current LTP, therefore it does not align with the strategic direction in that respect.	Option 5 has medium-low alignment with the Council's strategic direction
Criteria 4	Responsive to submissions It is not responsive, has some responsiveness, or is responsive	This Option would be responsive to some submitter suggestions, firstly by keeping the Reserve off-leash, secondly by providing additional regulatory and non-regulatory support to the community to encourage responsible dog-ownership. It would not	Option 5 has a low level of responsiveness to submitters

		be responsive to those that prefer an on-leash area, or reduce Council spending, which was an area of concern raised through consultation too.	
Criteria 5	Can be easily and effectively implemented From very difficult to very easy	This is by far the most complex and difficult Option to implement. The option requires a greater level of service, which is over and above the current resource available. Further, the effectiveness of the approach at Linklater Reserve and more widely across the city will not be known for some time, as this Option focusses on long-term benefits.	Option 5 would be very difficult to implement
Criteria 6	Cost and affordability Not within budget or within budget	The cost of implementing Option 5 is significant and ongoing, and is not provided for within the current budgets.	<i>Option 5 cannot be achieved within current budgets</i>
Criteria 7	Risk to the Council of proceeding with the option From high risk to low risk	Pursuing Option 5 may negatively affect the overall satisfaction of the community with respect to the delivery of animal management services, as the immediate requirement to give effect to the option is to either increase resourcing (by decision of Council), or reduce levels of service elsewhere. The other notable risk associated with this option are that it does not directly address the issues described at Linklater Reserve.	There is a moderate risk associated in proceeding with Option 5
Overall comment: Option 5 has many potential enduring benefits, but the challenges and disadvantages related to implementation and affordability are significant and cannot be adequately addressed through this process. Option 5 is not recommended.			

Option 6: Not proceed with the proposal and maintain status quo			Assessment
Criteria 1	The option addresses matters under the Dog Control Act 1996 (DCA) It does meet the criteria, or it does not meet the criteria	Option 6 has the same level of alignment with the DCA as Option 5, where it clearly meets some of the matters, but not all of them.	Option 6 meets some of the criteria of the DCA (required)
Criteria 2	Aligns with the purpose of the Dog Control Policy (DCP) and Dog Control Bylaw (DCB) From no alignment to strong alignment	This option maintains the current controls and levels of service at Linklater Reserve. There is an unresolved conflict which is created by the Policy in regards to permitting off-leash dogs to be near the playgrounds at the Reserve, and a lost opportunity to correct this.	Option 6 has a low level of alignment with the DCP and DCB
Criteria 3	Aligns with Councils strategic direction From no alignment to strong alignment	Some in the community have raised the issue that they do not feel safe or included at Linklater Reserve because of uncontrolled dogs, which does not align with the vision or strategy of the Council, particularly Goal 3: A connected and safe community. Option 6 does not make any attempt to resolve this issue, so there will continue to be a portion of the community who feel excluded from using the Reserve.	Option 6 has low alignment with the Council's strategic direction
Criteria 4	Responsive to submissions It is not responsive, has some responsiveness, or is responsive	Option 6 maintains status quo by "doing nothing", which is unresponsive to many views shared in submissions. Several submitters have offered unique and helpful solutions for the Reserve related to dog and owner behaviours, complying with the of-leash rules, the general amenity of the Reserve, as well as suggestions to improve the safety of the park for everyone.	Option 6 has a low level of responsiveness to submitters
Criteria 5	Can be easily and effectively implemented From very difficult to very easy	As Option 6 maintain status quo, there are no changes to the rules, the DCP or DCB, or the Reserve to be implemented.	Option 6 would be easy to implement
Criteria 6	Cost and affordability Not within budget or within budget	There are no costs associated with Option 6.	Option 6 can be met within current budgets

Criteria 7	Risk to the Council of proceeding with the option From high risk to low risk	Option 6 has some reputational risk, as submitters who supported the proposal may feel unheard or dissatisfied with this outcome. There is a more significant risk that the issues and at the Reserve caused by some uncontrolled off-leash dogs will not be resolved. This is because there is no “on-leash” area created, and the option makes no additional efforts to directly encourage responsible dog ownership behaviour.	There is a moderate risk associated with Option 6
Overall comment: there are few notable benefits to proceeding with Option 6. If Option 6 were to proceed, the Council might still consider installing instructional signage at the Reserve providing information about the off-leash rules, sharing the space respectfully with all users, and how to report a dog-related incident if one occurs. Option 6 is not recommended			

Proposed Linklater Reserve dogs on-leash area

Information about consultation activities

For deliberations

August 2025

1. Palmerston North City Council (the Council) has consulted with the community on its proposal to make part of Linklater Reserve (the Reserve) an on-leash area for dogs. Currently the entirety of the Reserve is an off-leash dog exercise area, apart from the children's playgrounds and play spaces, which are prohibited to dogs entirely.
2. Consultation occurred between 27 June 2025 and 28 July 2025; the Council received 965 submissions, the majority of which were not supportive of the proposal. This document provides a summary of communications and marketing activities undertaken during consultation, and should be read in conjunction with all original submissions to the proposed Linklater Reserve dogs on-leash area (in the [20 August Strategy & Finance Committee meeting agenda](#)), as well as the covering report titled "*Deliberations advice - proposed Linklater Reserve on-leash dog control area*" (3 September 2025 Council meeting agenda).

Sharing the proposal with the community

3. The proposal was shared widely, and anyone with an interest was invited to make a submission. Methods used to share information about the proposal included:
 - a) a media release
 - b) a website news story
 - c) a consultation page with an online submission form on the [Participate Palmy webpage](#)
 - d) staff interview with local radio station
 - e) A0 signs at every entrance of Linklater Reserve (Image 1)
 - f) posters put up at around central city
 - g) public notices in local newspapers
 - h) around 1,500 flyers delivered to homes and businesses in Kelvin Grove (Image 2)
 - i) direct notification sent via email to stakeholders, including:
 - schools and education providers (early childhood, primary schools and secondary schools in Palmerston North) as well as UCOL, Massey University Veterinary School, Massey University Companion Animal Hospital
 - dog clubs and societies (kennel associations, obedience and training associations, gundog and working dog clubs) throughout the wider region
 - neighbourhood groups (neighbourhood support, Kelvin Grove Community Association)
 - community groups (scout clubs and girl guide clubs, horticultural clubs and interest groups, disc-golf clubs)
 - animal interest groups (Companion Animals NZ, SPCA)
 - retirement villages and rest homes (Kelvin Grove specific)
 - veterinarians and pet shops (including those in Horowhenua and Manawatū)
 - dog groomers
 - dog walkers
 - kennels and boarding facilities in Palmerston North and the Manawatū
 - j) email to people who'd given earlier feedback to invite them to submit on the proposed changes

- k) drop-in sessions at Kelvin Grove Community Centre and the Central Library with social media advertising on Instagram and Facebook promoting them
 - o [15 July 2025 – Kelvin Grove Community Centre](#)
 - o [19 July 2025 – Te Ara Whanui o te Ao Central Library](#)
- l) email signatures from Council email addresses
- m) posts to Councils Facebook and Instagram pages (see Image 5)
- n) iSite billboard
- o) digital screens within the Palmerston North City Council Civic Administration Building
- p) video for social media
- q) consultation information at the Council customer service centre on Te Marae o Hine The Square, and Council libraries



Image 1: signage at Linklater Reserve



Image 2: Flyers delivered throughout the Kelvin Grove neighbourhood

Response to consultation

4. Those who made a submission via a submission form (online or hardcopy) were asked “How did you find out about this opportunity to have your say?” and provided options which they could select. The question was multiple choice and “select all that apply”. Most people were made aware of the proposal via social media, though it is not clear if this was via Council social media directly, or from posts about the consultation made by other Facebook users. Figure 1 (below) provides a tally from submissions received:

How did you find out about this opportunity to have your say?	Number
Council website	109
Letter or email	134
Social media	562
Radio	20
Newspaper	29
City Councillor	16
Family or friends	234
School, church or other community group or network eg: newsletter	19
Booklet in my mailbox	61
Poster, sign or billboard	178
Digital advertising eg: an advert on TVNZ+, Stuff, MetService etc	37
Other (people at Linklater Reserve, via a petition they signed)	41
Did not state / unclear to determine	15

Figure 1: how submitters found out about the consultation

Website engagement

5. A webpage was created on the Council website ([Participate Palmy](#)) which contained information related to the proposal and consultation, including:
- an online submission form
 - information for drop-in sessions
 - contact details to get in touch with Council officers to discuss the proposal
 - timeframes for the consultation process, including hearing dates

- e. relevant Committee and Council reports
 - f. Statement of Proposal
 - g. links to other website pages with more information about dog control generally, the Policy and Bylaw, the [Dog Exercise Area](#) maps, and [Linklater Reserve](#)
6. During consultation, the Participate Palmy page had 4,303 visits from 2,782 active users, who completed 960 online submissions (some submitters made multiple submissions online, which were consolidated during analysis). Most of the online submissions came in on 3 July 2025, when we received 259 submissions, likely as a result of Council's social media posts building views, increasing engagement, and being shared online (Figure 2).

Form responses

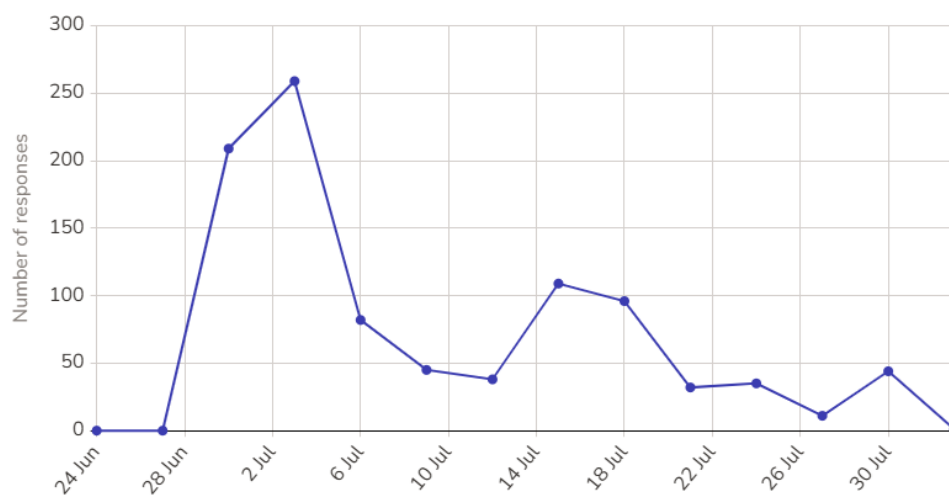


Figure 2: Online submission form responses

Drop-in sessions

- 7. Two drop-in information and engagement sessions were held, one at the Kelvin Grove Community Centre on 15 June 2025, and one at the Central Library on 19 June 2025.
- 8. The first drop-in was held near the Reserve to give the local community the chance to come along to chat about their ideas, ask questions and have their say. It was held from 3:30 – 5:00pm in the afternoon so that people could drop-in on their way home from school pick-ups or after work, and so that Reserve users could easily drop-in on their way to or from the Reserve if they were visiting that day. Five council officers and one Elected Member attended, along with around 25 members of the community. Community members in attendance were generally not in support of the proposal.
- 9. The second drop-in was held on a Saturday at the Central Library between 10:30am and 12:00pm so that it would be accessible for others around the city who weren't able to make it to the drop-in earlier in the week. Three members of staff attended (not including any library staff), as well as three Elected Members, and around 17 members of the community. Community members in attendance were generally not in support of the proposal.
- 10. A range of collateral was developed for engagement with the community during the two public drop-in sessions. Large display boards were set up with a map of the park to use for

discussions on the proposed changes with the members of the community who came along. Attendees were invited to share what they felt was important to them by placing sticky notes directly on the boards (Image 3, below).



Image 3: Drop-in display board with post-it notes

- Printed out maps were also available for people to show where in the Reserve they thought different off-leash or on-leash areas could be, there was also space for them to write notes in reference to their drawings. Information leaflets were available, as well as smaller maps which gave people the opportunity to write down their views in relation to the set-out of the park. Hard copy submission forms were available and could be placed in submission boxes.

12. Both drop-in sessions had paid Facebook advertising behind them to ensure awareness of these events was high (Image 4).



Image 4: Council drop-in session Facebook advertising

Social media engagement

13. During consultation, we posted to our Facebook twice about the consultation, placed Facebook ads, created Facebook events for the drop-in sessions, and used stories on Facebook and Instagram to bring awareness to the consultation (example, Image 5). Posts focussed on:
- a) Explaining the proposed changes.
 - b) Reminding people about the drop-in sessions.
 - c) Explaining why we're proposing changes.
14. Councils messaging through Facebook performed better than the New Zealand industry average in terms of engagement (shares, reactions, and comments).



Palmerston North City Council · Follow

July 1 · 🌐

...

Earlier this year, we asked what you think about dog rules at Linklater Reserve - and you had heaps to say! 🐾

For some policy proposals, like this one, we ask for feedback early to help shape what we'll formally consult on. It's just as important to have your say now as it was in that early round of feedback.

In that feedback, some of you told us you love the current off-leash setup, but some of you have had bad experiences, don't feel safe and want to see changes.

Our Elected Members have read all your thoughts and heard from the local Community Association in Kelvin Grove. Our Elected Members have voted to get your feedback on a proposal they think makes the park accessible for everyone.

It would see us making about half the reserve (from the Kelvin Grove Road carpark up to the aeroplane) an on-leash area. The rest would stay off-leash, so there's still plenty of space for dogs to run free.

If this proposal was adopted, to make it clear where the on and off-leash areas start and stop, we'd need to build a new internal fence with gates and move agility equipment.

Check out the proposed changes and tell us what you think here. 📄 www.pncc.govt.nz/Linklater

You can also come chat with us in person:

- 📍 15 July, 3.30–5pm at Kelvin Grove Community Centre
- 📍 19 July, 10.30am–12pm at Central Library

You've got until 4pm, 28 July to have your say.



Image 5: Facebook post

15. Sentiment from Facebook is like that of submissions. Most comments were from people who wanted the Reserve to stay off-leash, though some people did support the proposed changes (examples given in Image 6 , below). Common issues raised were:
- Concerns around the cost of the changes and the potential need for a larger carpark.
 - Felt majority weren't being listened to.
 - No other large, fenced, off-leash areas in the city
 - The proposed on-leash area is too large
 - Irresponsible dog owners are the problem
 - Sharing personal experiences with bad dogs.



Kate Taffs

I have filled in the feedback but wanted to share my thoughts here also.

I hate walking my dog off leash (in the off leash areas) down by the river because cyclists go so fast on the path and get so angry when they see I'm walking him off leash. Linklater is one of the only places where dogs can just stretch their legs and run and be a dog. It would be a shame for the dogs to loose access to the wetlands and other parts of Linklater.

I also think Ahimate Dog Park should be looked at getting expanded. There's another awesome opportunity for dogs to be dogs.

7w Like 79



Katie Rodgers

Leave Linklater as an off leash park. Its one of the few places that 2 large dogs I know and love can live their best lives and be free to be, guess what? dogs!! Plenty of other parks in Palmerston for the children

7w Like 51



Stephanie Foote

Move the boundary to the first tree line just after playground then you won't have to spend as much moving equipment! Put up a better farm fence and gate very low cost

7w Like Edited 21



Jonelle Ngaronga-Eynon

There needs to be a straight dog park and not a dog/family park. Those who can't control their dogs should be left on their leash or teach them basic rules/boundaries/limitations before going to a dog park.

There are so many playgrounds in town and very limited dog parks that are open space like Linklater. I pay my dog rego so my dog can have some freedom.

7w Like Edited 7



Shane Field

Great compromise PNCC! It's meant to be a park for all to enjoy, not just dog owners. You won't please everyone unfortunately.

7w Like 8

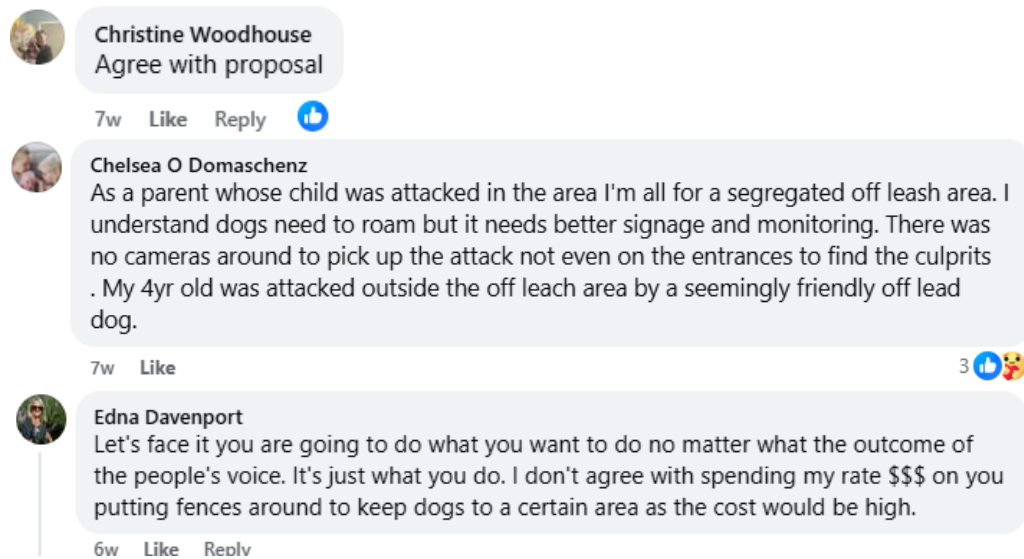


Image 6: examples of Facebook comments

Summary

A good number of responses were received throughout the consultation period, with many well-considered, well-observed submissions from the community providing important information for the Council. A wide range of methods and tactics were used to share and promote the opportunity for the community to provide feedback on this proposal. Most submitters found out about the consultation via more than one information source or method. Several submitters indicated that this proposal was the first time they had made a submission to the Council. Other submitters shared that they usually would not make a submission to Council consultation, but felt that the issue was important to them, and that they wanted to have their say.

Proposed Linklater Reserve dogs on-leash area

Areas of dog control in Palmerston North

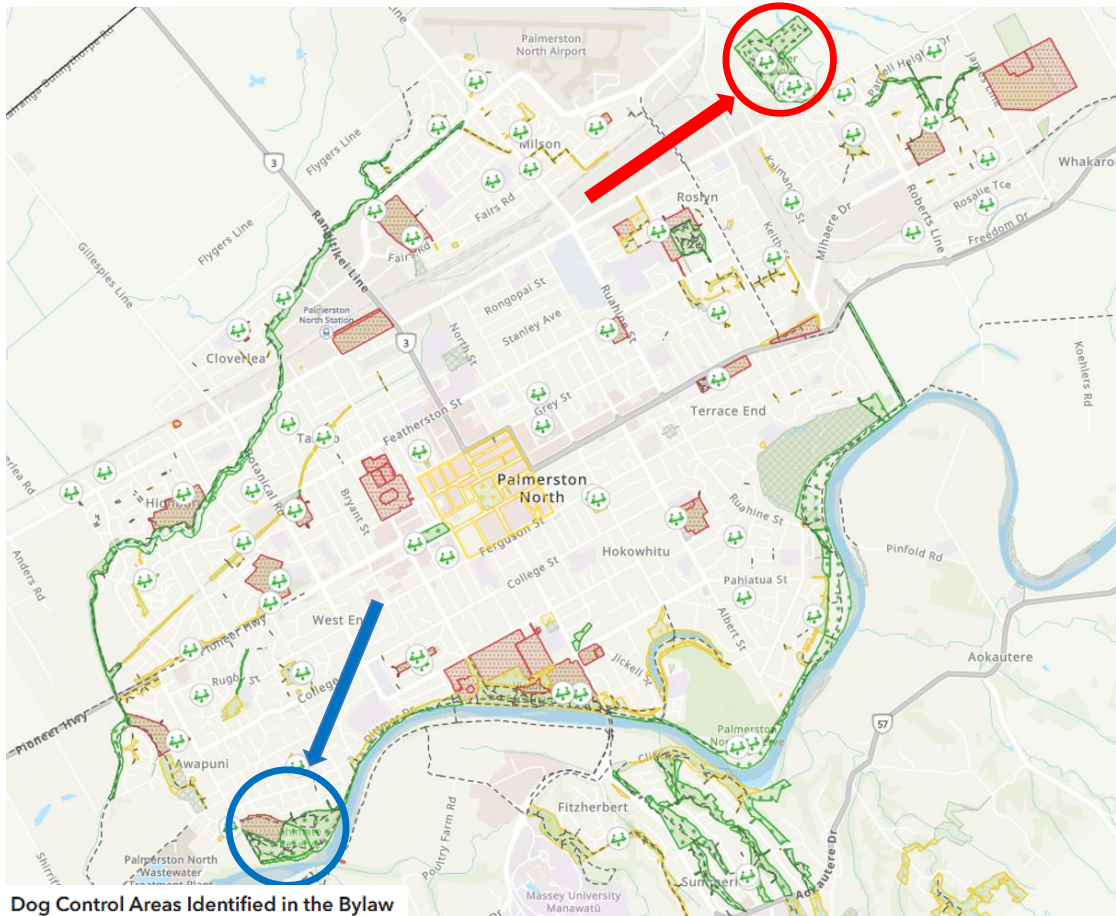
August 2025

This document shows the different dog control areas across the city, which total:

- **2,862 hectares** (7,074 acres) prohibited to dogs, including the Turitea Water Catchment Reserve
- **1,937 hectares** (4,788 acres) where dogs should be on-leash (not including streets, but including Arapuke)
- **227.5 hectares** (562 acres) where dogs can be off-leash (including all of Linklater Reserve which is approximately 24 hectares)

Dog control areas in urban areas

To orient the map, Linklater Reserve is indicated with a red arrow, Ahimate with a blue arrow.

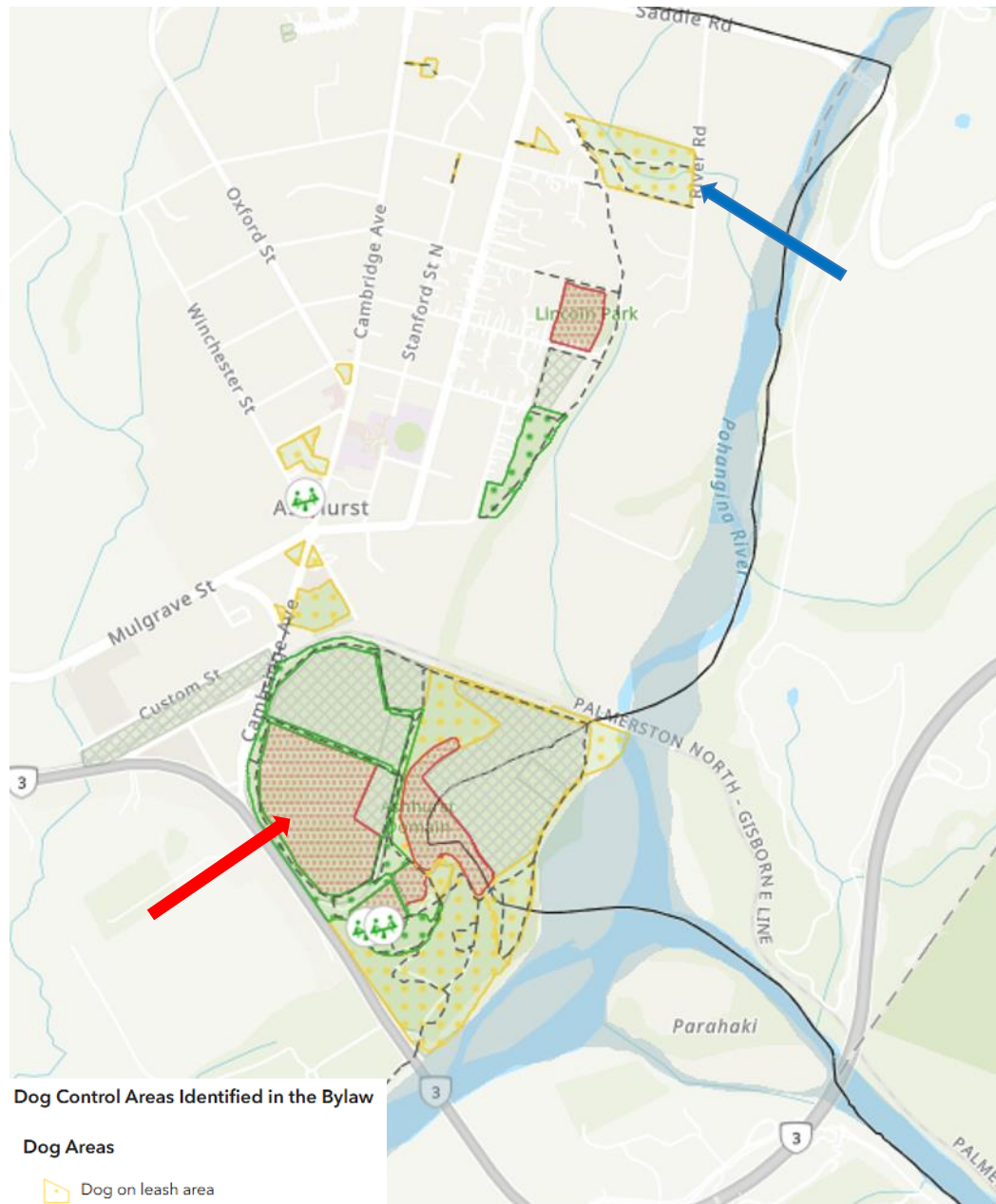


Dog Areas

- Dog on leash area
- Dogs prohibited
- Dog exercise area
- Leased area or No Public Access

Dog control areas in Ashhurst

To orient the map, the sportsfields at the Ashhurst Domain are indicated by the red arrow, McCrae's Bush by the blue arrow.



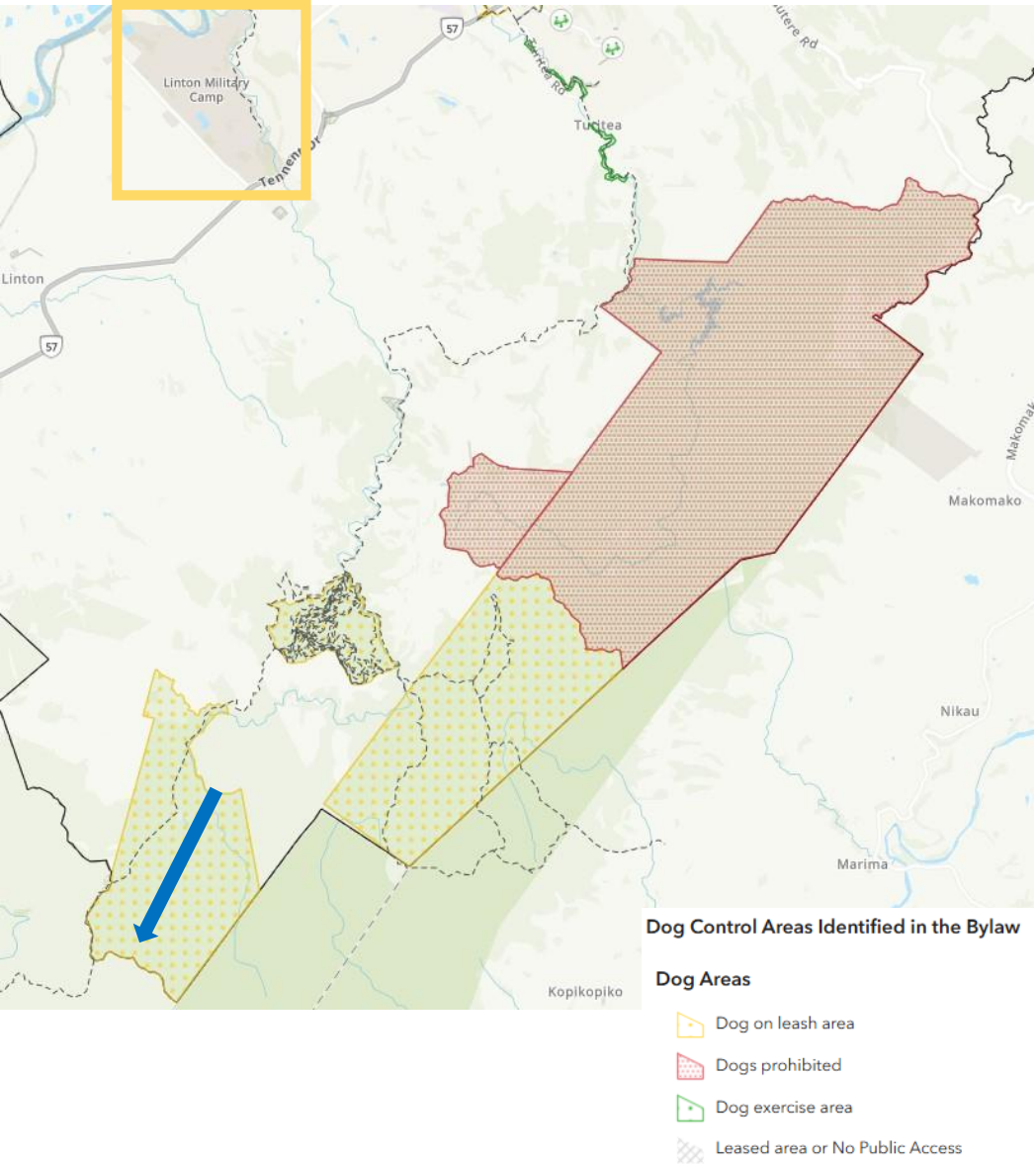
Dog control areas in Bunnythorpe

To orient the map, Bunnythorpe Cemetery is indicated by the red arrow, Bunnythorpe Recreation Ground by the blue arrow.



Dog control areas in Turitea and Linton

To orient the below map, the large dog prohibited area shown is the Turitea Water Catchment Reserve; Linton Military Camp is in the yellow box, and the blue arrow shows the southern boundary of the city at Gordon Kear Forest.



MEMORANDUM

TO: Council

MEETING DATE: 8 October 2025

TITLE: Manawatū Regional Freight Ring Road - Accelerated Project Timeline

PRESENTED BY: James Miguel, Senior Transport Planner

APPROVED BY: David Murphy, General Manager Strategic Planning

RECOMMENDATIONS TO COUNCIL

1. That Council approve \$189,000 of unbudgeted operational expenditure (professional services) in the 2025/26 financial year to complete the Manawatū Regional Freight Ring Road Indicative Business Case by 1 October 2026, based on the updated project timeline included as Attachment 1.
2. The Council increase the cap on the professional services budget in the 2025/26 financial year by \$189,000.
3. That Council note that 2026/27 budget for the Manawatū Regional Freight Ring Road will be adjusted as part of the 2026/27 Annual Budget process.

1. ISSUE

- 1.1 Officers presented a report to the Economic Growth Committee on 27 August 2025, providing an update on the Manawatū Regional Freight Ring Road Indicative Business Case. Following consideration of this report, the Committee passed the following resolution:

That the Chief Executive report back to Council as soon as possible around having a draft business case ready for advocating at Central Government Elections – Oct 2026.

2. BACKGROUND

- 2.1 Through the Long-Term Plan, Council agreed to fund the Manawatū Regional Freight Ring Road Indicative Business Case ("the Business Case"). The budget was split across Years 1, 2 and 3 to reduce the impact that it would have on rates. The original budget had assumed 51% co-funding from the New Zealand Transport Agency (NZTA).
- 2.2 When the National Land Transport Programme was released and co-funding from NZTA was not secured, Council agreed on [6 November 2024](#) to fully fund the

Business Case by combining a series of transport planning (opex) budgets, as detailed in Table 1 below.

Table 1: Manawatū Regional Freight Ring Road Indicative Business Case budget, as confirmed on 6 November 2024

Year 1 (FY 24/25)	Year 2 (FY 25/26)	Year 3 (FY 26/27)
\$100,000	\$380,000	\$662,000

- 2.3 The \$100,000 in Year 1 enabled the project to commence by undertaking a series of preliminary investigations, including starting the strategic case that is required as part of the Business Case. The \$380,000 for Year 2 was confirmed as part of the 2025/26 Annual Budget. The budget for Year 3 will be adjusted accordingly as part of the 2026/27 Annual Budget as \$662,000 will not be required to complete the Business Case.
- 2.4 In year 1, the \$100,000 was used to undertake the following tasks:
- Preliminary Geotechnical Assessment Report for potential downstream bridge locations.
 - Project scoping and procurement support. Includes the initial Investment logic mapping and Strategic Case work.
 - Transport modelling to support NZIER economic reporting on Te Utanganui and initial business case modelling.
- 2.5 Following a thorough procurement process, GHD were appointed to undertake the Business Case. An 18-month project timeline was agreed, starting 1 July 2025 and finishing December 2026.
- 2.6 The total cost of the GHD contract to deliver the Business Case is \$670,127 (this excludes the \$100,000 project costs incurred in Year 1. A further \$40,000-\$50,000 will also be required for peer reviewing the business case and supporting traffic modelling. These costs will be spread across Years 2 and 3.
- 2.7 It is forecast that in Year 2 a total budget of \$569,000 will be required to progress the Business Case. In Year 3 the total budget to complete the business case is forecast to be \$152,000. These amounts do not allow for any contingency.
- 2.8 While the difference between the two project timelines included in Attachment 1 totals \$104,000 for 2025/26, an additional \$189,000 is required to cover work not originally budgeted in the 2025/26 year, and a component of the \$40,000-\$50,000 required for peer reviewing and supporting traffic modelling across Years 2 and 3.

3. DISCUSSION

- 3.1 Following the direction provided by the Economic Growth Committee on 27 August 2025, the project team developed a new timeline that would see the project completed by 1 October 2026 (as opposed to December 2026). Attachment 1 shows the revised project timeline against the original timeline.
- 3.2 The main driver for the accelerated project timeline was to enable the Council to advocate for the project in the lead up to the General Election in October 2026. While the accelerated project timeframe has the project being completed by 1 October 2026, key outputs, including the preferred option & road alignment, will be available prior to 1 October 2026 to assist with advocacy work in the lead-up to the election.
- 3.3 Accelerating the project timeline further than that detailed in Attachment 1 is not possible due to the capacity of the project team. It will also increase risks to the Business Case, e.g. unauthentic community engagement or not allowing time for NZTA review and assurance processes.
- 3.4 The proposed changes do not reduce the amount of time needed for each task, instead the revised timeline has more tasks being undertaken concurrently. This means that more tasks have been brought forward from Year 3 into Year 2.
- 3.5 The impact of the accelerated timeline is that more funding will be required in Year 2 compared to Year 3. The new timeline will require additional budget allocation from September 2025 to March 2026. This will then change from May 2026 onwards, when less funding will be needed to complete the project. The details for these changes can be seen in Attachment 2.
- 3.6 The total budget required to be brought forward from Year 3 into Year 2 is forecast to be \$189,000.
- 3.7 The existing programme was developed to deliver the business case as quickly as possible within current budget allocations. In the event, the accelerated timeframe and additional budget is not approved, given the current pressure on the professional services budget, at this stage it is anticipated the original programme and timeframe will need to be slowed down to remain within existing professional services budgets.

4. NEXT STEPS

- 4.1 Work will continue to progress the Business Case under the revised project timeline.
- 4.2 We will seek to confirm the remaining budget for Year 3 through the Annual Budget process.

5. COMPLIANCE AND ADMINISTRATION

Are the decisions significant?	No
If they are significant do they affect land or a body of water?	No
Can this decision only be made through a 10 Year Plan?	No
Does this decision require consultation through the Special Consultative procedure?	No
Is there funding in the current Annual Plan for these objectives?	Yes
Are the recommendations inconsistent with any of Council's policies or plans?	No
The recommendations contribute to: Whāinga 3: He hāpori tūhonohono, he hāpori haumarū Goal 3: A connected and safe community	
The recommendations contribute to this plan: 3. Mahere tūnuku 3. Transport Plan The objective is: Provide a safe, low-carbon, integrated, and multi-modal transport network	
Contribution to strategic direction and to social, economic, environmental and cultural well-being	This project will support the development of the Manawātū Regional Freight Ring Road, which will help to move heavy freight vehicles off city streets.

ATTACHMENTS

1. Manawātū Regional Freight Ring Road Revised Timeline [↓](#) 
2. Manawātū Regional Freight Ring Road Revised Timeline Forecast [↓](#) 

Phase	Key activities/deliverables	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
PHASE 1 Project Initiation and Strategic Case	Anticipated start date and inception meeting	1																	
	Draft Project Management Plan and establish baseline KPIs for the project	2																	
	Project Steering Group workshop to agree KPIs, affordability threshold and future land Form and Function Session (with PNITI																		
	Workshop on KPIs and Measures)																		
	Strategic Case issued to PNCC and peer reviewers																		
DECISION POINT	Client confirmation to proceed to optioneering phase																		
PHASE 2 Initial Options Report (Long List)	Review collation of Do Min feedback. Potentially update modelling with new Do																		
	Review existing route options and identify potential additional options, including																		
	Complete fatal flaw assessment of agreed long list options with PNCC																		
	Prepare for PSG, stakeholders and impacted communities workshops in early 2026																		
	A series of eight workshops with the PSG, stakeholders and impacted communities to																		
	Initial MRFRR Options Report issued to PNCC and peer reviewers																		
DECISION POINT	Client confirmation to proceed to short list																		
PHASE 3 Options Analysis (Short List)	Preliminary geotechnical assessment and develop agreed short list options																		
	Transport modelling of short list options and indicative cost estimates																		
	Draft MCA framework, short list option assessment by technical specialists																		
	PSG workshop to review short list assessment and recommended option																		
	Economic Case chapter of IBC issued to PNCC and peer reviewers																		
DECISION POINT	Client confirmation of recommended option																		
PHASE 4 Recommended Option	Refine recommended option and develop Implementation Plan																		
	PSG workshop to review Implementation Plan																		
	Recommended Option Report issued to PNCC and peer reviewers																		
	Preparation of a ministerial briefing document describing the recommended																		
DECISION POINT	Client confirmation of Implementation Plan																		
PHASE 5 Finalise IBC	Draft IBC including Financial, Commercial, and Management Cases																		
	Issue final IBC following PNCC and peer reviewer feedback																		
Project Completion																			

	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
Current Programme Forecast	\$ 15,181	\$ 39,000	\$ 5,000	\$ 24,000	\$ 32,000	\$ 21,000	\$ 16,000	\$ 53,000	\$ 48,000	\$ 52,000	\$ 80,000	\$ 59,000	\$ 40,000	\$ 36,000	\$ 54,000	\$ 51,000	\$ 42,000	\$ 2,946
Proposed Programme Forecast	\$ 15,181	\$ 39,000	\$ 28,000	\$ 40,000	\$ 54,000	\$ 43,000	\$ 38,000	\$ 83,000	\$ 69,000	\$ 52,000	\$ 32,000	\$ 55,000	\$ 43,000	\$ 39,000	\$ 33,500	\$ 6,446	\$ -	\$ -
Difference	\$	\$ -	-\$ 23,000	-\$ 16,000	-\$ 22,000	-\$ 22,000	-\$ 22,000	-\$ 30,000	-\$ 21,000	\$ -	\$ 48,000	\$ 4,000	-\$ 3,000	-\$ 3,000	\$ 20,500	\$ 44,554	\$ 42,000	\$ 2,946

REPORT

TO: Council

MEETING DATE: 8 October 2025

TITLE: Aokautere Business Case: Funding Options

PRESENTED BY: James Miguel, Senior Transport Planner and Waheed Ahmed, Principal Transport Planner Operations

APPROVED BY: David Murphy, General Manager Strategic Planning
Glen O'Connor, Acting General Manager Infrastructure

RECOMMENDATIONS TO COUNCIL

1. That Council approve up to \$400,000 of unbudgeted operational expenditure (professional services) in the 2025/26 financial year to complete the Aokautere Business Case (Option 1).
2. That Council increase the cap on the professional services budget in the 2025/26 financial year by \$400,000.

SUMMARY OF OPTIONS ANALYSIS FOR

Problem or Opportunity	Capacity constraints and safety issues at intersections on State Highway 57 (SH 57) in Aokautere are limiting residential growth. New Zealand Transport Agency Waka Kothī (NZTA) has provided written approval for a small residential subdivision. NZTA has advised that further subdivision is conditional on key intersections being upgraded. Council recently reallocated capital expenditure to resolve the most immediate issues. NZTA has asked Council to complete a business case before proceeding with any intersection upgrades. There is currently no Council funding allocated to undertake the business case, and no-co-funding available from NZTA.
OPTION 1:	Approve unbudgeted expenditure (professional services) in 2025/26 to complete the Aokautere Business Case.
Community Views	Community Views were received as part of District Plan Change G Aokautere Residential Growth. Submissions, including from NZTA, raised concerns about safety, particularly for cyclists and pedestrians, as well as congestion around key intersections.

Benefits	The business case can be completed in 2025/26 to inform intersection upgrades on SH 57 and enable further residential subdivision at Aokautere.
Risks	This option has a short timeframe for delivery. There is a risk the work is not completed in 2025/26 and will need to be partially funded in 2026/27. Internal resourcing will be tested as Council has also sought to accelerate the Manawātū Regional Freight Ring Road business case in 2025/26.
Financial	Unbudgeted expenditure is required because the business case is unable to be accommodated through existing professional services budgets. Co-funding is not available from NZTA.
OPTION 2:	Refer the Aokautere Business Case to the 2026/27 Annual Budget.
Community Views	Community Views were received as part of District Plan Change G Aokautere Residential Growth. Submissions, including from NZTA, raised concerns about safety, particularly for cyclists and pedestrians, as well as congestion around key intersections.
Benefits	If budget is approved as part of the 2026/27 Annual Budget, the business case can be completed to inform intersection upgrades on SH 57 and enable further residential subdivision at Aokautere.
Risks	Further delays and uncertainty in enabling residential subdivision at Aokautere, in addition to the process related delays associated with Option 1.
Financial	Will require reallocation of existing budgets or new budget allocation as part of the 2026/27 Annual budget process. Co-funding is not available from NZTA.
OPTION 3:	Refer the Aokautere Business Case to the 2027 Long Term Plan and Regional Land Transport Plan / National Land Transport Plan processes.
Community Views	Community Views were received as part of District Plan Change G Aokautere Residential Growth. Submissions, including NZTA, raised concerns about safety, particularly for cyclists and pedestrians, as well as congestion around key intersections.
Benefits	If budget is approved as part of the 2027 Long Term Plan, the business case can be completed to inform intersection upgrades on SH 57 and enable further residential subdivision at Aokautere.
Risks	Further delays and uncertainty in enabling residential subdivision at Aokautere, in addition to the process related delays associated with Option 1 and 2.
Financial	Will require budget allocation as part of the 2027 Long Term Plan.

	Subject to the Regional Land Transport Plan and National Land Transport Plan process, co-funding may be available from NZTA.
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RATIONALE FOR THE RECOMMENDATIONS

1. OVERVIEW OF THE PROBLEM OR OPPORTUNITY

- 1.1 In May 2024, the hearing panel for District Plan Change G: Aokautere Urban Growth released its decision approving the Plan Change. The decision requires NZTA to provide written approval for subdivision and development because of capacity and safety concerns associated with key intersections on SHS 57.
- 1.2 Council has received several residential subdivision consent applications in the Aokautere area for which NZTA is an affected party. Due to traffic effects on SH 57, NZTA has only approved one small subdivision.
- 1.3 NZTA are willing to support further subdivision and development at Aokautere provided specific intersections are upgraded. Council recently reallocated an existing capital programme to provide funding for the priority intersection upgrades. NZTA has advised Council that a business case is required before any intersection upgrades can be completed. The business case will confirm the problem and identify the most effective form of intervention.

2. BACKGROUND AND PREVIOUS COUNCIL DECISIONS

- 2.1 Since the hearing panel released its decision for District Plan Change G: Aokautere Urban Growth, Council has received three subdivision consents in Aokautere. A 9-lot application from Brian Green Property, a 46-lot application from Terra Civil and another 6-lot application from Brian Green Property.
- 2.2 Following traffic Impact assessments of the transport network, it was identified that the intersection of Old West Road / Summerhill Drive / Aokautere Drive was at capacity and could only support a limited amount of further growth.
- 2.3 Based on the impact and timing of the subdivisions, NZTA has agreed to the 9-lot subdivision. However, the remaining two subdivisions cannot proceed until the Old West Rd / Summerhill Dr / Aokautere Dr intersection has been upgraded.
- 2.4 District Plan Change G enables significantly more residential growth than that included in the current subdivision applications. Traffic assessments completed as part of District Plan Change G and recent subdivision applications have identified that this growth will trigger the need for further intersection upgrades in the wider Summerhill / Aokautere area.

- 2.5 While the current subdivisions are acting as the trigger for the intersection upgrades and the business case, residential growth in the wider Aokautere / Summerhill area over the last three decades has contributed to the need for the upgrades.
- 2.6 As part of the [Annual Budget deliberations on 14 May 2025](#), Council agreed to reallocate budget from capital programme 1003 'Whakarongo Intersection Safety Upgrade' to be used for intersection upgrades in Aokautere (and Whakarongo). This decision was intended to ensure Council was able to fund the necessary intersection upgrades and approve the residential subdivisions.
- 2.7 The 14 May 2025 officer report noted that NZTA approval would still be required for any intersection upgrades on the State Highway network.
- 2.8 Following the reallocation of capital programmes as part of the 2025/26 Annual Budget, Council officers engaged with NZTA regarding the prioritisation and design of the intersection upgrades at Aokautere. The need for the business case was confirmed by NZTA as part of these discussions.
- 2.9 Council included an Aokautere Business Case in Year 3 (2026/27) of the 2024 Long Term Plan and put it forward for co-funding within the National Land Transport Plan (NLTP). The Council contribution for the business case was reallocated to the Manawātū Regional Freight Ring Road business case when it did not receive co-funding from NZTA within the NLTP.
- 2.10 NZTA are willing to work with Council and the developers to help progress the subdivision consents, but NZTA have no current funding to assist with the business case or the intersection upgrades.
- 2.11 The recommendation is to approve up to \$400,000 to complete the business case. If the recommendation is passed, officers will seek to meet the business case requirements of NZTA in the most cost-effective way possible to minimise the total cost to Council.

3. DESCRIPTION AND ANALYSIS OF OPTIONS

- 3.1 **Option 1: Approve unbudgeted expenditure (professional services) in 2025/26 to complete the Aokautere Business Case** – This option would enable the business case to be completed in 2025/26 to inform the intersection upgrades and enable residential subdivisions to be approved, conditional on the upgrades being delivered. This option also supports Council delivering the capital budgets that have been reallocated to support the intersection upgrades at Aokautere. There is a risk the business case is not able to be completed in 2025/26 due to the timing of this report. If the business case is unable to be complete, the balance of the work will need to be partially funded in 2026/27 via the Annual Budget process. Internal resourcing will also be tested as Council has sought to accelerate the Manawātū Regional Freight Ring Road business case in 2025/26.

3.2 **Option 2: Refer the Aokautere Business Case to the 2026/27 Annual Budget** – This option would enable the business case to be completed in 2026/27 to inform future intersection upgrades and enable residential subdivisions to be approved, conditional on the upgrades being delivered. This option would support the Council delivering the capital budgets that have been reallocated to support the intersection upgrades at Aokautere. However, this option would result in further delays and uncertainty to residential subdivision at Aokautere, in addition to the delays associated with Option 1.

3.3 **Option 3: Refer the Aokautere Business Case to the 2027 Long Term Plan and the Regional Land Transport Plan / National Land Transport Plan processes** This option would enable the business case to be completed in 2027/28 to inform future intersection upgrades and enable residential subdivisions to be approved, conditional on the upgrades being delivered. However, this option would result in further delays and uncertainty to residential subdivision at Aokautere, in addition to the delays associated with Option 1 and 2. Subject to the Regional Land Transport Plan and National Land Transport Plan processes, this option may provide the opportunity for co-funding to be obtained from NZTA.

4. CONCLUSION

4.1 All three options require additional funding to be allocated by the Council. The key difference is the timing and the potential for co-funding from NZTA as part of option 3, which has the longest delay.

4.2 Option 1 is recommended to reduce the delays and uncertainty associated with residential development at Aokautere. Option 1 also best gives effect to the earlier decision of Council to reallocate capital programmes to deliver the necessary intersection upgrades.

5. NEXT ACTIONS

5.1 If the Council supports Option 1, officers will appoint a consultant to start the business case. The consultant will be appointed via the Infrastructure Design Panel.

5.2 If Council favours Option 2 or 3 the matter will be referred to the 2026/27 Annual Budget or 2027 Long Term Plan process.

6. OUTLINE OF COMMUNITY ENGAGEMENT PROCESS

6.1 Community Views were received as part of District Plan Change G Aokautere Residential Growth. Submissions, including from NZTA, raised concerns about safety, particularly for cyclists and pedestrians, as well as congestion around key intersections.

- 6.2 The business case will be a technical piece of work driven by data and modelling. We will not be undertaking community engagement as a part of the business case process.

7. COMPLIANCE AND ADMINISTRATION

Are the decisions significant?	No
If they are significant do they affect land or a body of water?	No
Can this decision only be made through a 10 Year Plan?	No
Does this decision require consultation through the Special Consultative procedure?	No
Is there funding in the current Annual Plan for these objectives?	No
Are the recommendations inconsistent with any of Council's policies or plans?	No
The recommendations contribute to: Whāinga 1: He tāone auaha, he tāone tiputipu Goal 1: An innovative and growing city	
The recommendations contribute to this plan: 3. Mahere tūnuku 3. Transport Plan The objective is: Develop a plan to support State Highway 57 interventions that connect the Aokautere growth area to the city.	
Contribution to strategic direction and to social, economic, environmental and cultural well-being	Council's role is to make sure there is enough land and infrastructure to accommodate residential growth.

ATTACHMENTS

Nil

MEMORANDUM

TO: Council

MEETING DATE: 8 October 2025

TITLE: PNCC Organisational Emissions Inventory 2024/2025 Annual Report

PRESENTED BY: Sabrina Hinchey, Climate Change and Sustainability Analyst

APPROVED BY: David Murphy, General Manager Strategic Planning

RECOMMENDATIONS TO COUNCIL

1. That Council note that Palmerston North City Council organisational emissions have fallen from 15,684 tCO₂e in 2023/24, to 14,399 in 2024/25: an 8% reduction.
2. That Council note that Palmerston North City Council organisational emissions have fallen from 26,444 tCO₂e in 2015/16, to 14399 in 2024/25, a 46% reduction.

1. ISSUE

- 1.1 Through the 2021-31 Long-Term Plan, Council set itself the target of a 30% reduction in carbon emissions by 2031, compared to the 2015/16 baseline. This was achieved ahead of schedule with a 31.5% reduction reported to the Sustainability Committee on 11 October 2023⁶.
- 1.2 The organisation emissions target was revised as part of the 2024-34 Long-Term Plan and is currently set at a 60% reduction in carbon emissions by 2034 compared to the 2015/16 baseline. The 2024/25 inventory has been prepared to measure progress against this target.
- 1.3 Provided below are the preliminary findings of Council's corporate emissions (i.e. emissions resulting from Council activities) during the 2024/25 financial year.
- 1.4 As a result of Council actions, the organisation's emissions have fallen from 26,444 tCO₂e in 2015/16, to 14,399 in 2024/25: a 46% reduction. Non-landfill-related emissions fell from 6,942 tCO₂e to 5,153 tCO₂e over the same period: a 25.7% reduction since 2015/16 and a 10% decrease from the previous 2023/24 period. A

⁶

https://palmerstonnorth.infocouncil.biz/Open/2023/10/SCCCC_20231011_AGN_11157_AT_WEB.htm

time series of emissions since the baseline year is provided in the results section below.

2. BACKGROUND

2.1 The organisation's Internal Emissions Report is compiled from usage and emissions data from the following emissions sources:

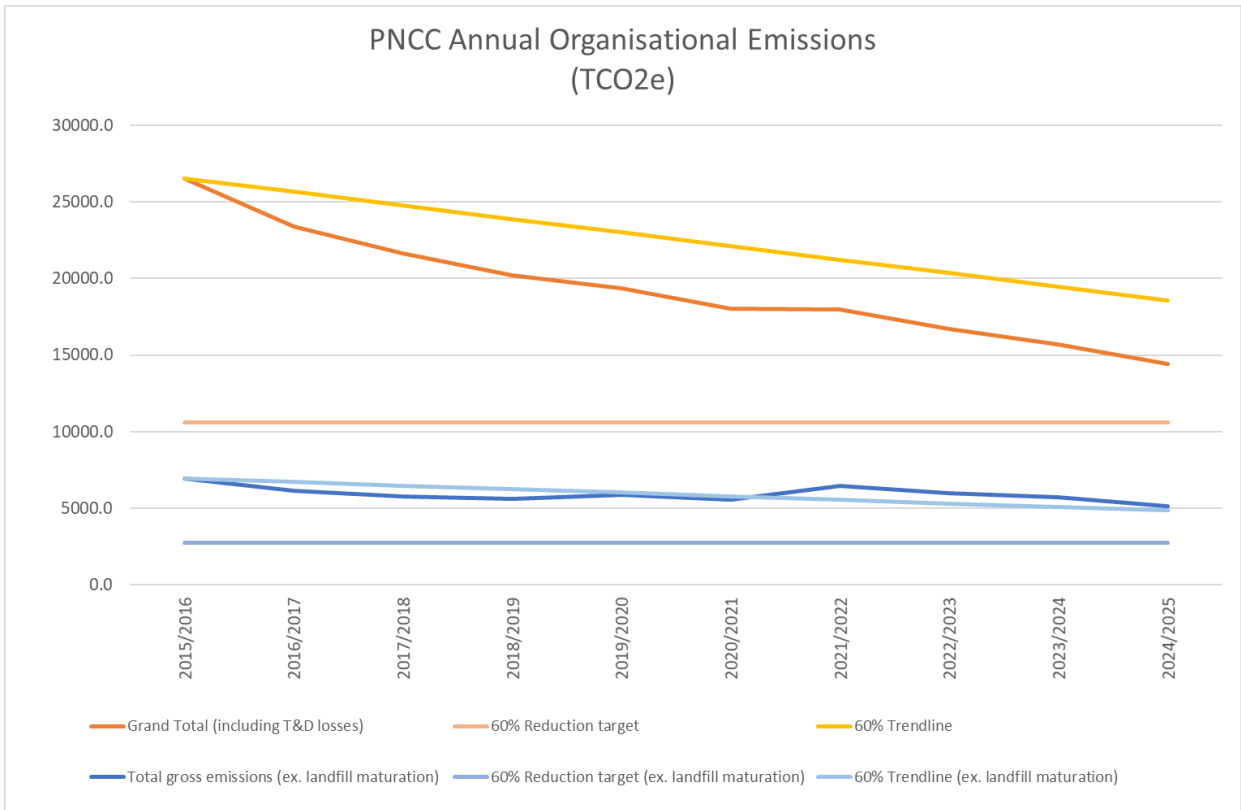
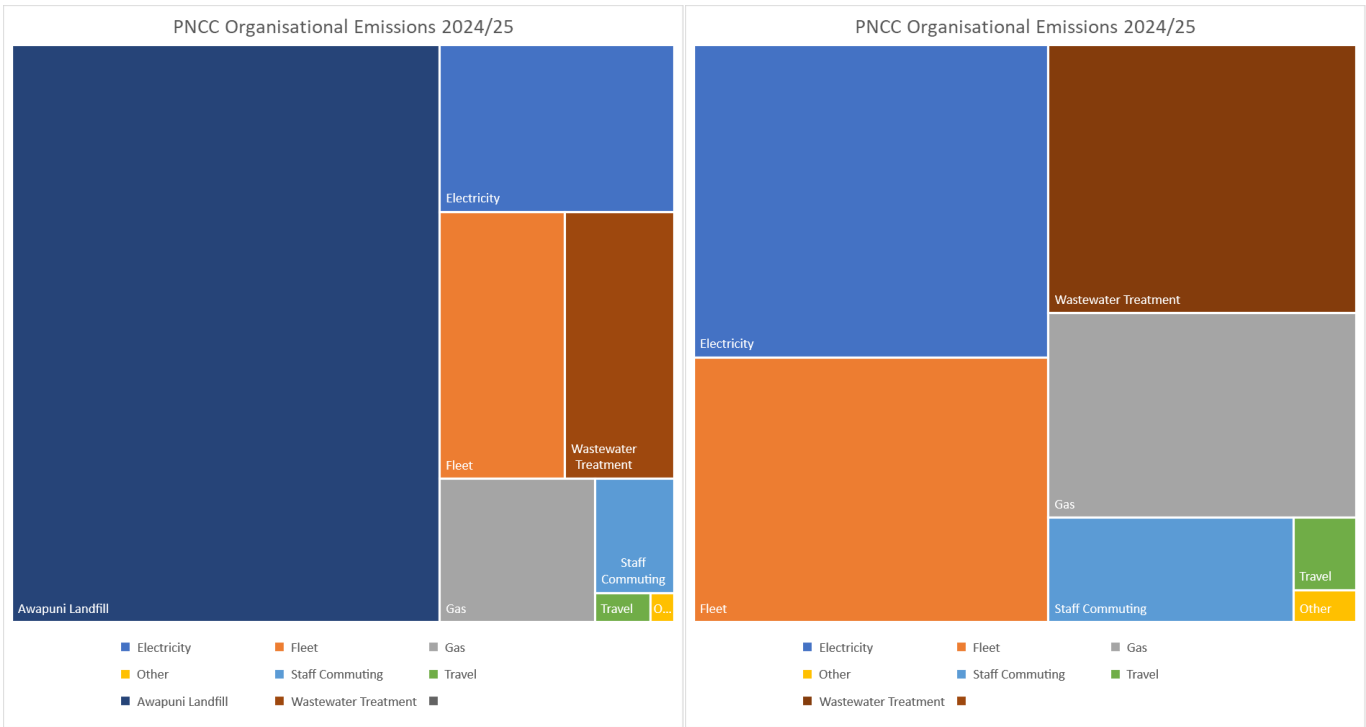
- Council stationary energy use (electricity, piped natural gas, diesel use by council generators).
- Wastewater processing emissions.
- Vehicles (petrol, diesel).
- 'Small Plant Items' (petrol-powered chainsaws, leaf blowers, etc.).
- Methane release from the closed Awapuni and Ashhurst landfills.
- Landfill emissions from waste collected from PNCC sites and facilities (street bins, buildings, contaminated recycling).
- Air travel and taxi travel.
- Staff commuting.
- Air-conditioning and refrigeration unit gas refills.
- Fertilizer use.

2.2 This inventory is conducted entirely 'in-house' by Council Officers, and follows the Ministry for the Environment's standard emissions inventory methodology.

2.3 An overview of Council's 2024/25 emissions inventory is provided below in the results section. These break down Council's emissions by emissions source in order to show those areas that could be targeted for further reductions.

2.4 The inventory is presented in terms of 'carbon dioxide equivalent' or 'CO₂e'. This is because other gases such as methane and nitrous oxide have different relative impacts per unit weight. For example, the refrigerant R-22, typically only released in very small volumes, has a global warming potential 12,000 greater than carbon dioxide. CO₂e accounting allows for the global warming potential of different greenhouse gases to be compared with one another.

3. RESULTS



4. DISCUSSION

- 4.1 There has been a 14% reduction in natural gas emissions since the 2023/24 inventory. This is likely due both to the relatively warm weather over this time period, and organisational efforts to increase efficiency across council activities. For example, efforts at the Lido to minimise water use over the summer, as well as the installation of pool covers through the Low Carbon Fund in 2024, have resulted in gas emissions decreasing by 41% this financial year.
- 4.2 Petrol and diesel emissions from the PNCC fleet are down by 27% due to the replacement of mowers and light vehicles with EVs and more efficient motors in our truck and tractor fleet.
- 4.3 In contrast, low hydro lake levels and gas shortages late in 2024 resulted in a national reliance on coal for electricity generation, resulting in a 37% increase in emissions from electricity use.

5. NEXT STEPS

- 5.1 The information from this inventory will be used to inform the delivery of further Council emission reductions, including through the 'Low Carbon Fund'. The fund is allocated each year towards the projects that will deliver the greatest operational emission reductions per net-present dollar spent (i.e. taking future cost savings into account), with a 30% weighting towards wider strategic benefits.
- 5.2 In order to ensure consistency and compliance with best practice methodologies this inventory will be externally audited against ISO14064-3 by an independent consultant. A final report will then be sent to Elected Members, noting any substantial changes.
- 5.3 To inform future capital investment and benchmark performance, Council will continue to collect corporate emissions data and report these annually.

6. COMPLIANCE AND ADMINISTRATION

Are the decisions significant?	No
If they are significant do they affect land or a body of water?	No
Can this decision only be made through a 10 Year Plan?	No
Does this decision require consultation through the Special Consultative procedure?	No
Is there funding in the current Annual Plan for these objectives?	Yes
Are the recommendations inconsistent with any of Council's policies or plans?	No

The recommendations contribute to: Whāinga 1: He tāone auaha, he tāone tiputipu Goal 1: An innovative and growing city Whāinga 4: He tāone toitū, he tāone manawaroa Goal 4: A sustainable and resilient city The objectives are: • sustainable and low-emissions city • access to relevant information and education to support more sustainable choices	
The recommendations contribute to this plan: 10. Mahere āhuarangi hurihuri, toitūtanga 10. Climate Change and Sustainability Plan The objectives are: 1 Reduce Council activities that produce greenhouse gases (e.g. use of diesel, electricity and natural gas) 2 Promote activities that support low-carbon city outcomes, including those that compensate for activities that produce greenhouse gases 3 Encourage and promote sustainable best-practices in Council activities and the wider community	
Contribution to strategic direction and to social, economic, environmental and cultural well-being	Emissions inventories provide the data necessary to make informed decisions and track progress in addressing climate impacts.

ATTACHMENTS

1. Attachment 1 - 2024/25 Emissions Data [↓](#) 

Row Labels	Sum of 2024/2025 FY Calculated emissions (t CO2e)
Air Travel	60.6
Air travel domestic (average)	34.5
Air travel long haul (business)	0.0
Air travel long haul (econ)	15.1
Air travel long haul (econ+)	0.0
Air travel short haul (econ)	11.1
Air travel short haul b/f class	0.0
Arena Operations	169.3
Electricity	98.2
Natural Gas distributed commercial	71.2
Ashhurst	89.5
Electricity	7.8
Natural Gas distributed commercial	81.7
Ashhurst Landfill	54.6
Waste to Landfill Municipal solid waste (CO2e)	54.6
Ashhurst Library	1.2
Electricity	1.2
Ashhurst Transfer Station	0.1
Electricity	0.1
Awapuni Landfill	9247.7
CH4	1.0
N2O	0.3
Waste to Landfill Municipal solid waste (CO2e)	9246.5
Awapuni Library	0.4
Electricity	0.4
Cemeteries	106.1
Electricity	4.2
Natural Gas distributed commercial	102.0
City Bus Terminal	0.7
Electricity	0.7
City Library	197.9
Electricity	52.8
Natural Gas distributed commercial	145.1
City Pound	2.2
Electricity	2.2
Citywide Reserves	40.4
Electricity	37.4
Natural Gas distributed commercial	3.1
Civic Administration Building	252.0
Electricity	133.9
Natural Gas distributed commercial	118.0
Community Centres	10.4
Electricity	7.1
Natural Gas distributed commercial	3.3
Facilities Management	0.0
Electricity	0.0
HCFC-22 (R-22, Genetron 22 or Freon 22)	0.0
Natural Gas distributed commercial	0.0

R-410A	0.0
R-438A	0.0
Freyberg Aquatic Centre	162.8
Electricity	22.6
Natural Gas distributed commercial	140.1
Garages	1.1
Natural Gas distributed commercial	1.1
Heavy Plant	21.5
Diesel	21.5
Petrol premium	0.0
Petrol regular	0.0
Heavy Trucks	462.1
Diesel	462.1
Highbury Library	1.1
Electricity	1.1
Hire Cars and Taxis	0.4
Company Car average (petrol)	0.2
Taxi (hybrid)	0.1
Taxi (regular)	0.1
Leased Vehicles	345.8
Diesel	311.5
Petrol premium	0.0
Petrol regular	34.4
Lido Aquatic Centre	332.9
Electricity	225.2
Natural Gas distributed commercial	107.7
Light Plant	4.5
Diesel	4.5
Light Trucks	120.8
Diesel	120.8
Petrol regular	0.0
Local Reserves & Sportsfields	44.4
Electricity	14.7
Fertiliser use Nitrogen	26.8
Natural Gas distributed commercial	2.9
Medium Trucks	16.0
Diesel	16.0
Mobile Library	6.6
Diesel	6.6
Mowers	35.2
Diesel	32.6
Petrol regular	2.6
Nursery	0.0
Natural Gas distributed commercial	0.0
Palmerston North City Council	128.3
Electricity distributed T&D losses	104.4
Natural Gas distributed T&D losses	23.9
Pool Vehicles	23.1
Diesel	12.7
Petrol regular	10.4

Property	-26.4
HCFC-22 (R-22, Genetron 22 or Freon 22)	-26.4
HFC-134a	0.0
R-410A	0.0
Public Toilets	8.4
Electricity	6.6
Natural Gas distributed commercial	1.8
Quad Bikes	0.0
Diesel	0.0
Petrol regular	0.0
Roslyn Library	1.6
Electricity	1.6
Social Housing Buildings	3.0
Electricity	3.0
Natural Gas distributed commercial	0.0
Square Gardens	22.3
Electricity	22.3
Staff Commuting	342.3
Air travel domestic (average)	0.0
Battery Electric Vehicle (BEV)	0.9
Bus travel (city)	1.2
Car Medium hybrid	25.4
Company Car average (petrol)	0.0
Electric Bicycle	0.1
Motorcycle	0.9
Private Car average (diesel)	23.2
Private Car default (petrol)	290.6
Taxi (regular)	0.0
Stormwater Pump Stations	10.4
Electricity	10.4
Street Lighting	224.0
Electricity	224.0
Tankers	150.2
Diesel	127.7
Petrol regular	22.5
The Depot	19.4
Electricity	17.4
Natural Gas distributed commercial	1.9
Tractors	62.1
Diesel	62.1
Traffic Services (NZTA)	0.3
Electricity	0.3
Utility Vehicles	5.5
Diesel	3.0
Petrol regular	2.5
Waste Management	0.1
Waste landfilled LFGR Mixed waste	0.1
Waste Management Operations	0.1
Electricity	0.1
Wastewater Pump Stations	28.1

Electricity	28.1
Wastewater Treatment	1403.7
Electricity	274.9
Natural Gas distributed commercial	26.2
Wastewater precalculated (tCO2e)	1102.6
Water Treatment & Pumps	167.1
Electricity	167.1
Wildbase Recovery Centre	5.6
Electricity	5.6
Youth Space	13.8
Electricity	3.4
Natural Gas distributed commercial	10.5
Grand Total	14381.3

MEMORANDUM

TO: Council

MEETING DATE: 8 October 2025

TITLE: Citywide Emissions Inventory 2024 Annual Report

PRESENTED BY: Sabrina Hinchey, Climate Change and Sustainability Analyst

APPROVED BY: David Murphy, General Manager Strategic Planning

RECOMMENDATION TO COUNCIL

1. That Council note total net emissions for Palmerston North City for 2024 were 784,501 tCO₂e, which is a 20,950 tCO₂e increase compared to 2023 and a 63,347 tCO₂e decrease since the 2016/17 baseline.

1. ISSUE

- 1.1 Through the 2021-31 Long-Term Plan, Council set a target of a 30% reduction in CO₂e emissions in Palmerston North by 2031, compared to the 2016/17 baseline.
- 1.2 The city-wide target was revised as part of the 2024-34 Long-Term Plan and is currently set at a 44% reduction in per capita emissions by 2034 compared to the 2016 baseline. This 2024 inventory has been prepared to measure progress against this target.
- 1.3 Total net emissions for 2024 were 784,501 tCO₂e. This is a 2.7% (20,950 tCO₂e) increase compared to the previous year, and a 7.5% (63,347 tCO₂e) decrease since the 2016/17 baseline. On a per capita basis, city-wide emissions have declined 7% over the same period.

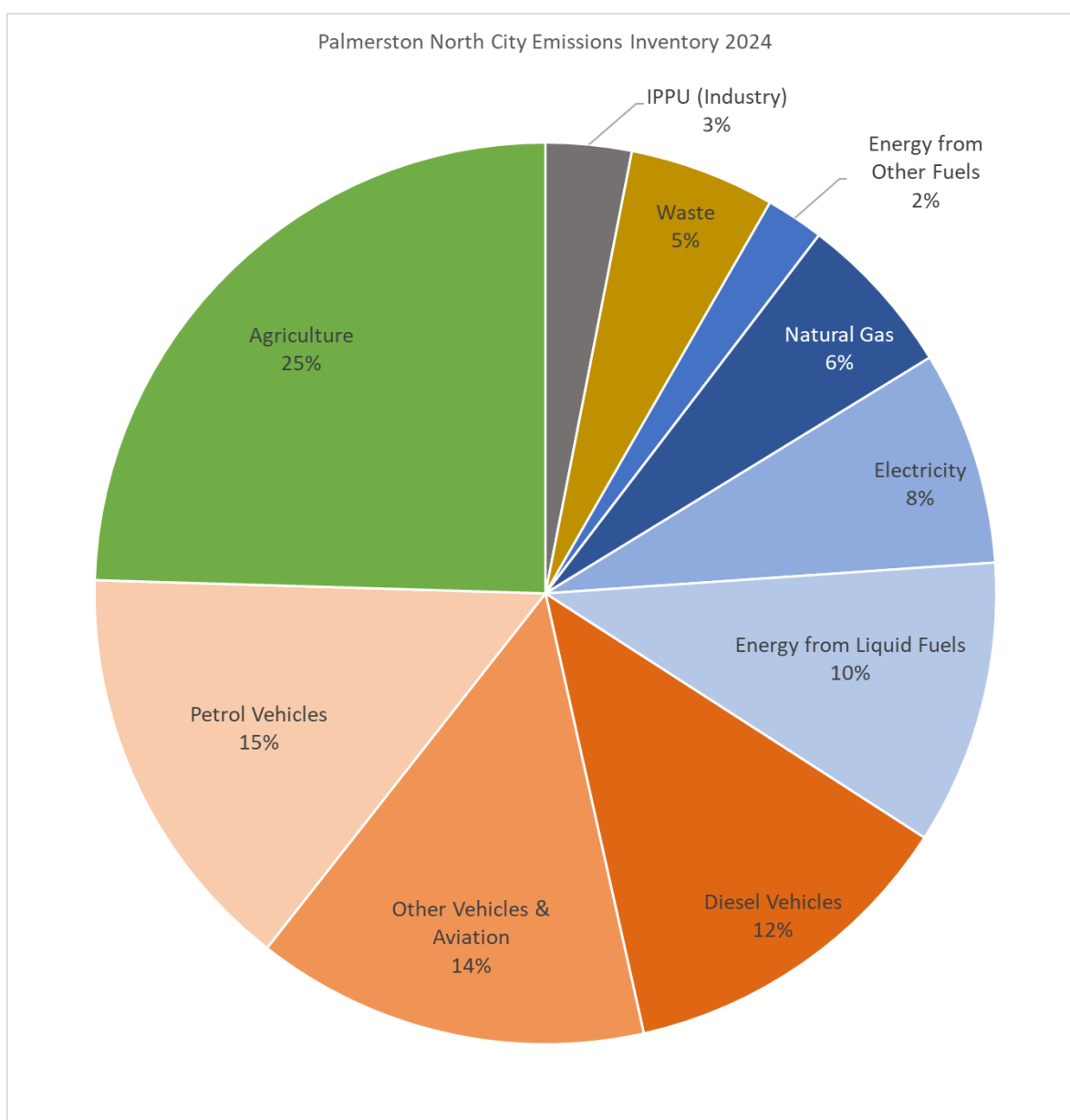
2. BACKGROUND

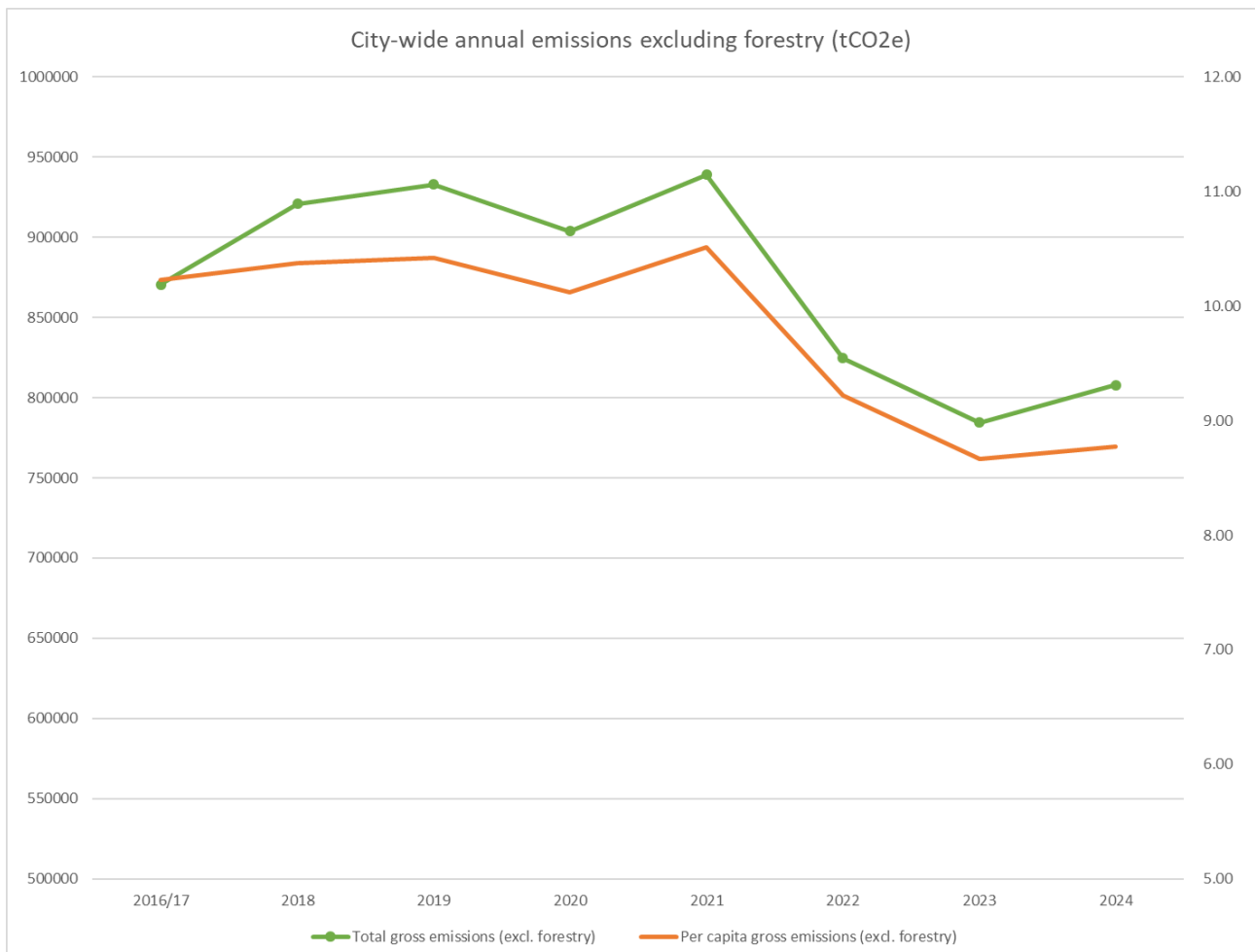
- 2.1 In 2016 Palmerston North City Council conducted its first city-wide inventory to provide context for the Eco City Strategy's 25% city-wide carbon emission reduction target. This inventory was conducted by AECOM and was presented to Council in 2018. Annual inventories have been produced internally by Council officers since then to track progress against this baseline.
- 2.2 City-wide emissions are reported in tonnes of CO₂ equivalent (tCO₂e) in order to provide a single comparable number for a variety of greenhouse gases such as methane and nitrous oxide.

- 2.3 It is worth noting that some areas of the inventory are based on data that is a pro-rata calculation from regional or national data using nationally published emissions factors. This introduces uncertainty into the data which currently is unable to be resolved further and can result in retrospective amendments as data sources are updated or revised.

3. RESULTS

- 3.1 A breakdown of 2024 inventory by emissions source, and a timeseries showing the inventory in the context of previous years, are presented below.





- 3.2 A summary table of the inventory, broken down by emissions and sequestration source, is included below.

Stationary Energy	Electricity Consumption	56823.0
	Electricity T&D Loss	5141.6
	Petrol and Diesel	72841.7
	Natural Gas	42503.8
	Natural Gas T&D Loss	4853.8
	LPG	9579.4
	Landfill Gas	2564.3
	Coal	793.1
	Biofuels	13423.2
Transportation	Petrol	120169.6
	Diesel	100061.3
	Rail Emissions	104516.6
	Jet Kerosene	8833.7
	Av Gas	405.6
	LPG	137.4
Waste	Solid Waste Disposal	42004.2
	Waste Water	203.4
IPPU (Industry)	IPPU (Industry)	24858.8
Agricultural	Agricultural	198195.9
Total gross emissions (excluding forestry)		807910.6
Forestry	Exotic Forest Sequestration	-95343.8
	Native Forest Sequestration	-18946.8
	Total Harvest Emissions	90881.3
Total net emissions (including forestry)		784501.3

4. DISCUSSION

- 4.1 Electricity consumption fell by 0.7% whilst electricity emissions rose by 31%, likely due to the combination of an unusually dry winter, low average windspeeds and the lack of natural gas supply leading to the use of unprecedented volumes of coal to generate electricity at Huntly power station. Both population growth and greater electrification of heating (following the increase of gas prices as well as continued uptake of Warmer Kiwi Homes grants) will likely drive future increases in electricity use. Natural gas use fell slightly (-4%), consistent with the nationwide transition away from fossil fuels, excluding large industrial users.
- 4.2 Petrol emissions rose by 4% and diesel by 2.3%, suggesting continued reliance on private and freight vehicles for road transport. New EV registrations in the city dropped from 6.9% in 2023 to 4.1% in 2024 largely due to central government policy changes.
- 4.3 Emissions from public transport in Palmerston North fell from 2,543 tCO₂e in 2023 to 567 in 2024 – a 78% decrease. This is the result of the electrification of the bus fleet in March 2024.
- 4.4 Emissions from solid waste disposal declined slightly (-0.7%), though wastewater emissions grew marginally. Overall, this sector remains difficult to decarbonise whilst organic materials continue to go to landfill.
- 4.5 Agriculture emissions increased from nearly 188,000 tCO₂e in 2023 to 198,000 tCO₂e in 2024. This reflects further transitions from sheep to dairy and beef farming. Fertiliser use has reduced 43% over the same period, due to both cost increases and regulatory tightening around nitrogen leaching and water quality.

5. NEXT STEPS

- 5.1 We will continue to monitor changes in emissions across the city and report these annually.

6. COMPLIANCE AND ADMINISTRATION

Does Council have delegated authority to decide?	Yes
Are the decisions significant?	No
If they are significant do they affect land or a body of water?	No
Can this decision only be made through a 10 Year Plan?	No
Does this decision require consultation through the Special Consultative procedure?	No
Is there funding in the current Annual Plan for these objectives?	Yes
Are the recommendations inconsistent with any of Council's policies or plans?	No

The recommendations contribute to: Whāinga 4: He tāone toitū, he tāone manawaroa Goal 4: A sustainable and resilient city	
The recommendations contribute to this plan: 10. Mahere āhuarangi hurihuri, toitūtanga 10. Climate Change and Sustainability Plan The objective is: Develop a road map to achieving a low carbon city.	
Contribution to strategic direction and to social, economic, environmental and cultural well-being	Measuring progress towards the carbon reduction target.

ATTACHMENTS

Nil

MEMORANDUM

TO: Council

MEETING DATE: 8 October 2025

TITLE: Low Carbon Fund Allocations 2024/25

PRESENTED BY: David Watson, Senior Climate Change Advisor

APPROVED BY: David Murphy, General Manager Strategic Planning

RECOMMENDATION TO COUNCIL

1. That Council receive the memorandum titled 'Update on the Low Carbon Fund 2024/25' presented on 8 October 2025

1. ISSUE

- 1.1 The Low Carbon Fund was established through the 2021 Long Term Plan (LTP) and provides up to \$1,000,000 of capital funding per year to enable investments in organisational greenhouse gas emission reductions. The fund prioritises for allocation to internal projects based upon their capital cost, operational savings, emission savings, and wider strategic benefit.
- 1.2 This memorandum provides information on the activities of the Low Carbon Fund between July 2024 and June 2025. During that period \$684,955 was allocated to 11 projects estimated to save ~\$81,317.86 over their respective lifespans and 504.75t of CO2 that would otherwise have been emitted.

2. BACKGROUND

Strategic Context

- 2.1 The Climate Change and Sustainability Plan 2024-34 sets a target of a net 60% reduction in Council's organisational emissions (compared to the 2016/17 baseline). Progress has been steady, with a 40.7% reduction in organisational emissions since 2015/16, as reported in the 2023/24 Annual Organisational Emissions Inventory. However, there is still a long way to go to meet, for example, the requirement of the Climate Change Response (Zero Carbon) Act 2019 for net-zero emissions by 2050. In light of this, infrastructure decisions will often 'lock-in' emissions through the lifetime of the asset, in some cases making Council's task more difficult (and more costly) than it needs to be in the absence of up-front investment (e.g. through expensive retrofitting).

- 2.2 Even in absence of this strategic driver, a substantial incentive exists to modernise Council assets and reduce costs through improved energy efficiency. Thus, the purpose of the Low Carbon Fund is to provide flexibility, enabling Council to take advantage of unforeseen and unbudgeted opportunities, such as sources of external funding, synergies with other programmes or early renewal of energy-inefficient assets, in order to reduce organisational emissions and, where possible, costs.

Scope and Methodology

- 2.3 The purpose of the fund is to flexibly provide capital to enable operational emission reductions. The scope for funding is therefore the same as that in Council's annual organisational emissions inventory. These are emissions that occur across the lifetime of an asset or activity and sit within our operational control. Conversely, 'embodied emissions' of construction materials, or emissions otherwise controlled by another organisation are out of scope for funding through the Fund.
- 2.4 Council officers have identified several eligible and operationally deliverable projects which were assessed by the Senior Climate Change Advisor with assistance from the Finance Unit. Each project is analysed in terms of its 'Net Present Value' (specifically, looking at their projected operational savings discounted by the Council's cost of capital subtracted by the capital cost of the project), the projected carbon savings, and a 30% weighting to wider strategic benefit, if any. Applications are then prioritised by which projects deliver the greatest benefit per dollar. Consequently, leaving aside deliverability concerns, the fund is generally ambivalent to the scale of the project, and a \$30,000 application is at no inherent disadvantage compared to a \$300,000 application. If the former provides greater value for money, then it will receive priority. The current cut off benchmark for funding is the spot price of carbon through the New Zealand Emissions Trading Scheme (ETS). This price has varied from \$52.5 per tonne on 01.07.2024 to \$57.9 per tonne on 31.06.2025 with a high of \$64 and a low of \$48⁷. Only projects that deliver emission reductions at a lower cost per tonne of carbon equivalent than the cost Council could pay through the ETS are eligible. The September 2025 auction for ETS credits attracted no bids as participants continue to spend stockpiled credits indicating a rising price in the future.
- 2.5 Following this analysis, a series of recommendations are made to the Chief Executive to approve the re-allocation of funds from the Low Carbon Fund into the respective programmes associated with each project that meets the above criteria. These are then delivered by the respective activity teams as with any other programme.

⁷ <https://www.mynativeforest.com/carbon-price-nz>

3. FUNDING ALLOCATION – 2023/24

3.1 A total of \$684,955 was allocated between July 2024 and June 2025 to the following capital programmes:

Project Description	Capital Cost	Net Present Savings	Carbon Savings (tonnes)	Project Status
LED Lighting at Freyberg Pool	\$118,980	-\$50,931.27	21.05 [-\$2,419/t]	Complete
Replacing Ride-on Mowers with Electric alternatives	\$54,610	-\$2,131.84	22.00 [-\$96/t]	Complete
Electric ATV at Awapuni to replace tractor use	\$36,736	-\$4,288.02	24.5 [-\$174.99/t]	Complete
Rollout of electric power tools for parks teams	\$14,454	\$139.12	4.94 [\$28/t]	Complete
LED Lighting at the Turitea WTP	\$2,245	-\$0.95	0.82 [-\$1.16/t]	Complete
Electric heat pump at the amenities block at The Depot	\$8,500	-\$296.70	9.88 [-\$30.04/t]	Complete
Electric heat pump at the Milson Community Centre	\$12,300	-\$6,559.85	3.70 [-\$1,773.46/t]	Complete
Outdoor LED Lighting at the Lido	\$22,080	-\$14,010.72	0.22 [-\$62,697/t]	Complete
Replacement of UV filters at the Lido with more efficient alternatives	\$64,100	-\$139.87	0.40 [-\$352.49/t]	Complete
VSD and automation systems at the Lido	\$10,000	-\$94.83	3.97 [-\$23.87/t]	Complete
Solar enabling works at the Lido	\$302,500	-\$2,779.59	383.25 [-\$7.25/t]	Due for completion September 2025

Table 1 - List of 2024/25 Low Carbon Fund Allocations to date

- 3.2 Over the lifetime of these assets, the projects are estimated to save ~\$81,317.86 (above capital and interest costs, in 2024 dollars). The projects are estimated to save 504.75 tCO₂e that would otherwise have been emitted.

4. NEXT STEPS

- 4.1 Officers will continue to look for opportunities through the new financial year, particularly to provide marginal additional funding to projects to enable improvements in efficiency or sustainability.
- 4.2 The enabling works at the Lido will provide a platform for the design and installation of a solar power system over the coming year. With the continuing decline in the cost of installing solar, we expect many solar projects not current eligible to receive funding will become so in the near future.
- 4.3 The approach taken in apportioning this fund is widely applicable to Council investment and budget setting decisions. A mechanism for determining the whole life cost of an asset and identifying projects where additional up-front Capex expenditure can result in whole life savings, both financial and in emissions, would be highly desirable. More information on carbon calculation and assessment will be provided to staff making investment and purchasing decisions in the future.

5. COMPLIANCE AND ADMINISTRATION

Are the decisions significant?	No
If they are significant do they affect land or a body of water?	No
Can this decision only be made through a 10 Year Plan?	No
Does this decision require consultation through the Special Consultative procedure?	No
Is there funding in the current Annual Plan for these objectives?	Yes
Are the recommendations inconsistent with any of Council's policies or plans?	No
The recommendations contribute to: Whāinga 1: He tāone auaha, he tāone tiputipu Goal 1: An innovative and growing city Whāinga 4: He tāone toitū, he tāone manawaroa Goal 4: A sustainable and resilient city	
The recommendations contribute to this plan: 10. Mahere āhuarangi hurihuri, toitūtanga 10. Climate Change and Sustainability Plan The objective is: <i>Make decarbonisation improvements to Council facilities, processes and purchasing.</i>	
Contribution to strategic direction and to social, economic, environmental and cultural well-being	The Low Carbon Fund is the primary mechanism for delivering the quoted action, <i>"Provide the Environmental Sustainability Fund (for Council processes) to compensate for the additional cost of lower carbon and more energy- efficient purchases"</i> .

ATTACHMENTS

Nil

MEMORANDUM

TO: Council

MEETING DATE: 8 October 2025

TITLE: Local Government (Systems Improvement) Amendment Bill and Online Gambling: Submissions Approved Under Mayoral Delegation

PRESENTED BY: Grace Nock, Manager - Organisational Planning and Performance

APPROVED BY: David Murphy, General Manager Strategic Planning

RECOMMENDATION TO COUNCIL

1. That Council receive the report titled ‘Local Government (Systems Improvement) Amendment Bill and Online Gambling: Submissions Approved Under Mayoral Delegation’, presented on 8 October 2025.

1. ISSUE

- 1.1 Two central government Bills opened for submissions within timeframes that did not allow prior consideration by Council. Under existing delegations, the Mayor approved and lodged both submissions on Council’s behalf.

2. BACKGROUND

- 2.1 This memorandum provides Council with the two submissions lodged under Mayoral delegation and summarises the intent of each Bill and Council’s submission. The full submissions are attached. The Local Government (System Improvement) Amendment Bill was lodged on 25 August 2025, and the Online Gambling: Submissions Approved Under Mayoral Delegation was lodged on 15 August 2025.

Local Government (System Improvements) Amendment Bill

- 2.2 **What the Bill does (in brief):** The Bill seeks to improve affordability, financial discipline and transparency across local government. It proposes amending the purpose of local government (including emphasis on cost-effectiveness and economic growth), defining a list of “core services”, modernising public notice provisions, introducing/expanding mandatory measures and benchmarking, enabling additional disclosure requirements (e.g., consultants/contractors), providing more flexibility around chief executive reappointments, and considering national consistency tools for governance (e.g., code of conduct, standing orders)

2.3 **Council submission overview:** Council supports the Bill’s intent to clarify expectations and reduce unnecessary compliance while maintaining an integrated, long-term approach to outcomes. We endorse pragmatic updates (e.g., public notices, removal of s17A reviews) provided any new reporting/benchmarking obligations are sector-tested, clearly defined and phased sensibly. We recommend recognising the enabling roles that communications and education play within waste management, keeping a resilience lens across Civil Defence and Emergency Management, and maintaining culturally competent governance through consideration of tikanga Māori in CCO appointments. We also express reservations about centralising standing orders without solutions for tailoring, cost, copyright/public access and update agility.

2.4 Key points from the submission are:

- Purpose change should clarify emphasis, not displace councils’ practice of balancing social, cultural, environmental and economic outcomes.
- Support compliance reduction (e.g., repeal of s17A), modernised public notices, and Chief Executive reappointment flexibility; any new measures/benchmarks need clear definitions, templates and realistic timeframes.
- Retain consideration of tikanga Māori for CCO boards (or, if repealed, require guidance to promote cultural competence and transparent rationale).
- Core services: explicitly recognise recycling where provided; acknowledge engagement/education as part of waste management; frame CDEM to include risk reduction, resilience and service continuity; clarify the scope of “community facilities”.
- Support a nationally issued code of conduct and fair-use disputes mechanism; not persuaded on centralising standing orders unless tailoring, cost, access and updates are addressed.

Online Casino Gambling Bill

2.5 **What the Bill does (in brief):** The Bill would establish a regulatory framework for online casino gambling offered to New Zealand consumers, bringing offshore/unregulated services within scope through licensing, compliance obligations and oversight.

2.6 **Council submission overview:** Council supports a regulatory approach that prioritises community wellbeing and reduces gambling-related harm, with clear duties on operators and effective enforcement. The submission concentrates on the financial and funding implications for councils and communities.

2.7 Key points from the submission are:

- Robust age/identity verification and duty-of-care (including affordability checks).
- Meaningful consumer tools: deposit/loss limits, time-outs, and national/interoperable self-exclusion.
- Controls on advertising/inducements, especially targeting of vulnerable groups.
- Operator reporting to enable local harm monitoring; strong enforcement for non-compliance, including offshore providers.
- Dedicated, ring-fenced funding for prevention, education and treatment services.

3. NEXT STEPS

- 3.1 Receive this memorandum and the attached submissions lodged under Mayoral delegation.

4. COMPLIANCE AND ADMINISTRATION

Does the Council have delegated authority to decide?	Yes
Are the decisions significant?	No
If they are significant do they affect land or a body of water?	No
Can this decision only be made through a 10 Year Plan?	No
Does this decision require consultation through the Special Consultative procedure?	No
Is there funding in the current Annual Plan for these objectives?	Yes
Are the recommendations inconsistent with any of Council's policies or plans?	No
The recommendations contribute to: The recommendations support all four Whāinga (Goals 1–4) as the submissions focus on improving affordability, financial discipline and transparency; modernising engagement and governance settings; strengthening Civil Defence and Emergency Management with a resilience focus; recognising recycling and the enabling role of education within waste management; and advancing online gambling harm-minimisation through strong consumer protections and data reporting — collectively supporting innovation and growth, vibrant civic life, community safety and connection, and long-term sustainability and resilience.	
The recommendations contribute to this plan: 14. Mahere mana urungi, kirirautanga hihiri 14. Governance and Active Citizenship Plan The objective is: Provide leadership and advocacy for Palmerston North	

Contribution to strategic direction and to social, economic, environmental and cultural well-being	By endorsing and presenting the mayorally delegated submissions on the Local Government (System Improvements) Amendment Bill and Online Gambling, Council is proactively advocating Palmerston North's interests to central government, promoting transparent, affordable and resilient local services and stronger online-gambling harm minimisation, thereby demonstrating civic leadership and ensuring the city's voice shapes national policy.
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ATTACHMENTS

1. Local Government (System Improvements) Amendment Bill [↓](#) 
2. Online Casino Gambling Bill Submission [↓](#) 



22nd August 2025

OFFICE OF THE MAYOR
Palmerston North City Council

Committee Secretariat
Governance and Administration Committee
Parliament Buildings
Wellington
ga.legislation@parliament.govt.nz

Members of the Governance and Administration Committee,
Re: LOCAL GOVERNMENT (SYSTEM IMPROVEMENTS) AMENDMENT BILL

Palmerston North City Council (PNCC) appreciate the opportunity to submit on the Local Government (System Improvements) Amendment Bill and welcome the Committee's consideration.

Executive Summary

We support the Bill's intent to improve affordability, financial discipline and transparency across the sector, and we endorse recognition of economic growth as a legitimate area of council activity. We do not expect the revised purpose clause to materially change day-to-day decisions. It clarifies emphasis rather than replacing councils' duty to weigh multiple, interconnected objectives and tradeoffs. We acknowledge that the existing four well-beings framework has long supported integrated, long-term decision-making by requiring consideration of interdependencies across social, cultural, environmental and economic outcomes. Regardless of statutory wording, councils will continue to apply this systems view in practice.

We support pragmatic amendments that reduce compliance burden, such as removal of section 17A reviews, modernised public notice provisions and chief executive reappointment flexibility, while asking that any expanded benchmarking and disclosure requirements are accompanied by clear definitions, sector led guidance and realistic implementation timeframes.

We also see value in retaining the existing requirement to consider tikanga Māori expertise in CCO board appointments, as this supports culturally competent, partnership-oriented governance; if repeal proceeds, clear guidance should at least promote consideration of cultural competence and a transparent rationale.

On core services, we recommend: (i) explicitly recognising recycling where councils already provide it and acknowledging the enabling role of communications, engagement and education within waste management; (ii) framing Civil Defence and Emergency Management (CDEM) to include risk reduction and community resilience (including water services where applicable) and service continuity; and (iii) clarifying the scope of "community facilities" to ensure nationally consistent interpretation without inadvertently narrowing councils' flexibility to deliver community value.

We are not persuaded by the case for centralising standing orders under a Standards NZ model; if this proceeds, issues of tailoring, cost, copyright/public access, timely updates and the handling of discretionary clauses must be addressed.

Our Context and Approach

Palmerston North is a growing city of approximately 91,000 residents. Our population increased by about 1.7% in the year to June 2024, and our Future Development Strategy signals continued growth over the next 30 years. Growth will occur through both greenfield development and housing intensification, placing sustained pressure on water, waste, stormwater, transport and community facilities.

Our strategic direction, the *Oranga Papaioea City Strategy*, provides a whole-of-city framework focused on reliable core services, growth readiness, a connected and safe community, our partnership with Rangitāne o Manawatū, climate resilience, and a productive, inclusive local economy. These priorities are delivered through a suite of strategic plans and our Long Term Plan, and are aligned with the Future Development Strategy so that investment decisions are sequenced and affordable.

We face a distinctive set of opportunities and challenges. Opportunities include our role as the Central New Zealand freight and logistics hub (Te Utanganui, Central New Zealand Distribution Hub) and as a regional centre for education, health, defence and agri-food, which together support jobs and local business growth. The most significant challenges are delivering a durable wastewater solution (Nature Calls) and renewing ageing infrastructure while keeping rates affordable; strengthening stormwater and flood resilience; and managing increasing network pressure as freight and housing demand grow. These realities frame our support for measures that clarify expectations, improve comparability and keep compliance proportionate.

Purpose of Local Government

We acknowledge the policy intent to emphasise cost effectiveness and economic growth. We recognise that the four well-beings approach has provided a practical organising lens for interconnected decision-making and for communicating trade-offs to communities. Sector guidance can help sustain this integrative practice irrespective of legislative phrasing. In practice, council decisions will continue to balance multiple objectives, including service quality, risk, resilience, environmental and social impacts, and to manage interdependencies across activities. To support transparent decisions without unnecessary re-work, we recommend alignment and clear guidance across community outcomes, significance and engagement, and financial management provisions, reinforcing obligations to engage effectively with communities while maintaining clear accountability for outcomes. Transitional provisions should minimise re-work between Long-Term Plan (LTP) cycles.

Core Services (s11A)

We broadly support the proposed list of core services. We support the inclusion of waste management and waste management facilities. Where councils already provide recycling, we recommend explicit recognition within “waste management” to reflect current practice and its role in offsetting system costs. Achieving reduced contamination and increased diversion relies on ongoing communications, engagement and education; these enabling activities should be recognised as part of the waste management function.

We support the inclusion of CDEM and recommend wording that captures risk reduction and community resilience and service continuity, not solely response and recovery. We also seek clarification of the scope of “community facilities” to ensure nationally consistent interpretation and to avoid inadvertently narrowing the term. Multipurpose venues and programmes often underpin local economic activity, and it is important that the framework continues to enable these investments where they deliver value for communities.

Transparency, Reporting and Public Notices

We support modernising public notice provisions so that councils can reach affected people through appropriate channels. With declining print circulation and variable access to reliable internet, an approach that enables multiple channels and expects reasonable steps to inform those affected will better support transparency and inclusion.

We support mandatory measures, benchmarking and prescribed groupings in principle, provided they are developed with the sector, accompanied by audit-ready definitions and templates, and implemented to realistic timeframes. Comparisons should inform improvement rather than drive league-table effects. We also support disclosure of consultants and contractors where clear, consistent definitions and thresholds make the information comparable and meaningful. We note the likely resourcing implications of new reporting and recommend proportionate settings to avoid unnecessary upward pressure on rates.

Governance Settings

We support a nationally issued code of conduct to lift consistency across the sector, and would welcome a central disputes mechanism with a fair use funding model (for example a modest base levy with user-pays per hearing) to avoid cross-subsidy and to incentivise good behaviour. We are not persuaded of the case for centralising standing orders under a Standards NZ model. Historic issues included limited tailoring for very different councils; direct purchase costs; copyright restrictions that reduce public access and trust; slow update cycles that can lag legislative change; and uncertainty about the treatment of discretionary provisions (e.g., casting vote, audio-visual attendance, public participation time, use of te reo, and committee informality). If centralisation proceeds, the Bill should specify how tailoring, cost, copyright/public access, an update mechanism and discretionary clauses will be addressed.

Existing sector templates work well and issues typically relate to real time application and chairing capability. Sector-supported capability resources, practical induction and chairing guidance (shared and cost-sensitive) would be a more effective lever. We also support clearer expectations regarding member access to information, balanced with safeguards for privacy, commercial sensitivity and safety, and supported by guidance. We recommend a proportionate, template-based approach with central guidance to limit new overheads, particularly for smaller councils.

CCO board skills and tikanga Māori

We see value in retaining the current requirement to consider whether tikanga Māori is a relevant skill or knowledge set when appointing members to CCO boards. Removing this signal could dilute cultural competence on boards, be seen as a step back from partnership expectations, and reduce confidence among Māori communities. Tikanga Māori knowledge supports relationship-based governance, consensus-building and long-term stewardship; it is not a quota, but one of a range of skills that boards may weigh when assembling a balanced mix. If the clause is repealed, we recommend, at a minimum, explicit guidance that boards consider cultural competence and record their rationale when it is not required, to support transparency and trust.

Conclusion

We support the Bill's objectives and many of its practical changes. With the refinements above, we are confident we can implement the required changes, and we look forward to further reforms that address local government's underlying funding challenges. We hope this submission is helpful to the Committee's deliberations, and we would be pleased to provide any further information the Committee may require.

Ngā mihi nui



Grant Smith | JP
MAYOR
Palmerston North City



OFFICE OF THE MAYOR
Palmerston North City Council

15 August 2025

Committee Secretariat
Governance and Administration Committee
Parliament Buildings
Wellington

Members of the Governance and Administration Committee

Re: Online Casino Gambling Bill

Thank you for the opportunity to submit on the Online Casino Gambling Bill.

Palmerston North City Council (PNCC) is concerned about the potential impact of the Online Casino Gambling Bill on Community funding derived from existing gambling opportunities within New Zealand.

Presently, most forms of licensed gambling in New Zealand are required to provide a return to the community in the form of grants made for “authorised purposes”, as described by the applicant when they apply to DIA for their gambling licence. In practical terms, this represents a valuable source of funding for local communities and supports a vast range of arts, cultural, sporting and community groups and not-for-profit organisations.

Across the four main forms of licensed gambling in New Zealand – Lotto, casino, sports and race betting, and class 4 gambling (“pokies”) – only two forms are required to provide a portion of their profits to the wider community in the form of contestable funds: Lotto and class 4 gambling. Lotto provides grants via the NZ Lottery Grants Board, and class 4 gaming societies distribute 40% of gambling proceeds via contestable funding.

As noted in the Regulatory Impact Statement that accompanied the Bill, there is a risk that licensing online casinos to operate in New Zealand will have a negative impact on community funding streams. PNCC is concerned that this risk has not been given appropriate weight.

Meanwhile, the Regulatory Impact Statement asserts that offshore operators that are licensed to operate an online casino in New Zealand will be deterred by a requirement to provide funds back to the community, or that this could reduce the attractiveness of value of the licences that the Government intends to issue.

PNCC believes that this argument has put the emphasis in the wrong place. While there is value in licensing online casinos and reducing the potential for unlicensed gambling opportunities in New Zealand and our Council has a ‘sinking lid’ policy on the number of venues within the City. It actually reduces the potential for charitable funding in New Zealand then this is producing little to no benefit for the community at large.

One of the founding principles of New Zealand's approach to licensing gambling has been to mitigate the potential harm caused by gambling by ensuring that a reasonable proportion of the money generated by gambling was directed to community. This includes a contribution to harm reduction via the problem gambling levy and providing a funding source for community and sporting groups. If the Bill proceeds in its current form, then the potential harm arising from this new gambling opportunity will not be mitigated to the same extent.

PNCC is concerned that – as drafted – this Bill will result in existing gambling via Lotto and Class 4 gambling ("pokies") will reduce as people shift to licensed online casinos, and consequently the level of funding available to the community will fall.

To mitigate this, PNCC requests that the Bill be modified to require online casino operators to meet the same obligations as Lotto, in returning a set percentage of its profits to the community in the form of contestable grants. PNCC believes that this is a consistent and equitable approach that would ensure that – even if the mode of gambling shifts to licensed online casinos – the community retains access to vital funding streams.

Ngā mihi nui



Grant Smith JP
MAYOR
Palmerston North City Council

MEMORANDUM

TO: Council

MEETING DATE: 8 October 2025

TITLE: Elected Members' Meeting Attendance Statistics - 1 July 2024 to 30 June 2025

PRESENTED BY: Hannah White - Manager Governance

APPROVED BY: Cameron McKay, General Manager Corporate Services

RECOMMENDATION TO COUNCIL

1. That Council receive the memorandum titled 'Elected Members' Meeting Attendance Statistics - 1 July 2024 to 30 June 2025,' presented to Council on 8 October 2025.

1. ISSUE

- 1.1 Elected Members' meeting attendance statistics are recorded and publicly reported on a six and twelve-monthly basis.
- 1.2 The period covered is from 1 July 2024 to 30 June 2025.

2. BACKGROUND

- 2.1 Notes at the bottom of Attachment 1 explain the guidelines for recording statistics.
- 2.2 It should be noted that attendance is only recorded for meetings of which an elected member is a member of the committee.

3. NEXT STEPS

- 3.1 Regular recording and reporting will continue. The next memorandum will cover the period 1 July 2025 – 31 December 2025.

4. COMPLIANCE AND ADMINISTRATION

Does the Council have delegated authority to decide?	Yes
Are the decisions significant?	No
If they are significant do they affect land or a body of water?	No

Can this decision only be made through a 10 Year Plan?	No
Does this decision require consultation through the Special Consultative procedure?	No
Is there funding in the current Annual Plan for these objectives?	No
Are the recommendations inconsistent with any of Council's policies or plans?	Yes
The recommendations contribute to: (Not applicable)	
The recommendations contribute to this plan: 14. Mahere mana urungi, kirirautanga hihiri 14. Governance and Active Citizenship Plan The objective is: To provide leadership and advocacy to Palmerston North	
Contribution to strategic direction and to social, economic, environmental and cultural well-being	It is Council practice to record and report on elected member attendance for the purposes of transparency, at the request of Elected Members.

ATTACHMENTS

1. Elected Members' Meeting Attendance Statistics - 1 July 2024 to 30 June 2025 [↓](#) 

ELECTED MEMBERS' MEETING ATTENDANCE STATISTICS				
FOR THE PERIOD 1 JULY 2024 TO 30 JUNE 2025				
Elected Member	Meetings That Could Be Attended As Member	Meetings Attended As Member	Non-attendance: Member on Council business (applies from 4/9/24)	Non-attendance: Member - other (applies from 1/7/24)
Mayor Grant Smith	62	48	8	6
Deputy Mayor				
Debi Marshall-Lobb	47	43	3	1
Mark Arnott	47	47	0	0
Brent Barrett	55	53	0	2
Rachel Bowen	44	39	1	4
Vaughan Dennison	51	49	0	2
Lew Findlay	45	39	0	6
Roly Fitzgerald	47	36	2	9
Patrick Handcock	51	50	0	1
Leonie Hapeta	54	47	0	7
Lorna Johnson	54	52	1	1
Billy Meehan	46	40	0	6
Orphée Mickalad	49	45	2	2
Karen Naylor	54	54	0	0
William Wood	52	50	0	2
Kaydee Zabelin	58	58	0	0
Notes:				
1. "Meetings attended as Member" represents appointed committee member attendances at meetings of the Council, & Committees. From 1/7/24 to 3/9/24 apologies advised as "absent on Council business" have been included in "meetings attended as a member". From 4/9/24 by Council resolution statistics represent Members' attendance at Meetings, Workshops and Briefings where at least 4 weeks' notice has been given. Reporting includes the number of Member attendances, non-attendances on Council business, and non-attendances for other reasons.				
2. From 1/7/24 to 3/9/24 to qualify for being in attendance at a meeting, an elected member must be present for at least 50% of the duration of the meeting. From 4/9/24 by resolution of Council the percentage of attendance was changed to 75% of the duration of the meeting. A meeting extending over two or more days counts as separate meetings.				
3. On 30 April, Four Council meetings were held to hear submissions from the public on the Annual Budget 2025-26				
4. An additional six workshops were held which are not recorded as they did not meet the required 4 weeks' notice to elected members				
5. No statistics were kept for members lateness, early departure.				

MEMORANDUM

TO: Council

MEETING DATE: 8 October 2025

TITLE: Continuation of appointment of Dog Control Act 1996 Hearing Panel

PRESENTED BY: Desiree Viggars, Manager Legal, Risk and Assurance/Legal Counsel

APPROVED BY: Cameron McKay, General Manager Corporate Services

RECOMMENDATION TO COUNCIL

1. That Council agree the appointment of Lorna Johnson and Pat Handcock to hear an objection to a menacing dog classification apply until the decision of the Panel is issued, regardless of whether or not the members listed are re-elected to the Palmerston North City Council at the 2025 local government elections.
-

1. ISSUE

- 1.1 Two elected members have been appointed under delegation to the hearings panel (the **Panel**) to hear an objection to a menacing dog classification under section 33B of the Dog Control Act 1996 (the **Act**).
- 1.2 To enable the appointed elected members on the Panel to hear the matter and decide whether to uphold or rescind the menacing classification, their appointment needs to be extended past the date of the current triennium. This is not expressly allowed for under delegation and thus the decision is brought to Council for approval.

2. BACKGROUND

- 2.1 In May 2025, Council classified a dog as menacing under section 33A of the Act. We received an objection to the classification on 22 May 2025 (the **Objection**).
- 2.2 Councillors Lorna Johnson and Pat Handcock were appointed under delegation on 4 August 2025 to sit on the Panel to hear the Objection (the **Appointed Members**).
- 2.3 A hearing was scheduled for 30 September 2025 but did not proceed on the scheduled date due to sickness. The hearing will be re-scheduled to a later date which will be after the expiry of the current triennium.

- 2.4 To enable the Panel to hear the Objection and either uphold or rescind the menacing dog classification, the Appointed Members need to be able to continue to sit on the Panel even if they are not re-elected in the elections. We note that Councillor Handcock is not seeking re-election.

3. NEXT STEPS

- 3.1 If the recommendation is adopted, the Appointed Members will continue to sit on the Panel after the elections until the decision is finalised.

4. COMPLIANCE AND ADMINISTRATION

Does Council have delegated authority to decide?	Yes
Are the decisions significant?	No
If they are significant do they affect land or a body of water?	No
Can this decision only be made through a 10 Year Plan?	No
Does this decision require consultation through the Special Consultative procedure?	No
Is there funding in the current Annual Plan for these objectives?	Yes
Are the recommendations inconsistent with any of Council's policies or plans?	No
The recommendations contribute to: Whāinga 3: He hapori tūhonohono, he hapori haumarū Goal 3: A connected and safe community	
The recommendations contribute to this plan: 14. Mahere mana urungi, kirirautanga hihiri 14. Governance and Active Citizenship Plan	
Contribution to strategic direction and to social, economic, environmental and cultural well-being	The continuing appointment of elected members to hear the objection to a menacing dog classification will ensure consistency and efficient administration.

ATTACHMENTS

Nil

COMMITTEE WORK SCHEDULE

TO: Council

MEETING DATE: 8 October 2025

TITLE: Council Work Schedule

RECOMMENDATION TO COUNCIL

1. That Council receive its Work Schedule dated 8 October 2025.

COUNCIL WORK SCHEDULE OCTOBER 2025

#	Report Date	Subject	Officer Responsible	Current Position	Date of Instruction & Clause
1	2026	Report back on Investment Options for PN Airport.	GM Corporate Services		6 December 2023 Clause 197-23
2	8-Oct 2025	Dog Policy/ Bylaw — Deliberations	GM Strategic Planning	Moved from Strategy & Finance Committee	
3	8-Oct 2025	Low Carbon Fund Allocations 2024/25	GM Strategic Planning	Moved from Sustainability Committee	21-August 2024 Clause 24-24
4	8-Oct 2025	Citywide Emissions Inventory 2024 Annual Report	GM Strategic Planning	Moved from Sustainability Committee	Climate Change Plan Action 3
5	8-Oct 2025	PNCC Organisational Emissions Inventory 2024/25 Annual Report	GM Strategic Planning	Moved from Sustainability Committee	Climate Change Plan Action 1
6	8-Oct 2025 Feb 2026	Review of PNCC Appointment of Directors Policy.	GM Corporate Services		2 Oct 2024 Clause 172
7	8-Oct 2025	Adopt Annual Report 2024-25	Chief Executive	Rec from Risk and Assurance Committee	Terms of Reference
	8-Oct 2025	PNAL — Annual Report 2024/25	GM Corporate Services	Moved from Economic Growth	

#	Report Date	Subject	Officer Responsible	Current Position	Date of Instruction & Clause
	8-Oct Nov 2025	CEDA Annual Report 2024/25	GM Strategic Planning	Moved from Economic Growth	
8	8-Oct Nov 2025	Quarter 4 – Economic Update	GM Strategic Planning	Moved from Economic Growth	
	8-Oct 2025	Deliberation and Adoption —Kahuterawa Reserve Management Plan	GM Infrastructure	Recs from Culture and Sport Committee	
9	8-Oct 2025	Tender for Wyndham Street upgrade & review of camber on Wyndham from Cambridge to Salisbury Ashhurst.	GM Infrastructure		6 August 2025 clause 113-25
10	8-Oct Nov 2025	Atawhai Park - Land Exchange - Deliberations	GM Infrastructure		6 August 2025 clause 117-25
11	2026	Summerhays Reports – Partnership Models Expressions of Interest	GM Infrastructure	Lying on the Table	1 May 2024 Clause 66-24 and 74 -24
16	Oct 2025	Manawatū Ring Road— Draft Business Case timeframe	GM Strategic Planning		Economic Growth 27 August 2025

Proactive Release of Confidential Decisions

Date of meeting	Report Title	Released	Withheld
8 May 2024 (Strategy and Finance Committee)	Ashhurst Three Bridges Loop Track	Report, Decision and Division.	N/A
4 September 2024	Parking Contract Extension - Frog Parking	Report (redacted), Decision and Division.	N/A
2 April 2025	Te Āpiti Ashhurst (3 bridges) Loop - Land Purchase and Progress	Report, Decision and Division.	N/A

Date of meeting	Report Title	Released	Withheld
2 April 2025	Nature Calls - Lead Technical Consultant contract extension	Report, Decision and Division.	N/A
6 August 2025	Appointment to Council Controlled Organisations	Report, Decision and Division.	Attachments

RECOMMENDATIONS FROM COMMITTEE

TO: Council

MEETING DATE: 8 October 2025

TITLE: Presentation of the Part I Public Culture & Sport Committee Recommendations from its 10 September 2025 Meeting

Set out below are the recommendations only from the Culture & Sport Committee meeting Part I Public held on 10 September 2025. The Council may resolve to adopt, amend, receive, note or not adopt any such recommendations. (SO 2.18.1)

30-25 Kahuterawa Outdoor Recreation Plan 2025 - adoption

Report, presented by Aaron Phillips, Activities Manager - Parks.

The **COMMITTEE RECOMMENDS**

1. That Council adopt the Kahuterawa Outdoor Recreation Plan 2025 (Attachment 2)
2. That Council exercise delegation from the Minister of Conservation and approve the Kahuterawa Outdoor Recreation Plan 2025, under section 41(1) of the Reserves Act 1977.
3. That Council proceed with a reserve classification of Arapuke Forest Park.

31-25 Otangaki-Ashhurst Domain Reserve Management Plan 2025 - adoption

Report, presented by Aaron Phillips, Activities Manager - Parks.

The **COMMITTEE RECOMMENDS**

1. That Council adopt the Otangaki-Ashhurst Domain Reserve Management Plan 2025 (Attachment 1).
2. That Council exercise delegation from the Minister of Conservation and approve the Otangaki-Ashhurst Domain Reserve Management Plan 2025 under section 41(1) of the Reserves Act 1977.

39-25 Covered Bowling Green - proposed change in location

Memorandum, presented by Aaron Phillips, Activities Manager - Parks and Carl Johnstone, General Manager Partnerships - Environments, Sport

Manawatū.

The **COMMITTEE RECOMMENDS**

1. That the operational grant of \$475,000 provided in Long-Term Plan programme 2537 be transferred from the Palmerston North Bowling Club to the Takaro Sports Club – Takaro Bowls Section.