

## Annual Plan 2026/27 Initiative Request

**Initiative name:** Mt Stewart Development - Stage 2

**Initiative priority:** Community Priority

**Activity:** Community - Parks, Reserves, and Sportsgrounds

**General Manager:** Lyn Daly

**Budget Manager:** Michael Taylor

### General description of initiative

This request is to develop the second stage of planting and landscaping at Mount Stewart, building on the development initiated in the 2023/24 financial year. Landscape Design Plan shown below at bottom of document. The last planting had an 80% survival rate. One type of species completely failed and has subsequently been removed from the planting plan moving forward.

The project was conceived by the Missing Wingman's Trust and, together with the RNZAF Ōhakea Base, has provided free labour resources to support the project. The landscape design, developed in conjunction with the Missing Wingman's Trust, is shaped to resemble an airplane wing. Funding is being sought for further native plants, machinery and some landscaping materials.

This initiative will finish off the initial stage of the project and prepare the site for the next stages, as per the approved landscape plan. In the longer term, there are several other construction elements proposed, including a walking track network, hardstand and possible construction around the existing carpark area. This work will be split into three further stages, spread over three years. Installation of a new public toilet at the site is also proposed for later in the next LTP. These physical construction works are lower priority, yet to be priced, and would be considered in the future as the plantings mature and after third-party and Council funding is obtained.

*Note – there are no OPEX costs included in this initiative request for plant maintenance or weeding. The current weed management budget will cover the cost of maintaining this area going forward.*

Total initiative cost	Total cost 2026/27
<b>CAPEX</b>	20,000
<b>OPEX</b>	

10 year budget								
	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34
<b>CAPEX</b>	20,000							
<b>OPEX</b>								

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#### Strategic and operational benefits of this initiative.

This project continues to build Council's relationship with the Missing Wingman's Trust and RNZAF Ōhakea base.

Originally the site was scrub and pest plants. Through the vision of the late Pete Shore (Council's contracted landscape designer), Council open spaces staff, and the Missing Wingmans Trust, a plan was formed to turn the triangular shaped site from a well-located but problematic area into a reflection area that commemorates those who have served in the forces and those who have been lost in service.

The design of the site is attached at the end of the request.

This area is a site of significance for tangata whenua. Korero around cultural development at the site has been initiated to explore opportunities for a meaningful partnership in the future.

There is potential for this site to be marketed in conjunction with the Ōhakea Hall, which now operates as a military history museum run by volunteers. CEDA has expressed interest in supporting the marketing and promotion of these sites as part of the District's tourism offering and would include this in the regions Destination Management Plan.

The proposed initiative delivers some operational benefits by reducing the amount of maintenance requirements for the reserve. Currently, Council must allocate resources from existing budgets to manage pest plants (gorse, blackberry etc) and maintain the undeveloped areas of the site. This ongoing work is labour-intensive and incurs continual operational costs. By further developing the area through creating tracks, planting, and landscaping, the project will establish a more stable and self-sustaining environment, which will in turn reduce the prevalence of pest plants and the need for regular maintenance. Over time, this proactive development will lower operational costs and improve the overall efficiency of reserve management.

No further operational budget will be required if development continues, as the current operational budget used to control pest plants on the reserve will be used to maintain the increased planting.

Given the location of the reserve on a state highway, continuing to develop the area will enhance the visual appeal of the reserve and encourage passers by to stop and interact with the reserve.

#### Why does this have to be done now (rather than as part of the 2027-2037 LTP?)

With the development project not funded past the revegetation stage, considerable funding has already been spent on maintaining the pest plants within the revegetation areas. Further delaying the development project will increase the maintenance costs for the reserve.

This project needs to be undertaken now to build on the significant support currently being shown by the RNZAF and to continue strengthening this important partnership. Acting promptly will demonstrate Council's commitment to collaboration and help maintain the positive momentum established through recent collaboration. Continuing the project at this stage also allows Council to progress and deliver on the outcomes agreed in the Landscape Development Plan, reinforcing the shared vision between Council and the RNZAF for the area's enhancement and long-term use.

**Has Council considered this initiative previously – when and what was their decision?**

This initiative is part of a staged development plan. Council approved the first stages of the project in 2021/22 and 2022/23 (this was the original revegetation of the site). However, funding for the development stages were not approved through the 2024-2034 Long Term Plan process. At this time, Council encouraged staff to resubmit the proposal for consideration in a future funding round.

The continued development of the site, in line with the agreed landscape development plan, will be included as a series of development projects within the 2027-37 LTP. Additional operational costs associated with this development will be included as part of that plan as well.

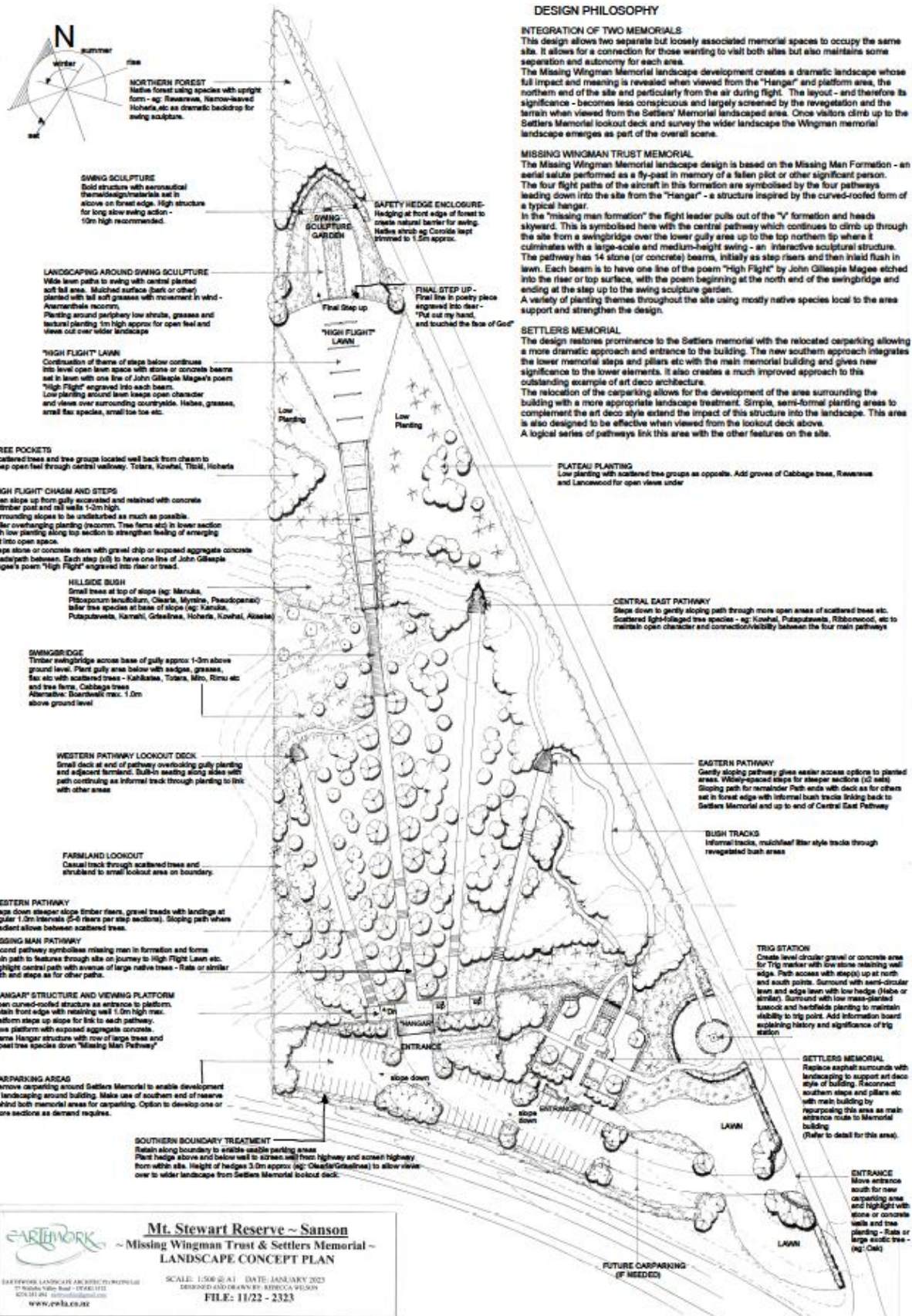
**Are there alternatives to the initiative and what are the implications of these? This could include do nothing, scaling back, combining with other projects, deferring, or seeking third party funding.**

There could be possible support from RNZAF, with use of their contractors, in conjunction with Council's investment in the agreed plan, however this has been explored and is not an immediate option as all RNZAF contractors are currently focused on the development at the Ōhakea base.

**ELT recommendation:**

Support presenting this request to Council.

**Design plan of site – see below**



**EARTHWORK**

LANDSCAPE ARCHITECTURE  
17 NIMMO ROAD  
PO BOX 101  
DUNEDIN 9011  
www.earthwork.co.nz

**Mt. Stewart Reserve ~ Sanson**  
~ Missing Wingman Trust & Settlers Memorial ~  
**LANDSCAPE CONCEPT PLAN**

SCALE: 1:500 @ A1 DATE: JANUARY 2023  
DESIGNED AND DRAWN BY: REBECCA WILSON  
FILE: 11/22 - 2323



## Annual Plan 2026/27 Initiative Request

**Initiative name:** Sandon (Sanson) Cemetery Fencing and Planting

**Initiative priority:** Fencing is required to achieve compliance with legislation (the One Plan)

**Activity:** Community - Cemeteries

**General Manager:** Lyn Daly

**Budget Manager:** Sam Kett/Michael Taylor

### General description of initiative

300m of post and wire fencing (\$15k) is required along the gully area behind the current and historic cemetery to protect the waterway from stock as is required in Horizons One Plan. **See the attached plan.**

This project was originally a community initiative, started by a member of the Sanson Community with ties to the cemetery. The local community wishes to plant out the gully and along the sides of the cemetery to enhance the ecological and visual quality of the site and in preparation for future pathway and walkway construction. The planting schedule requires 6,600 plants at approx. \$4 per plant, totalling around \$26k. The community has committed to providing half of these of the plants at a cost of \$13k and the labour. Council's planting contribution is \$13k.

No additional maintenance budget is needed for the fencing and planting work as an existing OPEX maintenance budget is allocated for the cemetery area.

Total initiative cost	Total cost 2026/27
<b>CAPEX</b>	28,000
<b>OPEX</b>	

### 10 year budget

	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34
<b>CAPEX</b>	28,000							
<b>OPEX</b>								

### Strategic and operational benefits of this initiative.

The fencing and planting of the gully area behind Sandon Cemetery will significantly enhance the cemetery. The fencing will remove cattle from the waterway, ensuring compliance with Horizons One Plan, which mandates the exclusion of livestock from waterways to protect water quality.

Labour for the planting and landscaping, as well as at least half of the plants will be generously provided by local community members who are passionate about this site and who describe a sense of ownership and pride within the community.

Council benefits from reduced cost and strengthened community connections. The newly fenced and planted area will generate very minimal maintenance costs, that will be absorbed into the existing OPEX budget.

In the longer term, this initiative also aims to create a dedicated area for the scattering of ashes, while providing shelter and enhancing the natural environment.

A future pathway will connect the current cemetery to a nearby historic cemetery preserving and expanding the area's cultural and environmental value.

A walkway connecting Sanson to Mt Lees was envisioned in the Walking and Cycling Strategy 2020 and proposed as part of the 2024-34 Long Term Plan, however it was not funded by Council. The project will be included again as part of the AMP for the 2027-37 LTP and, if approved, will connect to this newly planted gully and then through to the Dell Parker walkway (which leads into Sanson Village itself). Additional OPEX associated with the maintenance of the walkway will be included as part of the LTP, if the project is funded.

#### Why does this have to be done now (rather than as part of the 2027-2037 LTP?)

Council does need to be mindful of its compliance obligations under the One Plan of keeping stock from waterways to protect water quality and prevent environmental degradation and as a result needs to erect a fence as soon as reasonably practicable. The planting is not essential but will reduce pest plants that Council needs to manage now.

The fact that the local community is very motivated and ready to provide support and plants seems to be an opportunity that Council should consider given the cost savings that would be provided from the free labour and plants contribution. Momentum may wain significantly if the project is delayed.

#### Has Council considered this initiative previously – when and what was their decision?

No - this project was not previously included in the broader request for a walkway between Mt Lees to Sanson during the 2024–34 Long Term Plan (LTP).

Since then, the community has identified the need for this work to be undertaken now to support future connections and environmental improvements in the area. Importantly, local residents have offered to provide volunteer labour and fund at least half of the required plants, meaning the project can be delivered at a reduced cost to Council.

Are there alternatives to the initiative and what are the implications of these? This could include do nothing, scaling back, combining with other projects, deferring, or seeking third party funding.

If Council was to do nothing, the current non-compliance with the One Plan stock fencing requirements will remain. Council risks enforcement action from Horizons.

An alternative approach would be to scale the project back to only fencing off the waterway to achieve compliance with the Horizons One Plan stock exclusion requirements. While this would meet the minimum regulatory obligation, it would forgo the broader environmental and community benefits associated with the full project, including planting and landscape enhancement. Deferring or reducing the scope also risks losing the current high level of community enthusiasm and commitment, including the provision of volunteer labour and donated plants. Failing to capitalise on this community investment could result in increased costs to Council in the future, should the work need to be completed without volunteer support or local contributions.

#### ELT recommendation:

ELT supports this initiative being presented to Council, noting the compliance impact of the doing nothing option.

### Sandon cemetery area

The blue line shows the area to be fenced along the gully. The triangle shape is the site of the historic cemetery that is fenced. Access to the historic cemetery will be made by installing a fence stile at the end of the totara hedge (shown by the star), and then along the new fenceline to the existing track along the eastern boundary.



## Annual Plan 2026/27 Initiative Request

**Initiative name:** Ōroua River Walkway - Land Acquisition

**Initiative priority:** Continuation of an existing project

**Activity:** Community - Parks, Reserves and Sportsgrounds

**General Manager:** Lyn Daly

**Budget Manager:** Ange Cousins/Michael Taylor

### General description of initiative

#### **Annual Plan Initiative:**

This annual plan initiative seeks to bring forward the \$335,135 budget from Year 2028/2029 to the 2026/2027 financial year.

#### **Oroua River Walkway Project:**

The Ōroua River Walkway Project is a new walkway for Feilding identified in the Walking and Cycling Strategy 2020.

Higher valuations than anticipated have caused the 2026/2027 budget to be exceeded to complete the stage one land purchases.

The staging of the project and landowner negotiations were predetermined by anticipated value estimates and the physical land boundaries to ensure connectivity to a road (i.e connecting Councils WWTP land to Turners Road as Stage One).

The valuation exceeded Councils initial forecasts due to injurious affection being applied at a much greater value than anticipated. Injurious affection is subjective and valuers have discretion as to how they calculate the perceived detriment to the balance land. Therefore, it is extremely difficult to predict the value that will be applied when injurious affection is involved.

#### **Current commitments:**

Currently, Council has four landowner acquisition amounts (including additional compensation) agreed for proposed settlement in 2026/2027:

Landowner 1 - \$390,000 (approved by Council – further information below)

Landowner 2 - \$66,000 (awaiting signing by CE)

Landowner 3 - \$44,000 (awaiting signing by CE)

Landowner 4 - \$41,000 (awaiting signing by CE)

**Total \$541,000 of agreed land purchases to date.**

*Landowner 5 – amount predicted between \$80,000 - \$200,000 (still being negotiated)*

**Total \$741,000 for ALL five landowners, to complete stage one Land Purchases**

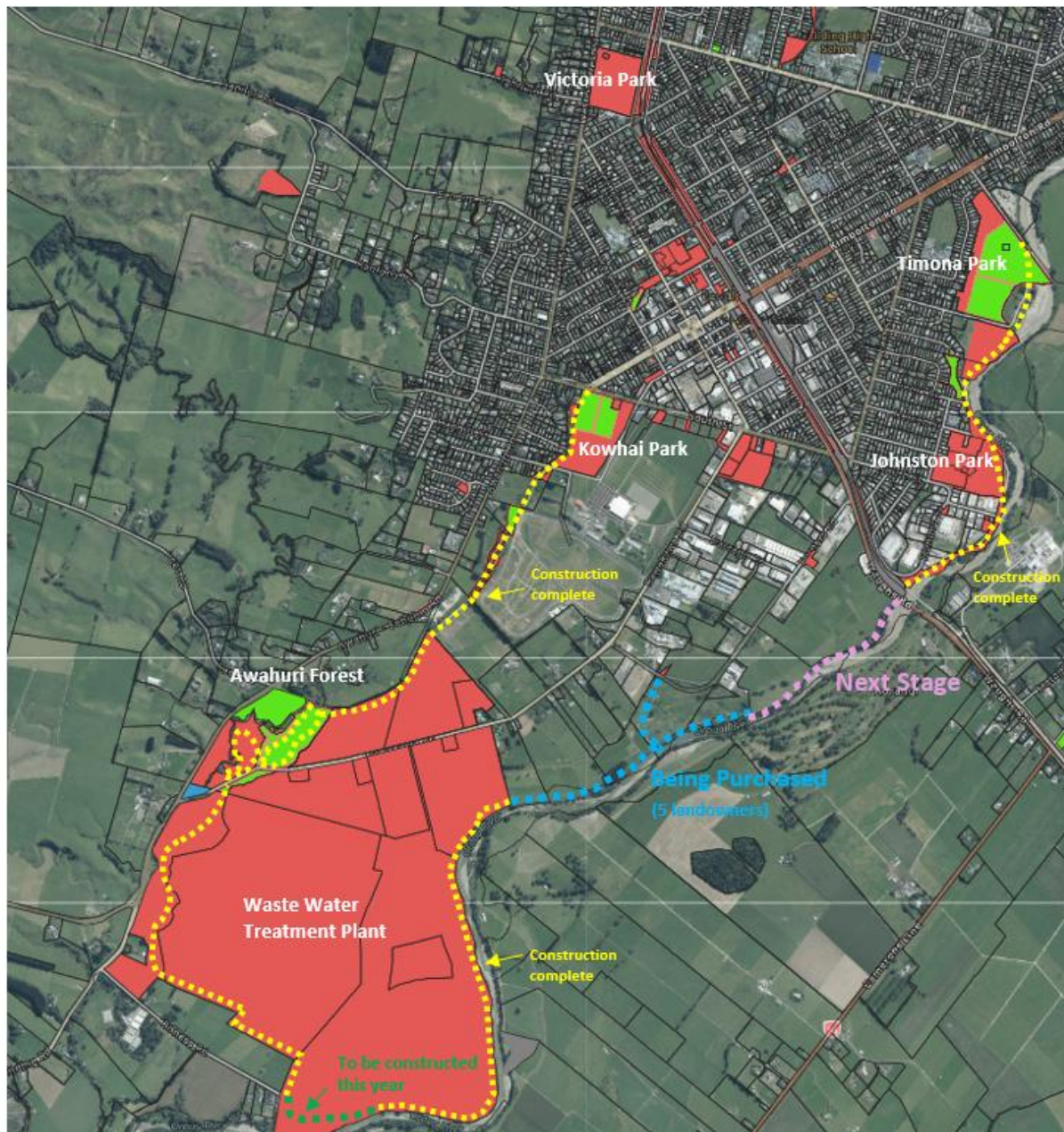
*(subject to landowner 5 negotiations reaching an agreement)*

Council also requires approximately \$50,000 for survey, legalisation and valuation costs. Therefore **\$591,000 is already committed** for this project for settlement in 2026/2027. **If Landowner 5 negotiations are successful, then \$791,000 would be committed.**



The existing available budget for 2026/2027 is \$472,000. Therefore we have an anticipated shortfall of \$319,000 to complete settlement. Bringing forward \$335,135 will cover the planned shortfall.

#### Walkways and Cycleways - Southern Feilding Network plan 2025



Blue dotted line shows the proposed walkway route related to this annual plan initiative.

Total initiative cost	Total cost 2026/27
CAPEX	\$472,000 existing budget + \$335,135 budget to be brought forward
OPEX	

**The 2031/2032 budget is going to be split and remaining project costs recalculated during the LTP process.**

10 year budget								
	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34
<b>CAPEX</b>	335,135		-\$335,135					
<b>OPEX</b>								

#### Strategic and operational benefits of this initiative.

As part of the Walking and Cycling Strategy 2020, this land was identified as a new walkway/cycleway route. The development of this walkway will encourage outdoor activities such as walking and cycling, promoting healthier lifestyles among residents, as well as creating a sustainable, integrated transport network that supports active travel (walking and cycling). The development of the walkway will enable new recreational and amenity areas along the Oroua River, creating an environment where people can engage with nature and each other.

Active recreation links have already been established via Awahuri Forest Kitchener Park, and more recently, via the WWTP with the installation of a track network. This land acquisition would realise the full connectivity benefit of the 'loop'.

Purchasing the land at this stage ensures that the project has financial security for its future development. This upfront investment in land guarantees the continuity and sustainability of the project, allowing for long-term planning without concerns over land availability or cost.

#### Why does this have to be done now (rather than as part of the 2027-2037 LTP?)

This action must be taken promptly to facilitate the simultaneous legalization of the five affected landowners, ensuring cost efficiencies for the Council. Additionally, the Council has a legal obligation under the Public Works Act to compensate affected parties within a reasonable timeframe. While agreements have been reached with four of the five landowners, the compensation costs for all five landowners would exceed the budget allocated for the 2026/2027 financial year, thereby preventing the Council from fulfilling its obligations to proceed with the purchases as planned.

#### Has Council considered this initiative previously – when and what was their decision?

As part of the project presented to Council on 2 October 2025, Council approved the purchase of land at 103 Turners Road, Feilding, for the purposes of constructing a culvert, walkway, and tradewaste pipeline.

This approval committed a payment of \$375,000 from the Parks and Property budget, along with an additional \$15,000 in compensation to one affected landowner, to be settled in the 2026/2027 financial year. Additional costs for legal services, surveying,

and valuation—estimated at approximately \$20,000—have been incurred or are anticipated to complete the remaining steps of this specific purchase.

To finalise Stage One of the project, which involves five affected landowners, it is estimated that Council could complete all associated legalisation processes for approximately \$50,000. This approach would deliver clear cost efficiencies compared to completing the processes individually, which would otherwise total around \$20,000 per landowner.

Are there alternatives to the initiative and what are the implications of these? This could include do nothing, scaling back, combining with other projects, deferring, or seeking third party funding.

If Council takes no action, it will be unable to proceed with the acquisition of all five land parcels. The project cannot be scaled back, as the acquisition of the identified land is essential for its progression.

Should Council choose not to bring funding forward and instead defer some of the purchases, the existing agreements cannot be executed. This could expose Council to legal action for failing to complete a Public Works Act acquisition within a reasonable timeframe, resulting in the forfeiture of the current agreements. Consequently, the valuation and legal costs incurred to date in reaching agreements with four of the five landowners would be lost.

Deferral also presents significant strategic and financial risks. Landowners may lose confidence in Council's commitment to the project, reducing the likelihood of future cooperation. Additionally, if any of the properties are sold before negotiations resume, new owners may be unwilling to sell, further delaying progress and potentially increasing acquisition costs. Overall, deferring the land purchases poses a high financial and operational risk to the successful delivery of the project.

#### ELT recommendation:

ELT supports this being presented to Council.

This request is part of a broader pathway development project. There is currently funding for construction of this pathway in year 8 of the 2024-34 Long-term Plan. The ability to construct this pathway is dependent on negotiations and settlements with landowners.

## Annual Plan 2026/27 Initiative Request

**Initiative name:** Increasing access for rural communities to their community facilities

**Initiative priority:** Community priority

**Activity:** Community - Libraries

**General Manager:** Lyn Daly

**Budget Manager:** Adie Johansen

### General description of initiative

This initiative proposes installing access control systems in community halls that contain Community Libraries. The purpose is to enable rural people to access the resources and the space within these community facilities without relying solely on volunteers to provide access. This is similar to “Open Plus” at Te Āhuru Mōwai in Feilding, where access is available to the facility to customers outside of usual hours – enabling greater use of our community facilities and representing much better value for money.

There are community libraries located at:

In a hall/centre:

- Āpiti Library — *Āpiti Community Hall*.
- Himatangi Library — *Himatangi Community Centre*.
- Rongotea Library — *Rongotea Community Centre*.
- Tangimoana Library — *Tangimoana Community Centre*.

Not in a hall/centre

- Kimbolton Library — standalone site (“located in NZ’s smallest building”).
- Pohangina Library — inside *County Fayre* (community-run venue, not a hall).

At this stage, implementation is not planned for Pohangina, as this located within County Fayre (part of the cafe complex) - this could be explored in the future. This approach has already been implemented and trialled at Kimbolton with great success and as such is not part of this request.

The initiative involves capital costs for new hardware, consisting of access control and one camera per site (\$40k in 2026/27), with ongoing costs for router connectivity and maintenance (\$7,000 per annum from 2027/28). Note, this project relies on the Wi-Fi already being available at these sites (see Wi-Fi request).

Total initiative cost	Total cost 2026/27
CAPEX	40,000
OPEX	

10 year budget



	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36
<b>CAPEX</b>	40,000									
<b>OPEX</b>		7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000

#### Strategic and operational benefits of this initiative.

Our community committees are very supportive of this initiative given it supports the extension of services to rural communities, improving equitable access to community resources and better value from our community facilities.

Libraries are vital community assets that provide space for people, they foster connection, support lifelong learning, and provide equitable access to information, technology, and opportunities for personal and collective growth.

This service has already been successfully implemented at the Kimbolton Library. In two months, there were at least 40 confirmed registered users of the Kimbolton Library service. The Committee reported that there had been 18 after-hours access swipe-ins in August and 11 in September.

#### Why does this have to be done now (rather than as part of the 2027-2037 LTP?)

To coincide with the install of community Wi-Fi in the community libraries. We have also already seen a decline in the availability of volunteers to manage the community libraries (like at Kimbolton) and would hate to have to stop access to these services if more were unable to be manned.

#### Has Council considered this initiative previously – when and what was their decision?

No.

Are there alternatives to the initiative and what are the implications of these? This could include do nothing, scaling back, combining with other projects, deferring, or seeking third party funding.

If not approved through Annual Plan, it is recommended that the initiative be considered for inclusion in the 2027-37 Long-term Plan.

#### ELT recommendation:

ELT supports this initiative being presented to Council. This request is linked to the WiFi request for community libraries. This request is being driven by community demand.



## Annual Plan 2026/27 Initiative Request

**Initiative name:** Installation of Footpaths and Drainage in Urban Areas

**Initiative priority:** In response to community enquires/complaints

**Activity:** Infrastructure

**General Manager:** Hamish Waugh

**Budget Manager:** Grant Stevenson

### General description of initiative

This initiative request is for the installation of new footpaths and drainage infrastructure in selected urban areas, with Roots Street identified as a current priority. Residents in this area have been paying urban rates for many years but have not received the same level of service as other urban streets. This request is being driven by community demand for an increased level of service.

Recent contractor activity in the area has provided opportunity to extend works efficiently by incorporating drainage and footpath installation into the existing programme. Completing these works would have improved accessibility, safety, and stormwater management, while also ensuring a consistent level of service for all urban ratepayers.

Total initiative cost	Total cost 2026/27
<b>CAPEX</b>	10,000
<b>OPEX</b>	

10 year budget								
	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34
<b>CAPEX</b>	10,000	10,000	15,000	15,000				
<b>OPEX</b>								

### Strategic and operational benefits of this initiative.

Private developers are required to provide a certain level of service for urban streets. Where these developments extend existing urban areas (e.g. Precinct 4) that were constructed to a lower of service, this creates inequities. For example, Roots Street was once the urban-rural boundary but is now within the planned growth area of Maewa. Council has not upgraded the existing roading infrastructure to match the new character of this area. All residents paying urban rates should expect the same level of service.

This initiative will:

- Provide safe pedestrian access for residents.
- Reduces water damage to berms through improved drainage.
- Ensures equitable service provision for all urban ratepayers.
- Align infrastructure standards across urban streets.
- Leverage current contractor activity to achieve cost and delivery efficiency.

Why does this have to be done now (rather than as part of the 2027-2037 LTP?)

Contractors have recently completed work in Roots Street. Extending their scope to include drainage and footpath installation would have been financially prudent.

In addition, there are longstanding equity concerns regarding the level of service provided to residents compared with other urban streets. Addressing this now would demonstrate Council's responsive to community expectations and improve fairness in service delivery.

Has Council considered this initiative previously – when and what was their decision?

No, this initiative has not been previously considered by Council.

Are there alternatives to the initiative and what are the implications of these? This could include do nothing, scaling back, combining with other projects, deferring, or seeking third party funding.

The alternative is to defer the work until the 2027-2037 LTP; however, this may increase costs and would continue to perpetuate perceived inequality among urban rate-paying residents.

ELT recommendation:

ELT supports this initiative being presented to Council

## Annual Plan 2026/27 Initiative Request

**Initiative name:** New Footpath and Safe Crossing Installations

**Initiative priority:** Community Priority

**Activity:** Infrastructure

**General Manager:** Hamish Waugh

**Budget Manager:** Wayne Keightley

### General description of initiative

This initiative proposes the installation of new footpaths and/or safe pedestrian crossing refuges in locations throughout the District, identified through community committee requests and in areas experiencing residential or commercial growth. The aim is to improve pedestrian safety and connectivity between existing neighbourhoods, new developments, and key community destinations such as schools and parks.

As towns expand and village streets become increasingly urbanised, there is increasing demand for new footpaths and drainage on roads that currently do not have any. The current footpaths budget is insufficient for extensions to existing footpaths in village areas that are required in response to new subdivision development.

Total initiative cost	Total cost 2026/27
<b>CAPEX</b>	50,000
<b>OPEX</b>	

10 year budget								
	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34
<b>CAPEX</b>	50,000	50,000	50,000	50,000				
<b>OPEX</b>								

### Strategic and operational benefits of this initiative.

The key benefits from this initiative are improved pedestrian safety by providing an increased level of service for walking and cycling. This request also provides Council with an opportunity to provide new infrastructure in areas that do not receive investment via development contributions.

Why does this have to be done now (rather than as part of the 2027-2037 LTP?)

This request is in response to unanticipated growth through private developer investment. Council's current budget for footpaths is insufficient to cover these costs. There is existing demand for new footpaths and infrastructure investment in the villages. Delaying this to the LTP would mean further delays in Council responding to this existing demand.

**Has Council considered this initiative previously – when and what was their decision?**

The existing budget for footpaths prioritises the renewal of existing footpaths, rather than the construction of new footpaths (Capex). There is project work underway elsewhere in Council that will give some direction as to where Council should focus its investment to support growth in the villages. New footpaths and roadside infrastructure are needed to support this expansion. Developer agreements have not been a successful tool for ensuring footpaths and roadside infrastructure are provided.

**Are there alternatives to the initiative and what are the implications of these? This could include do nothing, scaling back, combining with other projects, deferring, or seeking third party funding.**

Council has already promised a footpath extension of 250m for Banks Road, Rongotea. There is currently no funding for this (and even the amount sought via this request will not cover the total cost of this project). Council has also endorsed requests for footpaths in Kimbolton and Himatangi to enhance walking access around these villages. However, there is currently no funding for this.

**ELT recommendation:**

Support this initiative being presented to Council.

## Annual Plan 2026/27 Initiative Request

**Initiative name:** Feilding Water Resilience

**Initiative priority:** Continuation of previous project

**Activity:** Infrastructure

**General Manager:** Hamish Waugh

**Budget Manager:** Wiremu Greening

### General description of initiative

This request is to bring forward \$500,000 of the capital budget for the Feilding Water Resilience Project from Year 4 of the LTP (2027/28) to 2026/27. This will enable the remaining work to be completed in the next financial year. This budget sought is for chlorine and flouride dosing at the Campbell Road water treatment plant, and for connecting the Turners Road reservoir into the network. The upgrades to the Campbell Road bore will enable six connections to achieve compliance with the New Zealand Drinking Water Standards. Collectively, these investments represent an improved level of service for drinking water.

The impact of reallocating these funds on depreciation will be \$10k per annum. This can be funded via the depreciation reserve. However, if Council also approves the reallocation of funds for the Wastewater Centralisation project, the depreciation costs will need to be debt funded, which could impact on Council's debt cap.

Total initiative cost	Total cost 2026/27
<b>CAPEX</b>	500,000
<b>OPEX</b>	

10 year budget								
	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34
<b>CAPEX</b>	500,000	-500,000						
<b>OPEX</b>		10,000	10,000	10,000	10,000	10,000	10,000	10,000

### Strategic and operational benefits of this initiative.

By bringing the budget forward from year 4 to year 3, it allows all of the Feilding water resilience projects to be completed and for Council to achieve compliance with the drinking water standards.

Why does this have to be done now (rather than as part of the 2027-2037 LTP?)



Project costs have impacted the overall budget. The Reservoir land and remediation works were more expensive due to unforeseen costs.

Has Council considered this initiative previously – when and what was their decision?

The Feilding water resilience is a multi-stage, multi-year programme of works. Budget is allocated in year 4 & 5 of the current LTP. This request is for some of the budget to be brought forward to year 3 to complete the initial stages of the water resilience projects.

Are there alternatives to the initiative and what are the implications of these? This could include do nothing, scaling back, combining with other projects, deferring, or seeking third party funding.

We are reviewing the design and requirements for our water treatment plant at Campbell Road which is budgeted for year 4 & 5.

ELT recommendation:

Supporting to be presented to Council.

## Annual Plan 2026/27 Initiative Request

**Initiative name:** Wastewater Centralisation - Halcombe to Mt Stewart

**Initiative priority:** Continuation of an existing project

**Activity:** Infrastructure

**General Manager:** Hamish Waugh

**Budget Manager:** Wiremu Greening

### General description of initiative

This request is to bring forward capital budget totalling \$2,638,669 from Yr 5 2028/29 to 2026/27. This will make the total budget for 2026/27 \$4,603,226 and will enable multiple stages of work to be undertaken in the next financial year. Bringing the budget forward means continuity of work, and is expected to be the most cost-effective option. The cost of works is likely to increase over time due to inflationary pressures.

The impact of reallocating these funds on depreciation will be \$53k per annum. This can be funded via the depreciation reserve. However, based on projections, the reserves will not be sufficient to cover this cost, and the depreciation will instead need to be debt funded. There is currently no head room within Council's current borrowing covenants to fund this.

Total initiative cost	Total cost 2026/27
<b>CAPEX</b>	2,638,669
<b>OPEX</b>	

10 year budget								
	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34
<b>CAPEX</b>	2,638,669		-2,638,669					
<b>OPEX</b>		53,000	53,000	53,000	53,000	53,000	53,000	53,000

### Strategic and operational benefits of this initiative.

The WWTP in Halcombe is well past its life cycle and causes issues for our operations and compliance teams. We have a working plan with Horizons outlining the villages that will be part of the wastewater centralisation project, including a timeline. Bringing the budget forward from 5 to year 3 allows the project to be completed 1 year earlier than scheduled.

Why does this have to be done now (rather than as part of the 2027-2037 LTP?)

We are progressing faster on the wastewater centralisation project than anticipated and the timeline can be condensed to enable project to be completed quicker.

Has Council considered this initiative previously – when and what was their decision?

This is part of the current LTP, we are requesting the budget to be moved forward from year 5 to year 3.

Are there alternatives to the initiative and what are the implications of these? This could include do nothing, scaling back, combining with other projects, deferring, or seeking third party funding.

As the centralisation project for Halcombe has started, they will need to be completed to see the benefits of this work. The options available to Council are to either bring forward these works and continue progressing the project now, or to put to works on hold and continue again in the future as originally planned.

ELT recommendation:

ELT support this initiative to be presented to Council, noting the impact on depreciation.

## Annual Plan 2026/27 Initiative Request

**Initiative name:** Replace Himatangi Beach Reservoir Roof

**Initiative priority:** Required for compliance with legislation

**Activity:** Infrastructure

**General Manager:** Hamish Waugh

**Budget Manager:** Wiremu Greening

### General description of initiative

This request is for the replacement of the steel roof at the Himatangi Beach Reservoir. This will be renewal expenditure. If the roof is not replaced, Council could have to close the reservoir to manage the risk of the water supply becoming contaminated, reducing the number of reservoirs from two to one. The reduction in capacity would increase the risk of running out of water, particularly in the summer months when more people are staying there.

### Total initiative cost

### Total cost 2026/27

<b>CAPEX</b>	100,000
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<b>OPEX</b>	
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### 10 year budget

	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34
<b>CAPEX</b>	100,000							
<b>OPEX</b>								

### Strategic and operational benefits of this initiative.

The roof needs to be replaced or the reservoir will need to be taken offline due to the risk of contamination. This is acceptable during winter but during the summer months the number of people staying in the village expands considerably, and two reservoirs are needed for storage to handle the number of people in the summer months.

### Why does this have to be done now (rather than as part of the 2027-2037 LTP?)

Roof condition was identified in annual inspection and determined a new roof was required.

Has Council considered this initiative previously – when and what was their decision?

No

Are there alternatives to the initiative and what are the implications of these? This could include do nothing, scaling back, combining with other projects, deferring, or seeking third party funding.

The only option is to use one reservoir rather than two and run the risk of running out of water in Himatangi during the summer period.

ELT recommendation:

Support this initiative being presented to Council.



## Annual Plan 2026/27 Initiative Request

**Initiative name:** Ranfurly Road Landfill Closure – Boundary and Fencing

**Initiative priority:** Necessary to comply with landowner agreement

**Activity:** Infrastructure

**General Manager:** Hamish Waugh

**Budget Manager:** Wiremu Greening

### General description of initiative

Boundary line fencing and associated earthworks between Council land and neighbours (Bothams).

Total initiative cost	Total cost 2026/27
<b>CAPEX</b>	115,000
<b>OPEX</b>	

10 year budget								
	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34
<b>CAPEX</b>	115,000							
<b>OPEX</b>								

### Strategic and operational benefits of this initiative.

This fencing and associated earthworks would conclude the ongoing lease and closure plan for part of the old landfill on the Botham's land. Council has been working with these landowners for a long time and it's in everyone's best interests to complete this work as soon as possible.

### Why does this have to be done now (rather than as part of the 2027-2037 LTP?)

The landfill closure plan has been going since 2006 and it's important we address this as soon as possible to enable the Botham's to farm this land. As part of the 2027-37 LTP, we will be negotiating with the Botham family for the acquisition of property that they own that will enable Council to address flooding issues in Feilding. It's imperative that the landfill closure is completed before we start negotiating for land use/purchase for the stormwater flooding works.

Has Council considered this initiative previously – when and what was their decision?

No
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Are there alternatives to the initiative and what are the implications of these? This could include do nothing, scaling back, combining with other projects, deferring, or seeking third party funding.

We have been filling the old landfill as part of the landfill closure plan with fill that has been imported from projects (cut to waste) and used as fill. The growth projects have covered the majority of the costs as the waste had to be carted somewhere. The works that are necessary to complete the closure plan are landfill specific.

The only alternative is to do nothing but this will further delay the remediation that we have agreed with the landowners.

**ELT recommendation:**

Support this being presented to Council.

## Annual Plan 2026/27 Initiative Request

**Initiative name:** Community Libraries Free Wi-Fi

**Initiative priority:** Community/Elected member priority

### Activity: Community - Libraries

**General Manager:** Lyn Daly

**Budget Manager:** Adie Johansen

## General description of initiative

With copper no longer operative, rural communities in particular have been impacted by the need to introduce internet access.

This initiative proposes the implementation of Inspire Free Wi-Fi in halls that contain Community Libraries to enable free wifi access to the community when they use these facilities. Please see the other initiative request that would enable access to the facilities by the community at any time – even at times where volunteers are not available to open the facilities.

This request is relevant to the following Community libraries:

- Āpiti Library — *Āpiti Community Hall*.
- Hīmatangi Library — *Hīmatangi Community Centre*.
- Rongotea Library — *Rongotea Community Centre*.
- Tangimoana Library — *Tangimoana Community Centre*.
- Kimbolton Library — standalone site (“located in NZ’s smallest building”).
- Pohangina Library — inside *County Fayre* (community-run venue, not a hall)

The first year will include installation costs, while subsequent years will incur only costs associated with the data allowance and access to Inspire Free Wi-Fi nodes.

Community Committees are very supportive of this request.

Total initiative cost	Total cost 2026/27
CAPEX	
OPEX	12,282

## 10 year budget

[illegible]

### Strategic and operational benefits of this initiative.

This initiative responds to requests from some elected members and community committees and supports improved community access to digital connectivity and information.

### Why does this have to be done now (rather than as part of the 2027-2037 LTP?)

Copper has been turned off which is affecting some of our rural communities in particular.

For example, the Rongotea Community Centre, that houses the Rongotea Community Library, now has no access to connectivity. Installing Wi-Fi here provides the community with Wi-Fi connectivity.

Slightly different solutions are needed.

**Rongotea:** needs a fibre connection with an ONT installed - the fibre plan is approx. \$85 per month. Inspire Free Wi-Fi is \$750 for the install, and \$35 per month (excluding GST).

**Himatangi, Pohangina and Apiti:** needs a wireless plan (same as Kimbolton). This includes a wireless install \$249 and a wireless plan cost of approx \$75 per month – both costs are per site. The sites also need Inspire Free Wi-Fi at a cost of \$750 for the install, and \$35 per month (excluding GST) per site.

**Tangimoana:** needs a Starlink unit that connects to Inspire Free Wi-Fi. Standard Starlink is approx \$600 with the basic Starlink business plan of \$122 per month. The Inspire Free Wi-Fi cost is \$750 for the install, and \$35 per month (excluding GST).

Up front cost	Cost per month	Notes	How many sites?	Total cost first year
\$216	\$75	Wireless	3	\$3,348
	\$85	Fibre	1	\$1,020
\$600	\$122	Starlink	1	\$2,064
\$750	\$35	Inspire free Wi-Fi	5	\$5,850
				<b>\$12,282</b>

### Has Council considered this initiative previously – when and what was their decision?

No.

Are there alternatives to the initiative and what are the implications of these? This could include do nothing, scaling back, combining with other projects, deferring, or seeking third party funding.

Do nothing: access to online services in rural areas stays as is (including wi-Fi calling ability in low signal areas).

Scaling back: install at one community library per year to spread cost.

**ELT recommendation:**

Supported by ELT for presentation to Council.



## Annual Plan 2026/27 Initiative Request

**Initiative name:** Local Water Done Well Bylaws

**Initiative priority:** Necessary to ensure compliance with legislative requirements.

**Activity:** People and Corporate/Infrastructure – Water Activities

**General Manager:** Frances Smorti

**Budget Manager:** Lisa Thomas on behalf of the Waters Business Unit

### General description of initiative

Funding is sought for legal advice associated with the evaluation and review of Council's waters-related bylaws. In the 2026/27 financial year, a total of \$30k is requested for legal advice. This is for the review of Council's existing waters bylaws against the new legislation. This evaluation is a legislative requirement and must be completed by August 2027.

Council currently has three operative waters-related bylaws that were made under sections 145 and 146 of the Local Government Act 2002 (LGA02).

- The Drainage Bylaw 2022 applies to the discharge of domestic wastewater into the Public Wastewater Network; stormwater discharges into the Public Stormwater Network; and works in, on, or near the Public Drainage Network. This bylaw will likely need to be separated into a Wastewater Bylaw and Stormwater Bylaw as part of the review.
- The Trade Waste Bylaw 2022 applies to all premises in the Manawatū District discharging, or intending to discharge, trade waste to the public wastewater network, including tankered waste.
- The Water Supply Bylaw 2019 (made under both the Local Government Act 2002 and the Health Act 1956) ensures a safe and efficient public water supply; protects the public water supply infrastructure from damage, misuse, and interference; and the health and safety of people using the water supply network.

The Local Government (Water Services) Act 2025 ("the Act") establishes new roles and responsibilities for water organisations and councils in making and administering bylaws. The new bylaw provisions, offence provisions and infringement tools in the Act replace the current bylaw provisions in the LGA 2002. What this means in practice is that Council must review its current bylaws against the Act and then amend or make new bylaws under section 258 of the Act.

Under the *Local Government (Water Services) Act 2025*, a stand-alone in-house waters business unit will be required to prepare several new regulatory management plans that will guide the development of future water-related bylaws. These include:

- a trade waste plan (to be completed within two years of enactment, by August 2027, sections 185–188),
- a stormwater network risk management plan (within three years, by August 2028, sections 201–204),  
and
- the publication of network maps and capacity data (by August 2029, section 158).

These plans must be developed in consultation with interested parties and will form the evidential and policy basis for any new or amended bylaws made under section 258 of the Act.

Any changes or new bylaws identified as required through the review must be made within five years of enactment (by August 2030). The funding sought for the legal review of these bylaws' totals \$40k over the next three years, with \$20k in 2027/28, and \$10k per year in 2028/29 and 2029/30.

As the legislation is new, it will be essential that Council's plans and resultant bylaws are consistent with statutory requirements. Any bylaws not reviewed or updated within the relevant time limits will be automatically revoked from August 2032.

Total initiative cost	Total cost 2026/27
<b>CAPEX</b>	
<b>OPEX</b>	\$30,000

10 year budget								
	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34
<b>CAPEX</b>								
<b>OPEX</b>	30,000	20,000	10,000	10,000				

#### Strategic and operational benefits of this initiative.

The primary benefit of this initiative is risk mitigation, ensuring that Council meets its legislative requirements both in the review of its existing bylaws against the new legislation, and in amending or making new bylaws. This will help maintain compliance, reduce the risk of revocation, and ensure the Council's regulatory framework aligns with national standards and timeframes.

#### Why does this have to be done now (rather than as part of the 2027-2037 LTP?)

There is a sequence of statutory deadlines set out in the Local Government (Water Services) Act 2025 and the Local Government (Water Services) (Repeals and Amendments) Act 2025 that must be met by Council. These deadlines relate to the

review of existing water services bylaws, and in the adoption of new or amended bylaws.

- All existing water-related bylaws must be reviewed within two years of enactment (by Aug 2027).
- Any required amendments or new bylaws must be completed within five years (by Aug 2030).
- Thereafter, bylaws must be reviewed every 10 years or are automatically revoked.

There is currently no budget for legal review of Council's waters bylaws as these were not scheduled for their statutory review until September 2027 (Drainage Bylaw and Trade Waste Bylaw 2022), and October 2029 (Water Supply Bylaw 2019). A dedicated legal review budget is therefore considered essential to ensure consistency with new statutory requirements.

The timing and sequencing of the two-year review of existing water-related bylaws (required under section 263) should take account of the timeframes for completing these management plans. Aligning bylaw review work with the preparation of the new plans will help ensure that the resulting bylaws are consistent with statutory requirements, informed by current asset data and risk assessments, and coordinated with any trade waste or stormwater controls developed by the business unit.

#### Has Council considered this initiative previously – when and what was their decision?

As this is a new legislative requirement, an evaluation of Council's waters-related bylaws has not been considered previously. However, Council has engaged Cooper Rapley and Simpson Grierson previously to assist with bylaw reviews. Cost estimates vary considerably depending on the complexity of the bylaws being reviewed. Cost estimates generally range between \$8,000 and \$12,000 per bylaw but can be as high as \$20,000 for particularly complex or contentious bylaw reviews.

#### Are there alternatives to the initiative and what are the implications of these? This could include do nothing, scaling back, combining with other projects, deferring, or seeking third party funding.

Council could choose to complete the reviews entirely in-house, or to rely on guidance from Central Government to guide the review. Given that all territorial authorities (or if delegated, water organisations) are required to review their bylaws, it is possible that model bylaws will be developed or that information will be shared between territorial authorities.

However, given the short timeframes and the averse-minimalist risk appetite that Council has towards legal compliance risks, reliance on in-house expertise, central government guidance documents or model bylaws (if produced) is not recommended. Any central government guidance or model bylaws could help refine

the scope of the legal review, reducing the cost, but is unlikely to eliminate the need for any legal support.

**ELT recommendation:**

Support presenting this initiative to elected members. This initiative is to cover legal costs to ensure that Council is meeting its legislative obligations under Local Water Done Well with respect to bylaws.

## Annual Plan 2026/27 Initiative Request

**Initiative name:** Feilding Freight Movement and Intersection Demand Business Case

**Initiative priority:** Community/Elected member priority

**Activity:** Infrastructure

**General Manager:** Hamish Waugh

**Budget Manager:** Wayne Keightley

### General description of initiative

This request is to develop a detailed business case covering multiple intersections through Feilding on State Highway 54 from Camerons Line to Colyton Road (including local road feeders). The business case process is required by NZTA to provide the justification for longer term co-investment in network access investment. This investment is necessary to address known safety issues, as well as to address increased freight demand, and efficiency drivers.

This programme business case will also help Council to understand the potential impacts of the Te Utanganui – Central New Zealand Distribution Hub projects, including the Rural Freight Ring Road and KiwiRail Distribution Hub on the wider roading network.

There are multiple steps involved in a business case. NZTA has already confirmed that we can proceed directly to the detailed business case phase. Timing is important as the completion of this business case is a requirement before Council can put forward projects for inclusion in the next Regional Land Transport Plan

As this business case will attract a NZTA subsidy, the true impact on rates will be \$122,500.

Total initiative cost	Total cost 2026/27
<b>CAPEX</b>	
<b>OPEX</b>	250,000

### 10 year budget

	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34
<b>CAPEX</b>								
<b>OPEX</b>	250000 (\$122500 Council share)							

Strategic and operational benefits of this initiative.

The strategic benefits include:

- improving traffic movements;
- addressing increasing traffic congestion;
- better alignment with the outcomes of the Manawatū Rural freight initiative (PNCC).

Freight movements between Feilding and Palmerston North are forecast to increase between 30-40% over the next 30 years. This initiative is looking at ways that Council can respond to this forecast growth as this region grows in prominence as a central freight hub. The key drivers include responding to demand on roads for the movement of freight, increased vehicle movements, and the need to address road safety issues. The drivers and nature of the issues vary by location.

#### Why does this have to be done now (rather than as part of the 2027-2037 LTP?)

Investigations to address intersections of concern started a long time ago and was previously part of the development contributions programme of works. The urgency is increasing due to community pressure to address safety issues and demand associated with the development of Turners Road and other regional projects.

The need to prepare a detailed business case is in response to previous conversations with NZTA in relation to known issues with intersection connections to the State Highway within the urban area of Feilding.

Delaying this initiative to the next LTP will mean further delays in addressing these known issues. The detailed business case is the first step in a larger project that is likely to span multiple years.

#### Has Council considered this initiative previously – when and what was their decision?

No. The issues have been known for a long time and some work may have been done internally but not at this level.

#### Are there alternatives to the initiative and what are the implications of these? This could include do nothing, scaling back, combining with other projects, deferring, or seeking third party funding.

MDC must follow the detailed business case process to demonstrate the need before being able to access funding from NZTA, and before we can do any improvements at the intersections of the State Highway and local roads. As these works involve work on their corridor, we must have their approval.

Timing is important as this business case must be completed in advance of our Long-term Plan and the next Regional Land Transport Plan. The business case will give Council the evidential base it requires to be able to put forward projects for inclusion in the next Regional Land Transport Plan (RLTP). Only those projects included in the RLTP are able to be included for funding through the National Land Transport Plan.



ELT recommendation:

Support this initiative being presented to Council.

## Annual Plan 2026/27 Initiative Request

**Initiative name:** Streetlight Deficiency and Infill Investigation

**Initiative priority:** Community/Elected Member Priority

**Activity:** Infrastructure

**General Manager:** Hamish Waugh

**Budget Manager:** Wayne Keightley

### General description of initiative

This initiative has come from community/Councillor requests.

Council did an LED light lamp change over a few years ago but did not change the lighting poles. Due to differences in the light patterns between the original bulbs and the new LED lights, rural communities and customers have raised concerns about deficiencies in our street lighting or perceived dark spots. There are safety concerns with this. Council is wanting to investigate street lighting in all towns and settlements to identify deficiencies that can then be addressed via funding in the LTP. This is specialist work, so would need to be outsourced to external contractors.

Total initiative cost	Total cost 2026/27
<b>CAPEX</b>	
<b>OPEX</b>	50,000

10 year budget								
	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34
<b>CAPEX</b>								
<b>OPEX</b>	50,000							

### Strategic and operational benefits of this initiative.

While there are no direct level of service measures relating to street lighting, the key driver for this project is to address community safety concerns.

### Why does this have to be done now (rather than as part of the 2027-2037 LTP?)

Timing is important. If the assessment is done in 2026/27 this will enable more accurate budgeting addressing these streetlight deficiencies through the 2027-37 LTP. If the assessment is not done until the LTP, the scale of the problem is not known and remediation may have to be delayed due to insufficient budget.

Has Council considered this initiative previously – when and what was their decision?

We are not aware of this. The LED change-over work was only done 3 or 4 years ago.

Are there alternatives to the initiative and what are the implications of these? This could include do nothing, scaling back, combining with other projects, deferring, or seeking third party funding.

It is possible that this work would qualify for an NZTA subsidy. However, to seek the subsidy, Council would have to include it in the 2027-30 funding block. Given the small value of this work (\$50,000), it might not be worthwhile including it.

Doing nothing is the only other alternative. The renewals budget for street lighting is insufficient to address this issue at scale. This means that Council would likely have to address street lighting deficiencies street by street, over an extended period of time. Having this study completed would enable a better understanding of the extent of the issue and the likely cost for remediation.

ELT recommendation:

Support this initiative being presented to Council.

## Annual Plan 2026/27 Initiative Request

**Initiative name:** Dangerous Tree Removal

**Initiative priority:** Community Priority (In response to requests from Community Committees)

**Activity:** Infrastructure

**General Manager:** Hamish Waugh

**Budget Manager:** Wayne Keightley

### General description of initiative

This request seeks funding for the removal of dangerous trees from the road corridor. This is a known safety concern and there is currently no specific funding available to address this. Council currently takes a reactive rather than proactive approach to addressing this issue (e.g. clearing fallen trees from the road corridor rather than removing them before they fall).

Total initiative cost	Total cost 2026/27
<b>CAPEX</b>	
<b>OPEX</b>	50,000

### 10 year budget

	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34
<b>CAPEX</b>								
<b>OPEX</b>	50,000 (\$24,500 Council share)	50,000 (\$24,500 Council share)	50,000 (\$24,500 Council share)	50,000 (\$24,500 Council share)				

### Strategic and operational benefits of this initiative.

The key benefits are improved public safety and the ability for Council to proactively respond to risk.

### Why does this have to be done now (rather than as part of the 2027-2037 LTP?)

These trees are a known safety risk. Therefore, there are potential liability risks for Council in the event that one of these trees causes injury to someone. There has been funding for dangerous trees previously, but this funding has been cut from the budget. There is a backlog of dangerous trees to be addressed and a desire to improve practice. While this request relates to 2026/27, we will be looking to establish this as an ongoing budget through the next LTP.

Has Council considered this initiative previously – when and what was their decision?

We understand that there has been in the budget for the removal of dangerous trees previously but this has been seldom retained due to competing priorities (i.e. money has been reallocated).

Are there alternatives to the initiative and what are the implications of these? This could include do nothing, scaling back, combining with other projects, deferring, or seeking third party funding.

Do nothing – this would mean an ongoing risk to public safety.

Include funding for dangerous trees in the next roading AMP and seek a subsidy from NZTA. There is potential that this would qualify for a subsidy if NZTA recognises the benefit. However, this funding is not guaranteed.

If funding is approved and Council can be more proactive in removing dangerous trees, there would be potential for efficiency gains and cost savings. This is because Council could combine the removal of dangerous trees with other roading projects when doing work in the roading corridor.

ELT recommendation:

Support this request being presented to Council

## Annual Plan 2026/27 Initiative Request

**Initiative name:** Rural Community Footpath Maintenance

**Initiative priority:** Internal response to community demand for pathways that are adequately maintained

**Activity:** Infrastructure

**General Manager:** Hamish Waugh

**Budget Manager:** Wayne Keightley

### General description of initiative

This initiative proposes ongoing maintenance of community limestone footpaths across the district. These footpaths are often created by Community Committees with the expectation that Council will fund their maintenance and renewal.

The cost of maintaining these pathways, including weed spraying and supply of materials for resurfacing, often falls on the roading team. As there is no budget for the maintenance of these pathways, roading has to redirect money from other roading activities to cover this. Examples of where this has occurred include (but are not limited to) Hiwinui, Sanson, Rongotea, Halcombe and Mt Lees.

In past years staff have funded the maintenance of pathways within existing budgets. However, due to tightening of budgets in recent years, pathways maintenance is no longer able to be done without redirecting budgets from other activities.

Total initiative cost	Total cost 2026/27
<b>CAPEX</b>	
<b>OPEX</b>	10,000

10 year budget								
	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34
<b>CAPEX</b>								
<b>OPEX</b>	10,000	10,000	10,000					

### Strategic and operational benefits of this initiative.

Track spraying and maintenance has aesthetic benefits and enables their use by communities. Council could choose to fund this as a show of community support.

**Why does this have to be done now (rather than as part of the 2027-2037 LTP?)**

Rural community footpath maintenance is already diverting funding from other roading activities. Delaying this request to the LTP extends the time over which this funding deficit exists. There is increasing demand on the roading team to cover the cost of this work.

**Has Council considered this initiative previously – when and what was their decision?**

The roading team is not aware of this being part of any previous LTP discussions. However, the construction of new limestone paths is often part of Community Committee discussions and plans.

**Are there alternatives to the initiative and what are the implications of these? This could include do nothing, scaling back, combining with other projects, deferring, or seeking third party funding.**

Council could ensure that ongoing maintenance costs are more front-of-mind in conversations with Community Committees. Council could require Community Committees to use their annual community development funding to maintain their existing pathways.

**ELT recommendation:**

Support this initiative being presented to Council



## Annual Plan 2026/27 Initiative Request

**Initiative name:** Ranfurly Rd Landfill Closure - Earthworks, topsoiling, and Removal of Buffer

**Initiative priority:** No rates impact. Required as part of a landowner undertaking.

**Activity:** Infrastructure

**General Manager:** Hamish Waugh

**Budget Manager:** Wiremu Greening

### General description of initiative

This request is for earthworks, topsoiling and removal of buffer areas as per the landfill lease agreement.

Council has an existing provision for landfill aftercare with approximately \$270,000 available. These works will be funded via this existing provision, therefore there will be no impact on rates.

Total initiative cost	Total cost 2026/27
<b>CAPEX</b>	
<b>OPEX</b>	85,000

10 year budget								
	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34
<b>CAPEX</b>								
<b>OPEX</b>	85,000 (\$0 rates impact)							

### Strategic and operational benefits of this initiative.

This request concludes the ongoing lease and closure plan for part of the old landfill on the Botham's land. We have been working with these landowners for a long time and it's in everyone's best interests to complete this work as soon as possible.

### Why does this have to be done now (rather than as part of the 2027-2037 LTP?)

The landfill closure plan has been going since 2006 and it's important we address this as soon as possible to enable the Botham's to farm this land. As part of the 2027-37 LTP, we will be negotiating with the Botham family for the acquisition of property that they own that will enable Council to address flooding issues in Feilding. It's

imperative that the landfill closure is completed before we start negotiating for land use/purchase for the stormwater flooding works.

Has Council considered this initiative previously – when and what was their decision?

No

Are there alternatives to the initiative and what are the implications of these? This could include do nothing, scaling back, combining with other projects, deferring, or seeking third party funding.

No. The only alternative is to do nothing, but this would further delay any resolution. This is an undertaking we have given the landowners that is long overdue.

ELT recommendation:

Support presenting this request to Council.

## Annual Plan 2026/27 Initiative Request

**Initiative name:** Feilding Aerodrome Runway Resealing

**Initiative priority:** Community Priority (Feilding Aerodrome request)

**Activity:** Community on behalf of Feilding Aerodrome Incorporated

**General Manager:** Lyn Daly

**Internal Contact Person:** Shayne Harris

### General description of initiative

This initiative proposes a one-off financial contribution from Council towards the resealing of the Feilding Aerodrome runway. The total cost is estimated at \$345,000. Feilding Aerodrome Incorporated has committed \$160,000, from its own funds, accumulated over the past three years through hangar rentals, landing fees, and Open Day proceeds, and is seeking Council's support, for the remaining shortfall of up to \$185,000. The resealing work is required to ensure the runway remains safe, operational, and fit for purpose, supporting both community and commercial activities.

The Feilding Aerodrome is part of the heritage of the Manawatū and supports local organisations, such as the Scouts, Air Training Corp, Helicopter Rescue training and the aerodrome members in our endeavour to foster general aviation in the region. It is a regional asset that can support humanitarian or disaster relief efforts during weather events or other natural disasters. There are approximately 5-6 commercial ventures being undertaken from the aerodrome which supports regional development and supports families in the area. The predominant use is for general aviation that provides a low-cost environment (in comparison with other similar aerodromes) to train pilots and foster leisure flying.

Feilding Aerodrome Incorporated applied to the Lotteries Commission in September 2025 for full or partial funding; however, the application was unsuccessful as it did not align as closely with the Fund as other requests in the funding round.

The Feilding Aerodrome Incorporated Society sealed the runway in 1993, and then progressively sealed the taxiways and the engine run-up areas at the runway entrances. Runway lighting was installed by the Society in 1999. In 2004 the Society purchased a slice of adjoining land to extend the runway. The project added 330m of sealed runway, giving an overall operational length of 1030 metres. With the extension of runway lighting and in more recent years the widening of the sealed runway the Feilding Aerodrome has become the hub and home for general aviation in the Manawatu.

Income is derived primarily from the leasing of hangar sites, an annual charge for each aircraft based at Feilding and returns from the grazing of sheep, and most recently baleage or hay being cut for sale to increase revenue. Sheep grazed the

grass areas until 2023 when a decision was taken to improve the safety of aircraft operations from the aerodrome. Baleage has replaced the lost revenue from sheep grazing.

The runway has had some previous resealing done, but this was conducted in conjunction with progressive lengthening and widening of the runway from its original 12 meters to 14 meters, and to its current 18 meters wide, over time. Resealing as part of these works were undertaken in a piecemeal fashion due to available budget and it has been several decades since the runway has had a full unified reseal. This requirement has been known about for several years and reviewing and implementing lease and fee structures and instituting programs to better manage aerodrome assets in a more sustainable way, puts the aerodrome in a position to manage the financial challenges ahead.

The one-time large outlay of \$345,000 puts pressure on the current budget and cashflow, but once the runway is resealed it is estimated to have an operational life of between 15-20 years. The Committee will be setting up a reserve fund and through cash surpluses and depreciation provisions, expects that the main aerodrome asset will be maintained through periodic audits and on condition repairs where necessary. The aerodrome will forecast for a future resealing of the runway over the next 15-year horizon and will become self-sustaining.

Based on the correspondence received, the Aerodrome Committee has confirmed that the resealing project is scheduled to be undertaken over the period 12 to 24 January 2026 and will be closed for the duration. Any further delay may cause water ingress damage and undermine the integrity of the subsurface below the cracking bitumen.

The attached Downer memorandum (May 2024) reports that while the runway has no structural failures or immediate surface breakdown, a surfacing treatment is required to preserve the runway's structural integrity. More recent quotes from Higgins Contractors (June and September 2025) confirm that the surface condition has deteriorated since that report, supporting the need for timely work to prevent further damage.

During the quotation process, each company approached was advised that the Aerodrome is stretched for funding. While sponsorship was not specifically requested, the Aerodrome Committee noted that their impression throughout the quotation phase was that it was purely a business relationship and that all work would need to be paid for in full.

Feilding Aerodrome Incorporated highlight the past and current contributions the aerodrome has made to regional development and community support, and also what lies ahead as a community and valued asset in the region. They welcome any consideration to support this significant asset in the region. They realise that MDC's financial planning is done well ahead, but if funding cannot be made available

immediately, a deferred contribution when it is possible would be used to reduce any debt incurred to conclude the project.

Total initiative cost	Total cost 2026/27
<b>CAPEX</b>	
<b>OPEX</b>	185,000

10 year budget								
	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34
<b>CAPEX</b>								
<b>OPEX</b>	185,000							

#### Strategic and operational benefits of this initiative.

Feilding Aerodrome is a community asset that supports a range of users and functions including:

- **Community Organisations** such as the Air Training Corps and the Army Cadets, which use the facility for training and youth development.
- **General aviation, microlight, and gliding groups**, promoting education and recreation in aviation.
- **Commercial operators**, employing local labour and providing livelihoods for approximately 25 families in the Manawātū region.
- **Emergency and essential services**, including search and rescue helicopter training, winch, and roping operations, which contribute to regional safety and emergency preparedness.

Resealing the runway will maintain safety and operational standards, supporting economic activity, youth engagement, and emergency service capability.

#### Why does this have to be done now (rather than as part of the 2027-2037 LTP?)

The Aerodrome has reported that the runway resealing must commence in January 2026 due to the deteriorating surface condition. Assessments from consultants have identified the need for urgent repairs.

Delaying the work risks further water ingress and subsurface damage, which would increase the scope and cost of future repairs. The current surface has become brittle, and its integrity may be compromised if not addresses promptly.

#### Has Council considered this initiative previously – when and what was their decision?

Council has previously supported the Feilding Aerodrome through advocacy via a letter of support for external funding applications. However, no direct Council funding has been provided for the runway resealing project to date.

Are there alternatives to the initiative and what are the implications of these? This could include do nothing, scaling back, combining with other projects, deferring, or seeking third party funding.

Alternatives include:

- **Do not support initiative:** The Aerodrome Committee has made plans to enter into a loan arrangement with ANZ and BNZ for \$185,000, to be repaid over the next five years.
- **Partially support:** Council could consider a partial contribution for this initiative and offer a sum of funding.
- **Advocacy role only:** Council could continue to advocate for the Aerodrome through letters of support and assistance with external funding applications, without direct financial contribution.

ELT recommendation:

ELT supports this going to Council for consideration.

**From:** <president@feildingaerodrome.co.nz>  
**Sent on:** Friday, October 31, 2025 3:05:04 AM  
**To:** Amy Beazer <Amy.Beazer@mdc.govt.nz>  
**Subject:** RE: Feilding Aerodrome Runway Resurfacing – Request for Further Information  
**Attachments:** Memo Feilding Aerodrome .pdf (318.98 KB), Higgins Runway Resealing Quote Accepted.pdf (1.09 MB), Higgins Holdpoint resealing Quotation.pdf (641.1 KB)

CAUTION: This email originated from outside of MDC's network. Do not click links or open attachments unless you know the content is safe. If in doubt contact the MDC IT Team!

Hello Amy and thank you for your email.

We applied to the Lotteries Commission in early September 2025 for full or partial funding for the runway resealing. The email received from the lotteries commission as follows:

**From:** Community Operations <[do-not-reply.nzdia.communityadviceandgrants@fluxx.io](mailto:do-not-reply.nzdia.communityadviceandgrants@fluxx.io)>  
**Date:** 17 September 2025 at 10:45:36 NZST  
**To:** Yvonne Marsh <[donmarshplumbing@hotmail.com](mailto:donmarshplumbing@hotmail.com)>  
**Subject:** Notification of funding decision  
**Reply-To:** [communityadviceandgrants@dia.govt.nz](mailto:communityadviceandgrants@dia.govt.nz)

*Tēnā koe Yvonne*

**RE: The Feilding Aerodrome Incorporated**

***Thank you for your request (R-LCF-2025-304858) to Lottery Community Facilities***

***On behalf of the Lottery Community Facilities Committee, we regret to inform you that your request was unsuccessful because it did not align as closely with the Fund as other requests in the funding round.***

***The Committee acknowledges the time and effort that went into your application.***

***For your information, the Committee had \$7,512,892 to distribute and considered 81 requests totalling \$21,137,915 for this round.***

***You may visit [Community Matters](#) for information on other funding available.***



***Nāku iti noa, nā,***

***The Lottery Community Facilities Team***

***email: [LCFFund@dia.govt.nz](mailto:LCFFund@dia.govt.nz)***

We have also made funding requests for grants to the Lion Foundation for assistance with purchasing a mowing tractor for the aerodrome, and this has also not been successful.

We have made plans for the aerodrome to enter into a loan arrangement with the ANZ and BNZ banks for \$185,000 which will put the aerodrome into debt for the next 5 years to be able to pay the amount off. We have no other choice than to commence the work in January 2026 as the assessment from several consultants puts the runway in an urgent state and need of repairs. Further delays may cause further water ingress damage and undermine the integrity of the subsurface below the cracking bitumen. The aerodrome has been trying to save the funds for the past three years to have the work done and we have managed to save around \$165,000.00, with the balance being \$185,000.

The status of the runway surface requires that we do the work in January 2026 due to the damage it has sustained while we have been saving funds. It has become an urgent project unfortunately, and I have enclosed an assessment we had done by Downers back in Sep 2024. In the attached report the surface condition was reported as not falling apart, but that work was required urgently to preserve the underlying integrity of the runway subsurface. In the quote stage this year, all three contractors who provided quotes (Higgins, Fulton Hogan and Walters) highlighted a deterioration from the 2024 report. The Aerodrome Committee decision is that we should not wait any longer or risk greater damage and hence repair costs.

I trust the Council is able to consider our request – even if were for half the balance, with the remainder coming from a bank loan.

Yours sincerely,

Gavin

-----

Gavin Howse | President

Feilding Aerodrome Incorporated

+64 21 02670668

[President@feildingaerodrome.co.nz](mailto:President@feildingaerodrome.co.nz)

**From:** Amy Beazer <Amy.Beazer@mdc.govt.nz>

**Sent:** Friday, 31 October 2025 14:24

**To:** president@feildingaerodrome.co.nz

**Subject:** Feilding Aerodrome Runway Resurfacing – Request for Further Information

Kia ora Gavin,

I hope this email finds you well.

I have spoken with the mayor, and he has given his approval for me to contact you directly.

I understand that Feilding Aerodrome Incorporated has recently approached the Manawātū District Council seeking support towards the resurfacing of the Feilding Aerodrome runway, with a one-off grant request of up to \$185,000. Based on the information provided, we understand that Feilding Aerodrome Incorporated intends to partially fund the project and has previously applied for funding from other sources; however, these applications have been unsuccessful. Could you please provide a detailed overview of the funding applications made to date, along with copies of any previous applications, particularly if they include assessments of the current state of the runway?

In addition, Council normally considers community requests through the Long-term Plan process, rather than the Annual Plan. The next Long-term Plan is scheduled for adoption in June 2027, with community request likely to be invited in mid-2026. However, if you can provide further information regarding the urgency of this request, we can present it to elected members for consideration as part of the 2026/27 Annual Plan.

To assist us with this assessment, could you please advise whether the proposed resurfacing could be delayed until after 1 July 2027. If not, please outline the reasons as to why it is time critical.

We would be happy to meet with you in person to discuss this further if that would be helpful.

Ngā mihi,

**Amy Beazer**

**Junior Policy Adviser**

**Kaitohutohu Kaupapa Here - Teina**



P: 06 323 0000

[www.mdc.govt.nz](http://www.mdc.govt.nz)

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## Memorandum

<b>To</b>	Brad Pearpoint
<b>CC</b>	Richard Hill, Brandon Walker, Leroy Johnson
<b>From</b>	David Black
<b>Date</b>	21 May 2024
<b>Subject</b>	<b>Feilding Aerodrome Resurfacing</b>
<b>Reference</b>	

Brad,  
Following on from discussion and site inspection

### Executive Summary

The seal (excluding the 2023 widening) is old and nearing, if not past, the binders ability to bond the stone chip under prolonged traffic loading. The existing surface (excluding the 2023 widening) is generally smooth with a true profile.

A surfacing treatment is required to preserve the runway structural integrity.

The April inspection revealed no structural failures or immediate seal scabbing issues. Comment was "it is old but it is not falling apart".

### Situation

Runway surfacing is 18m wide x 1040m long.

The 18m width is made up of

- 12m wide heavily lichen infested old chipseal.
- Recently widened 3m either side of the old pavement with 3/5 1<sup>st</sup> coat seal.

The runway has been Hawkeye surveyed giving accurate measure of crossfall, roughness and texture. A spread sheet summary of these reading is appended to this report.

Aerodrome runs North West to South East: Hawkeye survey 0m is at NW end.

Cross Fall Averages – Both shoulders require buildup / levelling to match main runway crossfall.

*Note – crossfall is a % measure of slope (-2.1 is 21mm depth over 1000mm length). The target crossfall for a chip seal runway is around 2%.*

Crossfall	East Bound Shoulder	Eastbound left of centreline	Westbound left of centreline	West Bound Shoulder
Average	-2.1	-1.4	-2.2	-4.5

NAASRA Averages – Main runway marginal roughness, shoulders very rough – likely unacceptable – may require longitudinal smoothing.

*Note – NAASRA count is a measure of ride roughness. A normal asphalt surfaced runway could have a count reading as low as 30. New chip seal roads need to be below 65. The 67 average for the old runway is pretty good.*

Roughness	Eastbound Shoulder	Eastbound Centre	Westbound Centre	Westbound Shoulder
Average	150	67	67	178

Texture Averages – Main runway texture has consistent void in line with an aged / low traffic sealed surface. Shoulders are very high void and needs waterproofing.

*Note – texture is a mm average depth of the distance from the top of the sealing chip to the bottom of the void between sealing chips. The old runway reading of 2.1 and 2.0 mm are normal and expected readings for a grade 3 type seal treatment. The new shoulder widening seal reading of 4.2 and 3.9mm are not unexpected but do indicate a very coarse surface.*

Texture	Eastbound Shoulder	Eastbound Centre	Westbound Centre	Westbound Shoulder
Average	4.2	2.1	2.0	3.9

Note – Lichen / weed control and removal will be completed by third party.

### **Chip Seal Surface Observations**

Three distinct surfaces:

The original runway is 720m long.

From 0-290 has had a Grade 6 voidfill applied although no record of when this was done. There is a facility at this end of the runway that apparently services private jets.

The seal from 290 – 720 is an aging grade 3 single coat.

No evidence of cracking and apart from some quite heavy lichen infestation, the seal looked in reasonable order.

The runway was extended from 720 – 1040 to enable jets to land. This surface is a Two Coat Grade 3/5. There was some evidence of chip loss in this area.

The old runway surface from 290 to 1040 is likely to be an aged (greater than 20years) single layer of seal on top of a basecourse aggregate substrate. A seal of this age has oxidised brittle binder that is susceptible to cracking when put under traffic loading.

The 3m widened portion is a two coat 3/5. The widenings looks in good order despite being rough. It has zero traffic.

*Note – A grade 3 sealing chip is an 8 to 10mm high stone when place on its longest length, with broken faces to all sides. A grade 5 is a 4 to 6 mm stone.*

Brandon Walker comment after April inspection –

The current thought is to second coat the seal widenings next year (there is a perception that this is urgent), and then the original width the following year.

I would suggest that the priority should be to protect the original width and especially the extension to prevent any chip-loss and catastrophic consequences.

The roughness of the runway widening is not a concern despite the data indicating an 'unacceptable' NAASRA count.

There are several hangars around the aerodrome with a combination of flight school, gliding and aero clubs, crop spreaders and the service business. There are apparently over 100 aircraft housed on the site!

### **Runway Observations**

The prevailing wind is westerly, so most landings are at the Eastern end on that extension. Take off runs also start at the same end.

Chip getting into jet engines are a primary concern.

The lichen has been sprayed and has for the most part died off. Trial brooming over winter could be attempted whilst it is damp and soft.

If any sign of chip-loss and / or seal damage in the brooming process occurs, then it should be halted. This is to avoid long term surface damage while in this brittle and delicate state.

## Surfacing Options

### **Option 1 – Full width grade 5 seal using polymer binder followed by a sand seal.**

Day 1 - Construct a full width grade 5 chip seal – about 19000m<sup>2</sup> – hot application around 1.7 L/m<sup>2</sup> Polymer Modified Emulsion.

*Note – polymer modified emulsion uses a 130/150 type bitumen (a standard road sealing bitumen) combined with a polymer additive. This provides a stronger bond and raises the temperature softening point in hot summer conditions thus minimising chip rollover and turning stress damage.*

Day 2 - Construct a full width sand seal – about 19000m<sup>2</sup> – approximately 1.1 L/m<sup>2</sup> using Enviro Shield binder and sand aggregate. This surfacing is constructed using a modern chipper / sprayer type machine.

*Note – Enviro Shield is a warm applied emulsion treatment which acts as a protective layer. The low viscosity allows for greater penetration into the surface and upon curing will reduce the effects of aging by offering additional waterproofing and locking aggregate into the existing surface.*

*It contains a 15 - 25 Pen EME 2 Emulsified bitumen with a softening point of 56 – 72°C*

*The sand is a processed specific grading, dried and weather protected to allow smooth spreading.*

*This treatment has a 12 to 15 seal life. Does not correct shoulder roughness or crossfall.*

This surfacing was constructed on the Tekapo Airport apron in January 2019. The below photos were taken in November 2019. The client is very pleased with the resulting low texture durable surface.





### **Option 2 - Micro Surfacing**

Day 1 and 2 – construct a full width micro surfacing – about 19000m<sup>2</sup>.

The micro surfacing is constructed using specialised equipment that mixes and lays a PAP 7 / grade 6 aggregate with a fibre dosed polymer 60/70 emulsion.

It will provide a smooth, even, hardwearing surface.

Expect a 12 to 15 year seal life.

*Note – this surfacing will mitigate the shoulder roughness but will not correct the crossfall. The crossfall could be corrected, at an additional cost, by constructing an additional run of micro surfacing along the shoulders.*

Regards – David Black

**HIGGINS CONTRACTORS LIMITED**

124 Keith Street, Roslyn, Palmerston North 4414

T: 06 357 1026

PO Box 5164, Terrace End, Palmerston North 4441

HIGGINS.CO.NZ

E: contractors.pn@higgins.co.nz

# HIGGINS

**HIG HM 1128**

13/06/2025

**Fielding Aerodrome****RE: Fielding Aerodrome hold Points**

Higgins Contractors Limited ("Higgins") is pleased to submit this quotation to Fielding Aerodrome ("Purchaser") for the works detailed under the heading Scope of Works below.

This quotation is subject to the Standard Terms and Conditions included herein and shall remain open for acceptance for a period of 30 days, after which time it shall lapse. Once accepted the quote is valid for 90 days for work to be completed, after which we will apply escalation based on the CPA values at the time of construction.

Acceptance of this quote shall occur only on the date this quotation is signed (or other confirmation of quotation acceptance), by or on behalf of the Purchaser. Please return to Higgins at the above address or email to: [w.viljoen@higgins.co.nz](mailto:w.viljoen@higgins.co.nz)

**Scope of Work**

Item	Description	Unit	Quantity	Rate	Amount
1.1	Supply and Lay AC10 @ 40mm thick with a Tack of 0.3l/sqm residual.	m <sup>2</sup>	1960	\$ 45.80	\$ 89 768.00
<del>1.2</del>	<del>Line marking</del>	<del>L/S</del>	<del>1</del>	<del>\$ 10 850.00</del>	<del>\$ 10 850.00</del>

**Notes**

1. Rates exclude GST.
2. Work is to be done in twelve establishments where we will have uninterrupted access to the portions at a time.
3. Where we have priced this work without viewing the site or specification, we reserve the right to review our rates should details differ from our expectation or the information provided at the time of quoting.
4. Drainage – No levels have been taken in preparing this quote. We have made the assumption that there is sufficient drainage existing.
5. Higgins Contractors accepts no liability for any failure of the existing pavement layer or underlying material.
6. Higgins Contractors accepts no liability for any unforeseen conditions. We have not tested the strength of the existing ground. We have assumed that the existing ground has sufficient strength to withstand the weight of our construction traffic. If this is found not to be the case, we may require extra payment for any remedial work required to bring it to a strength fit for purpose.



By signing this form (or on your confirmation of quotation acceptance) you accept the Higgins terms and conditions outlined in this document.

Please post this signed quotation acceptance to Higgins Contractors Ltd at the above address or email to: [w.viljoen@higgins.co.nz](mailto:w.viljoen@higgins.co.nz)

Job Name:

Quote No: HIG HM 1128

Accepted by: GAVIN HOWSE Date: 25 SEP 2025

Signature:

[Signature]

PRESIDENT FEILDING AERODROME INCORPORATED

**STANDARD TERMS & CONDITIONS MUST BE SIGNED AND RETURNED**

This quotation is subject to the terms and conditions above and is valid for 30 days from the above date.

If you wish to accept this quote, please complete and return the above acceptance form. Work will only proceed on receipt of the above acceptance form.

SEAN PERMET

VICE PRESIDENT

[Signature]

**HIGGINS CONTRACTORS LIMITED**

24 Keith Street, Roslyn, Palmerston North 4414

T: 06 357 1026

PO Box 5164, Terrace End, Palmerston North 4441

HIGGINS.CO.NZ

E: contractors.pn@higgins.co.nz

**HIGGINS****QUOTATION No: Feilding Aerodrome Runway**17<sup>th</sup> June 2025Feilding Aerodrome  
Feilding

Attention: Peter Flintoff

Dear Peter,

**RE: Re-Surfacing options for the Aerodrome runway, Feilding**

Higgins Contractors Limited ("Higgins") is pleased to submit this quotation to Peter ("Purchaser") for the works detailed under the heading Scope of Works below.

This quotation is subject to the Standard Terms and Conditions included herein and shall remain open for acceptance for a period of 30 days, after which time it shall lapse. Once accepted the quote is valid for 90 days for work to be completed, after which we will apply escalation based on the CPA values at the time of construction.

Acceptance of this quote shall occur only on the date this quotation is signed (or other confirmation of quotation acceptance), by or on behalf of the Purchaser. Please return to Higgins at the above address or email to: n.gabbitha@higgins.co.nz.

**Scope of Work**

	Description	Unit	Quantity	Rate	Amount
1	<b>Option 1: Robust Option</b>				
	Two Coat Grade 4 & 6 Chipseal Full width with CRS2 emulsion.	m <sup>2</sup>	18500	\$7.51	\$138,853.00
	Fog Coat with CAT60 Emulsion to lock chip in (Reduce FOD risk) – Optional, but recommended	m <sup>2</sup>	18500	\$2.49	\$46,063.00
	<del><b>Option 2: Minimal FOD risk</b></del>				
	<del>Single Coat Grade 5 with Polymer Modified Emulsion</del>	<del>m<sup>2</sup></del>	<del>18500</del>	<del>\$6.38</del>	<del>\$118,020.00</del>
	<del><b>Option 3: Budget Option</b></del>				
	<del>Gilsonite Rejuvenation Spray on existing surface. No Chip.</del>	<del>m<sup>2</sup></del>	<del>18500</del>	<del>\$4.35</del>	<del>\$80,391.00</del>
	<del><b>Chipseal at Hangers</b></del>				
	<del>Racked-In Grade 4 &amp; 6 in front of hangers with 130/150 Cutback – Minimum of 1000m<sup>2</sup> per establishment</del>	<del>m<sup>2</sup></del>		<del>\$28.05</del>	
	<del>Size of the hanger pavements differs for each, so have bundled it into 1000m<sup>2</sup> portions.</del>				

4. This quotation assumes that site and subsurface conditions are suitable for the carrying out the works. If rock, running sand, unstable ground, excess water, services/utilities of any kind, or any unforeseen physical conditions are encountered, those conditions shall be treated as a variation.
5. Higgins shall be entitled to make minor departures from the Scope of Works made necessary by site conditions or unforeseen circumstances.

**7. Works performed by others**

- a. Where Higgins works are dependent on works being carried out by the Purchaser or a third party engaged by the Purchaser, those works must be carried out in a workmanlike manner, to appropriate standards, and so as to not delay Higgins.

**8. Damage**

- a. Damage to the works not caused by Higgins is the responsibility of the Purchaser during the installation procedure and thereafter.
- b. No allowance is made in the price for protecting existing structures. The Purchaser accepts risk for damage to existing structures as a consequence of Higgins performing its works in accordance with this agreement. For example, exterior finishing's may receive minor dents or blemishes if compacting is required in close proximity to existing structures.

**9. Intellectual Property**

- a. The rights in any Higgins' intellectual property pre-existing the works or developed for the works shall remain vested in Higgins.

**10. Photographs**

- a. The Purchaser consents to Higgins photographing the works before, during and after completion for the sole purpose of its portfolio and marketing. Specific requests to refrain from photographic use must be made in writing and at the earliest opportunity.

**11. Liability**

- a. To the extent permitted by law, the Purchaser indemnifies Higgins against any claim, loss or damage as a result of the Purchaser failing to comply with its obligations under this agreement.
- b. To the extent permitted by law and notwithstanding any other term in this quotation:
- i) the maximum aggregate liability of Higgins to the Purchaser for delay in completion of the Scope of Works is 10% of the price payable to Higgins under this quotation;
  - ii) the aggregate maximum liability of Higgins to the Purchaser in connection with this quotation, whether in contract, tort (including negligence) or otherwise, shall be limited to 50% of the price payable to Higgins under this quotation;
  - iii) Higgins shall not be liable to the Purchaser for any consequential, indirect, special, punitive or exemplary damages, loss of use, loss of anticipated savings (whether direct or indirect) or for any loss of profit, revenue or product arising in relation to the works under this quotation

**12. Termination**

- a. The Purchaser may terminate this agreement only where Higgins has failed to rectify a material breach of this agreement within 20 working days' of notice to do so.
- b. Higgins may terminate this agreement where:
- i) It becomes impracticable to perform the works for any reason outside of Higgins reasonable control; or
  - ii) The Purchaser has failed to rectify a material breach of this agreement within 10 working days of notice to do so.
- c. In the event of termination Higgins shall be entitled to be paid for all works performed up to the date of termination.
- d. The parties' rights, obligations and liabilities under this agreement shall persist despite termination.

**13. Jurisdiction and Disputes**

This agreement is subject to New Zealand law.

- a. In the event of any dispute, the Purchaser shall not be entitled to withhold payment in excess of an amount representing a reasonable valuation of the work required to rectify or replace the work which is specifically subject to the dispute.
- b. All disputes arising in relation to this quotation are to be resolved through adjudication under the Construction Contracts Act 2002 and/or arbitration under the Arbitration Act 1996.

By signing this form (or on your confirmation of quotation acceptance) you accept the Higgins terms and conditions outlined in this document.

Please post this signed quotation acceptance to Higgins Contractors Ltd at the above address or email to: [n.gabbitha@higgins.co.nz](mailto:n.gabbitha@higgins.co.nz)

Job Name: Feilding Aerodrome

Quote No: Feilding Aerodrome Runway

Quoted to: Peter Flintoff

Date: 5 June 2025

Accepted by:

GAVIN HOWSE

Date:

25 SEP 2025

Signature:

*[Signature]*

PRESIDENT FEILDING AERODROME INCORPORATED

**STANDARD TERMS & CONDITIONS MUST BE SIGNED AND RETURNED**

This quotation is subject to the terms and conditions above and is valid for 30 days from the above date.

If you wish to accept this quote, please complete and return the above acceptance form. Work will only proceed on receipt of the above acceptance form.

SEAN PERNET

VICE PRESIDENT

*[Signature]*



# **Feilding Aerodrome: A History and a Future**

**(This document contains a summarised history of Feilding Aerodrome and acknowledges Ross St George as the originator)**

## **The early years**

Following the first successful crossing of the Tasman Sea by Sir Charles Kingsford Smith in the 'Southern Cross' in September 1928, enthusiasm for aviation resulted in moves to establish an airfield and an aero club in the Manawatu. The Manawatu Aero Club was established in November 1928, being one of eleven such clubs across New Zealand. Along with public interest there was impetus from a cadre of aviators who had flown in World War 1. There was also a measure of central government finance to assist in developing and maintaining a body of personnel with flying experience and to foster aircraft maintenance and operational knowledge related to aviation.

While an airfield was established in Palmerston North at Milson in October 1930 by Milson Aerodrome Incorporated, recreational flying had already become established in 1930 by the Feilding Aero Club at the farm property of Ernest Short from a paddock of 60 acres at 'Parorangi'. Parorangi was the homestead name of the Short's farm located just south of Cheltenham on the eastern side of Kimbolton Road. A concrete plinth with an historic places plaque commemorating the birthplace of aviation in the region is there today. It records the first landing on August 18, 1920. This field became a regular stop-over point for aircraft flying cross-country. Popular aircraft of the day were De Havilland Moths, Spartans and Avro Avians.

In June 1930 the Feilding Aero Club was formally established and was officially incorporated with the Registrar of Incorporated Societies on 31 July 1931. Seven years later on the 28<sup>th</sup> September 1938 the name was officially changed to The Feilding Aerodrome Incorporated and this remains the name of the Society operating from Feilding Aerodrome today.

Flying by the Club was based at Parorangi until 1937. By then Ernest Short, the owner of Parorangi, had died and the trustees of the farm estate were to

eventually sell the property. The Parorangi homestead was sold in 1947 to the Wellington Catholic Diocese and in 1948 Hato Paora Boys' College was established at the property.

This led to the formation of the Feilding Aerodrome Society and purchase in 1934 of the current Taonui / Feilding Aerodrome land from Mr Cleverly of Taonui. It was a site of some 80 acres on the north-eastern side of Campbell Road which also included the site of Bailey's Sawmill. This established the private and independently owned aerodrome that the Society has operated for 91 years.

The Taonui land was cleared of trees and levelled, trees on the boundaries topped and power lines relocated with labour via the Public Works Department as a project giving work to the unemployed in the Depression. This all took some time. Finally on March 28<sup>th</sup> 1938 an opening air pageant for the airfield was held with much fanfare. Formal reference to the aerodrome as Feilding Aerodrome was established by the publication of the 1<sup>st</sup> Edition of The Air Pilot New Zealand in 1936 in which Feilding Aerodrome is included.

The Feilding Aerodrome Society, with its own airfield, was certainly ready to promote aviation and to take to the skies but then, and not quite out of the blue, World War 2 erupted in 1939.

Across New Zealand private aircraft were impressed in war service and the aerodrome came under the control of the Royal New Zealand Air Force as a satellite airfield. There were a good number of these scattered across New Zealand for training and aircraft dispersal purposes. The existence of a good number of rural aerodromes in the 1930s was due to flight training and aviation promotion of by government with defence needs in mind as geo-political tensions rose across Europe.

The airfield was handed back to the Society in 1947 and was used for cropping to build funds and by early 1950 the profits from cropping enabled grass resurfacing of the aerodrome to a standard suitable for aircraft operations and official approval.

## **Agricultural Aviation- Making things grow**

The advent of aerial topdressing in the late 1940's and early 1950's saw Feilding airfield become a significant hub and the base for agricultural aviation operators, some sole aircraft-owner operators and some companies with rural business backing. The post-World War 2 governments invested in hill-country farming via fertilizer subsidies in a quite heavily regulated environment. An Air Services Licence was required to undertake aerial fertilizer application covering a defined geographical region and number of aircraft.

Early aerial topdressing operations based at the Feilding airfield were Manawatu Aerial Topdressing Ltd which was founded in 1950 by Basil Foster-Pratt who became a well-known figure in the industry. Five years later Aerial Spraying Ltd was established at Feilding by Frank Desborough and then absorbed in 1961 by Manawatu Aerial Topdressing Ltd. Concurrently, New Plymouth based Rural Aviation Ltd started operating at Feilding from 1969 as Midland Aviation. However, in 1986 the parent company, Rural Aviation, ran into financial difficulties and Midland Aviation went into voluntary receivership. A new Rural Air Services (1986) business emerged and continued operating independently under the stewardship of Bob Monds and Paul Wiseman until as recently as 2020 when it was sold to SuperAir, a nation-wide operator, and it is now the sole agricultural aviation operator based at Feilding.

In addition to the agricultural aviation businesses physically based at Feilding aerodrome Griffin Ag Air based at Kairanga operates on occasions from Feilding, as did Wareham Airspray before moving to its own base near Ashhurst. Wareham Airspray has now been absorbed by Ravensdown Aerowork, another national player in the agricultural aviation world.

## **Further developments**

The basing of agricultural aviation operators at Feilding aerodrome heralded the necessity of hangar construction and ancillary facilities. Aircraft required servicing even if they were being picketed outside, and fertilizer products were best used dry to aid dispersal.

There was a hangar depicted on the 1936 Air Pilot New Zealand aerodrome chart for Feilding and was occupied by Midland Aviation in 1969 to facilitate



aircraft maintenance. In 1974 Midland Aviation built a new hangar and Wareham Air Spray then occupied this hangar until it was dismantled in 1986 making way for the public car park that remains today. Midland Aviation ceased trading in 1986 and this hangar then became the premises of Flightcare of Napier providing aircraft maintenance at Feilding. In 1990 a new aircraft maintenance company, AeroSupport, purchased the hangar and has continued maintaining aircraft at these premises. AeroSupport is still operating as one of two large aircraft maintenance organisations – the other being Avcraft Ltd.

The other major agricultural hangar base was that of Rural Air Services (1986) which was built in 2010 and has now become the base for SuperAir.

Overall the contribution of aerial agricultural operations from Feilding Aerodrome has been significant for the rural community of the greater Manawatu. The industry and the aerodrome has of course contributed much to the regional economy and been a central focus in the lives of the families involved. Agricultural aviation continues to make a significant contribution to the Manawatu/Whanganui region.

### **Recreational aviation and flight training businesses at Feilding Aerodrome**

In the aftermath of World War 2, aviation gained acceptance in terms of both commerce and recreation. Once again there were military aircrew returning to civilian life, many of whom went 'ag flying', and there was also a desire by others to learn to fly with a view to joining an airline or just for recreational pleasure.

Recreational aviation started to foster at Feilding aerodrome in the late 1950's. At that time flight training and recreational flying was principally based at Palmerston North's Milson aerodrome at the Middle Districts Aero Club, however, flying activity by privately owned and operated early microlight aircraft was taking place at Feilding. When dry, the grass surface was generally suitable, and it was an uncontrolled aerodrome (no control tower) and remains so today.

Promoting aviation and the aerodrome was no doubt a prime motivation for the holding of an air show at Feilding on the 20<sup>th</sup> of September 1969. It was front page news in the Feilding Herald of 10 September. With joyrides, aerial

displays, aerobatics, parachuting, gliders, helicopters and hovercraft it drew a large interest from aviation enthusiasts.

The formal establishment of the Manawatu Microlight Club at Feilding Aerodrome took place in 1984 with the establishment of clubrooms and a hangar. Microlight aircraft flight training and general flying has long been a popular recreational activity at Feilding and in 2016 the Middle Districts Aero Club vacated its Palmerston North Airport site to merge with the microlight club to form the Manawatu Aviation Club

Gliding has been a recreational aviation pursuit in the region for many years with a dedicated following. The Whanganui Gliding Club was established in 1954 and operated for many years from Warrengate Road to the east of Whanganui. In 1977 it became the Whanganui-Manawatu Gliding Club and re-located itself to Feilding aerodrome bringing with it the clubhouse from Warrengate Road. Gliding has been a feature at the airfield ever since. Fine Saturdays and Sundays are prime times for gliding activity.

In the late 1960s the aerodrome also became the base for the local model aircraft club, the Palmerston North Aeroneers. The club fosters the building and flying of model aircraft and for many years operated happily at Feilding in conjunction with piloted aircraft operations. As the volume of air traffic increased at Feilding the Aeroneers established a new base near Colyton in 1998. At this time the Feilding Aerodrome was also a home to the Manawatu Sky Diving Club and the Central Parachute School and operated as a commercial parachuting school at Feilding for a number of years. Feilding Aerodrome holds the record for the highest skydiving jump in New Zealand, utilising a Cessna 402 and jumping over the Manawatu at some 29,500ft on the 22<sup>nd</sup> November, 1981.

The steady development of infrastructure and facilities at Feilding Aerodrome saw the establishment of commercial flight training businesses for standard category aircraft for private and commercial pilot licences heralding substantial changes to aerodrome operations and facilities.

Flight training and aircraft hire has been a feature of Feilding Aerodrome with the establishment of Feilding Aviation in 1996 and as is the way in aviation business transitions with new owners saw Fielding Aviation change hands in

1997 with Michael Bryant acquiring the business and establishing Flight Training Manawatu which became the unofficial hub for recreational flying in the Manawatu. Concurrently Air Charter Manawatu, an associated business, operated light twin engine aircraft services from 2000 until 2012. A major activity was medical transfer flights across New Zealand.

The Flight Training Manawatu facilities were then operated for two years by the Whanganui District Council as the New Zealand International Flying Academy with its focus upon commercial pilot licence flight training for overseas students, principally from India. It vacated Feilding in 2017 to new premises established at Whanganui Airport.

Suddenly the airspace at Feilding was a lot quieter. However the Feilding Aerodrome Society recognised the value and importance of having standard category aircraft flight training for private and commercial pilot licences available in the region and in 2021 supported the establishment of the new Feilding Aviation and its chief flying instructor Apurva Bhatia. With Feilding Aerodrome becoming the hub for recreational flying in the Manawatu the presence again of Feilding Aviation has been a very a welcome addition and is the highest user of the aerodrome today and closely followed by Massey Aviation from Palmerston North who utilise the aerodrome for student flying training regularly.

### **Aviation maintenance businesses at Feilding Aerodrome**

As already described, agricultural aviation laid the business foundations at Feilding. Besides having suitable aircraft there had to be aircraft servicing facilities, fuel stores, fertilizer storage, vehicles, offices and tea rooms. Initially gravel roads were the norm and all that was required. Hangers were built and efforts made to improve the operational surface of the grass airfield as drainage was a challenge at times. In addition, electrical power reticulation and sewage management had to be catered for.

When Midland Aviation ceased operations its hangar at the eastern end of the aerodrome became the home to Flightcare which maintained both agricultural and general aviation aircraft across the Manawatu. FlightCare was sold to Neil Mathieson in 1990. Trading as AeroSupport, Neil is still the chief engineer and managing director and a well-known identity and Committee member at the

airfield. Many general aviation aircraft from across the region come to Feilding Aerodrome for maintenance and modifications.

The centrality of Feilding aerodrome attracted a second aircraft maintenance organisation to set up business in 2009. AvCraft Engineering was founded by Mat Bailey. Mat, who hailed from Toowoomba, Australia, had been contracted to undertake a rather complex wing-spar inspection and rehabilitation on a twin-engine aircraft based at Feilding. The result was the establishment of his business, first in a small way in existing hangars and then significant expansion with the construction of a modern purpose-built facility in 2013 on the north-west hangar development area of the airfield.

AeroSupport and Avcraft Engineering employ and support over 25 families in the region and they have both established themselves as key aircraft maintenance organisations, supporting aircraft from all over New Zealand that fly in for repairs and maintenance.

### **Administering a private aerodrome**

As an incorporated society Feilding Aerodrome was founded by and is still sustained by the enthusiasm, support and goodwill of its elected officials – notably a president, secretary, treasurer and committee. Members joining the Society are drawn to it by their interest and participation in aviation. The establishment of recreational flying clubs at the aerodrome fostered membership and since the early 1970s the building of private hangars for aircraft has expanded significantly. Today there are some 43 hangars and in the order of 90 aircraft based at Feilding.

For any aerodrome the runway and taxiways are prime considerations affecting both aircraft performance and safety. The east-west orientation of the open grass aerodrome favoured the westerly winds of the Manawatu but at times the wet and soft ground did however make for some exciting take-offs and landings. Now and then aircraft became bogged and entailed recovery. By good fortune the aerodrome benefited greatly from a 1987 New Zealand Army Engineers project to build a proper grass runway with a solid base and cambered to assist drainage. The project gave the engineers runway construction experience and the runway was notionally suitable for a RNZAF Hercules. In March 1988 and part way through this project Cyclone Bola

devastated the Gisborne region. Understandably the Army resources were required for cyclone recovery operations. However, the Aerodrome Society was able to continue the project with private contractors and complete the Runway 28-10 project by early 1989. The designation '28-10' refers to the magnetic bearings of the runway vectors.

This development prompted the progressive improvement of the runway and taxiways. In 1991 the grass taxiways to the runways were improved to eliminate soft spots. This was followed in 1993 with a major project by the Society to seal the runway and then progressively the sealing of the taxiways and the engine run-up areas at the runway entrances.

With sheep still being the 'grass mowers' the sealed runway was fenced off, and cattle (sheep) stops installed at the runway entrances easing stock management issues, enhancing safety and protecting the runway seal surface.

With a view to further enhancing Feilding Aerodrome the Society installed runway lighting in 1999, which facilitated night flying operations. This facilitated flight training and the 'night-rating' endorsement for licenses as well as medical transfer flight operations.

Mindful that the runway was short and therefore limiting for some higher performance general aviation aircraft the Society in 2004 negotiated the purchase of a slice of adjoining land to extend Runway 28-10. The project added some 330 metres of sealed runway giving an overall operational length of 1030 metres. With the extension of runway lighting and in more recent years the widening of the sealed runway the Feilding Aerodrome has become the hub and home for general aviation in the Manawatu.

These developments have come about through the leadership and efforts of the Society over many years and the leadership shown. Clearly a venture such as this has to be well-managed and financially viable. Income is derived primarily from the leasing of hangar sites, an annual charge for each aircraft based at Feilding and returns from the grazing of sheep, and most recently baleage or hay being cut for sale to increase revenue. Sheep safely grazed the grass areas in 1936 and still did until 2023 when a decision was taken to improve the safety of aircraft operations from the aerodrome. Baleage has replaced the lost revenue from sheep grazing. While sheep added a rural

flavour, the aerodrome has its own mower and leases a tractor to keep the aerodrome grass in pristine order.

Feilding Aerodrome has introduced a landing fee for itinerant aircraft in line with other regional aerodromes and has a fee structure for local aerodrome users. The aerodrome is committed to promoting and supporting affordable recreational aviation and while the committee has reviewed the lease costs and fee structures to provide a sustainable aerodrome operation, the fees are still at a significant rate and much less than other similar aerodromes.

From the early enthusiasm for microlight flying and gliding at Feilding it has developed into the regional home of private aircraft ownership and enjoyment. There are currently 43 hangars housing some 90 aircraft of all types. In keeping with promoting an interest in aviation it also hosts the RNZAF No 32 Squadron of the Air Training Corps and from time-to-time activities involving members of Scouts NZ. The aerodrome also supports rescue helicopter training and therefore across the board has a community support focus.

From its inception the management of an aerodrome is a significant responsibility. Aerodrome serviceability has to be closely monitored and any changed conditions affecting aircraft operations and safety notified through the national Notices to Air Missions (NOTAMS) system. Alongside the development and maintenance of aircraft operational areas there are also all the issues of providing and enhancing general aerodrome services such as electricity reticulation, water, sewage, property roads and general upkeep. In more recent years the aerodrome administration has also had to respond positively to national health and safety requirements.

Conscious of public interest the aerodrome has provided car parking to view aviation activities along with public facilities such as toilets, picnic tables and an accessible automated external defibrillator (an AED). There is also a 'Koru Lounge'- a rest and recreation spot for local and itinerant aviators to relax near the aircraft refuelling station for flight planning and rest purposes.

## **The future and future-proofing the Aerodrome**

The development of Feilding Aerodrome has secured it as the primary location for general aviation in the Manawatu. Between the aviation related businesses and as the hub of recreational aviation it has probably fulfilled the dreams of its founders. Currently the Society is engaged with the local territorial authority to have the aerodrome recognised in the district plan as an aerodrome zone rather than simply rural land. This would assist in protecting its current use. It would also then align with the current designation of the approach and departure zones to the sealed runway which protects this airspace from obstructions.

Concurrently, and with the involvement of the local territorial authority an air-park development has also been proposed on adjoining private land on the northern boundary. Already one residence, with an aircraft hangar and runway access is on this site. This type of development for aviation enthusiasts has happened elsewhere in New Zealand and overseas.

Feilding Aerodrome Incorporated has been registered as a charitable entity and has become eligible and applied for several grants. The cost of maintaining the runway and surrounds has unfortunately come to a head this year, with an assessment that the runway is in dire need of a reseal to preserve the integrity of the runway structure. The aerodrome has saved over \$165,000 in the last three years and is actively looking at options to raise the \$185,000 balance to fully reseal the runway.

The runway has had some previous resealing done, but this was conducted in conjunction with progressive lengthening and widening of the runway from its original 12 meters to 14 meters, and to its current 18 meters wide, over time. Resealing as part of these works were undertaken in a piecemeal fashion due to available budget and it has been several decades since the runway has had a full unified reseal. This requirement has been known about for several years and reviewing and implementing lease and fee structures and instituting programs to better manage aerodrome assets in a more sustainable way, puts the aerodrome in a position to manage the financial challenges ahead.

The one-time large outlay of \$345,000 does put pressure on the current budget and cashflow, but once the runway is resealed it is estimated to have

an operational life of between 15-20 years. The Committee will be setting up a reserve fund and through cash surpluses and depreciation provisions, we expect that the main aerodrome asset will be maintained through periodic audits and on condition repairs where necessary. The aerodrome will forecast for a future resealing of the runway over the next 15-year horizon and will become self-sustaining.

In terms of grants, the aerodrome committee has applied to the Eastern Central Trust for funding to replace the aging runway lights, have applied to the Lion Foundation for a mowing tractor, and is seeking out other grants alongside normal revenue forecasts that can maintain the capital assets of the aerodrome over time and cover operating expenses and on condition repairs. We have yet to be successful with grant funding, and hence why we have also approached the Manawatu District Council to explore runway funding to support Feilding Aerodrome as a community asset that supports local organisations, such as the Scouts, Air Training Corp, Helicopter Rescue training and the aerodrome members in our endeavour to foster general aviation in the region.

The aerodrome has a bright future as a regional asset that can support humanitarian or disaster relief efforts during weather events or other natural disasters, and while there are approximately 5-6 commercial ventures being undertaken from the aerodrome which supports regional development and supports families in the area, the predominant use is general aviation that provides a low-cost environment (in comparison with other similar aerodromes) to train pilots and foster leisure flying. We are here to support our regional community.

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## Annual Plan 2026/27 Initiative Request

**Initiative name:** Resurfacing of the Sanson Domain

**Initiative priority:** Community priority (toilet block is Council asset)

**Activity:** Community on behalf of Manawatū Blokart Club

**General Manager:** Lyn Daly

**Budget Manager:** Samantha Kett/James Anderson

### General description of initiative

This initiative seeks a one-off Council contribution of approximately \$17,000 towards the resurfacing of the Sanson Domain Blokart track. The total project cost is estimated at \$140,000. The Blokart Club has already secured \$80,000 in third-party funding and has \$30,000 of its own funds set aside for track maintenance. The request is to fund the remaining shortfall.

Based on correspondence with John Anderson (Club President) on 11/11/25, the funding shortfall may be as small as \$17k (originally estimated as between \$20-\$30k). They are looking for opportunities to get more funding, including approaching club members for sponsorship.

The track is owned and maintained by the Manawatū Blokart Club and is located on Council-owned land at the Sanson Domain. The club holds a grounds lease, meaning it is responsible for maintaining the land and any buildings on the site at no cost to Council. As such, the track is not included in Council's Parks, Reserves and Sportsgrounds Asset Management Plan and does not meet the criteria for Community Development Funding.

The Blokart Club is proposing to use the funding they have already secured to resurface the blokart track. If successful in this request, the Blokart Club President has indicated that this funding will be used to resurface the remainder of the site, including the area around the public toilet block. These toilets are a Council-owned asset for public use, including by freedom campers. The Sanson Domain is a Freedom Camping Restricted Area (for self-contained vehicles only).

Total initiative cost	Total cost 2026/27
CAPEX	
OPEX	17,000

10 year budget								
	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34
CAPEX								

<b>OPEX</b>	17,000							
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#### Strategic and operational benefits of this initiative.

The Blokart track contributes to the recreational and sporting opportunities available within the Sanson community and the wider district. The Manawatū Blokart Club hosts annual New Zealand Championships and were successful in hosting the World Blokart Championship in October 2022, which saw a large field of competitors from around the world arrive in Sanson. Blokart events held at the Sanson Domain contribute to local and regional economic activity.

The club has established a relationship with RNZAF Ohakea, regularly hosting events spread across the Ohakea Base facilities and the Sanson Domain. The club is also actively involved with schools across the Manawatū District and provide carts and equipment for hire to enable new users to have a go. This has significantly raised the profile of the sport and the number of participants.

Supporting this initiative would show a commitment to recreation and sport in smaller communities and enhance the use of the Sanson Domain as a recreational facility. Officers note that the club is particularly active in seeking 3rd party funding and sponsorship support over many years.

#### Why does this have to be done now (rather than as part of the 2027-2037 LTP?)

The Manawatū Blokart Club has been successful in obtaining the majority of the project funding through a successful grant application to NZCT. Due to the requirements of their current grants, the Club has booked in to get the main area resurfaced in February 2006. This current funding is not enough to complete resurface all tar seal areas, including around the toilet block. They will have to complete the remaining areas at a later date, as funding becomes available.

#### Has Council considered this initiative previously – when and what was their decision?

The Blokart Club made a submission to the 2024 Long-term Plan for financial support for the following:

- To convert the timing system to solar power and to connect mains power to the club house
- Install a permanent shelter over their club gathering space
- To replace/resurface the Sanson track.

This request was not supported through the 2024-34 Long-term Plan.

#### Previous funding

The relationship between MDC and the Manawatū Blokart Club was established in 2011 when the club was looking for a facility. MDC agreed to lease the club undeveloped land at the Sanson Domain. Since the initial agreement, the Club has

fundraised to pave the track, created a parking area and most recently built a covered shed for shelter. MDC has continued its own development of the overall section which now includes a walking track around the perimeter, a designated freedom camping location and public toilets.

The Manawatū Blokart Club has previously been awarded events funding from MDC to host events including the NZ Blokarting Open in 2018, the NZ Blokarting Sailing Open in 2019, and was awarded sponsorship funding to assist with hosting the 2022 NZ Open Blokart World Championships.

Are there alternatives to the initiative and what are the implications of these? This could include do nothing, scaling back, combining with other projects, deferring, or seeking third party funding.

The Manawatū Blokart Club has already secured \$70k of funding from NZCT and \$10k from Pub Charity towards the project. They are adding to this the \$30k they have saved through events and subscriptions for track maintenance and are making further trust applications.

Based on a conversation with John Anderson (Club President) on 11/11/2025, they cannot delay the reseal beyond this summer, or they will lose the third-party funding they have already secured. They have therefore booked to do the reseal in February 2026. The current funding shortfall means that they cannot reseal the full area, so will focus on the large track area first. The funding being sought through this initiative is for re-sealing the remainder of the site (stage 2), including the area around the public toilets.

#### ELT recommendation:

ELT supports this initiative being presented to Council. The funding shortfall will fund the sealing of the remaining area, including surrounding the public toilets. These public toilets are a Council asset and used by the public, including those who are freedom camping at the Sanson Domain.