



PAPAIOEA
PALMERSTON
NORTH
CITY

PALMERSTON NORTH CITY COUNCIL

AGENDA

MINUTES ATTACHMENTS
COUNCIL

9:00 AM,, WEDNESDAY 22 APRIL 2026

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

COUNCIL MEETING

22 April 2026

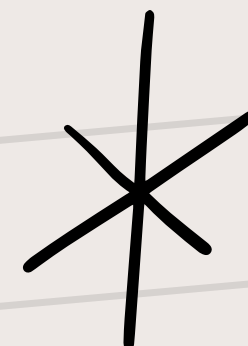
8	Hearing of Submissions - Annual Budget 2026- 27 and Planning and Miscellaneous Services Fees & Charges 2026-27	
1.	Submission 118 - Takaro AFC	5
2.	Submission 166 - Seniors Reference Group	14
3.	Submission 234 - MASH - Te Whare Oranga	19
4.	Submission 278 - Sharon Sandgathe	33
5.	Submission 302 - Palmy Bid	38
6.	Submission 304 - Manawatū Gymsports Council	49
7.	Submission 340 - Kia Toa Rugby Club	55
8.	Submission 354 - J P McCartin	60
14	Manawatū Regional Freight Ring Road Indicative Business Case: Short List Programme Options and Sub-options	
1.	Appendix - Manawatū Regional Freight Ring Road Indicative Business Case - short list programme options and sub-options	61
2.	Manawatū Regional Freight Ring Road programme options	63

Unlocking Takaro Park

A Co-investment Proposal for Palmerston North's Next Community Football Hub



Introduction



Takaro Park has long been a pioneer in community amenities. Established in 1972, Takaro AFC has a long and proud history of providing family-friendly football to Palmerston North. Participation, belonging and community is at the heart of our club.

Takaro AFC has remained strong while three other football clubs have merged, driven by committed volunteers, players, and community support. That sustained contribution deserves to be matched with appropriate infrastructure that will help secure the future of our club.



Project Overview

Takaro Park is a highly utilised community sportsfield that currently operates as a training-only facility.

At the same time, Palmerston North is exploring options for additional artificial turf capacity to support long-term recreation and sports infrastructure.

This proposal seeks to:

- Position **Takaro Park** as a preferred location for future **artificial turf development**
- Upgrade the park to a **match-capable**, year-round facility
- Deliver this through a staged, **co-investment partnership**

This is not about creating a new site. It is about selecting the right site - one that is already active, established, and ready to scale with active community support.



Strategic Context

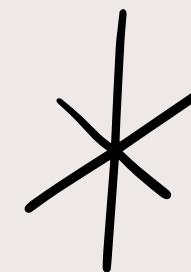
The Palmerston North City Council Long-Term Plan 2024–2034 outlines:

- Continued investment in parks, sportsfields, and recreation
- A focus on maximising existing assets
- Support for community wellbeing through participation
- Increased use of partnership delivery models
- Council has also signalled the need to consider future artificial turf provision.



The Case for Takaro Club

Takaro Park offers a combination of factors not often found together:



- High existing usage (structured and informal)
- An established football club with consistent participation
- A direct partnership with Awatapu College (who have 7 football teams who all train and play on the same college field)
- Clubrooms directly adjacent to the field
- A diverse, multicultural community with strong reliance on public facilities
- Location within a high-participation, lower socio-economic area

In addition, Takaro AFC has remained stable while other clubs have consolidated, indicating resilience, commitment and community.

Unlike undeveloped sites, Takaro Park already functions as a community hub - it simply lacks the infrastructure to operate fully.



Limitations and Opportunities

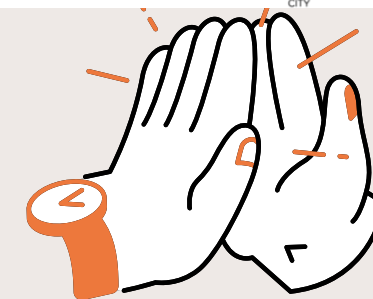
The Current Limitations

- Field is not suitable for official fixtures
- Use is restricted by weather and surface condition
- No formal development or upgrade pathway
- Lost canteen and bar revenue from unhosted games
- Reduced sponsorship exposure and commercial value
- Limited atmosphere, visibility, and community presence on match days

Future Opportunities

- Year-round use, independent of weather
- Full use for both training and games - Including Awatapu College teams
- Capacity for structured summer football (e.g. 6-a-side leagues)
- Activation of an already high-use site (no new land required)
- Increased club revenue and long-term sustainability
- Stronger local presence, visibility, and community engagement

Partnership



Takaro AFC will:

- Lead community engagement and local activation
- Contribute to fundraising and sponsorship acquisition
- Support programming (including 6-a-side summer football competitions)
- Provide volunteer labour from players, members, and the wider club community
- Partner in ongoing use, activation, and care of the facility

Council will:

- Lead capital delivery and technical planning
- Integrate Takaro Park into long-term sportsfield and infrastructure planning
- Provide asset management and long-term maintenance oversight



Conclusion

Right now, Takaro Park is a high-use field with low return. We can't host games, we lose revenue, we limit visibility, and we have no pathway forward. With turf, it becomes a fully functioning, year-round community asset.

Takaro Park already has:

- The users
- The club
- The community
- The location



The opportunity is not just to build another turf — but to place it where it will be used immediately, consistently, and meaningfully.

Thank You!



Facebook - Takaro AFC

Website - <https://www.takaroafc.org.nz>











Te Whare Oranga

Community Health and Wellbeing Hub



**MASH Trust
LUCK services
Annual Plan
Deputation**

Who are we



35

Years serving the community



650

Staff



2,000

People supported by MASH daily



Services across the lower North Island

LUCK Outreach



890

Vulnerable people are supported through LUCK annually



We work with those often unseen and underserved



We are seeing...



31% increase in people needing food



People living in cars, garages, couches



Mental health & addiction challenges



Housing insecurity rising



Many people:

- Don't access services at all
- Or fall between the gaps

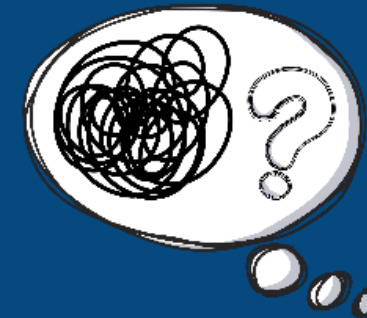




The reality: We have a fragmented system

- Multiple agencies
- Multiple appointments
- Repeating the same story
- That's hard to navigate

*People in crisis
shouldn't have to
navigate a system.*



Council's Direction



We acknowledge Council's leadership and for recognising your role in building a safe and connected community.

Community problems are increasing. Unemployment, homelessness and housing insecurity, food insecurity and inequities.

Investment at the source will reduce costs in the longer-term.

At the heart of your vision is ensuring every resident is able to thrive.



What works

Proven nationally & internationally



Wraparound support



Connected and integrated services



'Tell your story once' model



Culturally responsive approach



Co-located services



Accessible, low-barrier entry.



Navigator-led support



Focus on long-term independence

Our proposal



- One place
- One team
- Tell your story once

A **community-led hub** connecting:

- Health
- Housing
- Employment
- Food support
- Mental health
- Cultural & whānau support

How it works



- Walk in – no appointment needed
- Meet a **navigator**
- Get guided support
- Agencies work together
- Shared information (with consent)
- Wraparound care





What makes it different

Not just co-location



People feel:

- ✓ Welcome
- ✓ Respected
- ✓ Supported

Community support



- ✓ People with lived experience involved
- ✓ Providers ready to collaborate
- ✓ Letters of support received

This is community-led, not agency-owned





What we need

Project Manager – \$150,000

Coordinate partners

Build the model

Set up systems



Feasibility Study – \$50,000

Confirm need

Design the hub

Ensure success



Building or venue

Accessible but private

Open plan with interview rooms and social enterprise space





The impact

- ✓ Easier access to support
- ✓ Better outcomes for whānau
- ✓ Reduced duplication
- ✓ Stronger community connections
- ✓ Long-term housing stability



From crisis → to wellbeing



Together, we can build a
system that works.

We welcome your support
and partnership.



Adderstone Reserve



BG-Flood. Other information such as the locations of stopbanks and river and streams (both generated in Section 2.2) are also used to identify where high-resolution modelling is needed. Figure 2-10 shows an example of a refinement grid developed for the Manawatū domain. This grid is used to set the resolution of the adaptive grid used in the higher resolution modelling. The high-resolution target will be imposed, then the resolution will transition progressively to lower resolutions (or other levels imposed on the map). The map presenting a “minimum” resolution of the final model.

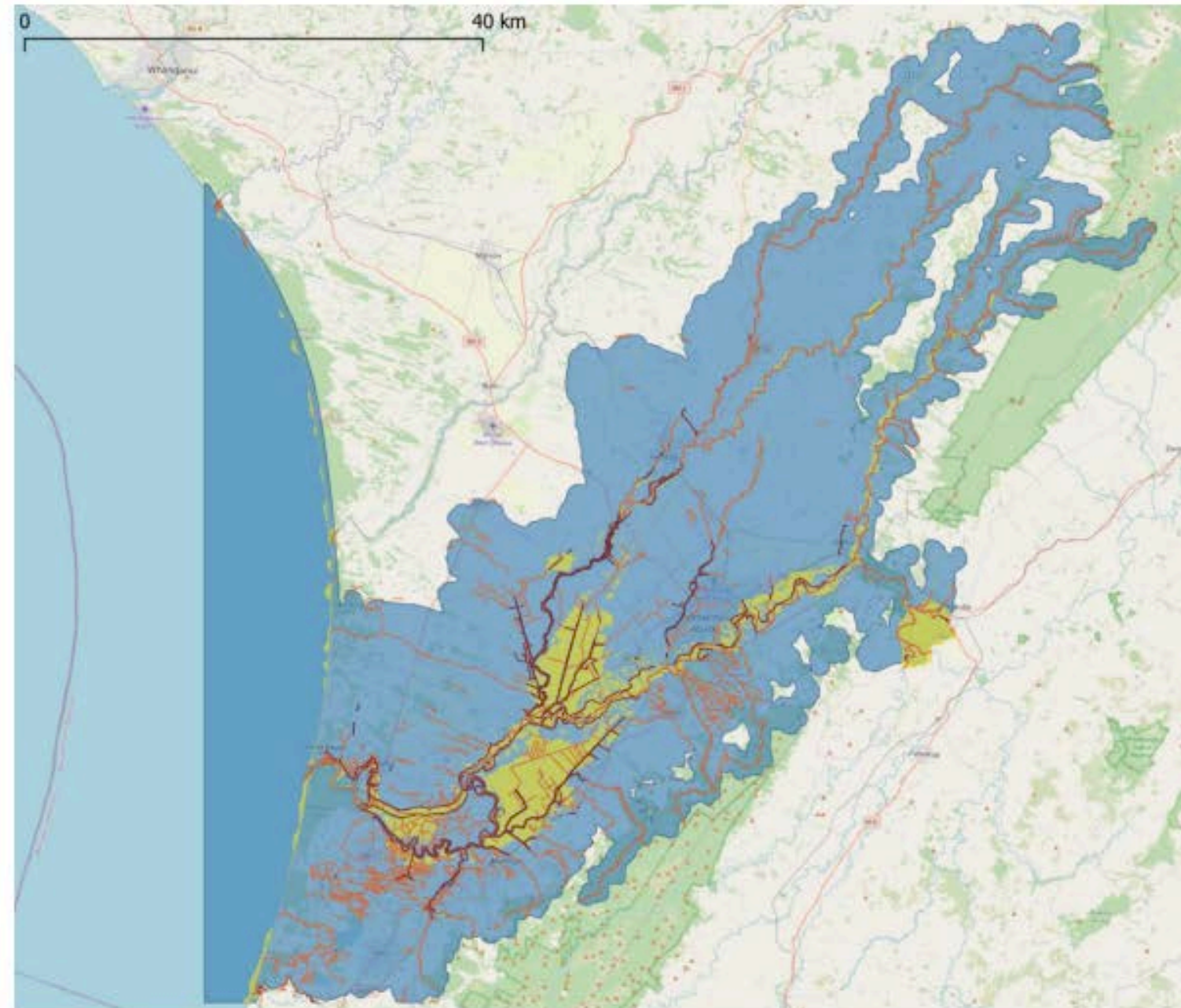


Figure 2-10: Target refinement map generated for the Manawatū domain, 200-year ARI, current conditions. Red, orange and yellow correspond to an 8 m resolution target due to stopbank, rivers and streams or

Flood protection work on track to finish mid-year

We're making good progress on the new stormwater pump station on Dittmer Drive. This upgrade will strengthen flood protection for surrounding streets and deliver a major boost to local stormwater capacity – particularly when rain is heavy and the river is high. Civil works and structural components are mostly done, and now the pumps and internal pipes are being installed. Electrical and instrumentation work is up next.

Dittmer Drive stormwater pump station upgrade

Good Morning Mr Mayor, Elected Councillors & Officers

My name is Matthew Jeanes, GM of Palmy Bid and presenting with me today is Verne Wilson co-chair of Palmy Bid;

We represent the interests of stakeholders in the Palmerston North City Centre / Palmy Bid Precinct as defined by our constitution and recognised by council.

Key purposes of Palmy Bid include amongst other things:

- To advocate and support the business community within the Palmy Bid Precinct and
- To promote & encourage vibrancy & economic development including attracting trade, visitors, residents and investment in the Palmy Bid Precinct

22 March 2026



Submissions

Hybrid System & Proposed Rates
Inner City Transit Hub & Bus Routes

Draft Annual Budget 2026/27





Palmerston North City Council DRAFT ANNUAL BUDGET 2026/27 SUBMISSIONS

1. Hybrid System & Proposed Rates



2. Inner City Transit Hub & Bus Routes

Due to time constraints imposed by Council's Submission process, we wish to utilise most of our allocated time on our Inner City Transit Hub & Bus Routes Submission



Submissions

Draft Annual Budget 2026/27



Hybrid System & Proposed Rates

- **As submitted in previous years, Palmy BID is not supportive of Council's Hybrid Rating System as we believe it:**
 - Creates a substantial disincentive to development and will hinder growth for the city.
 - Creates a barrier to investment, development, re-development and capital improvement in the city.
 - Undermines economic growth, prosperity and vibrancy that is otherwise improved with developments.
 - Undermines safety and crime prevention, which are very much enhanced by smart new development and redevelopment through the implantation of CPTED (Crime Prevention Through Environmental Design).



Submissions

Hybrid System & Proposed Rates

Draft Annual Budget 2026/27



Hybrid System & Proposed Rates

- **Given Council has proceeded with the Hybrid Rating System and show no sign of considering reversing this decision, we urge, as submitted last year, Council to:**
 - Introduce a Rates Remission (Rates Holiday) Incentive scheme for Commercial and Industrial property owners that meets investment and other qualifying criteria for new developments and significant redevelopment within the city.
 - Such Rates Remission to be for a significant period EG say 5 years.
 - Such criteria to factor in levels of capital investment, job growth, safety and other community benefits
 - Avoid undermining economic growth, prosperity and vibrancy that otherwise benefits from developments and redevelopments.



Submissions

Hybrid System & Proposed Rates

Draft Annual Budget 2026/27



Inner City Transit Hub & Bus Routes

Palmy BID contends this subject is of critical importance to the Social and Economic Health and Well Being of Palmerston North City.

Whilst this submission serves well the interests of all residents city-wide, our submission is directly on behalf of stakeholders of the City Centre as represented by Palmy BID.

In addition to the important social, economic, reputational and safety issues impacted by the design and workings of the Inner City Bus System, **our stakeholders' livelihoods are severely at risk if Council gets this wrong.**

We also want to make it crystal clear that we are **fully supportive** of the city having an excellent public transport/ bus system. Excellent includes not severely adversely impacting key social and economic outcomes for the City-Centre.

Out of a sense of responsibility, the Palmy BID Committee unanimously decided in late 2025 to engage the specialist services of Barker & Associates to obtain expert knowledge and advice as to what is the right solution for the Inner City elements of our Public Transport/ Bus system. To **either allay our concerns** by confirming Council's direction was in fact sound, or if not, to offer constructive alternatives. **The latter is what is evidenced by the report we had commissioned.**



Submissions

Inner City Transit Hub & Bus Routes

Draft Annual Budget 2026/27



Inner City Transit Hub & Bus Routes

Council began a process of what we would describe as a limited form of consultation with sectors of the community including Palmy BID in 2024, called “City Centre Indicative Business Case” Workshops (CCIBC) . This incomplete process mysteriously just faded away in June 2025.

When Palmy BID enquired in December 2025, when the next workshop would be, we were told without explanation the workshops had been simply discontinued.

Meanwhile Council were taking significant actions including extra capital expenditure on the roads that would not be justified unless the Transit Hub location decision had been made and is staying where it is. Yet we continued (and still today continue) to be told no decision has yet been made.

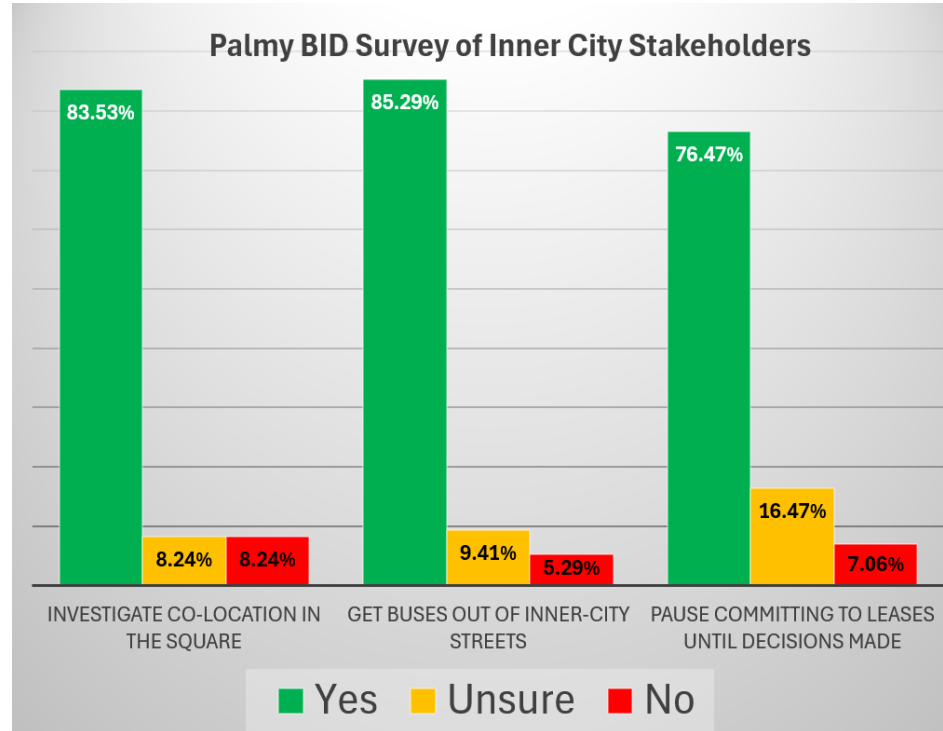
When we met with the Mayor and relevant senior Council officers on 12 March 2026 in good faith with a presentation made by our expert senior representative of Barker & Associates, no mention was made to us that Council were planning to enter a lease for a passenger lounge in the new Hotel. An action that again suggests Council have made the current location permanent, despite stating they had not.

Notwithstanding the above, Palmy BID wishes to move forward constructively and collaboratively with Council to get this right with the first step being for Council to pause.



Inner City Transit Hub & Bus Routes

Following the work Palmy BID committee had undertaken by B&A and with a strong sense of **now being well informed**, we surveyed Palmy BID area stakeholders. Below is a summary of the results.



Submissions

Inner City Transit Hub & Bus Routes

Draft Annual Budget 2026/27



Inner City Transit Hub & Bus Routes

Palmy BID is Asking For

1. Council Elected Members ‘**pause**’ determining the Permanent Inner City location for the Urban Bus Service Terminal and related investment decisions (including any lease or otherwise commitment to a passenger lounge and further road modifications) until;
 - a) Elected Members and Officers absorb in good faith the B&A Report and give it genuine consideration
 - b) Council undertake in good faith and transparency, a determined positive study on the feasibility of co-siting the Urban Bus Service Terminal with the current Inter-City Regional Bus Service location in The Square.
 - c) Council carry out this work in consultation with Palmy BID.



Submissions

Inner City Transit Hub & Bus Routes

Draft Annual Budget 2026/27



Inner City Transit Hub & Bus Routes

And ...

2. Council work with Horizons to **alter the bus routes** used for urban buses entering and leaving the City Centre to **exclude** use of the Inner Square road network and any other high importance related roadways, to eliminate safety hazards and congestion.

That as per recommendations made by B&A, bus access in and out of the City Centre be via only Main Street and Rangitikei Street.



Submissions

Inner City Transit Hub & Bus Routes

Draft Annual Budget 2026/27



Inner City Transit Hub & Bus Routes

We have for you each, a copy of the full B&A Report and Recommendations which has just been completed.

We also invite each of you as an Elected Councillor to meet with us to discuss any aspect of the report and your thoughts. We are very keen to catch up with each of you.

We will be meeting with appropriate senior members of Horizons Council tomorrow to share our report, which is being presented by Barker & Associates.

By implementing Barker & Associate's recommendations, quality social, economic and safety outcomes are assured for Palmerston North's City Centre for the benefit not only of Inner City Stakeholders, but also the whole of Palmerston North's community.



Submissions

Inner City Transit Hub & Bus Routes

Draft Annual Budget 2026/27



THANK YOU

**QUESTIONS
PLEASE**



Submissions

Hybrid System & Proposed Rates
Inner City Transit Hub & Bus Routes

Draft Annual Budget 2026/27





PER WEEK:

1200 MEMBERS

+350 CASUAL PARTICIPANTS

-in only 1000m² of space

TE REO MĀORI GYMNASTICS CLASSES

DIVERSE NEEDS CLASSES
ONE ON ONE, SCHOOLS, GROUP CLASSES

LEADERSHIP DEVELOPMENT PROGRAMS

SCHOOL PROGRAMS
IN-SCHOOL, IN-FACILITY

FREE COMMUNITY ACCESS INITIATIVES
EVERY SUMMER

+OUR GENERAL AND COMPETITIVE PROGRAMS



AS A HIGHLY SPECIALISED SPORT, GYMNASTICS
REQUIRES A **PURPOSE BUILT FACILITY** WITH
APPROPRIATE HEIGHTS, FLOORING, AND SAFETY
SYSTEMS. SECURE PREMISES ARE ESSENTIAL
FOR **SAFE DELIVERY AND LONG TERM VIABILITY**
OF OUR CLUB.



MANAWATŪ GYMSPORTS INCORPORATED ASKS THAT THE ANNUAL BUDGET INCLUDE PROVISION FOR:

**1. A CAPITAL CONTRIBUTION TOWARD THE PURCHASE OF PERMANENT PREMISES;
AND/OR**

**2. COUNCIL PARTICIPATION IN THE PROPERTY PURCHASE, INCLUDING OWNERSHIP OF THE
UNDERLYING LAND.**

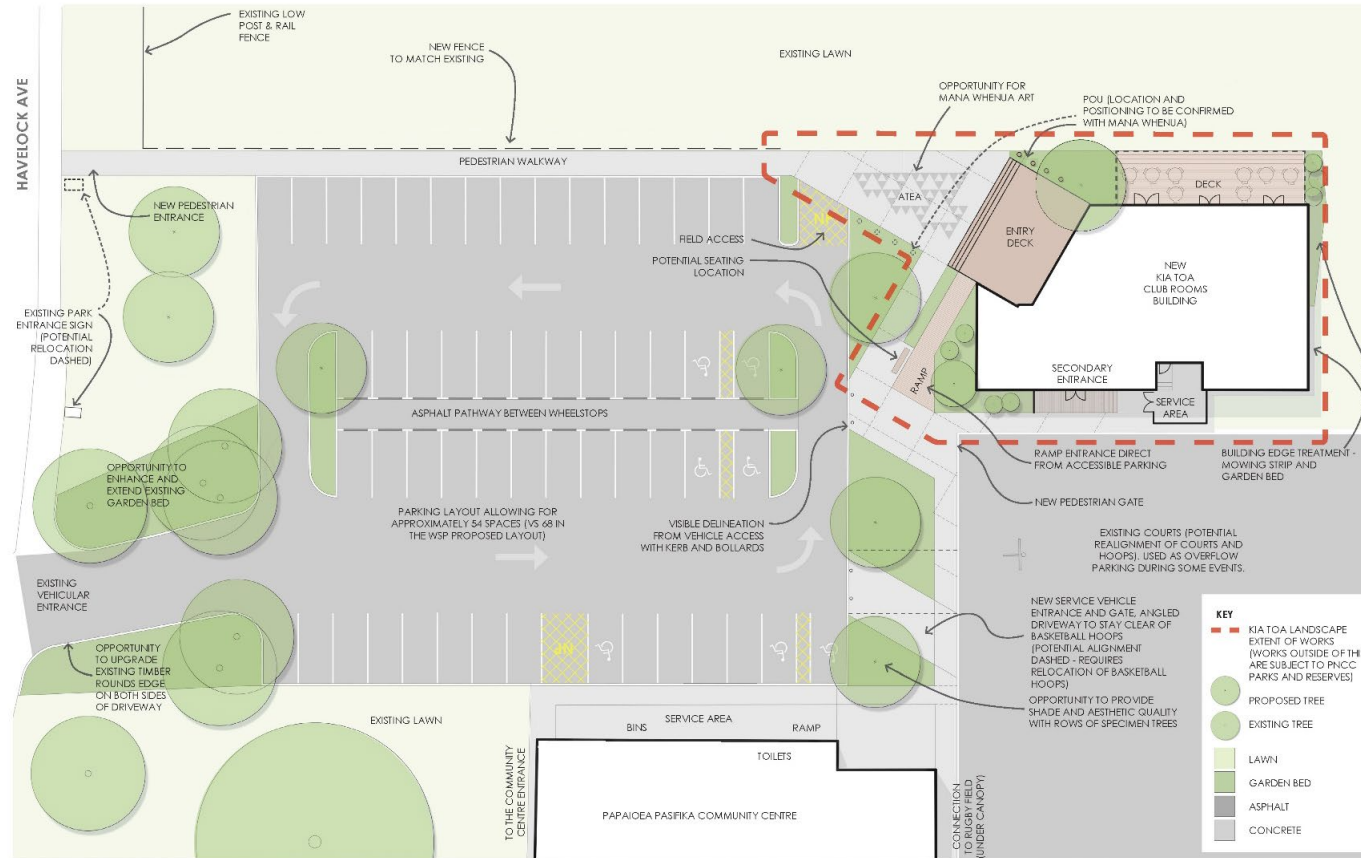


KIA TOA RUGBY CLUB 2026/27 ANNUAL BUDGET SUBMISSION



Proposed Clubrooms Front Entrance

KIA TOA RUGBY CLUB 2026/27 ANNUAL BUDGET SUBMISSION



Landscape Masterplan
 Additional Carpark & Clubrooms Atea Courtyard



KIA TOA RUGBY CLUB 2026/27 ANNUAL BUDGET SUBMISSION



Clubrooms Utility Service Trenches

KIA TOA RUGBY CLUB 2026/27 ANNUAL BUDGET SUBMISSION



-  Existing Training Area
-  Poor Drainage Spots

Bill Brown Park
Rugby Fields, Training Area & Poor Drainage Spots

KIA TOA RUBY CLUB 2026/27 ANNUAL BUDGET SUBMISSION



Proposed Clubrooms
Viewing Deck facing Junior Fields

Sub 354 - J P McCartin - additional statement to be read - 22 April 9am

Written (supplementary) Submission to Council Draft Annual Budget, 26/27 Year

Better Support to the Library through enhanced funding.

This short submission is in support of more transparent and better funding for the library. Since retiring from full time work 3 years ago, I have come to have an even better awareness and appreciation of all the services, 'knowledge lanes' and community spirit that the library and its staff foster.

Yet in that time I have also detected that the library is under pressure.

From Page 59 of the draft budget, 188 - City Library (all sites) Replacement and Purchase of Library Materials

Here the budget proposes a decrease from \$897,000 to \$825,000. This drop of \$72,000 or 8% represents a marked decrease in the library's ability to perform at the coalface, that is the ability to acquire a wide range of materials across the written, spoken and visual words.

I am impressed by the library's efforts in this increasingly broad area, but fear that it is being slowly bled somewhat drier each year by an ongoing slow decrease in real funding.

I would like to see such funding protected to ensure there is, at the very least, no cut in real funding terms.

Thank You

JP McCartin

Manawatū Regional Freight Ring Road Indicative Business Case: Short List Programme Options and Sub-options

The online recording of the first part of this item is unavailable. Thus, the following record is appended to the minutes.

The Officer introduced the project team in the room and highlighted previous papers (see Section 1 of the report). He then summarised the process for developing and then assessing the Long List of options (Sections 2 and 3). The Officer did not describe every option but covered the options and sub-options in Section 4 at a high level, highlighting the four tables in the report, explaining their meaning and pointing out the difference between the Long List Multi-Criteria Analysis (MCA) and the Short List MCA (Sections 2 and 5). He then touched on next steps for the project as set out in Sections 5 and 6).

The Chair then opened for questions to the project team.

Questions asked by Cr Zabelin are noted below, with their corresponding responses. The questions focused on the Bunnythorpe sections.

Regarding option 2E - this configuration is presented differently in Option 10, compared to Options 6 and 7, with 10 going down Roberts Line, and 6 and 7 using Te Ngaio Road. What's the reason behind the difference?

The Roberts Line variation came out of the engagement feedback about the unsuitability of Te Ngaio Road. Te Ngaio Road remains as an option because Roberts Line may be too far for freight coming into Ashhurst, meaning the traffic may opt to take a shortcut.

So both options are considered 2E - is one 2E and the other 2E(a)?

Essentially, yes.

What weighting or consideration has been given to community severance at this stage - it doesn't seem to be referenced in the report?

Severance is considered as a sub-set of the 'Safety' criteria at this high-level stage. Later stages of assessment will examine severance impacts in more detail.

So will the more detailed assessment focus on establishing the presence of severance in options, or the extent and severity of the impact of severance? It seems from the maps we can clearly ascertain that severance is present in 2A and 2C.

It will assess the extent and severity of impact.

Is there a threshold or criteria for measuring the severity of severance impact?

Severance can be assessed under Social and Cultural Impacts criteria

What benefits or advantages do 2A and 2C offer that 2E doesn't already achieve?

Each option has trade-offs, with pros and cons. For example 2A is an improvement on what's already there so it cost-effective in making use of the existing roadway and assets. 2C has some additional complexities, 2E has some overland flow of water concerns.

1G is the only option to fully divert around Bunnythorpe but this wasn't made clear or highlighted at the community engagement session in Bunnythorpe. What weighting can we place on the community feedback received for that option given that the Bunnythorpe community wasn't made aware of it?

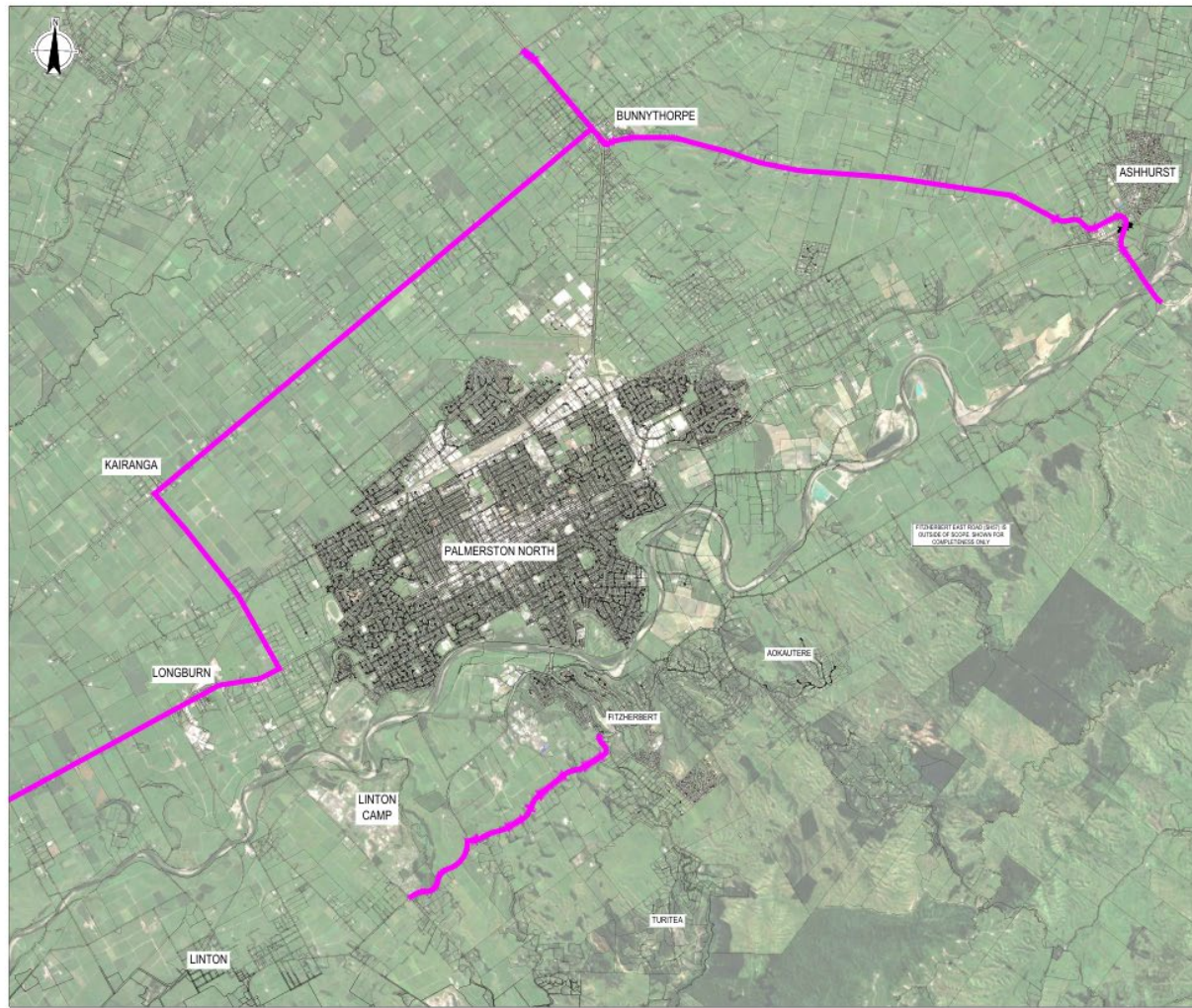
The engagement process was comprehensive with results reflected in the analysis.

The Mayor then followed with questions on the Ashurst sections.

This is where the recording begins. [Part 4 of Council meeting 22-23 April 2026](#)

MRFRR Short List Programme Options

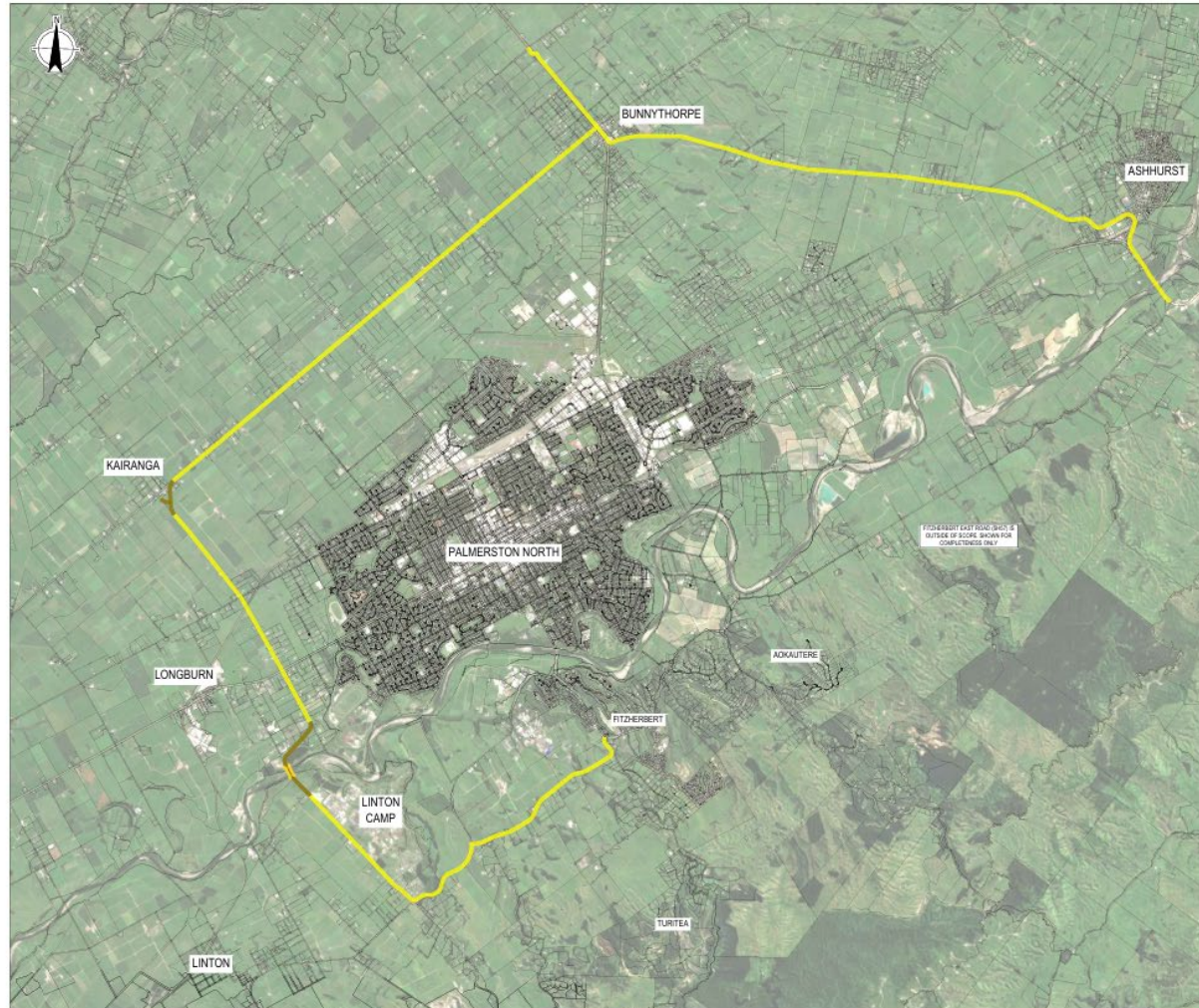
23 April 2026



KEY
 UPGRADED EX. ROAD —

SHORT LIST OPTION 1
 (1A-2A-3C-4E-5A)





KEY
 UPGRADED EX. ROAD
 NEW ROAD
 NEW BRIDGE / FLYOVER

SHORT LIST OPTION 2
 (1A-2A-3B-4C-5A)





KEY
 UPGRADED EX. ROAD
 NEW ROAD
 NEW BRIDGE / FLYOVER

SHORT LIST OPTION 3
 (1A-2A-3C-4D-5A)





KEY
 UPGRADED EX. ROAD
 NEW ROAD
 NEW BRIDGE / FLYOVER

SHORT LIST OPTION 4
 (1A-2C-3B-4C-5A)





KEY

- UPGRADED EX ROAD
- NEW ROAD
- NEW BRIDGE / FLYOVER

SHORT LIST OPTION 5
 (1A-2C-3C-4D-5A)





KEY

- UPGRADED EX. ROAD
- NEW ROAD
- NEW BRIDGE / FLYOVER

SHORT LIST OPTION 6
 (1A-2E-3B-4C-5A)





KEY

- UPGRADED EX. ROAD
- NEW ROAD
- NEW BRIDGE / FLYOVER

SHORT LIST OPTION 7
 (1A-2E-3C-4D-5A)





KEY

- UPGRADED EX. ROAD
- NEW ROAD
- NEW BRIDGE / FLYOVER

SHORT LIST OPTION 8
 (1D-2A-3C-4E-5A)





KEY	
UPGRADED EX ROAD	
NEW ROAD	
NEW BRIDGE / FLYOVER	

SHORT LIST OPTION 9
 (1E-2A-3C-4E-5A)





KEY

- UPGRADED EX ROAD
- NEW ROAD
- NEW BRIDGE / FLYOVER

SHORT LIST OPTION 10
 (1A-2E-3B-4C-5A)

