

Notice is given that a Long Term Plan 2024-2034 deliberations meeting of the Tasman District Council will be held on:

Dates: Thursday 23 May 2024, and
Friday, 24 May 2024, and
Wednesday, 29 May 2024

Times: 9.30 am

Meeting Room: Tasman Council Chamber

Venue: 189 Queen Street, Richmond

Zoom conference link: <https://us02web.zoom.us/j/89927110995?>

Meeting ID: 899 2711 0995

Meeting Passcode: 298983

Tasman District Council

Kaunihera Katoa

LONG TERM PLAN 2024-2034 DELIBERATIONS AGENDA

MEMBERSHIP

Mayor	Mayor T King	
Deputy Mayor	Deputy Mayor S Bryant	
Councillors	Councillor C Butler	Councillor M Kininmonth
	Councillor G Daikee	Councillor C Mackenzie
	Councillor B Dowler	Councillor K Maling
	Councillor J Ellis	Councillor B Maru
	Councillor M Greening	Councillor D Shallcrass
	Councillor C Hill	Councillor T Walker

(Quorum 7 members)

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AGENDA

1 OPENING, WELCOME, KARAKIA

2 APOLOGIES AND LEAVE OF ABSENCE

Recommendation

That apologies be accepted.

3 DECLARATIONS OF INTEREST

4 LATE ITEMS

5 REPORTS

- 5.1 Referral - Recommendations from the Saxton Field Committee regarding Long Term Plan 2024-2034 submissions relating to Saxton Field 4
- 5.2 Referral - Recommendation from the Nelson Regional Sewerage Business Unit - NRSBU Long Term Plan Submission Feedback Report..... 71
- 5.3 Referral - Recommendations from the Nelson Tasman Regional Landfill Business Unit - 2024-34 Activity Management Plan Consultation Submission Feedback Report 82
- 5.4 Long Term Plan 2024-2034 - Deliberations..... 100
- 5.5 Fees and Charges Schedule 2024/2025 Deliberations and Public Transport Fees 212

6 CONFIDENTIAL SESSION

Nil

6 CLOSING KARAKIA

5 REPORTS

5.1 REFERRAL - RECOMMENDATIONS FROM THE SAXTON FIELD COMMITTEE REGARDING LONG TERM PLAN 2024-2034 SUBMISSIONS RELATING TO SAXTON FIELD

Report To:	Tasman District Council
Meeting Date:	23 May 2024
Report Author:	Elaine Stephenson, Team Leader - Democracy Services
Report Number:	RCN24-05-19

1. Purpose of the Report / Te Take mō te Pūrongo

- 1.1 To provide the recommendations of the Saxton Field Committee regarding Long Term Plan submissions relating to Saxton Field, to inform Council's deliberations on the Long Term Plan submissions.

2. Summary / Te Tuhinga Whakarāpoto

- 2.1 At its 17 May 2024 meeting, the Saxton Field Committee considered Long Term Plan submissions relating to Saxton Field in order to make recommendations to inform Council's deliberations and decision-making regarding the Long Term Plan 2024 – 2034.

The Saxton Field Committee resolved as follows:

That the Saxton Field Committee:

- receives the Saxton Field Long Term Plan Submissions Report RSFC24-05-2 and*

Recommends that the Nelson City Council and Tasman District Councils

- approve the amendments to the Saxton Field Capital Works Programme, as consulted through the Councils' Draft Long Term Plans 2024-2034, following consideration of submissions, as follows:*
 - Netball Surface Renewal – bring forward \$27,500 of the total surface renewal budget (\$211,356) from 2027/28 to 2024/25 to fund 50% of the feasibility study for the proposed netball court roof*
 - Play Facilities – bring forward \$15,000 budget from 2028/29 to 2024/25*
 - Play Facilities – bring forward \$250,000 budget from 2029/30 to 2026/27*
 - Harakeke Green Irrigation and Subsurface Drainage – defer the full budget from 2025/26 to year 2027/28*
 - Harakeke Green Cricket Wicket Blocks – defer the full budget from 2026/27 to 2028/29*
 - Saxton Entrance Development – defer the full budget from 2024/25 to 2026/27*

- *Baseball Diamond – move \$100,000 from the baseball diamond budget from 2024/25 to the play facilities budget in 2025/26.*





- 2.2 The report to the 17 May 2024 Saxton Field Committee meeting is appended as **Attachment 1**.
- 2.3 The Saxton Field Capital Works Programme Changes spreadsheet displayed at the 17 May 2024 meeting is appended as **Attachment 2**.

3. Recommendation/s / Ngā Tūtohunga

That the Tasman District Council

1. receives the Referral - Recommendations from the Saxton Field Committee regarding Long Term Plan 2024-2034 submissions relating to Saxton Field RCN24-05-19; and
2. approves the amendments to the Saxton Field Capital Works Programme, as consulted on through the Councils' Draft Long Term Plans 2024-2034, following consideration of submissions as follows:
 - Netball Surface Renewal – bring forward \$27,500 of the total surface renewal budget (\$211,356) from 2027/28 to 2024/25 to fund 50% of the feasibility study for the proposed netball court roof.
 - Play Facilities – bring forward \$15,000 budget from 2028/29 to 2024/25.
 - Play Facilities – bring forward \$250,000 budget from 2029/30 to 2026/27.
 - Harakeke Green Irrigation and Subsurface Drainage – defer the full budget from 2025/26 to year 2027/28.
 - Harakeke Green Cricket Wicket Blocks – defer the full budget from 2026/27 to 2028/29.
 - Saxton Entrance Development – defer the full budget from 2024/25 to 2026/27.
 - Baseball Diamond – move \$100,000 from the baseball diamond budget from 2024/25 to the play facilities budget in 2025/26.

4. Attachments / Tuhinga tāpiri

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| 2.   | Saxton Fields Capital Works Programme Changes spreadsheet | 69 |

7.2 SAXTON FIELD LONG TERM PLAN SUBMISSIONS

Report To:	Saxton Field Committee
Meeting Date:	17 May 2024
Report Author:	Rob Coleman, Reserves Officer - Recreation and Systems; Grant Reburn, Reserves and Facilities Manager
Report Authorisers:	Richard Kirby, Group Manager - Community Infrastructure
Report Number:	RSFC24-05-2

1. Purpose of Report

- 1.1 This report provides the Committee with the opportunity to consider the submissions received by both Nelson City and Tasman District Councils to their Long-Term Plans 2024-2034 (LTP) and to make recommendations back to both councils on the submissions.

2. Summary

- 2.1 Both Nelson City and Tasman District Councils have publicly notified their Long-Term Plan 2024-2034 consultation documents, calling for submissions. Submissions closed on 28 April 2024 for both authorities.
- 2.2 The submissions received on Tasman's LTP are contained in Attachment 1. Nelson's LTP submissions are contained in Attachment 2.
- 2.3 This report provides the Committee with the opportunity to consider the submissions and to make recommendations back to the parent councils for consideration during the deliberations on their LTP submissions.
- 2.4 Tasman District Council received 9 submissions relating to Saxton Field on its LTP consultation document and Nelson City Council received 28 submissions.
- 2.5 Attachment 3 summarises the key points in both the Tasman District and Nelson City Councils' submissions and provides staff comments and recommendations on each submission for your consideration. Staff propose that the Committee recommends the project list in Attachment 4 for adoption by both councils.

3. Recommendation

That the Saxton Field Committee:

- receives the Saxton Field Long Term Plan Submissions Report **RSFC24-05-2** and recommends that the Nelson City Council and Tasman District Councils**

SAXTON FIELD LONG TERM PLAN SUBMISSIONS

1. **approve to bring forward \$27,500 of the Saxton Field netball surface renewal budget (\$211,356) from 2027/28 to 2024/25 to fund 50% of the feasibility study; and**
2. **approve the 37 Saxton Field projects, totalling \$10,548,876, in Attachment 4 of the agenda report for inclusion in the Councils' Long Term Plans 2024-2034.**

4. Background and Discussion

- 4.1 Both Nelson City and Tasman District Councils have publicly notified their Long-Term Plan 2024-2034 consultation documents, calling for submissions. Both closed on April 28 2024.
- 4.2 The submissions received on Tasman's LTP are contained in Attachment 1. Nelson's LTP submissions are contained in Attachment 2.
- 4.3 This report provides the Committee with the opportunity to consider the submissions and to make recommendations back to the parent councils for consideration during the deliberations on their LTP submissions.
- 4.4 Tasman District Council received 10 submissions relating to Saxton Field on its LTP consultation document.
- 4.5 Nelson City Council received 28 submissions relating to Saxton Field on its LTP consultation document.
- 4.6 Summarised as follows:

	TDC	NCC	TOTAL	In Support	Against
Alcohol Advertising Ban	1	1	2	2	
Accessible Playground	5	23	28	27	1
Roofing on Netball Courts	1	1	2	2	
Botanic Garden	1	1	2	2	
In Kind Support Te Ipukarea Event	1	0	1	1	
Skate Park	1	1	2	2	
Multi-use beach sports facility on Two Oaks Green	0	1	1	1	

Note that some submitters made the same or similar submission to each Council and are counted twice in the table above.

- 4.7 Attachment 3 summarises the key points in the submissions received by both councils and provides staff comment and recommendations on each submission for your consideration.

SAXTON FIELD LONG TERM PLAN SUBMISSIONS

- 4.8 The full Nelson City Council submissions can be found online at:
http://meetings.nelson.govt.nz/Open/2024/05/CL_20240508_ATT_6075_EXCLUDED.PDF
- 4.9 The full Tasman District Council submissions can be found online at:
<https://shape.tasman.govt.nz/tasmans-10-year-plan> and
<https://submissions.tasman.govt.nz/my-council/public-consultation/search/consultation/1325/Tasman-Ten-Year-Plan-2024-2034-and-concurrent-consultations>
- 4.10 Some submitters spoke to the councils through the hearings process of each Council. The hearings are recorded and available online.

5. Options

- 5.1 The options, and their advantages and disadvantages, are outlined in the following table.

	Option	Advantage	Disadvantage
1.	Recommends the Nelson City Council and Tasman District Council bring forward \$27,500 Netball surface renewal (\$211,356) from 2027/28 to 2024/25 to fund 50% of the feasibility study.	Enables Netball to begin feasibility study process ahead of proposed resurfacing work.	Year one budget increase of \$27,500.
2.	Rejects the recommendation that Nelson City Council and Tasman District Council bring forward \$27,500 Netball surface renewal (\$211,356) from 2027/28 to 2024/25 to fund 50% of the feasibility study	Saves an increase in the year one budget of \$27,500	Detrimental impact on Netball Nelson future seasons.

- 5.2 Option 1 is recommended by staff.
- 5.3 The option of asking staff to review the list of proposed projects for reconsideration at a subsequent meeting is not a viable option, as there is not time for such a process to occur prior to both councils deliberating on their LTP submissions and adopting their LTPs before 30 June 2024.

6. Strategy and Risks

- 6.1 The proposals contained in this report align with both councils' community outcomes.
- 6.2 The key risks include:
- 6.2.1 that the members of the public who submitted are unhappy that the Committee has not recommended changes requested in their submissions;
 - 6.2.2 that the most important projects for the community are not included in the capital works project list – this risk has been mitigated through a range of staff being

SAXTON FIELD LONG TERM PLAN SUBMISSIONS

involved in the process of identifying and prioritising the projects, through the Committee's input and through the public consultation process undertaken on the Consultation Documents;

6.2.3 that renewal of existing infrastructure is needed either before or after it is budgeted for – this risk can be mitigated by the opportunity to move projects through future Annual Plan processes. Also, the LTP will be reviewed again in three years and the condition of existing assets will be re-assessed at that time;

6.2.4 that the budgets identified for the projects are insufficient to complete the work required – the budgets for the projects in the first three years are fairly robust and the projects after these years will be reviewed again through the LTP 2024-2034 process; and

6.2.5 that the two councils will not agree on the capital works programme – this joint committee process will help mitigate this risk.

7. Policy / Legal Requirements / Plan

- 7.1 The submission received by both councils may feed into the final LTP budgets for both councils and into the appropriate activity/asset management plans.
- 7.2 The submission process is consistent with the intent of the Saxton Field Reserve Management Plan 2021.

8. Consideration of Financial or Budgetary Implications

- 8.1 The financial impact of the Saxton Field capital works programme will need to be considered alongside the other priorities of both councils for their final LTP budgets and to ensure the councils financial limits are complied with.

9. Significance and Engagement

- 9.1 Staff consider that the overall level of significance of the decision being sought in this report, is relatively minor. The recommendations of the Saxton Field Committee will inform the draft LTP's of both councils.
- 9.2 Through the submission process two further projects have been identified and require further work by council staff and may form part of subsequent annual plans. (Beach sports facility and Netball Court feasibility study)

	Issue	Level of Significance	Explanation of Assessment
1.	Is there a high level of public interest, or is decision likely to be controversial?	Low	Prioritising a relatively low budget amount from year four to year one.
2.	Are there impacts on the social, economic, environmental or cultural	Low	This decision is about changing the budgets and prioritisation of the work programme for Saxton Field. It is, therefore, unlikely to have an impact

SAXTON FIELD LONG TERM PLAN SUBMISSIONS

	Issue	Level of Significance	Explanation of Assessment
	aspects of well-being of the community in the present or future?		on community well-being, unless major changes are proposed.
3.	Is there a significant impact arising from duration of the effects from the decision?	Low	Any decisions made today will be considered by both councils prior to finalising their LTPs. The LTPs are reviewed in three years time, but projects in the first three years will be largely set in place.
4.	Does the decision relate to a strategic asset?	No	Saxton Field is not identified as a strategic asset in either Councils' Significance and Engagement Policy.
5.	Does the decision create a substantial change in the level of service provided by Council?	No	
6.	Does the decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	Low	The decision sought in this report is likely to have a low impact on both councils' finances.
7.	Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	No	
8.	Does the decision involve entry into a private sector partnership or contract to carry out the deliver on any Council group of activities?	No	
9.	Does the decision involve Council exiting from or entering into a group of activities?	No	
10	Does the proposal require inclusion of Iwi in the decision-making process (consistent with s81 of the LGA)?	No	Iwi were consulted on both councils Consultation Documents.

SAXTON FIELD LONG TERM PLAN SUBMISSIONS**10. Conclusion**

- 10.1 The submission process has been completed by both Councils for the LTP 2024 -2034 relating to Saxton Field. There was an increase in the number of submissions received on Saxton Field matters from eight in 2021 to 36 in 2024.
- 10.2 Staff recommend that the Committee agrees to bringing forward \$27,500 Netball surface renewal (\$211,356) from 2027/28 to 2024/25 to fund 50% of the feasibility study.

11. Next Steps / Timeline

- 11.1 Once the Committee has agreed to the recommendation, the 37 projects totalling \$10,548,876 in attachment 4 will be submitted by each council for inclusion in their respective activity/asset management plans and final LTPs.
- 11.2 The Councils' have a statutory requirement to adopt their LTPs by 30 June 2024.

SAXTON FIELD LONG TERM PLAN SUBMISSIONS

12. Attachments

1. Tasman District Council Submissions
2. Nelson City Council Saxton Submissions
3. Summary of all Submissions
4. Attachment Four - Project List
5. Submission Attachments

Sub ID	Submission point on Saxton Field	Summary/Theme
32205	I have just been made aware of the plans for an inclusive play space at Saxton's. This is a brilliant idea - please do it - it will be a space my family will use regularly and gratefully.	Support of Saxton Accessible Playground
32340	Submission to support the construction of Saxton's Inclusive Play Space. The play space would be an awesome addition to the facility & community & benefit so many.	Support of Saxton Accessible Playground
32386	SEE ATTACHMENT. Support for a skate park at Saxton Field or Marsden Recreation Ground.	Saxton Skate Park
32651	<p>Nelson Netball Centre Inc</p> <p>Funding Request for Feasibility Study on adding roof to outdoor Netball courts at Saxton Field for Nelson Netball Centre.</p> <p>Nelson Netball Centre Inc. (NNC) respectfully submits this proposal to [Council Name] as part of the Long Term Plan (LTP) discussion, seeking an allocation of \$55,000 in the next annual budget for conducting a feasibility study. This study aims to explore the potential of adding a roof to the outdoor netball courts at Saxton Field. In light of the LTP's allocation of \$211,357 for the 26/27 outyear for court resurfacing, we propose a reallocation of some funds to the 24/25 fiscal year to facilitate this crucial study.</p> <p>Our submission is bolstered by a detailed slide pack, alongside emails of support from Sport Tasman, Netball Mainland and a letter from Visitor Solution Ltd. These documents collectively underscore the broad-based community and stakeholder endorsement of our initiative.</p> <p>In conclusion, the Nelson Netball Centre Inc. appeals to [Council Name] for support in funding this essential feasibility study.</p> <p>By doing so, we can collectively ensure that Saxton Field remains a beacon for sporting excellence and community engagement in the Nelson/Tasman region.</p> <p>We look forward to your positive response and are available for any further discussions or clarifications required.</p> <p>We wish to present on our submission.</p>	Request for funding of \$55,000 for feasibility study to provide a roof over the netball courts
32755	<p>SEE ATTACHED: Te Ipukarea is a multi-code multi-lwi sport event held each year here in Te Taihū. It provides for all ages and includes sports such as touch rugby, rugby, netball, basketball, golf and Kaumatua games. Euchre is a highlight for many kaumatua. All eight lwi field teams.</p> <p>Ngāti Tama are the hosts of the next event which we are planning to hold from 4 to 6 April 2025 at Saxton Field.</p> <p>We ask the Council to consider in-kind support for the event which could include reduced venue hire and/or workforce support.</p>	Request for 'in kind' support for Te Ipukarea sporting event April 2025

Sub ID	Submission point on Saxton Field	Summary/Theme
32144	<p>Saxton Field Inclusive Play Space. This proposal is in the NCC Draft Long Term Plan. I am submitting to TDC as well because Saxtons is a joint facility and an Inclusive Play Space would be utilised & treasured by the whole of the Nelson & Tasman community.</p> <p>This proposal is in the NCC Draft Long Term Plan. I am submitting to TDC as well because Saxtons is a joint facility and an Inclusive Play Space would be utilised & treasured by the whole of the Nelson & Tasman community.</p> <p>An inclusive play space is desperately needed in our region & Saxtons Field would be the perfect central location for one to be built.</p> <p>An inclusive play space would be an amazing community facility, a destination for many families & a dream come true for some.</p> <p>Hundreds of families in Nelson can not access a suitable & safe play space for their children. To have a fenced play space suitable for wheelchairs, walkers & pushchairs would mean so many would be able to safely enjoy time out in the fresh air, children could exercise, gain skills & confidence. Parents, grandparents & carers could relax & relish the experience, (Instead of constantly being on guard, or assisting their child).</p> <p>An inclusive play space would give families for the first time an opportunity where all siblings & whanau could safely play together. Where children & young adults of all abilities could finally have a place to go & really have fun. Not just watch from the sidelines or have one piece of equipment accessible to them.</p> <p>Saxtons walking tracks & fields are extensively used by walkers, runners, bikers & families, an inclusive play space would be an awesome addition to this facility & our community.</p> <p>I have been chatting to the park users, young & old for the last 3 months about this & there is a huge level of interest & excitement in the proposed project.</p> <p>On a personal note we live in Saxtons area with our daughter who is a wheelchair user. We have three grandchildren who all adore going to the park on a weekly basis with us. Halena mainly watches them from the path as she cannot access any of the playground equipment. She can enjoy one basket swing with her nieces & nephew in Mako Street. (photo attached). But to get to it she has to crawl through the industrial sized bark, often getting splinters in her hands & tearing her pants. As you can see by the photos that this is well worth the effort to enjoy special moments like these. Imagine if she had the opportunity every week to share their play, easily, safely & with dignity. This would be her dream come true.</p> <p>I have been the coordinator for a playgroup in Stoke that caters to preschool children & their whanau that have health needs, developmental delays & disabilities. For over 20 years I have worked with hundreds of families...It is my personal, extensive experience with these families that lead me to become involved with this project.</p> <p>I am happy to present this submission to council. I am keen to be further involved in this project & as we are in Saxtons field daily then I am sure I will become the unofficial guardian/rubbish collector on a long term basis.</p>	Support of Saxton Accessible Playground

Sub ID	Submission point on Saxton Field	Summary/Theme
32644	<p>RECOMMEND: Supports development of an accessible playground</p> <p>Recommend: Retaining level of funding accessibility improvements.</p> <p>Retain Policy 4.8.2.3 of the Saxton Field Management Plan which states – The advertising of alcohol shall not be permitted on Saxton Field, apart from price and product schedules at point of sale.</p> <p>NPHS Te Waipounamu fully supports development of an accessible playground as mentioned on pg 37. It is understood that the project has been discussed at community forums with key stakeholders (Blind Low Vision New Zealand, Ministry of Disabled People and parents of children with a disability). We recommend that they continue to be consulted with throughout the project lifespan. Provision of a playground that supports inclusive recreation should be prioritised so that Saxton Field is considered a place of recreation for all abilities. The State of Play report – Te Tau Ihu 2022 identified Playing and Playing on a playground as the top two activities tamariki in Te Tau Ihu spend time doing*. We encourage the inclusion of play equipment that facilitates and promotes active recreation providing for a diverse range of ages and abilities. Accessible play equipment should be prioritised to provide equity for all. A good example of an accessible playground is Magical Bridge Claudelands Park**, located near Hamilton. It is understood that \$20,000 every alternate year for accessibility improvements has been allocated for across all Saxton Field facilities. NPHS Te Waipounamu fully support this initiative to increase equity and accessible sports infrastructure. We have been engaged in the discussions around the future of Policy 4.8.2.3 of the Saxton Field Management Plan which states – The advertising of alcohol shall not be permitted on Saxton Field, apart from price and product schedules at point of sale. Council took a courageous stance in 2021 to include this policy and to amend it would be a backward step. Alcohol control policies which serve to limit the users of reserves, including playgrounds, to exposure to alcohol consumption, advertising and sponsorship can support young people. Research shows that exposure to alcohol marketing for example, can result in young people drinking earlier in their lives and drinking larger amounts of alcohol. As commented in our submission to TDCs 2021 LTP, we recommend that future reviews of reserves policies include all of the alcohol control policies contained in the Saxton Field Reserves management plan.</p> <p>* Marsh, P., Auckland, S., Dudley, T., Kindal, D., & Flies, E. (2023). A mountain of health benefits? Impacts of ecological restoration activities on human wellbeing. Wellbeing, Space and Society . https://www.sciencedirect.com/science/article/pii/S2666558123000064 https://www.magicalbridge.co.nz</p>	Support of Saxton Accessible Playground and Supports Alcohol Advertising Ban
32779	SEE ATTACHED. Support for inclusive play space.	Support of Saxton Accessible Playground

Sub ID	Submission Point on Saxton Field	Summary
762.2	<p>Thank you for the opportunity to make a submission on behalf of the families who visit Saxton Field.</p> <p>We have lived in the close vicinity to Saxton Field for a number of years. During this time, we have taken our grandchildren over to enjoy this environment..</p> <p>Unfortunately, during these visits we have been very aware of the lack of facilities for younger children and also play items that challenge slightly older children and also allow play for disabled and mobility challenged children.</p> <p>There are so many other amazing spaces within this zone, and a playground of this type would certainly enhance the area and bring more families to enjoy the space, We would love to see an area that can be utilized by children of all ages.</p>	Inclusive Playground
90.2	<p>I'm an writing in support of the inclusive saxtons playground. My daughter attends a group called little stars for children with development delays and disabilities where I heard about this proposal NCC is considering. Having a safe space available for wheelchair users, walkers and pushchairs would be appreciated by many and I would love to take my daughter to a playground like this if it were built.</p>	Inclusive Playground
895.9	<p>Nelson Netball Centre Inc. Long Term Plan Submission April 2024</p> <p>Submission to: Nelson City Council</p> <p>Subject: Funding Request for Feasibility Study on adding roof to outdoor Netball courts at Saxton Field for Nelson Netball Centre.</p> <p>Introduction</p> <p>Nelson Netball Centre Inc. (NNC) respectfully submits this proposal to [Council Name] as part of the Long Term Plan (LTP) discussion, seeking an allocation of \$55,000 in the next annual budget for conducting a feasibility study. This study aims to explore the potential of adding a roof to the outdoor netball courts at Saxton Field. In light of the LTP's allocation of \$211,357 for the 26/27 outyear for court resurfacing, we propose a reallocation of some funds to the 24/25 fiscal year to facilitate this crucial study.</p> <p>Supporting Information</p> <p>Our submission is bolstered by a detailed slide pack, alongside emails of support from Sport Tasman, Netball Mainland and a letter from Visitor Solution Ltd. These documents collectively underscore the broad-based community and stakeholder endorsement of our initiative.</p> <p>In conclusion, the Nelson Netball Centre Inc. appeals to [Council Name] for support in funding this essential feasibility study.</p> <p>By doing so, we can collectively ensure that Saxton Field remains a beacon for sporting excellence and community engagement in the Nelson/Tasman region.</p> <p>We look forward to your positive response and are available for any further discussions or clarifications required.</p> <p>We wish to present on our submission.</p>	Netball court feasibility study
766.1	<p>Thank you for the opportunity to make a submission on behalf of the families who visit Saxton Field.</p> <p>The proposed playground for Saxton Field is going to be a great asset to the area for both Richmond and Nelson residents.</p>	Inclusive Playground
66.3	<p>Inclusive saxtons Play space</p> <p>I would love to see a play space like this developed to assist children and young people of all abilities to have a suitable place to safely play and enjoy together, accessible for wheelchair users, prams, walkers etc.</p>	Inclusive Playground
63.2	<p>We are home owners on Daelyn Drive and would like to express our support for an inclusive play space at Saxton field! We have a young family who would benefit hugely from a new addition like this to our environment.</p>	Inclusive Playground

Sub ID	Submission Point on Saxton Field	Summary
887.34	<p>NPHS Te Waipounamu fully supports development of an accessible playground as mentioned on pg 37. It is understood that the project has been discussed at community forums with key stakeholders (Blind Low Vision New Zealand, Ministry of Disabled People and parents of children with a disability). We recommend that they continue to be consulted with throughout the project lifespan. Provision of a playground that supports inclusive recreation should be prioritised so that Saxton Field is considered a place of recreation for all abilities. The State of Play report – Te Tau Ihu 2022 identified Playing and Playing on a playground as the top two activities tamariki in Te Taihū spend time doing.⁶ We encourage the inclusion of play equipment that facilitates and promotes active recreation providing for a diverse range of ages and abilities. Accessible play equipment should be prioritised to provide equity for all. A good example of an accessible playground is Magical Bridge Claudelands Park, located near Hamilton. It is understood that \$20,000 every alternate year for accessibility improvements has been allocated for across all Saxton Field facilities. NPHS Te Waipounamu fully support this initiative to increase equity and accessible sports infrastructure.</p> <p>NPHS Te Waipounamu has been engaged in the discussions around the future of Policy 4.8.2.3 of the Saxton Field Management Plan which states – The advertising of alcohol shall not be permitted on Saxton Field, apart from price and product schedules at point of sale. Council took a courageous stance in 2021 to include this policy and to amend it would be a backward step. Alcohol control policies which serve to limit the users of reserves, including playgrounds, to exposure to alcohol consumption, advertising and sponsorship can support young people. Research shows that exposure to alcohol marketing for example, can result in young people drinking earlier in their lives and drinking larger amounts of alcohol. As commented in our submission to TDCs 2021 LTP, NPHS Te Waipounamu recommends that future reviews of reserves policies include all of the alcohol control policies contained in the Saxton Field Reserves management plan Support development of an accessible playground.</p> <p>Retain Policy 4.8.2.3 of the Saxton Field Management Plan which states – The advertising of alcohol shall not be permitted on Saxton Field, apart from price and product schedules at point of sale.</p>	Various
154.11	I would like to see an Inclusive Play Space at Saxton's between the Saxton Pond and the Saxton Oval. The would be great for children and young adults of all abilities to enjoy. Saxton fields walkways are enjoyed daily by so many and a place like this will enhance the environment and be an awesome addition to our community.	Inclusive Playground
116.2	I believe that NCC has allocated funding in the Draft Long Term Plan to build an inclusive play space at Saxton Fields. As someone who works side by side with people who have disabilities, I fully support this community development. A centrally accessed space for people of all abilities to enjoy is much needed, and long overdue.	Inclusive Playground
1005.3	Due to length of the submission please refer to the attached submission.	Beach sports facility

Sub ID	Submission Point on Saxton Field	Summary
117.2	We would like to add our support to the proposed play space at Saxton field. We think its an excellent idea ,we live close by and often take our grandkids over there and have found it to be a safe environment for all ages.	Inclusive Playground
50.2	Inclusive Saxtons Playground I wish to forward my submission fully supporting the development of a play space for our children and young people of all abilities with an emphasis on provision of facilities for wheelchair users, walkers and pushchairs. This would allow children in our region who are challenged by inadequate access to playgrounds to finally be able to use a playground alongside their friends.	Inclusive Playground
48.2	I fully support this Community development as a play space like this is needed for our children and young people of all abilities. We don't have a playground like this in our Daelyn Area. Would be great to see children in wheelchairs being able to be part of this play space and enjoy this space safely.	Inclusive Playground
41.2	I wish to put in a submission in support of the Inclusive Play Space at Saxton Field. We live nearby and feel this would be a wonderful asset to the Saxton Area as at the moment that space is really only used by people walking dogs. I believe it would make the area safer and more pleasant for everyone as it would discourage boy racers doing burnouts in the carpark if it is frequented by families during the day. It would be lovely for kids of all ages and abilities to have a safe place to play and for their families to come together.	Inclusive Playground
33.2	Just a quick note to say our family is hugely in support of an inclusive play space at Saxton field. We have a 3 year old and 1 year old twins, one of whom has cerebral palsy. To have a place they could all play together, as well as with cousins and friends would be amazing. Otherwise she will end up on the sideline like she will with so many other things.	Inclusive Playground
32.2	We would like to support the submission for an inclusive playground at Saxtons. There are a lot of families in this area and there is not a play space in close enough proximity to the Daelyn Drive area. It would be awesome to have a play space in this area for our community and would strengthen the connections and allow a fun space for the kids from our area to play. Having accessible equipment would be great as there is not a play space for those in wheelchairs anywhere near us.	Inclusive Playground
31.2	We fully support an inclusive Play Space at Saxtons as there is no playground in the Champion Road to Saxton area and also making it an inclusive playground would be great.	Inclusive Playground
293.13	Submission to support the construction of Saxton's Inclusive Play Space. The play space would be an awesome addition to the facility & community & benefit so many.	Inclusive Playground
29.2	Long term Plan,Saxtons inclusive play space. We live in the area and think this would be a wonderful idea for our young people to enjoy!!	Inclusive Playground
27.2	I fully support the building of an inclusive play space at Saxtons so children of all abilities can enjoy a playground suited to their needs.	Inclusive Playground
187.2	I would like to add my support for an inclusive playground at Saxton Field. I think this would be a fantastic place for all children to play in and as there is already funding allocated as part of the Draft Long Term Plan then the sooner it is started the better. This would mean so much to anyone in a wheelchair to be able to join in.	Inclusive Playground

Sub ID	Submission Point on Saxton Field	Summary
24.2	<p>An inclusive play space is desperately needed in our region & Saxtons Field would be the perfect central location for one to be built.</p> <p>An inclusive play space would be an amazing community facility, a destination for many families & a dream come true for some.</p> <p>Hundreds of families in Nelson can not access a suitable & safe play space for their children. To have a fenced play space suitable for wheelchairs, walkers & pushchairs would mean so many would be able to safely enjoy time out in the fresh air, children could exercise, gain skills & confidence. Parents, grandparents & carers could relax & relish the experience, (Instead of constantly being on guard, or assisting their child).</p> <p>An inclusive play space would give families for the first time an opportunity where all siblings & whanau could safely play together. Where children & young adults of all abilities could finally have a place to go & really have fun. Not just watch from the sidelines or have one piece of equipment accessible to them.</p> <p>Saxtons walking tracks & fields are extensively used by walkers, runners, bikers & families, an inclusive play space would be an awesome addition to this facility & our community.</p> <p>I have been chatting to the park users, young & old for the last 3 months about this & there is a huge level of interest & excitement in the proposed project.</p> <p>On a personal note we live in Saxtons area with our daughter who is a wheelchair user. We have three grandchildren who all adore going to the park on a weekly basis with us. Halena mainly watches them from the path as she cannot access any of the playground equipment. She can enjoy one basket swing with her nieces & nephew in Mako Street. (photo attached). But to get to it she has to crawl through the industrial sized bark, often getting splinters in her hands & tearing her pants. As you can see by the photos that this is well worth the effort to enjoy special moments like these. Imagine if she had the opportunity every week to share their play, easily, safely & with dignity. This would be her dream come true.</p> <p>I have been the coordinator for a playgroup in Stoke that caters to preschool children & their whanau that have health needs, developmental delays & disabilities. For over 20 years I have worked with hundreds of families...It is my personal, extensive experience with these families that lead me to become involved with this project.</p> <p>I am happy to present this submission to council. I am keen to be further involved in this project & as we are in Saxtons field daily then I am sure I will become the unofficial guardian/rubbish collector on a long term basis.</p>	Inclusive Playground
642	See attached	Skate facility

Sub ID	Submission Point on Saxton Field	Summary
115.2	<p>Saxtons Playground</p> <p>It has come to our attention via a letter from a neighbour that an “inclusive Saxtons Playground” is being proposed nearby the Saxtons Pond at Saxtons field.</p> <p>While we are in support of having another playground in the Saxtons area, we are strongly opposed the suggested position.</p> <p>Reasons as follows.</p> <p>Already, when events are held at Saxton people park on Daelyn drive on the corner where the park meets the road. It causes congestion and narrows the road to only being able to fit one travelling vehicle through. On a corner this is a hazard that could cause an accident. A playground in that area would likely encourage more people to do this.</p> <p>Many people enjoy that small area to allow their dogs a place to walk or train away from the playing fields which is a great space.</p> <p>A playground in that position is likely to cause complaints from parents/caregivers and limit those already using the area in a positive enjoyable manner.</p> <p>We are already aware from living in the area that there is problem with youth that often hang around the Saxtons area in the hours of darkness. And, have had both our vehicles broken into losing close to 10k worth of property. We have concerns that having a playground close to the residential homes may encourage antisocial behaviour and increase crime rates by drawing people to the area close to the houses.</p> <p>We really enjoy living in this area and the quiet peacefulness of this. A suggestion would be positioning one closer to the velodrome where there is ample parking and a place already made use by many families. In addition to this it would be better accessed for security guards/police to monitor over night.</p> <p>Another suggestion that may be more cost affective is to upgrade the existing playground closer to the netball courts.</p>	Inclusive Playground
113.2	<p>Saxtons inclusive play space</p> <p>As a frequent user of some facilities at the SAXTONS RECREATIONAL AREA, which is a great asset for the District as a whole, I note the need to have a safe and proper place for disadvantaged persons to enjoy it too, which is currently lacking.</p> <p>I understand funding is, or might be available, within the Councils organisation to establish such a place for wheelchair bound persons, those with limited mobility and young persons to enjoy the area too.</p> <p>Accordingly as a Rate Payer I fully support the use of our finances to establish an environment where children, parents and those in need can safely play, observe and enjoy the outdoors.</p>	Inclusive Playground
112.2	<p>Saxtons inclusive Play Space</p> <p>WE FULLY SUPPORT THIS COMMUNITY DEVELOPMENT & A PLAY SPACE LIKE THIS IS DEARLY NEEDED FOR OUR CHILDREN AND YOUNG PEOPLE OF ALL ABILITIES, TO HAVE A SUITABLE PLACE TO SAFELY PLAY AND ENJOY.</p> <p>SAXTON FIELDS & WALKWAYS ARE ENJOYED DAILY BY SO MANY AND A PLACE LIKE THIS WILL BE AN AWESOME ADDITION FOR WHEELCHAIR USERS, WHO WOULD BENEFIT FROM HAVING A PLAY SPACE THAT THEY CAN ACCESS WITH EASE</p>	Inclusive Playground

Sub ID	Submission Point on Saxton Field	Summary
950.2	<p>I am writing to express my upmost support for the inclusive play space planned for Saxton Field with funding allocated over the next 5 years.</p> <p>My son is 17yrs old and has a rare chromosome deletion. This has resulted in severe delays in all areas and he uses a wheelchair for mobility when out of the house. In our house he crawls around and is able to walk short distances with assistance and can assist in transfers in and out of his chair. Throughout his life we have searched for suitable public play spaces in Nelson, as well as out of the region on holidays. Kaiden's sister is now 11 years old. She has always loved including her brother in her play, as she understands how much joy it brings him - and it also brings her joy to be able to share a normal, fun childhood activity with her brother. He will never be too old to enjoy playing.</p> <p>Sadly play spaces where they can play together like typical siblings are not easy to find. Many times our son has had to sit far away in his wheelchair while I have assisted his toddler sister to use play equipment. He gets really annoyed that he cannot join in the fun and can communicate that with unhappy noises and yelling. We would much rather our visits to playgrounds be filled with his happy infectious giggle - which can be induced by being able to access play equipment that suits his needs. People with disabilities love to play too. It brings them joy and happiness and in some cases a bit of physical therapy to boot! I believe it is a basic human right for all children to be included in play.</p> <p>When our son was a toddler we lived in Brightwater and after sending a request to the TDC we were lucky enough to have a high backed swing with a harness placed in a nearby playground. What a HUGE difference this made for our son. It meant he could play with his preschool friends when out in the community. When we moved to Nelson City, we still took trips out to Brightwater specifically to play on that playground - and when his sister came along, they were able to both swing side by side which was pretty special. The swing was well used by the community as the equipment wasn't only meant for children with disabilities. Children of many ages and abilities could use it too. It was a well used piece of equipment that meant inclusion in play for our son and many others.</p> <p>Luckily in recent years we have been able to work with Nelson City Council on new playground builds and have helped them to see how they can include more people with disabilities, with some reasonably simple steps. Most of these simple steps don't just assist children with disabilities. They assist families with babies/toddlers in strollers, elderly family members who want to be included in family trips to a playground and toddlers who are not yet able to walk. Simple steps like ensuring appropriate wheelchair friendly pathways through and around play spaces, means that people in wheelchairs, young and old who use walkers, people who use mobility scooters and families with babies/toddlers in strollers, can all stay close to the action of the children who are able to play on the equipment. It means no longer parking someone in a wheelchair or stroller a long way from the equipment (and their loved ones) and having to leave those people watching on from a distance (due to unsuitable surfaces like bark or no suitable pathways close to the play equipment). This is the first step to including everyone young and old.</p> <p>There are many ways to include people who are partially mobile/able to transfer with assistance, those who require assistance with visual perception, as well as those who are unable to transfer out of their wheelchairs. Consultation with a range of people from the disability sector is vital to the success of any new all abilities playgrounds. They will help to shape a playground that is truly accessible to all.</p> <p>We believe strongly in the importance of developing an all abilities playground in Richmond/Nelson and Saxton Field is an excellent spot to do this. Unfortunately some components of making things accessible come at a large cost. Sadly this is true of all things within the disability sector. That is why is it CRUCIAL that the funding already allocated in the Long Term Plan is NOT cut in any way, or it will make it impossible to create a space that can be inclusive for all.</p> <p>CONTD:</p>	Inclusive Playground

	<p>This is an important issue for the large disability community living in Nelson and Tasman District. Sadly, the enormous stress and overwhelm that many families who have a member with a disability are under makes it impossible to have time to make submissions on council's LTPs - in fact many will be unaware it is even IN the LTP. So although I am stressed out, at maximum capacity, exhausted and sick of fighting all the battles necessary for my son to live his best life for the past 17 years, I have taken the time to write this submission to bring to light its importance and to make you aware of the MANY families who would have written submissions if they knew about this amazing plan, or those who knew about it and just didn't have time to put a submission in because they are struggling just to get through each day with their loved one who has such high needs. They all deserve to have a place to go to have FUN TOGETHER as a family, where their disabled loved one can join in effortlessly with their friends, peers and siblings. There is nothing better than watching that loved one enjoying the simple act of playing - one that most people take for granted.</p> <p>Thank you for your time. I trust you will think of us all when making decisions around this inclusive play space.</p>	
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Saxton Submissions Summary

Inclusive Playground

- Generally supportive
- Many say they are looking forward to the playground being in place and cite the need for a playground where all members of the community can play together. Many list the benefits to an inclusive playground and have personal experiences of the benefits such a playground would have.
- The submission that was not supportive was concerned about the location within Saxton field, parking for the playground, displacing current use of the area with a playground and antisocial behaviour at night at Saxton Field. It suggested that other locations within Saxton Field would be preferred.

Officer Comment

- The current location was selected from a shortlist and is not proposed to change.
- Officers will continue to work with the stakeholder group and carry out further consultation on the playground as needed.
- No change to draft LTP required.

Alcohol advertising

- One submission to each Council from the National Public Health Service Te Waipounamu raised the alcohol advertising in the reserve management plan.

Officer Comment

- This is being addressed through a separate consultation process and hearing and deliberation process.
- The submitter has been informed of the separate consultation process and how to make submissions to that.
- There is no decision required in this meeting in relation to this submission.

Nelson Netball Centre

- Submissions to both Councils to roof the outside netball courts at Saxton Field.

Officer Comment

- Generally, codes are asked to pay 20% towards a capital project.
- Because this project isn't currently funded or listed in the development plan and the feasibility study is not yet completed, it is proposed in this case the code pays 50% of the feasibility study and the councils pay the remaining 50%.
- The councils 50% would be carried forward from 2026/27 from the re-surfacing budget line.
- The feasibility study needs to look at needs for the facility, other users, costs, and funding models. It also needs to consider other stakeholders and users such as Sport Tasman. There is no guarantee that by funding the feasibility study, the Councils will fund the investment in the netball roofing in the future.
- **Resolution to bring forward \$27,500 from 2027/28 of the budgeted amount to resurface the netball courts (\$211,536) to fund the two Council's 50% share of the feasibility study.**

Te Ipukarea

- Requested in kind support for an event and suggested venue hire fees be paid for

Officer Comment

- Suggest the group contact events fund and other community grant processes rather than have a reduced venue hire fee. Staff will talk to the submitter.
- There is no change to the draft LTP.



Skate Park

- The submission acknowledges support for the project.
- Officer Comment
- Officers consider Skate Nelson Bays are on track with their investigations and updates will continue to be provided to the Committee as they progress with their work.
- There is no decision required in this meeting in relation to this submission.
- There is no change to the draft LTP.

Multi-use beach sports facility:

- A submission to provide a multi- use beach sports facility.
- Officer Comment
- Staff from NCC and TDC need to meet with the submitter to talk more about needs, requirements and location.
- Provision for this activity is not currently made in the Saxton Development Plan and the location identified in the submission is currently planned for a future hockey field if demand exists.
- Location should be considered across the Nelson/Tasman region, not just at Saxton Field
- If Saxton is the preferred location, the Saxton Committee will need to be kept informed of discussions.
- There is no change to the draft LTP.

Artificial turf

- Officer Comment.
- NCC consulted on an artificial turf through the Long Term Plan consultation document. At the time of writing not all submissions have been reviewed and an update can be provided at the Committee meeting if there are any submissions referencing Saxton Field in relation to the artificial turf.

Botanic Garden

- Submission to provide a botanic garden at Saxton Field.
- Officer Comment
- Given current fiscal constraints development of a new Botanic Garden is not considered a priority, particularly when the council already maintains existing premier parks e.g. Queens Gardens and Broadgreen Gardens.
- Saxton Field suggestion to be considered by Saxton Field Committee - but such a proposal is unlikely to be strategically supported at the venue and is not contemplated in the RMP or Development Plan.
- There is no change to the draft LTP.

Attachment 1

Attachment 1 - Project List

Area	Project	Asset Owner	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	10 year total
			Y1	Y2	Y3	Y4	Y5	Y6	Y7	Y8	Y9	Y10	2024-34
Saxton Oval	Saxton Oval Pavilion Renewals	NCC	3,383	3,383	3,383	30,000	3,383	3,383	3,383	50,000	3,383	3,383	107,062
Saxton Oval	Saxton Oval Pavilion - IT renewals	NCC					37,950					41,745	79,695
Saxton Stadium	Saxton Stadium Renewals	NCC	27,000	27,000	27,000	27,000	27,000	27,000	27,000	27,000	57,000	27,000	300,000
Saxton Stadium	Saxton Stadium - basketball hoops	NCC	25,000	10,000	580,000								615,000
Saxton Stadium	Saxton Stadium IT hardware renewals	NCC		16,500					18,150				34,650
Saxton Stadium	Saxton Stadium - seating renewal	NCC		20,000						30,000			50,000
Saxton Stadium	Saxton Stadium - Lighting renewal	NCC	5,000	100,000									105,000
Saxton Field	Hard surface renewals	NCC						211,356		200,000		700,000	1,111,356
Saxton Field	Netball surface renewal	NCC	27,500			183,856							211,356
Saxton Field	Renewal Saxton hockey turf #1	NCC				31,703	422,712						454,415
Saxton Field	Renewal Saxton hockey turf #2	NCC	52,839		422,712								475,551
Saxton Field	Renewals: Athletics Track	NCC				21,136	369,873						391,009
Saxton Field	Saxton Oval surface renewal	NCC				20,000		288,400					308,400
Saxton Field	Saxton Oval cricket block renewal	NCC						105,678					105,678
Saxton Field	Renewals - drainage	NCC				5000				400,000			405,000
Saxton Field	Lighting renewals - street lights	NCC				30,000			30,000			30,000	90,000
Saxton Field	Renewals: Furniture	NCC				50,000							50,000
Saxton Field	Renewals: Services	NCC			50,000								50,000
Saxton Field	Renewal: Minor assets	NCC							50,000				50,000
Saxton Field	Renewal: Signs	NCC										20,000	20,000
Saxton Field	IT hardware renewals	NCC		15,000									15,000
Saxton Field	Saxton Field General Development	NCC	15,852	15,852	15,852	15,852	15,852	15,852	15,852	15,852	15,852	15,852	158,517
Saxton Field	Accessibility	NCC		21,136		21,136		21,136		21,136		21,136	105,678
Saxton Field	Saxton Entrance development	NCC	105,678										105,678
Saxton Field	Tree planting	NCC	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	50,000
Saxton Field	Walkways/cycleways - new	NCC		150,000		150,000		150,000					450,000

Attachment 1

Attachment 1 - Project List

Saxton Field	Play facilities	NCC	20,000	211,356			15,000	250,000					496,356
Saxton Field	Saxton Oval Media tower	NCC	26,420	-				316,805					343,225
Saxton Field	Harakeke Green irrigation and subsurface drainage	NCC		450,000									450,000
Saxton Field	Harakeke Green car park and paths	NCC						105,678	1,100,000				1,205,678
Saxton Field	Harakeke Green cricket wicket blocks	NCC			52,839								52,839
Saxton Field	Harakeke Green toilets and pavilion	NCC								84,542	29,907		114,449
Saxton Field	Champion Green - pavilion	TDC								52,839	542,445		595,284
Saxton Field	Outdoor basketball court and landscaping in front of stadium	NCC			50,000	30,000							80,000
Saxton Field	Irrigation - Bells Island wastewater	NCC	15,000		150,000								165,000
Saxton Field	Baseball diamond	TDC	150,000	-						10,000	807,000		967,000
Saxton Field	Skate Facility	NCC	20,000		400,000	400,000							820,000
Saxton Field	Skate Facility	NCC			(320,000)	(320,000)							(640,000)
Total			498,672	1,045,226	1,436,785	700,683	896,769	1,500,287	1,249,384	811,826	1,515,222	894,022	10,548,876



Saxton Field – Outdoor Netball Courts ROOF PROJECT

895



Who is NNC

- Total Team Numbers – 320
- Total Membership – 2700 (Players)
- Technical Officials – 57 Junior Umpires, 30 Senior Qualified Umpires, 10 Bench Officials
- Coaches and Managers – Approximately 250
- Clubs and schools – 45
- School Holiday Programmes – Over 230 Year 5-8 Participants
- Player Development Programme - 25
- Representative Teams – 42 players, 9 Team Management
- Walking Netball – Run during the term weekly with 25-30 Participants each time
- Women and Girls make up approximately 90% of our membership

Sport Tasman Focus area:

***“More people, More Active,
More Often”***

Their new strategic Framework is about creating more opportunities and improving quality experiences for children (tamariki) and youth (rangatahi), with one of the key focus areas being on young women and girls.

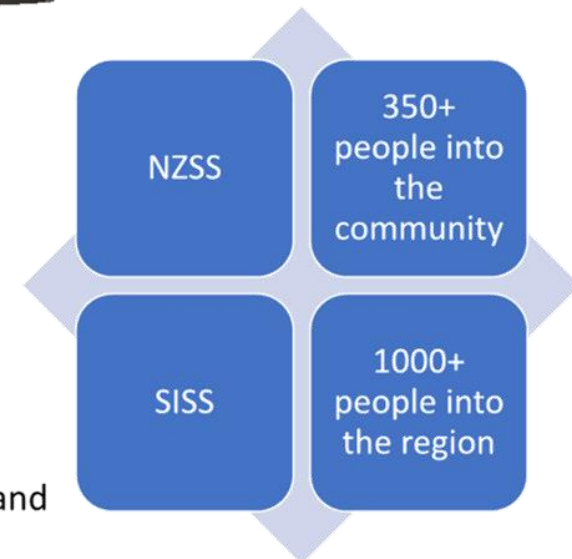
Our extended Family of Supporters





The Roof Project Our why

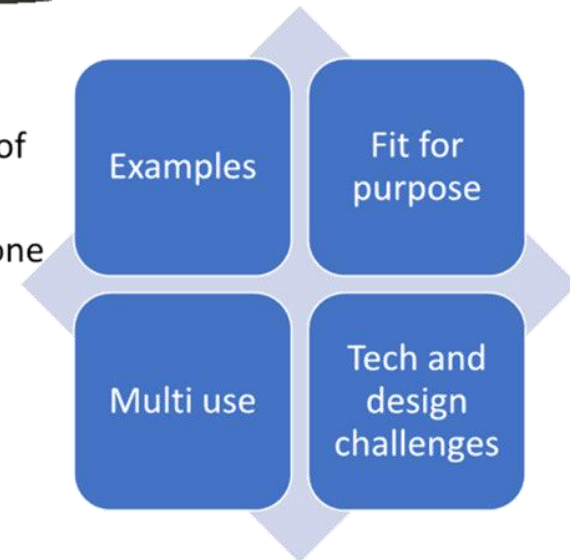
- Netball Social Leagues across Mainland Zone have had a huge spike compared with 2022
- Multiple cancellations and postponements due to weather across all competitions (20 over the past 2 seasons)
- Balance is Better Centre - all about creating a good quality experience
- Our numbers continue to grow post covid
- Limited resources with the current facilities
- **Multipurpose** use across other sporting codes
- Limited venue availability across the region
- Bring Revenue into the region by attracting National Events – NZSS, SISS and other NNZ events





The Roof Project Feasibility

- NNC has presented to Saxton Field Committee to raise the desire for a roof
- Current LTP funding is \$211,356 27/28 for court resurfacing
- NNC has engaged with a number of parties including Netball Mainland Zone to investigate current developments, details and high level costings
- NNC together with Lincoln, Clearview, Rolleston, Timaru, Kaikoura, North Canterbury and Marlborough are looking at roofs and facilities
- **QUESTION** - How is the roof and the resulting facility seen as supporting netball and to create a sporting hub?



895

2023 Most Participated sports (nationally)

*2023 Census Data

2023 Ranking	Sport	Boys	Girls	Total	1yr growth/ decline	2022 Ranking
1	Netball (Outdoor)	1,085	25,865	26,950	1,025	1 (=)
2	Basketball	19,670	6,902	26,572	1,145	2 (=)
3	Volleyball	9,882	15,088	24,970	1,579	4 (↑)
4	Rugby Union	20,544	4,386	24,930	517	3 (↓)
5	Football	15,431	6,919	22,350	2,105	5 (=)
6	Hockey (Outdoor)	6,092	7,212	13,304	22	6 (=)
7	Touch	5,749	5,568	11,317	1,061	8 (↑)
8	Badminton	5,033	6,162	11,195	796	7 (↓)
9	Athletics	4,967	3,957	8,924	4,936	14 (↑)
10	Cricket (Outdoor)	6,921	1,959	8,880	-238	9 (↓)
11	Futsal	5,160	2,490	7,650	1,639	10 (↓)

Westland - Hokitika



Westland - Hokitika



Rolleston College



Rolleston College



895



- Allocate \$100k in 24/25 year of LTP for a feasibility study.

Points to consider will include:

- Multi level engagement with all key stakeholders
- Issues to think about in study – future proof for next set of courts to be covered, stormwater, lighting, audio, toilets, etc
- Choose surface wisely – could a roofed area be used for school assembly, 3X3 Basketball, volleyball, boot camps??
- How many courts should be covered in total? Phased approach.
- How is the roof and the resulting facility seen as supporting netball and to create a sporting hub
- Review SportNZ Outdoor facility guidelines

FEASABILITY STUDY NEEDED

“To start the next phase of the journey we need a line in the sand”

All Sporting parties we have engaged with have stated the basis for true costing is an independent feasibility study.



Saxton Field – Outdoor Netball Courts

THANK YOU

Submissions - Nelson City
Council

Submission Attachments

Sport Tasman - Nelson Netball feasibility study - LTP

895

From: Ed Shuttleworth Ed.S@sporttasman.org.nz
To: gordon.shaw@xtra.co.nz
Cc: Tony Thomas Tony.T@sporttasman.org.nz, Andy Morris
 Andy.M@sporttasman.org.nz
Date: Tue, 23 Apr 2024, 9:45 AM

Kia ora Gordon

Sport Tasman are supportive and would advocate for a feasibility study of the roof project (re: outdoor courts Saxton).

Sport Tasman see the opportunity to develop a multi-purpose facility that can be used by a wider and greater range of users.

Sport Tasman recognise the benefits of:

- Year-round access to sports (Rain/Shade)
- Greater venue utilisation
- Optimal playing and performance conditions
- Protection of the playing surface
- Greater connection with the community through multi-code use

Sport Tasman are very happy to support NCC and Nelson Netball with the feasibility review.

There is a huge opportunity to explore the benefits for Netball, other codes and the community.

If you require any further information Gordon, please do let me know.

Ngā mihi,
Ed

Ed Shuttleworth
Chief Executive Officer
 021 758 239



more people, more active, more often

Submissions - Nelson City
Council

Submission Attachments

Nelson Netball Centre Support

895

From: Jacinda Valentine Jacinda.Valentine@netballmainland.co.nz
To: gordon.shaw@xtra.co.nz
Cc: Ani-Marie Waitai gm@nelsonnetball.co.nz
Date: Mon, 15 Apr 2024, 2:07 PM

Kia ora Gordon,

Nelson Netball Centre(NNC) is affiliated to Netball Mainland(business unit of NNZ) which is the Regional Sports Organisation for Mainland, plus Nelson Netball Centre is also affiliated to Netball New Zealand(NNZ) the National Sports Organisation.

Netball Mainland would like to extend their upmost support of NNC submission to Nelson City Council and Tasman District Council to complete a feasibility study on the Saxton Park Outdoor Netball Courts. This will ensure Netballs infrastructure at the Top of the South, is future proofed and fit for purpose, to continue to support Netball as our Lead Centre for the Te Tau Ihu (Top of the South) Partnership Agreement that also support's Marlborough Netball Centre and Motueka Netball Centre. The Netball Courts at Saxton Park are a key strategic infrastructure that supports the wider 5082 Participations of Netball (2023 Membership Return, NNC 2670, MNC 1534, MotuNC 878).

NNZ have just reviewed and updated the 2024 Netball New Zealand Outdoor Court Specification and Guidelines, which are due to be released in May 2024. This document recommends a feasibility study to be completed to "assess the potential options to determine what is feasible and viable", as per Sport New Zealand outline of a facility lifecycle. Taking the time to complete a feasibly study, will ensure any upgrades to the surface or a cover, will allow Netball to be agile to meet the needs of a modern Netball environment for participants.

Netball Mainland would be happy to share the 2024 Netball New Zealand Outdoor Court Specification and Guidelines once they are released to support this proposal. I would also be happy to support any further discussion around this. Currently in Mainland there is 5 different facility projects happening across the different Councils/Netball Centres. I would be happy to share any learnings from these projects with you.

Ngā mihi nui,

Jacinda Valentine (she/her)

Relationship Manager – Netball Mainland

Netball New Zealand

MB +64 22 677 1788

1 / 2

895



NELSON NETBALL

GROW THE LIFELONG LOVE OF NETBALL
He tangata, He tangata, He tangata

Nelson Netball Centre Inc. (NNC)

LTP submission April 2024

Nelson Netball Centre Inc. Long Term Plan Submission April 2024

Submission to: Nelson City Council

Subject: Funding Request for Feasibility Study on adding roof to outdoor Netball courts at Saxton Field for Nelson Netball Centre.

NNC – Key Issue #6 – all-weather sports turf.

Introduction

Nelson Netball Centre Inc. (NNC) respectfully submits this proposal to [Council Name] as part of the Long Term Plan (LTP) discussion, seeking an allocation of \$55,000 in the next annual budget for conducting a feasibility study. This study aims to explore the potential of adding a roof to the outdoor netball courts at Saxton Field. In light of the LTP's allocation of \$211,357 for the 26/27 outyear for court resurfacing, we propose a reallocation of some funds to the 24/25 fiscal year to facilitate this crucial study.

Who is NNC?

Founded in 1933, Nelson Netball has evolved from humble beginnings to become a cornerstone of the Nelson/Tasman sports community. Now housed at Saxton Field, we boast 13 courts and a shared pavilion, catering to approximately 2,500 affiliated members across 27 clubs and schools. Our comprehensive offerings include competitive leagues and social play, demonstrating our commitment to fostering a lifelong love of netball.

895



Who is NNC

- Total Team Numbers – 320
- Total Membership – 2700 (Players)
- Technical Officials – 57 Junior Umpires, 30 Senior Qualified Umpires, 10 Bench Officials
- Coaches and Managers – Approximately 250
- Clubs and schools – 45
- School Holiday Programmes – Over 230 Year 5-8 Participants
- Player Development Programme - 25
- Representative Teams – 42 players, 9 Team Management
- Walking Netball – Run during the term weekly with 25 -30 Participants each time
- Women and Girls make up approximately 90% of our membership

Sport Tasman Focus area:

"More people, More Active, More Often"

Their new strategic Framework is about creating more opportunities and improving quality experiences for children (tamariki) and youth (rangatahi), with one of the key focus areas being on young women and girls.

Why add a roof?

The necessity for an all-weather solution has become increasingly evident. The erratic weather, ranging from rain postponements to extreme heat, significantly disrupts our leagues. An all-weather roof would not only mitigate these disruptions but also enhance netball's appeal, ensuring that young athletes choose netball for the love of the game and not be affected by the weather.



The Roof Project Our why

- Netball Social Leagues across Mainland Zone have had a huge spike compared with 2022
- Multiple cancellations and postponements due to weather across all competitions (20 over the past 2 seasons)
- Balance is Better Centre - all about creating a good quality experience
- Our numbers continue to grow post covid
- Limited resources with the current facilities
- **Multipurpose** use across other sporting codes
- Limited venue availability across the region
- Bring Revenue into the region by attracting National Events – NZSS, SISS and other NNZ events



Saxton Field Complex

Saxton is a joint council sport and recreation facility.

It is a regional facility.

Its operations fall in many parts of the LTP process. However, the activity management plans for recreation is the main focus of the submission from Nelson Netball.

As a major tenant of Saxton Field, a regional sport and recreation facility, NNC is at the forefront of advocating for infrastructure that meets future needs. Our proposal aligns with TDC's Choice 4 – Investing in Community Facilities, emphasising the value of enhancing Saxton Field to support diverse sports codes and community engagement.

Netball is the largest participation code house at the Saxton complex. Our goal is for the netball facilities to be fit for the future to continue to encourage participation.

Many other recreations facilities across the South Island are in the process of constructing roofs on outdoor courts.

NNC has presented to Saxton Field Committee to raise the desire for a roof. The feedback from the committee was that there needs to be a feasibility study undertaken to create the basis point for the future discussions needed for this initiative by NNC.

NNC has engaged with a number of parties and stakeholders including Netball Mainland Zone to investigate current developments, details and high level costings.

NNC together with Lincoln, Clearview, Rolleston, Timaru, Kaikoura, North Canterbury and Marlborough are looking at roofs and facilities

At a high level the proposed feasibility study will need to address a number of issues including:

- What is the driving need for the covered courts? and related to this what is the role of the covered courts versus the indoor courts. We have the impacts of climate change to consider – rain events in the winter and the health & safety issues with rain and cold. In summer the impacts of heat stroke and sunburn need to be actively managed.
- The responsibility for construction of the covered court(s) and the responsibility for ongoing maintenance.
- The specifications of the covered court and the court surface to make it compatible for a variety of sports.
- If the covered courts are intended to be multi-sport, define what will the operating model (timetable and financials) look like.

2023 Census data.**2023 Most Participated sports (nationally)**

*2023 Census Data

2023 Ranking	Sport	Boys	Girls	Total	1yr growth/decline	2022 Ranking
1	Netball (Outdoor)	1,085	25,865	26,950	1,025	1 (=)
2	Basketball	19,670	6,902	26,572	1,145	2 (=)
3	Volleyball	9,882	15,088	24,970	1,579	4 (↑)
4	Rugby Union	20,544	4,386	24,930	517	3 (↓)
5	Football	15,431	6,919	22,350	2,105	5 (=)
6	Hockey (Outdoor)	6,092	7,212	13,304	22	6 (=)
7	Touch	5,749	5,568	11,317	1,061	8 (↑)
8	Badminton	5,033	6,162	11,195	796	7 (↓)
9	Athletics	4,967	3,957	8,924	4,936	14 (↑)
10	Cricket (Outdoor)	6,921	1,959	8,880	-238	9 (↓)
11	Futsal	5,160	2,490	7,650	1,639	10 (↓)

Scope and nature of request

The Feasibility Study is to investigate the options and feasibility for the roofing of the outdoor courts at Saxton Field.

The proposed \$60,000 in funding will enable a comprehensive feasibility study addressing the need for covered courts, operational models, and high-level cost estimations.

This study is crucial for exploring the viability and potential benefits of the project, including all-weather capabilities, multi-code usage, and improved community health outcomes.

This work will be commissioned by NNC. However, as Saxton Field is a joint council run sporting facility both councils in the region are our funding key partners.

This work will allow NNC and its partners and stakeholders to consider a wide range of options for the future delivery of sports and recreation outcomes at Saxton Field.

The addition of a roof on the outdoor courts will enhance the types of sports codes that can use the facility and provide greater capabilities for Netball to accommodate the future needs of our code.

The proposed roof would enhance the current facility and provide sporting codes with a more versatile and usable space for sport and recreation activities.

High level benefits would include:

- All weather capabilities
- Multi code use of courts
- Improvement in activity and recreations outcomes
- Reduce Health & Safety risk
- Increase health and wellbeing outcomes in the community
- Safe space to foster sport and community engagement

Methodology for feasibility study

Our methodology encompasses:

- Stakeholder engagement and data review.
- Analysis of current and future demand.
- Exploration of design options and environmental impacts.
- Preliminary cost estimation and governance considerations.
- Development of a project roadmap and feasibility report.

Supporting Information

Our submission is bolstered by a detailed slide pack, alongside emails of support from Sport Tasman, Netball Mainland and a letter from Visitor Solution Ltd. These documents collectively underscore the broad-based community and stakeholder endorsement of our initiative.

In conclusion, the Nelson Netball Centre Inc. appeals to [Council Name] for support in funding this essential feasibility study.

By doing so, we can collectively ensure that Saxton Field remains a beacon for sporting excellence and community engagement in the Nelson/Tasman region.

We look forward to your positive response and are available for any further discussions or clarifications required.

We wish to present on our submission.

Sincerely,

Gordon Shaw

Deputy Chair

Project Lead

Nelson Netball Centre Inc.

<https://www.nelsonnetball.co.nz/>

Supporting Documents

- NNC Roof Project 2024 (Slide Pack)
- Email of support from Sport Tasman
- Email of support from Mainland Netball
- Proposal from Visitor Solution

Submissions - Nelson City Council



Physical
Level 2, 8 Teed St
Newmarket, Auckland

Postal
PO Box 9972
Newmarket
Auckland, 1149

P. +64 9 972 1747
W. visitorsolutions.net

24 April 2024

Gordon Shaw
Nelson Netball
P O Box 2119
Stoke
Nelson 7041
Via email

Dear Gordon,

Re: Preliminary Proposal for Saxton Field Covered Courts Feasibility Study

Thank you for the opportunity to discuss undertaking a feasibility study for covered courts at Saxton Field / Nelson Netball Centre.

In follow-up to our recent discussion, I am pleased to provide an outline of our preliminary proposal prior to preparing a detailed proposal. This letter is intended to assist with discussions with your respective local authorities as part of the long-term plan deliberations. We can refine aspects of the methodology or fee as part of our detailed proposal.

OUR UNDERSTANDING

Nelson Netball is based at Saxton Field as part of the major sport, recreation and event hub. The Centre comprises 13 outdoor netball courts, netball pavilion and use of the 5 indoor courts at Saxton Stadium. All facilities are owned and managed by Nelson City and Tasman District Councils. The Saxton Field Committee oversees the management and development of the regional sporting complex.

Saxton Stadium serves multiple sports including netball, basketball, football, volleyball and table tennis. When catering for this many sports there is significant demand pressure on the indoor courts. Nelson Netball are spear-heading investigation of covered courts for the following reasons:

- To provide multi-purpose use across a range of sports such as football, hockey, basketball and netball.
- To cater for the significant growth in netball membership, social netball leagues and across other sports.
- To minimise the impact of weather on cancellations and postponements on sporting and community activities.
- To accommodate the Balance is Better Centre and provide quality sport experiences.
- To respond to limited indoor venue availability across the Region.
- To support greater event activity across the community.
- To attract more sporting events to the Region.

ABOUT VISITOR SOLUTIONS

Visitor Solutions Ltd is a niche consultancy focused on the fields of sport, recreation, tourism and leisure. We specialise in holistic research, analysis, optimisation, strategic planning and implementation. A significant proportion of the company's work involves integrating research and planning into the development of facilities and environments to maximise their potential sustainability and functionality.

Visitor Solutions are well placed to work with Nelson Netball and other organisations to investigate the feasibility of covered courts at Saxton Field. We are currently working on or have recently completed a number of related studies that illustrate our experience and knowledge:

- Howick Pakuranga Netball Centre Court Improvement and Covered Court Feasibility Study (due for completion June 2024).
- Netball New Zealand Outdoor Court Guidelines and Specifications (including covered courts) – April 2024.
- Auckland Bowling Club Covered Green Feasibility Study – March 2024.
- Albert-Eden Indoor/Covered Court Study – 2021.
- South Auckland Indoor Court Study (including a Kolmar Covered Court option) – 2021.
- Edith Hopper Park Court Improvement Feasibility Study (covered courts for netball and tennis) – 2019.
- Counties Tennis Multisport Facility Feasibility Study (multisport covered courts) – 2019.

PROPOSED METHODOLOGY

Based on our current understanding, the feasibility study will need to assess the viability of covered courts at Saxton Field, including:

Context:

- Articulate the strategic and demographic context relevant for future sport and recreation provision at Saxton Field.
- Review current court provision (outdoor and indoor) at Saxton Field including utilisation.
- Stocktake of wider court provision across the wider Region.
- Understand membership and participation trends and geographic catchments across identified court users.

Needs Assessment:

- Engage with key stakeholders including other sports, Saxton Field Committee, Sport Tasman and local authorities to understand their views and needs for covered courts.
- Undertake a survey of current and potential participants to understand their views and needs for covered courts (and other facility needs).
- Assess the wider needs for court improvements such as community and sport events.
- Review the demographic and sporting trends that will influence future demand.

Feasibility Investigation:

- Review relevant case studies to identify key learnings and considerations.
- Assess the potential funding sources to understand viable funding levels.
- Review if there are any development constraints (e.g. planning, infrastructure, parking).
- Determine the core and supplementary needs for covered courts including meeting future demand arising from population and participation growth.
- Identify potential options for covered courts considering the number of courts, placement, height, court surface, design and configuration.
- Assess the options to meet the core and supplementary needs and shortlist to 2-3 options.
- For the shortlisted options, develop a preliminary concept design, identify the capital costs, indicative operational cost and ownership/management options.
- Work with key stakeholders to review options and determine the preferred option.
- Outline the potential partnership approach and develop an indicative timetable to outline how covered courts could be utilised.

Implementation:

- Outline the preferred development including the scope, capital cost, staging, funding, ownership and management, indicative timetable and operating cost, benefits, and implementation.
- Outline how the preferred option could complement the wider network of facilities.
- Presentation to key stakeholders on the final proposal.



We believe the above methodology will be required to provide a robust feasibility study to address the potential options, issues and considerations for covered court development. However, we can work with Nelson Netball to refine the methodology if required.

The proposed fee for undertaking the proposed methodology outlined above is \$51,500+GST (this includes estimated travel and indicative disbursement costs). This fee will be confirmed once the full methodology is agreed.

I look forward to receiving any feedback from you, prior to preparing the full fee proposal.

Kind regards,



Anita Coy-Macken
Senior Consultant
Visitor Solutions Ltd

Attachment 5

Submission Attachments

Submissions - Nelson City Council

1005

Long Term Plan 2024-2034 from Hadfield, Jud organisation: The Sandpit Incorporated

Long Term Plan 2024-2034



Submitter Details

Submission Date: 26/04/2024

First name: Jud Last name: Hadfield

Organisation: The Sandpit Incorporated

Postal address: 6 wiltshire Place, Stoke, Nelson, 7011

Suburb:

City:

Country: NZ

Postcode:

Email: judhadfield@hotmail.com

Daytime Phone: 021449352

Would you like to present your submission in person at a hearing?

If you wish to present your submission at the hearing in Te Reo Māori or New Zealand sign language please include this information in your submission.

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

LTP Hearing Day 1 - Thursday, 9 May 2024 Council Chamber, Nelson City Council Civic House

Additional requirements for hearing:

Feedback

Any other comments on the Long Term Plan 2024-2034 Consultation Document (Optional)

Sports Facilities addition

Name
2024 NCC Submission 10 year plan.pdf

COUNT



Nelson Bays

Submission request to be added to the Nelson City Council 10 Year plan-

1. For The Sandpit Incorporated, to lease 2500m2 of flat land from the council with utilities to the site border, to create an inland beach sports hub.
2. The lease to be for at least for 6 years with future options to extend every 2 years thereafter. Preferably from October 2024.
3. We are asking for the Council to provide the land lease free for the duration of the build and for the first 12 months of operation to enable The Sandpit to become established.
4. Having visited many sites, we have determined that Two Oaks Green at Saxton Fields would be an ideal location as it is flat, has sufficient parking, is a central location, and is already known as a sports venue with public transport access.
It is currently set-up as a soccer field. However, rarely appears to be use, regardless of the season.
5. We would not require any other Council contribution towards set-up costs.

Project – “The Sandpit” beach sports facility.

Aims –

To create a multi-use inland beach sports facility.

To offer current and alternative sports provision and experiences to increase participation in sport in the Nelson/Tasman region to improve the health and wellbeing of local people.

To create a fair and inclusive environment for all ages through sports participation.

Introduce low cost, fast growing sports to the area for all ages from primary school up to adults. (1)

Introduce sports utilising the same key equipment.

To attract external competition and National competitions to the area.

COUNT

Costs –

Estimated set-up cost of facility as presented, currently < \$ 299k (Includes construction and equipment).

(In comparison a quote for an indoor four court facility was \$ 16m, 2 years ago !)

Set-up and operation costs to be secured through grant funding applications, donations and sponsorship.

Sustainability and environment –

The proposed design includes sustainability and environmental features including:

Solar power to heat the water for the showers and toilets, and to supply power to the office and shop.

Locally sourced FSC wood for construction.

Rainwater collection to service the facility.

Users – Bookable for use by the general public, businesses, NFP's, education providers, social groups and the following:

Beach Volleyball – the following give support and their backing

Volleyball New Zealand

Will consider giving rights to hold an annual round of the VNZ Beach Tour, which attracts national and international participants. Their backing is currently being written.

Volleyball Tasman

Have indicated that they would want to be involved and make a contribution. This is subject to finding a suitable site and a committee resolution. They will use this beach hub for their tournaments. Written backing is included with this submission.

Tahunanui Volleyball Club

Will use the hub for beach volleyball development and tournaments.

Beach Tennis - Tennis NZ

Give their backing and support and will assist with equipment, through ITF, and promotion by sharing on their social media.

COUNT

Nelson Bays Tennis Association – arranging a meeting with Maria.

Footvolley - Nelson Bays Football – arranging a meeting with Val.

We also have the backing of the local schools we have contacted in the area. Unfortunately, not yet in writing due to the school holidays.



Submissions – Nelson City Council

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Link to other NZ facility, in Mahurangi Bay North Harbour:

<https://harbourvolleyball.co.nz/>

Link to similar larger facility in Brisbane, Australia:

<https://sandstorm.com.au/>

1005

Unsuitability of Current Facility at Tahunanui Beach:

The Tahunanui facility is used considerably by the community. On a recent Sunday visit at the end of March, the courts were in full use with groups waiting to play. There were a number of Pasifika groups and a group of French people.

The courts can be secured by prior booking with the Council. It is usually booked at peak community useage periods, which results in the courts being unavailable for public use and people being moved off the courts. The set-up does not allow for enough space between the courts for suitable coaching and tournament use.

In past years the beach has been used to create additional volleyball courts but, this has not been the case for the last 2 seasons due to the Council no longer grooming the beach and due to erosion of the sand giving a more acute angle to the beach. The cost of grooming the beach each time there is a tournament is prohibitive.



1005

Need:

This is a low cost option to increase sport participation after a lack of investment in sports facilities over the last few years.

The area is losing national and south island sports events. The facility will enable more applications to be submitted to attract events ultimately supporting the local economy.

The need to groom the proposed facility will be minimised due to its location and design. Groups will be able to groom prior to playing.

There will be no erosion and so the playing surfaces will remain flat.

Statistics:

Between 2019 and 2023 the population of Nelson/Tasman has increased by more than the national average. The average growth being 1.5% per annum.(2)

In the same period, Secondary school participation in sport in the Nelson/Tasman region is below the National Average.(3). There has been limited investment in new facilities during this period.

Nelson/Tasman is losing hosting National and South Island events due to unsuitable facilities. (Last Indoor volleyball Nationals 2012, South Island Qualifying 2019, VNZ Beach Tour 2022).

Indoor Volleyball applied to have retro fittings applied to the Trafalgar Centre 2 years ago, but this was refused by the Council. Despite retro fittings being installed in local schools. They are prepared to install Volleyball fittings when the floor is changed in around 10 years.

Sports in more depth and statistics.

Volleyball is the 4th largest participation sport in the world. (4) In New Zealand Secondary Schools Volleyball is now the 3rd largest participation sport behind Netball and Basketball. Since 2019 it has seen the largest growth of any sport and overtaken rugby and football. An increase of 7335 participants with the next best being Basketball (3x3) 2768.

Beach Volleyball increased participation by 9% over the last year. (3) It has been an Olympic sport since 1996. There are now numerous International and Development tournaments overseen by the FIVB.

1005

Tennis is the 6th largest participation sport in the world. (4). Tennis at Secondary School level has had continuous growth since 2021. (3)
Beach tennis has increased in participation worldwide, assisted by funding by the ITF who see it has great future potential. The International Beach Tennis sand series started in 2021 and in 2024 both prize monies and the number of events has been increased by the ITF.(5)

Soccer/Football is the largest participation sport in the world. (4). In Secondary Schools in New Zealand, football increased 10% over the last year and futsal by 28%.(3).

Footvolley was originally developed in Brazil. Over recent years it has become an International sport with tours around the world. A lot of professional soccer teams play footvolley as a recovery activity. Some highly regarded players, eg. Ronaldhinio, Rooney and Abrihimovic, have been seen playing footvolley. Ronaldhino, wants to make it an Olympic sport.(6)

Australia recently held their National Footvolley Championships at Sandstorm Beach Volleyball Courts in Brisbane. (An inland facility).

Further Details:

Project lead – Jud Hadfield, 021 449 352, judhadfield@hotmail.com

Committee: Jud Hadfield, Brendan Crichton and Holly Chandler.
 Assisted by: Pat Shone.

Consultant – Richard Casutt, GM, Harbour Sport.
 Beach Volleyball Projects in Adelaide, Sydney, Berlin and Mahurangi.



CONT

Glossary.

1) Talentbacker <https://talentbacker.com/the-fastest-growing-sports-in-the-world/>

2) Infometrics.

3) NZSSSC Census 2023

4) “The 10 Most Popular Sports In The World By Participation.” Talentbacker, verified by RealBuzz.

5) ITF Tennis website.

6) UK Footvolley Association. “Sand. Grass. Play. Footvolley.”

COUNT

20 April 2024



Re: Letter of support for the proposed new beach courts.

To whom it may concern,

We are writing to express our full support for the inclusion of "The Sandpit" beach sports facility project in the forthcoming 10-Year plan for the Nelson/Tasman region. Spearheaded by The Sandpit Incorporated, this initiative aims to secure a lease for 2500m² of flat land from the council, ideally situated at Two Oaks Green in Saxton Fields, to establish an inland beach sports hub.

The objectives of this project are wide-ranging, with a primary emphasis on promoting health, well-being, and community engagement through sports participation. By offering a diverse array of sports activities catering to all ages and skill levels, "The Sandpit" endeavours to enrich the local sports landscape while nurturing inclusivity and social cohesion within our community.

Volleyball Tasman Inc. (VTI) has a history of organising national events in collaboration with Volleyball New Zealand. However, the logistical challenges and significant costs associated with maintaining beach facilities, particularly amidst the constantly evolving landscapes at Tahunanui Beach, have been notable hurdles. The establishment of a specialised inland beach facility would mitigate these challenges, enabling our region to host more local and national events. This, in turn, would attract a greater number of visitors to our region, providing a boost to local businesses.

As highlighted in the proposal, "The Sandpit" will not only cater to Beach Volleyball but also accommodate a variety of other emerging sports. Given the resurgence of interest in Volleyball within our region, the provision of additional facilities and events is vital for sustaining our continued growth trajectory.

In conclusion, we believe that supporting "The Sandpit" project aligns with our shared objectives of promoting community well-being, fostering inclusivity, and enhancing the local sports landscape. We urge the council to prioritise the inclusion of this project in the upcoming 10-Year plan, recognising its potential to positively impact our community and region at large.

Thank you for considering our input.

Sincerely,

Belinda Koloamatangi

Operations Manager
Volleyball Tasman Inc.

Volleyball Tasman Inc.

P. O. Box 3280 Richmond. Nelson 7050

E: admin@volleyballtasman.nz



Submission to the NCC Long Term Plan

Nelson Lions Skate Nelson Bays Branch–September 2022



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Introduction

Nelson Lions Skate Nelson Bays Branch (SNB) would like the opportunity to meet with the Nelson City Councillors and make a submission to the Long-Term Plan to include a skate park development in the first 5 years of the 10-year plan.

The type of skate park that we believe Nelson needs is a skate park that appeals to and is accessible to the entire range of skate park users from elderly grandparents and toddlers, to future Olympians, and Para-Olympians.

A skate park that has this range of user ability is expected to cost around the \$2million mark. SNB is willing to fundraise 20% of the total cost to design and install and we would like to be the major stakeholders when making final decisions on design and location.

SNB has recently become a branch of the Nelson Host Lions Club so we have the backing of Lions International to fundraise for this project that could benefit the whole community.

We have been told that there are 2 locations earmarked for a future skate park if the demand is there:

- Saxton Field; and
- Marsden Recreation Ground

SNB agrees with either location or an alternative location if it suits the community and Council. The location for such a facility can be anywhere, as long as it is accessible to the community at all practical times.

Motivation for submission

Skateboarding has become an Olympic sport and is more popular than ever so we want to ensure that the younger generation of skateboarders, and other park users (Scooters, BMX, Rollersports etc.) have facilities that will foster their development towards their competition goals without having to consider moving away from Nelson to places like Christchurch and Wellington, who are actively investing in this timeless and increasingly popular sport.

Following are some examples of recent local Government investments around New Zealand that are comparable to what we are interested in planning for Nelson.



Masterton



\$1.3 million – 74m X 40m – 2,960 sqm

<https://www.richlandscapes.co.nz/projects/masterton-skatepark-renewal>

Gisborne



\$3 million 105m x 45m – 4,725 sqm

<https://www.gisborneherald.co.nz/local-news/frontpage-featured/20220416/go-with-the-flow/>



Proposed locations





Community benefits

- There are a range of benefits that youth experience when being at a skatepark such as building positive self-esteem, self-betterment, motivation, physical fitness, and recognition etc. (Goldenberg & Shooter, 2009).
- Parents in Auckland reported that learning to skate had enhanced their daughters' resilience and given them opportunities to embrace alternative forms of femininity (Collins, 2021).
- Skateboarding is reported to contribute to mental health benefits such as social competence and respect for others (Owens, 2002; Bradley, 2010; Taylor & Khan, 2011). There are four benefits, namely, establishing new and reconnecting with old friendships; bonding to a friendship group; gaining peer respect and status; and increased opportunities to interact with people (Walker, 2008; Taylor, 2010, 2011; Taylor & Pooley, 2014).
- Mental health for youth will increase which is especially needed now after Covid-19 and the latest weather disaster in August 2022. It will provide excitement for the future knowing an Olympic park is being built. Once built, these facilities will give youth an area to express themselves creatively, spend time with friends, and get increase physical exercise in a safe environment.
- National skate competitions bring increase regional tourism, bringing people from other cities which increases spend in the community i.e., accommodation, retail, and food and beverage sector etc.
- Exposure to Nelson via social media will increase with youth who are already very active on these platforms by posting video and photo content online.
- It could create revenue streams e.g., a skatepark that can be used for training could be hired by coaches, skill camps, travelling skate teams, and competitions.
- There would be low ongoing maintenance costs excluding major weather events and vandalism. Neale Park, as an example of an existing concrete skate park, requires very little maintenance when compared to a cricket facility. A skatepark will be used nearly every day of the year (weather dependent) and we would question how many users make use of, for example, Marsden Recreation Ground. We as SNB urge the youth to clean up after themselves and do so by leading by example. Skatepark users naturally clean up because loose rubbish and debris is dangerous to skaters. SNB are willing to manage the graffiti through volunteer Lions activity.
- Aging population-this is one of many ways that Nelson can help retain and attract youth to the region. We already know of many skaters who have left Nelson to develop their skills in other major cities around NZ, sometimes Australia.
- From a community engagement perspective, not only will it be required to engage with the community to gather their wish list and expectations before the build, but the facilities also allow for community events to be held. SNB are organising local events like competitions for the Tasman District Council,



jam sessions (inviting the local riders to all come ride together via social media) and having an Olympic sized park offers ability to stage events across all disciplines and sub-disciplines (street vs bowl).

- As seen with other spaces we have invested in, legitimate people start filling these spaces which results in passive surveillance of the area.

Community interest

- According to a NZ study conducted by Richards et al. (2010) indicated below, interest in skateboarding for youth (age 12-17 years) is 24% for girls and 38% for boys. These figures will be higher today since the sport has been included in the Olympics.

Table 1. Participation and interest in selected activities among 1730 females aged 12–17 years*

Activity	Participation (P)		Interest (I)		Difference (I-P)	
	%	Rank†	%	Rank†	%	Rank†
Netball	41	1	58	1	17	10
Dance	23	2=	47	2	24	4
Basketball	23	2=	46	3	23	5
Touch rugby	20	4	35	6=	15	–
Soccer	18	5=	37	5	20	7
Tennis	18	5=	35	6=	18	9
Volleyball	17	7	38	4	21	6
Hockey	14	8	28	–	14	–
Surfing	8	9=	35	6=	26	1=
Crickets	8	9=	21	–	13	–
Rugby union	7	–	33	9	26	1=
Baseball/Softball	7	–	19	–	12	–
Mountain biking	6	–	14	–	8	–
Road cycling	5	–	9	–	4	–
Rugby league	5	–	30	10	25	3
Skateboarding	5	–	24	–	19	8
Golf	4	–	10	–	6	–
Outrigger/Waka Ama	3	–	6	–	3	–

*Percentages weighted to be nationally representative. †Top ten ranked sports.

Table 2. Participation and interest in selected activities among 1704 males aged 12–17 years*

Activity	Participation (P)		Interest (I)		Difference(I-P)	
	%	Rank†	%	Rank†	%	Rank†
Rugby union	33	1	55	1	22	2=
Basketball	27	2	49	2	22	2=
Soccer	26	3	46	3=	20	4
Touch rugby	24	4=	36	7	12	9
Crickets	24	4=	47	5	18	7
Skateboarding	20	6=	38	6	19	5
Golf	20	6=	27	10	10	–
Mountain biking	17	8	31	9	14	–
Surfing	15	9	33	8	19	5
Tennis	14	10=	25	–	12	9
Rugby league	14	10=	46	3=	32	1
Dance	12	–	27	–	15	8
Hockey	11	–	22	–	11	–
Volleyball	10	–	22	–	12	9
Baseball/Softball	7	–	19	–	12	9
Road cycling	5	–	12	–	7	–
Netball	3	–	9	–	6	–
Outrigger/Waka Ama	2	–	5	–	3	–

*Percentages weighted to be nationally representative. †Top ten ranked sports.



Reasons why skateboarders go to skate parks (Goldenberg & Shooter, 2009)

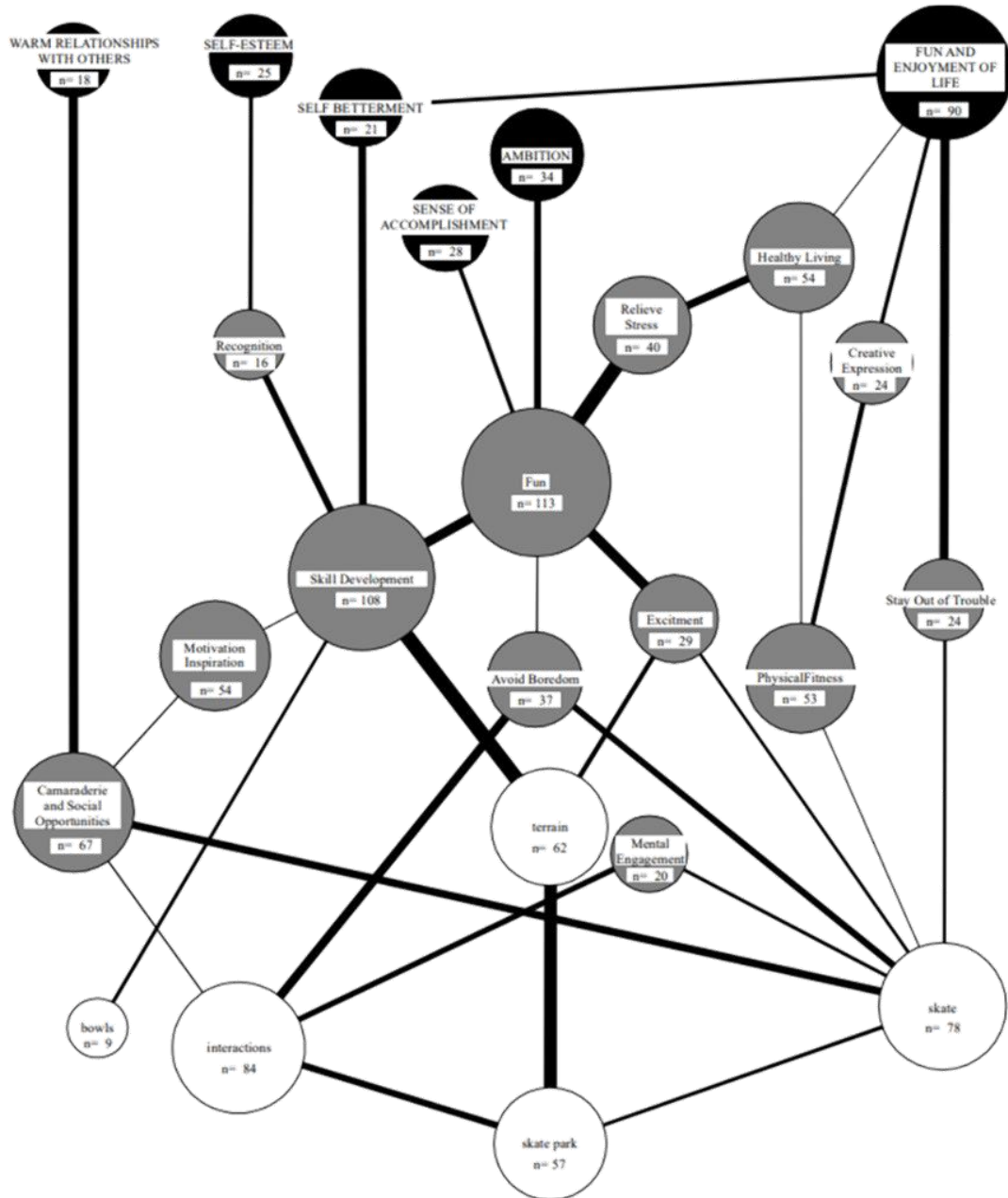


Figure 1



Conclusion

We believe an Olympic standard skate park in Nelson could have multiple benefits and opportunities to our communities, youth, and whānau.

We would very much appreciate the opportunity to meet with the relevant Councillors to further discuss the above.

Please don't hesitate to contact us on skatenelsonbays@outlook.co.nz or alternatively please contact Douglas Jackson on 021 041 9340.

Nāku iti noa, nā

A handwritten signature in black ink, appearing to be 'DJ', written over a horizontal line.

Douglas Jackson

SNB President

6 September 2022



References

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Further changes made by the Committee at the May 2024 Committee meeting, to recommend to the Councils

Area	Project	Asset Owner	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	10 year total
			Y1	Y2	Y3	Y4	Y5	Y6	Y7	Y8	Y9	Y10	2024-34
Renewals:													
Saxton Oval	Saxton Oval Pavilion Renewals	NCC	3,383	3,383	3,383	30,000	3,383	3,383	3,383	50,000	3,383	3,383	107,062
Saxton Oval	Saxton Oval Pavilion - IT renewals	NCC					37,950					41,745	79,695
Saxton Stadium	Saxton Stadium Renewals	NCC	27,000	27,000	27,000	27,000	27,000	27,000	27,000	27,000	57,000	27,000	300,000
Saxton Stadium	Saxton Stadium - basketball hoops	NCC	25,000	10,000	580,000								615,000
Saxton Stadium	Saxton Stadium IT hardware renewals	NCC		16,500					18,150				34,650
Saxton Stadium	Saxton Stadium - seating renewal	NCC		20,000						30,000			50,000
Saxton Stadium	Saxton Stadium - Lighting renewal	NCC	5,000	100,000									105,000
Saxton Field	Hard surface renewals	NCC						211,356		200,000		700,000	1,111,356
Saxton Field	Netball surface renewal	NCC	27,500			183,856							211,356
Saxton Field	Renewal Saxton hockey turf #1	NCC				31,703	422,712						454,415
Saxton Field	Renewal Saxton hockey turf #2	NCC	52,839		422,712								475,551
Saxton Field	Renewals: Athletics Track	NCC				21,136	369,873						391,009
Saxton Field	Saxton Oval surface renewal	NCC				20,000		288,400					308,400
Saxton Field	Saxton Oval cricket block renewal	NCC						105,678					105,678
Saxton Field	Renewals - drainage	NCC				5000				400,000			405,000
Saxton Field	Lighting renewals - street lights	NCC				30,000			30,000			30,000	90,000
Saxton Field	Renewals: Furniture	NCC				50,000							50,000
Saxton Field	Renewals: Services	NCC			50,000								50,000
Saxton Field	Renewal: Minor assets	NCC							50,000				50,000
Saxton Field	Renewal: Signs	NCC										20,000	20,000
Saxton Field	IT hardware renewals	NCC		15,000									15,000
Saxton Field	Saxton Field General Development	NCC	15,852	15,852	15,852	15,852	15,852	15,852	15,852	15,852	15,852	15,852	158,517
Saxton Field	Accessibility	NCC		21,136		21,136		21,136		21,136		21,136	105,678
Saxton Field	Saxton Entrance development	NCC	0		105,678								105,678
Saxton Field	Tree planting	NCC	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	50,000
Saxton Field	Walkways/cycleways - new	NCC		150,000		150,000		150,000					450,000
Saxton Field	Play facilities	NCC	35,000	311,356	250,000		0	0					596,356
Saxton Field	Saxton Oval Media tower	NCC	26,420					316,805					343,225
Saxton Field	Harakeke Green irrigation and subsurface drainage	NCC		0		450,000							450,000
Saxton Field	Harakeke Green car park and paths	NCC						105,678	1,100,000				1,205,678
Saxton Field	Harakeke Green cricket wicket blocks	NCC			0		52,839						52,839
Saxton Field	Harakeke Green toilets and pavilion	NCC									84,542	29,907	114,449
Saxton Field	Champion Green - pavilion	TDC								52,839	542,445		595,284
Saxton Field	Outdoor basketball court and landscaping in front of stadium	NCC			50,000	30,000							80,000
Saxton Field	Irrigation - Bells Island wastewater	NCC	15,000		150,000								165,000
Saxton Field	Baseball diamond	TDC	50,000							10,000	807,000		867,000
Saxton Field	Skate facility	NCC	20,000		400000	400000							820,000
Total			307,993	695,226	2,059,624	1,470,682	934,608	1,250,287	1,249,384	811,826	1,515,222	894,022	11,188,876

Draft LTP that was consulted on
Change 17 May

\$471,171	\$1,045,226	\$1,756,785	\$1,048,182	\$896,769	\$1,500,287	\$1,249,384	\$811,826	\$1,515,222	\$894,022	
-163,178	-350,000	302,839	422,500	37,839	-250,000	0	0	0	0	

5.2 REFERRAL - RECOMMENDATION FROM THE NELSON REGIONAL SEWERAGE BUSINESS UNIT - NRSBU LONG TERM PLAN SUBMISSION FEEDBACK REPORT

Report To:	Tasman District Council
Meeting Date:	23 May 2024
Report Author:	Mike Schruer, Waters and Wastes Manager; Elaine Stephenson, Team Leader - Democracy Services
Report Authorisers:	Richard Kirby, Group Manager - Community Infrastructure
Report Number:	RCN24-05-20

1. Purpose of the Report / Te Take mō te Pūrongo

- 1.1 To provide the recommendations from the 3 May 2024, Nelson Tasman Regional Sewerage Business Unit (NRSBU) meeting, regarding the NRSBU Long Term Plan Submission Feedback Report, for the Council's consideration.

2. Summary / Te Tuhinga Whakarāpoto

- 2.1 At its 3 May 2024 meeting, the NRSBU resolved as follows:

That the Nelson Regional Sewerage Business Unit

- 1. Receives the report Nelson Regional Sewerage Business Unit Long Term Plan Submission Feedback Report (R28423) and its attachment (1080325921-899); and*
- 2. Confirms the Operational and Capital budgets outlined in the Nelson Regional Sewerage Business Unit Activity Management Plan 2024-2034 (1080325921-753) and the 2024/2025 Nelson Regional Sewerage Business Unit Business Plan (1080325921-246).*

Recommendation to Nelson City Council and Tasman District Council

That the Nelson City Council and Tasman District Councils

- 1. Note that there are no changes to the 2024/2025 Nelson Regional Sewerage Business Unit Business Plan (1080325921-246) adopted to populate the Nelson City Council and Tasman District Council 2024 – 2025 Annual Plans; and*
- 2. Note that there are no changes to the Nelson Regional Sewerage Business Unit Activity Management Plan 2024-2034 (1080325921-753) adopted to populate the Nelson City Council and Tasman District Council 2024 – 2034 Long Term Plans.*

- 2.2 The report to the 3 May 2024 NRSBU meeting is appended as **Attachment 1**.

3. Recommendation/s / Ngā Tūtohunga

That the Tasman District Council

1. receives the Referral - Recommendation from the Nelson Regional Sewerage Business Unit - NRSBU Long Term Plan Submission Feedback Report RCN24-05-20; and
2. notes that there are no changes to the 2024/2025 Nelson Regional Sewerage Business Unit Business Plan (1080325921-246) adopted to populate the Nelson City Council and Tasman District Council 2024 – 2025 Annual Plans; and
3. notes that there are no changes to the Nelson Regional Sewerage Business Unit Activity Management Plan 2024-2034 (1080325921-753) adopted to populate the Nelson City Council and Tasman District Council 2024 – 2034 Long Term Plans.

4. Attachments / Tuhinga tāpiri

1.   Long Term Plan Submission Feedback Report to 3 May 2024 NRSBU meeting

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Item 8: Nelson Regional Sewerage Business Unit Long Term Plan Submission Feedback Report



Nelson Regional Sewerage Business Unit

3 May 2024

Report Title:	Nelson Regional Sewerage Business Unit Long Term Plan Submission Feedback Report
Report Author:	Nathan Clarke - General Manager Regional Sewerage and Landfill
Report Authoriser:	David Light - Acting Group Manager Infrastructure
Report Number:	R28423

1. Purpose of Report

- 1.1 To summarise submissions made by members of the public in respect to the Nelson Regional Sewerage Business Unit (NRSBU) Activity Management Plan 2024 -2034 (AMP) as outlined in both the Nelson City Council (NCC) and Tasman District Council (TDC) Long Term Plans (LTPs) to assist the NRSBU in its deliberations.
- 1.2 To approve the Operational and Capital Budgets outlined in the NRSBU 2024-2034 Activity Management Plan and NRSBU 2024/25 Business Plan.

2. Summary

- 2.1 The NRSBU has prepared its AMP for inclusion in the NCC and TDC LTPs.
- 2.2 The AMP and its Operational and Capital budgets were approved by both NCC and TDC for inclusion in their respective Draft LTPs.
- 2.3 The Councils have publicly consulted on their LTPs and have provided feedback from the community to NRSBU for consideration.
- 2.4 At the time of preparation of this report some submissions were still to be processed. Any relevant additional submissions will be tabled at the meeting.
- 2.5 The NRSBU must now deliberate on submissions and make decisions on whether to make any changes to the NRSBU AMP.

Item 8: Nelson Regional Sewerage Business Unit Long Term Plan Submission
Feedback Report

3. Recommendation

That the Nelson Regional Sewerage Business Unit

- 1. Receives the report Nelson Regional Sewerage Business Unit Long Term Plan Submission Feedback Report (R28423) and its attachment (1080325921-899); and***
- 2. Confirms the Operational and Capital budgets outlined in the Nelson Regional Sewerage Business Unit Activity Management Plan 2024-2034 (1080325921-753) and the 2024/2025 Nelson Regional Sewerage Business Unit Business Plan (1080325921-246).***

Recommendation to Nelson City Council and Tasman District Council

That the Nelson City Council and Tasman District Councils

- 3. Note that there are no changes to the 2024/2025 Nelson Regional Sewerage Business Unit Business Plan (1080325921-246) adopted to populate the Nelson City Council and Tasman District Council 2024 – 2025 Annual Plans; and***
- 4. Note that there are no changes to the Nelson Regional Sewerage Business Unit Activity Management Plan 2024-2034 (1080325921-753) adopted to populate the Nelson City Council and Tasman District Council 2024 – 2034 Long Term Plans.***

4. Background and Discussion

- 4.1 NRSBU prepared a Draft NRSBU AMP 2024-2034 and Draft NRSBU 2024/25 Business Plan that were submitted to NCC and TDC for feedback.
- 4.2 The activities included in the Draft AMP had been workshopped with NCC and TDC Officers prior to presentation to the NRSBU Joint Committee, and collaboratively adjusted to provide a compromise which better met the drivers of all parties.
- 4.3 On this basis there was no feedback received from the Councils on the NRSBU Draft AMP or Business Plan.
- 4.4 The Draft AMP included \$76 million over the 10-year AMP period for capital upgrades. The table outlining the proposed capital expenditure projects is shown in table 1 below.

Item 8: Nelson Regional Sewerage Business Unit Long Term Plan Submission Feedback Report

Project	Capex	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34
Anaerobic digestion	LoS						61	61	242	606	606
Beach Rd PS replacement	LoS				400	3500	3500				
Beach to Saxton pipeline duplication	LoS	1730									
Bell Island reuse	LoS		650	250	250	250	250	250	250	250	250
Best Island irrigation	LoS		305		611	500	1833	1222			
Data collection and visualisation	LoS							100	75	100	50
Design and consenting of clockwise retic to WWTP	Growth										606
Desludging ponds	LoS	756	750	500							
Duplicate WWTP discharge pump	LoS	272	2000								
Electrical Upgrades	LoS				300	1000					
Hydraulic capacity upgrades at WWTP	LoS	1833							61	611	
Biosolids Pipeline and Equipment	LoS		61	484							
Effluent discharge improvements required by R/C	LoS	523									
New plant and equipment	LoS	20	20	20	2020	845	20	20			
New technology assessments to meet Consent	LoS	61						61			
Pump Stations - land purchase for storage/adaption	Land	1817									
Rabbit Island biosolids consent	LoS	450	400								
Reconnection of secondary rising mains	LoS		244	1385							
Investigate and increase reuse capacity	LoS	250	31								500
Reuse pipework (Nelson)	LoS								2950	1475	
Reuse pipework (Richmond)	LoS					321	482	6000			
Secondary treatment system upgrade	Growth	500	1500	3000	3000						
Secure land for our future needs	Land						1120		1222	1222	12110
UV disinfection facility	LoS								61	611	
WWTP access	LoS				500	500	75			200	3000
WWTP inlet works capacity upgrades	LoS						61	546			

Table 1: Planned capital projects, excluding renewals (\$ thousands)

- 4.5 The draft NRSBU AMP was submitted to NCC and TDC for inclusion in their Draft LTPs.
- 4.6 NCC and TDC have subsequently consulted on their draft LTPs and feedback has been received.
- 4.7 The LTP submissions from each Council have been forwarded to NRSBU for consideration.
- 4.8 Submissions were made by residents or on behalf of organisations or their members.
- 4.9 This report covers the main issues raised in submissions. A copy of the relevant sections of the submissions received is attached.
- 4.10 Please note that all figures in the Submission Feedback Report are uninflated.
- 4.11 Recommendations are provided where a change to the proposal consulted on is suggested.
- 4.12 It is noted that NRSBU has made no response to submitters as these submissions were made to NCC and TDC and are being administered by the relevant staff within the councils.

Item 8: Nelson Regional Sewerage Business Unit Long Term Plan Submission Feedback Report

5. NCC Submissions

- 5.1 The NCC submissions had not been fully processed at the time of preparation of this report, and there may be further submissions that will be tabled at the NRSBU meeting.
- 5.2 At the time of preparing this report, no submissions had been received by NCC and only one submission had been received for the wastewater activity which was not related to the NRSBU.

6. TDC Submissions

- 6.1 There were no submissions received from TDC that directly referred to NRSBU.
- 6.2 There were 3 submissions received from TDC that related specifically to wastewater and are considered to be generally applicable to NRSBU.
 - 6.2.1 Two submitters supported additional investment in wastewater infrastructure, to enable appropriate capacity for growing populations, and ensure wastewater treatment investment is made to secure sites to allow infrastructure to be located in less vulnerable sites.
 - 6.2.2 The NRSBU has already made provision for securing of new sites for wastewater infrastructure, with inclusion of funding in 2029/30 financial year for a new site for the Beach Rd pump station, and from 2031/32 for a new site for the wastewater treatment plant.
 - 6.2.3 A third submission spoke to a wide range of wastewater issues, many not applicable to NRSBU. The relevant component included reduction of wastewater overflows.
 - 6.2.4 NRSBU is nearing the end of a significant project to duplicate the wastewater rising main serving the Nelson Regional Sewerage Scheme, as well as implementation of resilience improvements to ensure ongoing function of pump stations and pipelines as far as practicable. NRSBU also has a zero overflow target.
- 6.3 Following review of the TDC submissions it has been identified that there are no issues raised in submissions that have not been considered, and that the plan proposed addresses the bulk of the issues outlined in the submissions and no changes are proposed to the Capital and Operational budgets.

7. Options

- 7.1 The NRSBU has the option to adopt the Draft AMP with no changes or adopt the AMP with changes to better reflect the submissions made by Submitters. Officers recommend Option 1.

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Feedback Report

Option 1: Adopt the Draft AMP with no changes. Officers recommend this option.	
Advantages	<ul style="list-style-type: none"> • Gives clear guidance for the Staff to deliver the programme of works and allows this programme to be started at the commencement of the 2024-25 financial year. • Supports NRSBU meeting the obligations of its Memorandum of Understanding with NCC and TDC. • Assists both Councils in meeting their requirements of the LGA.
Risks and Disadvantages	<ul style="list-style-type: none"> • May not fully satisfy some submitters that we have considered their submissions.
Option 2: Adopt the Draft AMP with changes to accommodate issues raised in submissions	
Advantages	<ul style="list-style-type: none"> • Demonstrates consideration of submitter concerns.
Risks and Disadvantages	<ul style="list-style-type: none"> • Not adopting poses issues for the delivery of the plan and will require the revision of both NCC and TDC LTPs and additional approval processes to accommodate any changes to the CAPEX and OPEX charges. • Will create further workload for NRSBU staff, which will further constrain their ability to deliver the current and proposed programme of works. • Creates issues for both Councils in meeting their requirements of the LGA.

8. Conclusion

- 8.1 The NRSBU has considered the submissions made by both NCC and TDC submitters, and has concluded that the submissions made, in general support the actions being undertaken by NRSBU and that there is no need to reconsider or make changes to the Activity Management Plan or Business Plan.

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Feedback Report

Important considerations for decision making	
9.1	<p>Fit with Purpose of Local Government</p> <p>The NRSBU is a joint committee constituted pursuant to the provisions of Schedule 7 to the Local Government Act 2002 and contributes to the four Local Government well-beings of social, economic, environmental, and cultural.</p>
9.2	<p>Consistency with Community Outcomes and Council Policy</p> <p>The NRSBU Business Plan and Activity Management Plan feeds into Nelson City and Tasman District Councils' 2024/25 Annual Plan and Councils' Wastewater Activity Management Plans 2024 - 2034.</p>
9.3	<p>Risk</p> <p>This report refers to the NRSBU Business Plan and Activity Management Plan following LTP consultation by NCC and TDC. The risk of not approving the Business Plan and AMP is that this could delay the NCC and TDC in meeting their Local Government obligations.</p>
9.4	<p>Financial impact</p> <p>The NRSBU 2024/25 Business Plan and 2024 – 2034 AMP reflects essential renewals expenditure, and an outline of the development of the NRSBU assets over the next 10 years. This forms the basis for review of the financial impact on the Councils.</p>
9.5	<p>Degree of significance and level of engagement</p> <p>The NRSBU is a Joint Committee of the two Councils and its activities are included in the Long Term Plans and Annual Plans of each Council. Consultation is undertaken by both Councils in the preparation and adoption of these plans.</p>
9.6	<p>Climate Impact</p> <p>A key feature of the Business Plan and the Activity Management Plan is the inclusion of a long-term objective of greenhouse gas emissions with the commitment to measure and reduce greenhouse gas emissions from the facility and consideration about site location and retreat for vulnerable sites.</p>
9.7	<p>Inclusion of Māori in the decision making process</p> <p>No engagement with Māori has been undertaken in preparing this report but iwi have representation on the Board.</p>

Item 8: Nelson Regional Sewerage Business Unit Long Term Plan Submission Feedback Report

9.8 Delegations

The Councils are agreed that the responsibility for all management and administrative matters associated with the NRSBU operation shall be with the Board, and in particular the Board shall without the need to seek any further authority from the Councils:

- Operate a bank account for the Business Unit;
- Comply with the Procurement Policy of the Administering Council;
- Enter into all contracts necessary for the operation and management of the Business Unit in accordance with the approved budgets and intent of the Business Plan;
- Authorise all payments necessary for the operation and management of the Business Unit within the approved budgets and intent of the Business Plan;
- Do all other things, other than those things explicitly prohibited by this Memorandum of Understanding or relevant statutes, that are necessary to achieve the objectives as stated in the Strategic Plan, Asset Management Plan or Business Plan approved by the Councils; and
- Comply with the Health and Safety Policy and requirements of the administering Council.

Powers to Recommend to Councils:

- Any other matters under the areas of responsibility of the Business Unit and detailed in the Memorandum of Understanding.
- All recommendations to Council will be subject to adoption of an equivalent resolution by the other Council unless it is a matter specific to one Council only.

Attachments

Attachment 1: 1080325921-899 - TDC LTP Submissions Relevant to NRSBU [↓](#)

Report: Attachment 1

Tasman District Council LTP submissions relevant to NRSBU

Submission 1:**7. Wastewater**

- 7.1. Forest & Bird support investment in work to reduce stormwater inundation of the wastewater network and to proactively identify future wastewater treatment sites in less climate vulnerable locations.

Submission 2:

Wastewater Draft AMP	NPHS Te Waipounamu notes the key issues and responses outlined on page 31 and is pleased to see that TDC is proposing actions to reduce risk to environmental and public health. NPHS Te Waipounamu supports the investment to ensure critical infrastructure is not susceptible to natural hazards and sea level rise.	Support investing in wastewater infrastructure particularly with the projected population increase as outlined in the Nelson Future Development Strategy.
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Submission 3:**7.5. Wastewater: Levels of Service (LoS) in Infrastructure strategy and Wastewater Activity Management Plan)**

- 7.5.1. Over the last two years, I have been active in challenging the monitoring and compliance of wastewater overflows as well as network management practices to manage wastewater networks and in particular wastewater overflows in TDC.
- 7.5.2. I note (1) the refusal of council to improve the regulatory framework and (2) the refusal of council-regulatory to actively require the network operator to meet the TRMP requirement that wastewater overflows are a prohibited activity. All of this while still allowing wet weather overflows to continue.
- 7.5.3. **The levels of service** mentioned on page 29 “Reduce incidences of wastewater overflowing into waterways” and those shown on page 48, **do not provide a clear and justified target on the basis of which expenditure is justified**. It also doesn’t provide a clear method that can be used to enable transparent reporting to the community.
- 7.5.4. Inflow and Infiltration (I&I). Although I acknowledge that I&I causes the issues as noted on page 49, I&I rates should not be the target. Overflows and network capacity targets and issues should be the driver. **Reducing I&I is only one and often not the most cost effective method to address overflows and network capacity problems**. Creating (emergency) storage is a good solution that I support. I note the significant increase in CAPEX in year 8-10 as illustrated in figure 25. **This is hard to justify without a clear performance target**. Only a network cost optimisation process would identify the most cost-effective mix of interventions and help reduce rates more than needed. From the text on page 52, it appears that such **a network optimisation has not been carried out**. **From my experience this could identify significant savings in capital expenditure**.
- 7.5.5. Pressure pump systems – although I acknowledge that these systems are much better to combat I&I, they are very costly to build, renew, operate (energy!) and maintain, resulting in higher and avoidable rates. It is better to require better quality gravity networks.
- 7.5.6. I propose (based on my professional involvement in wastewater planning for many councils in Aotearoa over the last 25 years):
- To set a clear overflow target as Levels of Service for all TDC wastewater networks based on an analysis considering the current performance and the cost to achieve an improved target.**
This would require a cost-benefit analysis to support such a target and community consultation to agree on this target.

1080325921-899

Report: Attachment 1

- b. To use an interim LoS as a target of 'no more than 1 overflow per annum' for 2024 with a continuous improvement program to achieve the prohibited status of no overflows in the TRMP in 20 years.
- c. To use network modelling using Long Term Time series to calculate the performance of the networks – mainly because rainfall every year is different and not possible to use as a means of performance monitoring.
- d. To develop and implement an improvement plan to meet this target. Using reliable network models and a network optimisation is recommended.
- e. To develop and implement a monitoring plan to demonstrate the improvements achieved over time.
It is disappointing that TDC regulatory doesn't require this action.
- f. Commit funds in the LTP to support this process.
(Happy to help scope the work)

1080325921-899

5.3 REFERRAL - RECOMMENDATIONS FROM THE NELSON TASMAN REGIONAL LANDFILL BUSINESS UNIT - 2024-34 ACTIVITY MANAGEMENT PLAN CONSULTATION SUBMISSION FEEDBACK REPORT

Report To:	Tasman District Council
Meeting Date:	23 May 2024
Report Author:	Mike Schruer, Waters and Wastes Manager; Elaine Stephenson, Team Leader - Democracy Services
Report Authorisers:	Richard Kirby, Group Manager - Community Infrastructure
Report Number:	RCN24-05-21

1. Purpose of the Report / Te Take mō te Pūrongo

- 1.1 To provide the recommendations of the 3 May 2024 Nelson Tasman Regional Landfill Business Unit (NTRLBU) meeting regarding the 2024-34 Activity Management Plan Consultation Submission Feedback.

2. Summary / Te Tuhinga Whakarāpoto

- 2.1 At its 3 May 2024 meeting the NTRLBU resolved:

That the Nelson Tasman Regional Landfill Business Unit

- 1. Receives the report Nelson Tasman Regional Landfill Business Unit 2024-34 Activity Management Plan Consultation Submission Feedback Report (R28538) and its attachment (1995708647-58); and*
- 2. Confirms the increase in the Nelson Tasman Regional Landfill Business Unit fees and charges as proposed in the Nelson Tasman Regional Landfill Business Unit Activity Management Plan 2024-2034 and 2024/2025 Business Plan, considering submissions made to Nelson City Council and Tasman District Council through each Council's draft Long Term Plan 2024-2034 consultation process.*

Recommendation to Nelson City Council and Tasman District Council

That the Nelson City Council and Tasman District Councils

- 1. Notes that the fees and charges at the Nelson Tasman Regional Landfill Business Unit will increase from \$212 to \$250 (excluding GST) as proposed in the Nelson Tasman Regional Landfill Business Unit Activity Management Plan 2024-2034 and 2024/2025 Business Plan; and*
- 2. Notes that there are no changes to the 2024/2025 Nelson Tasman Regional Landfill Business Unit Business Plan (1995708647-50); and*
- 3. Notes that there are no changes to the Nelson Tasman Regional Landfill Business Unit Activity Management Plan 2024-2034 (1995708647-49).*



- 2.2 The report to the 3 May NTRLBU meeting is appended as **Attachment 1**.

3. Recommendation/s / Ngā Tūtohunga

That the Tasman District Council

1. receives the Referral - Recommendations from the Nelson Tasman Regional Landfill Business Unit - 2024-34 Activity Management Plan Consultation Submission Feedback Report RCN24-05-21; and
2. notes that the fees and charges at the Nelson Tasman Regional Landfill Business Unit will increase from \$212 to \$250 (excluding GST) as proposed in the Nelson Tasman Regional Landfill Business Unit Activity Management Plan 2024-2034 and 2024/2025 Business Plan; and
3. notes that there are no changes to the 2024/2025 Nelson Tasman Regional Landfill Business Unit Business Plan (1995708647-50); and
4. notes that there are no changes to the Nelson Tasman Regional Landfill Business Unit Activity Management Plan 2024-2034 (1995708647-49).

4. Attachments / Tuhinga tāpiri

- | | | | |
|----|---|---|----|
| 1. |   | Nelson Tasman Regional Landfill Business Unit - 2024-34 Activity Management Plan Consultation Submission Feedback Report to NTRLBU 3 May 2024 meeting | 84 |
|----|---|---|----|

Recommendation to Nelson City Council and Tasman District Council

That the Nelson City Council and Tasman District Councils

- 1. Notes that the fees and charges at the Nelson Tasman Regional Landfill Business Unit will increase from \$212 to \$250 (excluding GST); and***
- 2. Notes that there are no changes to the 2024/2025 Nelson Tasman Regional Landfill Business Unit Business Plan (1995708647-50); and***
- 3. Notes that there are no changes to the Nelson Tasman Regional Landfill Business Unit Activity Management Plan 2024-2034 (1995708647-49).***

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Nelson Tasman Regional Landfill Business Unit

3 May 2024

Report Title: Nelson Tasman Regional Landfill Business Unit
2024-34 Activity Management Plan Consultation
Submission Feedback Report

Report Author: Nathan Clarke - General Manager Regional
Sewerage and Landfill

Report Authoriser: David Light - Acting Group Manager Infrastructure

Report Number: R28538

1. Purpose of Report

- 1.1 To summarise submissions made by members of the public in respect to the Nelson Tasman Regional Landfill Business Unit (NTRLBU) Activity Management Plan 2024 -2034 (AMP) as outlined in both the Nelson City Council (NCC) and Tasman District Council (TDC) Long Term Plans (LTPs) to assist the NTRLBU in its deliberations.
- 1.2 To confirm the increased in general waste landfill fee from \$212 of \$250 per tonne (excluding GST) for the 2024/2025 financial year, and to approve the Operational and Capital Budgets outlined in the NTRLBU 2024-2034 Activity Management Plan and NTRLBU 2024/25 Business Plan.

2. Summary

- 2.1 The NTRLBU has prepared its AMP for inclusion in the NCC and TDC LTPs.
- 2.2 The AMP and its Operational and Capital budgets were approved by both NCC and TDC for inclusion in their respective Draft LTPs.
- 2.3 The Councils have publicly consulted on their LTPs and have provided feedback from the community to NTRLBU for consideration.
- 2.4 At the time of preparation of this report some submissions were still to be processed. Any relevant additional submissions will be tabled at the meeting.
- 2.5 The feedback received the community has been summarised and considered in this report.
- 2.6 The NTRLBU must now deliberate on submissions and make decisions on whether to make any changes to the NTRLBU Activity Management Plan 2024 -2034 and the associated Fees and Charges.

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3. Recommendation

That the Nelson Tasman Regional Landfill Business Unit

- 1. Receives the report Nelson Tasman Regional Landfill Business Unit 2024-34 Activity Management Plan Consultation Submission Feedback Report (R28538) and its attachment (1995708647-58); and***
- 2. Confirms the increase in the Nelson Tasman Regional Landfill Business Unit fees and charges as proposed in the Nelson Tasman Regional Landfill Business Unit Activity Management Plan 2024-2034 and 2024/2025 Business Plan, considering submissions made to Nelson City Council and Tasman District Council through each Council's draft Long Term Plan 2024-2034 consultation process.***

Recommendation to Nelson City Council and Tasman District Council

That the Nelson City Council and Tasman District Councils

- 1. Notes that the fees and charges at the Nelson Tasman Regional Landfill Business Unit will increase from \$212 to \$250 (excluding GST); and***
- 2. Notes that there are no changes to the 2024/2025 Nelson Tasman Regional Landfill Business Unit Business Plan (1995708647-50); and***
- 3. Notes that there are no changes to the Nelson Tasman Regional Landfill Business Unit Activity Management Plan 2024-2034 (1995708647-49).***

4. Background and Discussion

4.1 Fees and charges for the York Valley Regional landfill facility have been proposed to increase from \$212 to \$250 (excluding GST) and these charges have been consulted on.

4.2 This increase is because of:

- Increases to the government's Waste Minimisation Levy (which is a levy imposed for waste disposed to landfill),
- Increases to the Local Disposal Levy,
- Increased operations and Maintenance Costs associated with a new Operations and Maintenance contract,

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- Increased financing charges for capital expenditure to implement several improvements to the resilience of the landfill,
 - and investment in gas reuse facilities for the gas captured at the landfill.
- 4.3 The breakdown of the reasons for the fees and charges is documented in the Nelson Tasman Regional Landfill Business Unit 2024-2025 Business Plan (1995708647-50).
- 4.4 This plan indicates that 26% of the increase relates to the increase in Waste Minimisation and Local Disposal Levies, 15% relates to changes associated with managing the Eves Valley Landfill, including trade waste charge increases, gas destruction system maintenance, and stormwater costs.
- 4.5 A further 31% of the increase relates to increased costs associated with the new operations and maintenance contract costs, and increased administrative fees, and with the safety improvements required at the York Valley Landfill.
- 4.6 The last 28% cost increases related to interest, insurances, and post closure levies required for the York Valley landfill.
- 4.7 The draft NTRLBU AMP was submitted to NCC and TDC for inclusion in their Draft LTPs.
- 4.8 NCC and TDC have subsequently consulted on their draft LTPs, and feedback has been received.
- 4.9 The LTP submissions from each Council have been forwarded to NTRLBU for consideration.
- 4.10 Submissions on the LTP Fees and Charges were made by residents or on behalf of organisations or their members.
- 4.11 This report covers the main issues raised in submissions.
- 4.12 It is noted that NTRLBU has made no response to submitters as these submissions were made to NCC and TDC and are being administered by the relevant staff within the councils.

5. NCC Submissions

- 5.1 One submission was received which had some reference to the NTRLBU and or fees and charges related to NTRLBU.
- 5.2 This submission did not support the increase in landfill fees and outlined that landfill fees have increased significantly faster than inflation since the NTRLBU began managing the landfills within the region.

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6. TDC Submissions

- 6.1 NTRLBU received 34 submissions from TDC submitters.
- 6.2 Three submissions were received in relation to food waste disposal, but these submissions are not relevant to NTRLBU as organic waste disposal considerations are not within the NTRLBU area of responsibility.
- 6.3 Nine submitters indicated support of the increase in Waste Disposal Fees and Charges, and user pays principles.
- 6.4 16 Submitters disagreed with the proposed increase in landfill fees, with five of these submitters indicating that cost increases should only be the same rate as inflation.
 - 6.4.1 Staff considered the cost of landfill and the scale of the landfill fee increases throughout the preparation of the AMP. The costs were minimised where possible. Staff acknowledge that the economic situation being experienced by residents is more difficult than over recent years, but highlight that the NTRLBU is required to recover the costs associated with waste levies, high financing costs, and a new Operations and Maintenance contract.
- 6.5 Three submitters indicated that the AMP should include funding to investigate and support a solution for the disposal or beneficial reuse of contaminated soil within the Nelson Tasman region.
 - 6.5.1 The NTRLBU Joint Committee was briefed on this matter, and a workshop to discuss this issue and potential options is being scheduled.
 - 6.5.2 NTRLBU has funding in the 2023/24 financial year for a contaminated soil disposal facility. This funding has not been spent and will be requested to be carried over to the 24/25 financial year.
 - 6.5.3 It is therefore not proposed that any change be made to the AMP.
- 6.6 Six submitters were concerned that the increase in fees would result in increased fly tipping, or inappropriate disposal of wastes.
 - 6.6.1 While the responsibility for managing fly tipping and littering does not sit with the NTRLBU, NTRLBU staff will work collaboratively with the Councils Solid Waste teams to identify ways to minimise fly tipping and inappropriate disposal of waste.
- 6.7 One submitter supported a system where suppliers should include the cost of disposal within the cost of the product.
 - 6.7.1 Product stewardship and waste minimisation are outside of the NTRLBU responsibilities and sit with the Councils Solid Waste teams. NTRLBU supports the development of Waste minimisation

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and management plans, and supports the use of product stewardship programmes.

- 6.8 One submitter indicated a preference for ratepayers to receive voucher(s) for disposal, and a second submitter indicated a preference for no disposal fee.

6.8.1 The NTRLBU believes that both of these submissions are more related to the Councils than to the NTRLBU directly. The NTRLBU is a self-funding joint Committee and as such must charge for waste disposal to cover the costs incurred in managing wastes at the landfill.

7. Options

- 7.1 The NTRLBU has the option to adopt the Fees and Charges or Adopt the Fees and Charges with changes to reflect the submissions made by submitters. Officers recommend Option 1.

Option 1: Option 1: Adopt the Fees and Charges with no changes. Officers recommend this option	
Advantages	<ul style="list-style-type: none"> • Gives clear guidance for the NTRLBU officers to deliver the programme of works and allows this programme to be started at the commencement of the 2024 -25 financial year. • Supports NTRLBU meeting the obligations of its Memorandum of Understanding with NCC and TDC. • Assists both Councils in meeting their requirements of the LGA.
Risks and Disadvantages	<ul style="list-style-type: none"> • May not fully satisfy some submitters that NTRLBU has considered their submissions.
Option 2: Adopt the Fees and Charges with changes to accommodate issues raised in submissions	
Advantages	<ul style="list-style-type: none"> • Demonstrates consideration of submitter concerns
Risks and Disadvantages	<ul style="list-style-type: none"> • Not adopting will create issues with the delivery of the Activity Management Plan and will require the revision of both NCC and TDC LTPs and additional approval processes to accommodate any changes to the CAPEX and OPEX charges.

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	<ul style="list-style-type: none"> • Will create further workload for NTRLBU staff, which will further constrain their ability to deliver the current and proposed programme of works. • Creates issues for both Councils in meeting their requirements of the LGA.
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8. Conclusion and Next Steps

- 8.1 The NTRLBU has considered the submissions made by both NCC and TDC submitters, and has concluded that the submissions made, are split between submitters concerned about increasing costs and the effects on fly tipping, and submitters who either want more services, or are comfortable with the fees proposed.
- 8.2 NTRLBU recognises that fly-tipping may increase because of the increase in fees and charges, however this is outside NTRLBU Terms of Reference and falls under the TDC and NCC to monitor this. NTRLBU staff will work with NCC and TDC Solid Waste teams to identify ways to reduce fly tipping.

Important considerations for decision making	
9.1	Fit with Purpose of Local Government <p>The NTRLBU is a joint committee constituted pursuant to the provisions of Schedule 7 to the Local Government Act 2002. The regional landfill contributes to the four Local Government well-beings of social, economic, environmental, and cultural.</p>
9.2	Consistency with Community Outcomes and Council Policy <p>The NTRLBU Disposal Fees feed into Nelson City and Tasman District Councils' 2024-34 LTPs and the NTRLBU Activity Management Plan feeds into the NCC and TDC Activity Management Plans.</p>
9.3	Risk <p>This report allows NTRLBU to consider the community feedback on the NTRLBU fees and development through NCC and TDC community consultation processes. These comments will be considered by the Board. The risk of not confirming the fees is that this could delay the NTRLBU implementing their Business Plan for 2024/25, could also delay the implementation of the Activity Management Plan, and could have a consequential effect on NCC and TDC Council Annual Plans and Activity Management Plans</p>

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9.4	Financial impact
	The NTRLBU 2024/25 fee reflects an increase in operational charges, Government levy increases and increase finance and depreciation costs associated with essential expenditure associated with resilience and environmental protection.
9.5	Degree of significance and level of engagement
	The NTRLBU plans are included in the Long Term Plans and Annual Plans of each Council. Consultation has been undertaken by both Councils in the preparation and adoption of these plans.
9.6	Climate Impact
	A key feature of the NTRLBU Business Plan and Activity Management Plan are projects that work toward mitigation of greenhouse gas emissions. This includes a commitment to measure and reduce greenhouse gas emissions from the facility, and the beneficial reuse of Landfill gas.
9.7	Inclusion of Māori in the decision making process
	No engagement with iwi has been undertaken in preparing this report, but iwi have representation on the Joint Committee.
9.8	Delegations
	<p>The Deed of Agreement for the Nelson-Tasman Regional Landfill Business Unit (Deed), signed on the 28 April 2017 by the two Mayors and the two Chief Executives of each of the two Council's (Nelson and Tasman) assigns the delegations (as shown in the extract from the Deed - namely Clause 14 below) to the Joint Nelson-Tasman Regional Landfill Business (NTRLBU).</p> <p>These delegations are in addition to NTRLBU having powers to decide the setting of fee and charges at the regional landfill, and to accept (or not accept) waste from outside the Nelson/Tasman region as reflected in the Delegations Register (pages 25/26).</p> <p>These delegations as set out in the Deed are consistent with the delegations given to the NRSBU on the same matters – specifically designed to ensure consistency.</p> <p>Clause 1.3 of the Delegations Register notes:</p> <p>"The general principle is that Council retains all responsibilities, duties, functions and powers that must be exercised by Council and where delegations are prevented by legislation. It may also retain certain key responsibilities, duties, functions and powers that it wishes to exercise. All other responsibilities, duties, functions and powers may be</p>

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delegated to a committee, sub-committee or other subordinate decision-making body or, where not retained by Council, are delegated to the Chief Executive.

In addition, Section 3 of the Delegations Register details Delegations from Council to the Chief Executive.

On this basis the NTRLBU (and consistent with the NRSBU) is deemed to have the authority to enter into all contracts necessary for the operation and management of the NTRLBU in accordance with the approved budgets and intent of the Business Plan.

Responsibilities delegated to the NTRLBU

14. *The Councils agree that responsibility for all management and administrative matters associated with the operation of the Joint Committee shall be delegated to the NTRLBU. The NTRLBU may without the need to seek any further authority from the Councils:*
- (i) operate a bank account for the NTRLBU.*
 - (ii) enter into all contracts necessary for the operation and management of the NTRLBU in accordance with the approved budgets and intent of the Business Plan and the 'Procurement guidance for public entities' as produced by the Office of the Auditor General.*
 - (iii) authorise all payments necessary for the operation and management of the NTRLBU within the approved budgets and intent of the Business Plan.*
 - (iv) do all other things that are necessary to achieve the objectives as stated in the Joint Waste Plan, Long Term Plan, Activity Management Plan or Business Plan approved by the Councils, including setting terms of trade and acceptance criteria for waste to landfills.*
 - (v) comply with applicable Health and Safety legislation, and standing orders and administrative requirements of the administering Council.*
 - (vi) comply with all regulatory requirements concerning operation of the regional landfill facilities.*

Attachments

Attachment 1: 1995708647-58 - LTP submissions relevant to NTRLBU [↓](#)

Consultation Submission Feedback Report: Attachment 1

LTP submissions relevant to NTRLBU

Tasman District Council Submissions

Submission 1:

Dropping waste off at a resource recovery centre should not be increased. Actually I believe there should be no charge at all.

The average household is struggling already - TDC increasing charges will not help - rubbish will be dumped in our beautiful environment because households cannot afford the rubbish bags or the trip to the dump or the fees charged at the dump.

Submission 2:

I agree with user pays.

Submission 3:

No increase is acceptable. Ratepayers are suffering financially and have to watch their costs. The Council should do the same.

Submission 4:

The rubbish dumping fees are getting so expensive, increasingly people are leaving large items (beds, furniture, racks, etc.) on the side of the road or dumped by the river.

Submission 5:

I agree with proposed changes.

Submission 6:

Do not increase charges

Submission 7:

No fees should be increased. Everyone is struggling. If you increase these fees then the general rates charged for need to come down, so we have user pays system, you can't have both. Tighten your belts as the rate payers have to do.

Submission 8:

Rubbish fees should not be increasing as it only leads to people dumping their rubbish on vacant land.

Submission 9:

As stated before ALL FEES AND CHARGES should be tied to "Inflation"

Submission 10:

Why have most fees increased by 10%, when inflation is 7%? There is no way my income will increase by 10%. This is unacceptable and shows poor management of costs by Council. It looks like the extra 3% has been added on just in case, I don't see any detailed analysis of it.

How do you justify a 27% rise in waste per tonne? Most other fees have been raised 10%, how is 27% justified? This will further encourage illegal dumping.

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Submission 11:

I support this proposal

Submission 12:

Freeze in line with Inflation only

Submission 13:

More user pays on non core services

Submission 14:

Ratepayers do not get any benefit for dumping green waste or other. Recommend each household (ratepayers) get a voucher twice a year for using these two facilities.

Submission 15:

Theory okay but charging by weight to dump waste in landfill is too high. It will drive homeowners who can't afford charges to dump in forestry or down the river. Not good

Submission 16:

Fees and Charges should reflect the cost of providing the service, as long as the Council can provide any service in an efficient and economical manner.

Submission 17:

Federated Farmers asks that increases in fees and charges be no more than the actual CPI increase for the preceding 12-month period. Federated Farmers asks that where an objection is found to be in the objector's favour, that the s 357 fee is reimbursed.

Submission 18:

Have to charge fees where appropriate

Submission 19:

It is a user pay world now, Fixed charges up front need to be transparent.

Submission 20:

10% increase fine. Rubbish when collected after floods or clean up of roadside should be reduced. A photo could help but encourages clean up of areas that can cause problems to waterways and drainage.

Submission 21:

Cost of dumping rubbish charge could be greatly reduced if consumers buying goods paid in the purchase price - the cost of disposal.

Submission 22:

Too high.

Submission 23:

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Fees and charges should not be increased over the Consumer Price Index increase for that year.

Submission 24:

Too much to pay for too little in return.

Submission 25:

1. Sounds like re-arranging the deck chairs on the titanic.
2. Give a voucher for inorganic waste to get to tip. Other councils include waste collection in their rates - but to put rubbish collection as a separate expense means our rates are very expensive already.

Submission 26:

Understand the increase in fees and charges for Council, Ngāti Rārua will be increasing their fees and charges too .

Submission 27:

We need to look at the social cost of things like refuse fees. People will now just dump on the roadside and we (ratepayers) will have to pay to get it cleaned up.

Submission 28:

Waste management is a critical regional issue. If council continues its trajectory, infrastructure construction costs will be greatly escalated, with little to no value added.

Council needs to address the issues around lack of provision for cleanfill disposal. The settings around what's considered cleanfill also need revising, as mentioned in the written submission.

Submission 29:

Waste AMP

Pg 4 Why we do it. Comment: Changes in TDC waste/Cleanfill processes have caused considerable problems for the construction industry through significant price increases. Relief: Recognise that the changes have caused difficulties, and plan to counter those problems.

Pg 18 Stakeholder engagement. Comment: There has been no engagement with relevant contractors or industry. Relief: Recognise that there has been no consultation and engage with industry to work through solutions.

Pg 31 "we enable effective waste minimisation activities and services" Comment: Recent changes have had the opposite effect. Relief: Recognise that there is a problem and engage with stakeholders to create those "effective waste minimisation activities and services".

Pg 38 "Recent discussions with the civil constructing industry...." Comment: Mentions our issue but comes up with no solution. Relief: Recognise that there is a problem and engage with stakeholders to create those "effective waste minimisation activities and services". S (Annexure 4).

Group of Activities.

Pg 97 We aim to provide cost effective and sustainable ... services that avoid creation of waste, improve efficiency of resource use ... Comment: Recent policy changes are having opposite effects, heading to creation of large stockpiles, and promoting fly tipping. Relief: Provide in LTP to allocate

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funds to provide compliant options and consider ways in which waste can in fact be dealt with sustainably and cost effectively – hiking rates and reclassifying of waste categories alone will not achieve that.

Pg 102 “Our waste minimisation activities will continue to support specific communities and key sectors ... with a focus on certain products and wastes. Comment: Support needs to be shown/provided to provide the facilities to sustainably achieve both waste minimisation and disposal. Current Council policies have made matters worse. Relief: The LTP should provide funds to open new and sustainable disposal areas so that existing landfill is not filled up unnecessarily.

Submission 30:

Group of Activities.

Pg 97 We aim to provide cost effective and sustainable ... services that avoid creation of waste, improve efficiency of resource use ... Comment: Recent policy changes are having opposite effects, heading to creation of large stockpiles, and promoting fly tipping. Relief: Provide in LTP to allocate funds to provide compliant options and consider ways in which waste can in fact be dealt with sustainably and cost effectively – hiking rates and reclassifying of waste categories alone will not achieve that.

Pg 102 “Our waste minimisation activities will continue to support specific communities and key sectors ... with a focus on certain products and wastes. Comment: Support needs to be shown/provided to provide the facilities to sustainably achieve both waste minimisation and disposal. Current Council policies have made matters worse. Relief: The LTP should provide funds to open new and sustainable disposal areas so that existing landfill is not filled up unnecessarily. (Annexure 4).

Waste AMP

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Pg 31 “we enable effective waste minimisation activities and services” Comment: Recent changes have had the opposite effect. Relief: Recognise that there is a problem and engage with stakeholders to create those “effective waste minimisation activities and services”.

Pg 38 “Recent discussions with the civil constructing industry.....” Comment: Mentions our issue but comes up with no solution. Relief: Recognise that there is a problem and engage with stakeholders to create those “effective waste minimisation activities and services”. (Annexure 7).

Relating to management of waste soil. Specific changes requested to the Draft Waste Management and Minimisation Activity Management Plan 2024 – 2034 • Council reconsiders the recently adopted “natural background” concentrations for the region to: 1 - ensure they are scientifically robust, and not resulting in soil being unnecessarily being considered “waste” 2 - ensure any council regulation on this matter is matched with accessible and compliant disposal options.

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Council should commit funds to investigating this issue and providing solutions for disposal of soil that fits the “cleanfill” and “managed fill” categories, to avoid it taking up valuable and finite space in York Landfill.

Submission 31:

I understand that you are considering removing the household organic waste collection item from the LTP discussion document that will be going out to the public.

I don't understand why you are considering this undemocratic move when diverting organic waste from landfill will reduce carbon and methane emissions and increase the life (space) of the landfill. Giving up organic waste separation is a backward step, and undermines all the education, repetition and effort that goes into establishing the correct routines and culture of waste disposal. School children are learning this and we have a generation of recycling savvy citizens.

Growing vegetables is an extractive process and you have to replace the organic matter and nutrients that you have taken from the soil to ensure you keep getting high density good quality food. Not every household or business can compost their domestic or commercial organic waste and a region wide scaled up process is what is needed.

I believe that it is essential for the public to be able to consider this topic in the LTP.

Submission 32:

It is vital that Council keep the option of providing kerbside food waste collection and the associated processing structure in the Plan. This then of course allows community to feedback on the service that would best meet their evolving needs. Democratically elected Councils must use the democratic process which involves consultation and including this vital service in the Plan is consistent with this.

I understand that there is funding available through MfE to assist Councils in the establishment of such services. NCC and TDC's Joint Waste Management and Minimisation Plan acknowledge Council's responsibility to "review options" consistent with the WMMP's intention. If the Kerbside Food Waste Collection is not included in the LTP then a review would not be possible.

The York Valley gas capture system does not provide a meaningful or effective alternative to a well-managed kerbside collection for the following reasons:

1. landfill emissions will still occur and this will happen after the landfill is decommissioned. (see MfE statement "Te rautaki para Waste strategy)
2. not providing kerbside collection will be sending the public the idea that "it's ok to put stuff in the landfill". Council should be modelling sustainable behaviour and support the positive education process already begun by NCC and activated through schools and other projects in our community.
3. organic waste is a valuable resource when processed/composted and turned back into the soil. at scale this will support community food-growing, horticulture industry and generally foster sustainability.

Please make a democratic, responsible and sustainable decision and keep the Kerbside Collection Issue alive on the Long Term Plan.

Submission 33:

I request Tasman District and Nelson City Councils include provision to establish household food waste kerbside collection in 2024-34 Long Term Plan.

The case for collecting urban household food waste is widely accepted e.g. New Zealand Waste Strategy (p. 13):

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When organic material like food scraps ... is sent to a landfill, it produces methane as it breaks down. Although methane is not the main greenhouse gas, its warming effect is 28 times greater than carbon dioxide. In 2019, waste caused around 4 per cent of Aotearoa New Zealand's total greenhouse gas emissions and around 9.1 per cent of its biogenic methane emissions. Decomposing organic material in landfills generated 94 per cent of these emissions (Ministry for the Environment, 2022a).'

Action on climate change is undeniably urgent. For example (and too easily overlooked), we in Nelson and Tasman (for the most part) are relatively affluent and disproportionately contribute to current global emissions and likely have disproportionately contributed to historical emissions. Simultaneously we are inflicting the costs of our emissions on others less fortunate than ourselves: by place, income, colour, gender, indigenous status, and generational status (past and present versus future).

I ask Councils to be open to innovation and opportunity in providing kerbside food waste collection e.g.

- Eunomia report: a Council food scraps service 'would afford households the opportunity to reduce their rubbish collection costs which could offset the cost or even result in net cost savings for households'
- Waste Minimisation Fund (<https://environment.govt.nz/what-you-can-do/funding/waste-minimisation-fund/>)
- wider regional processing of organic waste into energy and return of nutrients to human biosystems (e.g. <https://www.alimentary.systems/>).

The Tasman climate response strategy and action plan 2023-2035 provides that Council shows clear leadership on climate change issues and Council's elected representatives demonstrate regional leadership. I ask you fulfill on this by providing the community the opportunity to have their say on a food waste collection service in the forthcoming LTP consultation.

Submission 34

people don't recycle enough, especially aluminum cans. Please write on the landfill bins what should not go in as you do on the recycle bins.

Nelson City Council Submissions

Submission 1

LANDFILL CHARGES

The proposed 17.7% increase in landfill charges is outrageous. The graph below shows the increase in landfill charges over time, which has been greatly in excess of any inflationary effect.

In 2017 the Commerce Commission gave approval to a "potential" restrictive trade practice resultant on the formation of the Regional Landfill Business Unit. The Commission determined, on the evidence submitted, that "the arrangement will result, or be likely to result, in a benefit to the public which would outweigh the lessening in competition that would result, or would be likely to result, from the arrangement."

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How wrong they were! As can be seen from the graph, on formation of the Business Unit prices skyrocketed. NCC pocketed a \$4 million equalization payment that disappeared into the ether.

The Commission determined that the arrangement, “which contains the Specified Provisions, amounts to an arrangement between competitors to fix the price of services in breach of section 27 via section 30 of the Act.”

Nevertheless the Commission (reluctantly) approved the arrangement on the basis of operating cost savings. These savings have not been passed to users. Instead the Business Unit operates as an ugly monopoly of the worst kind.

Other than behaving as a price gouging monopoly, I am appalled that NCC staff downplay and dismiss the significance of these price increases by saying that the increases won't affect the reported rate rise because the landfill account is a closed account.

This complete lack of appreciation of the impact that increases like this have on business and residents is just tone deaf. If Councillors want to know why businesses in Nelson are struggling, take a look in the mirror.

I am even more appalled by the attitude of some Councillors who seem to take delight in seeing landfill charges increase. I've heard some Councillors say that price increases will encourage people to generate less waste – despite the Commerce Commission noting that waste volumes are essentially inelastic to price. All that price increases are doing is punishing residents to no effect.

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5.4 LONG TERM PLAN 2024-2034 - DELIBERATIONS**Decision Required**

Report To:	Tasman District Council
Meeting Date:	23 May 2024
Report Author:	Alan Bywater, Team Leader - Community Policy; Anna Gerraty, Senior Community & Reserves Policy Advisor; Brylee Wayman, Senior Community Policy Advisor - Data Analyst; Cat Budai, Community Policy Advisor; Pip Jamieson, Principal Policy Advisor; Margie French, Senior Revenue Accountant; Matthew McGlinchey, Financial Performance Manager
Report Authorisers:	Dwayne Fletcher, Strategic Policy Manager
Report Number:	RCN24-05-22

1. Purpose of the Report / Te Take mō te Pūrongo

1.1 The purpose of this report is to:

- provide a summary of the submissions received on Tasman's Ten-Year Plan 2024-2034 (the Plan), supporting information, and concurrent consultations;
- provide the Mayor and Councillors with an opportunity to discuss and obtain advice from staff on the matters raised in the submissions;
- formally bring to the Council's attention the new information about the increased financial pressures identified during the formal consultation period; and
- seek decisions on the changes that are to be included in the final Plan, supporting information, and policies subject to the concurrent consultation.

1.2 This report is structured to align with the key choices, other policies and key topics raised during consultation. Staff have grouped the submissions into various topics to assist with deliberations. The subject topics are not mutually exclusive and although we have attempted to cover the key themes and majority of points raised in the submissions, there may be some minor ones we have not summarised. This report does not attempt to represent every point made in every submission. For these reasons, the numbers of submission listed in this report for each topic are indicative.

1.3 The statistics discussed in this report are based on the total number of submissions received as at 30 April 2024.

1.4 This report excludes discussion on the Schedule of Fees and Charges 2024/2025 which is covered under a separate report to this meeting.

2 Summary / Te Tuhinga Whakarāpoto

2.1 This report summarises the key matters raised through the consultation process for the Plan, its supporting information, and the concurrent consultations. It seeks the Council's decisions

on these matters to enable staff to prepare the final Plan, supporting information and associated policies. The Council is scheduled to adopt the Plan, supporting information and associated policies on 27 June 2024.

- 2.2 The Council received 1,060 submissions, including 12 late submissions, through the consultation period. This report attempts to cover the main points raised by submitters and provide staff comments and recommendations. The Mayor and Councillors may wish to raise other matters at the deliberations meeting.
- 2.3 The Council is now required to deliberate on the written and verbal submissions received. Once the Mayor and Councillors have considered the submissions and taken any further advice as necessary, staff request decisions for the development of the final Plan.
- 2.4 The Consultation Document's key choices questions received the greatest number of submissions. After considering the views raised through the submissions, staff recommend:
- Choice 1 – Financial Sustainability – that the Council proceeds with its preferred option (Option A), modified as necessary to accommodate the additional costs identified and decisions made in deliberations;
 - Choice 2.1 – Sealed Road Maintenance – that the Council proceeds with its preferred option (Option A): Invest to maintain sealed road maintenance;
 - Choice 2.2 – Public Transport – that the Council proceeds with its preferred option (Option A), Maintain existing services and expanding Motueka and Wakefield services to weekends but delay introduction of the Motueka and Wakefield weekend services by one year, to year 4;
 - Choice 2.3 – Safety for Pedestrians and Cyclists – that the Council proceeds with its preferred option (Option A), Make modest further investment in improvements to safety for pedestrians and cyclists;
 - Choice 3 – Responding to Climate Change – that the Council proceeds with its preferred option (Option A) plus a \$60,000 contribution (i.e. \$20,000 p.a. in Years 1-3) towards the Warmer Healthier Homes insulation programme in Tasman District, and carries forward \$30,000 from 2023/24 for the Climatorium initiative; and
 - Choice 4 – Investing in Community Facilities - that the Council proceeds with its preferred option (Option A): Invest in new and improved community facilities at Motueka, Tapawera, Murchison and Waimea South.
- 2.5 In the audit on the Consultation Document some mis-statements were identified by Audit New Zealand that need to be incorporated in the final Plan. These are:
- updated PriceWaterhouseCooper (PWC) interest rates;
 - apply (assumed) New Zealand Transport Agency Waka Kotahi (NZTA) funding to five projects; and
 - change the Three Waters revaluation to Year 0 (2023/2024) rather than Year 1 of the Plan.
- 2.6 During the consultation period, staff identified the following budget amendments that should be incorporated in the final Plan:
- increased costs of funding water services maintenance;
 - increased costs associated with the Waimea Community Dam;

- downturn in forecasted revenue from building consent activity;
 - increased insurance costs;
 - a materially higher 2023/2024 year-end deficit particularly in building control and transport spending, due to storm costs; and
 - other minor cost/budget changes that are discussed in paragraphs 45.17 and 45.18.
- 2.7 This report also details other matters not directly related to the submissions but are raised by Council staff. These matters include updated information on the end of 2023/2024 year financial position, cost increases since the Consultation Document was adopted, rescheduling of the capital programme, and options to reduce rates and debt to offset some of the cost increases.
- 2.8 Having considered the options to help offset the increased costs since the Consultation Document was adopted staff recommend:
- rephasing of the Digital Innovation Programme (DIP);
 - offsetting the impact of the revaluation movement by using funded depreciation in the Three Waters area;
 - rephasing the capital programme, particularly to move costs out of the first three years to accommodate carry overs from the 2023/2024 financial year; and
 - an updated amount was received that reduced the Waimea Community Dam funding requirements.
- 2.9 In addition to the above, staff were requested to report back on the following:
- global amendment to fees and charges; and
 - freeze of staff vacancies and any 2024/2025 FTE vacancies; and
 - further delaying reaching fully funding depreciation; and
 - assets sales; and
 - further amendments to the building activity; and
 - further changes to the capital programme.
- 2.10 In addition to the budget changes discussed above, this report also makes several recommendations on non-budgetary changes, for example:
- Wording changes to the Community Facilities Funding Policy;
 - A change to a refuse and recycling rating map in the Funding Impact Statement;
 - Amendments to the Development and Financial Contributions Policy;
 - Agreeing to commence discussions with Manawhenua ki Mōhua and other parties regarding the preservation and display of Anaweke Waka.
- 2.11 Staff have modelled the budget changes summarised above and have determined that the modelled rates revenue figure is 11.5%. The net debt figure has risen from \$437 million pre consultation to \$453 million. Please note these figures do not include the items that staff were requested to report back on in paragraph 2.9 above. Nor do they include where staff agree to fund certain items as requested by submitters. If the Council chooses to amend any

of the changes recommended in this report, or make any other changes, it will have an impact on these draft figures.

- 2.12 The rates revenue increases and net debt figures presented in this report are provided to assist the Council in its decision making. The Council is not being asked to adopt rates and net debt figures at this meeting. The final rates and net debt figures will be presented to the Council for adoption on 27 June 2024 and will incorporate decisions made at this deliberations meeting.
- 2.13 The highly time-constrained process means that it will not be possible to make further financial changes after the conclusion of this meeting to meet the legislative timeframes by 30 June 2024 and strike rates at the start of the 2024/2025 year.
- 2.14 After considering the matters raised in submissions and preparing advice for the Mayor and Councillors, staff recommend the following changes that affect budgets be incorporated in the final Plan:
 - funding a grant to support the Warmer Healthier Homes insulation programme in Tasman District (\$20,000 in operating costs annually over years 1-3);
 - funding to the Nelson Netball Centre for a feasibility study to cover outdoor netball courts (\$13,750 of operating costs in Year 1) funded from rates;
 - an additional \$1.5 million for a grant funded from loans to the Nelson Museum Archives, Research and Collections (ARC) in Year 2;
 - funding for a grant towards the repair of the Māpua Hall car park and deck (\$55,000 of operating costs in Year 1);
 - funding for an operating grant towards additional electrical infrastructure at Sports Park Motueka (\$88,500 of operating costs in Year 1); and
 - reintroducing the Wai-iti Dam capital works programme (\$1.3m in capex over Years 2-4).
- 2.15 These changes are not included in the indicative numbers above. The impact will be tabled at the meeting.

3 Recommendation/s / Ngā Tūtohunga

That the Tasman District Council

- 1. receives the Long Term Plan 2024-2034 - Deliberations report RCN24-05-22; and**
- 2. notes that the Council has received all the written, verbal and late submissions on Tasman's 10-Year Plan 2024-2034, concurrent consultations, and supporting information; and**

For the Final Long Term Plan 2024-2034 (The Plan):

Budget changes since Consultation Document adopted

- 3. notes the budget changes and updated forecast for 2023/2024 since the consultation document, supporting information and concurrent consultations were adopted on 25 March 2024 detailed in paragraphs 45.1 to 45.18; and**

4. notes that sections 100 and 101 of the Local Government Act requires a local authority to operate a balanced budget, and in general to plan in a financially prudent way, so the increased cost pressures identified will need to be met; and
5. notes that staff advice is that the collective wording in Tasman's 10-Year Plan 2024-2034 consultation document is that the forecasted rates identified in that document for the Council's preferred option (i.e. 9.6%) was not expressed in definite terms and should not be taken as a 'cap' on potential rates increases; and
6. notes that the statutory timeframes require Tasman's 10-Year Plan 2024-2034 to be adopted before 1 July 2024 and that delaying adoption will create several process and practical problems; and
7. agrees that, after considering the factors outlined by staff, further consultation is not undertaken in relation to these budget change as discussed in paragraphs 47.14 to 47.34; and

Choice 1: Financial Sustainability

8. notes the high level of support in submissions for its preferred option in the Financial Sustainability choice; and
9. agrees to proceed with Option A for Choice 1 (i.e. to continue to deliver the current levels of service, respond to climate change, and invest in community facilities), modified as required to incorporate the additional costs updated forecast for 2023/2024 discussed in paragraphs 45.1 to 45.18 and any changes made in subsequent resolutions; and
10. confirms the proposed resourcing for libraries, community partnerships, economic development, and parks maintenance in the preferred option; and
11. declines to plan for the substantial ongoing sale of assets in Tasman's 10-Year Plan 2024-2034 at this point except for the sale of \$500,000 worth of property in 2024/2025 (see resolution 159); and
12. notes that staff will report back to the Council on its property holdings and options for these holdings, including sale in the 2024/2025 year; and

Choice 2: Transport

Choice 2.1: Sealed Roads Maintenance

13. notes the high level of support to invest in road maintenance to maintain sealed road condition; and
14. agrees to proceed with Option A for Choice 2.1 (i.e. to invest to maintain sealed road condition); and
15. notes the anticipated receipt of New Zealand Transport Agency Waka Kotahi (NZTA) funding 51% towards the road maintenance cost; and
16. notes requests for the Council to fund the maintenance of some currently unmaintained roads, but declines such requests on the basis that this is unaffordable; and

Choice 2.2: Transport – Public Transport

17. notes the high level of support for existing services, and for the proposed weekend services, to Motueka and Wakefield; and

18. agrees to include Option A for Choice 2.2 (i.e. to maintain existing services and expand Motueka and Wakefield services to weekends) in the LTP; and
19. notes that there are future cost increases, starting in year 1, putting added pressure on proposed public transport budgets, and NZTA funding risks that are likely to reduce the affordability of public transport services in the future; and
20. agrees to include the updated forecast public transport service operating costs for the Long Term Plan 2024 as recommended by the Joint Nelson-Tasman Regional Transport Committee and highlighted in Table 1 in paragraph 9.16 of this report; and
21. notes that Joint Nelson-Tasman Regional Transport Committee will be starting a 12-month review of the new public transport services in August 2024, following confirmation of funding levels from the New Zealand Transport Agency, and may recommend changes to current and proposed public transport services; and
22. notes that feedback from submissions on public transport will be considered in the 12-month review of the eBus service, including the request for summer services to Kaiteriteri; and
23. declines to allocate funding for summer services to Kaiteriteri, but directs staff to assist stakeholders to identify how they could implement a financially viable summer service to Kaiteriteri; and

Choice 2.3: Transport – Safety for Pedestrians and Cyclists

24. notes the high level of support for investment in safety for pedestrians and cyclists; and
25. agrees to proceed with Option A for Choice 2.3 (i.e. modest further investment in improvements to safety for pedestrians and cyclists); and
26. notes the high level of uncertainty regarding the level of NZTA funding available for walking and cycling projects; and
27. agrees current funding does not support engagement of a Travel Planner at present; and

Choice 3: Climate Change and Resilience

28. notes the high level of support for investing in the Council's climate response; and
29. agrees to proceed with Option A for Choice 3 (i.e. affordable level of investment spread over the next 10 years); and
30. agrees to provide a \$60,000 grant to Warmer Healthier Homes Te Tauihu Trust (i.e. \$20,000 p.a. in Years 1-3) as a contribution towards their home insulation programme for qualifying homes in Tasman District; and
31. agrees/declines - that \$30,000 expected surplus in the Strategic Policy climate change budget for 2023/2024 be carried forward as part of the year-end process, for further development of the Climatorium proposal that is led by Wakatū Incorporation and Whakarewa Trust, to partially cover the expenses of engaging a consultant to prepare a grant application to the Horizon Europe €95.5 billion fund; and
32. declines to donate solar energy credits that the Council receives from exported electricity generated by solar panels at the Motueka Library to help reduce energy

poverty, as proposed by submitter 32402, noting that the submitter's proposal would result in an increase in the library's electricity bill by approximately \$12,000 per annum; and

33. declines to provide a funding contribution of \$105,000 (i.e. \$20,000 in Year 1, \$15,000 in Year 2, and \$10,000 pa for Years 3-10) to the Businesses for Climate Action Trust to further their 'Mission Zero' work programme; and
34. declines to provide a funding contribution of \$418,800 plus 2% inflation (i.e. \$41,880 plus 2% inflation per annum) to the Nelson Tasman Climate Forum to support one part-time Forum employee position and associated project and communication costs; and
35. declines to provide additional funding to the nine unfunded actions within the Waimea Inlet Action Plan 2023-2026 that the Council is leading or supporting, as requested by the Waimea Inlet Forum; and
36. notes that, in addition to the above, many submitters on Choice 3 and/or the draft Tasman Climate Response Strategy and Action Plan requested that the Council do more and/or invest more in its climate change response, with financial implications ranging from staff time only, through to several millions of dollars; and
37. declines to allocate additional funding to the suggested actions referenced in the preceding resolution; and

Choice 4: Investing in Community Facilities

38. agrees to proceed with Option A for Choice 4 (i.e. invest in new and improved community facilities at Motueka, Tapawera, Murchison and Waimea South); and
39. notes the feedback received on accessibility considerations for the facilities, which will be considered as part of the design processes; and
40. declines to adopt different funding structures such as a largely or entirely user-pays system; and
41. declines to advance Murchison Sport, Recreation and Cultural Centre Stage 2 development to 2025/2026; and

Community Facilities Funding Policy

42. adds to the proposed Community Facilities Funding Policy to make it more explicit that the Council may make decisions from time to time about which facilities to fund, independent of whether community fundraising has already commenced; and
43. clarifies whether marae are considered cultural facilities and inside the scope of the Community Facilities Funding Policy; and
44. declines to add motorsports facilities to the scope of the Community Facilities Funding Policy; and
45. notes that staff will present the Community Facilities Funding Policy for adoption on 27 June 2024; and

Revenue and Financing Policy – inc. change to River X and Y rates and UAGC

46. notes there were 94 comments made by submitters on the draft Revenue and Financing Policy, 17 on River X and Y, and the Uniform Annual General Charge (UAGC) was referred to in a number of different areas of feedback; and

47. notes that minor wording changes will be made to the Revenue and Financing Policy prior to the Council considering it for adoption, based on the legal review undertaken; and
48. agrees that other than the minor changes noted in resolution 47, no changes are made to the Revenue and Financing Policy; and
49. notes that staff will present the Revenue and Financing Policy for adoption as part of the final Tasman's 10-Year Plan 2024-2034 on 27 June 2024; and

Financial Impact Statement - Rating Maps

50. notes the comments made by submitters on the proposed inclusion or exclusion of properties in the draft Rating Maps; and
51. agrees to amend the refuse and recycling rating (and service) area map to address the practical difficulty in serving a section of Horton Road, Tasman (Attachment 1); and
52. confirms that no changes are to be made to the River rating maps as presently included in the Draft Financial Impact Statement and consulted on; and
53. notes staff will be including an updated Financial Impact Statement to the Council for adoption as part of Tasman's 10-Year Plan 2024-2034 on 27 June 2024 incorporating agreed changes as part of deliberations; and

Development and Financial Contributions Policy

54. notes there were 92 comments made by submitters on the draft Development and Financial Contributions Policy; and
55. confirms the change to small homes assessments as proposed in the consultation material; and
56. confirms the change to an application process and criteria for determining which non-residential developments are eligible for a special assessment, as proposed in the consultation material; and
57. agrees to amend the proposed wording for remissions for some types of development for specific categories of Māori land:
 - 57.1 to remove reference to developments on urupā or wāhi tapu sites; and
 - 57.2 to include land returned under Treaty settlement and wholly owned by the mandated iwi authority for a 50% remission on papakāinga housing that is primarily for the benefit of owners, their whanau or hapū/iwi members, with an additional condition that the land for papakāinga should stay in collective ownership by the mandated iwi authority; and
58. declines to make a change to the list of community housing providers who qualify for a remission; and
59. declines, after considering the Local Government Act 2002 considerations of s101(3) and the key principles of development contributions in s197AB, to phase in the increase in Development Contribution charges, with the full increase to apply from 1 July 2024; and

60. notes the feedback to introduce a differential in charges for intensification developments and recommend investigating this in the next triennial review of the Development and Financial Contributions Policy; and
61. recommends the Policy includes a clause that retirement village units will be assessed as generating 0.5 HUDs per unit for water and wastewater; and
62. declines to specify an assessment rate for retirement village units for stormwater charges; and
63. declines to specify an assessment rate for aged care rooms in a retirement village; and
64. declines to change the assessment rate for retirement village units for transportation charges; and
65. recommends changes to the Wakefield development contribution area maps, with the Wakefield stormwater map broadened to generally include properties north of Edward Street and south of Bird Lane, and the Wakefield wastewater map to remove the properties at 120 and 132 Whitby Road, to be consistent with the water map; and
66. notes that there may be changes to the development contribution charges and policy prior to the Council considering it for adoption to incorporate decisions made in this report and a legal review of these; and
67. notes that staff will present the Development and Financial Contributions Policy for adoption on 27 June 2024; and

Rates Remission Policy

68. notes the comments made by 83 submitters on the draft Rates Remissions Policy; and
69. agrees that no changes be made to the Rates Remissions Policy prior to the Council considering it for adoption; and
70. notes that staff will present the Rates Remission Policy for adoption on 27 June 2024; and

Policy on Postponement and Remission of Rates on Māori Land

71. notes the comments made by 107 submitters on the draft Policy on Postponement and Remission of Rates on Māori Land; and
72. agrees that no changes be made to the Policy on Postponement and Remission of Rates on Māori Land prior to the Council considering it for adoption; and
73. notes that staff will present the Policy on Postponement and Remission of Rates on Māori Land for adoption to the Council meeting on 27 June 2024; and

Draft Tasman Climate Response Strategy and Action Plan

74. notes the 156 submissions received on the draft Tasman Climate Response Strategy and Action Plan; and
75. notes that staff are working through all the feedback received and will present a marked-up version of the document, containing recommended edits, to the Council for adoption on 27 June 2024; and

Financial Strategy

- 76. confirms the Financial Strategy as consulted on subject to any consequential changes to as a result of other decisions made about the Long Term Plan 2024-2034; and**
- 77. agrees to increase the Dynamic Net Debt cap to 160%; and**

Infrastructure Strategy

- 78. confirms the Infrastructure Strategy as consulted on subject to changes as a result of other decisions made about the Long Term Plan 2024-2034; and**
- 79. notes that the final Infrastructure Strategy will be presented for adoption on 27 June 2024, incorporating any changes required because of other decisions made by Council in this report; and**

Water Rates Harmonisation

- 80. notes the comments made by two submitters on Water Rates Harmonisation; and**
- 81. notes the proposed review of Water Rates does not include private irrigation schemes as referred to by one submitter; and**

Growth and Housing

- 82. notes the submission from submitter (32827) about the development proposal at Seaview Heights and that this area has already been assessed for each Future Development Strategy and did not form part of the draft or adopted Strategy; and**
- 83. notes the feedback on growth and housing is or will be addressed in other plans or strategies, etc., including the Nelson Tasman Future Development Strategy and changes to the Tasman Resource Management Plan, or ongoing work with community housing providers and Central Government; and**

Transport – Other

- 84. notes the other transport-related comments and suggestions submitted; and**
- 85. agrees not to make any further changes to the transport programme as a result of those comments and suggestions; and**

Reserves and Facilities

- 86. notes the requests and suggestions raised by the 44 submitters on the Reserves and Facilities Activity and 37 submitters on Saxton Field; and**
- 87. notes that many of these submitters requested additional or improved recreation facilities in various locations across the District and that many of these requests can be factored into the 10-year work programme and funded from the Reserves Financial Contribution accounts; and**
- 88. agrees to provide a \$55,000 grant contribution in Year 2 to the Māpua Hall Committee (i.e. \$15,000 towards resealing the car park and \$40,000 to cover 50% of the costs of deck repair at Māpua Hall); and**
- 89. declines to provide further funding of \$10,000 per annum to assist with the upkeep of the Māpua Hall or \$10,000 towards the operational costs of the Māpua Hall; and**
- 90. regarding the request for \$88,583 to fund additional electrical infrastructure for SportsPark Motueka:**

90.3 notes that the Motueka RFC account is not likely to have an adequate balance during the 10-year period to fund this project; and

90.4 notes that staff will explore laying appropriate ducting when the roundabout is installed at the intersection of Manoy and Whakarewa Streets; and

90.5 either:

90.5.1 agrees to provide funding of \$88,583 for additional electrical infrastructure at SportsPark Motueka in Year 2 via debt, with the associated rate impact of the debt serving costs; or

90.5.2 declines to provide funding for this project; and

91. considers the recommendations contained in the referral report from the Saxton Field Committee (which is a separate report on this agenda) including the request for \$55,000 for a feasibility study to roof the netball courts at Saxton Field; and

Environmental Policy

92. notes the comments made by 17 submitters on the Environmental Policy activity; and

93. declines the requests to create a Heritage Advisor role at this time, noting that any additional protection of historic buildings and town centre character can be addressed during a future review of the Tasman Resource Management Plan (TRMP); and

94. notes that the request for funding of iwi participation is already included in the Environmental Policy work programme and budget; and

95. notes that other resource management issues raised by submitters will be considered either through the Environmental Policy team's short-term priority work programme, or in the medium term as part of a full TRMP review once the outcome of the government's resource management system reform is known; and

Environmental Management

96. notes the comments made by 26 submitters on the Environmental Management activity; and

97. notes that as part of the Land and Freshwater Plan Change, the Council is reviewing current land disturbance rules including forestry activities on LDA2 (Separation Point Granite); and

98. declines to provide funding to Ngāti Tama ki te Waipounamu for cultural health monitoring; and

99. notes that staff will work with Ngāti Tama ki te Waipounamu, Te Ātiawa o te waka-a-Māui and Te Rūnanga o Ngāti Rārua in relation to monitoring the 'Te Puna Waiora o Te Waikoropupū Springs and Wharepapa Arthur Marble Aquifer Water Conservation Order'; and

100. declines to provide further funding towards the operational costs of Tasman Environmental Trust and Pest Free Onetahua; and

101. notes that staff will work with the community to maximise the value of the existing allocated funding to Tasman Environmental Trust and Pest Free Onetahua; and

102. declines to provide the SPCA funds towards a 'Snip and Chip' activity; and

103. notes that staff will continue to support the management of colony and feral cats in the region; and
104. encourages Forest and Bird to apply to the Community Grants scheme to support education and signage supporting shorebird protection; and

Water Supply

105. agrees to include capital expenditure of \$1,307,121 in Years 2-4 of Tasman's 10-Year Plan 2024-2034 (specifically; \$52,633 in year 2 (2025/2026) and \$646,754 in year 3 (2026/2027) and \$606,494 in year 4 (2027/2028) of the plan) for the Wai-iti Dam Water Augmentation Pipeline project, to be funded via a targeted rate; and

Waimea Community Dam

106. notes the comments raised by two submitters in relation to the Waimea Community Dam; and
107. notes that no changes are made to the Zone of Benefit rate; and
108. notes that staff will review the area covered by the Zone of Benefit rate during the 2024/2025 year, and specifically whether Wakefield and some of the land served by the Eighty-Eight Valley Water Scheme should be included in the future; and

Wastewater

109. notes the request for the Waimea trunk main works parts A, B and C from Richmond to Wakefield to be brought forward, and that portions of the budget have been moved forward to Years 1 and 2 of the capital programme as part of the capital rescheduling referred to in paragraphs 45.19 to 45.23 including Table 7, to ensure design work and planning can commence earlier; and
110. agrees that no other changes are made to Tasman's 10-Year Plan 2024-2034 in response to the Wastewater submissions; and

Stormwater

111. notes that a submitter requested an increase in stormwater operational and capital funding for Motueka justified by comparing the planned level of stormwater infrastructure spending between Motueka and Richmond based on their respective populations; and
112. agrees that no changes are recommended to planned stormwater budgets, as the majority of planned stormwater infrastructure projects are to enable growth and are funded primarily from Development Contributions, and the discrepancy in infrastructure projects by town is directly related to the level of anticipated future growth; and
113. agrees that a Masterplan for the Riwaka-Brooklyn-Stephens Bay-Kaiteriteri-Mārahau area of the District is not currently a Council priority and no changes to Tasman's 10 Year Plan 2024-2034 are recommended to accommodate one; and

Rivers

114. agrees that the Rivers Activity Management Plan will be revised to make it clear that gravel extraction remains in the "toolbox" of management measures that the Council uses; and

Waste Management and Minimisation

115. notes the comments raised by 16 submitters in relation to waste management and minimisation activities; and
116. notes that seven submitters requested the Council fund a households' food scraps kerbside collection service and that staff, alongside Nelson City Council, have committed to developing a detailed business case on the provision of a household food scraps collection service in the region; and
117. declines the requests to fund a kerbside collection service for households' food scraps and notes the outcomes from a detailed business case will inform future decision-making (and budget allocations) on methods to reduce household food scraps to landfill; and
118. notes that some disposal facilities for these materials are already provided though the Nelson Tasman Regional Landfill Business Unit and work is underway on a facility for contaminated soils; and
119. declines the request for new funding to be included in the Plan for alternative disposal facilities for soils and other clean fill materials; and
120. agrees that \$25,000 within the waste minimisation activity is reallocated to support investigation and to identify solutions for the diversion soils and clean fill; and
121. declines the request to provide \$100,000 additional grant funding to Weka Pecker Ltd, noting this is currently the total annual budget for waste minimisation grants; and
122. agrees that \$75,000 within the waste minimisation activity is reallocated to increase budgets for grants to \$175,000 per annum, enabling the Community Grants Subcommittee to consider and approve larger grant applications where they have clear waste minimisation benefits; and

Coastal Structures

123. notes that a request was made for the Council to recognise the Motueka Heritage Wharf in the Coastal Assets Activity Management Plan and help fund its restoration; and

Council Enterprises

124. notes that the Council agreed to use up to \$100,000 from the Motueka Harbour and Coastal Works Reserve Fund for the purpose of completing the Port Motueka Structure Plan (see Council report RCN24-05-6) which does not impact rates; and
125. declines the request from Wilsons Abel Tasman seeking funding support for a commercial haul-out ramp and maintenance facility located at Port Motueka, as the Structure Plan will inform future operations and further development; and
126. notes the funding request for a floating dock to assist launching on the western ramp in Port Tarakohe, and that design and feasibility work will be undertaken in the 2024/2025 financial year within existing budgets; and
127. declines the request from Forest and Bird to urgently review the Council's forestry plantation assets; and

Public Health and Safety

- 128. declines to provide additional funding to support community education for the implementation of the Dog Control Bylaw following its review; and**
- 129. declines to commit to developing a Smoke and Vape Free Outdoor Policy within the next three years; and**

Museums and Heritage

- 130. declines to provide funding to replace the roofing of the Motueka Museum building, as the Council intends to undertake this work in the current year; and**
- 131. notes the request from the Motueka District Museum Trust Board to use the Laura Ingram Kindergarten building, and that the future use of this building is subject to a review of the future of the old Motueka library; and**
- 132. agrees to increase funding to the Nelson Provincial Museum for the Archives, Research and Collections (ARC) Facility by \$1.5 million in the 2026/2027 year via a loan-funded grant and this would be subject to Nelson City Council making a similar contribution through its LTP 2024-2034; and the outcome of the Ministry of Culture and Heritage Funding application; and**
- 133. agrees to commence discussions with Manawhenua ki Mōhua and other parties regarding the future preservation and display of Anaweka Waka; and**
- 134. agrees not to commit funding to the Golden Bay Museum in the current Plan for display of the Anaweka Waka; and**
- 135. declines the request from the Waimea South Historical Society to fund a Heritage Officer role, but notes that any additional protection of historic buildings within the District can be addressed in a future review of the Tasman Resource Management Plan; and**

Māori Participation

- 136. notes that staff will name the region's iwi in full and add suitable reference to the Te Taihu Together Partnership Agreement in the Statement on Fostering Māori Participation; and**
- 137. agrees to focus on the Te Taihu Together Partnership Agreement as capacity constraints would affect the resources available for engaging in Mana Wakahono processes; and**
- 138. notes the Council will renew its efforts to engage with iwi early in the process to develop the LTP 2027-2037; and**
- 139. notes that staff will continue to liaise with Te Taihu o te Waka-ā-Māui Cultural Council to explore further means by which the Council can support the successful delivery of Te Matatini 2027; and**
- 140. notes staff will liaise with Motueka Mai Tawhiti to try to identify a suitable location for its waka-ama storage; and**
- 141. agrees not to provide financial assistance to the redevelopment of Te Āwhina marae in the LTP; and**
- 142. notes that staff will discuss co-investment opportunities with interested iwi, emphasising the Council's imperative for clear and transparent procurement of**

suppliers in line with Council policy and the need to ensure good value for ratepayers; and

Economic Development

- 143. confirms the proposed levels of funding for the Nelson Regional Development Agency (\$325,000 per annum), Tasman Bay Promotions Association (\$40,000 per annum), Golden Bay Promotions Association (\$30,000 per annum) and Nelson Tasman Business Trust (\$25,000 per annum) with annual inflationary adjustments in each case; and**
- 144. declines to provide funding through Tasman's 10-Year Plan 2024-2034 to Te Āwhina marae for economic development purposes; and**

Community Partnerships

- 145. declines to provide funding through Tasman's 10-Year Plan 2024-2034 for the following groups:**
 - 145.6 Te Taihu Regional Community Development Agency;**
 - 145.7 Motueka Youth Development Hub;**
 - 145.8 Nelson Tasman Multicultural Council**
 - 145.9 Whenua Iti; and**
- 146. notes that staff recommend the following organisations apply to the Community Grants funding pool:**
 - 146.10 Te Taihu Regional Community Development Agency**
 - 146.11 Motueka Youth Development Hub**
 - 146.12 Whenua Iti; and**
- 147. declines to increase the funding pool for Community Grants; and**
- 148. notes that staff are exploring options for restructuring the community grants process to allow for longer term security of funding; and**
- 149. declines to continue funding the position of the Welcoming Communities Officer beyond the three-year term which is funded by Immigration NZ; and**
- 150. notes the intention of staff to dedicate time to supporting the Multicultural Council in establishing a physical art hub; and**
- 151. declines to provide funding to support the Olivers Road pavement upgrade at Kohatu Park; and**
- 152. declines to increase the non-contestable funding allocation for Motueka Arts Council by \$17,099; and**

Other Matters Raised by Council Staff

- 153. agrees to fund \$690,000 in Year 1 towards funding the 2023/2024 projected deficits described in paragraph 45.3; and**
- 154. agrees to fund the 2023/2024 deficits over a 5-year period; and**
- 155. notes the post-consultation budget changes impact the LTP financials described in paragraphs 45.4 to 45.18; and**

- 156. agrees to the rescheduled capital programme as summarised in paragraphs 45.19-45.23 including Table 7 of this report; and**
- 157. agrees to the funding change in the DIP programme noting that the changes are timing in nature and do not change the forecast overall spend; and**
- 158. includes an intention to sell \$500,000 of surplus property in the 2024/2025 year in the LTP to offset debt; and**
- 159. agrees/declines to increase the salary lag by \$250,000 per annum; and**
- 160. agrees/declines to remove inflation from consultancy budgets in Year 1; and**
- 161. approves the changes to levels of service performance measures in Table 9 in paragraph 45.65; and**
- 162. notes the Audit New Zealand required accounting corrections and changes in paragraph 45.64 of this report; and**
- 163. notes the opportunity for funding from Kanoa to continue stopbank strengthening work along the Motueka and Brooklyn Rivers, as part of the “Before the Deluge 2.0” funding proposal developed by the River Managers Group; and**
- 164. approves the proposed additional capital budget in the Rivers Activity, in the amounts of, \$1.3 million in Year 2, and \$1.5 million in Year 3, as the Council’s contribution to the “Before the Deluge 2.0” funding from Kanoa, with commensurate minor reductions in River operational budgets to pay for the additional loan servicing costs over the first three years of the Long Term Plan; and**
- 165. notes that a full amended version of the Long Term Plan and supporting documentation will be prepared by staff ready to be adopted on 27 June 2024.**

4 Background / Horopaki

- 4.1 All councils are legally required to adopt a Long Term Plan and review it every three years. Tasman’s 10 Year Plan 2024-2034 (the Plan) sets out the Council’s activities, plans, budgets and policies and must be adopted before the beginning of the first year it relates to, having used a special consultative procedure to consult with the community. The Plan must be adopted before 1 July 2024.
- 4.2 The current Government has repealed the previous administration’s affordable waters reforms. This means that the Council remains responsible for managing the three waters networks. Tasman’s 10-Year Plan 2024-2034 Consultation Document and supporting information have been prepared on this basis.
- 4.3 Similarly, the Government has repealed the legislation intended to replace the Resource Management Act. Most resource management matters will now continue according to what was set out in the earlier legislation (the Resource Management Act), and the Council’s role will be largely unchanged, in the short term at least. We have provided resources to review the Tasman Resource Management Plan and its replacement in the Plan.
- 4.4 Over the past year, the Mayor, Councillors and staff have held several workshops and meetings to formulate the budgets and provide direction for each of the groups of activities that are proposed to be included in the final Plan. At the Council meeting on 13 December 2023, the Council agreed that the key issues for inclusion in the Plan’s consultation document are:

- financial sustainability;
 - provision of new community facilities;
 - transport; and
 - climate change and resilience.
- 4.5 The options for each of these key issues were discussed at a workshop with the Mayor and Councillors on 1 February 2024, along with several of the pieces of supporting information.
- 4.6 The Council adopted the Consultation Document, supporting information and policies for concurrent consultation at its meeting on 25 March 2024.
- 4.7 The Consultation Document included our proposal for rates revenue increases of 9.6% in 2024/2025 and 7.1% in 2025/2026 (excluding growth) before reducing to an average of 4.6% across the remaining years. Our proposal included a substantial increase in debt over the 10 years with a sizeable proportion of this debt being associated with providing the infrastructure for growth to be serviced through development contributions.
- 4.8 The supporting documents that were relied upon to prepare the Consultation Document include:
- Draft Financial Strategy;
 - Draft Infrastructure Strategy;
 - Draft Accounting Information (including Inflation Adjusted Accounts, Reserve Funds and Financial Benchmarks);
 - Draft Funding Impact Statement – rates (FIS) (including Rating Maps;
 - Draft Forecasting Assumptions;
 - Draft Council Activities Summaries;
 - Draft Activity Management Plans (AMPs);
 - Draft Statement on Fostering Māori Participation in Council Decision-Making through Ngā Iwi o Te Taihū/Council Partnership;
 - Draft Housing and Business Assessment (HBA);
 - Draft Tasman Growth Projections 2024-2054;
 - Vision and Community Outcomes; and
 - Treasury Risk Management Policy including Liability Management and Investment Policies.
- 4.9 The concurrent consultation documents were:
- Draft Revenue and Financing Policy;
 - Draft Rates Remissions Policy;
 - Draft Policy on Remission and Postponement of Rates on Māori Land;
 - Draft Development and Financial Contributions Policy;
 - Draft Community Facilities Funding Policy; and
 - Draft Tasman Climate Response Strategy and Action Plan.

- 4.10 The consultation process started on 28 March and finished on 28 April 2024. During this period a series of meetings were held with the District's community/resident associations and other organisations in Richmond. We undertook drop-in sessions in Motueka and Tākaka.
- 4.11 During the consultation period we received 1,048 written submissions, and at the hearing on 8 May 2024, the Council accepted 12 late submissions received by 30 April 2024. There were 131 submitters scheduled to be heard at the hearings on 8, 9 and 10 May 2024. Attachment 2 contains a brief analysis of the demographics reported by submitters.
- 4.12 Some submissions are the results of a petition or survey which represents the view of multiple individuals. These include Submission #32067 on behalf of the Nelson-Tasman Equestrian Access Network (130 horse riders), #33188 on behalf of 10 Wakefield residents, #33186 on behalf of 29 Tasman residents, and #32455 on behalf of 53 Tapawera residents.
- 4.13 The next step in the process is for the Council to deliberate on the various matters which require decisions to enable the final Plan to be prepared. When making decisions the Council needs to consider the reasonably practical options for achieving the objectives of the decision and to assess the options in terms of their advantages and disadvantages. The submission process helps the Council to identify the advantages and disadvantages and to understand the views of its community.
- 4.14 We received 1,060 submissions from individuals and groups within the community. In giving weight to submissions, they need to be considered within the context of the number of both ratable properties (circa 26,000) in the District and the size of the community (circa 60,000). Submitters may not necessarily be representative of the views of the wider community. The Mayor and Councillors need to consider the quality of the submissions received not just the quantity of submissions. The quality of the arguments put forward by submitters should influence the Council's decision-making process. Consultation under the Local Government Act 2002 is a qualitative exercise not a quantitative one (i.e. it is not a numbers game or a poll).

5 Analysis and Advice / Tātaritanga me ngā tohutohu

- 5.1 Staff have summarised the feedback received in submissions and provided advice in the subsequent sections. These sections cover the four Choices identified in the Consultation Document, the concurrent consultations and other activities and topics that submitters commented on.

6 Choice 1: Financial Sustainability

- 6.1 The Financial Sustainability choice focuses on finding a balance between the services we provide and the cost to the community. It also contemplated selling some assets to reduce the impact on rates.
- 6.2 Submitters were given three options:
- our preferred Option A: Continue to deliver the current levels of service, respond to climate change, and invest in community facilities;
 - alternative Option B: Reduce our services to the community; and
 - alternative Option C: Sell Council Assets.

6.3 The Council's preferred option (Option A) consisted of the full range of services and projects in the Plan. This was characterised in summary in the Consultation Document as follows:

- sustaining important services that enable the community to carry on with and enjoy daily life;
- maintaining infrastructure to prolong its useful life and renewing it when required;
- responding to climate change;
- providing for growth in the District's population;
- managing the environment;
- modernising our digital services; and
- investing in community facilities across the District.

6.4 Option B involved the reduction of services with options for libraries, economic development, community partnerships and parks maintenance.

6.5 Option C involved the sale of Council assets with the sale of Shares in Infrastructure Holdings Limited, property not required to deliver core services and/or some forestry.

Summary of results

6.6 A total of 836 submissions were received on Choice 1. Figure 1 shows the number of submitters who selected each of the options.

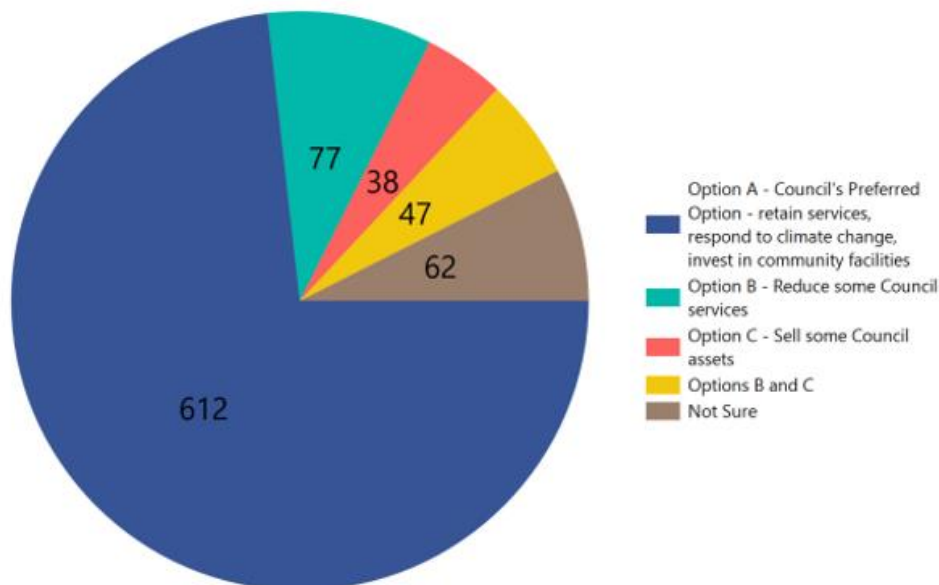


Figure 1: Responses to Choice 1: Financial Sustainability

6.7 A total of 124 submitters selected Option B (either on its own or with Option C). Figure 2 shows the number of submitters who selected Option B that answered yes for each service area.

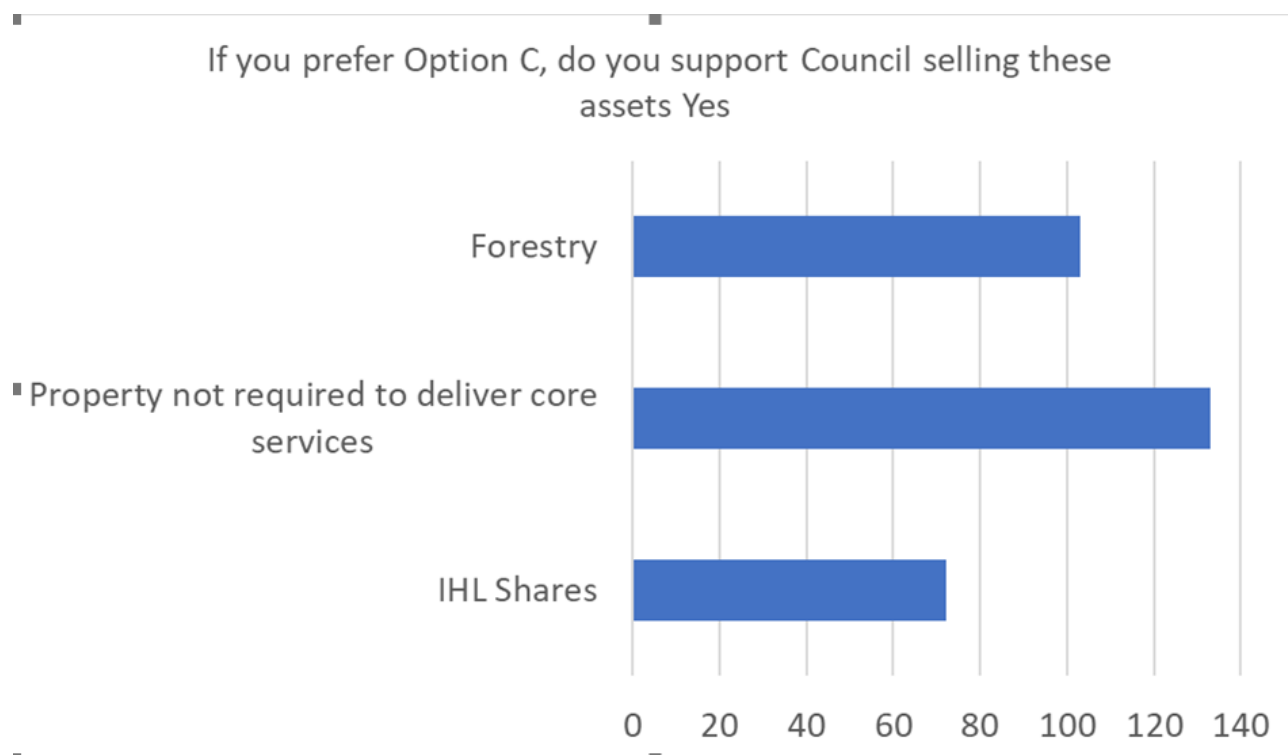


Figure 2: Submitters selecting Option B, preferences for services to be reduced

- 6.8 A total of 85 submitters specifically selected Option C (either on its own or with Option B) but note that more submitters indicated that we should sell some forestry and property. This signifies some inconsistency in the way submitters completed the submission form. For example, a small number of submitters selected Option A or B but also indicated support for selling specific assets. Figure 3 shows the number of submitters that answered yes the Council should sell for each type of assets.

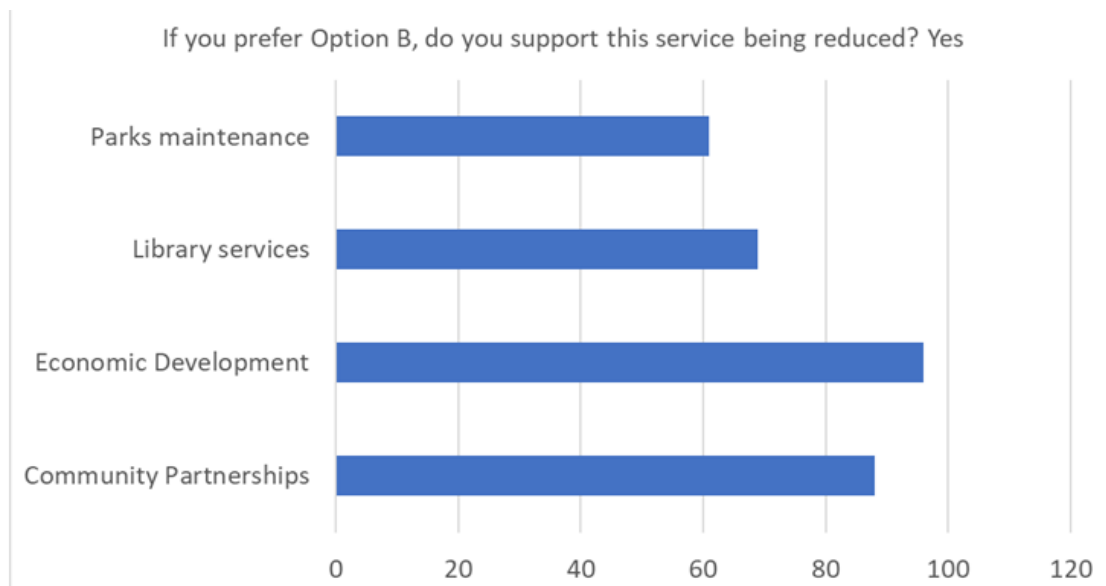


Figure 3: Submitters selecting Option C, preferences for assets to sell

Summary of submissions

- 6.9 Amongst the comments on the financial sustainability choice the following feedback was received:

- There were many comments in support of retaining library services and not reducing funding for them. Submitters shared the benefits they see for the District from the provision of libraries and the value they receive from the use of these facilities. There were very few submitters that made comments advocating for reducing expenditure and levels of service in libraries;
- There were also comments (in lower numbers than for libraries) in support of continuing to fund community partnerships, funding of economic development organisations and parks maintenance. Some submitters supported the continued provision of community services in general. Comments highlighted the benefits to them and to the District from these services;
- Those advocating for lower rates commented generally on rates being too high with several noting the current cost of living and the effect it is having, as well as highlighting that some ratepayers are on fixed incomes. Several submitters requested that the Council reduce staff, salaries, consultants and generally operate more efficiently. Many of these submitters also advocated that the Council focus on core services or needs over wants;
- Some submitters opposed the sale of assets seeing this as a short-term reactive option with long-term consequences. Losing control of assets was also cited as a reason not to sell assets. Some submitters' comments provided conditional support for selling assets if, for instance, they are surplus to requirements, not needed to retain Council control or if they don't return surpluses;
- Support for funding climate change action was noted by several submitters with a smaller number opposing expenditure for this purpose;
- Some submitters expressed their concern about the projected level of Council debt commenting that it is not financially sustainable, the level of future interest payments will limit the Council's ability to fund other things, and that there will be insufficient borrowing headroom for emergencies/unforeseen circumstances; and
- A number of submitters considered the proposed level of debt to be too high with several submitters commenting on the impact of higher debt on rates. Comments included that this level of debt is not financially sustainable, the level of future interest payments will limit the Council's ability to fund other things, and that there will be insufficient borrowing headroom for emergencies/unforeseen circumstances. These submitters advocated for the Council to concentrate on reducing debt. Some submitters that did not support the Council's preferred options for Choice 2: Responding to Climate Change or Choice 3: Investing in Community Facilities, indicated their concern about these initiatives increasing debt. A few submitters that supported the Council's preferred options indicated support for the use of debt for these purposes.

6.10 Given the responses from submitters with the majority being in support of the Council's proposal there isn't a compelling case to deviate from the Council's proposal, except to incorporate cost increases and any modifications necessary to reflect other decisions in the report.

7 Choice 2.1: Transport – Sealed Road Maintenance

7.1 In recent years the District's roads have deteriorated due to a decrease in investment for maintenance and renewals below what is needed to keep up with wear and tear. This is

seen through more and larger potholes, cracks, and rougher road surfaces. As road conditions deteriorate the Council is required to undertake reactive maintenance which is more costly than carrying out maintenance in a planned and systematic way.

7.2 Submitters had three options;

- our preferred Option A: to invest to maintain sealed road condition;
- alternative Option B: higher investment to improve sealed road condition; or
- alternative Option C: lower investment with deteriorating sealed road condition.

Summary of results

7.3 Figure 4 shows the number of submitters who selected each of the options, did not know, or did not select an option. The Council received a total of 757 submissions on this choice. One submitter was uncertain about funding impacts between the three options and so chose option B.

7.4 The largest majority (525) of submitters supported the Council's preferred option of increasing road maintenance budgets significantly. A number of submitters (147) would like to see a higher level of investment, whilst some (33) would like a lower level.

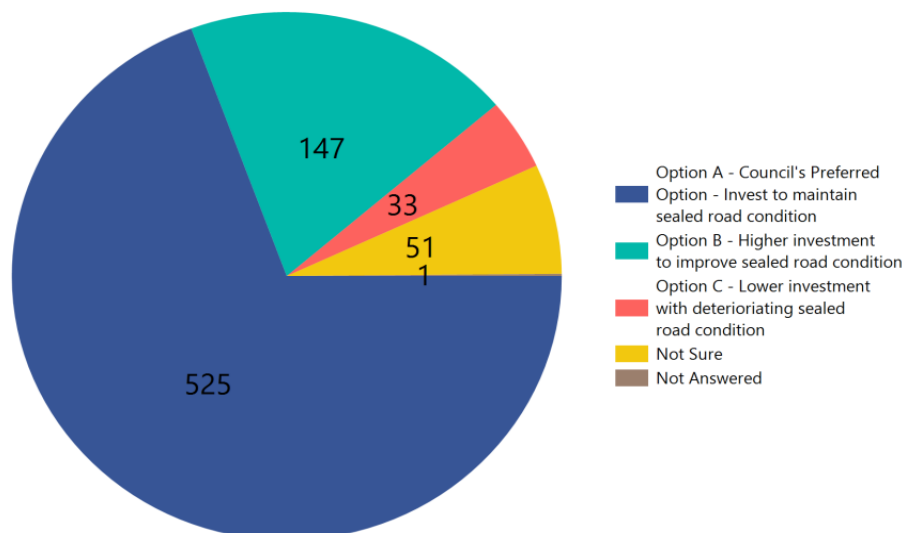


Figure 4: Summitter's responses to Choice 2.1: Sealed Road Maintenance

Summary of submissions

7.5 There were many comments noting support for current or increased sealed road maintenance. There was also a common comment questioning why resourcing for this was limited to sealed roads, noting the importance of rural and gravel roads in terms of emergency access and limited access in extreme weather events. There were also comments on the need to improve road conditions now, rather than paying more in the future.

7.6 A number of submissions commented on the high costs for traffic management during road maintenance work and driving better value for money from contractors. Common examples given related to the high number of road cones being used, appearance of contractors delivering poor quality work and not working efficiently, the repeated road maintenance works and carrying out works on lower priority areas. There are no specific

recommendations arising from these comments for deliberations as these matters are considered operational issues.

- 7.7 Some submitters felt using contractors from outside the District would be more cost effective, while others felt the Council should prioritise the use of local contractors. One submitter felt that the current economic climate would result in more competitive contractor bidding.
- 7.8 Impacts from climate change were noted in a number of ways including increased damage to roads through extreme weather events, and the rising cost for road repair materials, bitumen and tar. Similarly, several submitters felt different materials should be used, for example not using bitumen, asphalt or gravel when doing repairs. The damage and noise from gravel repairs was noted.
- 7.9 A common response from members of the Nelson Tasman Climate Forum recommended not using tar or bitumen, and that the Council advocate for increased National Land Transport funding.
- 7.10 Some comments related to speed management, speed limits and traffic calming, which are considered through other workstreams. Similarly, some submitters felt increased cycling and use of public transport would reduce the wear and tear of roads resulting in lower maintenance costs, and in addition contributing to positive health benefits. In contrast, other submitters felt funding for these areas was a waste of money and a 'nice to do' activity.
- 7.11 The general state of roads being poor, often congested, and unsafe was noted by some submitters along with concern about the number of potholes. Often safety concerns for cyclists and pedestrians were raised and the need to keep separation between roads and cycle paths was highlighted.
- 7.12 A number of submitters requested that gravel cycle paths be upgraded.
- 7.13 Submitters supporting investment at proposed or even higher levels often noted that investment now would minimise higher costs later. Some also noted balancing the need to invest now, alongside affordability to make such investments.
- 7.14 Many submitters noted the contribution from Central Government as being inadequate and that the Council should work with other local authorities to advocate for increased funds, especially through the National Land Transport Fund. Central Government funding was seen to be more appropriate as heavy traffic damage was believed to be the main contributor to the wear and tear on roads, and that those responsible were not the Tasman ratepayer road users. Heavy traffic impacts were also noted to include buses not fit for the roading by one submitter.
- 7.15 A small number of submitters also requested improvements at certain District locations, or in their immediate addresses. These are being followed up through service requests or by outlining the Council's established road maintenance plan with timing that covers the whole District.
- 7.16 Beautification of streets was noted by submitters with some advocating for more enhancements as a means of traffic control, whilst others saw these works as spending on areas of less importance. This was reflected in varying views on the Streets for People work programme.
- 7.17 There were several comments on the Hope Bypass. Some were strongly supportive whilst others were not. There were also comments on a Motueka Bypass, noting the significant growth in Motueka.

- 7.18 Civil Contractors New Zealand made a submission supporting the Council's preferred option.
- 7.19 The Nelson Regional Development Agency (NRDA) made a submission supporting the maintenance of a sealed roading network, noting the importance of regular transport routes for haulage companies. The NRDA also supported the Hope Bypass.
- 7.20 A submission from the Nelson Tasman Chamber of Commerce also supported Option A as did the Automobile Association which also supported the Hope Bypass. The Nelson and the Golden Bay Federated Farmers supported Option A but would like that to be extended beyond sealed roads.
- 7.21 One submitter noted the importance of road connections between Nelson and Tasman and proposed that the Council should negotiate with Nelson City Council to fund a third road linking the two areas.

Staff comments and recommendations

- 7.22 Staff recommend that Option A is adopted. This option:
- has substantial community support;
 - it will enable the general condition of sealed roads to not decline over time especially busier routes; and
 - will maintain the resilience of the road network.
- 7.23 It is anticipated that the New Zealand Transport Agency (NZTA) 51% financial assistance rate (FAR) will stay the same. Staff are expecting a decision on the level of funding the Council will receive from the National Land Transport Fund (NLTF) by mid-year. The Draft Government Policy Statement on Land Transport (GPS) has identified increased maintenance and resilience as a strategic priority as this will support economic growth and productivity. The draft GPS emphasises and supports a proactive, rather than a reactive, approach to road maintenance. This has resulted in specific budgets to be ring-fenced to fix potholes. Option A will significantly increase the budgets for the planned programme of road maintenance which will mean that any further substantial deterioration of sealed road conditions is avoided. This will be more cost-effective than reacting to urgent issues.
- 7.24 In response to issues raised about traffic management, this is determined by the current health and safety guidelines which the Council and its contractors are required to adhere to. The draft GPS has indicated that there will be a reduction in expenditure on temporary traffic management, while maintaining the safety of workers and road users. The Council awaits national regulation changes to enable this, which will generally be delivered through contractors assessing risks rather than following prescriptive practices.
- 7.25 Addressing comments relating to seal extensions, the Council has included a modest budget in the proposed Long Term Plan for developments. This budget is partially funded by development contributions and is intended to fund the Council's share of road improvements adjacent to new developments where the effects of any given development are not sufficient to warrant a developer completing road improvements themselves. On that basis and at present, the Council would only consider contributing to a seal extension if it was at least partly funded by developers and where it was the long-term least-cost option.
- 7.26 A number of submitters requested improving the condition of our existing gravel cycle paths but fiscal constraints at this time mean that staff do not recommend this.

8 Choice 2.2: Transport – Public Transport

8.1 For Choice 2.2, Public Transport, the community was asked if they support one of three options, noting all options are subject to NZTA funding:

- our preferred option A: maintain existing services (with minor network adjustments identified during the 12-month review) and expand Motueka and Wakefield services to weekends in 2026;
- alternative Option B: includes Option A, and in addition, would increase the frequency during peak hours on key Nelson-Richmond urban routes;
- alternative Option C: maintain existing services with no expansion of weekend services for Motueka and Wakefield, and no increased frequency for Nelson-Richmond routes.

8.2 Submitters could also respond “Not Sure” or leave blank and just make a comment.

Summary of results

8.3 There were 763 submissions received on this Choice. Figure 5 shows the number of submitters who selected each of the options, did not know or did not select an option. Just over half (52%) selected Option A, 18% selected Option B, and 20% selected Option C. The remainder were either not sure or made a comment without selecting one of the options.

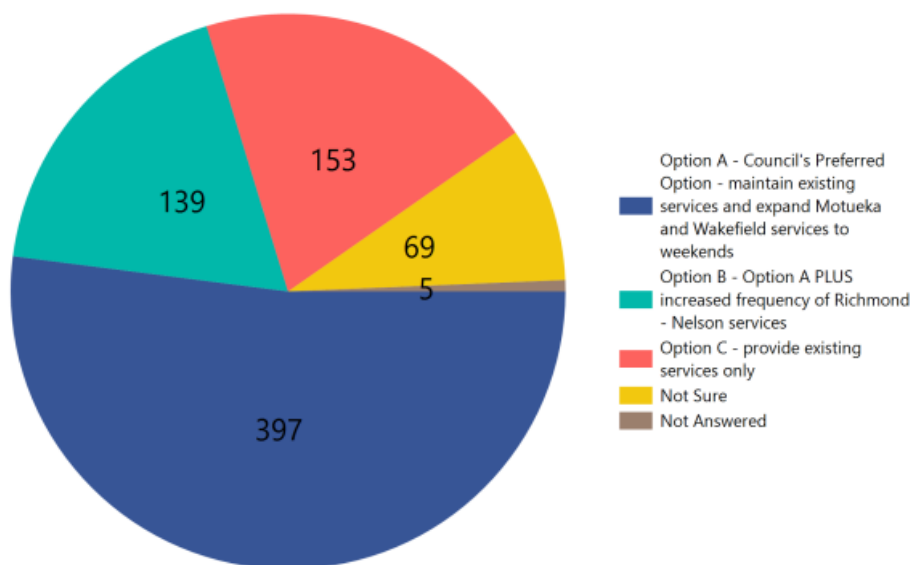


Figure 5: Submitters' responses to Choice 2.2: Public Transport

Summary of submissions

8.4 For submitters who supported Options A and B, the key themes in the feedback were:

- strong support for the existing services and weekend services;
- requests for more frequent services, including evening services;
- environmental and social benefits of public transport;
- the need for financial sustainability; and
- bus size and impact on roading infrastructure.

8.5 For submitters who supported Option C, existing services only, the main themes in their feedback were:

- more time needed to establish the new service before changes are made;
 - concerns about the cost-effectiveness of public transport services, especially in areas with low urban density;
 - bus size and their impact on roading infrastructure; and
 - concerns about lack of service in rural areas.
- 8.6 There were specific requests for public transport to be provided to parts of the District which are beyond the current network, including Tapawera, Murchison, Moutere, Riwaka, Kaiteriteri, and Golden Bay.
- 8.7 There were requests for continued funding to subsidise travel by bus from Golden Bay, and continued funding of the Nelson Tasman Community Transport Trust trial of services from Tapawera.
- 8.8 There were several requests for additional bus stops on the route between Motueka and Richmond.
- 8.9 There was also feedback on bus fares and suggestions for parking charges to incentivise, and potentially fund, public transport.
- 8.10 Several of the submitters asked for the increased frequency of services to be introduced sooner than 2029.

Joint Nelson-Tasman Regional Transport Committee (JNTRTC) Recommendations – Increased Public Transport Costs

- 8.11 In addition, the Joint Nelson-Tasman Regional Transport Committee (JNTRTC) met on 13 May 2024 and considered a report outlining public transport cost increases, risks and options for addressing these. Following consideration of the report, the JNTRTC resolved to recommend to each council that it:
- i. **approves a five percent (5%) fare increase on Bee Card fares effective 1 July 2024, subject to the same agreement by the other council;**
 - ii. **delegates authority for the Joint Nelson Tasman Regional Transport Committee to propose and determine fare increases up to inflation changes as reflected in Public Transport Contract Indices (allowing for rounding) in the future, subject to the same agreement by the other council; and**
 - iii. **approves the updated forecasted Public Transport Costs for the ten (10)-year period from July 2024, subject to the same agreement by the other council, for consideration through the Long Term Plan 2024-2034 deliberations.**
- 8.12 Resolutions i. and ii. are addressed in the report on fees and charges. Resolution iii. is discussed below.

Staff comments and recommendations

- 8.13 Staff recommend proceeding with Option A to maintain existing services (with minor network adjustments identified during the 12-month review) and expand the Motueka and Wakefield services to weekends in 2026. This is based on the strong support from submissions for Options A and B.
- 8.14 eBus patronage in the first three months of the year is double that of 2023 for the same period. March 2024 had the highest patronage ever with 91,687 journeys made across

Nelson and Tasman. The 12-month review of the new eBus service will take place in August 2024. All the feedback that has been received during the Plan process will be incorporated into that review. It is anticipated that this review will result in minor network adjustments. Further changes to the eBus service will be reflected in the 2027 Regional Public Transport Plan Review.

- 8.15 The review will consider the requests for more bus stops between Motueka and Richmond. However, the effect on journey time and safety issues for bus stops on a State Highway will also be considered.
- 8.16 The 13 May 2024 report to the JNTRTC outlined the introduction of impact of road user charges (RUC) to eBus Services from December 2026, likely cost increases associated with congestion delaying services and needing to account for driver rest breaks, and NZTA funding risk. The JNTRTC recommends factoring in the RUC costs, a contingency to account for the driver rest breaks, and additional revenue from fares into the final Plan. These will require additional budgets from 2024/2025. The revised budgets are outlined below.

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
Revised PT Income	\$370.4	\$377.4	\$406.1	\$414.3	\$422.4	\$475.2	\$483.8	\$492.5	\$500.9	\$509.5
Revised PT and Total Mobility Opex	\$2,185	\$2,270	\$2,962	\$3,122	\$3,124	\$3,142	\$3,198	\$3,187	\$3,222	\$3,277

2. Table 1: Revised public transport and total mobility budgets to meet Joint RTC recommendations (\$000)

- 8.17 The new budgets generate a net increase in costs (after inflation and after accounting for NZTA funding) of approximately \$18,100 in year 1, -\$67,500 (i.e. reduction) in year 2, \$130,000 in year 3, and an average of \$73,500 per annum for years 4-10.

			Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
Gross increase in budget required	\$36.2	- \$135	\$259.8	\$358.1	\$300.7	\$214.9			\$213.5	\$144.0	\$121.9	\$118.4
Net increase in budget required (after NZTA funding)	\$18.1	- \$67.5	\$130.0	\$179.0	\$150.3	\$107.4			\$106.8	\$72.0	\$61.0	\$52.2

3. Table 1A: Increase in public transport and total mobility budgets to meet Joint RTC recommendations (\$000)

- 8.18 Currently the Council receives 51% funding from NZTA for public transport. The current draft GPS has indicated that an increased public transport fare-box recovery and potentially greater contribution will be expected from local government. It is unclear at this stage whether the 51% NZTA funding will change but if it does, the Council may need to fund more of the public transport costs, and/or review the fare policy, and/or review the level of service.

- 8.19 The existing services proposed in the Plan include \$20,000 a year for the Nelson Tasman Community Transport Trust, including the Tapawera service trial, and \$5,000 a year to subsidise travel on the Golden Bay Coachlines service. Eliminating these would help offset the above cost increases, but staff do not recommend this at this stage. Instead, we recommend this be included in the review of public transport services proposed to start in August 2024.
- 8.20 The Council's funding constraints and an expectation of greater funding for public transport being required from the Council combine to make it difficult to justify adding to the list of proposed new services at the moment. Staff recommend that the request for a peak summer service to Kaiteriteri be declined. However, staff will help stakeholders to identify and if possible implement their own public transport options. For example, support could include parking or signage changes.
- 8.21 Staff note there have been some roading defects on sites damaged by buses, but the impact is minor in terms of the wider, long-term deterioration across the District's sealed road network, with increased investment proposed to address this, which is discussed above in Choice 2.1.
- 8.22 The issue of parking charges will be considered as part of the Richmond and Motueka Town Centre Parking Strategy when it is reviewed in two years. At present, the LTP has not assumed any revenue from parking charges.

9 Choice 2.3: Transport – Safety for Pedestrians and Cyclists
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- 9.1 During early engagement on the Plan, the Council heard that a barrier to walking and cycling for many people was how safe they felt on the roads. Cycleways, footpaths, and shared pathways all play a role in the safety of pedestrians and cyclists, as does the speed of vehicles on roads.
- 9.2 Submitters were asked to respond to three options:
- our preferred Option A: modest further investment in improvements to safety for pedestrians and cyclists;
 - alternative Option B: enhanced investment in improvements of safety for pedestrians and cyclists; or
 - alternative Option C: reduced investment in improvements to safety for pedestrians and cyclists.

Summary of results

- 9.3 Figure 6 shows the number of submitters who selected each of these options, did not know, or did not answer the question. The Council received 758 submissions on this choice. More than half (332) supported a modest further investment in safety improvements; and equal numbers (188) wanting to either enhance investment or reduce the investment. This likely reflects divided opinions in the community regarding road use by cyclists and pedestrians, or by vehicles.

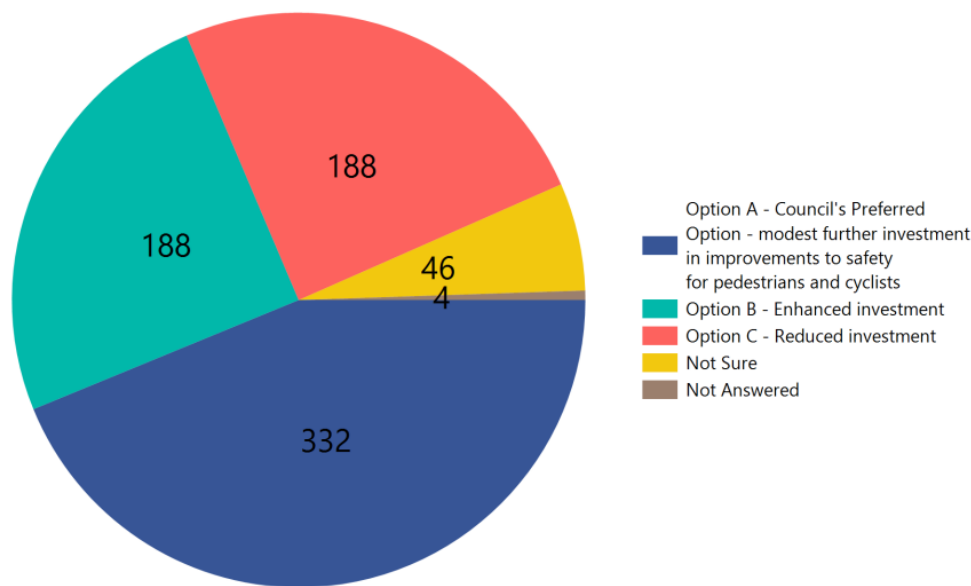


Figure 6: Submitters' Responses to Choice 2.3: Safety for Pedestrians and Cyclists

Summary of submissions

9.4 The most common themes were:

- expressing support for the proposed investment in walking and cycling infrastructure, whilst some expressed concern that the Council had not planned to do enough;
- submitters who supported walking/cycling and public transport often advocated for these modes of transport as a) a response to climate change; or b) for safety reasons;
- requests for construction of specific new sections of footpath and cycleway;
- requests to improve and/or maintain unsealed cycle paths;
- concern that investment in walking and cycling would be instead of other road activities such as maintenance;
- requests for more education of road users (cyclists, pedestrians or drivers); and
- commentary on the Streets for People and Transport Choices projects in terms of the rollout and installation. Many submitters supported the Streets for People and Transport Choices projects because they had made areas safer, especially around schools. Other submitters found the changes unwarranted or wanted to see parking reinstated in places.

9.5 Other less frequent matters include:

- support for Tasman's Great Taste Trail;
- requests for improved intersections for pedestrians and cyclists;
- requests that Streets for People projects are made permanent;
- people asking for current projects to be embedded before any new cycleways being installed; and
- requests for more e-bike and e-vehicle charging infrastructure.

- 9.6 A number of submitters have requested new or improved footpaths and cycleways in specific locations such as between Pōhara and Port Tarohe.
- 9.7 The Nelson Regional Development Agency (NRDA) made a submission which included support for Tasman's Great Taste Trail noting its estimated economic contribution. The value of the Hoult Valley Road to Wai-iti Domain section of the Trail was seen as the highest priority which should receive funding through Central Government partnership.
- 9.8 Some submitters have requested that speed reductions are used as a way of making streets safer for pedestrians and cyclists in lieu of cycleways. Speed reductions sit outside of the Plan process and will be assessed through the Speed Management Plan process currently underway.
- 9.9 Other submitters mentioned changes to car parking either regarding the level of parking and/or charging. This will be reviewed in the next two years as part of the review of the Richmond and Motueka Town Centre Parking Strategy.
- 9.10 There have been requests for a travel planner to be employed by the Council to work with schools and businesses on school and work travel plans. Staff support this in principle, but funding constraints mean that it is not recommended at this stage.

Staff comments and recommendations

- 9.11 Staff consider that current debt pressures make it very difficult to advance any additional capital work without affecting the forecast net debt.
- 9.12 The Council has previously been able to access NZTA and central government funding to bring forward walking and cycling improvement projects, however, this funding for future projects is unlikely. This would mean the Council would need to fund more of the cost for such projects through rates and borrowing.
- 9.13 The draft GPS has indicated lower walking and cycling budgets. It is anticipated that the Council will receive NZTA funding towards the costs of providing the walking and cycling projects in our Preferred Option A. If NZTA funding is not provided at the expected level, then the Council will need to defer some projects and complete these over a longer period.
- 9.14 The Council maintains a list of potential footpath and cycleway projects. This list is prioritised using factors including number and type of potential users, and other safety issues in the existing road environment. A number of the specific requests from submissions are likely to be a low priority and are therefore unlikely to be completed within the next 10 years at the proposed funding levels.
- 9.15 Central government investment between 2021 and 2024 through the Streets for People and Transport Choices projects resulted in a range of safety improvements being made in Motueka, Māpua and Richmond. Raised crossings and cycleways in the townships have been welcomed by the school community and many local residents however, the removal of parking in certain areas has been of concern to others. The Plan's feedback relating to these projects will be given to the Streets for People project team to help inform the project-related decision making processes.

Transport – other

- 9.16 Fifty-four submitters made other comments related to Transport, many of which also related to the key Transport Choices.
- 9.17 The general themes of the feedback included;

- opportunity for shared pathways and carpooling, which are activities the Council now has limited funds for due to central government funding changes;
- the proposed Hope Bypass, with comments for and against;
- merger of local councils which is a matter outside of this Plan process;
- horse riders access and their safety on roading which also sits outside of the Plan process;
- specific location road improvement requests which are being followed up directly by staff although additional funding is not recommended within the Plan;
- consenting questions at specific locations which staff are following up on directly with the parties involved; and
- various road and street enhancement suggestions, often in relation to specific Streets for People projects. This feedback will be collated and given to the Streets for People team and considered outside of the Plan process.

Horse riding

- 9.18 There were a number of suggestions in relation to horse riding and access to trails. These covered roads, Council-owned forestry areas, and reserves. One of the submissions represented 130 individuals.
- 9.19 Submitters wanted more shared pathways for horse riders and cyclists, noting that previous trails they had used were now dedicated cycle trails. It was noted that Tasman's Great Taste Trail does not allow for horse riding but horse riding is permitted on all roads.
- 9.20 The Nelson Riding Club submission asked for improved horse trails through plantation forests and sought alternative road material for forestry roading.
- 9.21 Submitters requested the Council to consider horse riders and horse-riding access in all planning and maintenance works.

Staff advice

- 9.22 Staff have considered the additional transport and horse-riding related comments and do not consider any changes to the proposed Plan need to be made. Staff plan to work with interest groups on potential options to address concerns outside of the Plan process.
- 9.23 The Hope Bypass is a NZTA project. The Council will work with NZTA staff on the various project stages to ensure that the bypass will meet the needs of our local communities in terms of safety and connectivity.
- 9.24 The Council received a few requests from different townships requesting further street scaping. The Council understands the importance of this; however, staff do not recommend this due to financial constraints.

<h2>10 Choice 3: Responding to Climate Change</h2>

- 10.1 Submitters had two options relating to Choice 3 – Climate change and resilience:
- Preferred Option A – affordable level of investment spread over the next 10 years; and
 - Option B – higher level of investment.

Summary of results

10.2 Figure 7 shows the number and percentage of submitters who selected either option, preferred neither option, were not sure, or did not answer. The Council received a total of 764 submissions on this choice. Almost half (46%) supported Option A and approximately one third (31%) supported Option B. Around 16% supported neither option, and 7% were not sure.

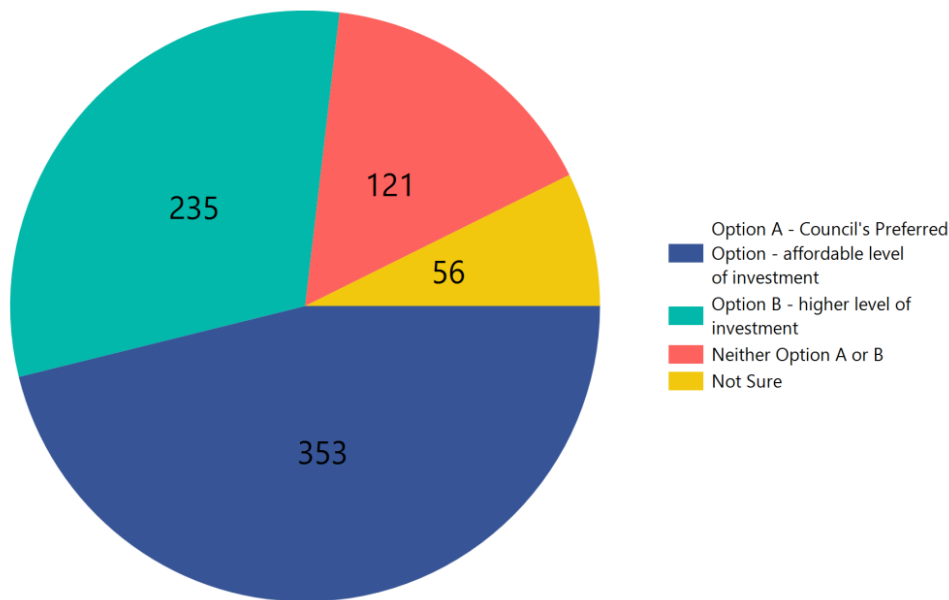


Figure 7: Submitters' Responses to Choice 3: Responding to Climate Change

Summary of submissions

10.3 Of the 764 submissions on the Council's proposed climate change response, 244 submitters made specific comments about climate change, covering a wide range of subtopics. Key themes are listed below and discussed in more detail under the associated headings.

- how much the Council is investing in its response to climate change, with submitters engaging on a range of matters, including:
 - their preference for Option A, Option B or an alternative investment scenario;
 - specific requests for additional funding; or
 - wanting no investment in this area.
- various adaptation initiatives;
- various mitigation initiatives; and
- a range of leadership initiatives.

10.4 Views about the planned investment in the Council's overall climate response ranged from disappointment, to adequate, through to excessive.

10.5 The majority of submitters indicated that the Council's planned investment is about right (i.e. most submitters who support Option A), while many feel that the Council should be doing more (i.e. those who support Option B). However, several of the latter submitters don't feel that the Council is investing enough in this area and advocate that the Council should invest even more than the \$5.7 million over 10 years proposed by Option B.

10.6 Some submitters want the investment in climate response to take priority over other Council expenditure.

- 10.7 A number of submitters indicated that they do not believe in the science and/or feel more research is needed or opposed any investment in responding to climate change.
- 10.8 Some submitters were unsure about the affordability or would prefer the Council spends less or the minimum possible.
- 10.9 Note that, while many submitters commented on public and active transport initiatives under Choice 3, detailed staff commentary on these issues is covered under the 'Choice 2' and 'Other Transportation' sections of this report.

Feedback from submitters selecting Option A

- 10.10 Almost half (46%) of submitters who responded to Choice 3 supported Option A. Of these 353 submitters, 55 made further comments; the remaining 298 simply indicated Option A was their preference.
- 10.11 Submitters who selected Option A expressed a range of perspectives on climate change, resilience, and investment priorities. Some emphasise the moral obligation to reduce greenhouse gas emissions but question the impact of local efforts on a global scale, suggesting a focus on resilience over reduction. Others stress the need for a balanced approach to climate issues, considering both immediate costs and long-term impacts, while advocating for tangible, practical investments rather than abstract concepts.
- 10.12 There are calls for clear planning and action from both central and local government to address climate change, including measures to mitigate extreme weather events and support self-sufficiency in energy, water, and food production. Concerns are raised about the potential consequences of development in high-risk areas and the need for proactive measures to protect vulnerable communities.
- 10.13 Proposals include investing in renewable energy sources like wind and hydroelectric power, enhancing flood management through ponding areas, and promoting sustainable building practices such as incorporating water tanks into new homes. Additionally, there are calls for greater community involvement, support for climate-related initiatives, and prioritisation of public safety and accessibility in infrastructure planning.
- 10.14 Overall, the submissions highlight the complexity of addressing climate change at the local level and underscore the importance of prudent, effective investment strategies that consider both environmental and social factors.

Feedback from submitters selecting Option B

- 10.15 Just over one third (35%) of submitters who responded to Choice 3 supported Option B. Of these 235 submitters, 111 made further comments (mainly urging the Council to do/invest more); the remaining 124 simply indicated Option B was their preference.
- 10.16 Submitters highlighted the urgent need for proactive measures to combat climate change (e.g. more frequent extreme weather events and rising sea levels) and bolster the region's resilience.
- 10.17 A recurrent theme is the call for the Council to assume a leadership role in climate action. This entails not only reducing greenhouse gas emissions but also providing additional funding for community initiatives like the Warmer Healthier Homes insulation programme. Submitters called for climate considerations to be central in all decision-making processes, from infrastructure projects to transportation plans.
- 10.18 Critiques are raised regarding the current inadequacy of measures, particularly in the maintenance of waterways and the lack of managed retreat in flood-prone areas. Long-term

vision and investment are needed; proactive action now will reduce future costs. Submitters' requests for additional projects range from implementing coastal protection measures to advocating for renewable energy initiatives like solar power. Other suggestions focus on halting development in flood-prone regions, introducing rainwater harvesting systems in new builds, and investing in public transport and cycle lanes to curb carbon emissions.

10.19 Submitters who selected Option B also advocated for broader community engagement and education on climate change, such as incentivising sustainable practices in agriculture, promoting green technology adoption, and supporting community-led initiatives.

Collaboration with local organisations, including iwi/Māori and environmental groups are necessary for holistic climate resilience strategies. Overall, these submitters advocate for bold and comprehensive approaches to address climate change and foster resilience in Tasman District, bolstered by collaborative action and public involvement.

10.20 Many submitters feel that Option B doesn't go far enough. They urge the Council to do more and invest more in the response to climate change. They view Option A as too weak.

10.21 Others indicated their support for specific initiatives within Option B only (e.g. providing funding to the Warmer Healthier Homes insulation programme), but still felt more investment was needed than proposed by Option A.

Feedback from submitters selecting neither option or not sure

10.22 Of the remaining submitters who responded to Choice 3, 121 (16%) supported neither option and 56 (7%) weren't sure: 55 of the former and 14 of the latter made additional comments.

10.23 These submitters present a range of perspectives on climate change and proposed strategies for addressing it, reflecting a diversity of opinions within the community. While some express scepticism and opposition towards climate change initiatives, labelling them as wasteful or politically motivated, others emphasise the importance of community involvement and adaptation measures.

10.24 Some submissions question the necessity of transitioning to electric vehicles and installing charging stations, suggesting that these initiatives should be left to power companies and pursued only if they result in cost savings. Concerns are also raised about the effectiveness of recycling efforts and the environmental impact of certain materials, with calls for more sustainable practices such as reducing plastic use.

10.25 Additionally, there are calls to prioritise stormwater management and infrastructure resilience over climate change initiatives, with frustration expressed over perceived overemphasis on climate change in policy-making. Some submissions advocate for a re-evaluation of priorities, urging a focus on tangible community needs rather than speculative climate change initiatives.

10.26 However, amidst differing viewpoints, there are also suggestions for collaborative efforts to build community resilience and address climate challenges. These include proposals for establishing a national climate centre and exploring nature-based solutions for forestry operations. Overall, the submissions underscore the importance of evidence-based decision-making, community engagement, and a balanced approach to addressing climate change concerns.

Specific funding requests

10.27 The Warmer Healthier Homes Te Tau Ihu Charitable Trust (WHH) requests that the Council continues to support their insulation programme (WHH Project) in three ways:

- ongoing financial support of \$20,000 per annum for years 1-3 (\$60,000 total);

- continue to provide access to key Council staff who are assisting with promoting the programme across the Tasman region; and
- including funding for the WHH Project in preferred Option A, Choice 3: Climate Change and Resilience.

10.28 The Council has previously funded WHH \$24,000 per annum to the period ending 30 June 2021 with a further \$20,000 per annum over a three-year term ending 30 June 2024. Over the life of their programme, the Council's funding along with other funding partners has assisted with the insulation of 810 homes in the Tasman region at a current average cost to the Council of \$308 per home. Energy Efficiency & Conversation Authority (EECA) data states there are at least 1,494 eligible homes in the Tasman region that the WHH project can support. Several submitters indicated their support for this funding request, including EECA and Te Whatu Ora. The WHH Project leverages funding from central government, with EECA providing funding at a ratio of 8:2 or 9:1 (depending on location within the District) through third party funders such as the Council.

10.29 The Businesses for Climate Action Trust (BCA) supports Option B and requests funding contributions to support them in their 'Mission Zero' work, specifically: \$20,000 in Year 1, \$15,000 in Year 2 and \$10,000 pa for Years 3 "and beyond". Targeting small businesses, the Mission Zero initiative aims to reduce greenhouse gas emissions and foster sustainability practices, aligning with national climate goals and regulatory obligations. Recent projects include the 'Countdown to Zero' Emission Reduction programme and collaborations yielding tangible outcomes like the 'Strawlines' low-carbon construction project.

10.30 The Nelson Tasman Climate Forum (Forum) supports Option B, and advocates for an even higher level of investment in climate change. The Forum suggests that the Council employs a fulltime staff member in the area of transport mode shift (dedicated to working with schools and businesses on School and Work Travel Plans) and requests a contribution to the funding of the Forum's work. The latter funding would be used by the Forum on a range of activities across Tasman District such as public events, outreach, and education around climate change and the Take the Jump climate action movement. Specifically, they request \$41,880 plus 2% inflation per annum to support one part-time Forum employee position and associated project and communication costs. The Forum's submission emphasises the importance of community resilience, engagement, and collaboration in tackling climate change. Several other submitters, including Te Whatu Ora, Forest and Bird and Businesses for Climate Action, also supported this specific funding request or asked that at least some funding be allocated to the Forum.

10.31 This funding would enable the Forum to contribute to all four outcomes of the Tasman Response Strategy and Action Plan by:

- supporting the Council in educating and communicating community climate issues;
- acting as a bridge between decision-makers in Nelson Tasman and the broader community;
- maintaining a strong strategy focus on behaviour change, using social marketing methods and a positive message for climate action;
- focusing on active travel and use of public transport services, cycleways and walkways;
- advocating at the national level for aligned climate actions; and

- working to build resilient communities which are better able to adapt to change.

- 10.32 Wakatū Incorporation and the Whakarewa Trust-NRAIT would like to see a Climatorium developed in Te Taihū/Motueka, and request Council support and set funding aside for this project (no amount specified). The Climatorium would be a national climate centre for Aotearoa and a community asset. Wakatū Inc suggest that the Council funnel climate change and resilience projects through the Climatorium. This will bring several benefits, a multiplier effect of funding through collaboration, access to national and international funding to contribute the project workstreams, increased employment opportunities in the community and attracting green economy investment into the area.
- 10.33 When speaking to their submission, Wakatū Incorporation suggested that the Council work together with Nelson City Council to investigate how both councils may combine resources under the umbrella of the Climatorium initiative, to obtain multiplier effects (e.g. enhancing our collective opportunity to secure additional funding from substantial international sources).
- 10.34 Te Āwhina Marae (TAM) asks that the new Motueka Wastewater Treatment Plant facility is brought forward to 2025, and requests support for TAM's role in emergency events and assistance with increasing TAM's solar capacity. TAM also support the Climatorium initiative.
- 10.35 The Waimea Inlet Forum (submitter 33002) requested that the Council allocates adequate funding to implement the Waimea Inlet Strategy and Action Plan 2023-2026, including funding to cover the currently unfunded actions that the Council is leading or supporting (highlighted in yellow in the attachment to their submission).
- 10.36 In addition to the specific funding requests outlined above, a large number of submitters on Choice 3 requested that the Council do more and/or invest more in its climate change response, with financial implications ranging from staff time only through to several millions of dollars. Most of these requests related to adaptation, mitigation or leadership initiatives.
- 10.37 For example, Te Rūnanga o Ngāti Kuia requests less investment in mitigation and more resourcing of adaptation initiatives (a common theme expressed by many other submitters), particularly those that "support Kaitiakitanga with resources, partnerships, and collaboration to enable our community to flourish." They would like to see funding allocated to initiatives such as:
- geospatial mapping and planning to visualise current and future climate risks, vulnerabilities and opportunities for whānau;
 - improving stormwater drainage to respond effectively to storm events;
 - investigating pathways and support towards potential relocation of homes and activities away from at-risk areas;
 - expanding tree planting and wetland restoration efforts; and
 - supporting land use change that upholds regenerative management practices.
- 10.38 Similarly, Motueka Mai Tawhiti (submitter 33107) advocate for investing in local initiatives involving iwi/Māori that engage Māori in research where they are empowered to take the lead in building resilience for climate change through the reintroduction of traditional sustainable practices, and where this can guide the Council as to the best approach.
- 10.39 Wakatū Incorporation also note that there is significant emphasis (by a factor of 10) on mitigation measures rather than adaption measures. Wakatū is of the view that only by acting together as a community will it be possible to build the resilience required to protect

and enhance the population. They advocate for more investment in adaptation and for the Council's support and participation in the Climatorium initiative and focus mitigation actions aimed at converting Council-owned forestry operations on non-pine species to develop a timber resource that is sustainable and has lower lifetime negative environmental impacts.

- 10.40 The Restoring Nature and Storing Carbon Group of the Nelson Tasman Climate Forum supports Option B, but urges the Council invest even more in its climate response. They feel that budgeting \$27.2 million over 10 years for adaptation and mitigation actions (i.e. the amount remaining once the \$42 million allocated to public and active transport is subtracted), is insufficient: "...we believe this is a woefully inadequate budget for the greatest risk faced by Council and the community and urge Council to significantly increase it." This group provided several ideas for additional investment in the Council's climate response in their submission, but no specific funding amounts were suggested.
- 10.41 Several submitters note that many of the actions in the draft Tasman Climate Response Strategy and Action Plan currently have \$0 allocated against them. Submitter 32561 advocates that these will need to be funded as the projects grow and recommends that indicative budgets are allocated for Year 5 and Year 10 - on top of staff time. This would demonstrate that, while these actions do not cost ratepayers now, there is action coming.
- 10.42 Many submitters requested the Council either prohibit organic waste disposal to landfill or invest in diverting organic/food waste from landfill.
- 10.43 Submitter 32402 (HeapsMOREnergy-nz) advocates that the Council donate solar energy credits to help reduce energy poverty.
- 10.44 Submitter 32990 supports the development of funding for climate and environmental initiatives by the Council and requests that a collaborative funding model with Nelson City Council be established to ensure that Top of the South environmental initiatives are coordinated effectively and efficiently.

Staff comments and recommendations

Warmer Healthier Homes

- 10.45 Staff support the funding request from Warmer Healthier Homes (WHH) Trust for \$60,000 as it directly contributes to one of the actions within the Council's Tasman Climate Action Plan, air quality and community wellbeing outcomes. Funding from the Council would allow funding at a ratio of 8:2 or 9:1 (depending on location within the District), enabling on average 70 qualifying homes per year in Tasman District to be insulated (based on \$20,000 third-party funding). Staff recommend that the Council grants the Trust \$20,000 pa in Years 1 to 3.

'Mission Zero' work of Businesses for Climate Action (BCA)

- 10.46 Staff support the 'Mission Zero' work of BCA in principle and note that they are providing very useful assistance to small businesses across Te Taihū in measuring and reducing their carbon footprint. Nelson City Council has provided funding to this group in previous years, which many businesses located within Tasman District have benefited from. Due to the overall financial restraints the Council is facing, staff recommend that the group applies for a community grant.

Nelson Tasman Climate Forum

- 10.47 Staff strongly support the work of the Forum. Both staff members and elected member representatives have been active members of the Forum's Leadership Group for several years now. The Forum has produced a long list of tangible outputs over these years, many

of which contribute towards the goals and outcomes of the Tasman Climate Action Plan (see their submission for further details).

- 10.48 Funding of the Forum is a discretionary item and additional to the Council's preferred Option A investment in climate change initiatives. Due to the overall financial restraints the Council is facing, staff suggest this request for a funding contribution towards a Forum staff member be declined. Community grants will not be suitable for the proposed purpose, as the current Community Grants Policy doesn't cover salaries and wages.

Climatorium

- 10.49 The Climatorium concept would enhance the opportunity for the Council to tap into international funding sources for research and innovation to develop new solutions to address the challenges of climate change and drive a more competitive, sustainable, and resilient economy in the District and wider Te Taihū region. Potential funding sources that the Council could access via the Climatorium initiative include Horizon Europe – the European Union's key funding programme for research and innovation with a budget of €95.5 billion. The submitters have not specified a funding amount associated with this request, but at least, staff recommend providing staff time and governance support towards this initiative.
- 10.50 There is an option of carrying forward ~\$30,000 unspent from the 2023/24 climate change budget as a potential financial contribution from the Council towards the Climatorium initiative, to enable us to leverage/harness funding from significant international sources. The \$30,000 would contribute to funding the services of a European-based consultant to prepare a grant application for Horizon Europe. If secured, this grant would target activities such as reducing greenhouse gas emissions from energy and transport, renewable energy, energy efficiency, smart grid development, sustainable buildings, community resilience, low-carbon tech, and accessible mobility solutions for a greener future. By engaging the expertise of a seasoned grant writer, the application will be adeptly structured and articulated, ensuring its effectiveness in securing the necessary funding and supporting the Climatorium concept.

Motueka Wastewater Treatment Plant (WWTP) project

- 10.51 Te Āwhina Marae request that the project to develop a new facility to replace the Motueka WWTP (to be relocated to an inland site) is brought forward to 2025. The Council has already started working on this significant and expensive infrastructure project, with funding allocated for the various stages of the project – spread across the 10 years of the Plan. Staff advise there are sufficient funds allocated in Years 1, 2 and 3 to undertake the initial investigation phases of the Motueka WWTP project. However, it is neither feasible nor affordable to deliver the project in the next three years as requested.

Request to allocate funding to the Waimea Inlet Action Plan's 2023-2026 unfunded actions

- 10.52 There are nine unfunded actions that the Council is leading or supporting, only one of which is costed (\$5,000 to assess the full range of effects from climate change and land subsidence on the Inlet). This cost, and some of the other adaptation actions could be incorporated into the overall adaptation work programme of the Council, which has an existing budget. Staff have not budgeted for some of the more aspirational actions, such as altering causeways to achieve flushing, or environmental monitoring surveys, as these were not considered to be 'must-do' activities during the Plan budget preparation.

Solar energy credits

10.53 Submitter 32402 advocates that the Council donate solar energy credits to help reduce energy poverty. The Council currently has three sites producing solar energy. Of those only one, Motueka Library, is producing exported solar energy in any meaningful quantity. In the calendar year 2023 we exported ~100,000 kWh from the library, roughly 1.5% of the Council's total electricity use or the equivalent annual consumption of approximately 12 households. At the moment we use the credit that we get for the exported electricity to reduce the electricity bills paid by libraries, this amounts to about \$12,000.

10.54 What the submitter is suggesting certainly has merit. It would also mean that library electricity bills will go up by \$12,000. It comes down to a question of whether the Council wants to help the most disadvantaged in the community or reduce (albeit by a very small amount) the rate burden of the general ratepayer. Either seems like a good option. However, on balance, staff have not recommended donating the credits.

10.55 From a solar project perspective those credits can help make up part of the justification of installing solar photovoltaics, with export credits helping to fund part of the project. For the new Motueka Library, because the install was funded by a grant from the lottery commission, this was not the case.

Recommendations relating to various other requests for the Council to do/invest more

10.56 The Tasman Climate Response Strategy and Action Plan is designed to be a living document. Staff recommend that these other suggestions put forward by submitters are further analysed for potential inclusion in an updated version of the document. The financial implications can then be worked through in further detail and consideration given to including them in future Annual Plan or the Plan budgets. Due to existing financial constraints, staff do not recommend that additional funding is allocated to the suggested initiatives for the Plan 2024-2034 (except for \$60,000 for Warmer Healthier Homes, \$30,000 for Climatorium and \$12,000 to help reduce energy poverty). Staff remind the Council that no funding has been allocated to any of the leadership or information actions in the Action Plan, meaning implementation of all these actions is reliant on staff time alone.

11 Choice 4: Investing in Community Facilities

11.1 Submitters were asked to respond to our proposal of funding the following community facilities:

- Waimea South Community Facilities (in Wakefield and Brightwater);
- Motueka Swimming Pool;
- Tapawera Community Hub; and
- Murchison Sport, Recreation and Cultural Centre – Stage 2.

11.2 Submitters had three options:

- our preferred Option A: Invest in new and improved community facilities;
- alternative Option B: Invest in some of the new and improved facilities but not others; and
- alternative Option C: Don't invest in any of these community facilities; and
- not sure.

Summary of results

- 11.3 Figure 8 shows the number and percentage of submitters who selected each of the options. The Council received a total of 824 submissions on this choice. More than half (52.4%) selected Option A, 35.4% selected Option B and 7.7% selected Option C. The remainder were not sure.

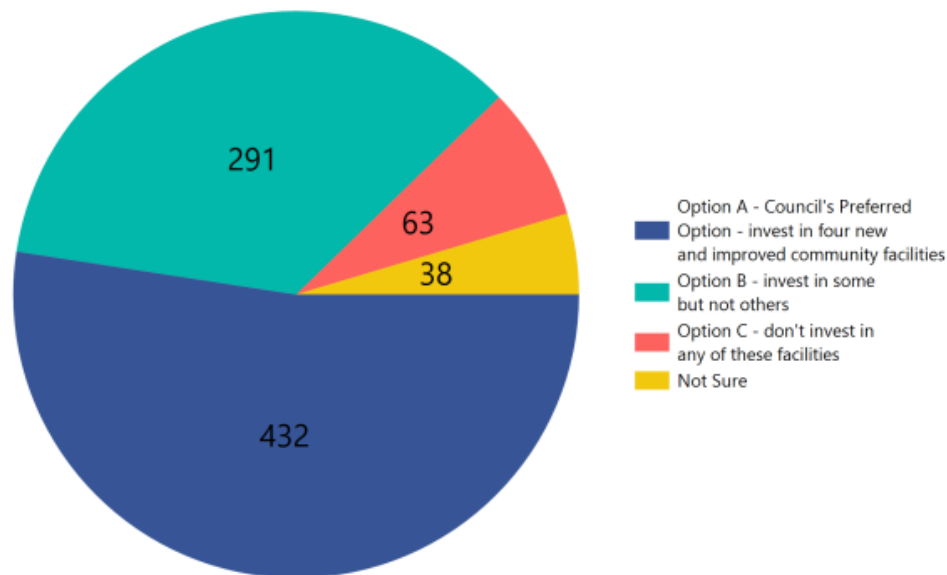


Figure 8: Submitters' Responses to Choice 4: Investing in Community Facilities.

- 11.4 Submitters were asked, if they preferred Option B, do they want the Council to fund each of the facilities. For each facility submitters were given three options: Yes, No and Neither or Do not prefer Option B.
- 11.5 One hundred and thirty (130) submitters selected Yes for Waimea South Community Facilities, 270 selected Yes for Motueka Swimming Pool, 134 selected Yes for Tapawera Community Hub, and 113 selected Yes for Murchison Sport, Recreation and Cultural Centre – Stage 2 (see Figure 9). There was also a community petition in support of the Waimea South Community Facilities with 10 signatures. It is noted that it was possible to select an answer to this question without answering whether the submitter supported Option A, B, or C. It was also possible to select Options A or C and still answer this question.

Number of submitters that selected Option B who wanted to fund each facility

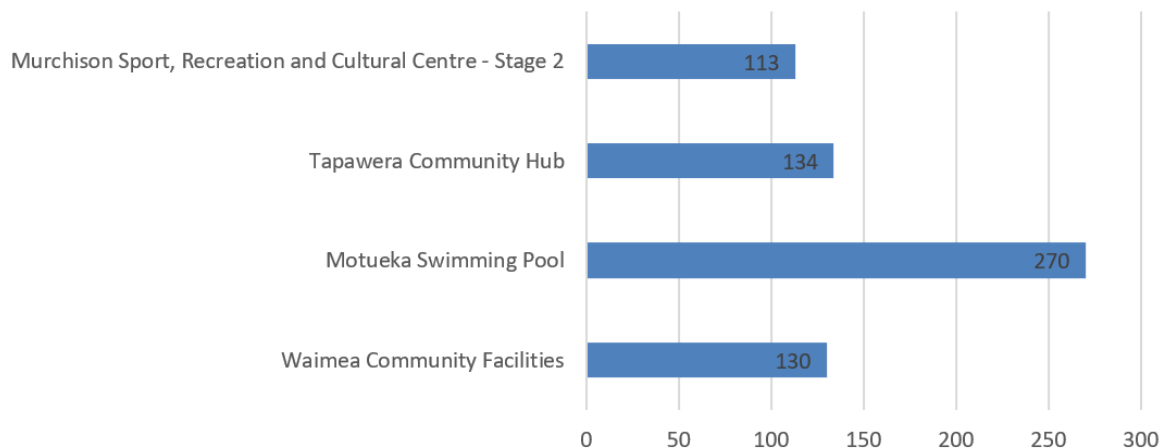


Figure 9: Submitters' selecting Option B, Preferences for Community Facilities to Fund

11.6 Figure 10 shows the location that submitters were from, alongside how they responded to whether each of the facilities should be funded. In general, submitters were more likely to be supportive of a facility if it was in close proximity to where they lived.

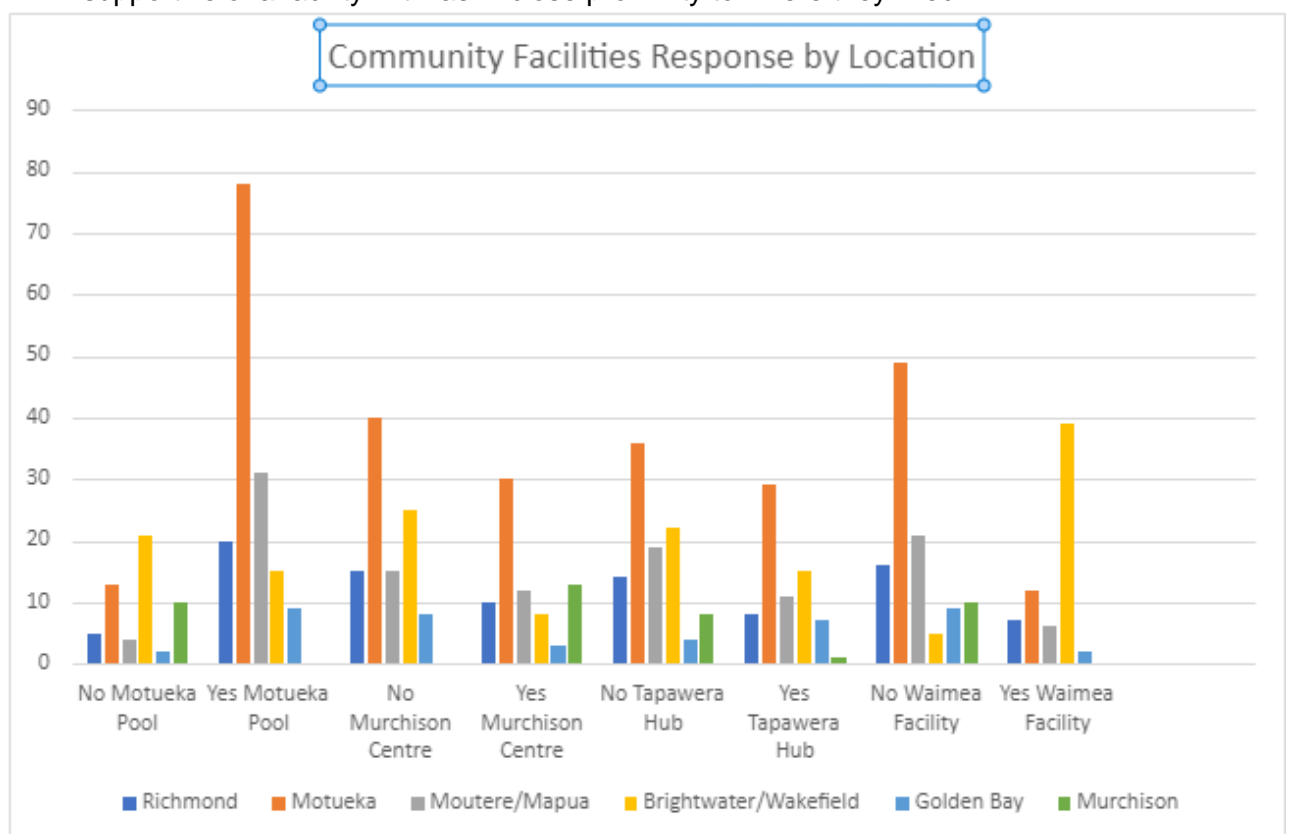


Figure 10: Community facilities Response by Location

Summary of submissions

General themes

11.7 While most feedback was supportive of the community facilities, there were also concerns over who should bear the cost of new and upgraded facilities. Some submitters suggested a "user pays" model or targeted rates to the areas that would benefit the most, while others suggested that this was not the right time to be investing in 'nice-to-haves'. Proper costing,

including maintenance and depreciation, is seen as crucial to avoid vanity projects and maintain fiscal responsibility.

- 11.8 Investments in community facilities should be subject to evaluation to ensure they deliver expected wellbeing outcomes. The Council should have mechanisms to monitor and communicate the status and effects of these projects to uphold accountability to ratepayers and prevent budget overruns.
- 11.9 Community facilities were valued for promoting social cohesion, personal wellbeing, and community resilience. It was asserted that these spaces foster a sense of belonging, support mental health, and serve as safe zones during emergencies, contributing to overall community strength. Some submitters felt that facilities should be designed and equipped to serve the community during emergency response.
- 11.10 Submitters considered that facilities should be distributed across the District. This equitable approach would reduce travel time and emissions, promote accessibility, and address historical underinvestment in rural and underserved areas.
- 11.11 Community facilities were particularly valued by submitters advocating for those with a disability. Design was recommended to be accessible for all residents to provide equitable outcomes.
- 11.12 Future-proofing facilities with sustainable design principles, such as solar energy, rainwater capture, and high insulation standards, was emphasised. Planning must consider environmental impacts like sea-level rise, flood zones, and carbon footprint. Embedding carbon impact assessment in facility design was suggested to reduce overall environmental footprint.
- 11.13 Successful community facilities should involve local communities and stakeholders in planning and design to meet diverse needs, including youth, the elderly and people with disabilities. Partnerships with Iwi entities, schools and other community groups were encouraged to improve success and reduce the Council's reliance on debt. A collaborative approach would foster a sense of ownership and increase community resilience.
- 11.14 Feedback highlights the need to maintain and upgrade existing facilities, such as the Richmond Aquatic Centre, while planning new ones. Proper maintenance would ensure longevity and prevents current infrastructure from falling into disrepair, offering continuity of services.

Waimea South Community Facilities

- 11.15 There were differing views amongst submitters about constructing a new community hub in Wakefield versus renovating existing facilities. Some community members support new construction due to safety and growth, while others advocate for cost-effective refurbishment.
- 11.16 Wakefield's existing hall is considered unsafe due to seismic risks, creating an urgent need for a new community hub. This urgency is compounded by Wakefield's rapid growth and the introduction of intermediate education at the local school.
- 11.17 Brightwater Hall is described as ageing, tired, and overdue for upgrades. It has had minimal maintenance since its construction in the 1970s, leading to issues like leaking roofs, poor heating, and outdated toilets. Suggestions for improvement include double glazing, modern heat supply like heat pumps, renovated toilets, and fixing the leaking roof.
- 11.18 Improved facilities could lead to increased rental and community use.

- 11.19 Local theatre groups, sports teams, and other recreational activities could benefit from a new hub with modern facilities. This would support their ongoing work and provide additional opportunities for the community.
- 11.20 There are concerns about fair representation and the potential for conflict between Wakefield and Brightwater. A balanced approach to investment is necessary to serve both communities and avoid adverse impacts on existing facilities. Suggestions include ensuring that the two facilities compliment, rather than replicate each other.
- 11.21 The proposed community facilities could offer a safe and engaging space for youth, fostering development through sports, arts, and socialisation. This might help retain families in the area and reduce the need for travel.
- 11.22 The long-term sustainability of the project is a concern, with ongoing maintenance and operational expenses to consider. Suggestions include exploring alternative funding sources and ensuring a balanced approach to budgeting.
- 11.23 The Wanderers Sports Club requests updated changing facilities to accommodate its large membership, including female athletes. The current conditions are described as unsuitable.
- 11.24 Suggested upgrades include gender-neutral changing rooms and more private showers.

Motueka Swimming Pool

- 11.25 The Motueka Swimming Pool project has been discussed for decades, with the community expressing frustration at prolonged delays. Given the extensive waiting time and community expectations, many believe the Council should prioritise this project.
- 11.26 Residents highlight the inconvenience and environmental impact of travelling to Richmond for swimming. A local pool in Motueka would reduce travel time and costs, while also decreasing carbon emissions associated with long commutes.
- 11.27 The pool is seen as crucial for community health, providing a safe space for exercise, rehabilitation, and water safety education. It would benefit people recovering from injuries, those with disabilities, and older adults needing non-weight-bearing exercise.
- 11.28 A local pool would enable children to learn to swim, reducing the risk of drowning in nearby rivers and beaches. This facility would also support schools in offering swimming lessons, eliminating the need for extensive travel.
- 11.29 A swimming pool would offer a year-round recreational facility, contributing to social interaction, community cohesion, and emotional well-being. It could also serve as a venue for competitive swimming events and other community activities.
- 11.30 A new swimming pool could attract visitors to Motueka, benefiting local retailers and boosting the local economy. It could also become a hub for various sports and activities, encouraging greater community participation.
- 11.31 The community has shown considerable commitment through fundraising and support for the Motueka Swimming Pool project. Given this community-driven effort, many believe the Council should stay on track with the project and adhere to promised timelines.
- 11.32 To ensure the success of the swimming pool project, there are calls for collaboration with local schools, sports clubs, and other community stakeholders. Engaging these groups can help maximise the pool's impact and use while fostering community ownership and pride.

Tapawera Community Hub

- 11.33 Tapawera's high level of economic deprivation makes it difficult for residents to afford transportation to other towns. A community hub in Tapawera would centralise services and support, reducing the need for costly travel.
- 11.34 Several submitters discuss the strong support behind the project, viewing it as a vital investment in community well-being. They add that collaboration with the Department of Internal Affairs (DIA) could provide additional funding opportunities, making the project more feasible. However, some residents question the necessity of the hub, suggesting existing facilities could be repurposed or refurbished instead of building a new structure. Based on the seismic assessment the current Community Centre is earthquake prone with a less than 20% earthquake rating. Staff consider that the building would require significant renovations, including earthquake strengthening and new kitchen and toilets. The feasibility study identified that even with renovations, the building would not meet the community requirements for a modern fit for purpose community hub.
- 11.35 The proposed hub would serve as a central meeting place, promoting community resilience and providing a space for social interaction, events, and support services. This would help reduce isolation and foster a stronger sense of community.
- 11.36 The hub is seen as an opportunity to engage younger residents, providing a safe space for youth-oriented activities, and promoting intergenerational connections. This would help tap into the needs of the growing number of young families in the area.
- 11.37 A community hub could have positive economic effects, attracting service providers and creating rental opportunities for local businesses. It would also provide a venue for community events, supporting social cohesion and well-being.
- 11.38 Concerns were raised by some submitters that the support that the Tapawera Hub has garnered is not representative of the entire community, and that opponents have not had a fair opportunity to express their views¹.

Murchison Sport, Recreation and Cultural Centre – Stage 2

- 11.39 Murchison is experiencing significant growth, with a school roll increase of 60%² over the last five years. This has led to increased demand for additional recreational and sporting facilities, indicating a need for expansion to accommodate current and future needs.
- 11.40 The expansion would benefit community health by providing youth and residents with more opportunities for physical activities. This could promote lifelong healthy habits and physical literacy, contributing to the overall wellbeing of the community. The proposed extension would help reduce rural isolation by creating a space for community connections and support. This would be especially important for mental health, providing a hub where people can gather and build a sense of belonging.
- 11.41 The new facilities would cater to a wider range of users, offering opportunities for both group-based and individual activities. A gym and squash courts would allow individuals to exercise independently, while other spaces could support group activities and community events.
- 11.42 There is widespread community support for Stage 2 of the Murchison Sports, Recreation, and Cultural Centre. Local groups like Murchison Area School, Murchison Netball Club, and

¹ See submission numbers 32726, 32690, 32455

² See submission 32739

Murchison Swimming Club are enthusiastic about the benefits of expansion and its potential to boost the town's growth.

- 11.43 The proposed expansion would attract a broader spectrum of activities and interests, creating a more inclusive and versatile community hub. This could support new user groups and offer a flexible space for a variety of functions and events.
- 11.44 Given the current demand, feedback suggests that the timeline for Stage 2 should be brought forward to 2025 or 2026 to meet the growing community's needs. The community is confident in its ability to fundraise and contribute to the project, emphasising that earlier completion would be more beneficial.
- 11.45 Some feedback expresses concern about the cost and necessity of the proposed expansion, suggesting that current facilities may be adequate. These concerns highlight the need for due diligence and a thorough assessment of the investment's long-term sustainability.

Staff comments and recommendations

- 11.46 Given that 87.74% of submitters support at least one of the community facilities, with a majority supporting the development of all community facilities, staff recommend proceeding with our preferred Option A.
- 11.47 If these facilities are not included in the Plan, the community risks losing additional funding sources that are contingent on securing Council funding first.
- 11.48 Sustainable design principles, whilst desirable in new buildings, are likely to only be included in a limited capacity where budget allows, as these can incur significant initial upfront costs. Staff can explore opportunities for sourcing funding for implementing a greater level of sustainable design externally, however there are no current guarantees that this could be secured. Worth noting are recent changes to the Building Code which will drive better thermal performance on all new buildings. Staff can work with power suppliers like Network Tasman Limited and local industries (i.e. timber product manufacturers) to identify whether sustainable sources of electricity and locally produced materials can be used.
- 11.49 As noted in our Age-Friendly Policy (Council buildings, facilities, transportation networks and services are accessible and inclusive for all members of the community), it is the Council's intention that the community facilities will be constructed to cater to a diverse range of users. This will be considered at the design stage.
- 11.50 The facilities would support mental and physical wellbeing, social cohesion, and resilience. The benefits the facilities would provide are consistent with the purpose of local government in that they promote the social and cultural wellbeing of communities in the present and future.
- 11.51 Staff consider the suggested user pays model to not be a feasible option for the facilities. User pays systems can create financial barriers that limit access to community facilities, disproportionately affecting low-income residents and underrepresented groups. This approach risks undermining the equitable distribution of resources and community engagement, as it may discourage broad public participation in district-wide activities. Additionally, relying on user fees can lead to unstable revenue streams, making it challenging to maintain and improve these critical public amenities over time.
- 11.52 Advancing the Murchison Sport, Recreation and Cultural Centre – Stage 2 development, moving to 2025/2026 is desirable. However, a feasibility study with more robust cost estimates has not yet been carried out for the Murchison Sport, Recreation and Cultural

Centre. This should be considered as the next vital part of the process. It is important to note that a feasibility study would require a sufficient budget commitment prior to 2025/2026.

12 Community Facilities Funding Policy

- 12.1 The draft Community Facilities Funding Policy was a concurrent consultation to the Plan Consultation Document. The draft Policy proposed a change to the level of contribution the Council requires from community fundraising for the development and renewal of community facilities.
- 12.2 The policy proposed changing the proportion of the project cost to be contributed from community fundraising to decrease slightly from 30% to 30% of the first \$3 million of project costs and 20% for the remainder of the project cost.
- 12.3 The proposed Policy also better-defined what types of community facilities it applies to and codified the types of facilities to be funded through the District Facilities Rate and the Shared Facility Rate.
- 12.4 We received 119 submissions on the Community Facilities Funding Policy. Forty-three submitters specifically commented to support the proposed policy. Most noted their support for the proposed Policy with little rationale for that support articulated. For those that provided a rationale most noted the reduction of pressure it puts on communities to raise funds given the cost of living and the general busyness of everyday life. The potential for the change to speed up the development of community facilities was also noted.
- 12.5 Fourteen submitters opposed the proposed Policy. Some of these submitters preferred that the Council retain the existing funding proportions, with others stating that the Council should not invest in community facilities currently due to the impact on rates and debt.
- 12.6 Twenty submitters took the opportunity to advocate that the Council should fund one facility or another.
- 12.7 Two submitters including Te Āwhina Marae advocated for marae to be brought within the range of facilities covered by the Policy. One submitter suggested that Kohatu Park should be within the range of facilities covered by the Policy.
- 12.8 Staff consider that the suggestions to include marae and Kohatu Park within the scope of the Policy may be motivated by a belief that by doing so the likelihood of the Council funding these facilities will be enhanced. However, including them within the scope of the Policy would also give a strong indication of the level of funding support the Council might provide to these facilities. Currently, the proposed Policy applies to a relatively narrow range of facilities: pools and recreation centres; sports facilities; community halls and community centres; grandstands; artificial turfs and surfaces; and art and cultural facilities. During the development of the Policy, the Council considered a wider range of facilities (although that list did not explicitly include marae or motorsport facilities) but staff understood the Council's preference was to narrow the range of defined facilities.
- 12.9 Marae could be considered 'cultural facilities' and therefore already within the scope of the proposed Policy. If this is considered to be the case, then it would probably be helpful to say this explicitly – 'art and cultural facilities (including marae)'. In several respects marae are similar in function to other cultural facilities like community halls and community centres. Marae also provide some other functions, some of which can be considered contributing to the public good, such as use as welfare centres in Civil Defence emergencies. Staff suggest that the Council consider the inclusion of marae within the scope of the Policy.

12.10 Motorsports facilities are considerably different than the range of facilities covered by the scope of the proposed Policy. Staff recommend that they are not added to the Policy scope. Not being included within the scope of the Policy does not mean that the Council cannot consider them for funding support. The Policy is not intended to limit the range of facilities the Council can choose to fund. However, it would mean the Council could consider whether and how much to fund this type of facility on a case by case basis.

12.11 Staff suggest that additional wording should be included in the final Policy to make it more explicit that the Council will make decisions from time to time about which facilities to fund, independent of whether community fundraising has already commenced. This is intended to make it clear that the Council is not agreeing through the Policy to fund every community facility that can provide the required level of community fundraising.

12.12 Subject to these minor changes staff recommend confirming the proposed Policy.

13 Revenue and Finance Policy – including Funding Impact Statement and Rating Maps (including rivers X & Y and UAGC)

13.1 The Council received 92 submissions on the Revenue and Financing Policy. Submitters were not asked to select an option as to whether they agreed or disagreed with the proposal. Staff have interpreted submitters comments to determine that:

- approximately 45% of submitters comments suggest having concerns with financial sustainability, including debt;
- approximately 9% of submitters expressed no opinion;
- approximately 10% of submitters agreed with some aspects of the proposed changes but not the full proposal;
- approximately 25% of submitters mention rates, including the UAGC, river rates and the Waimea Community Dam; and
- the remaining 11% mention services, growth, or have general comments.

Changing the UAGC to be 15% of general rates

13.2 Eight submissions directly commented on the UAGC. Five agreed with the change, and would support it being higher, one supported the change “with reservations”, while three did not support the change as it impacts low value properties more, with one submitter wanting the UAGC abolished.

Change to River X and Y rates

13.3 Seventeen submissions commented directly on the change to River X and Y rates from a land value to capital value calculation.

13.4 Three submissions supported the change to capital value, though one submission noted that this move was supported “with some reservations”. Five submissions did not support the change to capital value. The remaining submissions did not directly address the change to capital value.

Other rates

13.5 Two submissions mention river management, including gravel extraction.

Rating area maps

13.6 Four submissions have concerns about the Waimea Dam – Zone of Benefit rating map.

- 13.7 In preparing the LTP we proposed amendments to the rating areas for the following targeted rates: stormwater Urban Drainage Areas (UDAs), Refuse Recycling, River X & Y and Richmond CBD. We wrote directly to ratepayers who were materially affected by these changes.
- 13.8 Five submissions suggested that their properties, or parts of the properties, should not be included within River Y rated areas: three mentioned proximity to the river as the reason to be excluded, while two mentioned height above the river as the reason to be excluded. Staff note that height above the river and location on the flood plain were addressed in the rating map so opinions on the proposed rating area changes remain unchanged.
- 13.9 One ratepayer contacted staff directly and queried the extension of the Refuse Recycling Rating Area at the end of Horton Road, Tasman. This query highlighted a practical difficulty of servicing this area and staff are recommending that this area is not added to the rating area (Attachment 1). Other than this, we are recommending that that changes to the rating area go ahead as originally proposed.

Other matters

- 13.10 The common themes in the Revenue and Financing Policy submissions regarding financial sustainability are general affordability, being financially prudent, levels of debt, spending money wisely and the current cost of living impacting the ability to pay. These are themes that were also prevalent in comments about Choice One: Financial Sustainability and about the Financial Strategy.
- 13.11 Staff and the Council have discussed the above issues at length during the Plan process and will consider this in a wider context as part of the deliberations.

Staff comments and recommendations

- 13.12 There are no recommended changes to the proposed Policy, other than cancelling the proposed addition of properties from 146 to 207 Horton Road into the Refuse Recycling Rating Area. Submitters comments expressed opinion and, other than the Horton Road example, did not provide new information that would cause staff to reconsider their initial advice on the proposed Policy.

14 Development and Financial Contributions Policy

Summary of submissions

- 14.1 The draft Development and Financial Contributions Policy was a concurrent consultation to the Plan Consultation Document. In addition to the increase in the charges, there were three main changes proposed to the Policy:
- Including a change to criteria for small homes discounts;
 - An application process and criteria for determining which non-residential developments are eligible for a special assessment; and
 - Remissions for some types of development on specific categories of Māori land.
- 14.2 The Policy was also updated with new project schedules and maps, to reflect the 30-year infrastructure growth capital costs.
- 14.3 The Council received 77 submission comments on the draft Policy. Of these, 24 submitters expressed general support for the draft Policy, with some noting the principles of user-pays

and equity. Eight submitters expressed specific support for the change to the criteria for the small home discount.

- 14.4 The change to provide remissions for some development on specific categories of Māori land was supported by eight submitters and opposed by eight submitters. Submissions from Ngāti Tama ki Te Waipounamu Trust, Te Ātiawa o te Waka-a-Māui Trust, and Wakatū Incorporation suggested changes to the wording for the proposed remissions for some types of developments on Māori land. Ngāti Tama ki Te Waipounamu Trust and Te Ātiawa o te Waka-a-Māui Trust also suggested that Ka Uruora Housing Trust and Ka Uruora Kainga Ltd be included in the Policy's list of Community Housing Providers to qualify for remissions for development contributions.
- 14.5 Te Hapori Hauora - Mōhua Community Land Trust & Mōhua Ventures Ltd also suggested they should qualify for remissions.
- 14.6 Ten submitters expressed concern or opposition to the increase in development contribution charges, with three submitters requesting that these be delayed or phased in.
- 14.7 Seven submitters suggested higher development contribution charges for greenfield development and lower charges for brownfield or intensification development.
- 14.8 Summerset Group Holdings Ltd suggested a lower assessment rate for retirement village units and aged care rooms, for the calculation of development contributions. Their submission was supported by the Retirement Villages Association New Zealand.
- 14.9 Wakefield Village Developments also suggested changes to the stormwater map for Wakefield.

Staff Comments and Recommendations

Removal of dwelling size criteria for small homes assessments

- 14.10 Given the general support for the Policy and the specific support for this proposed change, staff recommend proceeding with this change.

Introducing criteria for determining which non-residential developments are eligible for a special assessment

- 14.11 Given the general support for the Policy and lack of comment or opposition to this proposed change, staff recommend proceeding with this change.

Remissions for not-for-profit social, cultural, ora, or educational centre developments and for papakāinga on specific categories of Māori land

- 14.12 While there were even numbers in support of, and opposed to, this change, the wording was proposed to meet a legislative requirement under the Local Government Act 2001 and the Te Ture Whenua Māori Act 1993.
- 14.13 Positive action is required by the Council towards assisting in achieving the desired outcome of the Te Ture Whenua Māori Act, namely to facilitate development and use of land owned by Māori for the benefit of its owners, their whanau, and their hapu.
- 14.14 Staff note the proposed change from Wakatū Incorporation to amend the wording to remove reference to developments on urupā or wāhi tapu sites. This will be circulated to Iwi before a recommendation can be made at the deliberations meeting.
- 14.15 Ngāti Tama ki Te Waipounamu Trust and Te Ātiawa o te Waka-a-Māui Trust suggested remissions be allowed for general land owned by Post Settlement Governance Entities,

with Te Ātiawa o te Waka-a-Māui Trust specifying the developments should still need to meet the social and cultural criteria set out in the Policy.

- 14.16 Staff have not yet quantified the amount of developable land owned by the Post Settlement Governance Entities, including the Iwi Trusts. However, this does not include land owned by Wakatū Incorporation or Whakarewa Trust (Ngāti Rārua Ātiawa Iwi Trust). There is potential for Iwi Trusts to purchase more land which means the potential level of development and the amount of remissions is difficult to quantify.
- 14.17 Staff suggest a 50% remission be considered for papākainga housing only on land returned under Treaty settlement and wholly owned by the mandated iwi authority, where that housing is primarily for the benefit of owners, their whanau or hapū/iwi members. Staff suggest there should also be an additional condition that the land for papākainga should stay in collective ownership by the mandated iwi authority. This wording will also be circulated to Iwi before a recommendation can be made at the deliberations meeting.
- 14.18 The draft Policy gives the Council discretion to decide if an application meets the criteria or not and specifies the remission does not apply to such land used for commercial, industrial, or retail developments or to residential developments which are not papakāinga.

Remissions for other Housing Providers

- 14.19 A review of a sample of other councils' Development Contributions Policies shows that only a minority of councils give remissions to community housing providers. Councils that provide remissions require them to be registered with the Community Housing Regulatory Authority (CHRA), and three of these councils funded the remissions from a rate funded budget to ensure transparency. Registration as a CHRA provides assurance about the governance, management, financial viability, tenancy management, and asset management of community housing providers.
- 14.20 The Policy currently lists seven specific housing providers who may be granted a remission, as well as including any community housing provider registered with the CHRA.
- 14.21 Staff recommend that any additional housing providers wanting a remission should first register with the CHRA. They will then become entitled to a remission under the Policy and the Council can have more confidence that the long term community housing outcomes sought be providing remissions will be realised.
- 14.22 Staff recommend no change is made to the current wording in the Policy for remissions for Community Housing Providers.
- 14.23 Staff will monitor the level of community housings remissions granted and report back to the Council as part of the next review. A review of the funding of these remissions may be needed if the cost to development contributions revenue is material.

Phasing in of increased development contributions charges

- 14.24 The new development contributions charges will come into effect on 1 July 2024 and will apply to any consent applications submitted from that date. Any consents submitted between 1 July 2021 and 30 June 2024 will be assessed using the inflation-adjusted charges from the Policy for 2021-2031.
- 14.25 The District has experienced a decline in residential development in the last 12 months, following an unprecedented level of growth in recent years. It is difficult to quantify the potential effect of higher development contributions charges on the future rate of residential development. However, it is likely to have some effect on the price of housing.

- 14.26 The table below shows the total Development Contributions charges for each catchment since 2018, and District-wide in 2012 and 2015, in both nominal and housing cost inflation-adjusted amounts. Although, Waimea charges have increased nominally over time, they had decreased in real terms between 2012 and 2021 (when adjusted for housing inflation to Quarter 4, 2023, using the Reserve Bank inflation calculator). However, the proposed charge for 2024 is higher, in real terms, than previous years. Motueka and Golden Bay charges have also decreased over time, with the proposed charge for 2024 being lower in real terms than in 2012 and 2015, as shown in Table 2 below.

Development Contributions Policy	Waimea	Motueka	Golden Bay	Waimea	Motueka	Golden Bay
	4. Nominal			5. Inflation-adjusted		
2012-2022	6. \$20,757			7. \$46,584		
2015-2025	8. \$24,922			9. \$42,131		
2018-2028	\$27,013	\$25,010	\$15,638	\$37,426	\$34,660	\$21,672
2021-2031	\$31,556	\$16,366	\$10,362	\$29,453	\$15,275	\$9,671
2024-2034 (draft)	\$56,524	\$38,192	\$42,097	\$56,524	\$38,192	\$42,097

Table 2: Development Contribution Charges 2012-2034

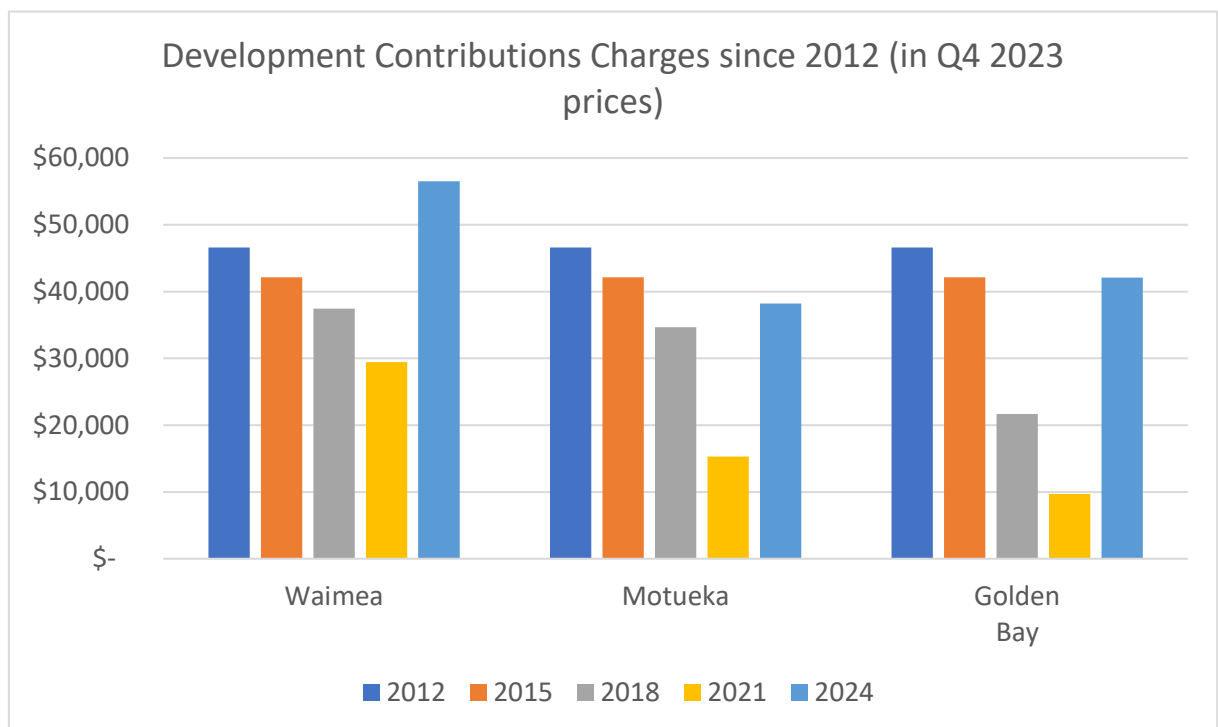


Figure 12: Development Contribution Charges 2012-2034

- 14.27 Several submitters suggested phasing in the increase, to transition the charges over time.
- 14.28 One option (Option A) is for half of the increase for Waimea stormwater and Motueka and Golden Bay wastewater charges be introduced in the first year, with the full increase taking effect from 1 July 2025 (including an inflation adjustment). These are the charges with the most significant increase.

- 14.29 Another option (Option B) is to transition to the full increase over three years, with a third of the increase each year.
- 14.30 Based on projected new dwelling numbers in each catchment, Option A is likely to reduce development contribution income in Year 1 by \$2.2 million (with about half of that being lost income from the Waimea stormwater reduced charge). This would need to be rates-funded debt and could potentially mean a 0.22% increase in rates in Year 1.
- 14.31 Option B would reduce development contribution income in Year 1 by \$2.9 million, and by \$1.5 million in Year 2. This could potentially mean a 0.3% increase in rates in Year 1 and a further 0.15% increase in Year 2.
- 14.32 There are other variations of these transition options, but staff have highlighted the above options to give councillors a sense of the cost of transition.
- 14.33 The advantage of Options A and B (or a variation on these) is that it might encourage more housing development in the next two years than may otherwise occur, although other factors such as interest rates and construction costs are likely to have a greater influence.
- 14.34 The disadvantage of Options A and B (or a variation on these) is the impact on debts and rates. It also cuts across the growth pays for growth principle that the Council has proposed after considering the LGA considerations of s101(3), and the key principle of development contributions, that those who create a need for new or additional assets/capacity contribute a proportionate share of the cost of providing those assets/capacity. Not fully charging the Development Contributions charges means clear price signals aren't sent to the development community about the true cost of developing.
- 14.35 Staff do not recommend phasing in the new charges.

Higher charges for greenfield development and/or lower charges for brownfield or intensification development

- 14.36 Introducing lower charges for brownfield or intensification development would need to be offset by higher charges for greenfield development, which would then become higher than those consulted on. Some of the growth infrastructure projects will enable capacity for both greenfield and brownfield development. There is also more work needed, as part of plan changes, to better understand the infrastructure requirements to enable intensification. However, staff recommend investigating the potential for a differential in the next triennial review of the Development and Financial Contributions Policy.

Assessment rates for retirement village units and rooms

- 14.37 In the current Policy, retirement village units are likely to pay lower development contribution charges, based on meeting the small house criteria if they have one or two bedrooms, paying 50% or 75% of the full charge respectively. Retirement village units are also assessed to pay 30% of the full transportation development contribution charge. Summerset Group Holdings Ltd have suggested all retirement village units pay 50% of the water, wastewater, and stormwater charges, and 20% of the transportation charge. They also suggested a lower assessment rate is specified for aged care bedrooms. Our current Policy leaves this to a special assessment.
- 14.38 The Summerset submission notes the average occupancy for its independent units is 1.3 residents per unit. The average household size in Richmond is 2.5 people per dwelling. Based on average occupancy in retirement village units being approximately half a typical household unit of demand (HUD), staff recommend the Policy includes a clause that retirement village units will be assessed as generating 0.5 HUDs per unit for water and

wastewater. Staff recommend that stormwater charges are based on the number of bedrooms, allowing retirement village units to get a discount if they meet the criteria. This is because stormwater effects are related to the amount of impervious surface area of a dwelling rather than its number of residents.

- 14.39 Staff recommend no change to the current Policy that currently allows retirement village units to be assessed as generating 0.3 HUDs per unit of transport. Evidence in Summerset's submission notes that the average trips per day for retirement village units is three trips per day. Given the current policy is based on eight trips per day per HUD, the current discount is consistent with this evidence.
- 14.40 Staff recommend development contributions for aged care rooms continue to be a special assessment, taking into account other buildings and facilities as part of the development.

Development contributions area maps

- 14.41 Staff support the suggested changes to the Wakefield development contribution area maps. The Wakefield stormwater map will be broadened so the area includes properties north of Edward Street and south of Bird Lane. The wastewater map will remove the properties at 120 and 132 Whitby Road, to be consistent with the water map. Generally, the development contribution area maps are based on the location of properties which are expected to connect to and/or benefit from network infrastructure.

15. Rates Remission Policy

- 15.1 A number of changes to the Rates Remission Policy were proposed: including a new rates remission for social housing providers and papakāinga and making several other relatively minor changes, namely:
- 15.2 improving the definition of an Uninhabited Dwelling in the Land Occupied by a Dwelling that is Affected by Natural Disaster Rates Remission Policy;
- broadening the eligibility for remissions in the Sporting, Recreation or Community Organisations Rates Remission Policy;
 - updating the Low Valued Properties threshold in the Low Valued Properties Rates Remission Policy;
 - making three changes to the Excess Metered Water Rates Remission Policy; and
 - adding new criteria for accepting non-receipt of the invoice or the sole ratepayer being deceased, as grounds to avoid rates penalties in the Remission of Penalties Policy.
- 15.3 The Council received 82 submissions on the Rates Remission Policy.
- 15.4 Approximately 10 disagreed in full or in part with the changes proposed. Of these, one did not provide any reason as to why they disagreed. Those that disagreed in part, generally only commented on a particular remission Policy rather than all remissions.
- 15.5 Sixteen submissions directly gave feedback on the proposed new remission for social housing and papakāinga, 11 supported the new Policy, with two comments suggesting that the criteria should be wider. For those that do not support the Policy, two believed central government should provide support not the Council, and two opposed the use of Te Reo Māori.
- 15.6 Approximately 34 agreed or agreed in part with the changes proposed. Those that agreed in part, generally only commented on a particular remission policy, rather than all policies.
- eighteen supported in full;

- one supported change to the Sporting, Recreation or Community Organisations Rates Remission Policy;
- one supported the Natural Disaster Rates Remission Policy;
- one supported Contiguous Rating Remission Policy, although would like the criteria to be wider to include family holdings and forestry;
- one supported the policies depending on cost;
- four supported the policies, however, they also mention the rates rebate scheme which is a central government policy; and
- eight supported the Social Housing and Papakāinga Policy.

15.7 Thirty-six submitters expressed no view on the proposed changes, or commentary did not relate to the Rates Remission Policy.

Staff comments and recommendations

15.8 Having considered the feedback, staff recommend no changes to the proposed Policy. Submitters' comments expressed opinion and did not provide new information that would cause staff to reconsider their initial advice on the proposed Policy.

16. Policy on Postponement and Remission of Rates on Māori Land

- 16.1 The Council received 107 submissions on the Rates Remission Policy.
- 16.2 Approximately 53 disagreed with the changes proposed. The most common rationale for not supporting the Policy was a belief the Council should not endorse a Policy that is based on ethnicity.
- 16.3 Twenty-two had no view on the proposed changes or commentary was not related to the Policy.
- 16.4 Approximately 32 agreed in full, or in part with the changes proposed.
- 16.5 Ngāti Tama ki Te Waipounamu Trust, Te Āwhina Marae, Te Ātiawa o te Waka-a-Māui Trust & Whakarewa Trust – (Ngāti Rārua Ātiawa Iwi Trust) and Te Rūnanga o Ngāti Rārua all support the proposed Policy. Te Āwhina Marae would like the Policy to include all our marae lands as non-rateable.
- 16.6 Of those that support the Policy and provided additional commentary, common themes were supportive based on the assumption that iwi support the Policy, understanding of the complexity of Māori land and supporting greater use of Māori land by Māori.

Staff comments and recommendations

- 16.7 Having considered the feedback staff do not believe there are any recommended changes to the proposed Policy. Submitters' comments expressed opinion and did not provide new information that would cause staff to reconsider their initial advice on the proposed Policy.
- 16.8 The Policy is legislatively required under the Te Ture Whenua Māori Act 1993.

17. Concurrent consultation on draft Tasman Climate Response Strategy and Action Plan

Summary of submissions

- 17.1 The Council received 156 submissions on the draft Tasman Climate Response Strategy and Action Plan 2024-2034.
- 17.2 Approximately two-thirds (105 submitters) supported the draft document, with many requesting it be even more ambitious. Of the remaining submitters, 30 opposed the draft document, 15 didn't clearly state their preference either way and six felt that responding to climate change is not a priority.
- 17.3 The submissions reflected a diverse range of perspectives and recommendations. There's widespread acknowledgment of the urgent need to address climate change for the wellbeing of current and future generations. Many submissions expressed support for specific actions outlined in the draft strategy, such as promoting public transport use and upholding Te Tiriti o Waitangi/the Treaty of Waitangi. However, there were calls for bolder and more specific outcomes, including embedding travel planning and expanding green infrastructure initiatives.
- 17.4 Recommendations also emphasised the importance of setting clear targets, aligning them with the IPCC 6th Synthesis Report, and implementing robust monitoring mechanisms. Community engagement, education, and behaviour change campaigns were highlighted as essential for raising awareness and promoting climate action. Infrastructure and urban planning priorities include sustainable projects and brownfield intensification. Suggestions were made to engage with the agricultural sector to reduce methane emissions. Financial implications are a concern, with calls for careful consideration of funding sources and prioritisation of investments.
- 17.5 The importance of prioritising adaptation measures to enhance community resilience was also highlighted by submitters. Overall, the submissions reflected a nuanced understanding of the climate challenge and emphasised the importance of decisive action while considering the diverse needs and perspectives of the Tasman community.

Staff comments and recommendations

- 17.6 Staff are working through all the feedback received and will present a marked-up version of the Tasman Climate Response Strategy and Action Plan for adoption on 27 June 2024.

18. Financial Strategy

- 18.1 The Council adopted a Financial Strategy for consultation with new dynamic rates and debt caps. The planned rates increases are at the lower end of the range in the local government sector. Higher risk elements of the Strategy are the reliance on debt to fund recovery from emergency events and not planning to fully cover expenses with revenue in five years out of the ten.
- 18.2 In many cases submitters comments about the key choices, rates policies and other aspects of the supporting documents impinge on the Financial Strategy. For this reason, it is difficult to provide a number of submitters that commented on the Financial Strategy.
- 18.3 As noted in the section of this report on Choice 1: Financial Sustainability, one of the themes was concern about the rates levels being too high with many commenting on the

cost-of-living pressures on the community. As noted in that section of the report some submitters saw greater Council efficiency, reducing staff and/or consultants or focusing on core functions, as means to reduce the rates level.

- 18.4 As noted in paragraph 7.9 several submitters considered the proposed level of debt to be too high with several submitters commenting on the impact of higher debt on rates.
- 18.5 One submitter noted the increase in projected costs for renewals beyond the 30-year horizon and the need to maintain debt capacity to fund this future liability. Staff consider the projected increase in the cost of renewals in the future a significant issue that the Council needs to consider in future long-term financial planning.
- 18.6 One submitter was concerned about the Council's planned reliance on retaining debt capacity to be able to borrow to recovery from emergency events. That submitter raised concern about this approach. This is an approach that was specifically considered by the Council in developing its draft Financial Strategy.
- 18.7 A few submitters considered that one of the main causes of the Council's current financial position is the over-reliance (in their opinion) on greenfield growth over intensification of brownfield areas. The balance of growth between greenfield and urban consolidation was extensively considered and debated in the development of the Nelson Tasman Future Development Strategy. That Strategy is reviewed periodically and is the vehicle for determining the Council's strategic direction in this area. The Growth Model is used to plan the implementation of the Future Development Strategy (FDS) with the Plan being a mechanism by which we provide resourcing to deliver on that strategic direction. The cost of growth infrastructure is generally borne by development through the Council's development contributions and financial contribution funding mechanisms rather than through rates. As the infrastructure to support greenfield growth is funded through development contributions, it should not affect rates levels. It does however have a substantial impact on debt as it can take many years to fully recover the cost of this infrastructure as development takes place.
- 18.8 A few submitters expressed concern about the new financial caps in the Draft Financial Strategy on the grounds that they are not financially sustainable.
- 18.9 Staff do not recommend changes to the proposed Financial Strategy in response to submissions. Staff will update financial figures and charts and make any other consequential changes as required by other changes made through deliberation.
- 18.10 Staff recommend increasing the debt cap above the level in the consultation document to accommodate financial changes that have taken place since the consultation document, supporting information and concurrent consultations were adopted. Details of financial changes and proposed increase to the debt cap are provided in paragraphs 45.1 to 45.29.

19. Infrastructure Strategy

- 19.1 Feedback highlights the importance of balancing service delivery with affordability. Staff support this view and highlight that the Infrastructure Strategy's investments are based on comprehensive assessments to meet essential service levels.
- 19.2 Concerns were raised about roading infrastructure costs for Motueka West not being included in the Plan, potentially leading to inequitable developer costs. Staff will review whether these projects primarily benefit a specific developer or have broader community

benefits. The general approach is to have developers fund projects benefiting a limited number of landowners.

- 19.3 One submission emphasised the need for current climate data, referencing the IPCC 6th Assessment Reports and MfE guidance. The Infrastructure Strategy has been prepared on the basis of the information on the climate change forecasting assumption for the Plan.
- 19.4 Concerns about restricting river gravel extraction were noted, with implications for development. The preferred option allows for controlled extraction within suitable locations, avoiding significant environmental and public cost issues. The Council manages river gravel extraction through a global resource consent process to balance commercial needs and environmental impacts.
- 19.5 Emphasis on infrastructure development and maintenance, particularly regarding water supply, wastewater, and stormwater, was supported, noting potential rate increases and disruptions. The feedback from Whakarewa Trust (NRAIT) indicated an interest in engaging with the Council on the Motueka wastewater treatment plant upgrade. Staff acknowledge the potential cost implications and encourage engagement with stakeholders.
- 19.6 Feedback supports investment in essential infrastructure like roads, bridges, footpaths, water supply, wastewater treatment, and stormwater drainage. Staff confirm these are core elements of the Infrastructure Strategy, with additional amenities like parks and recreational facilities included in the Plan and Activity Management Plans.
- 19.7 A suggestion to coordinate infrastructure projects to improve efficiency and reduce costs was made. Staff agree with this principle, citing an example where new water and wastewater mains between Brightwater and Wakefield are planned to be installed concurrently to save resources.
- 19.8 The feedback supports increased investment in active transport, public transport, and environmental resilience to avoid long-term costs. Staff agree, emphasising the Infrastructure Strategy's focus on key infrastructure improvements for resilience and cost-effectiveness.
- 19.9 Feedback suggests focusing on infrastructure that supports regional growth and delaying "nice to have" projects. Staff highlight that the Infrastructure Strategy will include specific priorities to support growth, including trunk water and wastewater mains replacement, wastewater treatment plant relocations, transport corridor bypass, and servicing for growth areas.
- 19.10 No changes to the strategy are recommended as a result of this feedback.

20. Growth and Housing

- 20.1 Twenty-nine submissions were received that included suggestions related to growth and/or housing. Such submitters included the NELSUST and Nelson Tasman Climate Forum organisations.
- 20.2 Suggestions in relation to growth and housing ranged from site specific proposals for development, to the need to stop continued sprawl of housing within Tasman, to the need to curb housing growth entirely.
- 20.3 Thirteen submissions referred to the perceived consequences of greenfield development on rates and a smaller number commented how plan changes should be prioritised that require more variety of housing types. Eleven submissions were very similar, some including the same statements, focusing on concerns over the proportion of greenfield

development enabled under the Future Development Strategy and associated increases in greenhouse gas emissions from transport and traffic congestion.

- 20.4 Other submitters propose the Council selling land it owns to enable housing in Murchison and Golden Bay, whereas some felt Māpua was not an appropriate location for housing development.
- 20.5 Approximately seven submitters felt that more housing choice is needed in Tasman, including independent sections, tiny homes, co-housing and one- and two-bedroom homes.
- 20.6 Staff do not recommend any changes to the Plan-related documents. These suggestions are or will be addressed by other plans or strategies including the Nelson Tasman Future Development Strategy and changes to the Tasman Resource Management Plan, or ongoing work with community housing providers and central government. The cost of growth infrastructure is generally borne by development through the Council's development contributions and financial contribution funding mechanisms rather than through rates.

21. Reserves and Facilities (including Saxton Field)

Summary of submissions

- 21.1 The Council received 44 submissions on Reserves and Facilities. Nine of these submissions related to Saxton Field: eight for improved facilities within the Saxton Field complex and one for support for a specific event. Of the remaining 35 submissions, 29 were on improved facilities within the region.
- 21.2 Key themes were:
- requests to provide funding contributions towards maintenance and operational costs at Māpua Hall;
 - requests to fund electrical infrastructure at SportsPark Motueka;
 - requests for improved play spaces including pump tracks, cycling facilities, skate parks and football pitches;
 - more places for horse riding; and
 - improved community facilities.
- 21.3 One submitter made suggestions relating to the future use of land at Waimea River Park, which can be considered as part of the upcoming Waimea River Park Management Plan review.
- 21.4 Key themes emerging from the Saxton Field submissions were overwhelming support for an inclusive play space within the complex (28 out of 37 submissions), the remainder were all for improved sports facilities, a beach volleyball court, and skate park within Saxton Field. One submitter suggested a botanic garden be developed at Saxton Field.

Specific funding requests

- 21.5 The Māpua Hall Committee requested funding contributions relating to the maintenance and ongoing operation of Māpua Hall, specifically:
- \$15,000 in Year 1 to reseal the carpark;
 - a \$40,000 contribution in Year 1 to repair the deck (i.e. 50% share of the cost);
 - a \$10,000 per annum contribution to assist in the upkeep of the hall; and
 - a \$10,000 contribution to assist with the operational costs of the hall.

- 21.6 Four submissions were received requesting Council funding of \$99,500 + GST for improved electrical infrastructure to SportsPark Motueka, to provide electricity for the proposed Huia clubrooms and future installation of floodlights. We understand that Network Tasman have identified part of the infrastructure for an upgrade and would give the Council a rebate of \$11,000 if the project proceeds.
- 21.7 Another submitter requested \$55,000 to fund a feasibility study for a roof on the netball courts at Saxton Field.

Staff comments and recommendations

- 21.8 Staff support the Māpua Hall Committee's submission and acknowledge that the carpark and the deck are used widely by the community and not only by the hall users. Staff recommend providing a funding contribution of \$55,000 in Year 1 to reseal the carpark and repair the deck. Staff recommend this is funded via rates funded debt. Staff do not recommend funding this from the Moutere-Waimea Reserves Financial Contributions (RFCs) account. Reserve and community facility financial contribution are paid by developers to support the development of new assets and facilities that provide for growth, not to renew existing assets (in this case not owned by the Council).
- 21.9 The requested contributions (totalling \$110,000 over 10 years) towards the ongoing upkeep and operational costs of the Māpua Hall are not supported. The Council contributed \$300,000 towards the construction of the hall, based on the understanding that the Hall Committee covered the operational costs.
- 21.10 At the time of writing, there are insufficient funds in the RFCs account for Motueka to cover the \$88,583 requested for electrical improvements at SportsPark Motueka. This is forecast to remain the case for the LTP period, with commitments to fund the Motueka pool dominating available funds.
- 21.11 Huia Rugby Football Club is in the process of selling its existing clubrooms. An offer has been accepted and is undergoing due diligence. Huia has resource consent and building consent for their new clubrooms at SportsPark Motueka and expects to begin construction in early August 2024.
- 21.12 At present there is sufficient power supply to SportsPark for the clubrooms and the needs of the existing facilities on the site. However, the Club have a proposal for more floodlights, hence the need for improved electrical infrastructure to meet those demands.
- 21.13 There are proposed works to install a roundabout at the intersection of Manoy and Whakarewa Streets, and this may provide an opportunity to save on costs if the installation and the proposed roundabout could be undertaken at the same time. Staff will explore laying appropriate ducting when the roundabout is installed.
- 21.14 Staff recommend that the Council covers the full cost of providing additional electrical infrastructure at SportsPark Motueka (i.e. \$88,583) in Year 2. As there are no funds available for this project in the Motueka RFC account, staff recommend this project be debt funded from rates.
- 21.15 Saxton Field is managed jointly by Tasman District Council and Nelson City Council through the Saxton Field Committee. That Committee considered all submissions received relating to Saxton Field on 17 May 2024 and the Committee's recommendations (including recommendations relating to the request for \$55,000 for a feasibility study for a roof over the netball courts) is included in this agenda.

22. Environmental Management

Summary of submissions

- 22.1 The Council received 26 submissions relating to environmental management and 17 on river management. The broad themes around environmental management are outlined below.
- 22.2 Biodiversity and Conservation: consensus exists among stakeholders regarding the importance of biodiversity preservation and conservation efforts. Recommendations include increased funding for pest eradication projects, investment in environmental conservation and sustainability, and implementation of measures to protect shorebirds and wildlife habitats. Additionally, strategies for responsible cat ownership and control are highlighted to mitigate impacts on local ecosystems.
- 22.3 Community Engagement and Collaboration: collaboration with nga iwi and engagement with community organisations are deemed essential for effective environmental management. Stakeholders emphasise the importance of working closely with these groups to preserve and manage ecological assets while promoting community awareness and involvement in conservation efforts.
- 22.4 Financial Support and Funding Allocation: stakeholders advocate for increased funding allocation towards catchment group support, conservation projects, pest eradication initiatives, and environmental management, monitoring and compliance. Furthermore, support for subsidised programmes promoting responsible pet ownership aims to address stray cat populations and mitigate their impact on local ecosystems.
- 22.5 A few of the submissions also sought a reduced or streamlined consenting process which is outside the scope of the Plan process as it is in the legislative realm.

Specific funding requests

- 22.6 Funding requests received in addition to what is already in the budget included:
- \$100,000 to support Ngāti Tama ki Te Waipounamu Trust to establish a cultural health monitoring framework related to the Waikoropupū Water Conservation Order spread over a two-year period;
 - \$500,000 from Tasman Environmental Trust (TET) in lieu of Jobs for Nature funding over the 10-year period (\$50,000/pa);
 - \$200,000 from TET to cover Pest Free Onetahua and other additional funds spread over a four-year period;
 - \$45,000 from the SPCA towards three years funding of a 'Snip and Chip' programme; and
 - \$5,000 for a series of community education campaigns on shorebird protection.

Staff comments and recommendations

- 22.7 Overall staff welcome the feedback and requests for funding. We recognise the need for these funds to assist communities working to improve and restore the Tasman environment. Some of the items raised are already covered by existing work plans or identified as 'business as usual' for example landowner liaison, wetland creation, Land and Freshwater Plan Change and bylaw reviews. Larger requests to cover works initiated under the Jobs for Nature programme will not be funded as these projects were initiated

with a finite end date. While staff see value in the work being undertaken by these groups, staff believe the Council is not in a position to cover the additional funding requests previously/presently provided by central government. However, by reprioritising existing funds we can support some of the work requested within existing projects. We note that the Council is already contributing funding to TET and Pest Free Onetahua.

23. Environmental Policy

Summary of submissions

- 23.1 Seventeen submissions were received regarding resource management policy work.
- 23.2 Several submissions highlighted specific resource management concerns and suggestions:
- Te Rūnanga o Ngāti Kuia requested protective mechanisms for outstanding natural landscapes in the light of the potential fast track legislation. There were two requests for protection of historic buildings and town centre character, including the appointment of a Heritage Advisor.
 - Manawhenua Ki Mōhua requested that Mōhua/Golden Bay is included in the mapping of Places of Significance to Māori.
 - Forest and Bird requested that the Council takes a catchment management approach to forestry harvesting, including rules to manage afforestation on steeper slopes and transitioning away from short rotation forestry in these areas.
 - The Nelson Pistol Club requested their site is rezoned for recreational purposes to appropriately reflect club activities.
- 23.3 There were suggestions for more flexible housing regulations, including support for tiny houses and small self-contained units, whilst also ensuring growth is provided for in the right locations (e.g. avoiding natural hazards and highly productive land). One submitter requested that short-term rental accommodation is regulated similar to commercial accommodation.
- 23.4 The submissions also touched upon regulatory efficiency and robust decision-making. This included advocating for streamlined processes and a reduced budget for plan changes, applying sustainability principles in decision-making, funding iwi participation in working groups as part of resource management policy development, and seeking and incorporating community feedback into plan-making processes.

Specific funding requests

- 23.5 Two submitters requested funding for a new full-time equivalent staff role for a Heritage Advisor.
- 23.6 Te Rūnanga o Ngāti Rārua requested funding for iwi participation in working groups as part of resource management policy development.

Staff comments and recommendations

- 23.7 Staff recommend that a Heritage Advisor role is not created at this time. Once the outcome of central government's resource management system review is known, the Council can determine when to commence full review of the Tasman Resource Management Plan (TRMP). This will include strengthening the historic heritage and town centre character provisions which should address submitter concerns. This work will build on technical work

completed in recent years, including community views and nominations of European historic heritage that was sought in 2022.

- 23.8 The request for funding of iwi participation is noted and is already included in the Environmental Policy work programme and budget.
- 23.9 Other resource management issues raised by submitters will be considered either through the Environmental Policy team's short-term priority work programme, or in the medium term as part of a full TRMP review once the outcome of the government's resource management system reform is known.

24. Community Master Planning

- 24.1 A submitter requested that a "Masterplan" or similar planning study be undertaken for the Riwaka-Brooklyn-Stephens Bay-Kaiteriteri-Mārahau area of the District, similar to the Māpua Masterplan that is currently underway.
- 24.2 A review by key staff clarified that the Māpua Masterplan was only undertaken due to the confluence of several ongoing Council planning studies in the area, and that the same level of planning needs does not currently exist in the proposed area.

25. Water Supply

Summary of submissions

- 25.1 The Council received seven submissions on the Council's water supply activity.
- 25.2 The submissions reflect a range of perspectives and recommendations, with a number in support of continued Council investment in infrastructure to provide for the functioning and development of the community. This includes investing in water supply networks and treatment facilities necessary for public water service delivery and urban growth and development and includes upgrading infrastructure to service urban intensification.
- 25.3 There is acknowledgement of the challenges in achieving the balance between the delivery of important services and maintaining affordability which is at the core of the Infrastructure Strategy, Activity Management and Long-Term planning processes. A submitter requested that the timing of infrastructure upgrade projects is coordinated and aligned where possible to maximise efficiency and reduce costs. Staff agree with these comments and endeavour to achieve this wherever practically possible.
- 25.4 Some submitters requested funding be brought forward to accelerate some projects in the Council's Plan programme of works, for example the Waimea Plains Trunk Mains programme of works, to enable development to occur earlier than these projects currently allow. The water projects within this programme of works already have portions of funding budgeted to ensure design work and planning can be commenced, and aligned with the associated trunk wastewater main projects, and staff are not recommending any change to timing of these water projects.
- 25.5 Submitters requested that the installation of household rainwater collection storage tanks is made mandatory for new developments. This point is under consideration in part under our TRMP.
- 25.6 The Eighty-Eight Valley Rural Water Supply Committee submission requests that the Eighty-Eight Valley Scheme remains and operates as a mixed-use rural water supply. This is on the basis that the Water Services Act allows for mixed-use rural water supplies with

End-Point Treatment (EPT) as an Acceptable Solution and the committee considers this would be a lower cost workable option in the long term.

- 25.7 The scheme does not currently meet the Drinking Water Quality Assurance Rules (DWQAR) and does not treat or safeguard drinking water supplied by the scheme against protozoa. For the scheme in its current configuration to meet the drinking water quality rules, it would require significant upgrades at significant cost.
- 25.8 The Eighty-Eight Valley Committee submission noted the Committee's preferred actions for the scheme, which include:
- seek an exemption from Taumata Arowai to the protozoa treatment requirement; or
 - seek adoption by the Council of the Eighty-Eight Valley Rural Water Scheme as a Mixed-use Rural Water Supply; and
 - rely on the sediment settling processes available at all water storage tanks rather than having to install headworks sediment filtration; and
 - zone 3 (Totara View and surrounds) becoming part of the Wakefield urban scheme, and/or installation of a valved connection of treated Wakefield water into the Eighty-Eight Valley storage facility to provide emergency water into the Eighty-Eight Valley scheme in the event of the supply from Parkes Stream becoming temporarily disrupted.

Background and staff comments – Eighty-Eight Valley Water Supply

- 25.9 The majority of the 181 connections to the fully allocated Eighty-Eight Valley Rural Scheme service a residence, however around 66% of the water used (estimated 482 allocated units³) is for stock or agricultural purposes, with most of this at the upper end of the catchment.
- 25.10 The current water source and network is highly vulnerable, is adversely affected by rain events and has high turbidity on a regular basis and therefore requires filtration to be suitable for End Point Treatment (EPT) and meet drinking water requirements.
- 25.11 If EPT is the favoured option, filtration will increase losses in the gravity system and therefore a pump station will most likely be required to continue to supply the scheme.
- 25.12 Although a mixed-use rural scheme with EPT is an Acceptable Solution under the Taumata Arowai drinking water rules, indications to staff from Taumata Arowai are that EPT is most feasible as an option for small-scale rural schemes. Advice from colleagues from other rural councils in the South Island is that rural water supply schemes of a scale in the range of 30-80 connections, and above, are not viable/affordable.
- 25.13 The Eighty-Eight Valley scheme has 181 connections, and other options, including centralised treatment or selected properties supplied from the Brightwater/Wakefield water supply, are considered more affordable for a scheme of this scale and with this number of connections.

Responses to submitters preferred actions

- 25.14 Seek an exemption from Taumata Arowai to the protozoa treatment requirement.

³ Based on an assumption that for residential lots with multiple units one unit is allocated to domestic use and the balance for agriculture/stock

- from discussions in May 2024, Taumata Arowai has made it very clear that it will not consider removing the need for protozoa treatment for drinking water supplies;
- the requirement to remove protozoa has been a compliance requirement since about 2007 with the introduction of mandatory Standards under the Health Act. This requirement has continued under the current Water Services Act regulations.

25.15 Submitter's suggestion: Seek adoption by the Council of the Eighty-Eight Valley Rural Water Supply Scheme as a Mixed-Use Rural Water Supply compliant with the Drinking Water Acceptable Solution for Mixed-use Rural Water Supplies (DWASMRWS):

- this option would require EPT and due to the large number of connections and with the large initial investment and ongoing cost of auditing and maintenance, it is not considered the most cost effective and sustainable scheme-wide solution for the long term;
- the UV units required to meet the standard for DWASMRWS cost \$7,500 and this does not include fittings and installation. If EPT was installed for 169 connections (total less 12 upper Eighty-Eight Valley connections) and assuming an installation costs of \$2,000, the total cost would be \$1.6 million;
- this would also require the agreement of all customers to comply with the operations, maintenance and reporting requirements to meet the acceptable solution standard and allow routine audits of their treatment facilities and records. It would also require the customers to agree to pay for the Council agents to take over their treatment plant and retrain them for a fixed period to ensure they could operate the treatment plant as per requirements;
- Taumata Arowai has made it clear that for whatever option is chosen the Water Supplier is responsible for the supply of safe water;
- the cost of a centralised treatment plant for the Eighty-Eight Valley scheme is around \$2.5 million;
- the cost of supplying water from the Brightwater/Wakefield water supply scheme instead is \$1.2 million for the Gossey Drive pipeline and \$320,000 for the Gossey Drive pump station, giving a total of \$1.52 million. The installation of additional storage tanks at Totara View (\$250,000) is not included as those were already planned as additional storage for the area. This cost is comparable to the EPT option without the challenges of managing the compliance of 169 private treatment plants and will be likely a much lower operational cost overall as there is no additional treatment cost to supply water from the Brightwater/Wakefield scheme;
- the option preferred by staff would require the lower Eighty-Eight Valley customers to join the Urban water club and pay the same water rates as the other restricted supply customers in the water club;
- the intention is to convert the upper Eighty-Eight Valley scheme to a dedicated stock water scheme and the customers on the 12 connections would rely on rainwater collection for their drinking water.

25.16 Submitter's suggestion: Rely on the sediment settling processes available at all water storage tanks rather than having to install headworks sediment filtration:

- with the susceptibility of Eighty-Eight Valley's surface water source to poor water quality during rainfall events, an upgraded centralised minimum level of treatment

facility (filtration) is still needed to supply suitable quality water to enable the EPT units to be effective;

- we have many issues with sediment blocking restrictors and filters on the rural schemes with surface take sources. Centralised filtration would likely still be required to reduce the maintenance costs, including callouts to resolve these issues.
- anecdotal evidence from the Dovedale Water Supply Scheme indicates a significant reduction in callouts to clear blockages since filtration was installed;
- inadequate sediment removal would result in rapid blockage, extra wear and early replacement of the mandatory cartridge filters on EPT systems;
- the Council could operate a selective abstraction system whereby only source water below a certain turbidity was drawn into the network. This would require a high degree of electronic control, additional storage and would only be pragmatic for short-duration wet weather events.

25.17 Submitter's suggestion: Zone 3 (Totara View and surrounds, 71 connections) becoming part of Wakefield urban scheme, and/or installation of a valved connection of treated Wakefield water into the Eighty-Eight Valley storage facility to provide emergency water into the Eighty-Eight Valley scheme in the event of the supply from Parkes Stream becoming temporarily disrupted.

- staff consider the most cost-effective upgrade option is to transfer the lower Eighty-Eight Valley customers to the Brightwater/Wakefield water supply (refer rough order cost estimates above);
- staff will continue to work with the Eighty-Eight Valley Rural Water Supply Committee to work through the range of options, to achieve the most cost-effective, sustainable and compliant treatment and delivery option, to meet the current drinking water regulatory requirements and to provide a secure and financially sustainable drinking water supply for scheme users and the wider community into the future.

Specific funding requests

25.18 The Wai-iti Dam Committee requested that a total sum of \$1.2 million for the water augmentation pipeline project, be included in the Long Term Plan programme of works. This project was included in the early draft programme. It was removed from the draft programme due to priority rankings and this assessment was prior to the occurrence of the recent regional drought. The drought highlighted the importance of this project.

Staff comments and recommendations – Wai-iti Dam Augmentation Pipeline

25.19 Staff support the funding request from the Wai-iti Dam Committee for \$1.2 million. While not assessed as a 'must', it is a highly worthwhile project. It would augment the existing natural surface water flow into the Wai-iti Dam and provide a greater level of storage security. Staff consider the project will likely provide significant benefits for stakeholders, particularly in times of drought, and is funded via a targeted rate on shareholders in the dam. Staff recommend that the \$1.2 million project budget is inserted into Years 2-4 of the Plan.

25.20 Staff recommend that \$50,000 be included in the 2025/2026 financial year to commence detailed design, consultation, investigation, land negotiations, entity establishment and easements, with the balance of the total project budget (\$1.2 million) allocated for construction and commissioning, distributed over financial years 2026/2027 and

2027/2028, specifically; \$600,000 in 2026/2027 and \$550,000 in 2027/2028. The cost will raise forecast debt levels and increase the Council's rates revenue requirements, but the debt and rates are funded by a targeted rate on Wai-iti Dam shareholders and will not directly affect ratepayers at large. The costs shown are not inflated.

- 25.21 The request for the Waimea trunk water main installation from Brightwater to Wakefield be bought forward is noted, however staff consider that portions of the current budget in Years 1 and 2 of the Plan are sufficient to ensure design work and planning can be commenced to ensure they are aligned with the associated wastewater projects, and that there is no change required to the total budgeted funding amount for these water projects. The change in the timing of associated wastewater projects has been included in the capital programme reshuffle referred to later in this report.

26. Waimea Community Dam

- 26.1 Two submissions were received regarding the Waimea Community Dam. One was wanting the zone of benefits rating map changes so that some Aporo Road (298-310) properties are not included. Staff recommend no changes to the zone of benefit rate map.
- 26.2 A further submission was received questioning the Council's ability to deliver on a project of this size and whether any notice is taken of submissions.

27. Wastewater

- 27.1 Eight submissions were received regarding wastewater.
- 27.2 Submissions were supportive of the Council's identified funding for both the Motueka and Tākaka wastewater treatment plant projects ensuring they are resilient to climate change and highlight the importance of the principles of Te Tiriti o Waitangi/ The Treaty of Waitangi (Te Tiriti) and appropriate community engagement.
- 27.3 A submission supported the Waimea Wastewater Infrastructure upgrades from Richmond to Wakefield and requested that the work was bought forward. The request sought Waimea parts A and B be brought forward a year starting 2024/2025 and Part C from 2029 to 2026. Waimea trunk main (Parts A, B and C) would provide wastewater servicing for the future growth in Wakefield, including the Wakefield Village Development (most of this development is reliant on new water and wastewater infrastructure). Staff have undertaken financial rephasing (discussed later in this report) to ensure design work and planning can begin in Year 1 2024/2025, improving the likelihood that the work is completed in the timeframe planned.
- 27.4 The Waimea Plains trunk main project is a significant project for both water and wastewater with the construction work requiring coordination to achieve cost efficiencies.
- 27.5 There is limited ability to bring the construction work forward any further, due to network design complexity /dependencies.
- 27.6 A submitter raised issues around wastewater overflows within the Tasman wastewater networks, pointing out that the TRMP has wastewater overflows as a prohibited activity. However, staff note the cost of a zero-overflow wastewater network is not achievable nor affordable. There is always a rain event that will exceed a network capacity.
- 27.7 The Council's management of inflow and infiltration(I/I) and levels of service measures have been challenged. Council staff have identified removing I/I from wastewater networks

is a cost-effective use of staff time and finances rather than creating larger pipes and storage in the network to cope with the additional volume of wastewater in the network during rainfall events.

27.8 No changes are recommended in response to these submissions.

28. Stormwater

- 28.1 A submitter requested an increase in stormwater operational and capital funding for Motueka and compared the planned level of stormwater infrastructure spending between Motueka and Richmond based on their respective populations. A review by key staff identified that the majority of planned stormwater infrastructure projects are to enable growth and are funded primarily from development contributions, and the discrepancy in infrastructure projects by town is directly related to the level of anticipated future growth.
- 28.2 A submitter questioned the apparent lack of a pipe in Newhaven Crescent in Mārahau however this will be managed as an operational issue. Similarly, a submitter raised an issue with the maintenance of the Old Mill Road roadside drain in Brooklyn, and this will be managed as a roading operational issue within existing budgets.
- 28.3 A submitter with previous Council experience asked detailed questions around the implementation of water sensitive design, the approach to development funding, the Māpua CMP, stormwater levels of service and the comprehensive discharge consent. We will advise detailed responses that outline how these matters are being addressed in our current and proposed future work programmes including the Māpua Master Plan and the Fresh Water Plan Change. No direct impact on the Plan funding is proposed.

29. Rivers

- 29.1 Two submitters, who are both civil works contractors, questioned the charging regime and policy around gravel extraction from rivers, which is being addressed through the separate Fees and Charges Schedule 2024/2025 deliberations report. Some wording changes are proposed to the Rivers AMP to provide more clarity on how gravel extraction fits within the Council's river management regime.
- 29.2 Two submitters made several requests/suggestions regarding how the Council should be managing river corridors. These are broadly aligned with the Council's intentions and will be picked up further in existing work streams under the Natural Hazards Plan Change, the Fresh Water Plan Change and the River Management Plans.
- 29.3 A central government submitter supported the Council's proposals to increase levels of service and support growth, manage climate change and plan for resilient infrastructure.

Before the Deluge 2.0 Funding Opportunity

- 29.4 The New Zealand River Managers Group, of which Tasman District Council staff are members, have submitted a proposal to central government to jointly fund critical flood protection infrastructure projects across the country; the proposal is called "Before the Deluge 2.0" in reference to the original "Before the Deluge" proposal that was developed for the previous government in the wake of Cyclone Gabrielle.
- 29.5 The Council submitted two projects as part of the proposal: to continue stopbank strengthening work on the Lower Motueka River (which has received previous Kanoa funding over the past several years), and to undertake stopbank repairs around Peach

Island; both projects would be considered “must-dos” under Council’s risk assessment framework, in that they ensure the provision of critical levels of service to the community.

- 29.6 The total cost of the two projects are estimated at \$12.5 million, with Kanoa proposed to provide 60% of the cost and the Council providing the remaining 40%, in this case \$5 million.
- 29.7 The Council’s proposed projects were selected for further review by Kanoa, and staff submitted due diligence documentation under very limited timelines on 13 May 2024, confirming that the projects have consents and budgets in place. Staff are currently awaiting the government’s budget announcement on 31 May 2024 for confirmation of funding.
- 29.8 Staff have prepared a funding scenario for consideration by the Council that would re-allocate Rivers capital and limited operational budgets to provide a portion of the 40% co-pay required, but will require additional capital budget over and above that proposed in the Consultation Document. The scenario is summarised below:

Rivers Capital Budget Account	2024/2025 \$000's	2025/2026 \$000's	2026/2027 \$000's	Total
Reallocation of current capital budgets				
River X and Y Rock Work	400	400	400	1200
Class X Capital Works	200	200	200	600
Flood Mitigation Works 23/24 (Carry Over from current financial year)	400			400
Additional capital budget requested				
Before the Deluge Stopbank Work	0	1300	1500	2800
Total	1000	1900	2100	5000

Table 3: Proposed changes to Rivers budgets Before the Deluge 2.0

- 29.9 Staff propose that the annual loan servicing costs for this additional debt be paid for out of the Rivers operational budget in year two and three of the LTP to provide a rates-neutral scenario, to be re-assessed at the next LTP. This would require a minor re-allocation of operational budgets in Year 2 and Year 3, to cover loan costs. Staff note that while the proposed re-allocation of operational and capital budgets can be accommodated, it serves to reduce Council’s financial resilience in the event of damaging storms that require erosion repair work.

30. Waste Management and Minimisation

- 30.1 Sixteen submissions were received which included comments on matters relating to waste management and minimisation activities. Submitters were supportive of initiatives relating to waste minimisation and prevention, and equity in the provision of waste services.
- 30.2 Two submitters indicated their interest in engaging in the 2024/2025 review of the Nelson-Tasman Waste Management and Minimisation Plan (WMMP). The Council, together with Nelson City Council, is currently reviewing its joint WMMP and a new plan is scheduled to go out for consultation in early 2025. The process is being overseen by a working party made up of elected members and (yet to be confirmed) iwi representatives. There are opportunities for iwi, community groups, and industry stakeholders to engage early in the review process, as well as during a public consultation stage.

- 30.3 Seven submitters asked for budget provisions in the Plan for a kerbside collection service for household food scraps. The Council, together with Nelson City Council, has committed to developing a detailed business case on the provision of a new food scraps collection service for the region (and associated food scraps/garden waste processing infrastructure). This will be funded with a Ministry for the Environment grant and there is a \$25,000 budget in Year 1 of the proposed Plan to contribute to this work. No changes to the proposed Plan budget are recommended in response to these submissions as staff consider the outcomes from this business case work will inform future decision-making (and budget allocations) on methods to reduce household food scraps to landfill as part of the next Plan process.
- 30.4 Several other submitters requested the Council engage on issues relating to soil loss and disposal from land developments and related costs. Comments included seeking investment in alternative facilities for soils and other clean fill materials to avoid these materials taking up valuable and finite space in the regional landfill.
- 30.5 The issues of soil removal, loss, and contaminated soil disposal are managed by the Council through its regulatory framework (the TRMP and National Environmental Standards). Staff are currently reviewing the land and freshwater rules (PC84), which will address management of these soils, and a draft is expected at the end of this calendar year for community feedback. These issues will also be considered through the WMMP review and engagement with key stakeholder is already underway.
- 30.6 Some disposal facilities for this material are provided through the Nelson Tasman Regional Landfill Business Unit (NTRLBU). The NTRLBU has \$2 million capital works budget, in the current year, to provide a blending and disposal facility for contaminated soils at Eves Valley, and a weighbridge is now in place. Staff understand that the NTRLBU will be proposing to carry forward unspent budget into 2024/2025 to continue work on this facility. A trial of the recovery of construction/demolition materials at the Richmond Resource Recovery Centre (and equivalent at Nelson's Waste and Resource Centre in Pascoe Street) is currently underway. The NTRLBU also plans to investigate the diversion of soils from York Valley Landfill. Staff do not recommend including additional budgets to the Plan for new, alternative facilities but are recommending reallocation of \$25,000 of operational funding in the waste minimisation activity to support investigation and to identify solutions for the diversion of soils and cleanfill.
- 30.7 Additional grant funding of \$100,000 was requested by Weka Peckers Ltd, to further support its operations at Mariri and waste diversion activities. The Council manages a grants application process, to provide funding to organisations that provide waste minimisation services or infrastructure in the region. The total annual budget for these grants in the proposed Plan is \$100,000 for Year 1 to 3 funded through the Waste Disposal Levy (provided by the Ministry for the Environment). Staff do not recommend grant funding for this application but propose reallocation of \$75,000 within the waste minimisation activity to increase budgets for grants to \$175,000 per annum. This will enable the Community Grants Subcommittee to consider and approve larger grant applications where they have clear waste minimisation benefits.
- 30.8 Concerns were raised by several submitters regarding the degradation of the natural environment and amenity value when wastes are illegally dumped/littered, and the connection with increasing disposal costs and the provision of services. Budget is allocated for each year of the proposed Plan for monitoring and responding to illegal dumping and fly tipping, and for community engagement programmes to promote good waste management

behaviours. A new performance measure is included in the proposed Plan relating to illegal dumping, to be reported on every quarter. Staff do not recommend changes to these budgets or the new performance measures.

- 30.9 A rates-funded rubbish collection service was also suggested by one submitter. Currently, the Council provides a user-pays rubbish bag collection service through its kerbside recycling collector contract, and also provides waste minimisation and management services at the five resource recovery centres within the District. User-pays kerbside rubbish collections are provided by privately-owned waste companies for households and businesses in the District. Staff do not recommend allocating budget in the Plan to investigate or implement a rates-funded rubbish collection service.

31. Coastal Structures

- 31.1 The Keep Motueka Beautiful Committee and its Subcommittee, the Motueka Historic Wharf Restoration Group, submitted that the historic wharf at Motueka should be recognised as a Council structure in the Coastal AMP and funding for its restoration included. Staff had intended to use unspent funds from the Better Off Funding allowances to support this work, but a recent central government decision has directed all such funds into Local Water Done Well initiatives.
- 31.2 Staff estimate a total project cost of about \$250,000, with a portion provided by the community through grants or fundraising and suggest that \$150,000 would be an appropriate Council contribution should the Councillors decide to pursue this work. However, staff opinion is that there is no specific coastal structure/protection requirement for this work other than to make the wharf safe, which is accomplished through the existing approach of simply fencing off the site. As such, any decision from the Council to restore the wharf would be done solely to restore the amenity value of the feature and should be considered in that context. This context would classify this project under a “should” or “could” category under the Council’s risk assessment framework, and staff do not recommend this be pursued at this time given the financial pressures on the Council.
- 31.3 A submitter suggested that additional consideration to safe boating facilities should be undertaken for the Grossi Point Reserve. This is already being considered as part of the current Māpua master planning process.

32. Libraries

- 32.1 There were three submissions which included suggestions for changes to library services. Suggestions included increasing library opening hours, increasing revenue by charging for Wifi and photocopying and increasing the number of rental books, closing the libraries in the weekends, and increasing the inclusivity of library collections.
- 32.2 Regarding the suggestions for generating revenue, library Wifi is majority funded by Aotearoa People’s Network Kaharoa (APNK). We are unable to charge for Wifi use due to the terms of our agreement with APNK. Charges already apply for photocopying and printing services. Book rental charges suppress use of library materials and are a barrier for some library users who cannot afford to pay. Increasing the number of rental books would create an additional barrier and further suppress use of library materials.
- 32.3 Regarding the comments about library opening hours, currently there is strong support for weekend opening, removing weekend hours would make it more difficult for families and working people to visit the library. There is currently no strong demand for an increase to

weekend opening hours or late-night opening hours. Increasing library opening hours would require additional staff funding.

- 32.4 Regarding the comments about inclusivity of library collections, staff note that library collections include a Te Ao Māori collection and that there are plans to establish a foreign language collection. Work on this new collection will commence after the latest census data has been issued.
- 32.5 There are no recommended changes to library opening hours, services, or budgets.

33. Public Health and Safety

- 33.1 There were six submissions which included suggestions for changes to public health and safety service.
- 33.2 Two suggestions recommended funding for off-lead dog exercise areas away from the coastal zone, greater community education around the impact dogs have on shorebirds, monitoring, and enforcement of the Dog Control Policy.
- 33.3 Staff are investigating further off-lead areas away from coastal areas in the Dog Control Bylaw review process. Staff have proposed an increase of dog registration fees in the draft fees and charges schedule, currently out for consultation. If adopted, the increase in dog registration fees may provide further support for the Dog Control Bylaw and enforcement, and education in coastal areas and across the District.
- 33.4 One suggestion recommended not to fund freedom camping activities but funding to address non-compliance with freedom camping is supported.
- 33.5 Staff consider this consistent with the current approach. Freedom camping is generally permitted in public areas for up to two nights at any location in a self-contained vehicle in the Tasman District, apart from restricted or prohibited areas indicated in the Freedom Camping Bylaw. To effectively address non-compliant freedom camping activities in our region, staff have a budget to carry out their regulatory function which includes the ongoing maintenance and replacement of freedom camping signage.
- 33.6 One submitter recommended the Council work closely with NPHS Te Waipounamu to develop a Smokefree Vape Free Outdoor Policy.
- 33.7 As part of the Reserves General Policies the Council has a position that all reserves be promoted as Smokefree environments. NPHS Te Waipounamu would like this sort of policy to be extended to a wider range of public places. A policy of this sort is not intended to be actively enforced, acting more as a deterrent to people from smoking in these areas and over an extended period reduce the 'normalisation' of smoking for children. There are likely to be well-being benefits from extending the existing policy coverage, however the Council has limited policy staff time and has several policy projects which staff consider to be a higher priority over the next few years. Consequently, staff recommend against committing to the development of a Smokefree Vape Free Outdoor Policy.
- 33.8 One submission received from Hospitality NZ related to local alcohol policies, advocating for a balanced approach to alcohol regulation in New Zealand, emphasising that responsible on-licensed venues are the safest places for people to consume alcohol. They argue that while it is important to enforce laws to prevent alcohol-related harm, excessive regulation and delays in licensing can harm the hospitality industry. The submitter urges collaboration with local councils and regulatory agencies to ensure fair licensing processes

that support both community safety and the economic benefits of a vibrant hospitality sector.

- 33.9 There are no recommended changes to public health budgets.

34. Museums and Heritage

- 34.1 Seven submissions were received regarding museums and heritage in the Tasman District.
- 34.2 The Motueka District Museum Trust Board sought funding to replace the roof of the Motueka Museum and indicated interest in leasing the Laura Ingram Kindergarten building. The Museum is a Council-owned facility, and we are currently waiting for quotes to replace the roof in this calendar year. The future use of the Laura Ingram Kindergarten building is subject to the outcome of a study for the final use of the old Motueka Library. This should be resolved in 2024 and will guide any discussions with the Motueka Museum on the Laura Ingram Kindergarten building.
- 34.3 The Nelson Provincial Museum requested an adjustment to the funding allocation for the Archives, Research and Collections (ARC) Facility to allow for increased costs from the current \$3.2 million allocation by \$1.5 million in year 2026/2027. The ARC Facility is a significant project to protect the District's artifacts.
- 34.4 Both Tasman District Council and Nelson City Council had previously agreed to fund 50% of project cost for the ARC at the previous estimate of approximately \$12 million. Increased construction costs have impacted on this figure and there is a risk of the project not progressing as planned. Nelson City Council's future contribution is presently unknown, and it would require both councils to jointly contribute any increased funding to meet the level required. Staff note the significance of the artifacts collection and the risk it faces in its current premises and therefore recommend increased funding to achieve the Council's and Nelson City Council's 50% contribution as requested.
- 34.5 Ngāti Tama ki Te Waipounamu Trust asked for the Council to engage in discussions about potential future support for a partnership between Manawhenua ki Mōhua and the Golden Bay Museum, focused on the care of the Anaweka Waka. Manawhenua ki Mōhua also requested investment into the Golden Bay Museum and suggested that the Museum could house the Anaweka Waka, which is currently undergoing preservation.
- 34.6 Staff note that the significance of the Anaweka Waka is well recognised at a national level. However, the request for Council investment for the future of the Anaweka Waka is not clearly outlined. Staff recommend that the Council enters discussions with Manawhenua ki Mōhua and other parties to better understand any potential partnership. Staff do not recommend funding for this work be provided in the Plan.
- 34.7 The submission from the Waimea South Historical Society focused on the protection of heritage buildings as part of the TRMP and requested that the Council establish a Heritage Officer role to oversee this. Heritage New Zealand have a register of significant historic buildings, seven of which are in and around Wakefield. The current Tasman Resource Management Plan (TRMP) does not have a full record of all historic buildings.
- 34.8 It is intended that in future iterations of the TRMP historic buildings in our District will be identified and protected. This work will take some time and staff would appreciate input from the Waimea South Historical Society. However, staff do not support the request from Waimea South Historical Society for the Council to establish a Heritage Officer position to oversee protection of heritage buildings, as not all the buildings have been identified.

- 34.9 The Suter Art Gallery requested an increase in its operational funding adjusted by annual inflation. The Suter Art Gallery annual funding from the Council has, to date, not been adjusted for inflation, unlike other similar grant recipients whom the Council contributes to. The Plan has made an allowance for the inflation adjustment requested, with a \$10,000 impact in Year 1.

35. Māori Participation

- 35.1 There was a total of 10 submissions with 13 separate items of concern to the community in the area of Māori participation. Submitters were: Te Whatu Ora, Te Rūnanga o Ngāti Kuia, Te Ātiawa o te Waka-a-Māui, Te Rūnanga o Ngāti Rārua, Whakarewa (Ngāti Rārua Ātiawa Iwi Trust), Ngāti Tama ke te Waipounamu, Wakatū Incorporation, Te Āwhina Marae, Te Tauihu o te Waka-ā-Māui Māori Culture Council and Mr Johny O'Donnell.
- 35.2 These submissions collectively emphasise the importance of an inclusive and culturally responsive style of governance, recognition of Te Tiriti o Waitangi, stronger partnerships with whānau, hapū, iwi and other Māori entities, adequate resource provision, and support for cultural initiatives and facilities to ensure meaningful Māori participation and benefit in the Council's long-term planning.
- 35.3 The main themes from the submissions regarding Māori participation in the Plan are outlined below.
- 35.4 Emphasis on incorporating "Te Tiriti o Waitangi" in the final document of the Plan, aligning with international law and the preference of using indigenous text.
- 35.5 Concern was expressed over the absence of full names of whānau, hapu and iwi groups as well as a lack of reference to Te Tiriti in the Consultation Document and a strong recommendation for its inclusion in this Plan.
- 35.6 The Council Activities Summaries 2024-2034 document (page 139) lists the iwi with statutory acknowledgements within the Tasman rohe. Staff recommend updating this to name the iwi in full and to use their correct and full names throughout the Council documentation.
- 35.7 Staff recommend an addition to the Statement of Fostering Māori Participation in Council Decision Making to explain the Te Tauihu Together Partnership Agreement as the Statement document was agreed to before the Partnership Agreement was signed.
- 35.8 The Statement of Fostering Māori Participation in Council Decision Making also refers to the Spatial Planning Act 2023 and the Natural and Built Environment Act 2023, which is no longer in place. Staff will update the Statement to reflect the correct legislative requirements.
- 35.9 Submitters called for strengthening of existing partnerships and agreements (e.g. Mana Whakahono) between the Council and iwi to enhance accountability and engagement. A Mana Whakahono is a binding statutory arrangement that provides for a more structured relationship under the RMA. It can be initiated by an individual or collective of hapū or iwi. At this consultation process, Te Rūnanga o Ngāti Kuia were the only submitter to raise the concept of Mana Whakahono. At this stage staff recommend emphasis is put on the existing Together Te Tauihu Partnership Agreement. Capacity constraints for the Council and iwi would limit resources available for engaging in Mana Whakahono processes.
- 35.10 Submitters requested more engagement time and input from iwi at the beginning of the planning process for the next Plan. Staff attempted engagement with iwi on several

occasions earlier in the Plan's process and staff will commit to renew efforts to engage at the start of the next Plan's preparation processes.

- 35.11 The Te Taihū o te Waka-ā-Māui Cultural Council, submitted on the need for more support for Te Matatini as the event is rapidly approaching (2027) and accommodation has been raised as the main concern for this event. The main event in 2027 will bring significant economic benefits to the region and it is important that it is well supported by the Council. Options could include facilities at Saxton Field (shared with Nelson City Council). A request is made from the Cultural Council for continuing financial support in the Plan. The Te Taihū o te Waka-ā-Māui Cultural Council acknowledged that the Council currently co-funds 0.5 of 1 FTE shared with Nelson City Council, this role has been supported and extended out to 2027 as the dates for hosting Te Matatini were moved due to Covid interruptions. The Council also allows staff to volunteer at the national kapa haka events as support in kind. Staff will continue to liaise with the Cultural Council to explore how else the Council can support the successful delivery of Te Matatini in 2027.
- 35.12 Motueka Mai Tawhiti (MMT) is requesting support to include their vision within the LTP, specifically through access to waka use on the awa and moana in Motueka. Currently MMT must store their waka in Kaiteretere (Kaiteriteri), travel is a barrier to connecting to their waka ama kaupapa. MMT would like council assistance to find a storage space closer to the moana in Motueka, this could include safe wharf access like the waka ama group has in Nelson. Staff will explore options to assist in providing a suitable storage space.
- 35.13 Te Āwhina Marae has requested financial support and investment into upgrades to the marae and community facilities for cultural activities and services that have benefits for the wider community, especially in times of disaster. Te Āwhina Marae seeks recognition as a community facility and supported appropriately an arrangement that aligns with your strategy to deliver new and upgraded community facilities through a combination of rates funded loans, financial contributions, and community fundraising expectations.
- 35.14 In 2024 Te Āwhina Marae completed their Papakāinga project which saw 20 new homes built. The Council was able to support this through the Better off Funding project where \$100,000 was allocated to supporting Te Āwhina Marae. The remission from development contributions for not-for-profit, cultural, ora or educational centre developments on specific categories of land may apply to this development in the Development and Financial Contributions Policy. Similarly, the Policy on Remission and Postponement of Rates on Māori Land may also apply. Resource Consents staff have been working cooperatively with the Marae Redevelopment Team.
- 35.15 There is no funding to support this development in the LTP at this stage. Given the financial pressures the Council faces, staff do not recommend adding funding for this purpose.

Resource allocation and transparency

- 35.16 Submitters raised concerns about the adequacy of funding for iwi consultation, advice, and the need for increased staff training (Council staff) to enhance engagement capacity. Staff recommend internal training to enhance and increase engagement processes.
- 35.17 Some submitters called for transparency in operational/project budgets to be able to have meaningful and appropriate engagement. Often projects are struggling to cover iwi engagement costs towards the end of a project. Staff will endeavour to be more upfront about the budgets available at the outset of engagement with iwi on specific projects so that all parties have a good understanding of the budgetary constraints from the outset.

- 35.18 Te Rūnanga o Ngāti Rārua and Ngāti Tama ki Te Waipounamu made offers of co-investment options with the Council. Staff will explore co-investment opportunities with interested iwi and how these can be pursued while ensuring a level playing field for suppliers and good value for ratepayers.

Cultural impact assessments and monitoring

- 35.19 Some of the submitters emphasised the need for iwi monitoring and cultural health monitoring for projects involving waterways. Provision has been made in the Plan towards monitoring to support the water conservation order pending the independent review. We will work with iwi to support cultural health monitoring to the best of our ability within the available budget.

36. Digital Innovation

- 36.1 No changes to the overall digital innovation programme budget are recommended. However there has been a change in the timing of funding to align with more up to date information around the work. The table below shows this:

Year	Per CD \$000's	Per Now \$000's	Movement \$000's
2023/24	4,710	3,305	-1,405
2024/25	3,073	4,574	1,501
2025/26	2,993	3,666	672
2026/27	2,492	2,739	247
2027/28	1,842	1,635	-207
2028/29	394	0	-394
2029/30	0	0	0
2030/31	0	0	0
2031/32	418	0	-418
2032/33	0	0	0
2033/34	0	0	0
Total	15,922	15,918	-5

Table 4: Digital Innovation Programme rescheduled budgets

37. Richmond Office Building

- 37.1 There were five submissions regarding the Richmond office building.
- 37.2 One submission was supportive of a new office building, so all the Council staff could be in one place. Another submitter supported a lease option and suggested ways to reduce the amount of building space needed. The other submitters had concerns regarding the affordability and potential location of a new office building.
- 37.3 The Council is yet to make decisions on the various potential options for office accommodation. These submissions will be considered as the work on the Richmond office building proceeds.

38. Economic Development

- 38.1 We received 25 submissions on economic development. Several of these were in response to the Financial Sustainability Choice, Option B which included stopping our funding towards four economic development organisations.
- 38.2 Discontinuing the funding of the four organisations (the Nelson Regional Development Agency (NRDA), Tasman Bay Promotions Association, Golden Bay Promotions Association, and Nelson Tasman Business Trust (NTBT)) was included in Choice 1: Financial Sustainability, Option B: reduce our services to the community. Submissions were received from each of these organisations. These submissions emphasised the importance of the work they carry out and supported retaining or increasing the level of funding included in the Council's preferred option.
- 38.3 In its submission, the NRDA advocated for not only maintaining its current funding but increasing the funding level, citing the proposed reduction in funding it will receive from Nelson City Council as a rationale. The NRDA submission also asked the Council to work with Nelson City Council to consider the combined impact of the two Long Term Plans on its delivery capacity. It further requested that the two councils commit to achieving economic development through a common ownership and joint/equal funding model.
- 38.4 NRDA is facing a substantial reduction in funding from Nelson City Council through its Long Term Plan. However, Nelson City Council's funding will remain in the order of three times our proposed funding level. The amount of the funding reduction from Nelson City Council is challenging for the NRDA and it would require substantial organisational restructuring, as well as a narrowing in its scope of work. Given the reduction in funding at Nelson City Council, it is doubly important that this Council at least maintains its funding at the level proposed in the Consultation Document of \$325,000 per annum with an annual inflationary adjustment. Any reduction of our funding is likely to risk causing the NRDA to be unsustainable as an organisation. This could leave a big gap regionally with no economic development agency and would result in a substantial reduction in our work to promote economic wellbeing in the District. One of our community outcomes notes: Our region is supported by an innovative and sustainable economy; therefore, this is an area of activity staff recommend we continue to support.
- 38.5 Staff acknowledge the financial pressures we are under and recommend retaining the NRDA funding at the current level as outlined in the preferred option (\$325,000), plus an annual inflationary adjustment for the next three years.
- 38.6 The current organisational and governance arrangements (i.e. NRDA is a Council Controlled Organisation of Nelson City Council which this Council partially funds via Nelson City Council) have been in place for several years. There are some operational difficulties in this arrangement such as the NRDA at times being put in compromising positions between advocating what is best for the Nelson Tasman region as a whole, promoting the importance of our District and communities, and maintaining the political support of the NRDA's owner and majority funder (Nelson City Council).
- 38.7 With the reduction in Nelson City Council funding, this provides the opportunity to review the organisational and governance arrangements. Staff recommend that this process is commenced in conjunction with Nelson City Council and the NRDA and that this is commenced as soon as possible.
- 38.8 Under the current arrangements, the NRDA agrees a Statement of Intent (SOI) with Nelson City Council, and we are offered an informal opportunity to provide comment and feedback

on draft SOIs. The proposed reduction in funding from Nelson City Council necessitates a more extensive discussion between the three parties on the capacity and priorities for the NRDA over the next three years which highlights the importance of our having equal input. Staff recommend that the Council approaches Nelson City Council to initiate discussions on the NRDA's capacity and priorities.

- 38.9 Ten other submitters recorded their support for the NRDA and the work it carries out with a particular focus on its regional tourism promotional work. These supportive submitters included the Nelson Chamber of Commerce, Nelson Airport, the Tourism Export Council, Tourism Industry Aotearoa, SKAL Te Taihū, Alborn Enterprises and Snap Infotechnologies Ltd. These organisations provided positive commentary on the work the NRDA carries out, the importance/benefits of tourism for the region's economy, the need to continue to fund the NRDA at least at the proposed level, and the likely negative consequences if funding was reduced.
- 38.10 In its submission the Hospitality NZ Nelson Branch expressed the view that there is little real connection between anything the NRDA appears to offer, and what small business operators may need in order to survive and grow. Staff note that the NRDA's role which we help fund is not as provider of capacity building and upskilling of small businesses. This area of small business development and support is more aligned to the work we fund through the Nelson-Tasman Business Trust. The NRDA was however, instrumental in supporting small businesses through the Covid-19 restrictions and in the aftermath of the 2022 adverse weather event.
- 38.11 Many hospitality businesses are beneficiaries of the work the NRDA carries out in the events, tourism promotion, regional promotion, and destination management areas. In addition, Hospitality NZ and hospitality businesses in general participate in NRDA programmes such as food and beverage sector cluster development and regional ambassador programmes.
- 38.12 The Tasman Bay Promotions Association provided three options with associated varying funding levels. In summary, the options included a continuation of the Association's current work programme at a continued existing funding level (\$45,000 per annum), or the option of the addition of developing a 'pop-up' iSite trailer and building upgrade for increased funding (\$70,000), or providing resources throughout the Tasman Bay, Golden Bay and Murchison region supporting and promoting each region for further increased funding (\$100,000). In this final option the proposal is that as the only remaining regional information centre that is open seven days a week, 364 days a year, and with its central location, the Motueka visitor centre could evolve into the primary "hub" for the region, providing integrated support and service delivery. Support to smaller centres could be provided including extra staff, digital and bookings systems and use of the Motueka centre's extensive network in busier times. The branded trailer could also be used to fill the gaps where and when needed throughout Te Taihū, Top of the South.
- 38.13 In the current financial environment, staff consider the additional services, requiring additional funding to be a 'nice to have' rather than an essential service. Whilst providing valuable services at present, the longevity of the visitor centre model is questionable. Staff therefore recommend retaining funding at the level in the proposal (\$45,000 per annum with an annual inflationary adjustment) for the next three years.
- 38.14 At the hearing on 9 May 2024 Golden Bay Promotions Association supported the level of funding (\$30,000 plus annual inflationary adjustment) for its operations, noting how tight its

financial situation is and how valuable the Council's funding is. The submitter requested that the Council develop a tourism strategy.

- 38.15 Staff recommend retaining funding at the level in the proposal (\$30,000 per annum with an annual inflationary adjustment) for Golden Bay Promotions Association for the next three years. The Nelson Tasman region has a Destination Management Plan which was developed by NRDA, rather than a tourism strategy Nelson-Tasman-Destination-Management-Plan-2021-2026.pdf (rtnz.org.nz).
- 38.16 The Nelson Tasman Business Trust advocated for the continuation of the funding in the Council's proposal (i.e. \$25,000 with an annual adjustment for inflation), noting the valuable work this small organisation does to support small businesses in Tasman. Staff recommend confirming this level of funding for the next three years.
- 38.17 The Board of Te Āwhina Marae sought investment to pursue economic development opportunities for the region. The submission identified the Marae's cultural tourism strategy that could be activated as part of its redevelopment and that it has capacity to deliver events, educational tourism and cultural experiences for visitors. The submission noted that this sort of initiative is aligned with the Nelson Tasman Destination Management Plan. Staff recommend that the submission be referred to the NRDA with the intention that they work with the Marae Board to further explore these opportunities. Given the Council's financial constraints staff do not recommend providing funding directly to the Marae for economic development in this Plan.
- 38.18 One submitter asked the Council to develop a strategy to gain more retail and business spaces in Wakefield and Brightwater, as well as preventing areas like Tapawera from losing businesses. Staff note that the Council's primary roles in terms of encouraging businesses to locate in areas like Wakefield, Brightwater and Tapawera is in zoning suitable land through the TRMP and providing the necessary infrastructure. Staff understand that light industrial land is constrained in Wakefield and less constrained in Brightwater. For both locations, additional land is due to be rezoned for light industrial use through Plan Change 81 which is due to be notified in late 2024 or early 2025. The Future Development Strategy identifies a site for new light industrial land in Tapawera, but this is not likely to be zoned in the near future and will probably be part of the review of the TRMP. The development of the Tapawera Community Hub will provide some space for local businesses to operate and contribute to retaining them in the area.

39. Community Partnerships

- 39.1 Eight submitters supported the establishment of Te Tauihu Regional Community Development Agency, an iwi-governed and community-led organisation. The proposed agency would support the not-for-profit sector to work more effectively together in supporting the wellbeing of our communities. The group promises to deliver on relevant Te Tauihu Intergenerational Strategy actions and build social capital and cohesion.
- 39.2 The Community Partnerships team has sat on the establishment committee that initiated this concept. Staff support this group in principle and believe that the function of advocating for the community is important for the non-for-profit sector. Staff understand that a lot of work and research has been done already, however, in the Tasman District it is still in the early stages. More planning and connections need to be made before the Council commits to any annual allocations. For now, staff recommend that the group applies for a community grant to establish itself in the Tasman District.

- 39.3 There were several requests to support youth spaces in Richmond and in Motueka. Staff recommend supporting Waimea Youth Council in investigating the idea of the Youth Space in Richmond. At this stage, this doesn't require any additional funding, but we recommend the Community Partnerships team works with youth to investigate this opportunity. The Motueka Youth Development Hub submission was supported by five other submitters. Staff support the establishment of this facility and recommend the group to apply for a community grant.
- 39.4 A submitter requested an increase in the pool of community grants. Staff considered this possibility in 2023, however the increased budget for community grants was not supported by the Council. The recommendation was to explore options for restructuring grants to allow for long-term sustainable funding. This work is underway.
- 39.5 Whenua Iti Outdoor submitted to both Nelson and Tasman councils to fund their programmes that benefit youth not in employment, education, or training. Staff support Whenua Iti Outdoor programmes and acknowledges the significant impact they have on youth in our community and recommend that the group applies for a community grant.
- 39.6 We received a submission from Nelson Tasman Multicultural Council in support of retaining the Welcoming Communities role after the Immigration NZ funding will run out. We agree that the Welcoming Communities Officer role has allowed the Council to engage with migrants and become more inclusive in its operations. However, this role was only a three-year contract.
- 39.7 The Multicultural Council also asked for a financial contribution towards two projects; a newly established coordinator's role in Motueka and to partner with Nelson City Council to establish a physical art hub. Staff agree that Richmond lacks a multi-purpose community building that suits cultural and religious needs of our diverse population. The Community Partnerships team is prepared to work with the Nelson Tasman Multicultural Council to investigate and develop this project. At this stage this does not require a financial contribution. Staff also support the Coordinator role in Motueka. This role will become even more important after December 2024 when the contract of our Welcoming Community Officer ends. However, due to budget constraints we are not recommending to fund this. Community grants will not be suitable for this purpose as the current Community Grants Policy doesn't cover salaries and wages.
- 39.8 We received 26 submissions to support the Olivers Road Pavement Upgrade of the Kohatu Park. Previously the Council has contributed to the motorsport facility through providing funding for a feasibility study and upgrading the intersection to the Park. Historically the Council has not provided this level of support for a private venture. To become involved in a venture of this nature the Council would need to be confident of both financial success and that in doing so they would be providing for the wider public good. Staff do not recommend funding allocation due to the budget constraints.
- 39.9 A submitter suggested that the Council should value arts and creativity more, however, they don't specify say how this should manifest. In the past, we had requests from the art community to invest in the art strategy and an art coordinator. This could result in up to \$150,000 a year plus overheads (\$80,000 – new FTE and \$70,000 for projects and other expenses associated with the role) We understand the importance of the art sector and we value it by providing annual non-contestable allocations to Art Councils, allocating community grants to arts organisations, and facilitating Creative Communities funding. In addition, we invest staff time into the Chorus box art programme, Suter Art Gallery Art Walk and supporting local artists. We also received a submission from Motueka Arts

Council asking for an increase of their non-contestable funding allocation of \$17,099. Staff do not recommend funding this due to budget constraints.

- 39.10 The Fifeshire Foundation offered to distribute all or part of the Council's community grants. This could be explored as part of the Community Grants Policy review process. One of the options that this review process can explore is to allocate a significant amount of the community grants pool to Fifeshire Foundation for distribution. This may result in reducing the overall number of community grant applications and reduction of the administrative support. More investigation is needed.

40. Council Enterprises

- 40.1 A submission from Wilsons Abel Tasman sought Council support for a ramp and haul-out area for commercial vessels at Port Motueka. The Council recently agreed to use up to \$100,000 from the Motueka Harbour and Coastal Works Reserve Fund to complete a Port Motueka Structure Plan (see Council report RCN24-05-6). This would not impact rates or Council debt. This work will include consultation with users and guide future operations and further development or redevelopment at Port Motueka, including layout and required facilities. Staff consider that there is a need for a commercial ramp and maintenance facility in Tasman but do not recommend providing funding for this in the Plan. The Structure Plan is required before the feasibility of a commercial area can be considered, including potential location options for a ramp, its size and scope of a facility.
- 40.2 The Golden Bay Community Board supports the Council's use of some surplus carbon credits to manage historical debt at Port Tarakohe. A submitter is seeking a floating dock system to facilitate safe launching from the Port Tarakohe western arm boat ramp. Whilst this is not a significant hazard, staff will investigate design and feasibility in the 2024/2025 financial year.
- 40.3 The Nelson Riding Club is seeking improved horse trails through plantation forests and seeks alternative road material for forestry roading. Staff will investigate this.
- 40.4 A submission suggested using the Council-owned grazed land located adjoining the Motueka Inlet (accessed off Old Wharf Road), for tiny homes housing. The Council allocated funding in 2023 to carry out community consultation for an options report. This is underway and will be completed in 2024/2025.
- 40.5 A submission recommended the Council mitigate environmental damage from plantation forestry, for example sedimentation. The Council is currently reviewing its land disturbance rules particularly on Separation Point granite soils. It should be noted that the Council does not have forest on these soils. The Council is certified by the Forest Stewardship Council as having well-managed forests.
- 40.6 The submission from Forest and Bird requested the Council to urgently review its plantation forest in a similar manner to Nelson City Council. Staff do not recommend a review of its forest management at this time. The Council's forestry uses a relatively small proportion of the land in the District and has positive impacts on local economy, jobs and rates.
- 40.7 A submitter was concerned with proposed Aerodrome landing fee increases and suggested alternative forms of income to counter costs, such as growing lucerne. Staff are implementing revenue improvements and alternative revenue streams.

- 40.8 A submitter was concerned by the Council's move to decarbonise its fleet by electrification, in particular, costs and assumed the Council is installing public charging. The renewal strategy was carried out with no effect to budget aided by rationalising fleet numbers and improving vehicle utilisation. The Council is not installing public electric vehicle charging systems.

41. Assumptions

- 41.1 There were very few submissions directly relating to the key forecasting assumptions.
- 41.2 Staff have updated the assumptions for interest rates and fixed asset revaluation, based on new information.
- 41.3 Of the submitters who were not in support of the Council's investment in climate change, some of these expressed scepticism of climate change. Staff do not recommend any changes to the climate change assumption but note that research and guidance in this area is constantly being updated.
- 41.4 Staff note the growth assumption has been reviewed by Audit NZ, who concluded the stated growth assumptions are reasonable and supportable, with a stated "medium" level of uncertainty. This was based on the quality of the Council's underlying data and methodology, and their alignment with the external expert's forecasts.
- 41.5 Changes to the growth infrastructure work programme are likely to change the calculations of development contributions which will affect the assumption on the amount of development contributions to be collected.
- 41.6 The final adopted set of forecasting assumptions will be updated with any legislative changes, particularly regarding Three Waters activities and RMA reforms.

42. Council Performance and Communication

- 42.1 A few submitters commented negatively on the Council's costs, efficiency, perceived mismanagement, and authenticity of the consultation process reflecting similar themes noted in the financial sustainability choice section of this report. There were also a few submitters who complimented the Council on the consultation process, the approachability of its elected members and staff and generally for the contributions it makes to the Tasman community.
- 42.2 Several submitters advocated for amalgamation with Nelson City Council. One of the forecasting assumptions for the Plan is that the Council will remain as a separate unitary authority based on existing boundaries. We work closely with Nelson City Council on a wide range of areas. There are a number of drivers for this joint work, including efficiency. We will continue to pursue further opportunities for partnerships with Nelson City Council and other councils where there are potential benefits to the Tasman community.
- 42.3 One submitter mentioned the role of Local Government New Zealand (LGNZ) played in the Council's decision to adopt a Māori ward and that they considered this to be an overreach on the part of LGNZ. The submitter was keen to understand where else LGNZ may have demonstrated overreach. The Council engages with several organisations of which LGNZ is one. LGNZ provide support to all elected members and particularly so for Māori and young elected members where that support, and the wider network is valuable to their role. Additionally, LGNZ represent the sector to central government, providing a coordinated voice.

- 42.4 One submitter described the benefits that accrue to Motueka generally, and youth, from the association Motueka has with Kiyosato. This relationship originated from the Friendly Towns initiative of the 1990s. The submitter was keen to understand what, if any, budget provision was made to continue the relationship. There is a Council budget specifically allocated to the Friendly Towns initiative. The Motueka Community Board could also use its discretionary budget to fund the Friendly Towns initiative.

43. Other matters raised by elected members

- 43.1 This section provides the Council with the opportunity to raise any other issues or matters from the submissions and hearings at the meeting that may have not been covered in this report. This is particularly important for any matters that councillors consider further discussion is required or where potential changes should be made prior to finalising the Plan.

44. Other Matters Raised by Council staff

Projected end of 2023/2024 year financial position

- 44.1 Since the Consultation Document, supporting information and concurrent consultations were adopted in late March 2024 staff have developed updated projections for the end of 2023/2024 financial position. This is the financial position with which we enter the Plan 2024-2034 period.
- 44.2 Staff propose to pay off the forecast deficit balances over the next five years with \$690,000 being collected in the first year of the Plan. Staff intend to review spend in these areas as part of the next Annual Plan to see if further savings can be made to offset the deficit balances more quickly.
- 44.3 Staff are projecting a worst-case operating deficit of \$8.3 million as at 30 June 2024. This is made up of deficits in the following areas:

10. Activity	11. Forecast Operating Deficit
12. Transportation	13. \$3.8 million*
14. Building Assurance	15. \$1.8 million
16. Water	17. \$1.2 million
18. Wastewater	19. \$0.7 million
20. Reserves and facilities	21. \$0.8 million
22. Total	23. \$8.3 million

24. *New Zealand Transport Agency Waka Kotahi may fund 51%.

25. *Table 5: 2023/2024 projected deficits*

Cost increases since the Consultation Document was adopted

- 44.4 There have been several substantial cost increases since the Consultation Document, supporting information and concurrent consultations were adopted in late March 2024 that affect the Plan financials. Many of these cost increases are due to matters outside the Council's control and therefore could not have been identified prior to consultation. These changes are detailed in the subsequent sections (note that cost increases affecting public transport services were discussed earlier in the report).

Water supply operating costs

- 44.5 A review of the operational budgets compared to actual operating expenditure to date in 2024/2024 in the water supply activity has highlighted several areas where proposed maintenance budgets are inadequate to consistently operate the service to an adequate level.
- 44.6 During the Plan process a risk/opportunities (must/could/should) matrix (must/could/should) was applied to all budgets with those not scoring above a threshold being excluded from the draft Plan budget unless there was a strong indication from Councillors to do otherwise. This process was undertaken in a short timeframe and in some cases, staff made 'line calls' about which budgets to include or exclude. Following further review of the budgets in the water supply maintenance area and considering the level of expenditure in the current financial year, it is considered prudent to increase the budgets in the Plan.
- 44.7 The budget items affected are listed in the following table:

Budget Area	Reason why budget is required	\$ per annum
Water meter reading	We need to have water meter readings, done by contractors, so we can calculate what to charge customers for water use.	\$103,000
Legal advice	When we find tampering with public water supplies, we often need legal advice for prosecutions.	\$33,000
Specialist consultant advice, such as water modelling scenarios	We do not have all the required expertise inhouse so sometimes need advice and reports done.	\$45,000
Additional routine maintenance resulting from new water treatment plant in Motueka	Instead of replacing filters annually we are replacing them every three months, partly because of the bores being stirred up by pumping for the two new bulk filling stations and underestimated the turbidity in the bores, particularly at start up.	\$56,000
Routine maintenance for ageing wastewater pump stations and reticulation	Without routine maintenance, the level of reactive maintenance increases significantly and ends up more costly.	\$39,000
Condition assessments to prioritise three waters pipe renewals programme	Without this information it is difficult to prioritise renewals of pipes and set a programme of works.	\$53,000

Table 6: Increases in water maintenance and operational budgets

- 44.8 The overspend and projected deficit in the Water Supply activity in the 2023/2024 year has highlighted the level of resource that will be required to carry out adequate maintenance in future years.

Waimea Community Dam costs

- 44.9 Since the consultation document was adopted, the Council has been informed of higher than budgeted operational costs for the Waimea Community Dam. These higher costs are primarily for servicing the debt associated with the Dam in a higher interest rate environment. The Council is responsible for funding around \$500,000 per annum i.e. 51% of the increased costs.
- 44.10 In addition, Waimea Water Limited is in a dispute with one of the contractors involved in building the Dam. It is considered prudent to make some financial provision for additional project costs associated with resolving this dispute.

Building consent volumes

- 44.11 The volume of work expected to be undertaken by the building assurance is now expected to be lower than the level used to create the budgets for the Plan. This reflects the downturn in consent applications we have experienced and projections of activity in the construction sector.
- 44.12 Staff have undertaken work to update the expected revenue and identified ways to reduce expenditure to respond to the lower expected level of business. The net impact is an increase in budget of \$1.7 million in 2024/2025.
- 44.13 Staff will carry out a review of the building assurance activity to reconsider the inputs and potentially make a future change to the Revenue and Financing Policy. Any financial impacts of this review will not be confirmed until the 2025/2026 year.

Increased insurance costs

- 44.14 We have been advised by our insurance brokers that we will require an additional \$360,000 for insurance costs given the current market conditions to maintain an adequate level of insurance. The impact of this is on our below ground assets and public indemnity insurance.
- 44.15 It is also noted that the Council's excess for some claims has increased which also creates additional costs for the Council.
- 44.16 Staff have commenced work to review our insurance arrangements with any financial impacts of this review not commencing until the 2025/2026 year. No reduction in budgets has been made regarding this review and savings can only be guaranteed once the governance arm of the Council makes decisions around an insurance strategy.

Other minor budgetary changes since consultation adoption

- 44.17 PF Olsen provided updated revenue and cost projections for 10 years of the Plan based on the latest information that they had available. These reduced the amount of forestry income that the Council had expected in 2023/2024. This reflected poorer market conditions, and updates to the long-term forest management programme after accelerated harvesting in recent years.
- 44.18 Other changes include:
- Audit New Zealand advised the Council of an increase in its fee (\$59,000). We have amended the budget to accommodate this;
 - as part of the Council's review of insurances funds a loss adjustor report will be required (\$40,000). This in turn will allow the Council to understand how much insurance to place;

- an external review of the Harbour Master (HM) function was undertaken in 2023. It shows an underfunded HM office. The new HM has quickly assessed the finances to identify the areas of concern. As a result, additional operating costs of \$45,000 were identified. The capital spend programme (an increase of circa \$1m over the ten years) was also updated. These have been loaded into the LTP. Further work will be undertaken to refine the budgets for the 2025/2026 Annual Plan;
- inflation has been added to the Suter Art Gallery budget line and the Council's contribution to the NRDA. The cost is approximately \$10,000 per annum and is in line with the Council's expectations;
- an additional \$10,000 was added to the Richmond Library electricity budget to better reflect actual cost;
- adjustments were made to how we consolidate the Joint Ventures into the overall accounts of the Council so the budget reflected the actual accounting for these entities. The changes had no impact on rates. The changes will ensure there is more alignment between the budget and actual result in the Annual Report; and
- the Office for the Valuer General advised an additional \$5,000 per annum was required for the annual charge.

Rescheduled capital programme

- 44.19 The proposed 10-year capital programme has been rescheduled since the Consultation Document and supporting information was adopted by the Council for consultation. This was done to:
- accommodate forecast carryovers from the current financial year (2023/2024), and
 - improve the deliverability of several large projects whilst ensuring sufficient time and budget were available to undertake design, consenting, and tendering activities prior to construction.
- 44.20 In all cases, no additional budget was added to individual projects compared to the consulted programme. The planned budgets were either simply shifted forward/backward in time or were "smoothed" by moving small portions of budgets forward for design activities. Any changes made to growth-related capital projects were made while preserving the expected roll-out of growth areas.
- 44.21 The capital programme rescheduling has strived to maintain total annual capital budgets that are approximately equivalent to the consulted programme. This in effect minimises potential impacts to projected rate rises. Net debt has increased since consultation to \$453m. In the main this was driven by higher spend in 2023/2024 than planned, not because of changes to the LTP programme.
- 44.22 An activity-level summary of the proposed capital expenditure changes compared to the Consultation Document, for the first three years of the LTP, are shown in the table below. Overall, the rescheduling moved approximately \$7.5 million of capex out of the first three years of the LTP.
- 44.23 The most notable changes in the rescheduling are:
- rescheduling of significant road works along Lower Queen Street for construction in Years 6 and 7 rather than Years 2 and 3, including the widening of Lower Queen Street, the upgrade of McShane Road, and the improvement of the McShane/Lower Queen Street intersection;

- the bringing forward of \$3.6 million in the Richmond Stormwater Land Purchase budget to the current financial year (23/24) from Years 1-3 of the Plan to facilitate a major property acquisition, and rescheduling of property purchases related to later phases of Richmond South to later in the Plan;
- rescheduling of stormwater land purchases and channel upgrades related to later phases of Richmond South greenfield developments to later years of the Plan;
- rephasing of capital budgets related to the Motueka Wastewater Treatment Plant to ensure a more consistent funding stream from Year 1 onwards;
- bringing forward approximately \$600,000 of capital budget to Years 1 and 2 for the design of the Wakefield to Richmond wastewater trunk main and associated pump stations;
- rescheduling several water supply projects for Richmond South from Year 1 to Years 2 and 3; and
- rescheduling treatment upgrades for the Redwood Valley water treatment plants from Year 1 to Years 2 and 3.

Activity	2024/2025 \$000's	Change from CD	2025/2026 \$000's	Change from CD	2026/2027 \$000's	Change from CD
Environmental Management	886	75	571	0	718	0
Public Health and Safety	256	253	41	-56	19	16
Transportation, Roads and Footpaths	17,406	700	16,275	-9,526	16,303	-4,376
Coastal Structures	5	-68	15	-626	5	0
Water Supply	12,712	-6,111	23,266	2,432	19,575	3,934
Wastewater	16,885	1,217	8,928	-84	14,351	616
Stormwater	12,441	202	9,589	-1,666	6,714	-1,629
Solid Waste	5,608	790	8,810	5,474	7,610	-5,623
Flood Protection and River Control Works	1,710	461	1,276	0	1,307	0
Community Development	9,306	6,099	5,461	0	14,794	0
Council Enterprises	7,964	-376	1,384	0	1,531	0
Support Services	1,880	33	2,319	330	1,297	0
Total	87,060	3,277	77,935	-3,720	84,225	-7,063

Table 7: Rescheduled Capital Programme

Increasing the dynamic net debt cap to 160%

- 44.24 As a result of additional capital spend in the 2023/2024-year staff recommend increasing the current dynamic net debt cap from 150% to 160% to ensure the debt limit reflects the new LTP financial starting point and its impact on subsequent years. This ratio is calculated by comparing operating revenue to the net debt figure.
- 44.25 The Council's proposal to introduce a dynamic rates cap based on a percentage of rates operating revenue was included in the consultation document and a few submitters commented on this. Several submitters also expressed concern about the level of debt in the consultation document.
- 44.26 Staff consider that the Council can make this change to the debt cap following the consultation already undertaken. The risk of making such a change to level of this rate cap is considered to be low.

- 44.27 Increasing this ratio will give staff some debt headroom when unexpected events occur such as needing to respond to an emergency.
- 44.28 It should be noted that the Council still has significant debt headroom when using the LGFA prescribed caps.
- 44.29 The below table shows the increase in dollar terms when increasing the debt cap to 160%.

Net Debt to Revenue	LTP 2024/25	LTP 2025/26	LTP 2026/27	LTP 2027/28	LTP 2028/29	LTP 2029/30	LTP 2030/31	LTP 2031/32	LTP 2032/33	LTP 2033/34
150% (Net Debt to Revenue)	291,176	310,099	311,066	331,547	333,361	357,193	364,504	383,243	392,811	410,366
Actual/Planned Net Debt	283,390	293,590	308,183	317,517	332,283	340,229	340,959	374,011	415,352	449,435
Headroom 150%	7,786	16,508	2,882	14,029	1,078	16,963	23,545	9,231	-22,541	-39,069
Per Consultation	14,550	15,667	21,342	17,682	317	11,414	18,209	4,566	-29,373	-28,247
Headroom Recommended 160%	27,197	37,181	23,620	36,132	23,302	40,776	47,845	34,781	3,647	-11,711

Table 8: Projected debt compared with debt cap

Options to reduce the rates and debt impact of budget changes since the Consultation Document was adopted

- 44.30 As noted in the previous sections there have been some budget changes since the Consultation Document, concurrent consultations and supporting information were adopted that are putting upward pressure on rates and debt. These pressures and options for addressing them were discussed informally at a Council workshop on 1 May 2024.
- 44.31 Several broad options to help reduce the financial impacts of these post-consultation budget increases have been identified and the advantages and disadvantages considered. These are summarised in Attachment 3. Some more specific options raised at the workshop on 1 May 2024 are discussed below.

Building control activity

- 44.32 Staff have carefully considered reducing costs associated with maintaining a functional building assurance capability, as a means of offsetting the drop in revenue now projected to occur. As a result, 3.5 vacant positions will be surrendered. The option to also redeploy some of the current staff has been evaluated but there are limited vacancies and different skillsets. If opportunities are identified during the year, this will act to offset the predicted shortfall in revenue in relation to cost.

Further review of capital programme

- 44.33 In preparing the capital programme staff went through a must/should/could process when developing the draft Plan. The vast majority of this programme relates to core requirements to provide for growth, maintain and renew infrastructure, and upgrade infrastructure to meet various consent or legal obligations.
- 44.34 Given a current downturn in development and contracting, Councillors have asked whether:
- the cost of the Council's capital programme should be reviewed (down); and
 - the Council's growth capital programme could be delayed.
- 44.35 The process for establishing the capital budgets involved using the Councils' capital cost estimating tool and having the unit rates reviewed by quantified surveyors then applying the revised tool and rates to project concept scopes, and applying contingency based on project scale, complexity, and knowledge about the project scope. Many of these were also

reviewed by civil works quantity surveyors. This set estimated costs at 2024 levels. Forecast inflation was applied to these estimates from Year 1 in line with the BERL cost of capital works forecasts which the Council received in September 2024.

- 44.36 This is a robust process using the most up to date information the Council has available. Staff reviewed several current tender rates against engineer estimates to consider how well this is serving us at present. This indicated that our estimating practices are generating estimates that are similar to the bids we are receiving, with normal variations (both positive and negative) around our estimates.
- 44.37 Staff note that many economic commentators have indicated that development and the overall economy is expected to start improving in 2025. Interest rates are expected to fall, and the national net migration is extremely which is putting pressure on housing supply.
- 44.38 Most of the programme will be delivered well past the current economic trough, and that the programme in 2024/2025 and 2025/2026 is likely to start experiencing the impact of an economic upturn.
- 44.39 It is also worth noting that an annual 10% capital expenditure capex reduction for three waters is already factored into the Plan for the purposes of calculating rates and debt forecasts.
- 44.40 For these reasons, staff do not advise making further ad-hoc changes to the capital budgets to reflect current economic circumstance. A project cost estimate 'haircut' approach is likely to lead to systemic underfunding of capital works.
- 44.41 In relation to the timing of the growth programme, staff strongly advise against making any changes due to:
- very high growth in recent years meaning most of Council's networks are near or at capacity, and in some cases above capacity. Between 2019 and 2023 the Council experienced growth of 526 dwellings per annum, compared to a long run average since 2010 of appropriately 390 per annum and forecast average of 400 per annum into the future;
 - the Council is already forecasting to modestly under-deliver against its national Policy Statement Urban Development servicing obligations over the period of the Plan;
 - servicing that the Council provides plays a major role in determining competition in the supply of sections which ultimately impacts the affordability of housing; and
 - infrastructure has long lead in times and delays mean the Council is likely to frustrate development proposals when it does pick up and compete with these for the same contracting capacity, which would drive up costs for both parties and ultimately new homeowners.
- 44.42 However, as noted above, staff have reviewed the capital programme more generally as part of a timing refinement and to accommodate a forecast capital carryover for 2024/2025. In doing so, staff have moved approximately \$7.5 million of capex out of the first three years of the LTP.
- 44.43 When undertaking this review, staff also identified approximately \$1 million of annual capital programme items that are a 'must' on the whole but not essential in any given year. It would be possible to reduce or eliminate these for Year 1. Reductions to these have not been included in the forecasts to date. Most of the impact is on the stormwater programme

and removing these budgets for year 1 would delay flood mitigation work by one year for Easby Park and Welsh Place where Reservoir Creek has overflowed in recent years.

- 44.44 Of note, some of these projects are funded by both rates and development contributions and eliminating them all would reduce the rates revenue requirement for Year 1 by less than 0.1%. The programmes and appropriate Year 1 budgets (uninflated) are:
- residential greenways – \$275,000, 59% funded from development contributions;
 - secondary flow path improvements – \$150,000 100% rates funded;
 - minor stormwater improvements - \$250,000 100% rates funded;
 - Motueka sump upgrade programme – \$100,000 100% rates funded; and
 - Richmond intensification stormwater capacity upgrade – \$200,000 50% rates funded.
- 44.45 Speed Management Plan (SMP) implementation is not mentioned above and has an annual budget of \$500,000 (before inflation and NZTA is assumed to fund 51% of this cost). Staff anticipate that the Council will want to implement many of the changes from Year 1, especially around schools. Under current requirements, this would use the first three years of budgets, or longer if NZTA does not fully fund this. At this point in the process, it is difficult to know whether the subsequent years' budget will be needed as this will depend on the final make-up of the SMP, whether road changes are also needed, and whether NZTA provides funding.
- 44.46 Digital Innovation Programme (DIP) Rephasing is progressing however there have been timing changes in the spend which means this budget can be rephased and less spend in Year 0 (2023/2024) of \$1.3 million. This has been rephased over the Plan resulting in savings on rates in the early years of the LTP but no change to the overall DIP budget.

Property sales

- 44.47 The option of selling property not required by the Council in order to deliver core services was canvassed in the Consultation Document as part of Choice 1: Financial Sustainability. As noted earlier in this report, most submitters supported the Council's proposal which did not involve selling land.
- 44.48 However, the costs and impact on rates and debt have changed compared with those in the Consultation Document. Selling some selected pieces of land was an option discussed at a Council workshop on 1 May 2024.
- 44.49 Many of the Council's land holdings have been acquired using the Public Works Act and for these properties there is a requirement to offer the land back to the previous owner. This process can be time consuming. For some of the property the Council has held for a long period, it may be unclear whether or not it was acquired using the Public Work Act therefore research work is required to determine its legal status.
- 44.50 In addition, the Council has an agreed process to consult with Wakatū Incorporation before it disposes of any property prior to the Nelson Tenth Reserve claim being settled; and
- 44.51 A full catalogue and review of the Council's property holdings is underway and will be completed during Year 1 of the Plan. This will provide much-improved information to make informed decisions about the sale of property in subsequent years.
- 44.52 Staff would have preferred for this work to be completed prior to the Council committing to property sales. However, in the light of the post-Consultation Document cost increases staff recommend that the Council make provision in Year 1 of the Plan for selling property

to the value of \$500,000. In doing so the Council would be committing to identifying the specific pieces of land and completing their sale by 30 June 2025. Staff will present options for Council decision-making. The proceeds of any property sales could be used to offset rates in Year 1 or to reduce debt and help create debt headroom below the debt cap. Using the proceeds from the sale of property to offset rates in Year 1 of the Plan creates an additional amount by which costs will need to be reduced or revenue increased in subsequent years.

- 44.53 As an alternative, using the proceeds of property sales to offset debt has a more sustained benefit (including reducing rates albeit to a smaller amount).
- 44.54 Staff recommend that the proceeds of the property sales planned in Year 1 be used to offset debt.

Staffing and consultancy resources

- 44.55 The proposed staff Full Time Equivalents [FTE], through the life of the long-term plan, have been determined to be the right size team to deliver the agreed levels of service and workplan. However, with the recent cost pressures the current and proposed recruitment for the delivery of the long-term plan has been reviewed. We intend to make savings from our salary budget, noting that the Council may be under pressure through its current union negotiations.
- 44.56 We will do this increasing the amount of our salary lag by \$250,000 (rates impact circa 0.25%). To do achieve these savings we will intentionally delay recruitment for certain roles for between three and nine months and we will intentionally delay commencing recruitment for the currently approved new vacancies within the organisation from between three and nine months. Delaying appointments will mean:
- certain projects will not be progressed; and
 - additional pressure will be placed on staff to cover positions.
- 44.57 In addition, staff have reviewed the consultancy budgets in the Plan. Staff consider that it could be prudent to remove the built-in inflationary allowance in Year 1 of the LTP resulting in \$365,000 of savings of which \$275,000 are rates funded. From Year Two onwards the inflationary adjustment will be reintroduced.

Amending fees and charges

- 44.58 In the Council's preferred option in the Consultation Document and its proposal in the Schedule of Fees and Charges 2024/2025, rates revenue was projected to increase at approximately the same level as most fees and charges i.e. 9.6% and 10%. This would have largely maintained the proportion of the costs of services being funded by rates and charges to have remained constant.
- 44.59 Subject to decisions made by the Council in response to this report, the rates revenue increase for 2024/2025 may be higher than the 9.6% in the Council's preferred option in the Consultation Document.
- 44.60 Staff recommend that the Council considers whether to increase most fees and charges by a level higher than the 9.6% consulted on. This would have the effect on ensuring that the proportion of the cost of services funded by rates and fees stays at approximately the same level overall.
- 44.61 The Council should note that the larger cost increases are in specific activities, rather than broadly spread across all activities. Therefore, increasing most fees may not be justified by

the increased costs. On balance staff do not recommend increasing the fees and charges in general to a higher level than that consulted on. In the Fees and Charges deliberations report on this agenda, staff recommend retaining the increase for most fees and charges at the 9.6% included in the Draft Schedule consulted on.

Extending funded depreciation

- 44.62 An option for consideration is whether Council can extend the funding of depreciation to negate the increase in rates in Year 1 caused by the unexpected cost increases. However, the Council has already extended the funding of depreciation prior to consultation to smooth rates by five years.
- 44.63 Extending this any further would not be financially prudent and staff strongly advise against it.

Changes to levels of service and performance measures

- 44.64 There are changes to some levels of service and performance measures under the public health and safety activity which have occurred after consultation. These changes and the reasoning behind them are detailed in the table below:

Level of Service	Performance Measure	Reason for Change
We provide building control services in a professional and timely manner, to ensure buildings are constructed in accordance with the New Zealand Building Code and therefore safe and healthy	Current: 98% of applications for building consent are processed within statutory timeframes. Proposed: 98% of applications for building consent are processed within statutory time frames <i>(20 working days)</i> .	Minor change to inform public what the statutory timeframes are.
	Current: 98% of applications for code compliance certificates are processed within statutory timeframes. Proposed: 98% of applications for code compliance certificates are processed within statutory timeframes <i>(20 working days)</i> .	
	Current: The average time taken to process a building consent is 20 working days. Proposed: Remove measure	Measure is not significantly different from the first measure listed above.
Current: We will provide Maritime Administration services to ensure Tasman's harbour waters are safe and accessible and that all known	Current: All known commercial vessel operators are licensed. Proposed: Percentage of malfunctioning or missing navigation aids (including seasonal floats) that are	A change in legislation means that councils are no longer able to licence commercial vessel operators. The proposed replacement level of service and performance measure are

Level of Service	Performance Measure	Reason for Change
commercial vessel operators are licensed. Proposed: We maintain our navigation aids.	replaced within three days of the Harbour Master's office being notified. (Target: 80%)	considered to be of higher interest and value to the community.
Current: We will provide an environmental health service that in association with other agencies, fosters the responsible sale and consumption of liquor. Proposed: Protect the health and safety of the community by licensing and monitoring medium and high risk alcohol premises.	Current: In conjunction with the New Zealand Police, we detect no sale of liquor to minors through random controlled purchase operations (CPOs) run annually. Proposed: Medium and high risk alcohol premises will be visited annually (Target 100%)	This measure required a change as the Council has not been able to conduct CPO's for several years due to Police availability. Several revisions have been considered, including ensuring a District Licensing Committee is available, and measuring timeframes for processing applications. This final revision is proposed to be more meaningful to the community in terms of protecting public health and safety and reducing harm caused by alcohol.
Current: We will provide parking control services to facilitate the public's access to urban retailers and services, respond to any misuse of disabled parking, and remove reported abandoned vehicles. Proposed: Remove from the Plan.	Current: Compliance by not less than 85 out of every 100 vehicles parking in time-controlled areas within the Traffic Bylaw, based on an annual snap survey. Proposed: Remove from the Plan	This is a measure of public compliance rather than a measure of Council performance on something within direct influence. This audit has historically been conducted by summer interns once a year. This puts the measure at risk of not being measured more frequently due to staff capacity limits. It is not considered appropriate to reframe the measure to reflect performance under the Council's control such as having targets for number of parking infringements issued.

Table 9: Proposed changes to levels of service performance measures

Accounting updates and corrections

44.65 While undertaking the audit of the Plan our appointed auditors, Audit New Zealand, discovered three mis-statements that they requested were addressed prior to the final adoption of the Plan. The three misstatements were:

- ensuring that the forecast interest rates in the Plan were updated for the latest interest rates available. These have been updated via Council's treasury advisor PwC. Overall, there was a reduction from the interest rates used in the early years of the Plan with an increase in later years;

- Audit New Zealand found that four capital projects and one operating project were being fully funded by the Council. The five projects all should have been funded by Waka Kotahi at the agreed Funding Assistance Rate (FAR) rate of 51%. This reduced both debt and rates for the Council; and
- a revaluation of the three water assets was planned to occur in Year 1 of the Plan. As a result of inflation movements this was brought forward to the current 2023/2024 financial year. As such the impact of funding the depreciation associated with the increased asset valuation needed to be funded in Year 1 of the Plan. The impact was negated by changing how quickly depreciation was funded while still achieving the Council's intention to fully fund depreciation by Year 5 of the Plan.

45. Options / Kōwhiringa

45.1 As noted in paragraphs 45.1 to 45.23 post-adoption of the consultation material some financial changes have arisen that affect the Plan. The timing of these changes presents some challenges. The options for how the Council could respond to these changes and their advantages and disadvantages are included in Attachment 3.

45.2 The general options that apply to this report as a whole are outlined in the following table:

Option		Advantage	Disadvantage
1.	Accept staff recommendations (recommended).	<p>Staff have considered the submissions and have made recommendations about what changes could be made in the final Plan.</p> <p>The things advocated for by some submitters will be accommodated in the final Plan.</p> <p>Means to partially address the costs that have arisen after the Consultation Document have been identified.</p> <p>The Plan can be adopted to meet the statutory deadline.</p>	<p>The Council will not be making all the changes requested by submitters. Given the varied and often conflicting views the Council received, it is not possible to meet all the views and preferences presented to the Council.</p> <p>Rates will increase more than the level in the Council's preferred option in the Consultation Document to essentially provide similar levels of service.</p>
2.	The Council could make changes to some or all the staff recommendations and either add additional changes and projects or reduce them.	The advantages will depend on the changes the Council makes.	The disadvantages will depend on the changes the Council makes.

Option	Advantage	Disadvantage
<p>3. The Council could decide not to make any changes to what was proposed in the Consultation Document, the draft Plan budgets, and the supporting information as a result of submissions.</p>	<p>Less change would be needed to the documents and finances for the Plan.</p> <p>This approach would be appropriate if the Council considers that the approach taken in the draft documents was correct, that there are no changes needed as a result of the submissions, and the financial changes that took place after the Consultation Document and supporting information should not be made.</p>	<p>The Council would not be making any changes as a result of the consultation process.</p> <p>This option could have reputational damage to the Council if submitters consider that the consultation process did not lead to any changes.</p> <p>The increased cost identified after the Consultation Document was adopted would not be funded meaning a more unbalanced budget in Year 1 which will likely be commented on by the auditor and lead to substantial deficits.</p>

45.3 Option 1 is recommended.

46. Legal / Ngā ture

- 46.1 The requirement to have a Long Term Plan and various provisions about it are detailed in sections 93 to 97 and Schedule 10 of the Local Government Act 2002 (LGA).
- 46.2 Sections 100-111 of the LGA detail the requirements for financial management.
- 46.3 The Council is required by the LGA to adopt its final Plan and set the rates prior to commencement of the new financial year (1 July 2024). Therefore, the Council needs to make decisions at this meeting to flow into the final Plan in time to enable staff to prepare the Plan documents and have them audited prior to the intended adoption date of 27 June 2024.
- 46.4 Section 93 of the LGA establishes the requirement to prepare a Long Term Plan and to use the Special Consultative Procedure in doing so. This deliberations meeting is part of complying with these requirements.
- 46.5 This report provides the Council with the opportunity to consider and deliberate on the substance of the submissions made on the Plan Consultation Document, the concurrent consultations and supporting information. All submissions are available online, but Officers have sought to highlight and outline key submissions on the various topics in this report.
- 46.6 The consultation undertaken through the Plan Consultation Document process provides the Council with an understanding of views and preferences of the submitters. When deliberating, the Council should also consider that it has heard from 1,060 submitters representing individuals and a range of organisations. There are approximately 60,000 residents in the District who are also likely to have a range of views and preferences in relation to the matters contained in the Plan. The Council is not obliged to take a position that is advocated by submitters – even one that has majority support.

- 46.7 When the Council makes a decision, it considers community views as one input into its decision-making process. The Council has a wider understanding of the issues than was able to be articulated to the public through the consultation process. The Council is also privy to additional information and advice and needs to consider each matter in the context of what it is trying to achieve for the District and its residents, now and into the future.
- 46.8 There are other factors the Council must have regard to in complying with the decision making provisions in the LGA including the principles in section 14 of the Act, the Council's resources and the extent to which the nature of the decision, or the circumstances in which it is taken, allow the Council the scope to consider options, or the views and preferences of persons. The present circumstances include the need for the Council to meet the legislative timeline for the Plan to be finalised and adopted by the Council on or before 30 June 2024. This timeframe makes further consultation by the Council on any of the matters in this deliberations report prior to adoption of the Plan, very problematic.
- 46.9 The section 14 principles relevant here are:
- openness and transparency;
 - giving effect to the Council's identified priorities and desired outcomes in an efficient and effective manner;
 - the views of all communities;
 - community wellbeing and the interests of future as well as current communities;
 - strategic priorities and desired outcomes;
 - collaboration with other bodies;
 - prudent stewardship of resources; and
 - effective future management of assets.
- 46.10 For the concurrent consultations, the Council has applied the principles in section 82 of the LGA and met the information requirements detailed in section 82A, 93B and 93C.
- 46.11 In addition, staff have presented for the Council all reasonably practicable options and assessed the advantages/disadvantages of those options in line with our obligations under s77 of the LGA.
- 46.12 An audit of the Consultation Document and supporting information was carried out in accordance with Section 94.
- 46.13 In considering the decisions in this report, the Council needs to think through the particular set of circumstances faced, consider the practicable options, weigh up their relative advantages and disadvantages, and conclude that the decisions in this report in relation the preparation and adoption of this Plan are appropriate.

Decision not to reconsult in relation to the new information received

- 46.14 As noted above increased costs, largely from external sources, became evident since the Consultation Document was adopted. The Council carefully considered how to manage this as the consultation period had closed (but oral submissions were still to be held). Staff then had to consider whether further consultation was required under the LGA.
- 46.15 After becoming aware of the new financial information, the Council immediately informed the public, as relevant, to allow those individuals who had indicated their wish to make verbal submissions aware of the new financial reality. A media release to notify the public

of the post-consultation changes was published on 5 May 2024. All those submitters scheduled to attend one of the hearings starting on 8 May 2024 were sent an email to inform them of the changes. This was to enable these submitters to address these changes at the hearing should they wish to do so.

- 46.16 This new information did not generate any new, later submissions and no additional new people contacted the Council wishing to speak.
- 46.17 As consultation has already been initiated, and the Council was preparing for the deliberations phase, staff turned their mind to whether further consultation was required on the new financial information, and if so how any further consultation would be completed.

The Consultation Document

- 46.18 The first question considered was whether the consultation document foreshadowed any departure from the projections set out in that document. Staff, having objectively looked at the consultation document, have ended up satisfied that the Council can make the decision in this case. The reason for that is that the consultation document sets out the “likely consequences” of the proposal on rates, stating the increase as a “forecast” amount of 9.6% for Year 1. The effect of this wording is that the forecast increases are just that, forecasts that are not expressed in definitive terms, and the 9.6% should not be taken to be a total ‘cap’ on increases.
- 46.19 Overall, Council staff consider that the now proposed increase is within the scope of the consultation document. In addition, because the impact of the change is limited to a financial increase, and views were already received on that point, staff do not consider any further consultation to be warranted.
- 46.20 In addition, the majority of the increase can be attributed to circumstances that arose after the commencement of the consultation process.

Would additional consultation be possible?

- 46.21 The Council is required by the LGA to adopt its final Plan and set the rates prior to commencement of the new financial year (i.e. 1 July 2024). This puts significant time pressures on the Council’s ability to reconsult in relation to the potential effect of this new financial information.
- 46.22 There were only 14 working days between the end of the consultation period on 28 April 2024 and the publication of the deliberations meeting agenda. In reality, late submissions were being received for a few days after the closing date, submissions received by email or hardcopy needed to be entered into the database and hearings took place in this period as well. This meant that the time for drafting this deliberations report was further reduced.
- 46.23 Following the deliberations meeting (assuming it is completed on 30 May 2024) there are only two working days for staff to finish updating all the documents, drafting the additional information and create the final Plan documents prior to the final audit commencing on 4 June 2024. The audit is due to be completed on 19 June 2024 to allow the final documents to be attached to the agenda for adoption on 27 June 2024.
- 46.24 There are some legal mechanisms that the Council could use to adopt a Plan after 30 June 2024. These include the extended timeframe for adoption under the Water Services Acts Repeal Act 2024 and clause 46 schedule 1AA of the LGA. However, the use of these sections would create further administrative challenges for the Council.

- 46.25 The Council would not be able to strike the new rates until after the Plan is adopted so the new rates level could start from the second instalment for the year. There is provision for the rates level for the remaining instalments to be increased such that the annual level of rates is at the new level in the adopted Plan by year end i.e. collect more rates in the final three instalments to offset the lower level collected in the first quarter.
- 46.26 However, the Council's rating system does not have the capacity to alter the level of rates charged during the year making the adjustment to rates discussed in the paragraph above administratively impossible.
- 46.27 So, in summary while there is a legal avenue to adopt the Plan late, which would allow for further consultation, in practical terms this is not easily available to the Council due to the limitations of the Council's rating system. This time pressure was a factor in staff deciding not to undertake additional consultation.

Other factors

- 46.28 Another factor that influenced the decision not to undertake further consultation is section 100 of the LGA which requires the Council to operate a balanced budget. This puts the onus on the Council to ensure that these additional financial pressures are funded.
- 46.29 Staff also considered the submissions that had been received and the majority support for Option A which indicates a support for "Rates and debt increases particularly in the first two years". There was a minority of submitters that did not see the forecasted rates increase as acceptable and advocated for reducing service levels and/or selling assets. As a result of this consultation staff are confident that the community's views would be similar, had the now known figures been consulted on.
- 46.30 From these results, and the discussions through the hearings, the Council is considered to have a good understanding of the views of interested and affected parties on this issue. Overall, it is unlikely that these views would have materially changed had the Council consulted on a higher rates increase scenario, to achieve the same levels of service. It seems likely that in this scenario the level of support for the content of the Council's proposal would have been lower than with the 9.6% rates revenue forecast but there would probably still have been a majority of submitters supporting the Council's preferred options. The corollary of this is that there would probably have been more submitters supporting some or all the lower service options and/or selling some assets.
- 46.31 Staff were also concerned about the potential confusion caused by multiple connected consultation processes.
- 46.32 In making the decision staff considered whether the Council is meeting its obligations under Section 93(8) of the LGA which states:
- 46.33 'A local authority must, in complying with the requirements of this Act in relation to the preparation and adoption of a long-term plan, act in such a manner, and include in that plan, as the local authority considers on reasonable grounds to be appropriate'.
- 46.34 In addition, s93(9) of the LGA states that the Council should have regard to the extent of its resources when deciding how it acts under s93(8). Council staff are of the view that not re-consulting is reasonable in the circumstances and takes into consideration the effect that re-consultation would have on the Council's resources.
- 46.35 Ultimately the view of Council staff is that, for the reasons outlined above, that further consultation is not required and would have very little benefit to the Council's decision making.

47. Iwi Engagement / Whakawhitiwhiti ā-Hapori Māori
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- 47.1 Initial discussions on engaging iwi in the Plan process took place with iwi General Managers and Chief Executives in October 2022. Since that time, we have made several invitations to all nine iwi Post Settlement Governance Entities (PSGE) to engage on the Plan. This took the form of several offers for the PSGE to provide advice on how they wanted to be engaged.
- 47.2 Manawhenua ki Mōhua hosted and participated in one of the early engagement hui in May 2023. Representatives of Te Āwhina Marae attended and participated in the Motueka early engagement workshop.
- 47.3 Staff analysed the iwi environmental plans and iwi Trust's strategic plans to identify the areas of priority that had a relationship to the Plan. We identified the connection to the Plan and asked some open questions to stimulate iwi thinking about the Plan. We circulated this information to the PSGE to try to improve understanding about how the Plan impacted areas of interest to iwi.
- 47.4 We held two online hui with Taiao staff and General Managers from several iwi Trusts, where the Plan was explained, key linkages to areas of iwi interest were identified, and discussions took place. Some iwi discussed specific matters as part of this hui. The opportunity to engage further with the Council was offered with the (then) Kaihautū offering herself and Te Kāhui Hononga as guides to connect iwi into the right people within the Council and processes to engage on matters of interest.
- 47.5 Subsequently, staff have carried out some engagement on Te Ture Whenua Māori Act, aspects of the Development and Financial Contributions Policy, and the Remission and Postponement of Rates on Māori Land Policy. Some initial feedback was received from the iwi Trusts on these matters.
- 47.6 The Kaihautū sent a further memo to iwi General Managers outlining the timeline for consultation and submissions and raising the following items with them from the Plan documentation:
- Te Ture Whenua Māori Act;
 - Draft Statement on Fostering Māori Participation in Council Decision Making; and
 - identifying specific proposals and parts of the Plan which iwi may be interested in commenting on.
- 47.7 Staff wrote to the nine iwi trusts, marae, Wakatū Incorporation and Ngāti Rārua Ātiawa Iwi Trust (NRAIT) to invite submissions as part of the consultation process. In addition, information on the Plan consultation was included in the online iwi engagement tool: Whakawhitiwhiti Whakaaro - Iwi Engagement Space.
- 47.8 During the consultation period the Kaihautū met with representatives from Te Awhina Marae, Manawhenua Ki Mōhua, Te Rūnanga o Ngāti Rārua, Ngāti Tama ki te Waipounamu, Ngāti Apa ki te Rā Tō, Te Rūnanga o Ngāti Kuia, Ngāti Koata, Whakarewa (Ngāti Rārua Ātiawa Iwi Trust) and Wakatū Incorporation.
- 47.9 Submissions were received from four iwi, Te Awhina Marae, Wakatū Incorporation, Whakarewa and Te Tauihu o te Waka-ā-Māui Māori Cultural Council.

48. Significance and Engagement / Hiranga me te Whakawhitiwhiti ā-Hapori Whānui

- 48.1 The decisions to be made on the Plan and the policies in the concurrent consultations are of high significance.
- 48.2 The decisions assessed for significance include those to accommodate the cost increases that have become evident since the Consultation Document was adopted. Overall, the significance of these decisions is considered to be high.

	Issue	Level of Significance	Explanation of Assessment
1.	Is there a high level of public interest, or is decision likely to be controversial?	High	<p>We have received a relatively high number of submissions commenting on the proposed rates increase in the consultation. This is partially because we highlighted this as a key issue and encouraged submissions on it, and the majority of submitters supported the Council's proposal.</p> <p>The increased costs noted in this report and the decisions about the rates and debt for Year 1 in particular, will be of high public interest. The contribution of Waimea Community Dam costs to the post-consultation changes enhances the level of public interest.</p>
2.	Are there impacts on the social, economic, environmental or cultural aspects of well-being of the community in the present or future?	High	<p>We are in a period of high cost of living increases that is affecting the economic wellbeing of many in our community. Deciding on the level of the rates revenue requirement in Year 1 in particular, as well as subsequent years, will have an impact on economic wellbeing. Similarly, decisions on potential changes to levels of service could affect social, economic, cultural or environmental wellbeing.</p>
3.	Is there a significant impact arising from duration of the effects from the decision?	Medium	<p>The impact is primarily in Year 1 of the Plan. The Council has the opportunity to make further decisions through the Annual Plan processes.</p>
4.	Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	High	<p>The Plan Consultation Document and supporting information include plans for the management of our strategic assets. The decisions include whether to indirectly sell shares in Port Nelson Ltd and Nelson Airport Ltd through selling shares in Infrastructure Holdings Ltd.</p>

	Issue	Level of Significance	Explanation of Assessment
			The decisions also include whether to sell a portion of the Council's forestry estate which is a strategic asset in its entirety. One of the cost drivers is the operational cost of the Waimea Community Dam. Our shareholding in Waimea Water is a strategic asset.
5.	Does the decision create a substantial change in the level of service provided by Council?	High	The decisions could involve changing levels of service to help alleviate rates and debt levels.
6.	Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the Plan?	High	The decisions made will affect the debt, rates, and the Council's finances for the next 10 years, albeit modifiable through subsequent Annual Plans.
7.	Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	High	The option to sell assets includes a decision about whether to sell shares in Infrastructure Holdings Ltd.
8.	Does the proposal or decision involve entry into a private sector partnership or contract to carry out the deliver on any Council group of activities?	NA	
9.	Does the proposal or decision involve Council exiting from or entering into a group of activities?	NA	
10.	Does the proposal require particular consideration of the obligations of Te Mana O Te Wai (TMOTW) relating to freshwater and Affordable Waters services?	NA	

- 48.3 A consultation process, using the special consultative procedure, that is consistent with the high level of significance of the decisions to be made, has been undertaken on the Consultation Document and concurrent consultations, with the supporting documents providing additional information.
- 48.4 The Consultation Document was posted online, and hardcopies were made available at the Council's offices and libraries.
- 48.5 Topics from the Consultation Document and concurrent consultations were featured in editions of Newsline in the lead-up to and during the consultation period. A special edition of Newsline about the Plan was published on 29 March 2024.
- 48.6 Shape Tasman has been the key online location for the Plan information. Through the Tasman 10-Year Plan page on Shape Tasman people have been able to view a range of

information about the Plan, the concurrent consultations and access the full range of supporting information, as well as make a submission.

- 48.7 Staff identified key parties interested or affected by particular proposals in the Plan and concurrent consultations (e.g. ratepayers affected by changes how we charge for river rates for River X and Y) and contacted these people directly by email/mail.
- 48.8 People who were involved in/registered to receive further information during the early engagement were also contacted by email.
- 48.9 A programme of attendance at community/residents' association meetings was carried out. This involved presenting information about the Plan at 10 community/residents association meetings around the District. Drop-in sessions were held in Motueka and Tākaka. Elected members and staff also attended two meetings of Richmond service clubs and Richmond Unlimited, as there is no community/residents' association in Richmond.
- 48.10 To connect with the new migrant community, staff attended the school pick-up period at Māpua School to engage with several families of new migrants. Staff introduced people to the Plan and encouraged them to consider making submissions.
- 48.11 Youth councils across the District were made aware of the Plan consultation and the opportunity to make submissions.
- 48.12 Some staff used their contacts with stakeholders and interested parties to share messages about the Plan, concurrent consultations, and the opportunity to make submissions. In particular, the Plan was featured in the Building Assurance Newsletter and an email was sent to planning consultants, developers and agents by the resource consent team.
- 48.13 Further methods used to communicate the content and opportunity to submit on the Plan included:
 - social media and posting to community noticeboards with reminders and calls for action;
 - newspaper and radio advertising;
 - media releases; and
 - Giggle TV.
- 48.14 As detailed in section 48 of this report communication and engagement activities and hui were undertaken with several iwi and Māori organisations.

Additional financial information

- 48.15 As detailed in the 'Other matters' and 'Legal' sections there have been substantial budget changes since the Consultation Document was published.
- 48.16 We consider these changes and their potential impacts to be of high significance in their own right. However, for the reasons outlined in the Legal section of this report Council staff consider that further consultation in relation to the potential increase is not necessary or appropriate.
- 48.17 We have taken steps to ensure that submitters and the public are aware of these changes. No further late submissions have been received in response to the media release on 5 May 2024 which outlined the updated financial information.

49. Communication / Whakawhitiwhiti Kōrero

- 49.1 As described in paragraphs 49.4 to 49.13 of this report an extensive communication process was undertaken to share the content of the Consultation Document and concurrent consultations, and to publicise the opportunity to make submissions.

50. Financial or Budgetary Implications / Ngā Ritenga ā-Pūtea

- 50.1 Staff have re-run the forecasts financials for the LTP with the following changes:

Audit Requests

- impact of revaluation timing changes;
- lower interest cost due to revised interest rate advice; and
- assumed NZTA funding for 5 additional budget lines.

Staff Changes

- increased net debt for the start of the new LTP period, reflecting the forecast year end position;
 - repayment of the additional operating deficit for 2023/2024 over 5 years;
 - additional Waimea Community Dam costs;
 - additional insurance costs;
 - additional Water activity maintenance costs;
 - rephased capital works programmed, as summarised in paragraphs 45.19 to 45.23;
 - downturn in forecasted revenue from building consent activity;
 - Audit New Zealand advised the Council of an increase in its fee (\$59,000);
 - as part of the Council's review of insurances funds a loss adjustor report will be required (\$40,000);
 - additional Harbour Master costs;
 - inflation has been added to the Suter Art Gallery budget line and the Council's contribution to the NRDA;
 - an additional \$10,000 was added to the Richmond Library electricity budget;
 - adjustments were made to how we consolidate the Joint Ventures into the overall accounts of the Council; and
 - the Office for the Valuer General advised an additional \$5,000 per annum was required for their annual charge.
- 50.2 The reforecast financials below do not include the impact of all the staff recommendations to support submitter proposals. The impact of these will be tabled at the meeting.
- 50.3 Overall, there has been an increase in the rate requirements over the 10 years of the Plan. The Council consulted on a rate revenue increase in Year 1 of 9.6% (excluding growth) and an average of 4.6% (excluding growth) over the 10 years. This has increased to 11.5% for year 1 and an average increase of 5.0% over the 10 years.

- 50.4 As described in the above report, there have been a number of reasons for the movement. In this meeting the Council may decide to use other levers staff have provided to offset the rates increase further. They may also decide to agree to staff recommendations to submissions which will mean additional costs and consequently, rates revenue increases. They may make decisions outside of staff recommendations that further impact the overall financial position.
- 50.5 The below graph shows forecast rate revenue increases in the Consolation Document compared to now over the LTP period. The breach in Years 1 and 2 were reflected in the Consultation Document.

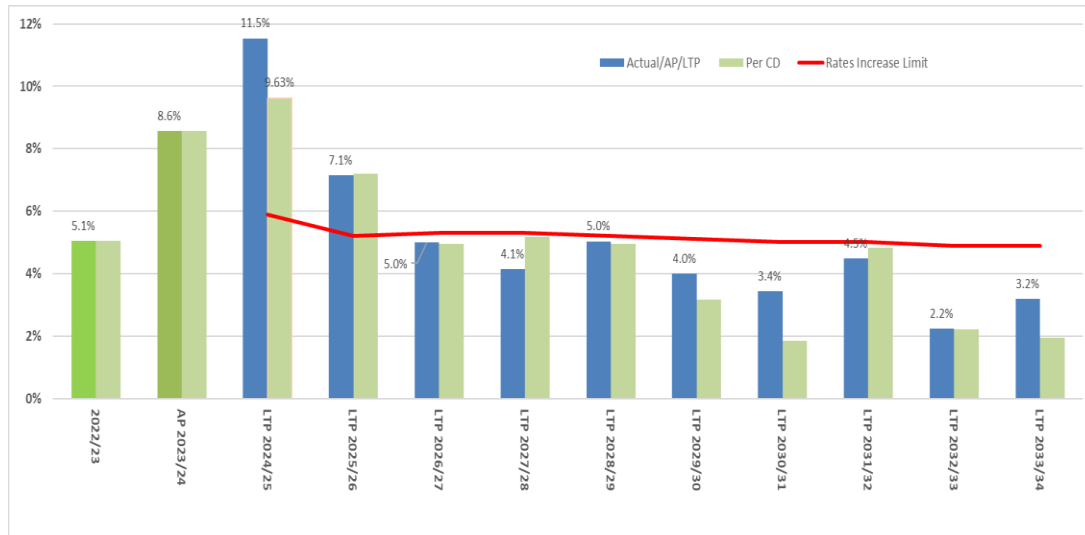


Figure 13: Rates revenue increases

- 50.6 The current net debt position which reflects increases to the budget post consultation that staff have made, is reflected in the below graph across the 10 years of the Plan. The breaches in Years 9 and 10 were reflected in the Consultation Document.

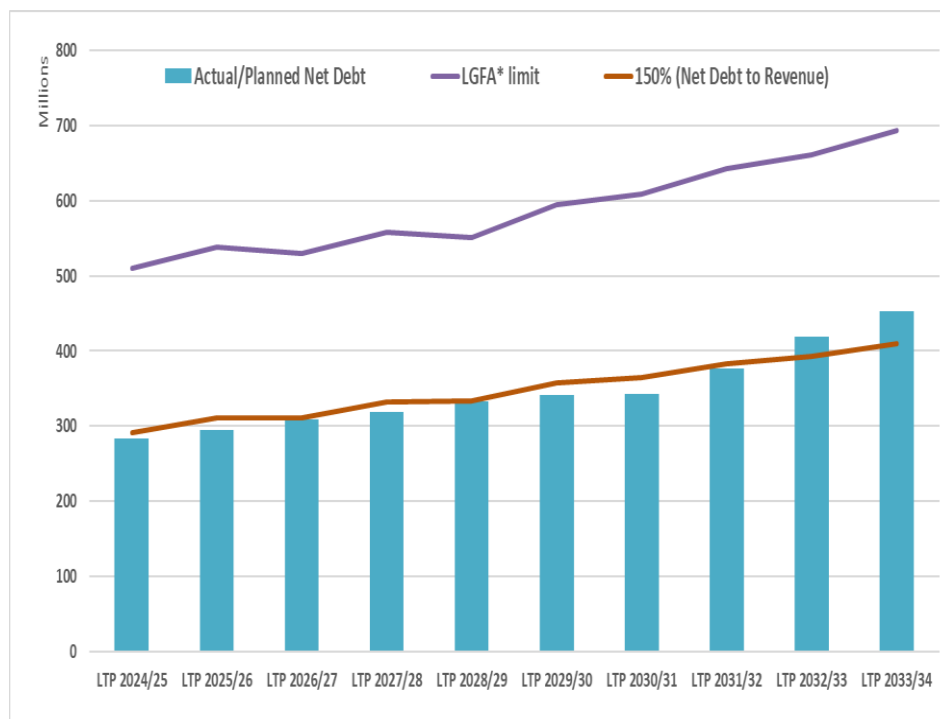


Figure 14: Projected Net Debt

50.7 As a result of changes made to the financials there has been an increase in the following rate types from what was consulted on:

- General Rate 4.9%
- Urban Water Rate 5.0%
- Waimea Dam Zone of Benefit 19.5%
- Waimea Dam Districtwide Rate 19.0%
- Motueka Water Rates 4.5%

51. Risks / Ngā Tūraru

- 51.1 If the Council does not make clear decisions on the content of the final Plan and associated policies at this meeting, there is a high risk that these will not be able to be adopted by the statutory deadline on 30 June 2024. This in turn would create a significant risk to Council not being able to collect rates at the appropriate level in the 2024/2025 year.
- 51.2 The position the Council finds itself in with the post-consultation adoption costs presents some challenges that create risk. This report has been written to the best ability of staff to minimise the legal risk of the Plan process being successfully challenged legally.

52. Climate Change Considerations / Whakaaro Whakaaweawe Āhuarangi

- 52.1 As the purpose of this report is to seek the Council's adoption of the documents required for the consultation process for the Plan and its concurrent consultations, there is no direct impact of the decision on either greenhouse gas (GHG) emissions or climate adaptation opportunities or threats.
- 52.2 The adoption of the final Plan in June 2024 will have an impact on both GHG emissions or climate adaptation opportunities or threats. The Council's planned programme for mitigation and adaptation is one of the key issues consulted on which decisions need to be made on at this meeting.
- 52.3 The Council's planned response to climate change is outlined in the draft Tasman Climate Response Strategy and Action Plan which was a concurrent consultation. The draft Strategy and Action Plan aligns with Government's plans, policies and legal obligations relating to climate change (e.g. Climate Change Response Act, Emissions Reduction Plan, National Adaptation Plan etc). A marked-up version of the Strategy and Action Plan, incorporating feedback received during consultation, will be presented for adoption at the Council meeting on 27 June 2024.

53. Alignment with Policy and Strategic Plans / Te Hangai ki ngā aupapa Here me ngā Mahere Rautaki Tūraru

- 53.1 The Council's strategy for the development of the Plan has been to ensure that the document aligns with our key strategic priorities and community outcomes.
- 53.2 The Plan is the vehicle through which resources are allocated for the delivery of the services and projects that the Council provides. Various Council strategies and policies, as well as statutory requirements and other obligations and risks, have been used to prioritise and allocate the resources planned in the Plan.








54. Conclusion / Kupu Whakatepe

- 54.1 Considerable work has been undertaken by the Mayor, Councillors, and Council staff over the last year or more on the Plan.
- 54.2 A robust consultation process has been undertaken and submissions have been received, with some of the submitters having been heard.
- 54.3 The Council is now requested to make decisions on the changes they wish to make for incorporation in the final Plan and associated documents and policies.
- 54.4 There are a number of changes that staff recommend be included in the final Plan and associated documents and policies.
- 54.5 Staff note there are also a number of other requests made by submitters that are discussed in this report. To avoid doubt, if the associated recommendations are not contained in this report, and if there is no clear resolution supporting a change, then the Council agrees to decline those requests by default.

55. Next Steps and Timeline / Ngā Mahi Whai Ake

- 55.1 Following this meeting staff will draft the final Plan documents, related policies and other information in preparation for adoption.
- 55.2 Audit NZ is scheduled to review these documents, commencing on 4 June 2024.
- 55.3 At the 27 June 2024 Council meeting the Plan and related documents will be presented for adoption.

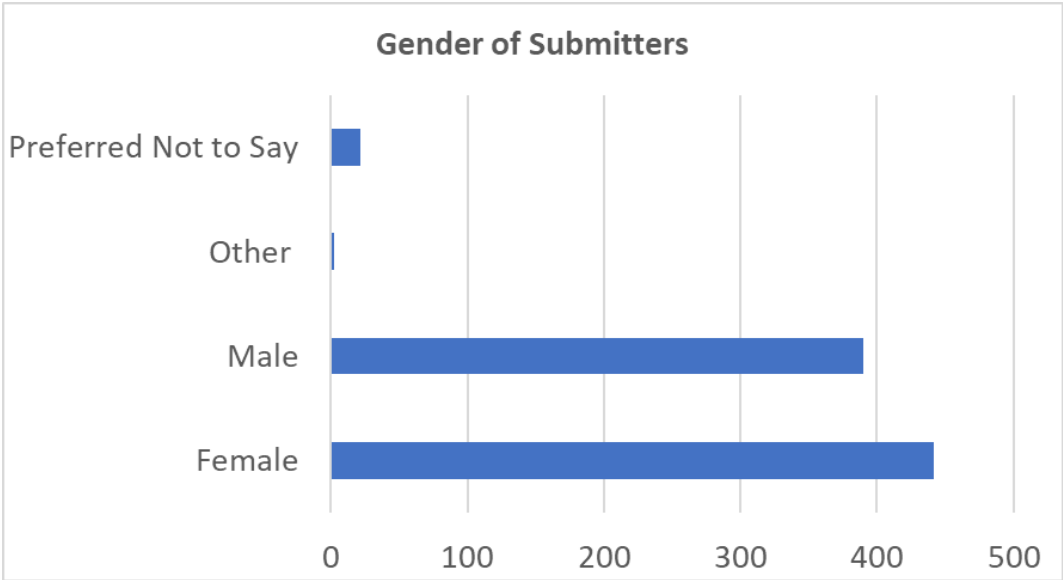
56. Attachments / Tuhinga tāpiri

- | | | |
|--|--|-----|
| 1.   | Updated Moutere Recycling Rating Map | 205 |
| 2.   | Submitter Demographics | 206 |
| 3.   | Additional costs options analysis | 208 |
| 4.  | Placeholder attachment to deliberations report - hearings advice (<i>Under Separate Cover</i>) | |

Taman’s 10-Year Plan/Long Term Plan 2024-2034 – Submitter Demographics

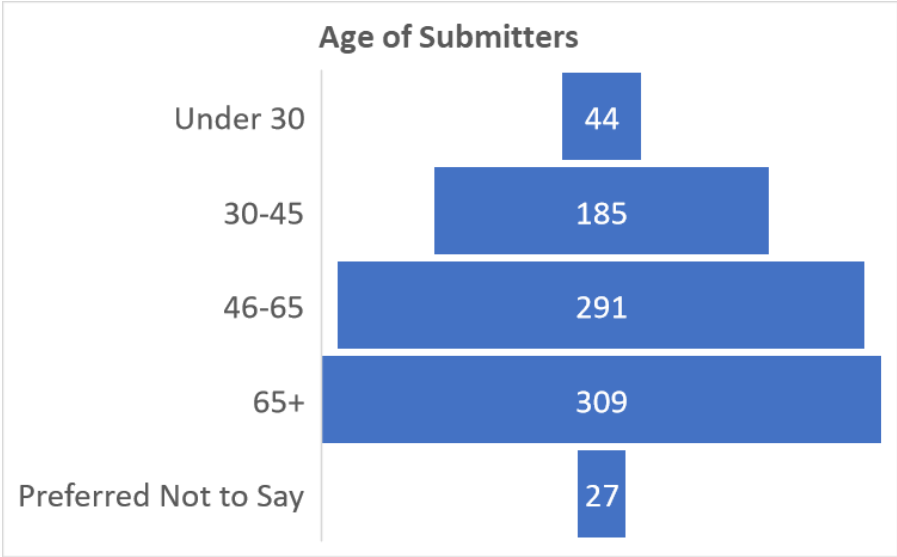
Gender of Submitters

856 submitters responded to the question about their gender with more females responding than males.

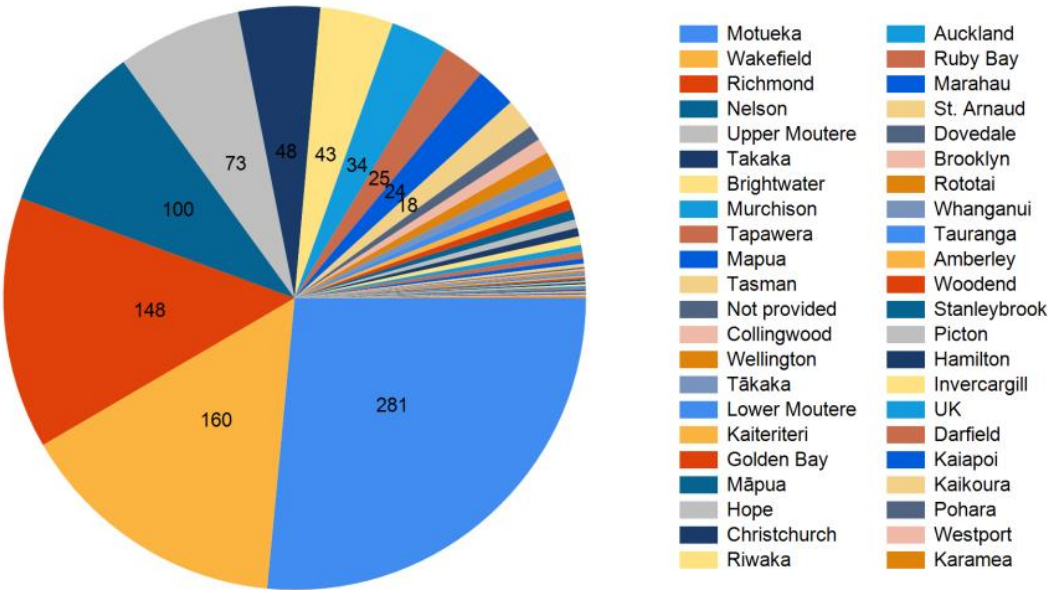


Age of submitters

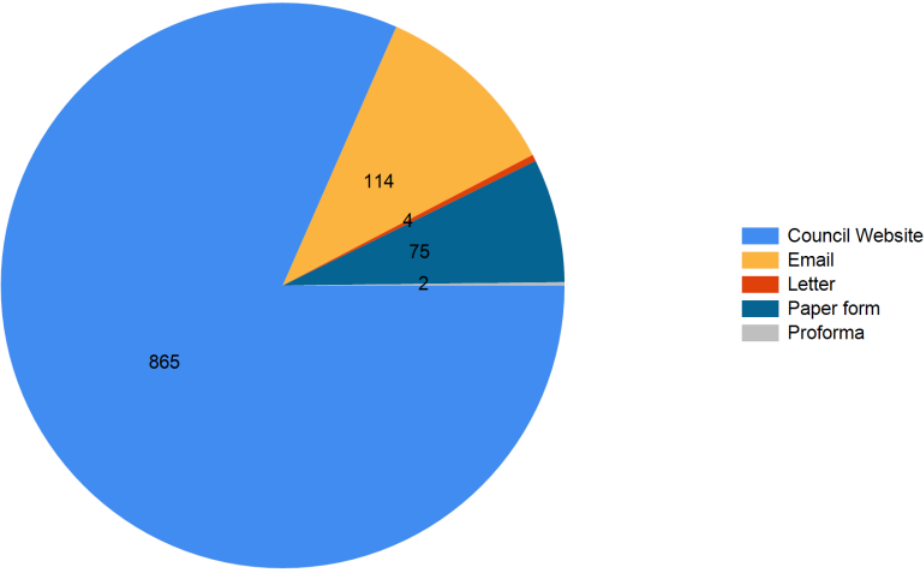
856 submitters responded to the question about their age. In common with most other consultation processes the age of submitters was skewed towards older age cohorts.



Submitter Locations



Submission Methods



LTP Additional (Post-Consultation) Costs – Options Analysis

Reconsult on further rates (and debt increases) and/or levels of service reductions

Advantages	Disadvantages
<ul style="list-style-type: none"> Decision making is legally compliant. Little substantive legal consequence from late adoption of LTP. Offers the public the opportunity to express a view about how to fund the additional costs. Lower risk of conditional audit. 	<ul style="list-style-type: none"> Adopt LTP after 30 June 2024. Rates system does not enable rates levels to be changed part way through the year meaning lower 2023/2024 rates level need to be charged for the whole year. This would mean the Council would not meet its financial prudence and other LGA requirements. Consultation fatigue and confusion for the public. Costs involved in carrying out further consultation – both staff costs and direct costs.

Subsequent advantages and disadvantages are analysed accepting that there is no realistic opportunity to re-consult.

Options

1. Adjust the budgets to fund the additional costs with consequential increase in rates and debt levels.
2. Don't fund the additional costs in Year 1 – further unbalanced budget
3. Fund the additional costs and reduce levels of service canvassed in the consultation document to compensate/partially compensate.
4. Fund the additional costs and reduce levels of service not canvassed in the consultation document to compensate/partially compensate.
5. Sell assets to offset Year 1 rates (and debt) increase

Commented [AB1]: Is pushing fully funding deprec subset of this option?

1. **Adjust the budgets to fund the additional costs with consequential increase in rates and debt levels.**

Advantages	Disadvantages
<ul style="list-style-type: none"> Water supply reliability provided to an acceptable level and risk of aquifer contamination managed. Building control retains skilled staff and well placed to continue to provide the service once business (which is circular) increases again in the future. Council assets adequately insured if (when) there is an emergency event. 	<ul style="list-style-type: none"> Higher rates and debt levels Not consistent with what was contained in the LTP consultation document and no time available to re-consult – so the public has no opportunity to comment directly. Risk of legal challenge to the Council's decision-making. Potential for debt cap consulted on in the LTP being exceeded or revised upwards in the final LTP.

Commented [AB2]: Do we need to quantify these?

<ul style="list-style-type: none"> • The Council would meet its financial prudence obligations under the LGA02. • Risk of an unfavourable audit is reduced. • Avoids pushing increased rates burden out to future years. • The views of interested and affected parties can be imputed from the results of the submissions on the LTP consultation document. 	<ul style="list-style-type: none"> • Council's reputation could be damaged – increased public scepticism about the Council's consultation processes.
--	---

2. Don't fund the additional costs in Year 1 – further unbalanced budget

Advantages	Disadvantages
<ul style="list-style-type: none"> • Retains the rates increase level(s) consulted on in Year 1. • Allows consultation to take place (potentially through the AP 2025/2026) about whether to continue funding the additional costs in Years 2-9 and how to fund the servicing of the loan for the additional costs in Year 1. 	<ul style="list-style-type: none"> • If the water maintenance work is not undertaken, water supply reliability is likely to be reduced meaning interruptions to service for some residents and businesses. Risk of contamination of aquifers in Motueka remains for longer. We will be unable to charge water customers for their water use nor be able to access legal advice when responding to people tampering with public water supplies. • If the Building Consent budgets are reduced we will lose skilled staff who will be hard to replace once business (which is circular) increases again in the future. • If insurance premiums are not funded the Council's assets will be exposed to greater risk and if (when) there is an emergency event there will be higher costs (higher debt and rates) for recovery. Noting that the Council's strategy is already to rely on debt headroom to help fund the recovery from an emergency event. • The Council would not meet its financial prudence obligations under the LGA02. • High risk of conditional audit for LTP. • Funding the unavoidable increases (e.g. 2023/2024 deficits and WCD debt servicing) will be done via loan which could result in the debt cap consulted on in the LTP being exceeded. • Risk of legal challenge to the Council's decision-making.

3. Fund the additional costs and reduce some or all levels of service canvassed in the consultation document to compensate/partially compensate.

Advantages	Disadvantages
<ul style="list-style-type: none"> Retains the rates increase level(s) consulted on in Year 1. Lower legal risk Water supply reliability provided to an acceptable level and risk of aquifer contamination managed. Building control retains skilled staff and well placed to continue to provide the service once business (which is circular) increases again in the future. Council assets adequately insured if (when) there is an emergency event. The Council would meet its financial prudence obligations under the LGA02. Risk of an unfavourable audit is reduced. 	<ul style="list-style-type: none"> Inconsistent with what was consulted on – same level of rates increase but lower levels of service. Substantial disadvantages from reducing levels in each service as detailed in the consultation documents. Reducing the levels of service contradicts the general view expressed in submissions. Council's reputation could be damaged – increased public scepticism about the Council's consultation processes. Risk of legal challenge to the Council's decision-making.

4. Fund the additional costs and reduce levels of service not canvassed in the consultation document to compensate/partially compensate.

Advantages	Disadvantages
<ul style="list-style-type: none"> Retains the rates increase level(s) consulted on in Year 1. Lower legal risk Water supply reliability provided to an acceptable level and risk of aquifer contamination managed. Building control retains skilled staff and well placed to continue to provide the service once business (which is circular) increases again in the future. Council assets adequately insured if (when) there is an emergency event. The Council would meet its financial prudence obligations under the LGA02. Risk of an unfavourable audit is reduced. 	<ul style="list-style-type: none"> Inconsistent with what was consulted on – service reductions that were not signalled in the consultation document. Substantial disadvantages from reducing levels in other services – the exact nature depends on the service levels reduced. Reducing the levels of service contradicts the general view expressed in submissions. Council's reputation could be damaged – increased public scepticism about the Council's consultation processes. Risk of legal challenge to the Council's decision-making.

5. Sell assets to offset Year 1 rates (and debt) increase

Advantages and disadvantages of selling individual classes of asset are detailed in the consultation document.

Advantages	Disadvantages
<ul style="list-style-type: none">• Retains the rates increase level(s) consulted on in Year 1.• Lower legal risk• Water supply reliability provided to an acceptable level and risk of aquifer contamination managed.• Building control retains skilled staff and well placed to continue to provide the service once business (which is circular) increases again in the future.• Council assets adequately insured if (when) there is an emergency event.• The Council would meet its financial prudence obligations under the LGA02.• Risk of an unfavourable audit is reduced.	<ul style="list-style-type: none">• Inconsistent with what was consulted on – service reductions and asset sales – rather than one or the other.• Selling assets contradicts the general view expressed in submissions.• Council's reputation could be damaged – increased public scepticism about the Council's consultation processes.• Risk of legal challenge to the Council's decision-making.• Use of the proceeds from asset sales to offset rates in Year 1 creates a similar amount to be funded in all subsequent years either through higher rates increases, reducing levels of service or selling more assets.

5.5 FEES AND CHARGES SCHEDULE 2024/2025 DELIBERATIONS AND PUBLIC TRANSPORT FEES

Decision Required

Report To:	Tasman District Council
Meeting Date:	23 May 2024
Report Author:	Alan Bywater, Team Leader - Community Policy; Lyn Kearney, Strategic Policy Administrator; Nick Chin, Enterprise and Property Services Manager; David Stephenson, Team Leader - Stormwater & Waste Management; Rob Smith, Environmental Information Manager; David Arseneau, Team Leader Rivers & Coastal; Dwayne Fletcher, Strategic Policy Manager; Leith Townshend, Team Leader - Legal; Bill Rice, Senior Infrastructure Planning Advisor - Transportation; Margie French, Senior Revenue Accountant
Report Authorisers:	Dwayne Fletcher, Strategic Policy Manager
Report Number:	RCN24-05-23

1. Purpose of the Report / Te Take mō te Pūrongo

- 1.1 The purpose of the report is to assist the Council in deliberating on the feedback received during public consultation and to make decisions on the Schedule of Fees and Charges 2024/2025.
- 1.2 This report is also to enable the Council to make decisions on changes to public transport fees.

2. Summary / Te Tuhinga Whakarāpoto

- 2.1 Public consultation on the schedule was open from 28 March to 28 April 2024. A total of 132 submission comments were received by the closing date. There were four late submissions received on 29 and 30 April 2024.
- 2.2 At the public hearings on 8, 9 and 10 May 2024, 31 submitters verbally presented their submissions on the Schedule of Fees and Charges to the Council.
- 2.3 In this report, staff summarise the feedback we have received and provide advice on specific issues that submitters raised.
- 2.4 The main overall feedback we heard was that submitters were concerned about the size of the blanket increase of 10% across all fees. Some considered the general increase to all fees to be unacceptable and supported individual charges being reviewed. There were 12 submissions advocating for the fee increases to be within the CPI/inflation index level.
- 2.5 There were 46 responses on the proposed Motueka and Tākaka aerodrome fees increase. Many considered that these increases were too high to sustain operations at the aerodromes and asked the Council to consider staggering these fees. Some submitters requested these fees be adjusted by inflation only.

- 2.6 Some submitters considered that the waste charge increases were too high and suggested seeking efficiencies for users with greenwaste. There were proposals for a free voucher system to facilitate greenwaste disposal.
- 2.7 There were three submissions from local contractors in opposition to the proposed fees and changes to the fee structure for gravel extraction in rivers.
- 2.8 A few submitters were concerned about the time of actioning requests via some of the Council's consenting processes and suggested streamlining may help.
- 2.9 Staff have considered the feedback received through submissions and make recommendations about any changes to the draft schedule.
- 2.10 Staff recommend making changes to the aerodrome fees and waste disposal charges in response to the feedback received through submissions.
- 2.11 Staff recommend making changes to the water supply charges to Nelson City Council and the Nelson Industrial Water Supply Area in response to additional income requirements.
- 2.12 The Council has experienced external costs, largely from external sources since the draft Schedule of Fees and Charges was published for consultation. This report considers increasing fees in general further than in the draft schedule to help fund these increased costs. However, staff recommend against this.
- 2.13 Staff will prepare the final Schedule of Fees and Charges for potential adoption at the Council meeting on 27 June 2024.
- 2.14 The Joint Nelson-Tasman Regional Land Transport Committee has recently made recommendations to increase public transport fares by 5% for Bee Card fares, with no change to cash fares.

3. Recommendation/s / Ngā Tūtohunga
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That the Tasman District Council

- 1. receives the Fees and Charges Schedule 2024/2025 Deliberations and Public Transport Fees report, RCN24-05-23; and**
- 2. notes the submissions made on the Draft Schedule of Fees and Charges 20204/2025; and**
- 3. agrees to change the Motueka and Tākaka aerodrome fees, as follows;**
 - **Single aircraft movement fee \$15 (applied to everyone); and**
 - **Recreational user fees capped at \$15 per day; and**
- 4. notes that staff will negotiate aircraft movement fees directly with Nelson Aviation College; and**
- 5. confirms the Motueka and Tākaka aerodrome hangar application fee at \$1,725 with all successful hangars having the fee credited against their rental account once completed; and**
- 6. confirms the removal of the aerodromes annual bulk landing fee and proposed bond fees; and**
- 7. confirms the Port Tarakohe berthage fees as listed in the Draft Schedule of Fees and Charges; and**

8. confirms the Dog Control fees as listed in the Draft Schedule of Fees and Charges; and
9. confirms the gravel extraction fees as listed in the Draft Schedule of Fees and Charges; and
10. agrees to change the waste management minimum weight-based charge and the charge for a 60-litre refuse bag to \$3.60 each; and
11. notes that clarification will be provided in the Schedule of Fees and Charges that the volume-based charges apply to the Collingwood Resource Recovery Centre, or in the exceptional case when a weighbridge is out of service at any other site; and
12. notes that the Schedule of Fees and Charges will record that from 1 September 2024 some tyres under certain circumstances will be free to dispose; and
13. agrees not to introduce overnight camping fees at Motueka Beach Reserve; and
14. confirms the Resource Consent fees as listed in the Draft Schedule of Fees and Charges; and
15. agrees to change the Water Supply charges to Nelson City Council and the Nelson Industrial Water Supply Area; and
16. subject to resolutions 3. to 14. confirms the fees in the Draft Schedule of Fees and Charges published for consultation (Attachment 3); and
17. adopts the fees for dog control in Attachment 2, to enable public notification in accordance with the Dog Control Act 1996 in June 2024; and
18. approves a five percent (5%) fare increase on Bee Card fares effective 1 July 2024, subject to the same agreement by Nelson City Council; and
19. delegates authority for the Joint Nelson Tasman Regional Transport Committee to propose and determine fare increases up to inflation changes as reflected in Public Transport Contract Indices (allowing for rounding) in the future, subject to the same agreement by Nelson City Council.

4. Background / Horopaki

- 4.1 The Council can set fees and charges to recover costs associated with its services. Staff review fees and charges annually and recommend changes, additions, or deletions through a "Schedule of Fees and Charges".
- 4.2 This year, the Council proposed to increase most fees and charges at and above 10%. This increase accounts for the significant rising costs of delivering Council services across the board and is similar to the proposed rates revenue requirement increase for 2024/2025. The increase helps maintain the share of the Council's revenue from fees and charges. Increasing fees and charges reduces the impact of cost increases on ratepayers but increases the costs to users of Council services.
- 4.3 At its meeting on 25 March 2024 (RCN24-03-1), the Council agreed to adopt the Statement of Proposal for the Schedule of Fees and Charges 2024/2025 (Attachment 3) and to publicly consult on the Schedule.
- 4.4 The consultation was open from 28 March to 28 April 2024, alongside the consultation on Tasman's 10-Year Plan 2024-2034 (the Plan). Copies of the Schedule were made publicly

available on the Council's website and at the Council's libraries and offices. Media releases were made via social media and Newsline.

- 4.5 The new eBus Public Transport contract has been running for nine months and has been very successful. Patronage continues to grow, and feedback is largely positive. Costs to operate the service have increased, and the Joint Nelson Tasman Regional Transport Committee (JNTRTC) has recommended 5% Bee Card fare increases to both Nelson City and Tasman District Councils.
- 4.6 Currently both Nelson City and Tasman District Councils need to approve public transport fare increases. To streamline the fare-setting process, the JNTRTC has recommended that the authority to delegate fares be delegated to that committee.

5. Analysis and Advice / Tātaritanga me ngā tohutohu

Schedule Of Fees and Charges 2024/2025.

- 5.1 There were 132 submissions received to the Schedule of Fees and Charges this year, including four late submissions. The submissions are detailed in Attachment 1. For comparison, we received 20 submissions in 2023/2024 and 15 submissions in 2022/2023.
- 5.2 Thirty-one submitters spoke to their submission at public hearings on 8, 9 and 10 May 2024.
- 5.3 The main topics, issues, and concerns of submitters were:

Theme	Number of submissions
Opposed to a blanket increase in fees	28
The 10% increase is too high and should be less	21
Supports the principle of user-pays	12
Opposed to the proposed aerodrome fees	46
Opposed increase in gravel extraction fees and change in fee structure for rivers	3
Concerns regarding the increase in waste management charges (including disposal of rubble and soils)	11
Concerns regarding fees, increase of fees, and administrative burden of building consents	2
Proposes revisions to how we process and charge for resource consents	2
Port and Marina fees with no facilities	2
Concerns regarding berthage proposed increase in fees and quality of services	2
Concerns regarding the slow and poor service at Council	13
Concerns over fees for dog registration	3
Flat rate for E-bus users	1

- 5.4 The following table summarises the main points of feedback made by submitters with associated staff advice and recommendations.

Key Submission Points	Staff Comment and Recommendation
General Fee Increases	
<p>Twenty-eight (28) submitters indicated that the proposed general increase in fees of 10% is too high or fees in general are too high.</p> <p>Some (21) expressed concern that the increase in fees proposed is higher than the rate of inflation. 12 submitters believed the fees should be in line with the CPI.</p> <p>Some were concerned about the general financial pressure households and businesses are under and argued for lower fees to help provide some relief.</p> <p>Seven submitters indicated that they supported the increase in fees and 12 submitters supported user pays in general.</p>	<p>In general, the Council uses fees where an individual or group of individuals directly receives the benefits of the activity or causes the action, and the costs of the activity can easily be attributed and charged to that individual or group of individuals.</p> <p>The Council's proposal for a general increase in fees of 10% is intended to increase fees at approximately the same level as rates are planned to increase for the 2024/2025 year. Effectively this should result in approximately the same proportion of the costs of the services being funded by rates and by fees as previously. If fees are increased to a lesser extent than the increase in rates, the financial burden on ratepayers will increase comparative to those paying fees and charges. Increasing fees at a similar level to the increase in rates revenue should also keep the share of the funding coming from each of these sources consistent with the ratios in the Revenue and Financing Policy.</p> <p>The 10% general increase in fees is higher than the level of inflation as measured by the CPI. The Council's exposure to inflation is different than for households.</p> <p>As discussed in the Long Term Plan deliberations report on this agenda, the Council has experienced additional costs since the Schedule of Fees and Charges was adopted for consultation and to maintain the proportion of funding from charges and rates increasing many fees by more than 10% could be considered.</p>
Motueka Aerodrome Fees	
See Attachment 4 for staff analysis, advice and recommendations.	
Tarakohe - Port/Marina Fees	
<p>The Council received six submissions from four applicants.</p> <p>Submissions sought freezing fees for recreational users and a more equitable distribution of costs assigned to recreational users compared to commercial users.</p>	<p>Recreational users currently contribute 20% of Port Tarakohe costs.</p> <p>The proposed fees have increased by 6% to match CPI. This will also contribute to ongoing costs and investment at the Port. New Port User Ablutions that are being constructed in 2024/2025.</p> <p>Staff recommend no changes to the Port Tarakohe berthage fees.</p>
Waste Management Fees	
There were 11 submissions regarding waste,	The proposed increase in waste disposal fees is driven by a 18% increase in landfill disposal charges at the York Valley landfill,

Key Submission Points	Staff Comment and Recommendation
<p>greenwaste and soil disposal fees.</p> <p>Ten submitters expressed concern about the scale of the proposed increases, with six submitters stating that the increase would lead to an increase in illegal dumping and two raising concerns about the cost of soil and rubble disposal (“clean fill”) and impact on construction activities in the region.</p> <p>Five of the submitters suggested free disposal or low-cost disposal for waste, greenwaste or waste generated by floods.</p> <p>One submitter noted that waste disposal costs could be reduced if consumers paid the cost of disposal when purchasing a product.</p>	<p>operated by the Nelson Tasman Regional Landfill Business Unit (NTRLBU). In addition to this, the Council in considering fees and charges, proposed to further increase most waste disposal charges to substantially reduce the need for general rates to support operating costs of the Resource Recovery centres (RRCs). This resulted in a 24% increase in weight-based refuse charges and a 65% increase in greenwaste loads of less than one tonne.</p> <p>Two decreases were proposed for volume-based waste charges: 60 litre refuse bags (i.e. a moderate-sized “black rubbish bag”) and refuse measured by volume (almost exclusively applied at the Collingwood RRC, as all other RRCs now have weighbridges).</p> <p>Since these proposed charges were published for consultation, the following further information has become available:</p> <ul style="list-style-type: none"> • Tyrewise, the tyre product stewardship organisation, has indicated that from 1 September 2024 a selected range of tyres will now be collected free of charge from the Council’s RRCs; • further discussion with industry has provided more information on disposal challenges for Class 3 and Class 4 materials (rubble, selected construction material and soils above background levels of contamination); and • these submissions, with selected submissions to Nelson City Council, were considered by the NTRLBU in a special meeting on Friday 3 May. Following consideration of these submissions the NTRLBU resolved to confirm the proposed increase in landfill disposal charges. <p>In addition to this, staff are still awaiting further information on the wholesale cost of kerbside refuse bags, which is required to finalise the retail price of these bags at Council offices. Staff are also awaiting further information on the cost to dispose rubble and soils and will provide an update at the meeting.</p> <p>The Chief Executive has delegated authority to adjust waste management fees and charges throughout the year (to respond to local market changes).</p> <p>In considering these submissions and additional information staff recommend the following changes:</p> <ul style="list-style-type: none"> • amending the minimum weight-based charge and the charge for a 60-litre refuse bag to \$3.60 each (representing 10 kg at \$360 per tonne). This is a reduction in the weight-based charge from a proposed charge of \$6.50 and an increase in the 60-litre bag charge from the \$2.60 proposed (but still a decrease from the current \$6.30 each). This will provide a fair, consistent, and simple minimum charge for refuse at all sites.

Key Submission Points	Staff Comment and Recommendation
	<p>We also propose to clarify that the 60-litre refuse bag price is based on a maximum weight of 10 kg each bag;</p> <ul style="list-style-type: none"> clarifying that the volume-based charges apply to the Collingwood RRC, or in the exceptional case when a weighbridge is out of service at any other site; and indicating that from 1 September 2024 some tyres under certain circumstances will be free to dispose. <p>The Council may also wish to consider whether to confirm the proposed increase to waste disposal charges, or to elect to reduce the increase in charges and increase the general rate requirement for this activity.</p>
Dog Control Fees	
<p>There were three submissions requesting limited increase in dog registration fees for dogs held on rural properties to be no more than the actual CPI increase for the preceding 12-month period.</p> <p>One submitter was concerned the urban fee needed to be more to cover a full-time compliance officer in Golden Bay.</p>	<p>The Council's Fees and Charges Schedule allows for a lower registration fee to be charged for rural dogs compared to urban dogs. Dog registration fees are reviewed annually and where a fee increase is not justified then no recommendation is proposed, for example, during the last financial year the Council did not increase its dog registration fee.</p> <p>The dog registration fee helps us to deliver a level of service to all dog owners across the District. The range of services that are delivered are designed to help dogs, their owners, and the wider community, such as:</p> <ul style="list-style-type: none"> monitoring and enforcing the Dog Control Act 1996 and ensuring compliance with our Dog Control Bylaw; providing dog exercise areas; providing education programmes, signage and promoting community safety; operating the Tasman District Council Animal Shelter; responding to complaints (dog attacks, aggressive and dog rushing incidents, welfare of dogs, roaming dogs, nuisance behaviour etc.); maintaining records in the National Dog Database; and rehoming unwanted or unclaimed dogs. <p>Staff travel greater distances to attend to complaints, dog attacks and compliance checks in rural areas and these incur additional costs associated with vehicles (fuel) and staff costs etc. The additional costs to maintain the level of service to rural areas was considered in the proposed increase to the rural dog fee.</p> <p>A review of the current dog control fees for this financial year determined we need to increase our fees to meet our obligations under the Dog Control Act 1996 and Tasman District Dog Control Policy.</p>

Key Submission Points	Staff Comment and Recommendation
	<p>The increase in costs to travel to rural areas to maintain the above level of service was considered in the proposed dog registration fee increase. The submitter is correct, we do not have a full-time compliance officer in Golden Bay, and we are exploring our options to address this concern. We are working closely with our contractor to roster staff to the area to respond to dog vs wildlife incidents, complaints, dog attacks and compliance checks and any additional duties that may be required such as signage replacement.</p> <p>Staff recommend no changes to the Dog Control Fees.</p>
Gravel Extraction Fees	
<p>There were three submissions from local contractors in opposition to the proposed fees and changes to the fee structure for gravel extraction in rivers, specifically noting:</p> <ul style="list-style-type: none"> the proposed gravel extraction charges are too high; and the proposed charges do not consider extraction effort required by contractors by harmonising to a single rate rather than differentiating between berm land and active river channel. 	<p>Staff acknowledge that the proposed gravel extraction fees are higher than some other Districts/Regions in New Zealand but consider that they reflect the relative scarcity of the resource in the District and the costs related to effective management of the resource.</p> <p>Staff consider the existing approach as outlined in the Draft Schedule of Fees and Charges is a more appropriate method than as requested by the two submitters. That is a single rate for all areas between existing stopbanks or within the 10% AEP flood extents in areas without stopbanks, unless that land is in private title. Staff consider that these areas are representative of the active river corridor where the most intensive management activities are required and are thus reflective of where the potential effects that gravel extraction within this area may have on the environment and the Council's river management work. It is important to note that the Council's River management work, while mostly targeted rate funded, is also supported from recoveries via the fees and charges schedule.</p> <p>Staff recommend no changes to the gravel extraction fees.</p>
Overnight Camping at Saltwater Baths	
<p>There were two submissions regarding campsite charges at Motueka Beach Reserve near the Saltwater Baths in Motueka.</p> <p>Both submitters suggested that the Council collect overnight camping fees from users.</p>	<p>The Motueka Beach Reserve is a designated freedom camping area in the Council's Freedom Camping Bylaw. There is a need to accommodate freedom camping and this area affords the Council an opportunity to better manage the negative impacts of unmanaged freedom camping. The collection of fees at this location would also create logistical issues. For these reasons staff do not recommend introducing overnight camping fees.</p>

Key Submission Points	Staff Comment and Recommendation
Resource Consents	
<p>There were two submissions on Resource Consents.</p> <p>One submitter was concerned about the fees and suggests the Council needs to have an independent way of being able to challenge costs and processes when providing resource consents.</p> <p>One submitter agreed with user pays but noted the service delay was too drawn out and costly and would like to see the increase in line with the CPI percentage.</p>	<p>Any applicant/consent holder has an opportunity to challenge the cost of a resource consent process. This is done via written communication and is reviewed and decided on by the Resource Consents Manager. This is considered an independent review, and it is important for us to ensure that the process is fair and reasonable for all parties involved.</p> <p>The resource consents team have experienced delays in processing consents over the past five plus years and this is largely due to staff resources. Difficulties in obtaining experienced staff has been very common throughout the entire country. The RMA has mechanisms to provide discount penalties of up to 50% on a consent where it is warranted.</p>
Building Consents	
<p>There were two submissions regarding the Council reducing consent fees and making it easier to obtain a consent.</p>	<p>The process for obtaining a building consent is directed by the Government. Licenced Building Practitioners cannot sign off their own work under the legislative framework at this time.</p> <p>A lot of our fees are time tracked therefore the fee is dependent on the quality of the application - the better the application the cheaper it is.</p>

Public Transport Fees

- 5.5 The new eBus service has been operating for nine months with significantly increased patronage and very positive customer feedback. A detailed review of the new service will commence in August 2024, once it has been operating for a full year. Minor service changes may result from the review, but primarily the review will inform the 2027 Regional Passenger Transport Plan.
- 5.6 There are a number of funding challenges facing the eBus service both now and during the life of the 2024 LTP.
- 5.7 The cost of operating the eBus contract has increased. Budgets in the LTP are adjusted by Local Government Cost Indices (LGCI), however Public Transport cost indices are typically greater. Since 2022 (base price) indexation increases have been especially large for driver's wages and fuel costs and additional funding is required to operate the eBus to maintain its current service.
- 5.8 Electric buses are currently exempt from Road User Charges (RUCs). The Government has announced that this exemption will cease, effective from 31 December 2025.
- 5.9 The draft Government Policy Statement on land transport (GPS) has signalled that the government expects an increased farebox recovery on public transport services. The

magnitude and timing of this increase is unlikely to be clear until the National Land Transport Fund is confirmed in August 2024.

- 5.10 In response to these funding challenges the Joint Nelson Tasman Regional Transport Committee (JNTRTC) has recommended to both Nelson City and Tasman District Councils that they approve a five percent (5%) fare increase on Bee Card fares effective 1 July 2024, subject to the same agreement by the other Council. This is slightly less than inflation but helps retain the current real price of the fares. This proposed increase was not consulted on but staff have assessed the change against the two council's significance and engagement policies and do not consider that consultation is essential in this case, especially as the increase is less than inflation.
- 5.11 To streamline the public transport fare-setting process in the future, and respond to likely future public transport funding challenges, the JNTRTC also recommends to both Councils that they delegate authority to the JNTRTC to propose and determine fare increases up to inflation changes as reflected in Public Transport Contract Indices (allowing for rounding) in the future, subject to the same agreement by the other Council.
- 5.12 Staff recommend approving both the fare increase and delegating future fare increases to the JNTRTC.
- 5.13 For completeness, the JNTRTC has also recommended that both Councils approve updated forecast public transport costs for consideration through their Long-Term Plan deliberations. This recommendation will be considered in the Long-Term Plan deliberations.

Water Supply Charges

- 5.14 Water Supply Charges to Nelson City Council and the Nelson Industrial Supply Area are calculated based on the income required from rates and from water supply charges to ensure that all water consumers pay equally.
- 5.15 Water Supply Charges to Nelson City Council and the Nelson Industrial Supply Area appear as a higher charge because the properties are not rated for water service charges, or for the Waimea Community Dam.
- 5.16 Income requirements are determined by the increase or decrease in expenditure related to the urban water club and is impacted by expenditure requirements for the Waimea Community Dam.
- 5.17 The proposed increase to these charges are as follows:

Water Supply	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 Incl. GST (as per consultation)	New proposed Charges from 1 July 2024 Incl. GST
Water supplied by Tasman District Council to Nelson City Council (Nelson Residential Water Supply Area) per cubic metre supplied	\$5.23	\$5.87	\$6.10
Water supplied to Nelson Industrial Water Supply Area (per cubic metre supplied)	\$3.16	\$3.47	\$3.55
Plus, fixed daily charge per rating unit	\$1.45	\$1.68	\$1.79

- 5.18 The Schedule of Fees and Charges that is attached to this report (adopted 25 March 2024) has an incorrect amount in the column "Charges from 1 July 2023". This came about

because there was a late change to the Water Supply Charges in 2023 (RCN23-06-1) which had not been updated in the version of the schedule attached to the 25 March 2024 report. The Schedule on the Council's website is correct.

6. Dog Control Fees

- 6.1 The Dog Control Act 1996 requires that the Council publicly notify, in a newspaper circulating in the District, the dog control fees fixed for the registration year, at least once during the month preceding the start of every registration year.
- 6.2 In addition, for the setting of pound fees, the amount of the fee we are required to publicly notify, the resolution setting the fee at least 14 days before the resolution comes into effect, in a newspaper circulating in the District.
- 6.3 To enable us to meet these notification requirements, this report includes a resolution to adopt the dog control fees at this meeting. The remainder of the schedule of fees and charges will be presented for adoption at the 27 June 2024 Council meeting.

7. Fee increases as a result of cost increases

- 7.1 There have been several substantial cost increases since the LTP consultation document, supporting information, concurrent consultations and Draft Schedule of Fees and Charges were adopted in late March 2024 that affect the Council's budget for 2024/2025. These changes are detailed in the Long-Term Plan deliberations report in this agenda.
- 7.2 Most fees in the draft schedule for consultation had been increased by 10%. This general increase was designed to reflect the increase in the Council's costs and to retain the relative proportions of the costs of services funded by fees and charges and rates.
- 7.3 In light of the increased, post-consultation costs, the Council should consider whether to increase most fees in the schedule by a higher level (i.e. above 10%) to maintain the relative proportion of the costs of services being funded by rates and fees,
- 7.4 It should be noted however, that the post-consultation increased costs are largely in a few activities and generally do not affect all activities. The relative proportion of funding to be sourced from rates and fees is guided by quite broad ranges in the Revenue and Financing Policy. So not matching the percentage rates revenue increase exactly with the same percentage increase in fees is unlikely to result in these ranges not being met.
- 7.5 There are reputational and legal risks involved in increasing the fees to a higher degree than indicated in the Draft Schedule of Fees and Charges. However, this is an option the Council could consider. On balance, staff do not recommend increasing most fees above the level in the Draft Schedule of Fees and Charges to help fund the post-consultation additional costs.

8. Options / Kōwhiringa

- 8.1 The options are outlined in the following table:

Option	Advantage	Disadvantage
1. Approve the staff recommendations and adopt the revised Draft Schedule of Fees & Charges 2024/2025, including any minor amendments made at this meeting.	Consultation on the Schedule has been undertaken in accordance with the Local Government Act 2002, and the community's views were considered in the decision-making. The new fees can be charged from 1 July 2024 onwards.	This option does not allow the Council to request further information on the fees and charges. The public will not have an opportunity to be consulted on any further changes to fees made at this meeting
2. Seek further information from staff and/or carry out additional consultation, which may result in substantive changes to the Schedule of Fees & Charges 2024/2025.	Enables the Council to request more information on proposed fees and make changes to specific proposed charges before approving the same for further consultation.	If substantive changes are made, the Schedule (or specific parts of it) may require further public consultation. This would mean the Final Schedule of Fees & Charges 2024/2025 (or specific parts of it) could not be adopted prior to the new financial year, and we would need to continue charging the current 2023/2024 fees and charges until the consultation process is completed. This may result in a shortfall of income for some activities.
3. Increase most fees further (i.e. above 10%) to help fund the increase in costs after the draft schedule was published.	Maintains the proportion of the costs of services that are funded by rates and fees.	Fees will be increasing to a higher degree than consulted on with no further consultation, although we can anticipate the likely public reaction based on the responses we received to the draft schedule. This would create additional legal risks and reputational risks.

8.2 Option 1 is recommended.

9. Legal / Ngā ture

9.1 The Council can set fees and charges:

9.1.1 under section 12 of the Local Government Act (LGA), which is a global empowering provision that enables the Council to make decisions and undertake acts and activities in pursuit of its functions;

9.1.2 under section 150 of the LGA for certain functions provided for in bylaws or in enactments that do not already explicitly provide for fees to be charged;

9.1.3 under section 36 of the Resource Management Act 1991; and

9.1.4 under section 205 of the Food Act 2014; and

- 9.1.5 under other government legislation as noted in the draft schedule of fees and charges.
- 9.2 If the Draft Schedule is not adopted prior to 1 July 2024, the Council may not be able to recover the expected costs for some services that are provided. The 2023/2024 charges would apply by default until the Council adopted a new Schedule for 2024/2025 or part thereof.
- 9.3 Section 37(6) of the Dog Control Act 1996 establishes the public notification requirements for dog control fees in general and section 68(2) establishes the public notification requirements for pound fees.

10. Consultation requirements

- 10.1 The Council must consult on some charges using the Special Consultative Procedure (SCP) as set out in section 83 of the LGA. We are required to use the special consultative procedure (SCP) for all charges under the RMA 1991, Food Act 2014, Health Act 1956 and some Council bylaws.
- 10.2 For other fees and charges, the Council must consult in a way that meets the general requirements of section 82 of the LGA, which provides for the Council to generally decide how to best consult its community. An assessment of the significance of any changes to fees and charges will help guide the degree to which consultation should be undertaken. For fees and charges with low significance, this means we are not necessarily required to undergo full public consultation, provided the Council has an understanding of the views of interested and affected parties. Our Significance and Engagement Policy, as well as the principles in section 82 of the LGA guide when and how consultation should be undertaken (if any).
- 10.3 The Council chose to consult on all its fees and charges using the SCP to ensure all legal obligations are met in a single process. The Council may choose to change this approach in the future if it feels it wants more latitude on the degree and method of consultation it uses to change fees and charges (that do not require consultation using the SCP).

Consideration of whether to re-consult if the Council chooses to increase most charges further in relation to new information received

- 10.4 As noted above increased costs, largely from external sources, became evident since the draft Schedule of Fees and Charges was published for consultation. The Council carefully considered how to manage this as the consultation period had closed (but oral submissions were still to be held).
- 10.5 Once the new financial information was made known, the Council immediately informed the public to make those individuals who had indicated their wish to make verbal submissions at the hearings aware of the new financial reality. A media release to notify the public of the post-consultation changes was published on Sunday 5 May 2024. All those submitters scheduled to attend one of the hearings starting on 8 May 2024 were sent an email to inform them of the changes. This was to enable these submitters to address these changes at the hearing should they wish to do so.
- 10.6 This new information did not generate any new, late submissions and no new people contacted the Council requesting the opportunity to speak at the hearings. The Council would have made reasonable steps to accommodate any new speakers.
- 10.7 If the Council is minded to increase most fees more than the level consulted on to help with the recovery of the late costs, it should consider whether further consultation should be carried out.

- 10.8 In general terms a special consultative procedure (and regular consultation to some extent) is constrained by two general principles, being:
 - 10.8.1 the proposal as decided on must be within the reasonable scope of the consultation document; and
 - 10.8.2 any change must fairly arise out of submissions received, or any relevant change of circumstances that arises after the commencement of the consultation process.
- 10.9 It is inherent with any consultation process that the final decision, or proposal, may be different from that which was consulted on. However, to ensure procedural fairness, there are limits around the extent to which changes can validly be made to the proposal without having to undertake further consultation.
- 10.10 Staff therefore turned their mind to the initial proposal and whether further consultation was required and appropriate in the circumstances.
- 10.11 Objectively looking at the consultation document staff are satisfied that the Council can make the decision as it meets the requirements of section 93C(2)(a) of the LGA. The document states that "...we are proposing to: increase most fees and charges by 10% to recover costs and account for inflation". Officers' view is that this wording does not set a hard 10% cap on any fee increase as long as it can be explained as being required to recover costs and account for inflation.
- 10.12 This means that the Council can be satisfied that any proposed further increase is within the scope of the consultation document.
- 10.13 The Council is required to adopt many of its fees by 30 June 2024 to enable it to collect fees at the new levels to contribute to funding the cost of services. Section 100 of the LGA requires the Council to ensure that each year's projected operating revenues are set at a level sufficient to meet the year's projected operating expenses. This puts the onus on the Council to ensure that these additional financial pressures are funded. The LGA enables the Council to set operating revenues at a different level than this if that is financially prudent.
- 10.14 For 2024/2025 the Council is already planning not to set projected operating revenues at a level to meet the projected operating expenses in its LTP. It is not considered financially prudent to do this to a greater extent. Consequently, the additional, post-consultation costs should be funded by rates and/or fees. Collecting higher charges from 1 July 2024 would be one means to enable the Council to meet its financial prudence obligations under the LGA.
- 10.15 Staff considered the submissions that had already been received on this matter, noting that the number of submissions on the increase to most costs is small in comparison to the population of the District. The majority of submitters are not in favour of the increases in fees and charges. As a result of this consultation staff are confident that the community's views would be similar, had higher levels of fees been consulted on.
- 10.16 From these results we can reasonably speculate on what the views of interested and affected parties would have been if we had consulted on higher fees and charges.
- 10.17 If the Council chose to increase fees further and reconsult on this decision, staff are concerned about the potential confusion caused by multiple connected consultation processes.
- 10.18 Ultimately the view of the Council staff is that, if the Council chooses to generally increase fees by a higher level than the 10% in the Draft Schedule of Fees and Charges, for the

reasons outlined above, further consultation is not required and would not likely add any new information or views to the Council's decision-making.

11. Iwi Engagement / Whakawhitiwhiti ā-Hapori Māori

- 11.1 The Kaihautū sent a memo to Te Tauihu GM/CEO's forum outlining the key items being proposed in the Plan, including the Draft Schedule of Fees and Charges 2024, along with a timeline for consultation and submissions.
- 11.2 See the deliberations report on the Long Term Plan for more details of the engagement with iwi.

12. Significance and Engagement / Hiranga me te Whakawhitiwhiti ā-Hapori Whānui

- 12.1 The fees and charges in the Draft Schedule for 2024/2025 adopted for consultation on 25 March 2024 were assessed as having a medium level of significance. During the consultation period there was a high level of interest amongst interested and affected parties for the proposed aerodrome fees and a relatively low level of public interest for the remaining fees, although higher than in recent years.
- 12.2 The likelihood is that the decisions in this report include whether to increase the fees to a higher level than consulted on. Significance has been assessed in the table below on that basis and overall, the significance is medium to high.
- 12.3 While some fees and charges may have a high level of significance for some people (for example, those residents on fixed incomes or users of specific services experiencing larger fee increases) for many others they will not be affected by the proposed changes.
- 12.4 The Schedule of Fees and Charges has been consulted on alongside the Plan using the SCP. The process to publicise the consultation on the schedule of fees and charges, alongside the Long-Term Plan has been extensive.

	Issue	Level of Significance	Explanation of Assessment
1.	Is there a high level of public interest, or is decision likely to be controversial?	High	Public interest in the Schedule through the consultation as a whole was higher than in recent years largely but still moderate overall. The higher level of public interest than in recent years was driven by the higher increase applied to most fees and the substantial increase proposed for aerodrome fees. We can anticipate a similar and enhanced level of public interest in the higher increase if applied to the majority of fees.
2.	Are there impacts on the social, economic, environmental or cultural	Low	The further increase in fees will have a minor impact on

	Issue	Level of Significance	Explanation of Assessment
	aspects of well-being of the community in the present or future?		economic wellbeing of the population in general.
3.	Is there a significant impact arising from duration of the effects from the decision?	Low	The Schedule of Fees and Charges is re-assessed annually so the Council can reconsider the decision as part of the same process in a year's time or could make alterations at another time by following the appropriate process.
4.	Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	NA	The decision does not relate to a strategic asset.
5.	Does the decision create a substantial change in the level of service provided by Council?	NA	The decision does not change the level of service provided by the Council.
6.	Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	Medium	The decisions on the schedule of fees and charges are part of the Council's plan to fund its activities and services in the 2024/2025 year. If fees and charges do not rise by approximately the same level as rates, the proportion of the funding between the two sources changes.
7.	Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	NA	The decision does not relate to a CCO.
8.	Does the proposal or decision involve entry into a private sector partnership or contract to carry out the deliver on any Council group of activities?	NA	The decision does not relate to a public-private partnership.
9.	Does the proposal or decision involve Council exiting from or entering into a group of activities?	NA	The decision does not involve exiting from or entering into a group of activities.
10.	Does the proposal require particular consideration of the obligations of Te Mana O Te Wai (TMOTW) relating to freshwater and Affordable Waters services?	NA	This decision does not require particular consideration of the obligations of Te Mana O Te Wai (TMOTW) relating to

	Issue	Level of Significance	Explanation of Assessment
			freshwater and Affordable Waters.

13. Communication / Whakawhitiwhiti Kōrero

- 13.1 Copies of the Statement of Proposal for the Draft Schedule of Fees and Charges 2024/2025 were made publicly available on the Council's website and hard copies at the Council's libraries and offices from 28 March to 28 April 2024. Media releases have been made via social media, Shape Tasman, and Newsline.
- 13.2 Staff have conducted in person community consultation meetings and drop-in sessions on the Plan around the District over the consultation period. At these meetings people were made aware that we were consulting on the Schedule of Fees and Charges.
- 13.3 The new schedule of fees and charges will be published on the Council's website and publicised via Newsline.

14. Financial or Budgetary Implications / Ngā Ritenga ā-Pūtea

- 14.1 Under the Revenue and Financing Policy, in relation to fees and charges it states:
"An activity should be funded by users or exacerbators if an individual or group of individuals directly receives the benefits of the activity or causes the action, and the costs of the activity can easily be attributed and charged to that individual or group of individuals".
- 14.2 For each activity the Revenue and Financing Policy establishes the proportion of the costs to be funded by rates and fees and charges expressed as a range. As it is likely that the Council will decide to increase the rates revenue requirement to fund the post-consultation costs, consideration should also be given to further increasing fees and charges. If the Council decides not to increase the fees at a similar level as rates increase, the proportion of the costs being funded by rates will increase but it is likely to remain within the ranges in the Revenue and Financing Policy.

15. Risks / Ngā Tūraru

- 15.1 Staff have programmed the timing of public consultation and adoption of the Schedule to ensure that the Schedule can be operative from 1 July 2024.
- 15.2 If the Draft Schedule is not adopted prior to 1 July 2024, the Council may not be able to recover the expected costs for some services. The 2023/2024 charges would apply by default until the Council adopted a new Schedule for 2024/2025.
- 15.3 If the Council decides to increase most fees further than indicated in the Schedule of Fees and Charges for consultation, there is a residual level of legal risk from the decision not to further consult on any further (post-consultation) increases in fees and charges levels. Staff have mitigated this risk as much as possible in the application of the Council's Significance and Engagement Policy and the application of the LGA.
- 15.4 If the Council decides to increase most fees further than indicated in the Schedule of Fees and Charges for consultation, there is also some reputational risk.

16. Climate Change Considerations / Whakaaro Whakaaweawe Āhuarangi

- 16.1 The Schedule attached to this report was considered by staff in accordance with the process set out in the Council's 'Climate Change Consideration Guide 2022'.
- 16.2 Some fees help incentivise behaviours that contribute to reducing greenhouse gas emissions (e.g. recycling products instead of disposing them to landfills).
- 16.3 Staff are not aware of any fees that might detract from the goals of the Tasman Climate Action Plan 2019.

17. Alignment with Policy and Strategic Plans / Te Hangai ki ngā aupapa Here me ngā Mahere Rautaki Tūraru

- 17.1 Setting fees and charges aligns with the Council's Revenue and Financing Policy and shifts some of the costs of the Council's services from ratepayers onto users of those services, where there are private benefits of the service to specific individuals.
- 17.2 The Council sets the Schedule of Fees and Charges annually, and the Chief Executive has delegated authority to amend both the Waste Management and Commercial fees and charges during the year if required.





18. Conclusion / Kupu Whakatepe

- 18.1 The Council received 132 submissions on the Schedule of Fees and Charges 2024/2025 and heard from 10 submitters at a public hearing on 8-10 May 2024.
- 18.2 As a result of public feedback, staff have recommended changes to the fees for aerodromes and for waste management.
- 18.3 In response to higher post-consultation costs this report recommends that fees in general remain at the level consulted on i.e. an increase of 10%.
- 18.4 To enable us to meet the notification requirements of the Dog Control Act 1996, this report includes a resolution to adopt the dog control fees at this meeting. The remainder of the schedule of fees and charges will be presented for adoption at the 27 June 2024 Council meeting.

19. Next Steps and Timeline / Ngā Mahi Whai Ake

- 19.1 Staff will incorporate any agreed changes into a final Schedule of Fees and Charges. The Council will be presented with this Schedule for adoption at its meeting on 27 June 2024.
- 19.2 The Dog Control Fees will be publicly notified during June 2024.

1. Attachments / Tuhinga tāpiri

1. 	Draft Schedule of Fees and Charges Submissions	230
2. 	Draft Fees and Charges - Dog Control Fees	340
3. 	Draft Schedule of Fees & Charges 2024-2025 for Consultation	341
4. 	Aerodromes - submission summary, staff advice and recommendations	412

Schedule of Fees and Charges 2024-2025 Submissions

Submission No.	Submitters Name	Feedback	Attachment Page No.
32101	Mr Kevin Feast	A blanket increase is too simplistic. Check individual charges and only increase where necessary.	
32118	Mrs Kath O'Regan	Dropping waste off at a resource recovery centre should not be increased. Actually I believe there should be no charge at all. The average household is struggling already - TDC increasing charges will not help - rubbish will be dumped in our beautiful environment because households cannot afford the rubbish bags or the trip to the dump or the fees charged at the dump.	
32153	Mr Ian Harper	I agree with user pays.	
32166	Mr Dave Ross	No increase is acceptable. Ratepayers are suffering financially and have to watch their costs. The Council should do the same.	
32190	Ms Angela Sands	The rubbish dumping fees are getting so expensive, increasingly people are leaving large items (beds, furniture, racks, etc.) on the side of the road or dumped by the river.	
32206	Mrs Rosemary Moretti	Once again it is all the small business owners that will be hit the hardest.	
32217	Mrs Melanie Ellis	I agree with proposed changes.	
32237	Mr Michael Arbuckle	As above.	
32261	Mr Owen Meiklejohn	Do not increase charges	
32275	Trish Ross	No fees should be increased. Everyone is struggling. If you increase these fees then the general rates charged for need to come down, so we have user pays system, you can't have both. Tighten your belts as the rate payers have to do.	
32311	Mr William Wallis	(1), In just a couple years boat storage at Port Tarakohe has doubled while not one single improvement has been made. There is one water faucet and one power point situated where few can reach it without bringing their own power leads and 50 meter worth of water hose. (2) To continue increasing launching fees without a safe floating launching dock which 90% of marinas have is in breach of the Health and Safety Code as you're putting people at risk of injury. (3) To continue raising any fees for recreational boaters beings that not one thing of the five year old plan has been implemented is down right robbery. The claim that the Mussel Industry has to be provided for before they go elsewhere, is ludicrous.	
32314	Mr Selwyn King	That's up to the TDC to make accurate to accommodate proposals.	
32347	Terence Kroupa	Rubbish fees should not be increasing as it only leads to people dumping their rubbish on vacant land.	
32352	Mr Adrian Riordan	As stated before ALL FEES AND CHARGES should be tied to "Inflation"	
32376	Mr Graham Wilson	Keep it simple Sweet - Kiss	
32378	Mr Stuart Bean	Motueka Airport Landing Fee increases need to be staggered..	
32379	Mr Shane Fleming	Aerodrome fees at Takaka and Motueka. These fees are planned to increase by 100% with no increase in service or facilities All Boat Ramp use, marina berths, camping grounds and sports facilities have an average increase of 10% planned We also currently have a bulk rate for local users that covers Takaka with an additional fee for Motueka as well. We would like to see this continue If fees are to increase for a valid reason other than revenue increase 10% is in line with increases to other council assets. Takaka Aerodrome has shown time and time again to be a valuable community asset and while cost can be managed by commercial operators using the aerodromes, it is much more difficult for individual private flyers who face huge costs to enjoy a hobby they love, as well as fostering aviation for the next generation by taking interested people for their first fly, usually at no charge to them We have several of us who voluntarily assist in the upkeep of Takaka aerodrome. Just this last weekend two of us were cutting down trees to remove height obstruction, as well as filling potholes on the access driveway with my digger and labour. This is an example of us working together to improve the quality of the aerodrome and surrounding, not spending huge amounts on contractors and consultants which increased the on paper debt to the aerodrome.	
32395	Mr Richard Clarke	Why have most fees increased by 10%, when inflation is 7%? There is no way my income will increase by 10%. This is unacceptable and shows poor management of costs by Council. It looks like the extra 3% has been added on just in case, I don't see any detailed analysis of it. How do you justify a 27% rise in waste per tonne? Most other fees have been raised 10%, how is 27% justified? This will further encourage illegal dumping.	
32396	Mr Simon Goodwin	I support this proposal	
32402	Kevenegy Fourie	Freeze in line with Inflation only	
32437	Mr Bryant Quarterman	They are generally too high considering the time it takes to action some of these services. Please streamline service times.	
32456	Mr Murray Bensemann	SEE ATTACHED SUBMISSION. Takaka Aerodrome is an EMERGENCY AIRPORT and a very valuable asset to the Ratepayers as we found out when the Takaka Hill road fell over. Most of the aircraft that come to Takaka Aerodrome are visitors or training aircraft from Motueka and the lower half of the North Island. The new charges that are proposed for Takaka and Motueka are too high. If implemented they will drive users away from the aerodrome and they will go to other local airstrips. TDC have installed an AIMMS system to collect fees in our clubhouse that apparently costs around \$700 per month. Takaka would not collect anywhere that in revenue. It will be a huge burden on the aerodrome.	11
32460	Mrs Veronica Dugdale	No comment.	
32464	Mr Murray Bensemann on behalf of Golden Bay Flying Club	SEE ATTACHED submission. The new charges that are proposed for Takaka and Motueka are too high. If implemented they will drive users away from the aerodrome and they will go to other local airstrips. TDC have installed an AIMMS system to collect fees in our clubhouse that apparently costs around \$700 per month. Takaka would not collect anywhere that in revenue. It will be a huge burden on the aerodrome. There is no security or facilities at the aerodrome so you are there at your own risk. Propose bulk landing fees and landing fees for private aircraft \$15 per 1 hour session and visitors \$20	12

Submission No.	Submitters Name	Feedback	Attachment Page No.
32509	Ms Amy Hobson	Excessive	
32512	Abbie Langford on behalf of Golden Bay Community Board	The Board agreed in principle with the proposed changes.	
32516	Mr Geoffrey Waring	SEE ATTACHMENT. Re the proposed increase of landing fees at Motueka and Takaka I have attached, and support, a submission from the NZ OAPA. Whilst cost increases are inevitable over time the increases proposed, as pointed out by AOPA, are wildly out of alignment with those charged at similar NZ airports. I suspect this money grab is to address the blow out of the Lee Valley Dam costs...what happened to 'user pays' there? For 60 years I have watched NZ General Aviation slowly die, and this policy is another nail in the coffin. What profit driven fundamentalists fail to understand General Aviation is also the breeding ground for our national pilot requirement, those who crew that Dash 8, or spread super on your farm...it is not all Sunday joy rides. GA contains a strong element of public good especially in terms of emergency; think earthquake, fire, flood and cost increases of this magnitude will do nothing too assist that desirable outcome. Consider annual bulk landing fee to local recreational users. individual landing fee @\$15 to anyone that doesn't sign up for bulk fee. Training organisations should be set independently.	13-20
32523	Mr Mark Woodhouse	Your plan states that "for 2024/2025, we are proposing to increase most fees and charges by 10% to recover costs and account for inflation." However, the proposed increase in fees and charges for Motueka and Takaka aerodromes are enormously greater than 10%, and I consider them highly unreasonable. This part of the Ten Year Plan appears to have been included very late in the consultation process and aerodrome users were only advised of its inclusion a week or so ago. This is also not reasonable. I offer that an increase to the current landing charges and fees in the region of 10% is reasonable.	
32524	Mr Stephen Lavery	More user pays on non core services	
32526	Mr Markus Schneider	Streamline all processes as much as possible to reduce cost wherever possible. Then charge for the actual cost.	
32529	Mrs Simone Schneider	Reduce fees as much as possible and outsource to most competitive private companies and charge for actual cost.	
32531	Mr Jonah Bruce-Miller	I dont know where to write this, I am a student pilot at motueka aero club and I have seen that the council is attempting to increase landing fees. I do not agree with this because flying is expensive enough already for me as a 17 year old and I do not agree with the idea of making it more expensive. I know that there are others who can barely afford lessons and adding more and or larger costs to this will not help that at all. I do not think that landing fees at the motueka aerodrome should be increased because it will stop some people flying and this will effect MAC and NAC too. Once again I'm not sure where to write this but please dont increase them.	
32532	Mr Brad Ellison	Double Motueka aerodrome landing fees...absolutely crazy	
32537	Mr Richard Eberlein	I am a member of the Motueka Aero Club. I agree to a fair fee being charged for pilots using the aerodrome, but the proposed landing fee charges are preposterous. A minimum of a 200% increase together with the council holding an \$500 bond. Nowhere in the country have I come across a demand for a bond against landing fees. What security will the council be offering on the proposed bond? There appears to be no bulk payment arrangement for the Motueka Aero Club. Without a bulk landing fee arrangement I foresee the aero club closing down. The users are primarily recreational sport pilots learning, practising or socialising. For itinerant pilots the proposed landing charges amount to a 300% increase. \$30 is a higher landing fee than Nelson Airport, yet both Motueka and Takaka aerodromes offer short, narrow, poor quality runways, no security, no lighting, no weather information, no air traffic control, no car rental and little or no basic facilities. Takaka doesn't have a fuel pump, public toilet or even a telephone for emergencies. I have flown into many small and large airfields around the country. I am quite willing to pay a fair landing fee for reasonable facilities. At many airfields that fee is collected automatically. If it is my first visit I receive the initial invoice by post with a request for an email address for any future invoices. There is no extortionate \$150 penalty and the system operates simply and without acrimony. I understand that the council needs to see a reasonable return on its assets, but I fear that the high-handed approach that the TDC is taking will result in the eventual closure of their airfields. This would deprive people of a recreational activity, reduce visitors to the area and would be regretted in the event of an emergency affecting the area. I consider that a \$20 fee is reasonable given the lack of facilities at either airfield. With an automatic invoicing system in place the fee would be guaranteed for each landing. A bulk arrangement to benefit the aero club, flying school, parachute and other businesses would also be appropriate.	
32538	Mr Erwin Oberhumer	Proposed fee increases for Motueka Aerodrome: Keep fee increases on a par with other council fee increase percentages. The proposed increases of up to 200% are egregiously excessive!	
32539	Mr Lindsay Fenwick	This submission concerns the proposed fee increases for operations at Motueka Airfield, specifically the tripling of landing fees for aircraft not based at Mot. Airfield. I'm a syndicate member (part owner) of microlight ZK-ROY. I'm a member of the Motueka Aero Club as well as the Nelson Microlight Club. I periodically fly into Motueka Airfield from Nelson for proficiency, as well as in support of the Young Eagle programme of the Mot. Aero Club. As a pensioner I consider the proposed landing fee increase as punitive, and out of line with normal price escalation. The Nelson-Tasman region needs a healthy and vibrant general aviation community that makes it possible for existing pilots to maintain proficiency and encourage the pilots of tomorrow. Please reconsider and/or justify the proposed landing fee increase at Motueka Airfield.	
32540	Mrs Kate Hanna	Times are really tough. We are all hunkering down. Council should too. Do what's necessary. Maintain roads, (not cycleways)	
32541	Mr Till Middelhaue	I oppose the planned landing fees increases! Raising fees by 200% to 300% is unreasonable. I can see that inflation pushes up the whole cost level but not at this ultra steep rate! Fees on that level will make for recreational pilots avoiding Motueka airfield. It will feel like a rip-off landing fee as landing elsewhere is way cheaper. Raising the fees every now and then is unavoidable when a government creates inflation but it fee increases must be following inflation roughly.	
32544	Mr Anthony (Tony) Aldridge	No, thanks.	

Submission No.	Submitters Name	Feedback	Attachment Page No.
32557	Richard Coe	1. Sounds like re-arranging the deck chairs on the Titanic. 2. Give a voucher for inorganic waste to go to Tip. Other Councils include Waste Collection in their rates - but to put rubbish collection as a separate expense means our rates are very expensive already.	
32558	Lorraine Coe	Ratepayers do not get any benefit for dumping green waste or other. Recommend each household (ratepayers) get a voucher twice a year for using these two facilities.	
32560	Mr Shea Ferguson	Strongly opposed to massive price hikes to landing fees at local aerodromes.	
32562	Ethan Woods	For the aerodrome landing/hanagar fees, i am strongly opposed to this change.	
32567	Mr Andrew Butler	I object totally to the proposed 100% increase in landing fees at Motueka aerodrome. 10 or 20% max. I can agree. Light aircraft provide for the training of new zealand and oversea student pilots. FYI, a student might have to do between 200 and 300 touch and go's (t&g), to get proficient. This would cost \$2000 at present, \$ 6000 if the fees proceeded. Many aerodromes might only charge for one landing in a session even though there may have ben several. However, these increases are way out of whack and unfair. Think about that, the next time you're in a commercial aircraft.	
32570	Mr Greg Wood	Motueka Aerodrome Fees and Charges. The proposed changes are totally unreasonable and not in line with TDCs 10% inflation figure. These increases will encourage non compliance and act as a disincentive for pilots to use Motueka airfield. They represent a threat to flight safety. Motueka Airfield is a strategic asset to the area. With one road into and out of Golden Bay it would provide a vital staging post for transferrin aid and personnel. When fires raged in the area recently helicopters used the airfield for refuelling. Air ambulance flights occur day and night. the preamble statement "Market Landing fees were also benchmarked against a large number of Aerodrome" seems incorrect. An AOPA compiled list of 52 smaller NZ airfields shows the average landing fee to be \$9.27. My proposal is to return to a bulk landing fee for regular users. This fee could be negotiated and be increased from where it is set now. Bulk Landing Fees could be adjusted for commercial operators and the Aeroclub (heavy users). Visiting aircraft should pay a maximum of \$20 paid at the fuel pumps by pay wave or bt internet banking.	
32576	Jane Cumberworth	Theory okay but charging by weight to dump waste in landfill is too high. It will drive homeowners who can't afford charges to dump in forestry or down the river. Not good	
32579	Mrs Margaret Besier	I don't know enough about these to comment	
32584	Mr Chris Peters	I notice most fees and charges seem to be increasing by about 10% or so across the board. EXCEPT FOR AERODROME USER CHARGES WHICH ARE INCREASING 100%! Yea, easy to gouge the aviation 'rich pricks' isn't it? In reality a lot of us participate in aviation, not because we are rich but because we love it. God knows it's a costly enough pursuit anyway without totally unreasonable increases from a mean spirited council.	
32590	Mrs Marion Satherley	I agree with user pays, provided that the serve is being undertaken in the most effective and efficient manner. I refuse to pay for ineffective, inefficient, and wasteful operating practices. At full TDC council meetings I have been horrified to hear derogatory comments being made of residents who file OIA requests, stating they are wasting valuable staff time. I agree, this could be viewed as staff time being wasted, however, what I see missing completely from TDC's view is, if TDC was fully transparent there would be no need for so many OIA's to be lodged in the first place. So, please, stop veiwing those wanting to gain information as a pain, please start using this as an opportunity to ask what can TDC do differently that would minimise these requests.	
32593	Mr Guy Mollett	Fees and Charges should reflect the cost of providing the service, as long as the Council can provide any service in an efficient and economical manner.	
32610	Natasha Berkett on behalf of Federated Farmers Golden Bay and Nelson	SEE ATTACHED. Federated Farmers asks that increases in fees and charges be no more than the actual CPI increase for the preceding 12-month period. Federated Farmers asks that where an objection is found to be in the objector's favour, that the s 357 fee is reimbursed.	21-32
32610	Natasha Berkett on behalf of Federated Farmers Golden Bay and Nelson	SEE ATTACHED Federated Farmers recommends that the Council should limit the increase in dog registration fees for rural dogs to no more than the actual CPI increase for the preceding 12-month period. Federated Farmers recommends that the Council provide a discount for working dog registration fees for subsequent dogs which are additional to the first working dog.	
32615	Mr Neville Bailey on behalf of Aircraft Owners and Pilots Association (NZ)	SEE ATTACHED; For a typical recreational flyer who operates approximately 50 flights per year (approximately one flight per week), the cost of landing fees under the Tasman District Council Proposal would increase from \$250 (Bulk Annual Landing Fee) to \$1000 (based on 50 flights per year), an increase of 300%. AOPA (NZ) propose the following Landing Fee Structure : - Bulk Annual Landing Fee - \$300 per annum per aircraft, paid in advance. Applicable to recreational aircraft owners anywhere in NZ wishing to use either Takaka or Motueka airfields. - Individual Landing Fee - \$15 per landing (to include all landings for up to one hour). Applicable to anyone who doesn't sign up for the above Bulk Annual Landing Fee. - Flying Training organisations - negotiated or set independently.	33-39
32617	Stuart Bean on behalf of Inflight NZ	SEE ATTACHMENT. INFLITE Ltd as Skydive Abel Tasman strongly oppose the proposed increases for landing charges. Skydive Abel Tasman has operated out of Motueka for 30 years and is a significant contributor to the airport budget with payment of leases, licenses, and landing fees. The proposal to remove bulk funding and introduce a doubled individual landing fee would be an unrealistic and unreasonable increase to the operating costs of the business and would not withstand scrutiny in a review. While we understand cost increases are inevitable we do not agree that an increase to the business of this amount is sustainable. The Motueka airport has been managing to balance its books for some years now but has recently been swamped by a vexatious individual who in trying to promote his own commercial activities next to the airport. We contend these costs should not be applied to the airport account and therefore reduce the need for such significant increase in fees. We submit. • Council adopts the fee structure suggested by the attached report in relation to recreational activities. • Landing Fees for commercial operators be an annual fee negotiated and agreed on a case-by-case basis based on the charges set out for recreational activities.	40-47

Submission No.	Submitters Name	Feedback	Attachment Page No.
32637	Mr Darryl Payne	<p>SEE ATTACHED: Proposed Motueka and Takaka Aerodrome Fees.</p> <p>The proposed fees represent up to a 200% increase over existing fees and makes NZMK & NZTK significant outliers when benchmarked against other small general aviation Aerodromes (refer attached file for a table of current charges). I agree an increase in fees is not unreasonable as fees haven't been reviewed since 2019.</p> <p>I propose an increase to \$15/landing and the Bulk Fee which currently exists for recreational users increased to \$300.</p> <p>Bulk charging represents a much easier administrative burden on the Council and user. The PayWave situated at the fuel pumps is a great idea to capture itinerants.</p> <p>The new Schedule mentions 'movements', this should be 'Landing'.</p> <p>There is no mention of a refund of the Hangar Application Fee upon Hangar completion.</p> <p>A \$150 fee for chasing up unpaid landing fees needs to be tidied up. For example an itinerant aircraft may for many reasons have to go around after having touched down and may not be in a position to return. In this case using the PayWave is clearly not going to work and an invoice will need to be sent out. The Bank Account details and charges could be published on the AIP Aerodrome Chart or via NOTAM.</p> <p>The proposed increases I believe will encourage a certain demographic to operate NORDO and not use their ADSB Transponders - potentially having a significant impact on Aerodrome Safety.</p> <p>Any costs associated with the Resource Consent Application by Ruru Homes should not be born by the Aerodrome Users - clearly this is a Council Planning issue.</p>	48-54
32638	P Besier	Showing true costs	
32649	Mrs Janet Bradley	Yes, debt is too high and needs to be consolidated and reduced, NOT increased every year so that the elected members can pat themselves on their backs and say "look what we did"	
32654	Mr Terry Easthope	SEE ATTACHED. The proposed landing fees for Takaka Aerodrome are an increase of 100%. The Mayor has stated in the review that increases will be restricted to 10% max. TDC has no place managing Takaka Aerodrome. The bureaucratic overheads introduced by TDC's internal management costs are the main cause of the ratepayer subsidy required to prop up the aerodrome. The TDC has no future planning proposal in place and no money allocated for any development of the aerodrome. The future of the aerodrome should be managed locally (as it was for many many years until recently) by those with vested interests in the continued improvement, promotion and development of the aerodrome and aviation related activities.	55-61
32667	Mr Malcolm Macleod	What proposed changes?	
32677	Mr Sam Hamill	Your landing fee increase for both Takaka and Motueka is bullsh*t and completely unreasonable	
32684	Mr Bruce Broady	<p>Motueka Aerodrome proposed fee increase is not inline with the financial sustainability plan . A 300% increase in fees will kill the aerodrome as it will loose visiting traffic as it will be to expensive compared to other non TDC aerodromes that can be used as an alternate.</p> <p>The TDC should review the costs involved to monitor and collect landing fees , do the costs to collect the fees verse the revenue collected stack up. Why has the annual user charge been removed for local operators? What precedent in NZ is there for the \$500 bond for landing fees? Will the deposit be refundable, will the deposit have interest paid on it, and what is the deposit for?</p> <p>I agree the commercial operators should be paying for the areas they are using , ie the Skydive company use a large area as the drop zone , do they get charges for each person landing ? The parking of aircraft by commercial operator should also be considered and each aircraft should be paying long term parking charges.</p> <p>The new NZ Post commercial lease on aerodrome land will this revenue go back to help the costs of running the aerodrome or disappear into the TDC coffers?</p> <p>There should be more communication from the TDC to the aerodrome users before these proposed fee increases as to what effect they will have, I foresee these new fees will have a major negative effect on aerodrome especially the aeroclub. If fact I think rather than increasing revenue it will decrease due to the reduced movements, this has been proven at other aerodromes in NZ that the increased fee reduced the annual movements significantly. The TDC hasnt invested in the aerodrome in many years and has been so difficult to deal with many owners who wanted to lease hangar sites have given up and gone to other aerodromes resulting in the TDC and motueka aerodrome losing protentional revenue.</p>	
32695	Mr Brett Farrell	Have to charge fees where appropriate	
32700	Mr Peter King on behalf of Royal NZ Aero Club Inc / Flying New Zealand	<p>SEE ATTACHED.</p> <p>Motueka Aero Club is a member of our organisation and in this capacity, we submit our objection to the proposed changes to airfield charges as set out in the District Plan Maintaining 'currency' (i.e., 3 take off and landings every 90 days) is a necessity from CAA for a PPL/CPL (pilot) to be PIC (pilot in command). This is a minimum to maintain currency but maintaining competency and confidence improves safety particularly in the critical phase of flying, the circuit, and requires practice and application far more regularly (for most) than every 90 days.</p> <p>\$10 per landing is fair. \$30 per landing will impact all pilots, particularly on ab initio students as well as fostering safe growth of aviation in the Tasman District. Rather than increasing your revenue gain by 300% on your current take, I suspect these changes risk reducing activity on the district's airfields.</p> <p>Finally, Flying New Zealand supports all submissions from Motueka Aero Club and it's members.</p>	62
32701	Mr Martin Potter on behalf of Tarakohe Marina Association	<p>SEE ATTACHMENT. Submission on the Port Tarakohe Berthage Fees. The Association submits that:</p> <ol style="list-style-type: none"> 1. Council place a hold on all recreational fee increases until such time as Council undertake the breakdown as detailed in 2 below, 2. Council undertake a breakdown and separation of the costs that can be attributed to the recreational users, the commercial users, joint Port overhead costs, and the community good. Council should then levy berthage fees that reflect the facilities/services provided to each user group, along with a fair proportion of the joint costs. 	63-64
32703	Mrs A Simpson	<p>Motueka aerodrome landing fees should not be increased by 100%, this is unjust and disproportionate when other Council owned recreational infrastructure fees and charges are increasing by an average of 10%.</p> <p>People that like flying are people with a passion for aviation, not just the wealthy.</p> <p>It shouldn't cost \$20.00 every time a Council owned facility is used, we pay rates to cover this existing infrastructure, this land is owned by the Council for the purpose of aviation.</p> <p>Users of the cricket and football grounds and cycling velodrome are just the same as users of the aerodrome.</p>	

Submission No.	Submitters Name	Feedback	Attachment Page No.
32705	Ms Inbar Zamir	Would be nice to have a _short_ description of it. I don't have time to read all the long documents you create.	
32717	Norman Matthews	Marina fees for recreational users have skyrocketed in recent years yet the facilities at Tarakohe are non existent. Why should the recreational user help fund extra berths for commercial purposes.	
32720	Mr John Richards	<p>SEE ATTACHED. My submission is in response to the proposed large increases in Landing fees at the Motueka Aerodrome, and the introduction of a Hanger application fee.</p> <p>Landing Fees</p> <p>The proposal is to remove the bulk annual payment and to increase fees 300% from \$10 per landing to \$30 per landing unless a Bond of \$500 is paid?</p> <p>My submission is that landing fees should increase 15% which is more than most fee increases from TDC and Retain The Bulk Annual option which is simpler for both the Council and the Pilot. This could also be raised 15% maybe rounded up to \$300 for the average private pilot. Higher users could be assessed differently. I wouldn't like to see big increases every year after.</p> <p>As users we understand there are increased costs an agree to fair user pays, what we are not happy with is all the extra Council costs that are loaded against the airfield account. I am particularly unhappy about the costs associated with a vexish commercial home builder on the north east end of the runway. I see this as a resource consent issue.</p> <p>I am concerned about the risk of high charges creating an exodus of the aerodrome users and a large drop in visiting aircraft and also non radio calling etc. Creating a less safe environment. One airfield that raised its fees last year, still not anywhere near as high as proposed, had 1700 less landing for the year.</p> <p>I also submit the Hanger application fee is another deterrent to new hangers being built. New Hangers bring in more lease money. Previous Managers had agreed to produce a simple template for new proposed Hangers, these would be offered site already established mainly 15mx 15m hangers. If a larger Hanger is required two sites could be allocated with the extra lease money being charged. Also there has been a simple lease document prepared in the past which has been dropped. Keep it simple and Council staff time would be heavily reduced.</p> <p>As researched by AOPA and in their submission the mean average Landing fee in 40 like aerodromes is \$10.01per landing and further touch and go's within a 60 minute period. Motueka have the highest bulk landing charge already. These figures are the current year.</p> <p>If the Council agrees to a reasonable figure and bulk annual charge I am sure all resident pilots would assist in encouraging compliance with visiting Pilots, I know of no Pilot, actively trying to avoid charges at present. I hope you view this submission positively.</p>	65
32725	Mr Martin Whyte	It is a user pay world now, Fixed charges up front need to be transparent.	
32743	Ms Susan Firth	None	
32757	Mr Josh Scotland	We can't increase landing fees at motueka and takaka aerodrome. The price of everything are getting ridiculous already.	
32765	Ms Sally Briffault	Your charge out rate of \$187 per hour to verify very small business operations is excessive. That rate is way above that of a qualified tradesperson.	
32782	Mr Wade Quickfall	<p>Page 52.Proposed increase in landing charges at Motueka and Takaka Airports.</p> <p>As a frequent pilot user of both airports I am against the proposed increases in landing fees.</p> <p>The increase of up to 300% is totally unacceptable considering other increases for recreational activities are much less.</p> <p>This increase would impact all airport users and significantly affect the use of these airports by recreational users such as myself.</p>	
32783	Mr Keith Lusty	Is a shame the council doesn't have anyone who understands aviation, and how general aviation works. As a private aircraft owner I don't need to use Motueka or Takaka airports, but do so for private use and pay the current \$10 landing fee. If there is an increase, private owners won't go there, and you will generate less income. Also I do not have paywave on my credit card. You say you want to increase income , yet you turn down applications or make it too difficult for people to build hangers which would generate more income than increasing landing fees. The aeroclubs on each airport should be running the airport for the council, not some clueless person sitting in an office. Go and talk to the aero clubs, and get their ideas, the council may learn something ?	
32785	Mr Roy Bensemann	<p>I oppose the increase in Rural dog fees.</p> <p>We get nothing now for this fee compared to what it was set up for years ago. If there is rising costs in urban areas that have to be addressed why do they provide free chipping at certain times.</p> <p>The council need to take a hard look at its costs in running these units that have fees and charges, As with Council debt, their costs have also got out of control and need a reality check of value for money.</p>	
32787	Elizabeth Kitson	Thank you for finally reducing the fees for discharge to ground. I am still disappointed that we paid a 'one off' fee for this and then it was allowed to be changed to an annual fee. We have been in the property 6 years, pay the fee and provide a report yet we haven't ever had anyone check up on it. \$170 is steep for someone to 'read' the report and tick the box especially after the fact this was only introduced in a schedule of fee changes and was completely out of the blue to those of us who paid our 'one off' fee.	
32788	Pete Trewavas	<p>I prefer certain library services and some park maintenance to be reduced so that some of those savings can be used to offset the horrendous increase in fees and charges faced by my aircraft syndicate (and Motueka Aero Club). Our landing fees are set to increase by a minimum of 100% and in some cases by 200% ! For recreational users those costs are prohibitive. We may have to sell our aircraft because of these unexpected astronomical proposed charges and I may be forced to wind up my annual flying scholarship for young wanna-be pilots at the Motueka Aero Club.</p> <p>Why are airfield users being targeted unfairly by these +100% increases when others, such as recreational boaties are only facing a 10% increase ? Totally unfair and we won't go down without a fight unless we can agree to have a more modest increase imposed like most other users are facing. (maximum 10%)</p> <p>Come on TDC, where is your justification for such a massive increase ?? We are recreational users, not commercial ones !</p>	

Submission No.	Submitters Name	Feedback	Attachment Page No.
32830	Wayne McLean	Yes. The proposed 100% to 200% increase for landing fees at Takaka and Motueka is outrageous. You need to justify this as most other increase eg Marinas are only proposed to be 10%. TDC is out of touch with the real world. Aviation is not a cash cow. Aspiring commercial student pilots and general aviation users will be severely impacted jeopardising the real survival of flying/aero clubs. If maintenance is an issue then maybe you need to ban drag racing on the Motueka runway. What is the rapid acceleration and braking doing to the surface? Runways are for Aircraft only. Use some common sense.	
32832	Mrs Anne Turley	These need to be kept to the minimum that covers actual costs. There is a prevailing opinion amongst the public that there are too many staff on high salaries propping up their departments.	
32839	Mrs Vanessa Kingan on behalf of Karamea Aerodrome Inc	Karamea Aerodrome Incorporated wish to submit regarding the proposed 300% increase in landing fees at the Motueka Aerodrome. Such a large fee increase is likely to decrease use of the Aerodrome, meaning a decrease in use of surrounding Aerodromes such as Karamea. Our Aerodromes are lifelines to the community and use should be encouraged at a fair & reasonable charge. When use of an Aerodrome declines, we see negative impacts on surrounding business (maintenance facilities, training organisations etc..) & other facilities become 'at risk' such as the potential loss of fuel facilities. Facilities such as these cost fuel companies a significant amount to service & upkeep, therefore there will be expectation around the volume consumed/uplifted at the Aerodrome. The loss of such a facility would be a nightmare in a civil defence emergency. In regard to payment of fees, I note there is an additional \$150 administration fee for non-payment. If such a high penalty is set in place it will be very important to ensure the payment facility is set up in a workable location for all users & suitable payment methods provided by council. The ease of payment will ensure fees are getting paid & will keep the extra administration chasing payments to a minimum. Safety is a core responsibility of any Aerodrome operator, therefore the risks that such a high fee increase to users must be considered. The most obvious risk could be users not making radio calls to avoid paying landing fees. As you may be aware, the Civil Aviation Authority is currently running a campaign around safe use of the airspace. This campaign is called 'Work Together, Stay Apart' and was introduced to reduce the likelihood of mid-air accidents and the number of near collision and air proximity events within the circuit at unattended aerodromes. Karamea Aerodrome enjoys regular visitors from Motueka Aerodrome and we would love to see this continue & grow, with council supporting the use of your Aerodrome.	
32841	Josephine Tucker	10% increase fine. Rubbish when collected after floods or clean up of roadside should be reduced. A photo could help but encourages clean up of areas that can cause problems to waterways and drainage.	
32845	Ian Davey	Cost of dumping rubbish charge could be greatly reduced if consumers buying goods paid in the purchase price - the cost of disposal.	
32854	Mr Jeffrey Coulson	Motueka Airport Urgent. Tasman Districts Landing Fees Proposal for Motueka Aerodrome. Motueka Airfield is used by Commercial and Recreational users. I'm one of the recreational users I have limited funds at my time of life. My sport is flying, do people playing Rugby/ Hockey/ Soccer/ or walking the dog pay to use sports grounds. There is not even a public toilet at the airport. Looking at other airports when Council gets involved its always run at a loss, when run by Aero Club it appears it's run within there financial limits. Airport users will pay their landing fees to help with the normal running costs but like anyone, if the fees are excessive they will find alternative options. Also an Airport in South Island has no landing fees because of the revenue from aviation Fuel sales, and Motueka has aviation fuel bowser and is busy. Council should be trying to nurture participants at the community airport, on the commercial side it employs local people which is good for the community. I think the Radio monitoring should stop, it's just a waste of money as council said it was a low percentage and the cost to send out the invoice was \$52.00 Also the Person/ Company at the Northern end of Motueka Aerodrome that's challenging the Council the cost should be on him. The council passing on the cost to the airport, is wrong the resource consent should of been stopped at the start and that's down to council not doing there job so the cost should be absorbed by Council not the airport specifically as it wasn't their mistake. At the last meeting it was highlighted that the average landing fee was \$10 actually just under supported by document and also the general increase was 10% so that would take Motueka to \$12.00 I also think that the bulk fee should remain max \$250.00 per annum NO BOND. It was suggested there hadn't been an increase in fees since 2019 but upon looking at my old invoices from council bulk fees have gone from \$150 to \$200.00 to \$250.00	
32856	Mr Stephen Gray	No Comment	
32858	Mr Dieter Brandsch	A small amount per vehicle and night could be charged at the campsite near the Saltwater pool in Motueka, i.e. \$5/vehicle and night, to cover the maintenance costs of the campsite.	
32862	Mrs Imola Brandsch	5-10 NZD could be earned per night and vehicle at the Saltwater bath.	
32869	Mr Raphael Therkleson	All fees and charges to increase.	
32889	Murray Biggs	Get TDC financially and operationally efficient ... then start reducing fees and charges !	
32920	Sunanda Trotter	New government policy wants it easier for folk to have houses, this includes the council reducing consent costs. Registered builders know the work and requirements, sending in photos instead of council visits at every stage is the best option. Otherwise, it's a waste of \$ and time.	
32922	Ms Patsy Garrett	The increase in charges seems warranted only if the service is really streamlined and individuals don't have to wait for ages for inspections and those services they're paying for.	
32925	Mr Stephen Ryan	I strongly oppose the increases in landing fees at both Motueka & Takaka aerodromes. The 100%-200% increase for landing charges are unjustified and don't at all align with similar aerodrome charges around the country or even the other charges that have been proposed in the schedule.	

Submission No.	Submitters Name	Feedback	Attachment Page No.
32939	Mr Alan Caudwell	Proposed Airport charge increases are 100% to high and complex. To administer, would make this, more expensive. There is nothing you offer for these increases, not even a toilet block, or security or anything new. If you want the land for other purposes then please state it. Don't use fee increases to provide that. Even inflation doesn't cover these increases. I am lost for words in this heavy handed approach for more revenue.	
32945	Mr Richard Stocker	Sustainability is paramount, growth is not sustainable, therefore any Schedule of Fees and Charges must no result in any increase in fees or charges collected by TDC.	
32956	Mr Martin Potter	SEE ATTACHED submission on Port Tarakohe berthage fees. Submitter requests: 1. Council should uphold the guarantee given by a senior staff member, and have no increase in the swing mooring fees for this year, 2. Council needs to start to deliver on its promises, 3. Council needs separate accounts for the Recreational and Commercial users by undertaking a comprehensive appraisal of the costs to run the Recreational berths, and determine a justified and defensible allocation of overhead and joint facility costs.	66
32964	Ms Rima Piggott on behalf of Te Āwhina Marae	No Feedback in relation to fees and charges except for what we have provided in relation to rates and development contributions.	
32973	Mr Robert Whittle	There needs to be a genuine independent way of being able to challenge costs when providing resources consents. Council is not held accountable, and effectively can charge what they like (in many cases being unreasonable and not taking common sense into account, or by charging excess time for a task). They then refuse to provide the consents / permission which holds up any development and progression of projects until it is paid. This is inefficient and a waste of everyone's time and money.	
32974	Mr Mark Staff on behalf of Argus Aviation Ltd	Motueka and Takaka Aerodromes Charges from 1 July 2023 incl. GST Charges from 1 July 2024 incl. GST Fees and charges set in accordance with S12 LGA For general aviation user landing charges: • Every landing incurs a landing charge - AGREE • The first touch and go any aircraft registration number for each 60-minute period is charged as a landing charge -DAY RATE FOR PRIVATE OPERATORS. • Any touch-and-go that occurs over 60 minutes after the first will incur an additional movement fee - DISAGREE • Unpaid landings will be invoiced and will incur an administration charge of \$150.00 per invoice - DISAGREE - Charges are significantly more than every other aerodrome in New Zealand at this level will decrease usage at the aerodromes. • No Cash payments are allowed, please see signage for banking payment details. All payments must be made through payWave located on-site (directions at fuel bowser). Please provide tail identification number. - DISAGREE - Having a cash box will assist in debt recovery and this is very easy to administer. • If unpaid after three months debt will be passed to debt collection agency - additional collection charges to apply - AGREED • Long-term parking agreements will be negotiated individually with commercial operators - AGREED • Hangar application fees are non-refundable. Hangar Application fees cover the provision of development guidelines, meetings, calls and lease information to prospective lessees. DISAGREE - The fundamental issue here is that the TDC has not introduced a package of information for hangar construction at the airport. Potential hangar builders are put off by the onerous task of getting information from TDC. • Increase of landing fees / bond deposit / removal of bulk landing: STRONGLY DISAGREE. The proposed fee structure will significantly decrease usage of the aerodrome and significantly decrease aviation safety, at these proposed rates which are so far above other similar and better equipped aerodromes. In some cases a 300% increase in costs is unacceptable. This will negatively affect my business and local spending in the region. I am supportive of a modest increase in fee inline with the mayor's comment for a weighted 10% increase for TDC. Retaining bulk landing fees for the aerodromes is critical for both safety and the ongoing operations of both Motueka & Takaka.	
32975	Philip Catchpole	We already pay to higher rates for what we get (lack of what we get) . Bad value for money. Very poor money management by the council	
32983	Mr Lucas Bradley	Keep Aerodrome fees at \$10 or increase to \$15, we can land at Nelson Airport for \$30 and they have many more services than Motueka	
32986	Dr Jozef van Rens	none	
32988	Mr Charlie Draper	Motueka Aerodrome price increase of 300% is not inline with planned fee increses for other TDC facilities . If these increases do happen as proposed then the consequences will be adverse as the end result will be a decreased in revenue as visiting aircraft will avoid the aerodrome, and example is Ashburton which has had a decrease of around 1700 movements over the same period since increasing the fees. This could cost the rate payer more money if the end result is the aerodrome operating in the red. Have the council investigated the real cost to collect and collolate the infomation required to invoice the landing fees as opposed to the revenue collected. Why have you removed bulk landing fees for private operators ? Are commerical operators being discounted, rate payer shouldnt be subsidizing commercial operations . We all fly in commercial aircraft for holidays or business the TDC should be seen to be encouraging aviation to insure a future supply of commerical pilots . With the proposed increase in fees this will make it unaffordable for student pilots to learn to fly at Motueka so they will look to other training facilities with more resonable costs. This will have the most impact on the Motueka aeroclub which appears to be struggling to survive even now without the proposed fee increases. The proposed fee increases will have a roll on effect to the Motueka business community , examples motels restaurants local transport due to less visiting aircraft. I think the TDC employees and councilers forgot they are working for the local rate payers. Why does the TDC expect the aerodrome to return a profit or least break even when they dont expect this from other recreational facilities they manage like the libraries Rugby parks and skate board parks ETC. The TDC seem to forget or choose not to observe that flying is also a recreational pass time therefore the aerodrome should be treated the same as the recreational facilities. The councillors need to realise that some council employees appear to have a personal dislike for aerodromes which could influences sensible decisions, but they have a duty to be impartial which it appears at times they dont observe. One TDC employee has been heard to make a comment " to fly an aeroplane you must be rich and we are not here to subsidize your hobby" Therefore he has a preconceived opinion and this must effect his ability to make a sensible decisons which has resulted in the proposed 300% fee increase.	

Submission No.	Submitters Name	Feedback	Attachment Page No.
33009	Mr David Kemp	Perhaps introduce a modest charge for use of EBus of \$2 per ride. As a 80 yr benifit dependant biweekly user of busses to Richmond and Motueka from Mapua, I think most people would accept such a modest fee.	
33016	Mr Bruce Kingan	Regarding the proposed Landing fees change at the Motueka and Takaka airfields. As a recreation pilot that regularly uses The Motueka airfield, I strongly object to the proposed 300% increase in landing fees and user charges. I understand that AOPA has carried out a survey comparing the landing fees at similar airfields around NZ. The average landing fees across this survey is under \$10.... I would think that an increase of 10% would line up with other fee increases across the board and would be acceptable. As for the AOPA Proposal, I endorse their comments. On the safety aspect, such a huge increase in fees could well increase the risk of pilots not giving the appropriate radio calls to try and avoid landing charges. Motueka is a natural and frequently used aircraft and pilot refuel stopover, and one can only think that this proposed fee change will deter users, and lower the movements and the income, for this facility.	
33032	Mrs Margaret Creed	Too high.	
33036	Mr Richard Molloy on behalf of Golden Bay Air	SEE ATTACHMENT. Major submission is in this area. The 10 year plan does not adequately recognise the strategic nature of the Takaka Aerodrome as a community asset, and instead focusses on the need to "ensure that costs are borne by the heavy users". As a result, it is proposed that Golden Bay Air's landing fees increase more than 100% (from \$10 per landing to \$20 per landing). For itinerant users it is a 300% increase. • The new fees will result in Takaka (and Motueka) being the most expensive landing fees in the country when compared with other similar, non-serviced aerodromes. The council should note that if the landing fees are too expensive, itinerant pilots do have a choice and will bypass Takaka altogether. We request that the council (as the aerodrome operator) follow good practice, and the lead of other aerodrome operators) and phase any landing fee increases over a period of 5 years.	67-69
33039	Mr Fraser May on behalf of Civil Contractors NZ	SEE ATTACHMENT. It is important that fee increases should not be undertaken lightly the impact on build costs and decrease the scale of work contractors are able to deliver. Gravel extraction fees increase will affect the end user. Berm land extraction required more work fees should reflect this.	70-82
33040	Mr Kevin McManus on behalf of Motueka Aero Club Incorp.	SEE ATTACHMENT. I am making a submission on behalf of the management committee of the Motueka Aero Club Incorporated regarding the proposed drastic increase in landing fees at Motueka and Takaka Aerodromes. A letter is attached. In summary, we submit that the drastic (200 percent increase) in charges will make it impossible to continue with many of the Club's activities and will affect the viability of the Club and aviation activity at Motueka in general - a significant loss to the community and local economy.	83-84
33042	Don & Robyn Urquhart	Hi Tasman Council, we are suggesting this fee structure which we consider appropriate. 1) That pilots currently paying \$250 in annual airport fees, should now pay \$300 per annum. 2) That visiting pilots currently paying \$10 per landing, should now pay \$15 per landing.	
33047	Ute Maurer	I feel like the building consent process should be easier and cheaper.	
33060	Dean McNamara	No changes implemented to current policy	
33061	Mr Bruce Struthers	Revert back to predicted movements in the consumer price index. There is no reason for the District to collect more in rates to fill its piggy bank.	
33072	Viteslava Otrubova	Fees and charges should not be increased over the Consumer Price Index increase for that year.	
33074	Desiree Andriessen	Too much to pay for too little in return.	
33085	Mr Richard Lamb on behalf of Lamb Contracting Ltd	SEE ATTACHED: Berthage in relation to Port Tarakohe General: • All fees and charges increased. Significant increase to better cover the activity, and Berthage was increased to reflect that. • Wharf berthage ancillary services – security, line charges & all other services Please find additional submission appended	85
33097	Mr Robert Robinson	See 05. I would encourage all our councillors to avoid reckless spending in all areas of managing our services.	
33101	Mr Giles Douglas Witney on behalf of Nelson Aviation College	See attached file. In response to the Draft Schedule of Fees and Charges (Motueka Aerodrome), Nelson Aviation College disagrees with the transition to individual movement charges for both local recreational users and commercial operators. NAC instead proposes TDC continues with the bulk charging of landing fees.	86-87
33104	Kien Tai	The proposed rates increase should be a gradual increase following inflation rate.	
33114	Bruno Bosnan on behalf of Fulton Hogan Ltd	SEE ATTACHMENT 1 for details of concerns relating to increasing cost of gravel extraction from rivers. Specific changes requested to the Draft Schedule of Fees and Charges 2024-2025: a) Council should consider whether the single rate approach is reasonable and reflects the effects of gravel extraction in riverbeds when compared to the areas adjacent to but outside rivers. b) Council should consider whether the extension from the annual flood area to the ten-year flood area is reasonable, when considering the effects that could potentially occur and the burden placed on users of aggregate.	88-91

Submission No.	Submitters Name	Feedback	Attachment Page No.
33114	Bruno Bosnan on behalf of Fulton Hogan Ltd	SEE ATTACHMENT (Annexure 6). Pg 32 Schedule of fees and charges - gravel extraction. Comment: Acknowledge gravel as a source of income, but then say alternative methods achieve little additional benefit. Relief: Allow for discounts when positive benefits achieved, such as assisting river management, environmental benefit, and/or amenity and recreation benefit.	
33114	Bruno Bosnan on behalf of Fulton Hogan Ltd	SEE ATTACHMENT (Annexure 2). Pg 2 Gravel/Shingle Extraction Fees areas now rationalised to where the effort is applied. Comment: The statement does not recognise the inherent differences in effort or quality of the material and is not logical nor reasonable. Relief: More effort is required for berm land ("land between edge of modelled 10-year flood inundation and river centre") then extraction from land in rivers, and the charges should reflect that difference. Again, just increasing the cost to the end user. Pg 3 Waste management "all fees and charges increased". Comment: The issue has been created by TDC's approach to classification of waste category. No solution provided by TDC – to the contrary, the problem is caused by TDC, and then charges increased to address the problem. Relief: Delete the increase. Pg 20 Removal of bermland rate. Comment: Fails to consider effort cost. Relief: Bermland is different to river extraction – more effort to extract so the levy rate should be less – this would reflect the different efforts for different extraction areas and rehabilitation costs involved.	
33117	Cynthia McConville on behalf of Forest & Bird Golden Bay	Many of our coastal beaches are home to shorebirds that nest, rest and forage on the Golden Bay coastline. Disturbance is frequent. Knowing where and how to exercise your dog on the beach is important. Ignorance of this has population level consequences. Council's Dog Control Policy states that adequate funding must be available for management and enforcement of the Dog Control Act and the Dog Control Bylaw. Dog registration fees and other user charges shall cover 100% of the funding requirements for the dog control activity. The proposal to raise the urban fee from \$53 to \$65 will not allow Council to meet the obligations of its own Dog Control Policy. The suggested fee needs to be raised to cover the cost of a full-time compliance officer here in Golden Bay.	
33124	Shane Graham on behalf of Te Rūnanga o Ngāti Rārua	• Understand the increase in fees and charges for Council, Ngāti Rārua will be increasing their fees and charges too .	
33127	Tony Dwane on behalf of Taylors Contracting Ltd	SEE ATTACHMENT (Annexure 2). Pg 2 Gravel/Shingle Extraction Fees areas now rationalised to where the effort is applied. Comment: The statement does not recognise the inherent differences in effort or quality of the material and is not logical nor reasonable. Relief: More effort is required for berm land ("land between edge of modelled 10-year flood inundation and river centre") then extraction from land in rivers, and the charges should reflect that difference. Again, just increasing the cost to the end user. Pg 3 Waste management "all fees and charges increased". Comment: The issue has been created by TDC's approach to classification of waste category. No solution provided by TDC – to the contrary, the problem is caused by TDC, and then charges increased to address the problem. Relief: Delete the increase. Pg 20 Removal of bermland rate. Comment: Fails to consider effort cost. Relief: Bermland is different to river extraction – more effort to extract so the levy rate should be less – this would reflect the different efforts for different extraction areas and rehabilitation costs involved.	92-111
33127	Tony Dwane on behalf of Taylors Contracting Ltd	SEE ATTACHMENT (Annexure 6). Pg 32 Schedule of fees and charges - gravel extraction. Comment: Acknowledge gravel as a source of income, but then say alternative methods achieve little additional benefit. Relief: Allow for discounts when positive benefits achieved, such as assisting river management, environmental benefit, and/or amenity and recreation benefit.	
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33144	Chris Skippen Kath Middleton	As users of the Motueka Aerodrome and joint owners of a hangar our main concerns, objections and recommendations are: Objections: 1. 200/300% increase does not reflect the level of facilities available on these sites (compared to NS) 2. some pilots might consider turning off transponders/not making radio calls creating a POTENTIALLY HIGH SAFETY RISK for other aircraft in the vicinity 3. the proposed landing fees are DISPROPORTIONATE to other recreational areas locally 4. implementation of the BOND and payment for each landing would require additional administration for TDC and there is no explanation of the bond i.e. Terms and Conditions 5. such increases reflect badly on the support from TDC for this community facility throughout NZ. Our local area, airfield and Aero Club has a well respected and valued reputation across NZ and such increases would impact on visiting aircraft reducing activity Recommendations: 1. continuing the ANNUAL LANDING FEE ensures money up front (many private owners/recreational pilots execute far less than 50 landings per year though pay the annual fee) - less administration for TDC 2. \$15 per landing with annual bulk fee of an acceptable \$300 3. introduce a REALISTIC HANGAR APPLICATION FEE and allowing more hangars to be built therefore increasing TDC long term income from lease rentals with more aircraft using the airfield - hence more landing fees	
33179	Joyce Wylie	Agree with user pays in principle. One thing we have had issues with in previous years is delay in service provided when going through a resource management process. Very long drawn out and costly if charges are up then level of service should not decrease. 10% increase is way above CPI so it does seem like this could be revenue gathering?	
33182	GB & GE Waide	Can't keep putting fees up! Look for inefficiencies in-house - no consultants to be hired.	

Submission No.	Submitters Name	Feedback	Attachment Page No.
33187	Nicola Basham	The TDC really must improve its staff efficiency (and not add headcount) as this across the board increase in fees and charges is too much to bear. You are fomenting a revolution in this District. Congratulations. Maybe the unforeseen (by you) consequences of increasing the cost of recycling will be more fly-tipping. We should be concerned about the damage to the environment and the unsightly nature of such messes. In England for example you can take your green waste to the tip FOR FREE! So the waste is managed not an unsightly mess.	
33191	Ann Kidd	Maybe if you simplified paperwork and processes it might be more cost effective as delays, excuses, cost all of us one way or another.	
33192	Dean Milner	I strongly object to the 100% increase for the two airfields where other sectors are only seeing a 5-10% increase for the 2024/2025 draft fee plan. Both airfields are an asset to the Tasman area, The TDC have seem to forgotten that users of these airfields are also local rate payers and business owners, some are lease holders on the airfield also, if the fees keep on increasing then the airfields will run at a loss as people won't come, be better to look at volume and keeping an watch on ground maintenance fees etc.	
33193	Karen Steadman	Rate increase for Murchison is grossly unfair: suggest an independent person have a close look at the way TDC manages Murchison to see if we are treated fairly.	

APRIL 20TH 2024

SUBMISSION ON MOTUEKA AND TAKAKA AERODROMES

This submission is on behalf of the Murray Bensemann who owns an aircraft ZK-MJB. This aircraft is hangared in a private hanger at Takaka Aerodrome

I have been involved with the aerodrome for the last 50 years and have seen this aerodrome being developed.

We used to run the aerodrome ourselves to when TDC took it from us a few years ago. In my view the aerodrome has gone backwards since the Council took it over.

There have been improvements but still the aerodrome is not finished.

Costs have soared over the past few years with money in my view and others being wasted.

The aerodrome is crown land and vested in the council.

Takaka Aerodrome is an EMERGENCY AIRPORT and a very valuable asset to the Ratepayers as we found out when the Takaka Hill road fell over.

Most of the aircraft that come to Takaka Aerodrome are visitors or training aircraft from Motueka and the lower half of the North Island.

The new charges that are proposed for Takaka and Motueka are too high. If implemented they will drive users away from the aerodrome and they will go to other local airstrips. TDC have installed an AIMMS system to collect fees in our clubhouse that apparently costs around \$700 per month. Takaka would not collect anywhere that in revenue. It will be a huge burden on the aerodrome. There is no security or facilities at the aerodrome so you are there at your own risk.

TDC PROPOSAL

Single Aircraft Movement – User agreement \$20-00 per movement plus \$500-00 Bond (Bond for What)

Single Aircraft Movement – No user agreement \$30-00 per movement

Hanger Application Fee \$1725-00 (not too sure what this)

MY PROPOSAL FOR FEES

Bulk landing Fees to stay at **\$200-00** per annum for local private aircraft if owners want pay a bulk fee

Landing Fees for private aircraft stationed on Takaka Aerodrome to be **\$15-00** per 1 hour session .

Landing Fees for visitors to be paid online and be **\$20-00** per landing.

Murray Bensemann

 **Personal Contact Details Removed for Privacy**
Takaka 7110

APRIL 20TH 2024

SUBMISSION ON MOTUEKA AND TAKAKA AERODROMES

This submission is on behalf of the Golden Bay Flying Club to which owns a hanger and clubhouse and one training aircraft at Takaka Aerodrome. The club leases the land and pays rates to the Tasman District Council.

The Club fosters Aviation in all its forms at the aerodrome. Does maintenance and liases with TDC to help where we can. We supply a public toilet to users to the airport.

The Club has a total of 23 members to which 55% are pilots, 44% are not pilots and do not hold any licence, 1 % are student pilots (Not flying at moment due to Costs involved).

The Club at this time is virtually at a standstill with no flying being done in Clubs Aircraft which does not do much for Clubs income and TDC landing fee coffers.

Takaka Aerodrome is an EMERGENCY AIRPORT and a very valuable asset to the Ratepayers as we found out when the Takaka Hill road fell over.

Most of the aircraft that come to Takaka Aerodrome are visitors or training aircraft from Motueka and the lower half of the North Island.

The new charges that are proposed for Takaka and Motueka are too high. If implemented they will drive users away from the aerodrome and they will go to other local airstrips. TDC have installed an AIMMS system to collect fees in our clubhouse that apparently costs around \$700 per month. Takaka would not collect anywhere that in revenue. It will be a huge burden on the aerodrome. There is no security or facilities at the aerodrome so you are there at your own risk.

Landing fees collected at Takaka Aerodrome have over the last 12 months dropped off and will be less if they go up too much.

TDC PROPOSAL

Single Aircraft Movement – User agreement \$20-00 per movement plus \$500-00 Bond (Bond for What)

Single Aircraft Movement – No user agreement \$30-00 per movement

Hanger Application Fee \$1725-00 (not too sure what this)

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Landing Fees for visitors to be paid online and be **\$20-00** per landing.

Murray Bensemann

Secretary Golden Bay Flying Club

██████████ **Personal Contact Details Removed for Privacy**

Takaka

Tasman Districts Council Airfield Fees Proposal

This proposal has been prepared and submitted to Tasman District Council 2024/25 proposed Fees and Charges at **Motueka - Takaka** Airfields.



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1. Definitions

- **Landing** : When the aircraft lands and terminates the flight. Often referred to was a “Full Stop Landing”. A Landing Fee typically includes a Take-off at most airfields. A number of smaller Airports choose not to charge landing fees.
- **Touch and Go** : While learning to fly, students and instructors typically fly a circuit comprising of a takeoff, rectangular flight pattern, and a landing. The aircraft then takes off again, to repeat the exercise. This is known as a circuit, with a touch and go landing. Most flying training institutions encourage touch and go landings as a way to improve pilot currency, and therefore improve safety.
- **Currency** : NZ CAA regulations stipulate a minimum number of landings that pilots must carry out to remain “current” in order to carry passengers, usually in the order of 3 landings every 90 days.
- **Airport** : A complex of runways and buildings for the take-off, landing, and maintenance of civil aircraft, with facilities for passengers. Airports often describe areas with tar sealed runways, passenger terminals, control towers and significant infrastructure investment. It is common for larger airports to charge higher landing fees (often based on Maximum Take-Off Weight), that reflect the investment in infrastructure and maintenance requirements.
- **Airfield** : A level area where aircraft can take off and land, with fewer buildings and services than an airport and used by fewer passengers. Historically the term airfield was used to denote a grass field used for takeoff and landing, and more recently describes a large grass “field” with mown grass runways. A number of smaller airfields don’t charge landing fees.
- **Annual Bulk Landing Fee** : Many airfields offer a Bulk Annual Landing Fee to locally based recreational pilots. It is similar to a season or annual membership pass in use by many ski-fields, golf clubs etc, and reduces administration costs. It also incentivises pilots to maintain flying currency by practicing landings, and is viewed by many in the industry as a safety incentive.

2. Preface

Both **Motueka** and **Takaka** airfields have a long and rich history in the Tasman area.

Civil Emergency, Disaster Relief and Military Operations

In addition to supporting recreational aviation and flying training, the airfields have played a significant role in previous years during Civil Emergencies, Military Exercises, and Disaster Relief.

Infrastructure

Like many small community airfields, investment in infrastructure consists largely of a sealed runway each, perimeter fences, gates, runway marker boards, reflectors, runway lights, and signage. There are no passenger terminals, and no instrument approaches.

This has historically kept operating costs and administrative overheads low.

Hangars

A number of recreational users have built hangars on lease hold ground.

Takaka and Motueka Airfields regularly play host to fly-in gatherings and external Aero-club Fly-aways. Due to their convenient proximity, touring recreational aircraft regularly overnight or call in for fuel.

3. Comparison of other small airfield Landing Fees

The table below shows landing fees at a 52 smaller airfields across NZ. Larger airports with significant infrastructure investment have been excluded. Some airfields charged higher rates for larger passenger aircraft and in these cases the rate for a typical light aircraft such as a C172 is shown.

A number of the airfields surveyed offer a Bulk Annual Landing fee in support of recreational aviation.

- The average landing fee for airfields below is **\$9.27**.
- The median landing fee for airfields in the table is **\$10**.
- Those airfields charging Bulk Annual Landing Fees above **\$150** all have sealed runways.

Light aircraft landing fees				
Airport	Runway Surface	Landing Fee	Annual Bulk Fee	Notes
Alexandra	Seal	\$10.00		Honesty system
Anama	Grass	\$0.00		
Ashburton	Grass	\$12.00		\$3 per touch and go (Landings decreased by 1700 YoY)
Balclutha	Grass	\$10.00		One land fee per session
Centre Bush	Grass	\$7.50		Honesty system
Cloudy Bay	Grass	\$0.00		
Cromwell	Grass	\$5.00		Honesty system
Cromwell	Grass	\$10.00		
Fernside Fields	Grass	\$0.00		
Forest Field	Grass	\$0.00		
Gisborne	Seal	\$30.00		
Glenorchy	Grass	\$18.00		
Gore	Grass	\$0.00		
Greymouth	Seal	\$10.00		One land fee per session
Haast	Gravel	\$10.00		Honesty system
Hanmer	Grass	\$0.00		
Hokitika	Seal	\$20.00		One land fee per session
Invercargill	Seal	\$12.00		
Kaikoura	Seal	\$11.50		
Karamea	Seal	\$10.00		Honesty system
Lake Station	Grass	\$10.00		Honesty system
Loburn Abbey	Grass	\$0.00		
Makarora	Grass	\$0.00		
Mandeville	Grass	\$5.00		Honesty system
Masterton	Grass	\$10.00	\$160	Includes up to 5 landings a day
Motueka	Seal	\$10.00	\$250	One land fee per hour
Murchison	Grass	\$5.00		Honesty system
Nelson	Seal	\$30.00		
Oamaru	Seal	\$8.00		One land fee per session
Omaka	Grass	\$10.00	\$100	Unlimited landings same day
Omarama	Grass	\$15.00		
Palmerston North	Seal	\$10.50		
Paraparaumu	Seal	\$15.00		One land fee per session
Pauanui	Grass	\$15.00		Unlimited landings same day
Pukaki	Seal	\$10.00		
Rangiora	Grass	\$10.00		Unlimited landings same day
Rangitata Island	Grass	\$0.00		
Roxburgh	Grass	\$0.00		
Taieri	Grass	\$11.00		
Takaka	Seal	\$10.00	\$250	One land fee per hour
Tauranga	Seal	\$10.00		One land fee per session
Tauranga	Seal	\$18.40		One land fee per session
Te Anau	Seal	\$17.00		
Te Kowhai	Grass	\$10.00	\$100	One land fee per session
Timaru	Seal	\$10.50	\$150	One land fee per session
Tokoroa	Seal	\$10.00	\$182	One land fee per session
Waimate	Grass	\$0.00		
Wanaka	Seal	\$10.00		
Wanaka	Seal	\$10.00		Unlimited for 30 Mins
Westport	Seal	\$10.00		One land fee per session
Whakatane	Seal	\$0.00	\$200	Free for visiting GA aircraft, annual fee for local aircraft
Whangarei	Seal	\$12.60		

4. Landing Fees - Motueka and Takaka Current System 2023/24

1. \$10 per 60 minute session.
2. Annual bulk landing fee of \$250 per annum for local recreation users.

These fees were largely aligned with other similar small airfields across NZ (noting that many airfields don't charge any landing fees.)

5. Landing Fees - Tasman District Council Proposal for 2024/25

The Tasman District Council **2024/25 Proposed Fees & Charges** show a new landing fee structure proposal as follows :

Stormwater Network	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
Stand-over for connection only	No charge	No charge

Motueka and Tākaka Aerodromes	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
<i>Fees and charges set in accordance with S12 LGA</i> For general aviation user landing charges: <ul style="list-style-type: none"> • Every landing incurs a landing charge • The first touch and go any aircraft registration number for each 60-minute period is charged as a landing charge • Any touch-and-go that occurs over 60 minutes after the first will incur an additional movement fee • Unpaid landings will be invoiced and will incur an administration charge of \$150.00 per invoice • No Cash payments are allowed, please see signage for banking payment details. All payments must be made through payWave located on-site (directions at fuel bowser). Please provide tail identification number. • If unpaid after three months debt will be passed to debt collection agency - additional collection charges to apply • Long-term parking agreements will be negotiated individually with commercial operators • Hangar application fees are non-refundable. Hangar Application fees cover the provision of development guidelines, meetings, calls and lease information to prospective lessees. • The charges may be varied by the Enterprise & Property Services Manager where special circumstances exist. 		
Single Aircraft movement – User Agreement and Bond Held	Per aircraft movement \$10.00	Per aircraft movement \$20.00 Bond of \$500.00
Single Aircraft movement – no User Agreement and Bond Held	Per aircraft movement \$10.00	Per aircraft movement \$30.00
Hangar Application fee	Per application not charged	Per application \$1,725.00

6. Effect of Landing Fees on Recreational Users

- For a typical recreational flyer who operates approximately 50 flights per year (approximately one flight per week), the cost of landing fees under the Tasman District Council Proposal would increase from \$250 (Bulk Annual Landing Fee) to \$1000 (based on 50 flights per year), **an increase of 300%**.

7. Risks and Safety

- Fees that are set too high may act either as a barrier to entry, or as an economic disincentive.
- This has already shown up in the landing data of other small regional airfields that raised landing fees significantly, and was accompanied by a large decrease in Year on Year landing numbers.

8. Proposal

AOPA (NZ) propose the following Landing Fee Structure :

- **Bulk Annual Landing Fee** - \$300 per annum per aircraft, paid in advance. Applicable to recreational aircraft owners anywhere in NZ wishing to use either Takaka or Motueka airfields.
- **Individual Landing Fee** - \$15 per landing (to include all landings for up to one hour). Applicable to anyone who doesn't sign up for the above Bulk Annual Landing Fee.
- **Flying Training organisations** - negotiated or set independently.

Comments:

- Although the \$300 Bulk Annual Landing Fee represents a 20% increase over the previous \$250, it aligns with Annual Fees of other similar airfields.
- The \$15 Individual Landing Fee is still 50% above the median landing fee for similar airfields. It gives a sizeable inflation adjustment, and accounts for multiple landings in one session.
- The above Landing Fee structure should provide airfield users with a *choice* of opting in to an annual bulk landing fee, or paying per hour.
- This should incentivise people to sign up for the Bulk Annual Landing Fee and aims to reduce Council administrative overheads.
- The **Bulk Annual Landing Fee**, should incentivise practice, currency, and safety, by encouraging circuit practice without economic disincentive.
- The AOPA proposed **Bulk Annual Landing Fee** is within the reach of most recreational aircraft owners and pilots, and supports recreational aviation.
- The **Individual Landing Fee** (per hour), incentivises practice and safety by allowing the majority of circuit training flights to be completed without rushing.
- These fees are in line with most other small NZ regional airfields.
- We recommend that the Landing Fee Scheme is applied evenly and fairly to all users.

SUBMISSION

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Submission on: **Draft Long-Term Plan 2024-2034**

Date: 23 April 2024

Submission by: **Golden Bay Federated Farmers and Nelson Federated Farmers**

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Golden Bay Federated Farmers and Nelson Federated Farmers welcomes this chance to submit on the Tasman District Council Draft Long Term Plan for 2024-2034.

We acknowledge any submissions made by individual members of Federated Farmers.

We wish to be heard in support of our submission.

**SUBMISSION TO TASMAN DISTRICT COUNCIL
LONG TERM PLAN 2024-2034**

1. INTRODUCTION

- 1.1 Federated Farmers New Zealand (Federated Farmers) welcomes the opportunity to submit on Tasman District Council's (TDC) Long Term Plan 2024-2034.

2. SUMMARY OF RECOMMENDATIONS

- 2.1 The Council should review all its proposed capital projects to ensure they are appropriate, prioritised and timed to maximise their benefits and reduce their impact on rates and debt levels.
- 2.2 The Council should consider implementing a General Rates differential of less than 1.0 for rural zoned properties.
- 2.3 Federated Farmers recommends that the Council should review 'Financial Sustainability' Options A and C to determine the best pathway to financial sustainability. We consider that sales of surplus Council property and asset sales should be considered to prevent significant increases in debt.
- 2.4 Federated Farmers supports Option A (an increase in road maintenance budgets) but requests that Option A be amended to include unsealed roads.
- 2.5 Federated Farmers recommends the Council investigate the use of a roading differential for forestry rated properties.
- 2.6 Federated Farmers supports Option C - provision of existing public transport services only.
- 2.7 Federated Farmers supports Option C - reduced investment in improvement to safety for pedestrians and cyclists and implementation of the Speed Management Plan limited to schools only.
- 2.8 Federated Farmers does not support either Option A or Option B of the Climate Change and resilience key area. We ask that the Council go back to the 'drawing board' and reprioritise essential activities from 'nice-to-haves'. We would like to see this section focus on adverse event planning and resilience, rather than non-essential activities related to climate change.
- 2.9 Federated Farmers supports Option B – invest in some new and improved community facilities but not others.
- 2.10 The Council should change the targeted rates on Rivers X and Rivers Y so that they are based on capital value rather than land value of properties within the defined rating area.
- 2.11 The Council should fully utilise the UAGC mechanism at 30% of the total rates income, to provide equity between ratepayers.

- 2.12 The Council should conduct a full-scale review of all rural water scheme rates.**
- 2.13 The Council should extend the time to fully fund the wearing out (depreciation) on key assets for a further five years to 2030.**
- 2.14 Federated Farmers recommends that the Council should extend the eligibility for the non-contiguous land rates remissions to properties which are also in the name of family members for farm succession purposes.**
- 2.15 Federated Farmers recommends that TDC should extend the eligibility for the non-contiguous land rates remissions to rating units used fully or partly for forestry.**
- 2.16 Federated Farmers asks that increases in fees and charges be no more than the actual CPI increase for the preceding 12-month period.**
- 2.17 Federated Farmers asks that where an objection is found to be in the objector's favour, that the s 357 fee is reimbursed.**
- 2.18 Federated Farmers recommends that the Council should limit the increase in dog registration fees for rural dogs to no more than the actual CPI increase for the preceding 12-month period.**
- 2.19 Federated Farmers recommends that the Council provide a discount for working dog registration fees for subsequent dogs which are additional to the first working dog.**

3. GENERAL COMMENTS

- 3.1 Federated Farmer's would like to commend Tasman District Council (the Council) for the progress it has made on delivering significant infrastructure that will benefit rural communities. In particular, the Waimea Community Dam, upgraded or new water treatment plants in rural areas (e.g. Dovedale), and improvements to the hydrometric system.**
- 3.2 We support the Council's strategic priorities for the next ten years and recognise the considerable challenges that the Council faces to balance its books, while not increasing rates to unaffordable levels for communities and allowing debt levels to blow out placing unacceptable burden on future generations.**
- 3.3 In general, Federated Farmers supports the Council's proposed plan to largely retain and maintain existing services and facilities. However, we have a different view from the Council as to what are essential core services, and what are 'nice to haves'. Our submission comments on areas where we think the Council should take another look at its priorities, to keep rates and debt levels down.**
- 3.4 Varying land uses, property types and property locations have different levels of impact on, or benefit from particular Council activities and initiatives, and should therefore be rated differently. Federated Farmers supports a differential system of less than 1.0 for rural zoned properties. A differential of less than 1.0 recognises that rural ratepayers do not have the same access to services as urban ratepayers. We suggest that the Council consider a differential for rural zoned properties. Refer to Appendix 1 to see where rural differentials are applied across New Zealand.**

3.5 Recommendation: The Council should review all its proposed capital projects to ensure they are appropriate, prioritised and timed to maximise their benefits and reduce their impact on rates and debt levels.

3.6 Recommendation: The Council should consider implementing a General Rates differential of less than 1.0 for rural zoned properties.

4. COMMENTS ON THE FOUR KEY AREAS

4.1 This section of the submission provides Federated Farmer's comments on the four key areas the Council is seeking feedback on.

Choice 1: Financial Sustainability

4.2 The Council has asked whether the community supports the Council's proposal to deliver the current levels of service, respond to climate change and invest in community facilities. Alternative options are to reduce services to the community and/or sell council assets.

4.3 Federated Farmers acknowledges the importance of planning for population growth and ensuring infrastructure is in place for that growth. In general, we believe capital investment infrastructure should be funded mainly by use of debt and development and financial contributions, rather than through rates. This is fair from an intergenerational perspective.

4.4 That said, the Council has already reached its 10 Year Plan 2021-2031 debt cap level of \$250 million and is proposing a rise in the debt cap of a whopping 79%, to \$437.6 million. The impact of this is net debt per household increasing by 25% in real terms by 2033/2034. We are uncomfortable with the extent of the forecast debt increase.

4.5 Federated Farmers agrees with the Council that the model to fund the council's activities must be sustainable and that the burden on ratepayers is becoming prohibitive. Obviously, the challenge for the Council is to balance its annual budget without imposing significant rate increases and net debt per household.

4.6 While we are pleased to see that the Council's preferred Option A proposes a (relatively) modest rates increase of 4.6% averaged over the whole 10 year-period, we are disappointed to see increases of 9.6% and 7.2% forecast for the first two years.

4.7 We note that Option A includes reference to advocacy for key industries, including hospitality, tourism and agriculture. Further investigation has revealed that this advocacy is through support of the Nelson Regional Development Agency (NRDA) and the reference to 'agriculture' is actually promotion of the horticulture, viticulture and food and beverage sectors (which are not agriculture). Federated Farmers has long held a policy of opposing farm businesses being rated for the promotion of businesses in other sectors, such as tourism and hospitality. This is a very inequitable situation. In our view, business sectors should fund their own promotion and advocacy and not rely on general rates to do so.

- 4.8 The reduced levels of service outlined in Option B provide only trifling reductions of proposed rate increases, annoy the public, and are therefore not supported by Federated Farmers. We do, however, support the maximum use of fees and charges to fund public facilities such as libraries and pools.
- 4.9 Given the significant increase in forecast debt over the 10-year period and rates increases greater than the CPI over the first two years, we think the Council will need to look hard at sales of surplus or poor performing property and asset sales to balance its books (Option C).
- 4.10 Federated Farmers also urges the Council to review staffing levels and whether services can be provided more efficiently across the region. We think there may be opportunity to reduce costs in some departments as the Council reprioritises its capital work programmes and responds to central government directives. We suggest also that the timing of planned upgrades to some community facilities will need to be deferred.
- 4.11 In summary, Federated Farmers considers that none of the proposed Options offer the best pathway for financial sustainability. Rather, we suggest that the Council will need to consider aspects of Option A and C, with a continuation of community services at current levels where possible, deferring upgrades to some community facilities, and possible sale of Council property and assets.
- 4.12 Recommendation: Federated Farmers recommends that the Council should review Option A and Option C to determine the best pathway to financial sustainability. We consider that sales of surplus Council property and asset sales should be considered to prevent significant increases in debt.**

Transport – Choice 2.1: Sealed Road Maintenance

- 4.13 The Council has asked the community whether it supports a proposal to invest to maintain sealed road condition.
- 4.14 Federated Farmers supports the operations, maintenance and renewals of roads and supporting infrastructure to achieve a standard appropriate to maintain safe and secure access for all residents and ratepayers in the district.
- 4.15 Federated Farmers agrees that road conditions across the Tasman region have deteriorated in recent years, and that carrying out maintenance in a planned and systematic way is ultimately more cost-effective for ratepayers.
- 4.16 We think that an increase in budget for road maintenance is now necessary to avoid any further degradation in overall road condition. In our view, the budget increase should be balanced against average rate cost increases per household/ business per annum and the impact on debt. Our preferred option is Option A.
- 4.17 That said, Federated Farmers is perplexed as to why all the preferred options reference sealed roads only. We are unsure whether, by implication, this means that the Council intends to divert budget from maintenance of unsealed roads to sealed roads, and/or let unsealed roads further

degrade. We cannot see any obvious reason why a road maintenance policy would be based only on surface type.

- 4.18 Federated Farmers would be very concerned to see any further degradation in unsealed roads. Many rural businesses operate from unsealed roads and its essential that these are maintained to a satisfactory standard to enable the conduit of livestock, goods and services as well as for safety reasons. As rural businesses underpin the regional economy, and typically pay the highest rates, we think it essential that rural roads, irrespective of their surface type, be maintained and where appropriate improved.
- 4.19 Our request is that unsealed roads are provided for as well as sealed roads, under Option A.
- 4.20 In addition, Federated Farmers would like to see the Council investigate the use of a roading differential for forestry rated properties, as has been implemented by other councils around New Zealand (e.g. Rangitikei, Gisborne). We ask that the Council gather evidence of forestry's impact on the roading network in the region, compared with the rate revenue the forestry industry generates and then use this information to consider a differential for forestry rated properties. Refer to Appendix A to see where forestry differentials have been applied across New Zealand.
- 4.21 **Recommendation: Federated Farmers supports Option A but requests that it be amended to include unsealed roads.**
- 4.22 **Recommendation: Federated Farmers recommends the Council investigate the use of a roading differential for forestry rated properties.**

Transport – Choice 2.2: Public Transport

- 4.23 Public transport is an example of a community service that all ratepayers pay for irrespective of whether they can or do use the service. Most rural residents do not, or cannot use the public bus service, yet they are paying rates towards the service.
- 4.24 Given this, and the significant increase in rates forecast over the 10-year LTP period, Federated Farmers supports Option C – provision of the existing services only. We think that additional services at this time are a 'nice to have', rather than being essential.
- 4.25 **Recommendation: Federated Farmers supports Option C - provision of existing public transport services only.**

Transport – Choice 2.3 – Safety for Pedestrians and Cyclists

- 4.26 The Council has asked the community whether it supports modest further investment in improvements to safety for pedestrians and cyclists.
- 4.27 Given the large amount of investment that has gone into cycling and walking initiatives over the past few years, we think there is opportunity to re-prioritise spending to other more pressing needs now, such as road maintenance, upgrade of three waters infrastructure and upgrade of run-down community facilities.

- 4.28 Any further investment in cycling and walking initiatives should be very modest indeed, and not impact on the Council's debt levels. We think that additional investment at this time is a 'nice to have', rather than being essential.
- 4.29 Federated Farmers has already submitted on the Council's Speed Management Plan and while it supports speed reduction near schools, we do not support blanket speed reductions in other areas and do not want to see further investment in this.
- 4.30 For these reasons, Federated Farmers preferred option is Option C – reduced investment in improvement to safety for pedestrians and cyclists and implementation of the Speed Management Plan limited to schools only.
- 4.31 Recommendation: Federated Farmers supports Option C - reduced investment in improvement to safety for pedestrians and cyclists and implementation of the Speed Management Plan limited to schools only.**

Choice 3 – Climate change and resilience

- 4.32 The Council has asked the community whether it supports the Council's proposal for an affordable level of investment in climate change and resilience spread over the next 10 years.
- 4.33 Federated Farmers notes there is no Option C – a reduced level of spending on climate change and resilience but suggests there should be. Both proposed options A and B have extra spending going towards non-essential activities, such as transitioning the Council's vehicle fleet to e-vehicles, expansion of public transport to weekends, more cycle lanes, and audit of greenhouse gas emission inventories.
- 4.34 Federated Farmers believes that this section should have a focus on adverse event planning and resilience, rather than climate change mitigation. Adverse events impact at a regional level, whereas climate change mitigation policies should be the responsibility of the central Government.
- 4.35 The benefit for most of the proposed expenditure in Option A and B is aimed at urban residents and ratepayers with little or no benefit to rural communities. Federated Farmers believes that any expenditure for climate change and resilience should come from targeted rates in urban areas of benefit or from the UAGC.
- 4.36 Rural property owners already play a large role in mitigating climate change, as they invest in the forestry and the plantation of waterways on their properties. In these situations, it would be considered unfair that they would then effectively be double charged in respect to climate change measures. In the Tasman District there are also 165 privately owned parcels of rural land which have QEII Open Space Covenants, which equates to 2,344.5ha of protected native vegetation.
- 4.37 Recommendation: Federated Farmers does not support either Option A or Option B. We ask that the Council go back to the 'drawing board' and reprioritise essential activities from 'nice-to-haves'. We would like to see this section focus on adverse event planning and resilience, rather than non-essential activities related to climate change.**

Choice 4 – Investing in community facilities

- 4.38 The Council has asked the community whether it supports the Council's proposal to invest in new and improved community facilities.
- 4.39 Federated Farmers recognises the importance and value of community facilities. In rural areas, community facilities are often the hub of the community and provide for important social connections as well as centres for a wide range of activities.
- 4.40 As much as possible, we believe that community facilities should be funded through targeted rates and user fees and charges.
- 4.41 Federated Farmers preferred option is Option B – invest in some new and improved community facilities but not others. We think this strikes a balance between providing for the most essential community facilities, whilst helping to reduce rate increases and Council debt levels.
- 4.42 Recommendation: Federated Farmers supports Option B – invest in some new and improved community facilities but not others.**

COMMENT ON OTHER CONSULTATION

This section of the submission comments on the issues raised in 'Other Consultations'.

5. Revenue and Financing Policy**Changing the Basis of River X and Y rates from Land Value to Capital Value**

- 5.1 Federated Farmers supports the proposal to change the targeted rates on Rivers X and Rivers Y so that they are based on capital value rather than land value of properties within the defined rating area. We think that targeted rating based on capital value is more equitable as properties with intensive development (i.e. with more to lose if flood protections measures fail) will pay more than properties with little or no capital development.
- 5.2 Recommendation: The Council change the targeted rates on Rivers X and Rivers Y so that they are based on capital value rather than land value of properties within the defined rating area.**

Uniform Annual General Charge

- 5.3 Federated Farmers opposes the proposal to move the UAGC to be 15% of the budgeted total general rates. Our opposition is because we think a UAGC of 15% is much too low.
- 5.4 Federated Farmers strongly supports use of the full 30% of total rate revenue allowed to be allocated to the UAGC under section 21 of the Local Government (Rating) Act 2002, where rateable properties get a benefit from Council services.
- 5.5 Use of the UAGC strongly influences the distribution of rates across properties in a district or region. Its effect is to rectify the impact of property value rates on higher value properties, while

ensuring lower value properties pay a little more. Owning a farm is not a good reason to pay hundreds of dollars towards (for example) the local library, when urban residents nearby are paying just tens of dollars. That just isn't rational, let alone fair, and in no way complies with good taxation principles.

- 5.6 A low percentage UAGC is usually dressed up as an “affordability” or “ability to pay” issue for urban ratepayers. However, this shifts more rates burden onto higher value properties such as farms. It is also true that low-income families have a higher tendency to rent their homes, so maintaining a low UAGC on their behalf directly benefits their landlord.
- 5.7 Where a council is aware that they have not reached their maximum 30% UAGC allowance and choose not to rectify the situation then they are actively choosing to disadvantage groups such as the farming community.
- 5.8 **Recommendation: The Council should fully utilise the UAGC mechanism at 30% of the total rates income, to provide equity between ratepayers.**

Review of Water Scheme Rates

- 5.9 Federated Farmers supports the Council's proposal to conduct a full-scale review of all rural water scheme rates and for a separate consultation to occur once the review has been completed. We maintain that rural water schemes need to be affordable for water users across the region.
- 5.10 **Recommendation: The Council should conduct a full-scale review of all rural water scheme rates.**

Extending the Time to Transition to Fully Funded Depreciation

- 5.11 Federated Farmers supports the proposal to extend the time to fully fund the wearing out (depreciation) on key assets for a further five years to 2030. We think this is a pragmatic approach to mitigate annual rate increases in the current economic climate. We support that the proposal is time-bound to 2030 as ultimately the Council must budget to fully fund depreciation to stay within its debt ceiling.
- 5.12 **Recommendation: The Council should extend the time to fully fund the wearing out (depreciation) on key assets for a further five years to 2030.**

6. COMMENTS ON RATES REMISSION POLICY CONSULTATION DOCUMENT

This section of the submission comments on the issues raised in the Rates Remission Policy document.

Policy on Remission of Uniform Charges on Non-Contiguous Rating Units Owned by the Same Owner

- 6.1 Federated Farmers continues to oppose aspects of the policy on Remission of Uniform Charges on Non-Contiguous Rating Units Owned by the Same Owner. We do not agree that the eligibility of rates remissions for non-contiguous land should apply only to properties that have the same owner. As we have advocated in the past, the remission policy should include an allowance for titles held in family members names, so long as they are in rural zones and are operated as a single trading entity, for farm succession purposes.

- 6.2 Federated Farmers also disagrees that the policy does not extend to rating units used fully or partly for forestry and is limited to those properties used exclusively for farming or horticulture use. We can see no reason for the exclusion of forestry and think this policy is out of step with modern farming practices where a mixture of landuse is common, including woodlots or forestry blocks for carbon credits.
- 6.3 **Recommendation: Federated Farmers recommends that the Council should extend the eligibility for the non-contiguous land rates remissions to properties which are also in the name of family members for farm succession purposes.**
- 6.4 **Recommendation: Federated Farmers recommends that TDC should extend the eligibility for the non-contiguous land rates remissions to rating units used fully or partly for forestry.**

7. COMMENTS ON SCHEDULE OF FEES AND CHARGES 2024/2025

This section of the submission comments on the issues raised in the Schedule of Fees and Charges 2024/2025 document.

General Increase in Fees and Charges

- 7.1 According to the draft Schedule of Charges 2024/2025, “most fees and charges have been increased by 10% to recover costs and account for inflation and ensure that Council’s costs are recovered”. However, a quick check of the Stats NZ website shows that New Zealand’s consumers price index (CPI) increased only 4.7 percent in the 12 months to the December 2023 quarter, an increase that followed a 5.6 percent increase in the 12 months to the September 2023 quarter.
- 7.2 An increase of 10% to most fees and charges is excessive and out of line with CPI increases. Farmers are impacted by fees and charges including but not limited to those associated with resource consents and monitoring, gravel extraction fees, dam safety regulation charges and dog control fees.
- 7.3 Federated Farmers requests that any increases in fees and charges be limited to the actual CPI increase for the preceding 12-month period and that Council look to more efficient and cost-effective processes to recover internal costs.
- 7.4 **Recommendation: Federated Farmers asks that increases in fees and charges be no more than the actual CPI increase for the preceding 12-month period.**

Resource Consents

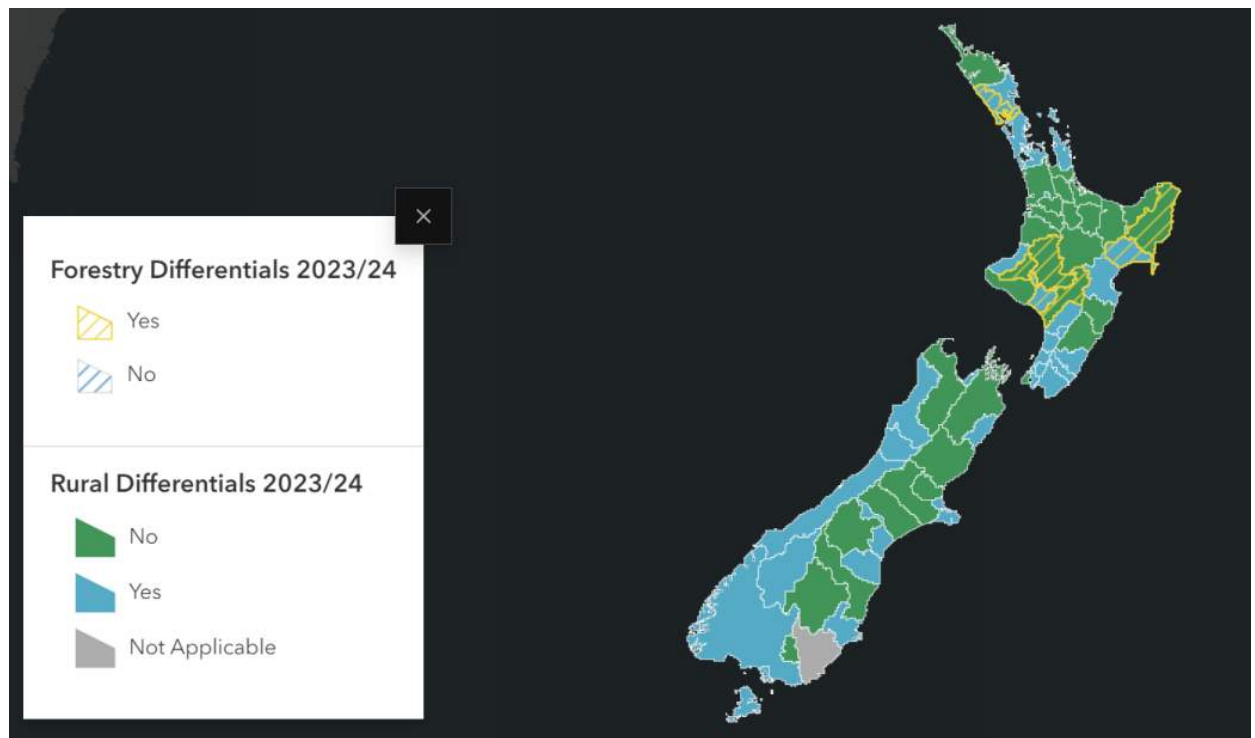
- 7.5 Federated Farmers requests that fees and charges associated with objections under s 357, 357A and 357B be reimbursed if the objection is found to be in the objector’s favour. We believe that an objector should not have to pay for a review of unworkable consent conditions, incorrectly invoiced charges or charges invoiced that are more than actual and reasonable.

- 7.7 Recommendation: Federated Farmers asks that where an objection is found to be in the objector's favour, that the s 357 fee is reimbursed.**

Dog Registration Fees

- 7.7 Federated Farmers strongly oppose the proposed increase in the rural dog registration fee of just over 40% (\$32 to \$45). We note that this increase is significantly greater than the increase for the urban dog registration fee of 23%. Federated Farmers asks the Council what percentage of animal control costs originate from rural dogs compared to urban dogs. Farmers value and manage dogs well, with their dogs well trained and contained on the property.
- 7.8 We note also that working dogs that are used for disability assist or search and rescue are exempt from a registration fee. We question why working dogs on farms are not similarly exempt.
- 7.9 Federated Farmers suggests that a lower fee for subsequent rural working dogs is introduced. There are 19 other Councils which have this reduced fee structure.
- 7.10 Recommendation: Federated Farmers recommends that the Council should limit the increase in dog registration fees for rural dogs to no more than the actual CPI increase for the preceding 12-month period.**
- 7.11 Recommendation: Federated Farmers recommends that the Council provide a discount for working dog registration fees for subsequent dogs which are additional to the first working dog.**

Appendix 1 – Differential for rural zoned properties and forestry



Tasman Districts Council Airfield Fees Proposal

This proposal has been prepared and submitted by **AOPA(NZ)** to Tasman District Council 2024/25 proposed Fees and Charges at **Motueka - Takaka** Airfields.



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1. Definitions

- **AOPA(NZ)** : Aircraft Owners and Pilots Association (NZ). In NZ AOPA currently has a membership of approximately 1200
- **Landing** : When the aircraft lands and terminates the flight. Often referred to was a “Full Stop Landing”. A Landing Fee typically includes a Take-off at most airfields. A number of smaller Airports choose not to charge landing fees.
- **Touch and Go** : While learning to fly, students and instructors typically fly a circuit comprising of a takeoff, rectangular flight pattern, and a landing. The aircraft then takes off again, to repeat the exercise. This is known as a circuit, with a touch and go landing. Most flying training institutions encourage touch and go landings as a way to improve pilot currency, and therefore improve safety.
- **Currency** : NZ CAA regulations stipulate a minimum number of landings that pilots must carry out to remain “current” in order to carry passengers, usually in the order of 3 landings every 90 days.
- **Airport** : A complex of runways and buildings for the take-off, landing, and maintenance of civil aircraft, with facilities for passengers. Airports often describe areas with tar sealed runways, passenger terminals, control towers and significant infrastructure investment. It is common for larger airports to charge higher landing fees (often based on Maximum Take-Off Weight), that reflect the investment in infrastructure and maintenance requirements.
- **Airfield** : A level area where aircraft can take off and land, with fewer buildings and services than an airport and used by fewer passengers. Historically the term airfield was used to denote a grass field used for takeoff and landing, and more recently describes a large grass “field” with mown grass runways. A number of smaller airfields don’t charge landing fees.
- **Annual Bulk Landing Fee** : Many airfields offer a Bulk Annual Landing Fee to locally based recreational pilots. It is similar to a season or annual membership pass in use by many ski-fields, golf clubs etc, and reduces administration costs. It also incentivises pilots to maintain flying currency by practicing landings, and is viewed by many in the industry as a safety incentive..

2. Preface

Both **Motueka** and **Takaka** airfields have a long and rich history in the Tasman area.

Civil Emergency, Disaster Relief and Military Operations

In addition to supporting recreational aviation and flying training, the airfields have played a significant role in previous years during Civil Emergencies, Military Exercises, and Disaster Relief.

Infrastructure

Like many small community airfields, investment in infrastructure consists largely of a sealed runway each, perimeter fences, gates, runway marker boards, reflectors, runway lights, and signage. There are no passenger terminals, and no instrument approaches.

This has historically kept operating costs and administrative overheads low.

Hangars

A number of recreational users have built hangars on lease hold ground.

Takaka and Motueka Airfields regularly play host to fly-in gatherings and external Aero-club Fly-aways. Due to their convenient proximity, touring recreational aircraft regularly overnight or call in for fuel.

3. Comparison of other small airfield Landing Fees

The table below shows landing fees at a 52 smaller airfields across NZ. Larger airports with significant infrastructure investment have been excluded. Some airfields charge higher rates for larger passenger aircraft and in these cases the rate for a typical light aircraft such as a C172 is shown.

A number of the airfields surveyed offer a Bulk Annual Landing fee in support of recreational aviation.

- The average landing fee for airfields below is **\$9.27**.
- The median landing fee for airfields in the table is **\$10**.
- Those airfields charging Bulk Annual Landing Fees above **\$150** per annum all have sealed runways.

Light aircraft landing fees				
Airport	Runway Surface	Landing Fee	Annual Bulk Fee	Notes
Alexandra	Seal	\$10.00		Honesty system
Anama	Grass	\$0.00		
Ashburton	Grass	\$12.00		\$3 per touch and go (Landings decreased by 1700 YoY)
Balclutha	Grass	\$10.00		One land fee per session
Centre Bush	Grass	\$7.50		Honesty system
Cloudy Bay	Grass	\$0.00		
Cromwell	Grass	\$5.00		Honesty system
Cromwell	Grass	\$10.00		
Fernside Fields	Grass	\$0.00		
Forest Field	Grass	\$0.00		
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Haast	Gravel	\$10.00		Honesty system
Hanmer	Grass	\$0.00		
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Invercargill	Seal	\$12.00		
Kaikoura	Seal	\$11.50		
Karamea	Seal	\$10.00		Honesty system
Lake Station	Grass	\$10.00		Honesty system
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Omarama	Grass	\$15.00		
Palmerston North	Seal	\$10.50		
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Waimate	Grass	\$0.00		
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4. Landing Fees - Motueka and Takaka Current System 2023/24

1. \$10 per 60 minute session.
2. Annual bulk landing fee of \$250 per annum for local recreation users.

These fees were largely aligned with other similar small airfields across NZ (noting that many airfields don't charge any landing fees.)

5. Landing Fees - Tasman District Council Proposal for 2024/25

The Tasman District Council **2024/25 Proposed Fees & Charges** show a new landing fee structure proposal as follows :

Motueka and Tākaka Aerodromes	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
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Single Aircraft movement – User Agreement and Bond Held	Per aircraft movement \$10.00	Per aircraft movement \$20.00 Bond of \$500.00
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- For a typical recreational flyer who operates approximately 50 flights per year (approximately one flight per week), the cost of landing fees under the Tasman District Council Proposal would increase from \$250 (Bulk Annual Landing Fee) to \$1000 (based on 50 flights per year), **an increase of 300%**.

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Tasman Districts Council Airfield Fees Proposal

This proposal has been prepared and submitted to Tasman District Council 2024/25 proposed Fees and Charges at **Motueka - Takaka** Airfields.



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Cloudy Bay	Grass	\$0.00		
Cromwell	Grass	\$5.00		Honesty system
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1. \$10 per 60 minute session.
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The Tasman District Council **2024/25 Proposed Fees & Charges** show a new landing fee structure proposal as follows :

Stormwater Network	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
Stand-over for connection only	No charge	No charge

Motueka and Tākaka Aerodromes	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
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Tasman Districts Council Airfield Fees Proposal

This proposal has been prepared and submitted to Tasman District Council 2024/25 proposed Fees and Charges at **Motueka - Takaka** Airfields.



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1. Definitions

- **Landing** : When the aircraft lands and terminates the flight. Often referred to was a “Full Stop Landing”. A Landing Fee typically includes a Take-off at most airfields. A number of smaller Airports choose not to charge landing fees.
- **Touch and Go** : While learning to fly, students and instructors typically fly a circuit comprising of a takeoff, rectangular flight pattern, and a landing. The aircraft then takes off again, to repeat the exercise. This is known as a circuit, with a touch and go landing. Most flying training institutions encourage touch and go landings as a way to improve pilot currency, and therefore improve safety.
- **Currency** : NZ CAA regulations stipulate a minimum number of landings that pilots must carry out to remain “current” in order to carry passengers, usually in the order of 3 landings every 90 days.
- **Airport** : A complex of runways and buildings for the take-off, landing, and maintenance of civil aircraft, with facilities for passengers. Airports often describe areas with tar sealed runways, passenger terminals, control towers and significant infrastructure investment. It is common for larger airports to charge higher landing fees (often based on Maximum Take-Off Weight), that reflect the investment in infrastructure and maintenance requirements.
- **Airfield** : A level area where aircraft can take off and land, with fewer buildings and services than an airport and used by fewer passengers. Historically the term airfield was used to denote a grass field used for takeoff and landing, and more recently describes a large grass “field” with mown grass runways. A number of smaller airfields don’t charge landing fees.
- **Annual Bulk Landing Fee** : Many airfields offer a Bulk Annual Landing Fee to locally based recreational pilots. It is similar to a season or annual membership pass in use by many ski-fields, golf clubs etc, and reduces administration costs. It also incentivises pilots to maintain flying currency by practicing landings, and is viewed by many in the industry as a safety incentive.

2. Preface

Both **Motueka** and **Takaka** airfields have a long and rich history in the Tasman area.

Civil Emergency, Disaster Relief and Military Operations

In addition to supporting recreational aviation and flying training, the airfields have played a significant role in previous years during Civil Emergencies, Military Exercises, and Disaster Relief.

Infrastructure

Like many small community airfields, investment in infrastructure consists largely of a sealed runway each, perimeter fences, gates, runway marker boards, reflectors, runway lights, and signage. There are no passenger terminals, and no instrument approaches.

This has historically kept operating costs and administrative overheads low.

Hangars

A number of recreational users have built hangars on lease hold ground.

Takaka and Motueka Airfields regularly play host to fly-in gatherings and external Aero-club Fly-aways. Due to their convenient proximity, touring recreational aircraft regularly overnight or call in for fuel.

3. Comparison of other small airfield Landing Fees

The table below shows landing fees at a 52 smaller airfields across NZ. Larger airports with significant infrastructure investment have been excluded. Some airfields charge higher rates for larger passenger aircraft and in these cases the rate for a typical light aircraft such as a C172 is shown.

A number of the airfields surveyed offer a Bulk Annual Landing fee in support of recreational aviation.

- The average landing fee for airfields below is **\$9.27**.
- The median landing fee for airfields in the table is **\$10**.
- Those airfields charging Bulk Annual Landing Fees above **\$150** per annum all have sealed runways.

Light aircraft landing fees				
Airport	Runway Surface	Landing Fee	Annual Bulk Fee	Notes
Alexandra	Seal	\$10.00		Honesty system
Anama	Grass	\$0.00		
Ashburton	Grass	\$12.00		\$3 per touch and go (Landings decreased by 1700 YoY)
Balclutha	Grass	\$10.00		One land fee per session
Centre Bush	Grass	\$7.50		Honesty system
Cloudy Bay	Grass	\$0.00		
Cromwell	Grass	\$5.00		Honesty system
Cromwell	Grass	\$10.00		
Fernside Fields	Grass	\$0.00		
Forest Field	Grass	\$0.00		
Gisborne	Seal	\$30.00		
Glenorchy	Grass	\$18.00		
Gore	Grass	\$0.00		
Greymouth	Seal	\$10.00		One land fee per session
Haast	Gravel	\$10.00		Honesty system
Hanmer	Grass	\$0.00		
Hokitika	Seal	\$20.00		One land fee per session
Invercargill	Seal	\$12.00		
Kaikoura	Seal	\$11.50		
Karamea	Seal	\$10.00		Honesty system
Lake Station	Grass	\$10.00		Honesty system
Loburn Abbey	Grass	\$0.00		
Makarora	Grass	\$0.00		
Mandeville	Grass	\$5.00		Honesty system
Masterton	Grass	\$10.00	\$160	Includes up to 5 landings a day
Motueka	Seal	\$10.00	\$250	One land fee per hour
Murchison	Grass	\$5.00		Honesty system
Nelson	Seal	\$30.00		
Oamaru	Seal	\$8.00		One land fee per session
Omaka	Grass	\$10.00	\$100	Unlimited landings same day
Omarama	Grass	\$15.00		
Palmerston North	Seal	\$10.50		
Paraparaumu	Seal	\$15.00		One land fee per session
Pauanui	Grass	\$15.00		Unlimited landings same day
Pukaki	Seal	\$10.00		
Rangiora	Grass	\$10.00		Unlimited landings same day
Rangitata Island	Grass	\$0.00		
Roxburgh	Grass	\$0.00		
Taieri	Grass	\$11.00		
Takaka	Seal	\$10.00	\$250	One land fee per hour
Tauranga	Seal	\$10.00		One land fee per session
Tauranga	Seal	\$18.40		One land fee per session
Te Anau	Seal	\$17.00		
Te Kowhai	Grass	\$10.00	\$100	One land fee per session
Timaru	Seal	\$10.50	\$150	One land fee per session
Tokoroa	Seal	\$10.00	\$182	One land fee per session
Waimate	Grass	\$0.00		
Wanaka	Seal	\$10.00		
Wanaka	Seal	\$10.00		Unlimited for 30 Mins
Westport	Seal	\$10.00		One land fee per session
Whakatane	Seal	\$0.00	\$200	Free for visiting GA aircraft, annual fee for local aircraft
Whangarei	Seal	\$12.60		

4. Landing Fees - Motueka and Takaka Current System 2023/24

1. \$10 per 60 minute session.
2. Annual bulk landing fee of \$250 per annum for local recreation users.

These fees were largely aligned with other similar small airfields across NZ (noting that many airfields don't charge any landing fees.)

5. Landing Fees - Tasman District Council Proposal for 2024/25

The Tasman District Council **2024/25 Proposed Fees & Charges** show a new landing fee structure proposal as follows :

Motueka and Tākaka Aerodromes	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
<i>Fees and charges set in accordance with S12 LGA</i> For general aviation user landing charges: <ul style="list-style-type: none"> • Every landing incurs a landing charge • The first touch and go any aircraft registration number for each 60-minute period is charged as a landing charge • Any touch-and-go that occurs over 60 minutes after the first will incur an additional movement fee • Unpaid landings will be invoiced and will incur an administration charge of \$150.00 per invoice • No Cash payments are allowed, please see signage for banking payment details. All payments must be made through payWave located on-site (directions at fuel bowser). Please provide tail identification number. • If unpaid after three months debt will be passed to debt collection agency - additional collection charges to apply • Long-term parking agreements will be negotiated individually with commercial operators • Hangar application fees are non-refundable. Hangar Application fees cover the provision of development guidelines, meetings, calls and lease information to prospective lessees. • The charges may be varied by the Enterprise & Property Services Manager where special circumstances exist. 		
Single Aircraft movement – User Agreement and Bond Held	Per aircraft movement \$10.00	Per aircraft movement \$20.00 Bond of \$500.00
Single Aircraft movement – no User Agreement and Bond Held	Per aircraft movement \$10.00	Per aircraft movement \$30.00
Hangar Application fee	Per application not charged	Per application \$1,725.00

6. Effect of Landing Fees on Recreational Users

- For a typical recreational flyer who operates approximately 50 flights per year (approximately one flight per week), the cost of landing fees under the Tasman District Council Proposal would increase from \$250 (Bulk Annual Landing Fee) to \$1000 (based on 50 flights per year), **an increase of 300%**.

7. Risks and Safety

- Fees that are set too high may act either as a barrier to entry, or as an economic disincentive.
- This has already shown up in the landing data of other small regional airfields that raised landing fees significantly, and was accompanied by a large decrease in Year on Year landing numbers.

8. Proposal

AOPA (NZ) propose the following Landing Fee Structure :

- **Bulk Annual Landing Fee** - \$300 per annum per aircraft, paid in advance. Applicable to recreational aircraft owners anywhere in NZ wishing to use either **Takaka or Motueka** airfields.
- **Individual Landing Fee** - \$15 per landing (to include all landings for up to one hour). Applicable to anyone who doesn't sign up for the above Bulk Annual Landing Fee.
- **Flying Training organisations** - negotiated or set independently.

Comments:

- Although the \$300 Bulk Annual Landing Fee represents a 20% increase over the previous \$250, it aligns with Annual Fees of other similar airfields.
- The \$15 Individual Landing Fee is still 50% above the median landing fee for similar airfields. It gives a sizeable inflation adjustment, and accounts for multiple landings in one session.
- The above Landing Fee structure should provide airfield users with a *choice* of opting in to an annual bulk landing fee, or paying per hour.
- This should incentivise people to sign up for the Bulk Annual Landing Fee and aims to reduce Council administrative overheads.
- The **Bulk Annual Landing Fee**, should incentivise practice, currency, and safety, by encouraging circuit practice without economic disincentive.
- The AOPA proposed **Bulk Annual Landing Fee** is within the reach of most recreational aircraft owners and pilots, and supports recreational aviation.
- The **Individual Landing Fee** (per hour), incentivises practice and safety by allowing the majority of circuit training flights to be completed without rushing.
- We recommend that the Landing Fee Scheme is applied evenly and fairly to all users.
- This Landing Fee structure also recognises the community value of the airfields.

Submission to Tasman District Council

Re: Fees and Charges proposed

24 April 2024

Royal NZ Aero Club Inc / Flying New Zealand as an incorporated society and support body for aero clubs around the country. Motueka Aero Club is a member of our organisation and in this capacity, we submit our objection to the proposed changes to airfield charges as set out in the District Plan

Beyond the importance of a thriving aviation facilities is the safety concerns that any new charging structures might expose.

Most glaring is the 300% increase per movement. While I'm not privy to your costs and accept charges may need to increase, on behalf of our member Club, (Motueka Aero Club) and its members Flying NZ request a re-consideration of the proposed increases. Something more in-line with reason would be acceptable.

Any perceptions that aviators can afford to pay more are false. For most aviators, whether flying for recreation or career building, operating and maintaining aircraft is a very costly exercise. Generally, when given the opportunity to avoid costs, unfortunately, some may take the chance.

Maintaining 'currency' (i.e., 3 take off and landings every 90 days) is a necessity from CAA for a PPL/CPL (pilot) to be PIC (pilot in command). This is a minimum to maintain currency but maintaining competency and confidence improves safety particularly in the critical phase of flying, the circuit, and requires practice and application far more regularly (for most) than every 90 days.

\$10 per landing is fair. \$30 per landing will impact all pilots, particularly on ab initio students as well as fostering safe growth of aviation in the Tasman District. Rather than increasing your revenue gain by 300% on your current take, I suspect these changes risk reducing activity on the district's airfields.

Finally, Flying New Zealand supports all submissions from Motueka Aero Club and it's members.

On behalf of FNZ,

Peter King

Alpine Area Rep

022 3579 241

Submission of the Tarakohe Marina Association, C/o 61 Matenga Road, Ligar Bay, Takaka.

In regard to the Port Tarakohe Berthage Rates, I present this submission in my role as Chairman of the Tarakohe Marina Association. The recreational berth holders at Tarakohe are concerned over the continual rise in fees along with a decline in facilities. This prompted our Association to lodge the following official information request on 2 August 2023:

2. ***“Can you please provide the reasons behind Council's decision to levy the recreational berth holder and mooring holder, the boat ramp user, and the compound user, for the works on the wharf when we are expressly forbidden from this area. The wharf area is secured by high security fences with access only available to commercial operators by a swipe card system.”***

The reply came back:

“Improvements to the Port are for the benefit of all users. This includes a reliable water supply and an improved ablution facility which is in progress. The recreational communities' contribution to overall Port costs contributes to the long-term viability of the Port.”

Firstly, it is grossly unfair that the recreation berth holder should be paying for constructing assets that they are expressly forbidden from using, and no attempt was made to give reasons. But more importantly, even the improvements that might be of benefit to us are proving allusive. We still don't have a reliable potable water supply – it is still restricted. In regard to the ablution block, I have a file note from a 14 September 2023 conversation with Nick Chin over the change from a temporary ablution before the end of 2023, to a permanent ablution block guaranteed to be in place before the end of 2024. The provision of a new permanent ablution block before the end of 2024 seems highly unlikely. The security cameras put in place are not fit for purpose – my dinghy was stolen and we could not even identify if the thief was male or female, and the new lighting serves no practical purpose to the recreational user.

A conversation with Nick Chin after a PTAG meeting over the raising of the swing mooring fees by 18% last year brought surprise over this increase, and an acknowledgment that it was an error. He then gave a verbal guarantee that swing moorings would not be increase in the 2024-2025 year. Yet these are proposed to be increased by 5%.

These continual failures to meet stated commitments to berth holders has eroded any trust in Council to deliver on its promises.

Furthermore, the very fact that Council proposes to increase the live-aboard fees at all is an affront to fairness. The live-aboard user has virtually no facilities other than a port-a loo that also services all Port workers and is certainly not fit for purpose. All other services the live-aboard berth holder users are available to all other berth holders.

Clearly, the Port is being run as a commercial operation, and as such should run under normal commercial processes. It is unacceptable to increase fees on a promise to deliver

facilities in the future, then renege on that promise. Indeed, in any free enterprise operation it would be considered fraudulent to charge for a facility and not deliver it. Council should be providing the facilities first, and then charge for that use of that facility when it is completed.

Council is already charging berthage fees that are high in comparison of other small marinas around NZ, and yet provide no facilities or sub-standard ones. If Council thinks it can continue to part fund a commercial port development from the recreational berth holder then things will quickly unravel. There is already a number of boats that have left the port and now lie in Ligar Bay, Tata Island, and Waitapu, and these will increase, and create other environmental and social issues with them.

It would appear from the email 20 December that the recreational user is paying 17.5% of all the ports overheads. In other words, of the \$6M borrowed to repair the wharf the recreational user is paying 17.5% of the costs of that borrowing, including interest depreciation and capital repayments. Surely these costs should be covered entirely by those who use it, and not by those who have no access to these facilities at all.

Our submission is that :

- 1. Council place a hold on all recreational fee increases until such time as Council undertake the breakdown as detailed in 2 below,***
- 2. Council undertake a breakdown and separation of the costs that can be attributed to the recreational users, the commercial users, joint Port overhead costs, and the community good. Council should then levy berthage fees that reflect the facilities/services provided to each user group, along with a fair proportion of the joint costs.***

Martin Potter
Chairman
Tarakohe Marina Association

Submission to Tasman District Councils proposed increase in Landing Fees at Motueka Aerodrome

Landing Fees

The proposal is to remove the bulk annual payment and to increase fees 300% from \$10 per landing to \$30 per landing unless a Bond of \$500 is paid?

My submission is that landing fees should increase 15% which is more than most fee increases from TDC and Retain The Bulk Annual option which is simpler for both the Council and the Pilot. This could also be raised 15% maybe rounded up to \$300 for the average private pilot. Higher users could be assessed differently. I wouldn't like to see big increases every year after.

As users we understand there are increased costs an agree to fair user pays, what we are not happy with is all the extra Council costs that are loaded against the airfield account. I am particularly unhappy about the costs associated with a vexish commercial home builder on the north east end of the runway. I see this as a resource consent issue.

I am concerned about the risk of high charges creating an exodus of the aerodrome users and a large drop in visiting aircraft and also non radio calling etc. Creating a less safe environment. One airfield that raised its fees last year, still not anywhere near as high as proposed, had 1700 less landing for the year.

I also submit the Hanger application fee is another deterrent to new hangers being built. New Hangers bring in more lease money. Previous Managers had agreed to produce a simple template for new proposed Hangers, these would be offered site already established mainly 15mx 15m hangers. If a larger Hanger is required two sites could be allocated with the extra lease money being charged. Also there has been a simple lease document prepared in the past which has been dropped. Keep it simple and Council staff time would be heavily reduced.

As researched by AOPA and in their submission the mean average Landing fee in 40 like aerodromes is \$10.01per landing and further touch and go's within a 60 minute period. Motueka have the highest bulk landing charge already. These figures are the current year. If the Council agrees to a reasonable figure and bulk annual charge I am sure all resident pilots would assist in encouraging compliance with visiting Pilots, I know of no Pilot, actively trying to avoid charges at present.

I hope you view this submission positively.

Submission of Martin Potter, Ligar Bay, Takaka.

I have kept a vessel in Port Tarakohe since 2001, when there was no marina. I have had to weather the chaotic development, and watch on as numerous reports are commissioned and binned.

The swing mooring fees for my current boat went up 18% last year while most other berthage costs rose around 12%. When this disproportionate increase was queried through the Port Tarakohe Advisory Group, Mr Nick Chin (the Enterprise and Property Services Manager) was surprised at the increase, considered it an error and agreed that there would be no increase in swing mooring fees for the 24/25 year. I now see that Council proposes an increase of 5%. I can only think this is an oversight, and would ask that Nick Chin be consulted with a view to having the increase revoked.

An Official Information request by the Marina Assoc of August 2023 (Reference 13256) sort clarification by Council as to whether the increase in fees being levied on the recreational berth holders was to cover the construction works being undertaken on the wharf and the new large 25 metre berths. The answer was yes, and also to provide a reliable water supply and improved ablutions. Other correspondence adds that the fee increase is also to cover improved security, lighting. The ablutions were promised to be in place before Christmas 2023, but now will not be built until 2025 . . . or later. The water supply is still unresolved, the security camera covering the swing mooring vessels is useless. It is simply the Port Tarakohe Webcam and could not even identify whether the person who stole my dinghy was male, female, adult or child. We all still use a port-a-loo for ablutions. To be blunt, there have been a lot of promises of facilities to justify the fee increases – but nothing has been delivered. This has gone on for so long I have lost any trust that Council will do what it says it is going to – all the promises over the years have come to nothing.

I also find it quite galling to be paying 17.5% of the \$6M wharf development when it is being spent on facilities that are specifically out of bounds for the recreational boatie, and solely for the commercial port users. Council must urgently review the charging model being used. It must be possible to separate out the costs attributed to the recreational user from the commercial user. It must also be possible to determine overhead costs attributable to joint facilities such as the breakwater, ablutions should they actually be built, port management, and assign an appropriate proportion to the recreational user and commercial. The current system of assigning a flat 17.5% of all costs to the recreation user has no accounting justification and simply appears to be a number pulled from the sky. The recreational user simply cannot afford to fund the commercial development currently underway.

My submission is that:

- 1. Council should uphold the guarantee given by a senior staff member, and have no increase in the swing mooring fees for this year,**
- 2. Council needs to start to deliver on its promises,**
- 3. Council needs separate accounts for the Recreational and Commercial users by undertaking a comprehensive appraisal of the costs to run the Recreational berths, and determine a justified and defensible allocation of overhead and joint facility costs.**

Submission on the Tasman District Council Draft Long Term Plan 2012- 2022 (Draft)

Prepared by Golden Bay Air Limited

24 March 2024

The 10 Year plan – in relation to Takaka airport

Golden Bay Air's comments are focussed on the proposals in the Draft Long Term Plan relating to the Takaka Aerodrome.

There is very little mention of the Takaka Aerodrome in the 10 Year plan, except as an enterprise managed by the council. The plan contains no long-term strategic vision for the aerodrome, but mentions the following:

- Completion of the sealing the (now extended) cross runway as a key investment for the next 10 years. Golden Bay Air supports this proposal.
- Page 239 notes that Aerodromes and ports are resilient assets for communities with limited road assets. Golden Bay Air supports this point.

The plan notes that "where possible, user charges should be used to charge the direct beneficiaries and should be a significant revenue source". It is in the 'new fees and charges' document that the impact of the statement about user charges is made apparent. In particular the document proposes that "Significant increase/new charging regime to ensure costs are borne by the heavy users".

The resulting proposal will result in more than 100% increase in Golden Bay Air's landing fees with no ability to prepare for this instant change as it is proposed from 1 July 2024. For itinerant users it is a 300% increase. Other proposals include user agreements and 'bonds' held for aircraft movements, and \$150 administration charge for unpaid landings.

Takaka Airport, Golden Bay Air and its value to the Tasman community

Golden Bay Air has served the Golden Bay community with scheduled service between Takaka and Wellington since January 2006. Over the years we have added scheduled services between Karamea and Takaka and semi-scheduled services between Nelson and Takaka. These provide transport options for visitors doing the Heaphy Track and Abel Tasman. Golden Bay Air currently carries over 5000 passengers a year in and out of Takaka Aerodrome with a seasonal bias to the summer months.

These comprise local ratepayers, their families, friends and people they do business with as well as tourists and trampers and bikers doing the Heaphy Track. We estimate that our continued presence contributes a huge amount of economic and social value to the Golden Bay and Tasman communities. Golden Bay Air's value to our rural community was recognised by the Government during COVID as we were funded to continue services as we met the criteria for essential transport connectivity funding.

Golden Bay Air's presence at the Takaka Airport has resulted in development of the aerodrome over the years. In 2011, Golden Bay Air commissioned Airways New Zealand to install a GNSS (GPS based) instrument approach procedure for Takaka. Takaka is now linked with the national instrument route network. This cost us \$25,000 with ongoing maintenance costs of \$1,000 per year. The instrument approach is published and is now regularly used for instrument flight training by Massey School of Aviation and Nelson Aviation College, and is available free of charge to other charter operators. Using

our twin-engine aircraft, we can fly into Takaka with similar cloud bases and visibility as any operator to Nelson Airport. Think if this as another route into Takaka other than the Takaka Hill. If Golden Bay Air ceased operations, the GNSS approach would probably lapse with no one to continue looking after it.

After we lobbied for it, government has now also funded a new low level instrument route (about to be published) that extends from Golden Bay, low level around the Kahurangi Coast to Karamea, with an instrument approach into Karamea. This will provide a safe route for air ambulance operators, and others around the top of the south that previously was not possible.

In 2012 we submitted to the Councils last 10 year plan to prevent the proposed closure of the cross runway and the running down of this important community asset. We are pleased to see that this resulted in a change to the council's proposals, and the council has now invested in the extension of the runway (after a land swap) and partial sealing. This work has significantly increased the safety and useability of the aerodrome as landings can now be conducted in strong westerly conditions, something that was not possible before.

We thank the Council for their ongoing efforts to ensure that the aerodrome meets safety standards, but we do question some decisions on expenditure, particularly on consultants, given the aerodrome is uncontrolled and therefore not subject to the same level of requirement as other larger controlled aerodromes are. We would have liked to have had more input into some of these funding decisions as we have significant expertise in what is required (and not required) and could save the Council from unnecessary spending.

All these developments at Takaka Aerodrome combined ensure that it will continue to be an important asset for our remote community given that on a regular basis, it is one of the only ways to access it during emergency situations and other major events. For example, the Aerodrome provides a valuable back-up in case of road closures and emergencies. During Takaka Hill road closures after cyclone Gita, we provided the only transport option for nearly 1000 people trapped in Golden Bay and also transported blood samples from the community hospital and freight operations for other businesses in Golden Bay.

These developments have largely happened in an ad-hoc way over the years, primarily driven because Golden Bay Air exists and has pushed for them. There are many ways that the Aerodrome can be developed, and a range of options for increased revenue. We would recommend preparation of a strategic development plan for the Aerodrome. This plan should identify what, if any, improvements the community would support at the Aerodrome, how and when these would be funded, and how management of the Aerodrome should be structured in the long term. We believe this can be done at minimal cost (no need for consultants) and must involve the Golden Bay community. We are very happy to volunteer to assist in any way with such a project.

Submission on the proposed fees and charges

The 10 year plan does not adequately recognise the strategic nature of the Takaka Aerodrome as a community asset, and instead focusses on the need to "ensure that costs are borne by the heavy users".

As a result, it is proposed that Golden Bay Air's landing fees increase more than 100% (from \$10 per landing to \$20 per landing). For itinerant users it is a 300% increase.

- The new fees will result in Takaka (and Motueka) being the most expensive landing fees in the country when compared with other similar, non-serviced aerodromes. In fact there would be only four aerodromes of the 70 surveyed by the Council consultant that would be more expensive (Gisborne, Woodbourne, Mount Cook and Auckland) – all of these are fully

certified aerodromes set up for larger air operators – including toilets, terminal facilities, fuel supplies and other services. The council should note that if the landing fees are too expensive, itinerant pilots do have a choice and will bypass Takaka altogether.

- The increase is out of step with what other aerodrome operators are doing. While most other aerodrome operators that we are dealing with are increasing their fees by around 20% (as is proposed for example at Wellington Airport for Golden Bay Air) TDC's proposal is increase is well over 100% - taking into account the fact that the TDC has been charging us for the past few years on a per aircraft basis. This shift happened after COVID.
- In addition, while most other aerodrome operators are increasing their fees, they are also allowing for staged approach (usually over a 5 year period) there is no equivalent recognition in the TDC proposed fees that we will be unable to pass these fees on to our customers instantly or that there is a limited elasticity in willingness to pay.
- Other aerodrome operators consult much more widely in advance. In fact it is a legal requirement for larger operators to consult directly with their customers when setting fees and charges. The process followed by TDC in this instance is extremely poor and not remotely the same type of process as is run by other aerodrome operators when it comes to fees and charges.

The increase for Golden Bay Air comes after 4 tough years– first with COVID, and then for nearly 2 years, the closure of the Heaphy Track in February 2022. This reduced Golden Bay Air's revenue by 30% and resulted in the closure of the other operator on the field, Adventure Flights Golden Bay. We have hung on by the skin of our teeth, only to be now hit by price increases from every angle, fuel, staffing, landing fees. The increase in fees at Takaka Aerodrome could be the straw that breaks the camel's back for us.

Conclusion

We are not arguing that fees should not increase at a reasonable level nor that landing charges should not be on a per landing basis.

However we do think that the plan does not properly reflect the wider community benefit that this important and strategic asset provides, or the wider community benefit that Golden Bay Air's scheduled and tourism operations provides to the Golden Bay community and economy. The proposed fees are not based on any particular strategic plan for the aerodrome. The council has seemingly spent quite a bit of money on the aerodrome (including on consultants) on activities that were not really necessary for an uncertificated aerodrome. We would have appreciated being consulted on costs at the aerodrome ahead of time, particularly if costs are going to be passed on to the "heavy users".

We also submit that it is unreasonable that Golden Bay Air would suddenly be subject to an instant 100% increase in landing fees with no ability to prepare or absorb the resulting shock. The increase will result in Takaka being one of the most expensive aerodromes in the country. It also does not reflect good practice when setting fees and charges at aerodromes by properly consulting with aerodrome operator customers or phasing in fee increases over a period of time. We also do not see the need for aircraft bonds, and there is no real justification for this or any examples of it at other aerodromes around the country that we are aware of.

We request that the council (as the aerodrome operator) follow good practice, and the lead of other aerodrome operators) and phase any landing fee increases over a period of 5 years.

The plan does allow for individual negotiation with operators, and we request that this happen with Golden Bay Air before the increase occurs. This discussion needs to reflect the impact on Golden Bay Air and its ability to continue operations at Takaka Aerodrome.



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Civil Contractors New Zealand submission to Tasman District Council on draft Long Term Plan 2024-34

To: Tasman District Council

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Date: 28 April 2024

About Civil Contractors New Zealand

Founded in 1944, Civil Contractors New Zealand is an industry association representing the interests and aspirations of more than 840 member organisations, including 535 large, medium-sized, and small businesses in civil engineering, construction, and general contracting. Our 305 associate members provide valuable products, support, and services to contractor members.

Our members play a vital role in the development of our country, our economy, and our way of life. They build and maintain the roads connecting our cities and towns; they install and care for the water networks that bring fresh water to houses and wastewater to treatment plants; they install the cables that bring the internet to homes and businesses. These are services a modern and developed economy must have to compete efficiently in world markets and to deliver high living standards for all New Zealanders.

The broad civil construction industry employs more than 60,000 people and undertakes projects worth around \$10b to \$12b annually. More specifically, our organisation represents the contractors who carry out the physical construction works on country's roading, rail, port, and public transport networks.

We live and work in all communities across New Zealand, and have 12 branches across the country to provide regional representation for contractors, including an active and collaborative Nelson Marlborough Branch that engages regularly with Tasman District Council.

Tasman District Council is a significant client for our Nelson Marlborough Branch Members, and planning and regulatory decisions support and impact their businesses in turn.

CCNZ thanks Tasman District Council for the opportunity to submit on the Long Term Plan.



Executive summary

Civil Contractors New Zealand believes this submission is important, and that costs will escalate significantly for no tangible value if the current provisions around waste management and quarrying stand.

It is important for TDC to recognise that increases in fees, royalties, levies and increased regulation should not be undertaken lightly, because this will impact regional infrastructure build costs and decrease the scale of work contractors are able to deliver.

This submission is not exhaustive due to the available time to respond to points within the plan, and instead looks to discuss key policy changes that will achieve better outcomes in the execution of the Long Term Plan.

In addition to the table of requested changes at the end of this submission, we request the council notes the following key points:

Waste minimisation and management of waste soil

At issue is that the recent change in the maximum acceptable metals contamination threshold for spoil from earthworks, eg soil, earth and overburden.

Section 1.2 of the plan sets out the context for waste management and minimisation. Council has recently made decisions around what are “natural background concentrations” for metals that are naturally occurring in soils, significantly reducing these from what was previously considered acceptable.

Reducing the level of what is considered to be “natural” increases the amount of soil that does not fit within these limits, and consequently generates more waste soil, in turn sending clean soil that could be used for other purposes to landfill.

Council should be aware its regulatory decisions are having direct and immediate flow on effects to the amount of waste that is generated in the region, resulting in contrary outcomes to the Activity Goals of avoiding the creation of waste set out in Table 1 – council policy is effectively creating waste through improper classification of cleanfill as waste.

Soil that is produced by civil construction activities is a key resource, and this is recognised in the recent National Policy Statement for Highly Productive Land 2022. If a Council's policy/settings are not right, soil that could be re-used in the region as a resource will be disposed of as waste.

In addition, recent regulatory decisions have also led to a lack of facilities in the region that can accept cleanfill and managed fill. This has flow on consequences:

- a. Resulting in more waste soil being disposed of to Class 1 York Landfill, despite having a different risk profile for human health and environmental effects
- b. Dramatically increasing the costs of infrastructure projects and other developments, due to disposal to a class 1 landfill at higher disposal prices now being the only option.

- c. Increased emissions to cart the fill to an authorised location
- d. Reduced capacity at the landfill, which will fill up with cleanfill more quickly than anticipated
- e. Potentially, an increased risk of unauthorised 'fly tipping' of soil to avoid the increased cost

These issues are described on page 38 of the draft Waste Management and Minimisation Activity Management Plan 2024 – 2034, but no resolution is offered.

As proposed, this will lead to more waste disposal in landfills, and less positive repurposing of this waste as cleanfill, which provides capping materials for parks, sports fields and many other sites across the region.

We note the fundamental difference in land uses. Of necessity, infrastructure construction requires the moving of earth and rock. While some fill can be re-purposed on work sites, much material does not meet transport or water engineering specifications, meaning it must be taken off site.

A lack of planned sites for specific disposal of cleanfill will lead to higher emissions, less efficient infrastructure construction projects, and worse outcomes for the region. Such outcomes are undesirable if TDC is seeking effective waste minimisation, emissions reduction, and good value for money in constructing infrastructure projects.

Page 100 of the [Draft Group of Activities Information document](#) says: "We reduce the impact of landfill disposal by providing a wide range of other services to divert waste from landfill and reduce waste production and associated emissions."

The long-term plans fail to provide for the above. This is because of the policy change discussed above. The principle of minimising waste is laudable, but we ask whether the change is based on science or principle, and what the basis for the change is. If there are no sites proposed for the management of cleanfill, and contractors are not supported to dispose of it in appropriate ways, the outcomes will either be inefficiency and greatly escalated cost, emissions and wear on the transport network, or fly-tipping at unapproved sites.

A proposed solution to this problem would be to reconsider the maximum "natural background" concentration in waste soil and like waste, noting the risks are minimal while the costs of disposing of this soil to landfill by treating it as contaminated waste are immense.

The Wellington region has a similar lack of cleanfill sites and faces the same problems of regulation without disposal sites, that has seen the region's infrastructure construction costs massive increase to the point where many projects aren't viable as a result. It's important Tasman District Council avoids following a similar path.

Along with collaborating with industry on good solutions, this would enable TDC to meet aspirations of a circular economy (page 99), and its goal of avoiding the creation of waste (page 97).

Waste Minimisation Plan

On page 4 the draft [Waste Minimisation Plan](#) calls for waste minimisation, as per the document title.

Recommendation: Amend the maximum acceptable natural background concentration on the basis of science, to achieve more repurposing of spoil from earthworks as cleanfill, and less disposal of the same to landfill.

Focus on contractor engagement and council-industry partnership

When writing operational policy, eg for waste minimisation, it helps to engage with experienced practitioners in the field. Reading the draft plan leaves a strong impression that this did not occur.

CCNZ has canvassed our Nelson branch members, and it appears that there was little or no engagement with contractors prior to developing this approach re disposal of waste to landfill, or repurposing of waste as cleanfill. Although, to the council's credit, it did inform contractors of the coming changes.

The result at this stage is a draft plan that risks delivering a perverse outcome of carting relatively clean soil long distances, to landfill at increased cost, or carting it outside of the region, at increased cost, increased emissions, and decreased efficiency.

We are aware of the increases in the Waste Minimisation Levy, which are intended to be offset with council-industry partnerships on solutions. We question whether any facilities (i.e. planning for fill sites, soil washing facilities, or transfer stations) are being progressed at the moment.

Recommendation: More engagement with businesses holding expertise in relevant areas – i.e. earthmoving and civil engineering - before writing draft plan provisions, to improve the quality and workability of draft plans. A contractor-council working group could be established for this purpose.

Gravel and sand extraction from rivers

While gravel and sand are finite resources and careful consideration around their use is important, Gravel and sand extraction is pivotal for regional infrastructure development, because aggregates are usually locally sourced of necessity, and these materials are usually not imported for cost/benefit reasons, and the cost of cartage. Aggregates are critical resources for construction, housing, and infrastructure projects.

CCNZ members undertake numerous activities throughout New Zealand including:

- Gravel extraction, both within riverbeds and within land-based quarries/pits;
- Aggregate processing and storage;
- Infrastructure development and maintenance activities, either directly or on behalf of third parties (including roading contracts for the State Highway network on behalf of Waka Kotahi, and local roads on behalf of the territorial authority);
- Asphalt and bitumen manufacture and bulk storage;
- Pre-cast concrete manufacture and storage;
- Hazardous substance use, transport and storage; and

- Ancillary activities including workshops, transport depots, storage yards, staff offices, and supporting infrastructure (including wastewater, stormwater, and potable water).

Increasing cost of gravel extraction

As TDC knows, New Zealand has a time-honoured tradition of river gravel and sand extraction benefiting New Zealanders by:

- Providing cost-effective, high-quality aggregates for construction in communities, eg asphalt and concrete for roading
- Reducing flood risk from sediment-filled rivers to communities

It is accepted that river and environmental engineers will survey rivers and determine annual quotas for extraction, and changes to that may appear in relevant plans.

The TDC proposal to relocate / reposition river gravel reads as an activity that presents a cost, while avoiding a benefit. The “Draft Schedule of Fees and Charges 2024-2025 for consultation” includes a revised method of charging fees for gravel extraction when compared to previous years.

To prevent the activity altogether at places, as proposed, will have adverse consequences. The draft plan is unclear on whether it seeks to continue with gravel and sand extraction from rivers, including to achieve flood protection objectives, or prevent the activity.

Recommendation: Delete all reference to relocation / repositioning in the draft plan to focus TDC on enabling appropriate and responsible gravel and sand extraction.

As is the case for waste minimisation, CCNZ notes a lack of practical engagement with contractors involved in gravel and sand extraction from rivers prior to developing this plan.

This plan change will directly impact contractors and their customers, including TDC. Had engagement with local contractors occurred on this issue, it is possible TDC would have developed a more workable plan.

Recommendation: Engagement with practitioners on relevant topics would be useful for developing fit-for-purpose and useful plans.

Potential positive effects for river infrastructure are discussed from page 67. These are important to recognise, and they include economic benefits and related reduction of flood risk, both of which gravel and sand extraction provide.

Civil contractors also carry out earthworks where necessary to maintain riparian margins and where appropriate to maintain or improve amenity for the community.

The effects of river and gravel extraction on the environment also require management, as appropriate, and can include positive effects, such as reduced flood risk.

Recommendation: Further text that recognises the potential positive effects of river and gravel extraction, and riparian civil contracting works to stabilise riverbanks and berms.

Cost of gravel extraction from rivers

We refer to the draft Schedule of Fees and Charges 2024-2025. This introduces a change in how fees are charged for gravel extraction.

The new fee structure proposes a significant change in approach, removing the two tier system that differentiated extraction from the river berm as opposed to the river bed. This is a significant distinction, given the quality of materials, risks involved and raw quality (direct river extraction is superior quality, and pre-cleaned). Cost escalation will inevitably pass to consumers, including TDC and the general public.

CCNZ supports TDC introducing a reasonable level of fees for gravel extraction, provided revenue gained is used for their intended purpose of contributing to broader river management, as opposed to being added to the general funding pool.

We oppose the removal of a bermland category from the fee settings, for the following reasons:

- There are greater risks associated with extracting gravel from the river environment compared with on shore, supporting a higher fee for this category of gravel extraction.
- There are higher costs in bermland gravel extraction because – compared with river gravels – this resource contains a wider range of particle sizes from rock to silt, requiring sorting and cleaning for commercialisation

Recommendation: Reintroduce two categories of fees for gravel extraction, one for the bermland, and one for rivers, because this approach better reflects the practice of gravel extraction, the different levels of environmental effects and risks, and relative costs of extraction and material processing.

Detailed comments on policies

Revenue & Financing Policy

Page	Statement	Comments	Relief
32	<p>"... we plan to reduce waste to landfill by increasing diversion of dry waste and organic materials and promote waste reduction".</p> <p>This diversion could be delivered by the Councils directly ..."</p>	<p>TDC policy changes have reclassified waste and increased volumes, reducing the options for disposal without creating options for industry to comply. This is contrary to the intent of the waste minimisation policy. The LTP provisions indicate a continuance of that approach.</p>	<p>The LTP should provide a solution if it is to be a "<i>plan</i>".</p>

36	“The approach to river management places emphasis on channel management through gravel relocation/repositioning, and vegetation and land buffers on the rivers’ edge. The aim is to manage the river channel and catchment so there is less need to do hard engineering methods to prevent erosion”.	No mention of gravel extraction as an option for river management, or recognition of the practice of reducing flood risk through gravel extraction.	Recognise that gravel extraction is a necessity for development of the region, and gravel extraction is a river management tool.
38	“There is some scope for user charges including gravel extraction fees”.	This indicates that additional charges/levies may be imposed on gravel extraction to contribute to wider council river management policies.	Gravel extraction levies are high now. Further increases in gravel extraction fees will negatively impact consumers and end users, including council-funded infrastructure projects.

Draft schedule of Fees & Charges: 2024 - 2025

Page	Statement	Comments	Relief
2	Gravel/Shingle Extraction Fees areas now rationalised to where the effort is applied.	The statement does not recognise the inherent differences in effort or quality of the material and is not logical nor reasonable.	More effort is required for berm land (“ <i>land between edge of modelled 10-year flood inundation and river centre</i> ”) then extraction from land in rivers, and the charges should reflect that difference. Again, just increasing the cost to the end user.

3	Waste management “ <i>all fees and charges increased</i> ”.	The issue has been created by TDC’s approach to classification of waste categories. No solution has been provided by TDC – to the contrary, the problem is caused by TDC, and then charges increased to address the problem created by a lack of provision of appropriate fill sites, and inappropriate reclassification of material with minor metals content as contaminated.	Delete the increase in fees, as it will greatly increase the cost of infrastructure works.
20	Removal of bermland rate	Fails to consider effort cost vs value added.	Recognise that gravel extraction in bermland is different to river extraction – more effort to extract so the levy rate should be less – this would reflect the different efforts for different extraction areas and rehabilitation costs involved.

Infrastructure Strategy

Page	Statement	Comments	Relief
83	Table 25: “preferred option to restrict extraction”.	This indicates a direction to prevent	As said previously, gravel is critical to the district – without it, development cannot

		gravel extraction from rivers	occur. It is not logical to “prefer” an option not to extract from rivers.
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Group Activities

Page	Statement	Comments	Relief
97	Waste management and minimisation. We aim to provide cost effective and sustainable ... services that avoid creation of waste, improve efficiency of resource use ...	Recent policy changes are having opposite effects, heading to creation of large stockpiles of fill, and promoting fly tipping with a lack of suitable locations for disposal of fill.	Provide in LTP to allocate funds to provide compliant options and consider ways in which waste can in fact be dealt with sustainably and cost effectively – hiking rates and reclassifying of waste categories alone will not achieve that.
102	“Our waste minimisation activities will continue to support specific communities and key sectors ... with a focus on certain products and wastes.	Support needs to be shown/provided to provide the facilities to sustainably achieve both waste minimisation and disposal. Current Council policies have made matters worse.	The LTP should provide funds to open new and sustainable disposal areas so that existing landfill is not filled up with cleanfill unnecessarily, at great cost to the ratepayer and regional infrastructure and development projects.

Rivers AMP

Page	Statement	Comments	Relief
4	“... emphasis on channel management through gravel relocation/repositioning”.	This indicates that there is to be/will be no gravel extraction from rivers.	Allow for gravel extraction from rivers – the alternative is very costly, and lead to a considerable

			financial impact on end users.
19	Stakeholder engagement	<u>No</u> consultation has been had with CCNZ or its members, which are the businesses that perform gravel extraction works and riverbank maintenance, so are therefore major regional stakeholders.	Engage in meaningful consultation with industry so that Council can be aware of the effects/impacts of acting without input from stakeholders.
30	Gravel extraction	The page acknowledges that gravel is required, but other parts of the section indicate river extraction will be precluded.	Consistency – if acknowledging gravel is required adjust your plan to enable river gravel to be extracted. Recognise TDC is a major end user of gravel.
41	“Maintenance Contract - gravel relocation”	Alludes to gravel only being moved not extracted	Amend provisions to provide for gravel not only to be “ <i>relocated</i> ” but won for construction and end user use.
44	“allowing ... Gravel extraction only if current Mean Bed Levels are above historical MBLs for any particular site in the full ...”	There has been no consultation with key stakeholders.	Gravel is such an important resource for the region that consideration should be had, and hopefully agreement reached between Council and stakeholders so as to achieve a practical and sustainable outcome.

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Page	Statement	Comments	Relief
50	Gravel royalty	Council shows gravel royalties as an extra funding source which it will extract from contractors without consideration or effort and or cost.	TDC rates are already the highest in the country and the change proposed does not recognise quality, effort, or rehabilitation required to produce product. Council's alignment of rivers and bermland royalties fails to recognise this.
67	"Positive effects - amenity and recreation"	Council's approach is actively discouraging amenity and recreation enhancement and development.	Recognise in the plan that the positive effects are generated by the contractors' action and at their cost – reflect that by keeping royalties lower in level or maintain a berm land rate.



Environment Plan

Page	Statement	Comments	Relief
32	Schedule of fees and charges - gravel extraction	Acknowledge gravel as a source of income, but then say alternative methods achieve little additional benefit.	Allow for discounts when positive benefits achieved, such as assisting river management, environmental benefit, and/or amenity and recreation benefit.

Waste AMP

Page	Statement	Comments	Relief
4	Why we do it	Changes in TDC waste/Cleanfill processes have caused considerable problems for the construction industry through significant price increases.	Recognise the changes have caused significant difficulty and escalated cost, partner with industry to make plans to counter those problems.
18	Stakeholder engagement	There has been no engagement with relevant contractors or industry.	Recognise that there has been no consultation and engage with industry to work through solutions.
31	"we enable effective waste minimisation activities and services"	Recent changes have had the opposite effect.	Recognise that there is a problem and engage with stakeholders to create those " <i>effective waste minimisation activities and services</i> ".
38	"Recent discussions with the civil	Mentions our issue but comes up with no solution	Recognise there is a problem, and engage with industry and

	construction industry.....”		stakeholders to improve efficiency and create “ <i>effective waste minimisation activities and services</i> ”.
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Conclusion

Thank you once again for the opportunity to make this submission.

CCNZ stands ready to support the work of Tasman District Council in resolving the significant issues we have mentioned above.

Kind regards,

Fraser May
Communications and Advocacy Manager
Civil Contractors New Zealand Inc.





28 April 2024

The Chief Executive Officer
Tasman District Council
RICHMOND

CONSULTATION ON SCHEDULE OF FEES AND CHARGES 2024/2025

MOTUEKA AND TAKAKA AERODROMES LANDING CHARGES

The Tasman District Council has published a schedule of proposed increases in fees and charges to be effective from 1 July 2024. The covering document for the consultation process states: *“For 2024/2025, we are proposing to...Increase most fees and charges by 10% to recover costs and account for inflation.”*

However, we note with dismay, that Council is proposing to increase the landing charges at Motueka and Takaka aerodromes not by 10 percent but by 200 percent – from \$10 per landing at present to \$30. (Reducing to a 100 percent increase to \$20 if the landing aircraft operator pays a \$500 bond).

The Motueka Aero Club was established at Motueka aerodrome in 1934 with the objective of promoting aviation and flying in Motueka and surrounding areas. For 90 years the Club has provided affordable flight training and flying activities to local residents. We are a not-for-profit organisation that is run entirely by voluntary effort. We are the only organisation in Tasman District providing entry level flight training for local youngsters embarking on a career in aviation. Many of our students go on to successful careers as commercial pilots. We operate a popular (over-subscribed) youth group – “Young Eagles” for 12 to 18 year olds interested in aviation. We host regional fly-ins and flying competition events which bring significant numbers of visitors and expenditure to our local economy. In addition, we host many passing flyers who call in to Motueka to enjoy our modest facilities and to “re-fuel” at the adjacent coffee and food business. We provide at no charge to visiting aircraft the only available toilet facilities on the aerodrome.

The imposition of such drastically increased charges will have a serious impact on the Club and on aviation activity at Motueka aerodrome in general. Our ability to provide cost-competitive flight training to aspiring young aviators will be much reduced. It will be impossible to continue to host fly-in events, regional competitions, or even passing visiting aircraft. In short – nobody will want to fly to Motueka and pay a \$30 landing fee (nor will they want to fly to Takaka).

This loss would make the future viability of the Club highly questionable and would be a significant loss to the local community and economy.

We submit that any increase in landing fees be reasonable and in line with other proposed increases in Council charges and in line with other comparable aerodromes. AOPA (Aircraft Owners and Pilots Association) have made a survey of 52 comparable aerodromes around New Zealand and found that the average landing fee is currently \$9.27 with a median price of \$10 – the same as the current landing fee at Motueka and Takaka.

We submit that the following fee increases would be reasonable and manageable and should not have a significant impact on aviation activity:

- Basic landing fee \$12 (20 percent increase) including up to 5 landings per day
- Bulk annual fee for private individual aircraft \$240 (ie. a discount for more than 20 landings per year)

At present, the Club pays Council an annual bulk landing fee of \$1200. We also pay \$1163 in rates and \$2871 ground lease for a total of \$5234 – a significant contribution for a not-for-profit serving the local community – and a significant burden for the Club.

We are willing to discuss this submission further with you at your convenience.

Yours Faithfully,

Motueka Aeroclub Incorporated

Kevin McManus, Treasurer

Takaka

Ph:

Cell:

Email: -

27 April 2024

Tasman District Council
Private Bag
Richmond
LTP@tasman.govt.nz

Re: - LTP Submissions 10 Schedule of Fees and Charges - any feedback on the proposed fees and charges for 2024/2025?

1. I record my support for the submission of the Tarakohe Marina Association. I am particularly concerned over the consequences embodied in the TDC response to the OIA request in paragraph 2 where a request was made for Council justification of charges for recreational users contributing to the development of facilities to have no recreational user access nor any purpose for.

"Improvements to the Port are for the benefit of all users. This includes a reliable water supply and an improved ablution facility which is in progress. The recreational communities' contribution to overall Port costs contributes to the long-term viability of the Port."

Many if not all of the recent Port developments have no benefit to Recreation users and in many cases these users are specifically excluded from access to them. It is now more than 10 years since ablution facilities at the Port were first promised.

2. Refer to Table #1 appended. The 2 yellow columns apportion the value of the Port assets pertaining to Recreational users. These equate to approximately 15% of Tarakohe assets.

Berthage and mooring fees for recreational users must relate to the capital cost of the facilities in their use plus an allowance for depreciation, maintenance and management. Assuming conservatively that these items are similar in proportionate value to those in commercial use then the base line for non commercial recreational activities costs should be 15% of those for commercial users.

3. The essentially 'gift' of the Port infrastructure from the Cement Company to Golden Bay and thence the enabling legislation Consenting the establishment of the Port, specifically included for both commercial and recreational uses and as such clearly set out that intended distinction. That distinction must be maintained in apportioning fees and charges based on actual usage of facilities - recreational users cannot continue to have the role of cash cow supporting commercial development when their use could happily continue without any commercial activity.
4. While accounting and subsequent charging is transitioned from the all-in form used at present, berthage charges for recreational users should be reduced to those at the Port Nelson Marina where extensive facilities are available and where a 14m marina berth currently has a yearly value of \$4500 compared to \$7200.00 (both incl GST) at Tarakohe with a few portaloos being the sole facility provided other than power and minimal water at Tarakohe. Mooring users costs should be similarly proportioned on the capital cost, maintenance and land or seabed usage.

Faithfully



Dick Lamb

Fees and Charges – Motueka Aerodrome

Nelson Aviation College
124 Queen Victoria Street
Motueka 7120

28 April 2024

To whom it may concern

Introduction

In response to the Draft Schedule of Fees and Charges (Motueka Aerodrome), Nelson Aviation College disagrees with the transition to individual movement charges for both local recreational users and commercial operators. NAC instead proposes TDC continues with the bulk charging of landing fees.

Considerations

The aviation industry is facing significant challenges in the current economic climate. Any deterrent for recreational users will impact directly on the aerodrome's ability to generate revenue and continue to provide a safe environment for users. The aerodrome needs to attract new participants to be sustainable. Anything counter-productive to this will only undermine the aerodrome's ability to be cost neutral.

Commercially, the vast majority of flight training in New Zealand is undertaken utilising the student loan scheme. This is understandable due to the large costs associated with the training, however, the downside for operators is the strict limitations imposed by the Tertiary Education Commission as to the fees that can be charged to the student e.g. In 2024 Nelson Aviation College was only permitted to increase fees by 2.8%. This means that to remain a viable business, we are particularly vulnerable to large scale cost increases, such as the proposal from TDC.

The proposed change to individual movements poses a number of challenges and limitations, however bulk charging allows for:

- ➔ Simplified Administration: Managing individual movement charges involves significant administrative overhead, including tracking, invoicing, and reconciliation.
- ➔ Predictable Revenue Stream: Bulk charging allows for greater predictability in revenue generation by providing a steady income stream based on the total volume of air traffic rather than individual movements. This stability can improve financial planning and budgeting for our aerodrome, ensuring sustainable operations and long-term viability.
- ➔ Efficiencies for Operators: Bulk charging provides a predictable and cost-effective pricing structure that moderates usage patterns.
- ➔ Incentivised Utilisation: By removing the barrier of per-movement charges, bulk charging encourages increased utilisation of aerodrome facilities and aids in reducing workload pressures, improving safety.

Proposal

The current regular commercial user landing charge is \$1,500 per aircraft per annum for NZMK.

Based on our internal flight planning and tracking software, in the last 12 months we have recorded 3,261 flights with NZMK as the destination. That approximates to an average of 408 flights per aircraft, or just over one and a half flight cycles per working day. NAC aircraft do not usually operate locally in the weekend to reduce the noise impact on the community.

We therefore propose a structured fee increase for regular commercial users from \$1,500 per aircraft per annum to \$2,500 for NZMK, staggered over the next four years.

While this does not translate to the proposed individual landing charge of \$20 per movement, we would submit that it is a fair and reasonable amount based on the following:

- ➔ While NAC is the largest operator on the field in terms of movements, that does not mean we contribute that same percentage in terms of aerodrome operating costs; and
- ➔ We have valid concerns regarding the services provided at NZMK for the proposed individual landing charge, compared to those at NZNS which has similar fees i.e. VFR flights by day only, limiting expansion of operations to cover increased costs.
- ➔ NAC also provides a comprehensive range of support services to TDC at no charge i.e.
 - Hosting of the AIMM server that supplies flight data to TDC
 - Runway inspections
 - Emergency point of contact
 - Aerodrome auditing
 - Supply of consultation and training by our Chief Flying Instructor and Safety Manager, including advisory and reporting services
 - Aerodrome and site-specific briefings and inductions for contractors

NAC also supports keeping the bulk landing charge for regular recreational users, with an increase from \$250 to \$300 per annum as proposed by AOPA (NZ).

Giles Witney
Chief Executive Officer
Nelson Aviation College



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7 May 2024

Tasman District Council
Private Bag 4
Richmond 7050

Attention: Tasman's 10-Year Plan 2024 – 2034

Via email: LTP@tasman.govt.nz

Submission on Tasman District Council's Long Term Plan 2024 – 2034 and Activity Management Plans

1. Thank you for the opportunity to provide feedback on your Long-Term Plan 2024 – 2034 and the associated Activity Management Plans.
2. We would particularly like to provide you with broad feedback on two components:
 - a. Fees and Charges Policy - the increasing cost of extracting gravel from rivers
 - b. Waste Management and Minimisation Activity Management Plan 2024 – 2034 - further consideration and solutions are needed for disposal of waste soil.
3. An Annexure is attached with reference to specific documents and relief sought.

About us

4. Fulton Hogan is one of New Zealand's largest roading and infrastructure construction companies, employing close to 4800 staff in New Zealand. We are proudly New Zealand owned and operated.
5. Fulton Hogan undertakes numerous activities throughout New Zealand including:
 - Gravel extraction, both within riverbeds and within land-based quarries/pits;
 - Aggregate processing and storage;
 - Infrastructure development and maintenance activities, either directly or on behalf of third parties (including roading contracts for the State Highway network on behalf of Waka Kotahi, and local roads on behalf of the territorial authority);
 - Asphalt and bitumen manufacture and bulk storage;
 - Pre-cast concrete manufacture and storage;
 - Hazardous substance use, transport and storage; and
 - Ancillary activities including workshops, transport depots, storage yards, staff offices, and supporting infrastructure (including wastewater, stormwater, and potable water).
6. Fulton Hogan's activities contribute to the functioning of New Zealand's infrastructure, from providing raw materials like aggregates and bitumen, through to physically maintaining the pipes, roads, and rail.

7. Regionally, Fulton Hogan employees 260 staff across the Tasman region and undertakes significant works on the National Highways, community infrastructure, and large public and private projects.
8. TDC is a significant customer of Fulton Hogan as we undertake a great deal of your infrastructure developments and maintenance. We are also one of the regions principal suppliers of construction materials (e.g. gravels, asphalt, sand, armour rock, etc.) to the market. It is important for TDC to recognise that any significant increases in fees, royalties, levies, etc., will directly impact TDC costs in infrastructure builds.

Increasing cost of gravel extraction from rivers

9. The “Draft Schedule of Fees and Charges 2024-2025 for consultation” includes a revised method of charging fees for gravel extraction when compared to previous years.
10. The explanation at the top of the table on Page 20 states that these are *“Gravel/Shingle Extraction Fees – collected for the purpose of part funding the management (including monitoring, administration, and supervision) of the state the wider river environment, including, but not limited to, any specific effects of gravel extraction.”*
11. Fulton Hogan regularly undertake gravel extraction in and around rivers, and therefore regularly interact with these fees and charges.
12. Fulton Hogan also acknowledge that gravel material is a finite resource and careful consideration is required when making decisions about access and use.
13. However, we note that there has been a significant change in approach from the “Draft Schedule of Fees and Charges 2024-2025 for consultation” when compared to the Schedule of Fees and Charges 2023-2024.
14. The 2023-2024 approach included a two-tier fee system, with a lower rate charged for extraction from the “river berm” when compared to extraction from the bed of a river. Fulton Hogan accepted and is supportive of this approach, because of the “specific risks of gravel extraction” and it is logical given the raw quality of the material and the energy required to create a marketable product.
15. For clarification, the “specific risks” relate to the environmental and health and safety risks relating to plant within a waterway. Rates are higher in the waterway as the risks to the environment, plant, and people are higher. Therefore, greater care, skill, and experience are needed when working within a waterway.
16. In terms of logic, gravel extracted directly from the river require very little additional processing before sale. The material is already sorted and cleaned. In comparison, material extracted from the berm lands requires considerably more effort and processing before it can be sold. There is overburden, silt, rehabilitation and sorting required before it can be sold to market. These processes incur far greater cost and plant demand when compared to material extracted directly from the river.
17. It therefore fits and is logical to have different rates applied to extractions in the river bed and in the bermland.
18. The LTP now seeks to ‘rationalise’ the gravel fee by eliminating a berm land category. The charge was previously applied to *“the river berm area inundated by an annual flood”*. The approach proposed by the “Draft Schedule of Fees and Charges 2024-2025 for consultation” significantly expands this and applies it to *“the edge of the modelled or observable area inundated by up to a 10yr return period flood (10% Annual Exceedance Probability) and the centre of the river”*.

19. The annual flood is a flood that would occur frequently (once every year, on average). The 10-year return period flood is a much larger flood, one which would occur once every ten years on average, and consequently the area encompassed is likely to be significantly larger than that covered by an annual flood. Fulton Hogan do not agree that this represents a risk-based approach, given that the area covered by a ten-year flood may be some distance from the bed of a river.
20. Fulton Hogan notes that aggregate extracted from these areas is a critical resource for construction, particularly for infrastructure and housing. New Zealand research indicates that approximately 9 tonnes of aggregate is needed per year for every New Zealander to cover the needs for construction and maintenance of infrastructure. This estimate does not account for population growth within a region.
21. Fulton Hogan does not object to reasonable charges being levied by TDC, provided these are used for their intended purpose of contributing to broader river management. However, we note that increases in costs do need to be passed on to consumers and contribute to the increases in costs of building and maintaining houses and infrastructure, and Council should be cognisant of this when setting charges.

Specific changes requested to the Draft Schedule of Fees and Charges 2024-2025:

- a) **Council should consider whether the single rate approach is reasonable and reflects the effects of gravel extraction in riverbeds when compared to the areas adjacent to but outside rivers.**
- b) **Council should consider whether the extension from the annual flood area to the ten-year flood area is reasonable, when considering the effects that could potentially occur and the burden placed on users of aggregate.**

Management of waste soil

22. The draft Waste Management and Minimisation Activity Management Plan 2024 – 2034 sets out key issues, goals, objectives and level of service Council will provide for communities around waste.
23. Fulton Hogan would like to comment particularly on waste soil.
24. Section 1.2 of the plan sets out the context for waste management and minimisation. Council has recently made decisions around what are “natural background concentrations” for metals that are naturally occurring in soils, significantly reducing these from what was previously considered acceptable. Reducing the level of what is considered to be “natural” will increase the amount of soil that does not fit within these limits, and consequently generate more waste soil. Council should be aware that their regulatory decisions have direct and immediate flow on effects to the amount of waste that is generated in the region, contrary to the Activity Goals of avoiding the creation of waste set out in Table 1.
25. Soil that is produced by activities is a key resource, and this is recognised in the recent National Policy Statement for Highly Productive Land 2022. If a Council’s policy/settings are not right, soil that could be re-used in the region as a resource will be disposed of as waste.
26. In addition, recent regulatory decisions have also led to a lack of facilities in the region that can accept cleanfill and managed fill. This has flow on consequences:
 - a. Resulting in more waste soil being disposed of to Class 1 York Landfill, despite having a different risk profile for human health and environmental effects

- b. Dramatically increasing the costs of infrastructure projects and other developments, due to disposal to a class 1 landfill at higher disposal prices now being the only option.

27. These issues are described on page 38 of the draft Waste Management and Minimisation Activity Management Plan 2024 – 2034, but no resolution is offered.

Specific changes requested to the Draft Waste Management and Minimisation Activity Management Plan 2024 – 2034

- **Council reconsiders the recently adopted “natural background” concentrations for the region to:**
 - **ensure they are scientifically robust, and not resulting in soil being unnecessarily being considered “waste”**
 - **ensure any council regulation on this matter is matched with accessible and compliant disposal options.**
- **Council should commit funds to investigating this issue and providing solutions for disposal of soil that fits the “cleanfill” and “managed fill” categories, to avoid it taking up valuable and finite space in York Landfill.**

Closing

28. Thank you for providing an opportunity to comment on the future of Tasman. We are committed to working in the region and helping improve the region for everyone.

29. We confirm that we do wish to be heard on this submission.

Yours sincerely

Bruno Brosnan
Environment Manager
Fulton Hogan



Taylors Contracting Company Ltd
PO Box 3296
Richmond 7050

Email: enquiries@taycon.co.nz
Telephone + 64 3 542 3150

7 May 2024

Tasman District Council
Private Bag 4
Richmond 7050

Attention: Tasman's 10-Year Plan 2024 – 2034

Via email: LTP@tasman.govt.nz

Submission on Tasman District Council's Long-Term Plan 2024 – 2034 and Activity Management Plans

1. Thank you for the opportunity to provide feedback on your Long-Term Plan 2024 – 2034 and the associated Activity Management Plans.
2. We would particularly like to provide you with broad feedback on two components:
 - a. Fees and Charges Policy - the increasing cost of extracting gravel from rivers
 - b. Waste Management and Minimisation Activity Management Plan 2024 – 2034 - further consideration and solutions are needed for disposal of waste soil.
3. An Annexure is attached with reference to specific documents and relief sought.
4. Taylors Contracting Company Ltd (Taylors Contracting) are a well-regarded civil construction company. The family-run business employs over 140 staff out of their purpose-built facility in Brightwater. Taylors Contracting specialise in Earthmoving, Civil Construction, Forestry Infrastructure, Rivers Management and Quarry services throughout the Top of the South Island, Canterbury, and Wellington. Taylors Contracting undertake numerous activities throughout the region often for Tasman District Council:
 - Gravel extraction, both within riverbeds and within land-based quarries;
 - Aggregate processing and storage;
 - River maintenance
 - Infrastructure development and maintenance activities
 - Hazardous substance use, transport and storage; and
 - Ancillary activities including workshops, storage yard, staff offices, and supporting infrastructure (including wastewater, stormwater, and potable water).
5. Regionally, Taylors Contracting undertake works on the State Highways, community infrastructure, and public and private projects.
6. TDC is a customer of Taylors Contracting as we undertake some of your infrastructure developments and maintenance. We are also one of the regions suppliers of construction materials (e.g. gravels, road metal, armour rock, etc.) to the market. It is important for TDC to recognise that any significant increases in fees, royalties, levies, etc., will directly impact TDC costs in infrastructure builds.

Increasing cost of gravel extraction from rivers

7. The “Draft Schedule of Fees and Charges 2024-2025 for consultation” includes a revised method of charging fees for gravel extraction when compared to previous years.
8. The explanation at the top of the table on Page 20 states that these are *“Gravel/Shingle Extraction Fees – collected for the purpose of part funding the management (including monitoring, administration, and supervision) of the state the wider river environment, including, but not limited to, any specific effects of gravel extraction.”*
9. Taylors Contracting undertake ‘joint ventures’ at times with other roading and infrastructure construction companies, such as, Fulton Hogan, regularly undertaking gravel extraction operations (amongst others) in and around rivers, therefore regularly interact with these fees and charges.
10. Taylors Contracting also acknowledge that gravel material is a finite resource and careful consideration is required when making decisions about access and use.
11. However, we note that there has been a significant change in approach from the “Draft Schedule of Fees and Charges 2024-2025 for consultation” when compared to the Schedule of Fees and Charges 2023-2024.
12. The 2023-2024 approach included a two-tier fee system, with a lower rate charged for extraction from the “river berm” when compared to extraction from the bed of a river. Taylors Contracting is supportive of this approach, because of the “specific risks of gravel extraction” and it is logical given the raw quality of the material and the energy required to create a marketable product.
13. For clarification, the “specific risks” relate to the environmental and health and safety risks relating to plant within a waterway. Rates are higher in the waterway as the risks to the environment, plant, and people are higher. Therefore, greater care, skill, and experience are needed when working within a waterway.
14. In terms of logic, gravel extracted directly from the river require very little additional processing before sale. The material is already sorted and cleaned. In comparison, material extracted from the berm lands requires considerably more effort and processing before it can be sold. There is overburden, silt, rehabilitation and sorting required before it can be sold to market. These processes incur far greater cost and plant demand when compared to material extracted directly from the river.
15. It therefore fits and is logical to have different rates applied to extractions in the riverbed and in the bermland.
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Specific changes requested to the Draft Schedule of Fees and Charges 2024-2025:

- a) **Council should consider whether the single rate approach is reasonable and reflects the effects of gravel extraction in riverbeds when compared to the areas adjacent to but outside rivers.**
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Management of waste soil

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21. Taylors Contracting would like to comment particularly on waste soil.
22. Section 1.2 of the plan sets out the context for waste management and minimisation. Council has recently made decisions around what are “natural background concentrations” for metals that are naturally occurring in soils, significantly reducing these from what was previously considered acceptable. Reducing the level of what is considered to be “natural” will increase the amount of soil that does not fit within these limits, and consequently generate more waste soil. Council should be aware that their regulatory decisions have direct and immediate flow on effects to the amount of waste that is generated in the region, contrary to the Activity Goals of avoiding the creation of waste set out in Table 1.
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24. In addition, recent regulatory decisions have also led to a lack of facilities in the region that can accept clean fill and managed fill. This has flow on consequences:
 - a. Resulting in more waste soil being disposed of to Class 1 York Landfill, despite having a different risk profile for human health and environmental effects
 - b. Dramatically increasing the costs of infrastructure projects and other developments, due to disposal to a class 1 landfill at higher disposal prices now being the only option.
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- **Council should commit funds to investigating this issue and providing solutions for disposal of soil that fits the “cleanfill” and “managed fill” categories, to avoid it taking up valuable and finite space in York Landfill.**

Closing

26. Thank you for providing an opportunity to comment on the future of Tasman. We are committed to working in the region and helping improve the region for everyone.

Yours sincerely

Tony Dwane
Environmental Advisor
Taylors Contracting Company

Annexure #1 (page 1)**Revenue & Financing Policy**

Page	Statement	Comments	Relief
32	<p>"... we plan to reduce waste to landfill by increasing diversion of dry waste and organic materials and promote waste reduction".</p> <p>This diversion could be delivered by the Councils directly ..."</p>	<p>TDC policy changes have reclassified waste and increased volumes without options to for industry to comply. This is contrary to the intent of the waste minimisation policy. The LTP provisions indicate a continuance of that approach.</p>	<p>The LTP should provide a solution if it is to be a "<i>plan</i>".</p>
36	<p>"The approach to river management places emphasis on channel management through gravel relocation/repositioning, and vegetation and land buffers on the rivers' edge. The aim is to manage the river channel and catchment so there is less need to do hard engineering methods to prevent erosion".</p>	<p>No mention of gravel extraction as an option for river management.</p>	<p>Gravel is a necessity for development of the region and gravel extraction is a river management tool.</p>
38	<p>"There is some scope for user charges including gravel extraction fees".</p>	<p>This indicates that additional charges/levies may be imposed on gravel extraction to contribute to wider council river management policies.</p>	<p>Gravel extraction levies are high now. Further increases in gravel extraction fees will negatively impact consumers and end users.</p>

Annexure #2 (page 1)**Draft schedule of Fees & Charges: 2024 - 2025**

Page	Statement	Comments	Relief
2	Gravel/Shingle Extraction Fees areas now rationalised to where the effort is applied.	The statement does not recognise the inherent differences in effort or quality of the material and is not logical nor reasonable.	More effort is required for berm land (<i>“land between edge of modelled 10-year flood inundation and river centre”</i>) then extraction from land in rivers, and the charges should reflect that difference. Again, just increasing the cost to the end user.
3	Waste management <i>“all fees and charges increased”</i> .	The issue has been created by TDC's approach to classification of waste category. No solution provided by TDC – to the contrary, the problem is caused by TDC, and then charges increased to address the problem.	Delete the increase.
20	Removal of bermland rate	Fails to consider effort cost	Bermland is different to river extraction – more effort to extract so the levy rate should be less – this would reflect the different efforts for different extraction areas and rehabilitation costs involved.

Annexure #3 (page 1)**Infrastructure Strategy**

Page	Statement	Comments	Relief
83	Table 25: “preferred option to restrict extraction”.	This indicates a direction to prevent gravel extraction from rivers	As said previously, gravel is critical to the district – without it development cannot occur. It is not logical to “ <i>prefer</i> ” an option not to extract from rivers as an option.

Annexure #4 (page 1)**Group Activities**

Page	Statement	Comments	Relief
97	<p>Waste management and minimisation.</p> <p>We aim to provide cost effective and sustainable ... services that avoid creation of waste, improve efficiency of resource use ...</p>	Recent policy changes are having opposite effects, heading to creation of large stockpiles, and promoting fly tipping.	Provide in LTP to allocate funds to provide compliant options and consider ways in which waste can in fact be dealt with sustainably and cost effectively – hiking rates and reclassifying of waste categories alone will not achieve that.
102	“Our waste minimisation activities will continue to support specific communities and key sectors ... with a focus on certain products and wastes.	Support needs to be shown/provided to provide the facilities to sustainably achieve both waste minimisation and disposal. Current Council policies have made matters worse.	The LTP should provide funds to open new and sustainable disposal areas so that existing landfill is not filled up unnecessarily.

Annexure #5 (page 1)**Rivers AMP**

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19	Stakeholder engagement	<u>No</u> consultation has been had with the submitter which is a major regional stakeholder.	Engage in meaningful consultation so that Council can be aware of the effects/impacts of acting without input from stakeholders.
30	Gravel extraction	The page acknowledges that gravel is required, but other parts of the section indicate river extraction will be precluded.	Consistency – if acknowledging gravel is required adjust your plan to enable river gravel to be extracted. Recognise TDC is a major end user of gravel.
41	“Maintenance Contract - gravel relocation”	Alludes to gravel only being moved not extracted	Amend provisions to provide for gravel not only to be “ <i>relocated</i> ” but won for construction and end user use.
44	“allowing ... Gravel extraction only if current Mean Bed Levels are above historical MBLs for any particular site in the full ...”	There has been no consultation with key stakeholders.	Gravel is such an important resource for the region that consideration should be had, and hopefully agreement reached between Council and stakeholders so as to achieve a practical and sustainable outcome.

Annexure #5 (page 2)

Page	Statement	Comments	Relief
50	Gravel royalty	Council shows gravel royalties as an extra funding source which it will extract from contractors without consideration or effort and or cost.	TDC rates are already the highest in the country and the change proposed does not recognise quality, effort, or rehabilitation required to produce product. Council's alignment of rivers and bermland royalties fails to recognise this.
67	"Positive effects - amenity and recreation"	Council's approach is actively discouraging amenity and recreation enhancement and development.	Recognise in the plan that the positive effects are generated by the contractors' action and at their cost – reflect that by keeping royalties lower in level or maintain a berm land rate.

Annexure #6 (page 1)**Environment Plan**

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Annexure #7 (page 1)**Waste AMP**

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4	Why we do it	Changes in TDC waste/Cleanfill processes have caused considerable problems for the construction industry through significant price increases.	Recognise that the changes have caused difficulties, and plan to counter those problems.
18	Stakeholder engagement	There has been no engagement with relevant contractors or industry.	Recognise that there has been no consultation and engage with industry to work through solutions.
31	“we enable effective waste minimisation activities and services”	Recent changes have had the opposite effect.	Recognise that there is a problem and engage with stakeholders to create those “ <i>effective waste minimisation activities and services</i> ”.
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Dog Control	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
<i>Fees and charges as per S37 Dog Control Act 1996 (DCA)</i>		
Registration Fees		
Urban Dogs (Includes all properties <1Ha in rural areas)	\$53.00	\$65.00
Rural (Large Properties >1Ha)	\$32.00	\$45.00
Disability Assist Dogs	No charge	No charge
Search and Rescue Dogs	No charge	No charge
Late payment fee – if registration paid after 1 August	Additional 50%	Additional 50%
<i>Fees and charges as per S32(1)(e) DCA</i> Dangerous dogs fees 150% higher than the applicable fee that would apply if the dog was not classified as a dangerous dog		
<i>Fees and charges as per S68 DCA</i> Impounding Fees		
1 st impounding	\$70.00	\$70.00
2 nd impounding	\$100.00	\$100.00
3 rd impounding	\$150.00	\$150.00
Sustenance	\$15.00/day	\$20.00/day
Drop Off or Pick Up Fee (where dogs are not impounded)	\$40.00	\$50.00
Fee for the euthanizing of impounded dogs	Actual Cost	Actual Cost
Micro-chipping		
<i>Fees and charges as per S69A DCA</i> Micro-chipping impounded dogs if required	\$25.00	\$35.00
<i>Fees and charges as per S12 LGA</i> Micro-chipping on request (when available)	\$15.00	\$20.00
Micro-chipping first registered dogs under 6 months	No charge	No charge
<i>Fees and charges as per Dog Control Bylaw 2014 s7</i> Kennel Licence: Initial Application (plus any additional costs associated with staff time, hearings and inspections)	\$100.00	\$200.00
<i>Fees and charges as per S37 DCA</i> Replacement registration tag or disk	\$5.00	\$5.00

Tasman District Council Draft Schedule of Fees and Charges 2024/2025

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STATEMENT OF PROPOSAL

SCHEDULE OF FEES & CHARGES 2024/2025

The Tasman District Council prescribes the following fees and charges that will recover some of the costs associated with Council functions, services and activities, in line with its Revenue and Financing Policy. The charges shall come into force on 1 July 2024. The fees and charges shall remain in force until they are amended which may occur during the year. Waste Management and Commercial charges may be amended by the Chief Executive Officer as per Section 3.1 of Council's Delegations Register at any time. Some fees and charges in this Schedule are set by Government regulations and cannot be changed by Council.

Fees and charges can be set under section 150 of the Local Government Act 2002 (LGA), or under specific legislation, i.e. the Resource Management Act 1991 (RMA), the Building Act 2004 (BA), Food Act 2014 (FA), Dog Control Act 1996 (DCA), Impounding Act 1955, Biosecurity Act 1983, Utilities Access Act 2010, Waste Minimisation Act 2008 (WMA), Maritime Transport Act 1994 (MTA), Local Government Act 1974 (LGA 74).

Where there is no legislation specified for the setting of fees and charges in this Schedule, Council relies on its general power of competency under section 12 of the LGA for other services and activities.

All fees and charges are GST inclusive and are set charges unless stated otherwise.

Invoiced charges are payable on the 20th day of the month after the issue of an invoice. Credit terms for commercial activities may vary. The Council reserves the right to recover any additional charges where payments are accepted by credit card.

Debt collection

Where any fee or charge (or other amounts payable) has not been paid by the due date, the Council may commence debt recovery action.

The Council reserves the right to charge interest, payable from the date the debt became due, calculated in accordance with (or on a basis that ensures it does not exceed interest calculated in accordance with) Schedule 2 of the Interest on Money Claims Act 2016.

The Council also reserves its right to recover the costs incurred in pursuing recovery of the debt on a solicitor/client basis. Debt recovery action commences when the Council sends the debt to a debt collector or a lawyer to be recovered, whether or not any court proceedings are issued.

Summary of Changes from the 2023/2024 Schedule of Charges

- 1 Most fees and charges have been increased by 10% to recover costs and account for inflation and ensure that Council's costs are recovered. These increases are noted in the specific notes below. Where it is appropriate fees and charges have been rounded up or down to the nearest dollar. There are some fees and charges that have not been increased or that have increased by less than the 10% because they are set by statute or where budgets can be met without an increase. Fees and charges that have been increased significantly over 10% have been itemised in this summary along with a brief explanation for the increase.
- 2 The hourly charge-out rate for 2023/2024, for recovering Council staff costs has increased from \$187.00 to \$206.00 to account for a 10% increase.
- 3 Building Assurance and Resource Consents have different hourly rates to reflect staff seniority and use of external contractors.
- 4 The following summarises the changes to the Schedule of Fees & Charges from the 2023/2024 Schedule:

Resource Consents

General:

- All notes and general rules at the beginning of this section including minor wording changes
- All fees/charges/deposits have generally increased
- Gravel/Shingle Extraction Fees areas now rationalised to where the effort is applied.
- Forestry Monitoring Charges now moved to actual and reasonable cost (time charged) as opposed to set activity fees

New:

- New tiered staff charge out rates
- Certification of construction, earthworks, sediment control, or other management plans requiring approval as part of compliance with resource consent conditions
- External reports and peer reviews commissioned by Council
- Surcharge – receiving hard copy resource consent applications (average time to print, scan and save into electronic document management system)
- Transfer consent holder name

Deleted:

- Return of property seized under S323 and S328 RMA – now under Noise Control in Environmental Health

Significantly increased:

- Dust suppression discharge permit, new or replacement if oil on road – increase to discourage unfavourable environmental outcome.
- Dust suppression discharge permit, new or replacement - Polymer on road – increase due to time to process the consent, which takes longer than the oil permit.
- Objections under S357, 357A & 357B RMA - increase due to average time it takes to review objection and subsequent process. Also aligns with what other Councils charge.

Significantly reduced:

- Resource consent annual administration fixed fee for residential dwellings with an on-site wastewater treatment system

Building Assurance

General:

- Minor wording changes
- Fees and charges increased to take into account the average time to process consents
- Commercial Building Work merged with All Other Building Work
- Replacement earthquake-prone building notice merged with Additional earthquake-prone building notice

New:

- Travel fees for Golden Bay and Lakes/Murchison Wards
- Hourly charge-out rates for staff
- Swimming Pool Audit conducted by IQPI lodgement
- Earthquake-prone building site visit
- Dam safety regulations charges
- Disputes and Investigations – fees apply where Council not deemed at fault

Deleted:

- Safety Barrier Inspection charge
- S 124 Dangerous & Insanitary & Affected Building Notice – removal of “excludes buildings affected by an emergency event”

Significantly increased:

- Insurance Levy > \$20,000 – increase come from increased insurance costs
- Quality Levy > \$20,000 – increase come from increased quality, accreditation and audit expenses
- Lodgement of unauthorised building reports – first review since 2014 – adjusted to average time required to process based on hourly rate.
- Lodgement of Building Act Schedule 1 (BC74) reports – first review since 2014 – adjusted to average time required to process based on hourly rate.
- Application for exemption to carry out seismic work S133AN(2) – adjusted based on time required to process and aligned with hourly charges.

- Application for an extension of time to complete seismic work for heritage buildings S133AO(3) – adjusted based on time required to process and aligned with hourly charges.

Property Information & Development Contributions

- Generally increased or inflation adjusted

Environmental Health

Food Business

General:

- All fees and charges increased

New:

- Additional charge for each additional site for renewal of Food Control Plan registration

Deleted:

- Storage per week of items seized under S323 & 328 RMA

Significantly increased:

- Food premises – Compliance – development & issue of Improvement Notice – increase for cost recovery
- Noise (previously under Resource Consents): - increased fee for return of property seized – now covers more than one item, and charge has not been increased since 2018

Sale of Alcohol

New:

- Public notice advertising fee (s12 LGA)

Dog Control

Significant increases as the current fees do not cover the cost of the service provided

- Registration fees – rural dogs
- Registration fees – urban dogs
- Sustenance
- Drop off/pick up
- Micro-chipping impounded dogs
- Micro-chipping on request
- Kennel Licence – initial application

Biosecurity

- Hourly staff charge-out rate inflation adjusted

Maritime

- All fees increased or inflation adjusted apart from use of Sentinel for non-emergency work, which remains the same

Commercial Operators Licence

- All fees inflation adjusted

Community Infrastructure

- All transportation network charges inflation adjusted

Wastewater Network

- Generally increased by inflation

Water Supply

- All charges inflation adjusted

Waste Management

General:

- All fees and charges increased

New:

- Mixed refuse – minimum domestic weighbridge transaction
- Greenwaste – minimum commercial transaction
- Cleanfill – minimum domestic charge
- Clean, concrete, brick, rubble – weight based charge
- Volume based charge where weighbridge is not available
- Minimum domestic charge
- Minimum commercial transaction
- New notes on landfill charges from Nelson Tasman Regional Land Transport Business Plan 2024/2025

Deleted:

- Tow-ball hitch for recycling bin

Significantly increased - basically to reduce general rate requirement, moving towards a fuller user pays approach:

- Mixed refuse
- Light waste surcharges – reflect actual cost of waste management of this material, and clarify surcharge on existing costs
- Rubbish bags – increased to reflect proposed mixed refuse charges, and higher wholesale cost of these bags
 - small 45 litres
 - large 60 litres
- Greenwaste – to cover actual cost of greenwaste transport and disposal
 - less than one tonne
 - one tonne to two tonne
- Cleanfill – to cover actual cost of cleanfill transport and disposal
 - weight based charge
 - minimal commercial transaction
- Scrap metals – reflect cost of managing these materials and associated contamination problems
 - Scrap steel
 - Car bodies & other vehicles
- Refrigerating whiteware – other whiteware – reflect increased cost of product management
- York Valley & Eves Valley landfill charges – to reflect charges proposed Nelson Tasman Regional Landfill Business Unit
 - Polystyrene
 - Light wastes and sawdust

Reduced charges:

- Volume based charged where weighbridge is not available
- 60 litre bag (maximum of two bags can be charged at this rate where weighbridge is available)

Aerodromes**New:**

- Additional wording under general aviation user land charges
- Hangar application fee

Significant increase/new charging regime to ensure costs are borne by the heavy users. Market landing fees were also benchmarked against a large number of aerodromes.

- Single aircraft movement – user agreement and bond held
- Single aircraft movement – no user agreement or bond held
- Administration charge for unpaid landings
- General aviation user landing charges (via honesty box or bank transfer) no longer applicable

Port Tarohe**General:**

- Additional notes relating to charges based on Length Overall, and all vessels to be insured with current EWOFF
- Removal of requirement for port users to sign port user agreement

Significant increases to ensure port is manageable given the significant increased throughput.

- Debt recovery invoice
- Avoidance of weighbridge
- Incorrect entering of information into weighbridge system
- Penalty fee for not notifying Port Manager to pre-arrange berthage requirements
- Penalty storage charge
- Penalty fee for not removing non-permitted storage within 48 hours
- Penalty fee for not seeking approval and/or not complying with fuel transfer requirements

Wharfage

General:

- All fees increased

Deleted:

- Vehicle charges

Berthage

General:

- All fees and charges increased

Significant increase to better cover the activity, and Berthage was increased to reflect that.

- Wharf berthage ancillary services – security, line charges & all other services

Storage – Maritime

Deleted:

- Removal of wharf storage

Collingwood Holiday Park

General:

- Simplified peak and non-peak charges aligned side by side

Deleted:

- Reference to “bach” removed
- Internet, towel hire, vehicle/caravan storage and caravan/campervan site occupancy charges not applicable anymore

Corporate

Significant increase to reflect increased staffing costs, and the charge has not be reviewed since 2002:

- Official Information Requests staff charge out rates

Property Services

General:

- All charges increased

Significant increase:

- Road stopping application fee – to reflect increased costs associated with processing the application

Cemetery

General:

- All charges increased

Significant increase:

- Richmond Memorial Wall Plaque Space – cost of new wall or ash beams increased
- Late fee where a burial or ashes internment extends on-site after 4.30pm on weekday or after 2pm on Saturday or Sunday – to account for contractors’ overtime rates

Sports Grounds

General:

- All charges increased

Miscellaneous Reserves & Facilities

General:

- All charges increased

Libraries

General:

- Most fees remained the same as it is not practicable to inflate such small amounts, with exception of increases to:
 - Adult requests (inter-loan) outside Tasman District charge
 - Most room hire charges

General Rules Applying in Respect of Resource Management Fees and Charges

Charges will include all reasonable staff time associated with processing and assessing applications (including plan change requests), excluding staff travel time to and from the site of application. Costs associated with consent processing and assessment such as use of consultants and laboratory costs, where these skills cannot be provided by in-house staff, will be recovered at actual costs. This policy also applies to the monitoring of consent conditions where an annual charge is not made or where costs exceed the payable annual charge and Council elects to recover the difference.

Where multiple resource consents are sought or required for related activities, the standard application lodgement fees (deposits) shall apply for each consent, except that the notification fee shall comprise one full deposit (\$5,000.00) plus 20 percent for each additional consent required provided that the Resource Consents Manager or the Environmental Policy Manager have discretion to determine a lesser total lodgement fee when there are large numbers of separate consents required

Council reserves the right to require further deposits, interim payments or advance payments of amounts to be determined by the Resource Consents Manager, Environmental Policy Manager, Group Manager - Service & Strategy or the Group Manager - Environmental Assurance if processing activity is protracted over time or will incur costs over and above the listed deposit or standard fees. Deposits for the cost of hearings will be required when the need for a hearing is confirmed.

Where all or part of any deposit or charge is not paid, Council reserves the right not to process that application, or not to continue processing that application, in accordance with relevant statutory powers.

The cost of Councillor hearing panels is set by the Remuneration Authority and will be charged accordingly. Commissioner costs shall be charged at actual costs incurred. Where submitters request that a matter proceeds to a hearing before independent Commissioners they shall meet the costs additional to those that would have been incurred if the request had not been made (S.36(1)(ab) and (ad) RMA).

Requests for reductions and waivers are generally not available. Reductions might be justified where the person liable to pay any charge reduces the costs to Council of carrying out its functions, including through self-regulation checks approved by Council. Council can provide discounts where they meet section 36AA of the RMA.

For any Resource Consent officially received by the Council, and then withdrawn by the applicant, the Council will charge for the time spent setting up and/or processing the consent to the stage of it being withdrawn. This will be charged at the hourly rate set out in this schedule.

Please note that the deposits do not always cover all of the costs of processing an application. Where processing costs exceed the specified deposit, the additional costs will be invoiced separately.

Annual charges shall be due on 1 October or on the 20th of the month following the date of invoicing, whichever is the later, unless otherwise agreed in writing by Council. A standard administration fee of \$130.00 will be applied when a consent is deemed by the Council as not currently given effect to and the ability to give effect is not currently present. Excludes permits to take water, full fees apply. Wastewater permits are exempt.

A 50% rebate applies to the annual charges for consents with consent-specific monitoring programmes where monitoring costs are being recovered separately. Specific arrangements will be made in relation to approved self-regulation inspections.

Where a consent has expired and the activity is continuing per section 124 of the RMA while an application for a replacement consent is being processed, the applicant shall continue to be liable to pay any annual and/or monitoring charge.
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Hydroelectric power generation (≥ 2.6 l/s), suction dredging, and land-based fish farming annual charges will be based on the discharge and not the take as long as the take and discharge are of equal volume. If there is a consumptive off-take then that take will attract the annual charge as for other consumptive takes. Consents to take will still attract the minimum standard water permit annual charge.

Annual charges levied on holders of resource consents will be recovered whether permits are exercised or not.

Where a water take consent is restricted to winter-only abstraction a 50% discount will apply.
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Resource Management	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
<p><i>Charges for processing resource consents and undertaking related activities have been set in accordance with section 36 and section 36AAA of the RMA and section 150 of the LGA</i></p> <p>To lodge a resource consent application with Council please email to resourceconsentadmin@tasman.govt.nz.</p> <p>There are three ways the fees are structured:</p> <p>Fixed Fee – A fixed charge payable prior to processing of a resource consent. The fixed fee charge is the full and final cost of processing of the consent application.</p> <p>At Cost - At cost processing involves the charging of the actual and reasonable cost of works.</p> <p>Deposit – A deposit is paid prior to processing commences. In accordance with section 36(5) of the RMA, the applicant is required to pay an additional charge to cover the actual and reasonable cost of items such as printing, advertising, postage, additional reports and commissioners that may be required in the processing of their application. An additional charge has been set for hard copy applications as Council's preference is electronic lodgement. This charge covers one hour of administration to print, scan and save</p> <p>Where the formula or standard fee is inadequate to enable the Council to recover the actual and reasonable costs that are or will be incurred to carry out an activity, or where the Council considers that additional charges are warranted, they may be imposed under section 36(5) RMA and are subject to rights of objection.</p> <p>If a refund is due, the Council policy is to repay the person who originally supplied the deposit. Unless the Council receives written authority to the contrary, it cannot refund the money owing to someone else. Processing charges or credits of \$20.00 or less are deemed uneconomic to process and the Council will not issue invoices or refunds if the total processing costs are within this \$20.00 allowable variance.</p> <p>If you feel that your consent specifically has been incorrectly or unfairly charged, you may write in and formally request a review of your charge (email: resourceconsentadmin@tasman.govt.nz). You need to provide us with a valid reason as to why your charge should be adjusted and we will consider your case.</p>		
Hourly charge-out rate for Staff – Resource Consents		
Business Support	\$187.00	\$130.00
Graduate Planner, Consents Officer	\$187.00	\$180.00
Consents Planner	\$187.00	\$195.00
Senior Planner, Team Leader, Principal Planner	\$187.00	\$210.00

Resource Management	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
Independent Commissioners	At cost	At cost
Disbursements	At cost	At cost
Deemed Permitted Boundary Activity Notice	\$450.00	\$550.00
Marginal or Temporary Consent Exemption Notice (Actual charge will take account of whether Project Information Memorandum fee has been paid)	At cost	At cost
Non-notified Applications for Resource Consent The following new land use consents: <ul style="list-style-type: none"> • Building in Landscape Priority Areas • Minor repair or addition to heritage building or structure • Bores (except domestic bores between 8 and 30 metre depth) • Minor building set-back or coverage breaches with affected persons approvals supplied (if not a deemed permitted boundary activity) • Three or more dogs in residential zones with affected persons approvals supplied 	\$1,320.00 deposit	\$1,450.00 deposit
Non-notified Applications for Resource Consent <ul style="list-style-type: none"> • New domestic bore not exceeding 30 metres depth (set fee includes first monitoring action) 	\$720.00	\$790.00 deposit
Non-notified Applications for Resource Consent <ul style="list-style-type: none"> • New land use activities not listed above including, but not limited to, the following: • Dwelling or building (including setback and coverage breaches) • Land Use Activities not permitted in zone • Removal of protected tree(s) • Earthworks/Land Disturbance/Vegetation Clearance • Hazardous Facilities • Dam structure • New Discharge Permit (to land, water or air) excluding dust suppression discharge permits (refer to page 8) • New Water Permit (to dam, divert, take or use water) 	\$1,650.00 deposit	\$1,820.00 deposit

Resource Management	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
<ul style="list-style-type: none"> New Coastal Permit New Notice of Requirement Alteration of Existing Designation (Notice of Requirement S.181 RMA) New Heritage Order Replacement Water Permit (to dam, divert, take or use water) Replacement Discharge Permit (to land, water or air) Replacement Coastal Permit Transfer of Water Permit to new site (S.136(2)(b) RMA) Transfer of Discharge Permit to a new site (S.137(3)(b) RMA) 		
Non-notified Applications for Resource Consent <ul style="list-style-type: none"> New subdivision 	\$3,000.00 deposit	\$3,300.00 deposit
Non-notified Applications for: Change or Cancellation of Consent Condition(s) on existing consents (S.127 RMA); or Change or Cancellation of Consent Notice (S.221(3)(b) RMA)	\$1,320.00 deposit	\$1,450.00 deposit
Notified and Limited Notification All applications under the RMA requiring notification, including applications requesting change or cancellation of consent conditions or notified S.128 RMA reviews. Additional deposits may be required.	\$5,500.00 deposit	\$6,050.00 deposit
Non-notified Application Hearing All non-notified applications under the RMA requiring a hearing, including applications requesting change or cancellation of consent conditions or notified S.128 RMA reviews. Additional deposits may be required.	\$5,500.00 deposit	\$6,050.00 deposit
Request for a change to a Plan (private plan change request). Additional deposits may be required.	\$6,600.00 deposit	\$7,260.00 deposit
Compliance, Administration, Monitoring and Supervision The following scale of charges are used to calculate the Council's actual and reasonable costs when carrying out compliance monitoring under the Resource Management Act 1991.		

Resource Management	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
<p>Where the fixed charge is not sufficient to recover the actual and reasonable costs incurred in monitoring compliance with resource consents or national environmental standards, the RMA allows for additional charges to be made under section 36.</p> <p>the Council will also require a person to pay any actual and reasonable costs incurred in, in connection with monitoring permitted activities with this Act.</p>		
Business Support	\$187.00	\$130.00
Senior Compliance & Investigations	\$187.00	\$195.00
Principal Compliance & Investigations	\$187.00	\$210.00
Disbursements	At cost	At cost
<p>Resource Consent Monitoring</p> <p>Except where a specific (fixed) charge applies, monitoring compliance with consents will be charged actual and reasonable costs incurred using the charge rate x staff time . This may include:</p> <ul style="list-style-type: none"> • Staff time to carry out inspection (if required), audit any monitoring information provided by consent holder, follow up and non-compliance and report back to consent holders • Any disbursements related to monitoring, including sampling and testing costs and any specialist or technical advice needed 	At cost	At cost
<p>Permitted Activity Compliance Monitoring</p> <p>The following activities will be charged actual and reasonable costs incurred using the charge rate x staff time.</p> <ul style="list-style-type: none"> • Monitoring of permitted activities under a National Environmental Standard, including but not limited to Freshwater, Plantation Forestry and storing tyres outdoors • Monitoring compliance of farm operators with freshwater farm plan regulations including receiving and assessing audit reports of freshwater farm plans 	N/A	At cost
<p>Certification of construction, earthworks, sediment control or other management plans requiring approval as part of compliance with resource consent conditions</p>	N/A	At cost

Resource Management	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
Approval of Survey Plan under S.223 RMA, approval of Engineering Plans, and Completion Certificate under S.224 RMA, including monitoring, inspection and acceptance of as built plans. No deposit is required for any of these activities. Actual Council staff time and actual costs of consultants, including disbursements, will also be charged.	At cost	At cost
Pre application and duty planning advice up to 30 minutes	N/A	Free
Pre-application and duty planning advice after the first 30 minutes of staff time (Deposits may be required or interim charges made prior to application lodgement)	At cost	At cost
External reports and peer reviews, commissioned by Council	At cost	At cost
Dust suppression discharge permit – new permit or replacement permit. If oil on road	\$374.00	\$900.00 deposit
Dust suppression discharge permit – new permit or replacement permit. Polymer on road	\$374.00	\$500.00 fixed
Outline plan consideration (S.176A RMA)	\$902.00 deposit	\$992.00 deposit
Outline Plan Waivers (S.176A(2)(c) RMA)	\$360.00 deposit	\$400.00 deposit
Certificate of Compliance (S.139 RMA)	\$1,084.00 deposit	\$1,190.00 deposit
Existing Use Certificate (S.139A RMA)	\$1,084.00 deposit	\$1,190.00 deposit
Transfer consent holder name	N/A	At cost
Extension of consent lapsing period (S.125 RMA)	\$902.00 deposit	\$990.00 deposit
Section 226(1)(e) RMA Certificate (allowing issue of separate title) (equates to two hours)	\$374.00 deposit	\$420.00 deposit

Resource Management	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
Bond Administration Fee	\$187.00	\$206.00
Certificate under Overseas Investment Act 2005	\$902.00 deposit	\$1,000.00 deposit
Certificate of Compliance for Sale of Alcohol	\$187.00	\$180.00
Document Execution and Use of Council Seal Documents requiring Council resolution, Certification or Council Seal e.g. S221, 226, 241, 243 RMA, S327A Local Government Act 1974 - Covenants, Easements in Gross and Caveats.	At cost	At cost
Objections under S.357, 357A and 357B RMA Costs of processing objections including hearings may be charged in accordance with the general rules set out in this Schedule depending on the merits of the objection. Additional deposits may be required.	\$374.00 deposit	\$550.00 deposit
Review of Consent Conditions Request for review from consent holder	\$1,084.00 deposit	\$1,190.00 deposit
All reviews carried out under Section 128 RMA	At cost	At cost
Water meter reading fee (following failed water meter returns, 1.5 hour charge out rate – includes physical site visit to audit a meter subject to resource consent conditions)	\$280.00	\$308.00
Part transfer of coastal, water or discharge permit (S.135, S.136 and S.137 RMA) with no changes to conditions of consent	\$902.00 deposit	\$992.00 deposit
Water zone allocation waiting list registration	\$360.00	\$396.00 deposit
Full transfer of Permits (S.135(1)(a), S.136(1), S.136(2)(a), or S.137(2)(a) RMA)	\$187.00	At cost
Minor amendment to existing Water or Discharge Permit to recognise change in land description as result of subdivision or similar.	\$280.00	\$280.00
Surcharge – receiving hard copy applications (see notes above)	Fixed Fee	\$130.00

Resource Management: Administration, Monitoring and Supervision Charges of Resource Consents		Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
<i>All charges have been set in accordance with section 36 and section 36AAA of the RMA</i>			
Coastal Structures – Annual Charges			
0 – 10 lines		\$590.00	\$649.00
Each additional line		\$33.00	\$36.00
Other structures (excluding structures that extend landward of Mean High Water Springs [MHWS])		\$130.00	\$143.00
Water Permit Annual Charges			
For stock water, private domestic use, firefighting, hydroelectric power generation ≤ 2.5 l/s and permits to take water to or from storage.		\$187.00	\$206.00
Seepage or embayment at 5 l/s and greater, cooling water, private community water supplies, schools, campgrounds and retirement villages, seawater takes and frost protection (when a separate irrigation consent is held) irrespective of the quantity authorised.		\$342.00	\$376.00
For all other permits to take water, the fee is based on the average daily quantity of water authorised as set out below.			
Less than 250 m ³ /day		\$377.00	\$415.00
250 – 499 m ³ /day		\$474.00	\$521.00
500 – 999 m ³ /day		\$605.00	\$666.00
1,000 – 2,499 m ³ /day		\$777.00	\$855.00
2,500 – 4,999 m ³ /day		\$1,193.00	\$1,312.00
5,000 – 14,999 m ³ /day		\$1,913.00	\$2,104.00
15,000 – 49,999 m ³ /day		\$4,035.00	\$4,439.00
50,000 – 299,999 m ³ /day		\$11,861.00	\$13,047.00

Resource Management: Administration, Monitoring and Supervision Charges of Resource Consents	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
300,000 m³/day or more	\$32,018.00	\$35,220.00
For Permits to Dam Water		
Damming for non-water take purposes or where a take from storage or surface take consent is held.	\$94.00	\$103.00
Consented damming for water take purposes	\$187.00	\$206.00
Discharge Permits (Water or Contaminant)		
Permits to discharge scour water from dams and pipelines, for water resource augmentation, spillway and compensation flows, minor cooling water discharges, minor spraying operations, flood/drainage discharges, stormwater-related to commercial and industrial activities, minor sediment discharges and composting.	\$187.00	\$206.00
Fish Farming		
Less than 1,000 m³/day authorised discharge	\$187.00	\$206.00
1,000 – 4,999 m³/day	\$342.00	\$376.00
5,000 – 14,999 m³/day	\$915.00	\$1,007.00
15,000 – 49,999 m³/day	\$1,866.00	\$2,053.00
50,000 – 99,999 m³/day	\$4,679.00	\$5,147.00
100,000 m³/day or more	\$6,139.00	\$6,753.00
Food Processing Industries (including by way of example, abattoirs, fish processing, vegetable processing, dairy factories, wineries)		
Food processing wastewater to land	\$342.00	\$376.00
Semi-treated/screened waste to water		
Authorised at less than 200 m³/day	\$442.00	\$486.00

Resource Management: Administration, Monitoring and Supervision Charges of Resource Consents	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
200 – 999 m³/day	\$1,334.00	\$1,467.00
1,000 m³/day or more	\$2,673.00	\$2,940.00
Fully treated waste to water		
Authorised at less than 200 m³/day	\$187.00	\$206.00
200 – 999 m³/day	\$281.00	\$309.00
1,000 m³/day or more	\$542.00	\$596.00
Gravel Wash and Mining Discharges		
Less than 1,000 m³/day authorised	\$342.00	\$376.00
1000 – 2,999 m³/day	\$542.00	\$596.00
3,000 m³/day or more	\$915.00	\$1,007.00
Sawmills, Timber Processing Discharges to land	\$342.00	\$376.00
Power Generation Discharges (≥ 2.6 l/s)		
Less than 1,000 m³/day authorised	\$187.00	\$206.00
1,000 – 4,999 m³/day	\$342.00	\$376.00
5,000 – 24,999 m³/day	\$657.00	\$723.00
25,000 – 299,999 m³/day	\$970.00	\$1,067.00
300,000 m³/day or more	\$6,274.00	\$6,901.00

Resource Management: Administration, Monitoring and Supervision Charges of Resource Consents	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
Discharge Permits for Sewage		
Resource consent annual administration fixed fee for residential dwellings with an on-site wastewater treatment system.	\$187.00	\$130.00
All other sewage including community schemes, more than two residential dwellings and commercial wastewater systems, including visitor and tourist accommodation:		
Less than 50 m ³ /day authorised	\$377.00	\$415.00
50 – 99 m ³ /day	\$602.00	\$662.00
100 – 999 m ³ /day	\$700.00	\$770.00
1,000 – 9,999 m ³ /day	\$937.00	\$1,031.00
10,000 m ³ /day or more	\$1,475.00	\$1,623.00
Permits Discharge to Land under Section 15(1)(d) RMA	\$187.00	\$206.00
Discharge Permits (Air) Annual Charges		
Major air discharges (former Pt A [Clean Air Act] activities)	\$2,928.00	\$3,221.00
Minor air discharges (former Pt B [Clean Air Act] activities)	\$469.00	\$546.00
Minor air Discharges (former Pt C [Clean Air Act] activities)	\$187.00	\$206.00
Forestry monitoring charges <i>The Forestry Monitoring Fees and Charges set out the fixed charges for inspections and sampling under the Resource Management (National Environment Standards for Commercial Forestry) Amendment 2023.</i> Note: The number of inspections required per forest will vary depending on the size, environmental risk from the activity in that location, and the degree of compliance with the regulations. Non-compliance may result in additional inspections and/or sampling to ensure compliance has been achieved.		

Resource Management: Administration, Monitoring and Supervision Charges of Resource Consents	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
Monitoring of National Environmental Standards for Commercial Forestry permitted activities	N/A	Based on actual and reasonable costs

Rights-Of-Way	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
Application Right-of-Way (S.348 Local Government Act [LGA] 1974)	\$1,084.00 deposit	\$1,192.00 deposit

Gravel/Shingle Extraction Fees	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
<p><i>Fees and charges set in accordance with S36 of RMA</i></p> <p>Gravel/Shingle Extraction Fees – collected for the purpose of part funding the management (including monitoring, administration, and supervision) of the state the wider river environment, including, but not limited to, any specific effects of gravel extraction. Volume is based on solid measure (m³) or weight 1.8 tonne = 1m³ solid measure.</p> <p>Note: No discounts are applicable for gravel extraction</p>		
Council held land or crown land managed by Council		
<p>For land owned or controlled by Council (including land administered by the Crown) in and adjacent to all rivers in the district excluding those in the Aorere and Buller catchments:</p> <ul style="list-style-type: none"> For stopbanked rivers, extraction between the stopbank and the centre of the river. For non-stopbanked rivers, extraction between the edge of the modelled or observable area inundated by up to a 10yr return period flood (10% Annual Exceedence Probability) and the centre of the river 	\$7.69/m ³	\$7.50/m ³
<p>For land owned or controlled by Council (including land administered by the Crown) in and adjacent to rivers in the Aorere and Buller Catchments:</p> <ul style="list-style-type: none"> For stopbanked rivers, extraction between the stopbank and the centre of the river. For non-stopbanked rivers, extraction between the edge of the modelled or observable area inundated by up to a 10yr return period flood (10% Annual Exceedence Probability) and the centre of the river. 	<p>\$5.76/m³ Aorere \$4.48/m³ Buller</p>	\$6.00/m ³
<p>For privately held land where the payment of a gravel extraction fee is a condition of a resource consent:</p> <ul style="list-style-type: none"> For stopbanked rivers, extraction between the stopbank and the centre of the river For non-stopbanked rivers, extraction between the edge of the modelled or observable area inundated by up to a 10 year return period flood (10% Annual Exceedence Probability) and the centre of the river 	\$3.99/m ³	\$4.50/m ³
Coastal Marine Area	\$5.76/m ³	<p>\$4.50/m³</p> <p>*Plus any Crown royalties due</p>

Gravel/Shingle Extraction Fees	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
Management of gravel extraction on private land outside those areas covered above	Actual and reasonable monitoring charges at \$187.00/hr	Actual and reasonable monitoring charges at \$206.00/hr
Gravel extraction in river reaches specified by the Group Manager - Information, Science & Technology where extraction is shown to have particular river management or environmental benefit. Proposed reaches will be reported to the Environment and Regulatory Committee prior to being specified.	\$3.99/m ³	\$4.50/m ³

Building Assurance	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
<p><i>The majority of fees and charges in this section, unless specified, have been set in accordance with Sections 219, 240, 243, 281 (A) and (B) – Building Act 2004 (BA).</i></p> <p>Building Consents</p> <p>All applications for building consents shall be accompanied by a \$2,000.00 deposit, this excludes solid fuel heater applications, where the fixed fee amount will be requested as a deposit. Your deposit is a payment towards costs incurred and additional fees may apply.</p> <p>Where charges are listed as a deposit only, actual charges will be invoiced at the appropriate hourly rate or part thereof. These projects will receive invoices during the stages of the building consent process, i.e. when the building consent has been recommended to grant and when the Code Compliance Certificate Application is received.</p> <p>All project information memorandum, building consent, amendment, Schedule 1 (2) discretionary exemption and certificate of acceptance applications will incur an application fee.</p> <p>Additional charges such as a Project Information Memorandum (PIM), Resource Management Check (RMA), Ministry of Business Innovation and Employment (MBIE) Levy, Building Research Association New Zealand (BRANZ) Levy, Quality Levy, Insurance Levy, Section 72 decision, Section 75 decision, Reserve Financial Contributions and Development Contributions may apply, see our full schedule for further details.</p> <p>BRANZ and MBIE Levies, along with a portion of S72, S76 (Building Act 2004) decision are collected on behalf of Government Departments.</p> <p>Travel fees may apply for Golden Bay Ward and Lakes Murchison Ward. This will be charged at our hourly rate. If boat access is required to access the building site, this will be recovered based on the cost incurred.</p> <p>By submitting your application, you are agreeing to our terms and conditions:</p> <ul style="list-style-type: none"> Council reserves the right to assess individual cases as required and additional reasonable charges may be requested by virtue of Section 281B of the Building Act 2004. <p>All Invoices are due to be paid by the 20th of the following month. The Council reserves the right to charge any expenses incurred in the course of recovering outstanding debts, which will be payable by the applicant.</p>		
Hourly charge-out rate for Staff		
Building Support and Residential Building Technical Officers	\$187.00	\$210.00
Commercial Building Technical Officers	\$187.00	\$240.00
Building Leadership Team	\$187.00	\$270.00
Pre-Lodgement Meetings		

Building Assurance	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
First 30 minutes	Free	Free
30 minutes or more	\$187.00/hr	As per hourly rate depending on project
Solid Fuel Heater Application (Inclusive of Application Fee)		
Freestanding	\$482.00	\$560.00
Inbuilt	\$670.00	\$770.00
Minor Works Application For minor building work, e.g. kitset/unlined carports, garages, sheds, wastewater only, swimming pools and fences requiring no more than four Inspections and includes a PIM/RMA check. (Levies, AlphaOne Application Fee, specialist input or additional requests for information will be charged additionally per hour or part thereof).	\$1,925.00	\$2,150.00
RESIDENTIAL DWELLINGS		
New Dwellings		
Value up to \$400,000	\$4,150.00	\$4,200.00
Value - \$400,001 to \$600,000	\$4,400.00	\$4,600.00
Value - \$600,001 to \$800,000	\$5,000.00	\$5,200.00
Value - \$800,001-\$1,000,000	\$5,900.00	\$6,300.00
Value - \$1,000,001 or more	\$187.00/hr	\$210.00/hr
Multi-Dwelling Consents (Consents for two or more dwellings)	\$187.00/hr	\$210.00/hr
Relocated Dwellings (Not including alterations)	\$2,750.00	\$2,900.00
All Other Building Work including commercial	\$187.00/hr	\$2,000.00 deposit
Amended Plans		
Formal Amendments are charged per hour. Related additional charges may apply, e.g.. AlphaOne fee, PIM rechecking, Additional inspections.	\$350.00 deposit \$187.00/hr	\$400.00 Non- refundable

Building Assurance	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
		deposit
Onsite minor variations	\$187.00/hr	As per hourly rate depending on project
Associated Building Costs (GST inclusive)		
Application Fee Applies to all consent applications (Building Consents, Amendments, Certificate of Acceptance, Schedule 1(2) Exemptions).	\$143.75	\$165.83
Project Information Memorandum (PIM) New Construction, additions and alterations, additions/alterations	\$352.00	\$420.00
Resource Management Act Check (Not applicable if PIM application has previously been made. See PIM/RMA Rechecking fee)	\$352.00	\$420.00
PIM/RMA Rechecking fee (Note: further charges may apply if changes other than minor have been made requiring planning re-assessment)	\$222.00	\$210.00
Insurance Levy		
< \$20,000 assessed value	Nil	Nil
> \$20,000 assessed value	\$1.00/ \$1,000.00 value of project	\$2.00/ \$1,000.00 value of project
Quality Levy		
< \$20,000 assessed value	Nil	Nil
> \$20,000 assessed value	\$1.50/ \$1,000.00 value of project	\$3.60/ \$1,000.00 value of project
BRANZ Levy <i>Fees and charges set in accordance with Building Research Levy Act 1969</i>		
< \$20,000 assessed value	Nil	Nil

Building Assurance	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
> \$20,000 assessed value	\$1.00/ \$1,000.00 value of project	\$1.00/ \$1,000.00 value of project
MBIE Levy <i>Fees and charges set in accordance with S53 BA</i>		
< \$65,000 assessed value	Nil	Nil
> \$65,000 assessed value	\$1.75/ \$1,000.00 value of project	\$1.75/ \$1,000.00 value of project
Failed Inspection Fee To cover additional Inspections required (one hour per inspection)	\$187.00/hr	As per hourly rate depending on project
Inspection Cancellation Fee (For cancellations after 2pm the day prior to the day of inspection)	\$187.00/hr	\$210.00/hr
Certification Charge For historic consents older than 5 years	\$187.00/hr	As per hourly rate depending on project
Swimming Pool Audit Fee	\$187.00/hr	\$210.00/hr
Swimming Pool Audit conducted by IQPI lodgement	\$187.00/hr	\$210.00/hr
Work Start Extension Request or Work Completion Request	\$187.00/hr	\$210.00/hr
Refuse, lapse and withdraw of building consent administration fee	\$187.00 plus \$187.00/hr for time spent	\$210.00 plus hourly rate depending on project
Certificate of Public Use (CPU) – Section 363A Building Act 2004 Renewal	\$440.00 \$440.00	\$450.00 \$450.00

Building Assurance	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
Compliance Schedule New application, whether or not associated with Building Consent	\$500.00	\$530.00
Compliance Schedule Amendments	\$300.00	\$320.00
Building Warrant of Fitness – Before due date	\$200.00	\$210.00
Building Warrant of Fitness – After due date	\$400.00	\$420.00
Building Warrant of Fitness for back flow preventer ONLY	\$80.00	\$100.00
Building Warrant of Fitness Audit Fee	\$187.00/hr	\$240.00/hr
Building Infringement Notice <i>Infringement fees are set out in the Building (Infringement Offences, Fees and Forms) Regulations 2007</i>	Charges depending on the degree of the offence	Charges depending on the degree of the offence
Notice to fix (NTF)		
Issue and administration where NTF is issued	\$200.00	\$210.00
Application for Certificate of Acceptance (COA) (Section 97 of the Building Act 2004) Applicants will be charged a \$1,250.00 application fee, charged per hour for the processing of the application, and any levies that would have been payable had building consent been applied for before carrying out the work. The deposit will be a down-payment towards these costs.	\$1,000.00 deposit \$187.00/hr	\$2,000.00 deposit
Building Act Schedule 1(2) Exempted Work (BC80) Applicants will be charged a \$460.00 deposit; applications will be charged per hour for the processing of the applications. Levies and Application Fee will be charged additionally.	\$400.00 deposit \$187.00/hr	\$460.00 non- refundable deposit
Lodgement of unauthorised building reports (pre Building Act only – pre June 1991)	\$143.00	\$210.00
Lodgement of Building Act Schedule 1 (BC74) Exempt work reports with owner's declarations	\$110.00	\$210.00
Building Code Waivers or Modification	\$250.00	\$260.00
Section 72, Section 75 (Building Act 2004) decision, plus legal disbursements	\$460.00 deposit	\$500.00 deposit

Building Assurance	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
Section 124 Dangerous and Insanitary and Affected Building Notice	\$523.00 plus \$187.00/hr	\$600.00 plus hourly rate depending on project
Consultancy Specific design peer reviews (unless provided by applicant)	At cost plus 10%	At cost plus* 10%
Specialist input When a PS2 design is provided this fee may not be applicable	At cost plus 10%	At cost plus *10%
Building Certificates required under other legislation (e.g. Sale & Supply of Alcohol Act 2012) Plus inspection charge (if required)	\$187.00/hr \$187.00	\$240.00/hr \$240.00
Documents requiring Council resolution, certification or Council seal Plus actual cost (over 60 minutes) and any legal disbursements	\$187.00 \$187.00/hr	\$210.00 \$210.00/hr
Earthquake Prone Building Application fees for exemptions or extensions of time are to be paid at the time of lodgement. Additional fees may be incurred for assessment of information or other requirements and will be charged at an hourly rate of \$240.00/hour. NB: At cost is work outsourced to suitably qualified persons.		
To obtain an Engineering assessment s133A(3)(c) by the Territorial Authority	At cost plus \$187.00/hr	At cost* plus \$240.00/hr
Application for Exemption to carry out Seismic work s133AN(2)	\$440.00	\$600.00
Application for an extension of time to complete seismic work for Heritage buildings s133AO(3)	\$440.00	\$600.00
Council to erect hoarding or fence for an EQP Building s133AR(1)(a)	At cost plus \$187.00/hr	At cost* plus \$240.00/hr
Territorial Authority may carry out seismic work s133AS	At cost	At cost*
Issue of Earthquake Prone Building notice s133AL (5 copies)	\$385.00	\$415.00
Additional or replacement earthquake-prone building notice s133AL	\$110.00 ea	\$120.00 ea
Earthquake-prone building site visit		\$240.00/hr

Building Assurance	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
(To confirm EQB notices are displayed or other reasons)		
Assessment of information related to a Building's EQP status s133AH and s133AK	\$187.00/hr	\$240.00/hr
Dam Safety regulations		To be advised**
Disputes and Investigations (where Council deemed not in fault)		\$270.00/hr
Determination Charge (Unless Council is the applicant of the determination)	\$187.00/hr	\$270.00/hr

NB

- * At cost refers to work outsourced to a suitably qualified person(s), and the additional hourly charge-out rate is to cover internal costs
- ** Costs to be established with Building (Dam Safety) Regulations 2022 coming into force on 13 May 2024

Property Information & Development Contributions	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
<i>Fees and charges set in accordance with S12 LGA</i>		
Land Information Memorandum requested under S44A of the Local Government Official Information and Meetings Act 1987		
Residential	\$347.00	\$350.00
Commercial/Industrial	\$531.00	\$550.00
<p>Large properties involving more than one certificate of title will be charged at the staff hourly rate.</p> <p>Note: Should a special request be made that results in a field inspection and/or submitter research, Council reserves the right to charge any additional fees that are appropriate, based on the amount of time required to provide the requested information.</p>		
Property enquiries – access to Council records		
Files sent via Sharefile or transferred to USB Plus cost of USB if Council provides	\$50.00/file	\$55.00
Frequent user discount is available as follows		
A lump sum payable annually in advance for a company giving access to an unlimited number of files	\$2,200.00	\$2,500
Deposit for Development Contributions Objection Hearing	\$1,713.00	\$1,884.00
Application for Reconsideration	\$342.00	\$376.00

Environmental Health	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
Food businesses <i>Fees and charges set in accordance with S205 Food Act 2014 (FA)</i> Note that section 205(5) of the Food Act 2014 requires the Council when fixing fees under that section, to take into account the criteria in section 198(2) and have the options provided by sections 198(6) and (7) and 199 (other than paragraph (g)). Also note clause 5 of the Food (Fees and Charges) Regulations 2015, which provides for TAs to exempt waive or refund fees.		
Pre-registration guidance (under LGA)	\$187.00/hr (pro rata)	\$206.00/hr (pro rata)
New Template Food Control Plan registration	\$283.00 + \$187.00/hr over 60 min	\$330.00 + \$206.00/hr over 60 minutes
Renewal of template Food Control Plan registration	\$116.00 + \$187.00/hr over 60 min	\$140.00 + \$35.00 per each additional site (for multi- site registrations)
New National Programme registration	\$283.00 + \$187.00/hr over 60 min	\$330.00 + \$206.00/hr Over 60 mins
Renewal of National Programme registration	\$116.00 + \$187.00/hr over 60 min	\$140.00 + \$35.00 per each additional site (for multi- site registrations)
Amendment of Food Control Plan or National Programme registration	\$116.00 + \$187.00/hr over 60 min	\$140.00 + \$35.00 per each additional site (for multi- site registrations)

Environmental Health	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
Verification (audit) of Food Control Plan including site visit, correspondence, report, following up corrective actions	\$187.00/hr + disbursements	\$206.00/hr + disbursements
Verification (audit) of National Programme including site visit, correspondence, report, following up corrective actions	\$210.00/hr + disbursements	\$230.00/hr + disbursements
Verification appointment cancellation fee within one week of agreed time	\$121.00	\$133.00
Verification appointment cancellation fee within 48 hours of agreed time	\$240.00	\$264.00
Compliance – development & issue of Improvement Notice	\$199.00 + \$187.00/hr over 60 min Additional visits to check compliance charged at \$187.00/hr	\$300.00 + \$206.00/hr over 60 minutes Additional visits to check compliance charged at \$206.00/hr
Compliance – application for review of Improvement Notice Based on fixed fee, and processing fee after 30 minutes	\$199.00 + \$187.00/hr over 30 min	\$219.00 + \$206.00/hr over 30 min
Other Registered Premises <i>Fees and charges set in accordance with Section 7 Health (Regulations of Premises) Regulations 1966</i>		
New premises application fee	\$182.00	\$200.00
Camping ground registration fee – basic fee	\$333.00	\$333.00
Funeral director registration fee	\$333.00	\$333.00
Hairdresser registration fee	\$215.00	\$280.00
Offensive trade	\$309.00	\$330.00
Transfer of Registration Fee	\$113.00	\$124.00
Trading in Public Places <i>Fees and charges set in accordance with S12 LGA</i>		

Environmental Health	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
Mobile traders	\$113.00	\$124.00
Hawker's licence	\$63.00	\$69.00
Commercial services	\$63.00	\$69.00
Soliciting donations, selling street raffle tickets, and buskers	No fee	No fee
Registered premises application for exemption (new or renewal) fee (plus any costs associated with staff time, hearings, and inspections)	\$317.00	\$349.00
Noise		
<i>Charge set under S336 RMA</i> Return of property seized under S.323 and S.328 RMA	\$100.00	\$200.00
SALE OF ALCOHOL <i>Fees and charges set under Sale and Supply of Alcohol Act 2012</i>		
Special Licences The definition of event size for special licences is: large event is for more than 400 people; medium event is for between 100 and 400 people; and small event is for fewer than 100 people.		
Special Licence: class 1 (1 large event: or, more than 3 medium events: or, more than 12 small events). NB There is provision for applications by not-for-profit fundraising and community events to be reduced by one class depending on circumstances.	\$575.00	Fixed by legislation – see table below to calculate fees
Special Licence: class 2 (3 medium events: or, 3 to 12 small events)	\$207.00	Fixed by legislation – see table below to calculate fees
Special Licence: class 3 (1 or 2 small events)	\$63.20	Fixed by legislation – see table below to calculate fees
Managers Certificate - application fee or renewal fee	\$316.20	Fixed by

Environmental Health	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
		legislation – see table below to calculate fees
Temporary Authority application	\$296.70	Fixed by legislation – see table below to calculate fees
Temporary Licence application	\$296.70	Fixed by legislation – see table below to calculate fees
Extract from Register	\$57.50	Fixed by legislation – see table below to calculate fees
Public Notice Advertising <i>Charge set as per S12 LGA</i>		
Per application	N/A	\$100.00
Refer to the table below to calculate fees for club, on or off licenses. A number of factors influence the final cost for any particular licence application or renewal fee, or annual licence fees.		

How to calculate your cost / risk rating and fees

A		B		C		TOTAL WEIGHTING			
Types of premises	Weighting	Latest time allowed by licence	Weighting	Number of enforcement holdings in last 18 months	Weighting	Total Weighting	Cost/Risk Rating	Application Fee for all renewals, new licences and variations Incl GST (\$)	Annual Licence Fee Incl GST (\$)
Class 1 restaurant, night club, tavern, adult premises, supermarket, grocery store, bottle store	15	On-licences and clubs 2.00 am or earlier	0	None	0	0 – 2	Very low	368.00	161.00
Class 2 restaurant, hotel, function centre, Class 1 Club, Off-licence in hotel or tavern	10	Off-licences 10.00 pm or earlier				3 – 5	Low	609.50	391.00
Class 3 restaurant, other premises, Class 2 Club, Club off-licence, remote sale off-licence, other off – licence premises	5	On-licences and clubs between 2.01 am and 3.00 am	3	1	10	6 – 15	Medium	816.50	632.50
BYO restaurants, theatres, cinemas, winery cellar doors, Class 3 Club	2	Off-licences any time after 10.00 pm				16 – 25	High	1023.50	1035.00
		On-licences and clubs any time after 3.00 am	5	2 or more	20	26 plus	Very High	1207.50	1437.50

Definitions		<ul style="list-style-type: none"> Class 1 restaurants – restaurants with a significant separate bar area which, in the opinion of the relevant TA, operate that bar at least one night a week in the manner of a tavern. Class 2 restaurants – restaurants that have a separate bar but which, in the opinion of the relevant TA, do not operate that area in the nature of a tavern at any time. Class 3 restaurants – restaurants that only serve alcohol to the table and do not have a separate bar area. Class 1 clubs – clubs which have at least 1,000 of purchase age) and which, in the opinion of the relevant TA, operate in the nature of a tavern at any time. Class 2 clubs – clubs which are not class 1 or class 3 clubs. Class 3 clubs – clubs that have fewer than 250 members of purchase age and operates a bar for no more than 40 hours each week. Enforcement Holding – has the same meaning as a "Holding" under section 288 of the Act, or a previous offence for which a holding may have been issued if the offence had occurred before 18 December 2013.
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Dog Control	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
<i>Fees and charges as per S37 Dog Control Act 1996 (DCA)</i>		
Registration Fees		
Urban Dogs (Includes all properties <1Ha in rural areas)	\$53.00	\$65.00
Rural (Large Properties >1Ha)	\$32.00	\$45.00
Disability Assist Dogs	No charge	No charge
Search and Rescue Dogs	No charge	No charge
Late payment fee – if registration paid after 1 August	Additional 50%	Additional 50%
<i>Fees and charges as per S32(1)(e) DCA</i> Dangerous dogs fees 150% higher than the applicable fee that would apply if the dog was not classified as a dangerous dog		
<i>Fees and charges as per S68 DCA</i>		
Impounding Fees		
1 st impounding	\$70.00	\$70.00
2 nd impounding	\$100.00	\$100.00
3 rd impounding	\$150.00	\$150.00
Sustenance	\$15.00/day	\$20.00/day
Drop Off or Pick Up Fee (where dogs are not impounded)	\$40.00	\$50.00
Fee for the euthanizing of impounded dogs	Actual Cost	Actual Cost
Micro-chipping		
<i>Fees and charges as per S69A DCA</i> Micro-chipping impounded dogs if required	\$25.00	\$35.00
<i>Fees and charges as per S12 LGA</i> Micro-chipping on request (when available)	\$15.00	\$20.00
Micro-chipping first registered dogs under 6 months	No charge	No charge
<i>Fees and charges as per Dog Control Bylaw 2014 s7</i> Kennel Licence: Initial Application (plus any additional costs associated with staff time,	\$100.00	\$200.00

Dog Control	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
hearings and inspections)		
<i>Fees and charges as per S37 DCA</i> Replacement registration tag or disk	\$5.00	\$5.00

Stock Control	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
Impounding Fees (per animal) <i>Fees and charges set as per S14 Impounding Act 1955</i>		
Sheep or goat	\$16.00	\$16.00
Horse, mule, donkey	\$32.00	\$32.00
Bull over the age of 9 months	\$32.00	\$32.00
All other cattle	\$27.00	\$27.00
Pig	\$32.00	\$32.00
Alpaca, llama or deer	\$27.00	\$27.00
Any other impounded stock animal will be charged at rate determined fair and reasonable for that animal		
Sustenance per animal per day or part thereof	\$5.00	\$5.00
Other fees for droving, hire of equipment, necessary medical treatment etc. will be charged at actual cost. These fees are in addition to any allowed for under the Impounding Act 1955.	Actual cost	Actual cost

Biosecurity	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
Hourly staff charge-out rate that will apply when undertaking Council's responsibilities under the Biosecurity Act 1993 associated with inspection and administration when issuing notices under the Act. <i>See sections 128(3) & 154(C)(c) Biosecurity Act 1993</i>	\$187.00/hr	\$206.00/hr

Maritime	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
Subject to the <i>Mooring Area Bylaw 2020</i> , and the <i>Mooring Area provisions in Plan Change 72</i> to the Tasman Resource Management Plan being operative, the following proposed mooring charges will be in force. <i>Fees and charges set under S33R MTA or S12 LGA</i>		
Mooring Licence		
Application and renewal of existing mooring licence For new applications or renewal of expiring mooring licences with substantial changes or lack of inspection report	\$338.00	\$372.00
Annual monitoring and administration fee	\$187.00	\$206.00
Renewal of existing mooring licence A renewal application where there are no substantial changes required to the mooring licence conditions and where all inspection reports	\$114.00	\$125.00
Late payment fee (for annual renewal)	Additional 20%	Additional 20%
Additional costs Reimbursement of any reasonable and necessary additional costs incurred by Council in assessing an application or enforcing compliance	\$187.00/hr	\$206.00/hr
Waitlist administration cost	\$57.00	\$63.00
<i>Fees and charges set under S33R MTA</i> The following navigation safety levies will be applied to all vessels over 500 gross tonnes that anchor within the Tasman Harbour Limits with the exemption of any vessel berthing at Port Nelson facilities for less than 12 hours (not applied to ships that are visiting Port Nelson within 24 hours of anchoring):		
Cruise vessels	\$25.00/ metre of vessel per visit	\$28.00/ metre of vessel per visit
Cargo vessels	\$0.45/ gross tonnage per visit	\$0.50/ gross tonnage per visit
Other vessels	\$0.50/ gross tonnage per	\$0.55/ gross tonnage per visit

Maritime	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
	visit	
Extended anchoring (in addition to the appropriate per visit charge)	\$0.10/ gross tonnage per week or part thereof	\$0.11/ gross tonnage per week or part thereof
Miscellaneous		
Trans-shipping (per tonne trans-shipped)	\$0.25	\$0.28
Use of Sentinel for non-emergency work (includes two crew)	\$450.00/ hour or part thereof	\$450.00/ hour or part thereof

Commercial Operator's Licence	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
<i>Fees and charges set as per S12 LGA</i>		
Application Fee Payable on initial application and in addition to the annual fee (plus reimbursement for any reasonable and necessary additional costs incurred by Council in assessing an application, e.g. evaluation of seaworthiness, qualifications and experience).	\$281.00	\$309.00
Annual Fee For each multiple of either one power-driven vessel or up to a total of 15 kayaks, rafts, waka or similar vessels that are not power-driven with greater than 10hpw.	\$363.00	\$399.00
Late Payment Fee	Additional 20%	Additional 20%

Community Infrastructure	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
<i>Fees and charges for goods, services or amenities are S12 LGA, applications for permits and inspections under S150 LGA</i>		
Staff time for inspection (including subdivision inspections), engineering and as-built plan processing, or administration.	\$187.00/hr	\$206.00/hr
Fencing between private and Tasman District Council owned land excluding roads subject to a case-by-case basis	Council contribution - half actual cost per linear metre or \$77.00/metre (incl. GST), whichever is the lower	Council contribution - half actual cost per linear metre or \$85.00/metre (incl. GST), whichever is the lower
Transportation network charges		
Vehicle Access Crossing	\$300.00	\$330.00
Corridor Access Request (CAR) – in accordance with the Utilities Access Act 2010 and as part of a Code for the Management of a Road Corridor.		
Standard CAR – excavation (includes Traffic Management Plan {TMP} and 2 inspections)	\$531.00 (includes one revision of TMP) Additional charge if TMP non-compliant with standards after one revision \$120.00	\$584.00 (includes one revision of TMP) Additional charge if TMP non-compliant with standards after one revision \$132.00
Non-excavation on CAR/TMP (one-off event, e.g. parade/sporting events)	Initial submission \$265.00 (includes one revision) Additional charge if TMP non-compliant with standards after one revision \$120.00	Initial submission \$292.00 (includes one revision) Additional charge if TMP non-compliant with standards after one revision \$132.00

Community Infrastructure	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
Revision/update of TMP after approval	\$60.00	\$66.00
Generic TMP	\$354.00 covers up to 2 hours) plus \$187.00/hr	\$389.00 covers up to 2 hours) plus \$206.00/hr
Generic TMP (inspection and mobile operations only)	\$187.00	\$206.00
Global CAR	Actual staff time and expenses \$187.00/hr	Actual staff time and expenses \$206.00/hr
Non-approval penalty (undertaking activity without approval)	CAR fee plus \$400.00	CAR fee plus \$440.00
Parking permit	\$43.00/day	\$43.00/day
Application for Tourist Facility Sign (\$100 refunded if consent refused)	\$262.00 plus actual sign materials & installation costs	\$288.00 plus actual sign materials & installation costs
Road Closure (events, parades)	\$460.00 application fee, plus actual staff costs and expenses \$2,000 refundable deposit (Insurance and public liability cover)	\$506.00 application fee, plus actual staff costs and expenses \$2,200 refundable deposit (Insurance and public liability cover)
Application for a road name change	\$450.00	\$495.00
Applications for Road Stopping (S.342 Local Government Act) (S.116 Public Works Act)	\$369.00 application fee plus actual staff costs and expenses	\$406.00 application fee plus actual staff costs and expenses

Community Infrastructure	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
<i>Fees and charges under S12 or S150 LGA</i>		
Water supply network charges		
On Demand (Metered) Water Supply Network		
Individual connection where the physical connection to the main is between the property boundary and the adjacent kerb and no footpath exists	\$1,874.00	\$2,061.00
Disconnection of water supply (on demand and restricted connection) between the property boundary and water supply main	\$1,500.00	\$1,650.00
All other connections	Actual costs (up to a maximum of estimate of costs) plus \$187.00/hr for administration	Actual costs (up to a maximum of estimate of costs) plus \$206.00/hr for administration
Special water reading fee	\$80.00/reading minimum and \$187.00/hr, or part of the hour, for each site i.e. a single development.	\$88.00/reading minimum and \$206.00/hr, or part of the hour, for each site i.e. a single development.
Restricted flow water supply network		
Individual connection where the physical connection to the main is less than 10 metres from the main	\$1,874.00	\$2,061.00
All other connections	Actual costs (up to a maximum of estimate of costs) plus \$187.00/hr for administration	Actual costs (up to a maximum of estimate of costs) plus \$206.00/hr for administration
Alter restrictor size	\$294.00	\$323.00

Community Infrastructure	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
Disconnection of water supply (on demand and restricted connection) between the property boundary and water supply main	\$1,500.00	\$1,650.00
To relocate restrictor	Actual costs (up to a maximum of estimate of costs) plus \$187.00/hr for administration	Actual costs (up to a maximum of estimate of costs) plus \$206.00/hr for administration
Subdivision		
Undertaking connection to main	Actual costs (up to a maximum of estimate of costs) plus \$187.00/hr for administration	Actual costs (up to a maximum of estimate of costs) plus \$206.00/hr for administration
Permit to take from a Fire Hydrant supply – Murchison, Collingwood and Tapawera only. (in accordance with the Council's Public Water Supply Bylaw 2016)		
Annual charge	\$660.00 pa plus the current urban water rate per cubic metre for water consumed	\$726.00 pa plus the current urban water rate per cubic metre for water consumed
Permit to take from a bulk filling point – Richmond, Wakefield and Motueka only. (in accordance with the Council's Public Water Supply Bylaw 2016)		
Annual charge per swipe card	\$187.00 pa plus double the current urban water rate per cubic metre for water consumed	\$206.00 pa plus double the current urban water rate per cubic metre for water consumed

Community Infrastructure	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
<p>General Rules Applying in Respect of Water Charges</p> <p>For Restricted Flow Water Supply, refer to the targeted rates section of the Long Term Plan 2021-2031 for the annual supply charge. The restricted supply schemes for Dovedale, Redwood Valley, Eighty-Eight Valley, and Māpua are currently closed due to lack of capacity from the source and/or the network.</p> <p>Connections to the restricted supply for Wakefield, Brightwater, and Richmond are subject to water availability.</p>		

Waste Management	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
<i>Fees and charges set under S46 WMA and S12 LGA</i>		
Mixed refuse		
Weight-based charge	\$282.90/ tonne	\$360.60/ tonne
Volume-based charge, where weighbridge not available	\$100.00/m ³	\$72.00 per m ³
60 litre bag (a maximum of two bags can be charged at this rate where a weighbridge is available)	\$6.30 ea	\$2.60 ea
Light wastes surcharge (polystyrene and other similar wastes, where >25% of load)	\$203.00/m ³	\$299.00/m ³ of light waste
Fee to recover unacceptable and undeclared waste	\$30.00/load	\$33.00/load
Minimum domestic weighbridge transaction	N/A	\$6.50
Minimum commercial transaction	\$16.50	\$20.00
Greenwaste, cleanfill, scrap metals and recyclable materials when combined with other waste will be charged at mixed refuse rate when site constraints do not allow for separate measurement and unloading.		
Rubbish bags (Tasman District Council sale price)		
Small bags (45 litres)	\$4.10 ea	\$5.20 ea
Big bags (60 litres)	\$4.80 ea	\$5.80 ea
Greenwaste (where accepted)		
Less than one tonne	\$82.50/ tonne	\$135.70/ tonne
One tonne to two tonne	\$108.00/ tonne	\$135.70/ tonne
Greater than two tonne	\$135.00/ tonne	\$135.70/ tonne
Volume based charge, where weighbridge not available	\$18.70/m ³	\$20.00/m ³

Waste Management	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
<i>Fees and charges set under S46 WMA and S12 LGA</i>		
Minimum domestic charge	\$4.50	\$5.00
Minimum commercial transaction	N/A	\$20.00
Cleanfill (clean, without contaminants) (where accepted) The source location must be declared and Council retains the right to refuse loads or recover costs for disposal of contaminated material		
Weight based charge	\$40.00/tonne	\$50.00/tonne
Volume-based charge where weighbridge is not available	\$80.00/m ³	\$75.00/m ³
Minimum domestic charge	N/A	\$5.00
Minimum commercial transaction	\$16.50	\$20.00
Clean concrete, brick and rubble (where accepted) All material must be clean and free of contamination, including asbestos, wood and steel reinforcing		
Weight based charge	N/A	\$75.00/tonne
Volume based charge where weighbridge is not available	N/A	\$150.00/m ³
Minimum domestic charge	N/A	\$7.50
Minimum commercial transaction	N/A	\$20.00
Weighbridge charge		
Weighbridge docket for public and commercial vehicles (when site operational constraints allow)	\$15.00/vehicle	\$16.50/vehicle
Scrap metals (where accepted)		
Scrap steel (sheet and heavy gauge by arrangement)	\$40.00/tonne or \$20.00/m ³	\$50.00/tonne
Car bodies and other vehicles (clean, drained, without wheels batteries and clear of waste)	\$40.00/tonne	\$50.00/tonne
Refrigerating Whiteware (including fridges, freezers & dehumidifiers)		
Where a weighbridge is available	\$282.90/tonne	\$326.60/tonne

Waste Management	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
<i>Fees and charges set under S46 WMA and S12 LGA</i>		
At all other locations	\$14.00 ea	\$15.50 ea
Other Whiteware	\$40.00/tonne or \$5.00 ea	\$50.00/ tonne
Recyclables (where accepted) Domestic customers (quantities less than 1.0m ³)		
Glass (bottles) – clean, colour sorted	No charge	No charge
Clean paper and cardboard	No charge	No charge
Clean, plastic bottles and containers (Grades 1, 2, 5 only)	No charge	No charge
Clean cans	No charge	No charge
Unsorted or contaminated materials	At mixed refuse charge	At mixed refuse charge
Commercial customers or domestic customers greater than 1.0m ³	By arrangement with site contractor	By arrangement with site contractor
Tyres (where accepted)		
Car and motorcycle	\$13.50 ea	\$14.50 ea
Car tyres on rims	\$29.00 ea	\$32.00 ea
Truck (truck tyres on rims and other large tyres not accepted)	\$40.00 ea	\$44.00 ea
Paint (where accepted)		
Resene branded	No charge	No charge
Other brands: containers 4 litres or smaller	\$1.50 ea	\$1.70 ea
Other brands: containers greater than 4 litres	\$3.50 ea	\$3.90 ea
Hazardous waste (where accepted)		
Automotive Oil	No charge	No charge
Gas cylinders	No charge	No charge
Batteries (automotive and small household)	No charge	No charge

Waste Management	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
<i>Fees and charges set under S46 WMA and S12 LGA</i>		
Household hazardous wastes – up to 20kg annually (The source location must be declared and Council retains the right to refuse some materials; Commercial or agricultural hazardous waste not accepted)	No charge	No charge
Commercial customer services		
Dallas tags for commercial waste customer (up to one per product per vehicle)	N/A	No charge
Replacement tags	N/A	\$25.00 ea
Kerbside recycling services		
Additional kerbside recycling services - annual fee	\$160.00	\$153.00
Additional kerbside recycling services - part year (per month)	\$13.33	\$12.75
Replacement mobile recycling bin (delivered)	\$176.00	\$194.00
Replacement mobile recycling bin (from Resource Recovery Centre)	\$88.00	\$97.00
Additional or replacement glass recycling crate (delivered)	\$34.00	\$37.00
Additional or replacement glass recycling crate (from Council or RRC)	\$28.50	\$31.35
Cancellation fee to collect mobile recycling bin (if a bin from an invoiced service is not returned)	\$105.00	\$116.00
Exchange fee to deliver a smaller or larger recycling bin (This fee is waived for customers with genuine mobility problems)	\$105.00	\$116.00
York Valley and Eves Valley landfill charges (operated by the Nelson Tasman Regional Landfill Business Unit)		
General refuse (Municipal Solid Waste)	\$243.80/ tonne	\$287.50/ tonne
Polystyrene	\$3,047.50/ tonne	\$3,723.70/ tonne

Waste Management	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
<i>Fees and charges set under S46 WMA and S12 LGA</i>		
Light wastes and sawdust (treated and untreated)	\$254.15/ tonne	\$586.50/ tonne
HAIL and Hazardous waste¹		
York Valley - before Eves Valley begins accepting HAIL waste	\$219.65/ tonne	TBC if charge still exists
York Valley - after Eves Valley begins accepting HAIL waste	\$241.50/ tonne	\$287.50/ tonne
Eves Valley Only if tested, within specified limits (TBC), and able to be blended	\$163.30/ tonne	\$188.60/ tonne
Notes on landfill charges from Nelson Tasman Regional Landfill Draft Business Plan 2024/2025: This charging table includes charges for HAIL and hazardous material (≈35% discounted rate) for HAIL that meets the criteria that allows it to be reprocessed when received at Eves Valley (once the proposed new facility is operational) and which can be disposed to a nearby clean or managed fill site. The specified limits are still to be confirmed. HAIL requiring disposal to York Valley Landfill is proposed to move to the general waste rate once an alternative facility for disposal is available at Eves Valley, and hazardous material disposed at York Valley remains at the general refuse rate. An additional rate is proposed for the disposal of sawdust and light wastes at York Valley Landfill of \$510 per tonne (excl. GST), commencing in 2024/25. This rate reflects the significant difference in density and lack of compaction of sawdust and other light waste loads have when compared to general refuse and is a better representation of the value of airspace consumed by sawdust and light wastes. Sawdust and light wastes are currently charged at the same rate as general refuse. Light wastes are wastes that - in the opinion of the NTRLBU and its operators - are significantly less dense than general waste. For example, wastes that contain more than 25% polystyrene by volume. This budget is based on the Waste Disposal Levy increase to \$60 per tonne (excl. GST) for the 2024/25 year.		

¹ HAIL = Hazardous Activities and Industries List

Water Supply	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 Incl. GST
Water supplied by Tasman District Council to Nelson City Council (Nelson Residential Water Supply Area) per cubic metre supplied	\$5.05	\$5.87
Water supplied to Nelson Industrial Water Supply Area (per cubic metre supplied) Plus fixed daily charge per rating unit	\$3.10 \$1.37	\$3.47 \$1.68

A penalty of 10% will be added to the amount of water charges remaining unpaid on the day after the final date for payment as shown on the water invoice.

Tasman District Council supplies water to some parts of the Nelson City, including the Champion Road/Hill Street North area and the Wakatu Industrial Estate, shown on the maps attached to this Schedule of Charges and referred to as Nelson Residential Water Supply Area and Nelson Industrial Water Supply Area.

Water supplied will be charged in accordance with the 2021 Engineering Services Agreement between Nelson City Council and Tasman District Council, or in accordance with any subsequent enacted agreement if applicable. For the water supplied to the Nelson Industrial Water Supply Area and to 484 and 490 Nayland Road, Stoke, and 910 Main Road Stoke, water charges may be charged directly to the customer and will be set to approximate the same rates charged as if the entities had been located in the Tasman District.

Wastewater Network		Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
Connections			
Stand-over for connection only		No charge	No charge
Wastewater Network Charges for Nelson City Council Properties			
The Council provides wastewater services to a small number of properties within the Nelson City Council boundaries. The wastewater charges are set at the same \$ amounts as the wastewater rates that are paid by the residents of Tasman District. Please refer to Council's Funding Impact Statement for details of the amounts.			
Trade Waste Discharges <i>Fees and charges set in accordance with Wastewater Bylaw 2022</i>			
Conditional Trade Waste activity			
Temporary Discharge		\$187.00	\$206.00
Grease Converter Annual Charge (where the grease converter was in operation prior to June 2015 and is therefore allowed by Wastewater Bylaw)		\$187.00	\$206.00
All other Conditional Trade Waste Activity Annual Charge		\$530.00	\$583.00
Conditional Trade Waste Conveyance and Treatment Charges			
Volume		\$2.33/m ³	\$2.39/m ³
Five-day Biochemical Oxygen Demand (BOD5)		\$2.33/kg	\$2.61/kg
Chemical Oxygen Demand (COD)		\$0.15/kg	\$0.16/kg
Total Suspended Solids (TSS)		\$1.36/kg	\$1.65/kg
Total Kjeldahl Nitrogen (TKN)		\$1.89/kg	\$2.05/kg
Total Phosphorus (TP)		\$1.03/kg	\$0.89/kg

General Rule in Respect of Trade Waste and Domestic Wastewater Charges

Where trade waste is discharged or measured separately from domestic wastewater, both trade waste and pan charges will be applied cumulatively. Where the waste streams are combined, the pan charge shall apply and act as a credit against the trade waste charges, so that only the trade waste charges in excess of the pan charge shall be payable.

Stormwater Network	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
Stand-over for connection only	No charge	No charge

Motueka and Tākaka Aerodromes	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
<p><i>Fees and charges set in accordance with S12 LGA</i></p> <p>For general aviation user landing charges:</p> <ul style="list-style-type: none"> • Every landing incurs a landing charge • The first touch and go any aircraft registration number for each 60-minute period is charged as a landing charge • Any touch-and-go that occurs over 60 minutes after the first will incur an additional movement fee • Unpaid landings will be invoiced and will incur an administration charge of \$150.00 per invoice • No Cash payments are allowed, please see signage for banking payment details. All payments must be made through payWave located on-site (directions at fuel bowser). Please provide tail identification number. • If unpaid after three months debt will be passed to debt collection agency - additional collection charges to apply • Long-term parking agreements will be negotiated individually with commercial operators • Hangar application fees are non-refundable. Hangar Application fees cover the provision of development guidelines, meetings, calls and lease information to prospective lessees. • The charges may be varied by the Enterprise & Property Services Manager where special circumstances exist. 		
Single Aircraft movement – User Agreement and Bond Held	Per aircraft movement \$10.00	Per aircraft movement \$20.00 Bond of \$500.00
Single Aircraft movement – no User Agreement and Bond Held	Per aircraft movement \$10.00	Per aircraft movement \$30.00
Hangar Application fee	Per application not charged	Per application \$1,725.00

Port Tarakohe	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
<p><i>Fees and charges set in accordance with S33R MTA and S12 LGA</i></p> <ul style="list-style-type: none"> Charges are based on a fee per metre Length Overall (LOA) of the vessel, or part thereof, or berth size, whichever is the greater (incl. GST). The LOA is measured from the vessels bow tip at deck level to the outer edge of the transom or stern, not including the rudder, outboard or fittings. All vessels on the Marina must be insured and hold a current EWOFF. Port Tarakohe has cameras located around the Port to monitor activity, health & safety and security risks. The footage from these cameras will be used to support enforcement of charges for the use of facilities at the port. Cargo transferred between vessels within the Port is liable to standard wharfage charges. All charges for berths, moorings, storage and leased areas are payable in advance. For any overdue payments the penalty/default interest within the agreement will apply. If none specified, then a penalty interest charge of 1% per month will be payable. All berth, mooring, storage and leased area users are required to sign a current port-user-agreement when requested by the Port Manager. Berth and mooring users without a port-user-agreement will incur a 10% surcharge. No storage is permitted on wharf structures unless specifically authorised by the Port Manager in writing. Storage rates apply after 24 hours of cargo/material arriving (allowance to be made for extenuating circumstances such as bad weather). Storage to be in the assigned areas only. Bulk cargo in transit may have extended demurrage with approval of the Port Manager. A fixed marine fuelling site, or any mobile fuelling where oils are transferred by way of a hose or similar between shore-and-ship, or ship-to-ship, is required to have a Tier-1 Fuel Transfer Site Oil Spill Contingency Plan approved in advance by the Council's Regional On-Scene Commander. This does not apply to the transfer of self-contained fuel containers (tote tanks, sealed drums or similar) from shore-to-ship or ship-to-ship. The Council as Port Operator has full control over any activities conducted within the Port and therefore approval in writing is required before any fuel transfer is permitted – any approvals will also be subject to per litre charges. Discounts for long-term bulk contracts and long-term wharf berthage can be approved by the Property & Enterprises Manager. 		
Debt recovery invoice	\$50.00	\$150.00
Avoidance of weighbridge	\$50.00 administration charge and \$750.00 weighbridge charge	\$100.00 administration charge and \$900.00 weighbridge avoidance charge
Incorrect entering of information into the weighbridge system	\$50.00	\$75.00

Port Tarkohe	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
Penalty fee for not notifying the Port Manager 24 hours before arrival to pre-arrange berthage requirements	\$100.00	\$150.00
Penalty storage charge	\$500.00	\$600.00
Penalty fee for not removing non-permitted storage within 48 hours	\$500.00 + removal fees	\$600.00 + removal fees
Penalty fee for not seeking approval and/or not complying with fuel transfer requirements	\$2,000.00 + costs of repair + costs of activity	\$2,500.00 + costs of repair + costs of activity

Wharfage	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
<i>Fees and charges set in accordance with S33R MTA and S12 LGA</i>		
Fish and shellfish Includes all marine animals	\$29.00/tonne	\$32.00/tonne
Fuel and oil Other than fixed facility, and fuel transfer only – no storage	\$0.10/litre	\$0.12/litre
General cargo	\$12.00/tonne	\$15.00/tonne
Passengers Where no vessel berthed	\$10.00/ person	\$11.00/ person
Boat movements Includes refloating etc.	\$35.00/tonne	\$40.00/ tonne
Weighbridge All truck movements > 1.5 tonne	\$8.00/ entry/exit	\$9.00/ entry/exit

Berthage	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
<i>Fees and charges set in accordance with S33R MTA and S12 LGA</i>		
Wharf berthage per day	\$8.00/metre	\$9.00/ metre
Wharf berthage ancillary services – security, line charges and all other services	\$110.00/hr	\$180.00/hr
Marina/mooring berthage per day	\$5.00/metre or \$55.00/vessel whichever is greater	\$5.50/ metre or \$60.00/ vessel, whichever is greater

Berthage – Annual Rates	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
Plastic Marina - Berth length:	Per Annum	Per Annum
8 metre – restricted access	\$3,200.00	\$3,400.00
8 metre	\$4,000.00	\$4,300.00
10 metre	\$5,000.00	\$5,300.00
12 metre	\$6,000.00	\$6,300.00
14 metre	\$7,000.00	\$7,400.00
16 metre	\$9,500.00	\$10,000.00
18 metre	\$10,750.00	\$11,500.00
20 metre	\$13,250.00	\$14,000.00
25 metre	\$30,000.00	No longer applicable
Concrete Marina - Berth length:	Per Annum	Per Annum
12 metre – restricted access	\$7,800.00	\$8,500.00
12 metre	\$10,000.00	\$11,000.00
15 metre	\$12,400.00	\$13,500.00
25 metre	\$30,000.00	\$30,000.00
Moorings	\$2,200.00	\$2,300.00
Live Aboard Charge (additional to berthage)		
Marina	\$150.00/ month	\$160.00/ month

Boat Ramp	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
<i>Fees and charges set in accordance with S33R MTA and S12 LGA</i>		
Port Tarkohe boat ramp barrier arm	\$12.50/use	\$13.50
Boat ramp access card	\$200.00/pa (plus \$10.00 for each access card)	\$215.00 (plus \$15.00 for each access card)
Pōhara Boat Club Members boat ramp access card – fees collected and paid by Pōhara Boat Club prior to issue of card	\$130.00/pa (plus \$10.00 for each access card)	\$150.00 (plus \$15.00 for each access card)

Mooring Charge	Charges from 1 July 2023 incl GST	Charges from 1 July 2023 incl GST
<i>Fees and charges set in accordance with S33R MTA and S12 LGA</i>		
Mooring	\$75.00/ month	\$80.00/ month

Storage (maritime)	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
<i>Fees and charges set in accordance with S12 LGA</i>		
Boat Storage Compound		
Weekly	\$60.00	\$65.00
Monthly	\$175.00	\$220.00
Annually	\$1,550.00	\$1,700.00
20' TEU container		
Monthly	\$350.00	\$380.00
Annually	\$3,500.00	\$3,800.00
40' FEU container		
Monthly	\$700.00	\$750.00
Annually	\$7,000.00	\$7,500.00

Collingwood Holiday Park		Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
<p><i>Fees and charges set in accordance with S12 LGA</i></p> <ul style="list-style-type: none"> • Peak season is 1 December to end of March, plus all holiday weekends. • Off-peak season is 1 April to 30 November, excluding holiday weekends. • All reservations require a 20% non-refundable deposit. • Reservations are only confirmed on receipt of the 20% deposit with the balance being due on arrival. • No reduction in fees for early departures or late arrivals. • Minimum tariffs and stay periods may apply. • Any damages or loss costs may be recovered from the registered guest/s. These may be passed to a debt recovery service and may include additional collection fees. • A 10% discount is offered to all Super-Gold card holders on the non-peak season rates. Not offered in conjunction with any other offer. • A 10% discount is offered to all Tasman District Council Ratepayers in the non-peak season, who present a rating notice in their name. Not offered in conjunction with any other offer. • A 10% discount is offered to members of NZMCA with presentation of their current membership card or App that is in their name, during off- peak season only. Not in conjunction with any other offer. Photographic identification may be requested for verification purposes. • Availability and bookings can be completed on the following website: https://collingwoodholidaypark.co.nz/ • The charges may be varied within guidelines approved by the Property Services Manager. • A 75% refund will apply to Cancellations 72 hours or more before the date of arrival. No refund will apply to cancellations within 72 hours of the date of arrival. 			
PEAK SEASON (1 December – 31 March, plus all holiday weekends) Low season all other times			
Sites (Tent/Caravan/Motorhome)	Charges from High Season 2023	2024 High Season Per Night	2024 Low Season Per night
Waterfront (1 or 2 persons)	\$60.00	\$72.00	\$60.00
Powered (1 or 2 persons)	\$50.00	\$60.00	\$50.00
Unpowered (1 or 2 persons)	\$45.00	\$51.00	\$40.00
Extra Adult	\$20.00	\$25.00	\$20.00

Collingwood Holiday Park	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST	
Extra Child 2-14 years	\$10.00	\$10.00	\$10.00
Extra Child under 2 years	Free	Free	Free
Cabins	Per Night	Per Night	Per Night
Ensuite Cabin (1 or 2 persons)	\$140.00	\$155.00	\$120.00
Waterfront Cabin (1 or 2 persons)	\$140.00	\$160.00	\$130.00
Standard Cabin (1 or 2 persons)	\$100.00	\$120.00	\$100.00
New Standard Cabin (1 or 2 persons)	\$130.00	\$150.00	\$120.00
Basic (1 or 2 persons)	\$90.00	\$110.00	\$90.00
Extra Adult	\$25.00	\$25.00	\$25.00
Extra Child 2-14 years	\$15.00	\$15.00	\$15.00
Extra Child under 2 years	Free	Free	
EXTRA CHARGES			
Linen Hire (per person)	\$20.00	\$20.00	\$20.00

Corporate	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
<i>Fees and charges set in accordance with S12 LGA</i>		
GIS Map Prices (per copy)		
A4	\$5.00	\$5.00
A3	\$10.00	\$10.00
A2	\$15.00	\$15.00
A1	\$20.00	\$20.00
A0	\$30.00	\$30.00
Subsequent copies		
A4	\$2.00	\$2.00
A3	\$5.00	\$5.00
A2	\$7.50	\$7.50
A1	\$10.00	\$10.00
A0	\$15.00	\$15.00
Electronic files (e.g. Maps and GIS data in electronic format)	\$187.00/hr	\$206.00/hr
Official Information Requests – Local Government Official Information and Meetings Act 1987 cl 13 The first hour of staff time and the first 20 pages of photocopying are free. Staff time will be charged out at a rate of \$50.00 per half hour. Copying will be charged out at the normal rate applicable. Charges will be payable in full in advance of the release of the information. See Council's LGOIMA Policy for further information	\$38.00/ half hour	\$50.00/half hour

Photocopying	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 Incl. GST
<i>Fees and charges set in accordance with S12 LGA</i>		
All photocopying will be charged at the rates below plus staff time.		
A4 black and white		
Single sided	\$0.30	\$0.30
Double-sided	\$0.50	\$0.55
A3 black and white		
Single sided	\$0.50	\$0.55
Double-sided	\$1.00	\$1.10
Colour copies A4	\$2.50	\$2.75
Colour copies A3	\$3.00	\$3.30

Customer Services	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
<i>Fees and charges set in accordance with S12 LGA</i>		
Record of Title	\$23.00	\$25.00
Survey Plan	\$23.00	\$25.00
Historic Titles	\$23.00	\$25.00
Scanning of Minor Building Consent applications for electronic processing	\$2.50/page Maximum 20 pages	\$2.75/page Maximum 20 pages

Property Services	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
<i>Fees and charges set in accordance with S12 and S150 LGA</i>		
Grazing License		
Grazing land - application for license to occupy	\$200.00	\$230.00
Grazing land license to occupy documentation fee	\$200.00	\$230.00
Grazing land annual license to occupy rental fee	By negotiation with a minimum \$500.00/pa	By negotiation with a minimum \$575.00/pa
Retail/Community License To Occupy		
Retail - application for license to occupy (This is for vending carts, outdoor dining, market operator etc.)	\$200.00	\$230.00
Retail license to occupy documentation fee	\$200.00 plus, disbursements	\$230.00 plus disbursements
Retail license to occupy temporary retail cart rental fee	\$95.00/week	\$100.00/week
Retail license to occupy area for outdoor dining	\$50.00 per week up to 15m ² , then \$5.00 per week per additional m ²	\$56.25 per week up to 15m ² , then \$5.00 per week per additional m ²
Market operator license to occupy	On a case-by-case basis by negotiation	On a case-by-case basis by negotiation
Community-based license to occupy application fee	\$200.00	\$230.00
Community-based license to occupy (sports clubs). Minimum rental (excludes disbursements)	\$300.00/pa	\$345.00/pa

Property Services	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
Short Term Encroachments (less than 5 years)		
Application for license to occupy	\$200.00	\$230.00
License to occupy documentation fee	\$200.00	\$230.00
Long Term Encroachments (underground services, bach, garage, carport)		
Application fee for long-term occupation agreement	\$250.00	\$287.50
Documentation fee for long term occupation agreement (plus disbursements and staff costs)		
Annual Rental for Short Term and Long Term Encroachments		
Above ground encroachment in rural 1 or rural 2 zoned land up to 20m ²	\$300.00/pa	\$345.00/pa
Above ground encroachment in any other zoned land up to 20m ²	\$600.00/pa	\$690.00/pa
Above ground encroachment over 20m ² in any zone	Charged at market value determined by independent valuer at applicant's costs	Charged at market value determined by independent valuer at applicant's costs
Below ground encroachment minimum fee (actual costs on a case-by-case basis taking into account the scale of the encroachment)	\$300.00/pa	\$345.00/pa
Miscellaneous		
Application to transfer license	\$200.00	\$230.00
Transfer of license document fee	\$200.00	\$230.00
Road stopping application fee. (if application is approved all costs including staff time and disbursements are payable in advance in addition to the application fee).	\$600.00	\$750.00

Cemetery	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
<i>Fees and charges set in accordance with S12 LGA</i>		
Plot – purchase right of burial		
RSA in designated areas	No fee	No fee
New Plot – 13 years and over	\$1,750.00	\$1,850.00
Natural Burial	\$1,750.00	\$1,850.00
Out of District Fee		
Out of District Fee on any Burial Plot – extra to above	\$1,750.00	\$1,850.00
Children's areas where set apart		
Child 1-12 years – children's area single plot	\$250.00	\$300.00
Stillborn – 0-1 years – children's area single plot	No fee	No fee
Ashes – purchase right of burial		
RSA	No fee	No fee
Rose Garden – all ages	\$600.00	\$630.00
Tree Shrub Garden – all ages	\$600.00	\$630.00
Ash Berm – all ages	\$600.00	\$630.00
Stillborn	No fee	No fee
Out of District Fee on any Ash Plot – extra to above	\$600.00	\$630.00
Richmond Memorial Wall Plaque Space	\$240.00	\$300.00
Burial interment fees		
RSA	\$900.00	\$950.00
Interments – 13 years and over	\$900.00	\$950.00
Child – 1-12 years	\$250.00	\$300.00
Stillborn	No fee	No fee
Disinterment/Reinternment	Actual cost	Actual cost
Weekend – additional fee on any burial (Saturday and Sunday 10 am to 2 pm with agreement from the operator)	\$300.00	\$350.00

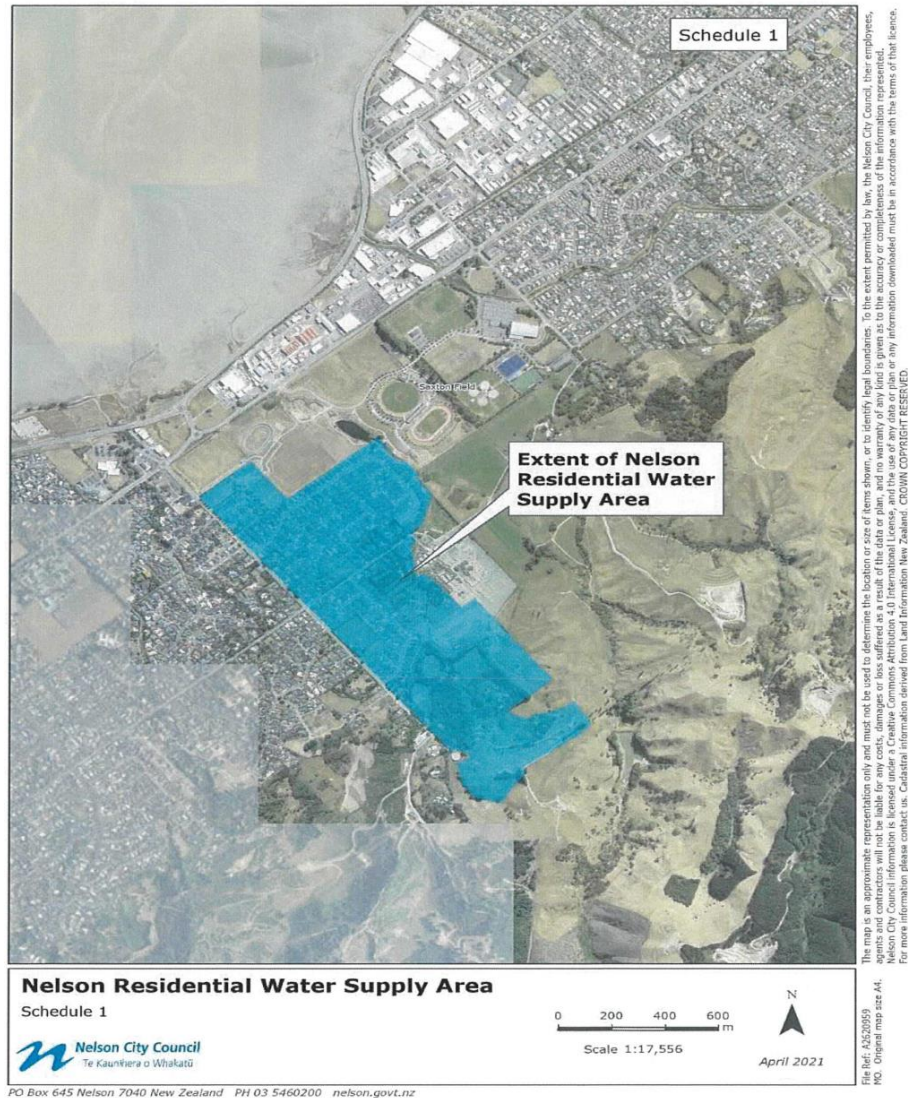
Cemetery	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
<i>Fees and charges set in accordance with S12 LGA</i>		
Public holiday additional fee on any burial with agreement from the operator	\$600.00	\$700.00
Ash Interment Fees		
All ash plots in all cemeteries – all ages	\$200.00	\$250.00
Disinterment/Reinternment – ashes	Actual cost	Actual cost
Weekend additional fee on any ash interment (Saturday and Sunday 10am to 2pm) with agreement from the operator	\$210.00	\$250.00
Public holiday – additional fee on any ash interment with agreement from the operator	\$310.00	\$350.00
Miscellaneous		
Concrete cutting when required	Actual cost	Actual cost
Late fee applies where a burial or ashes interment extends on-site after 4:30 pm on a weekday or after 2:00 pm on a Saturday or Sunday (per hour)	\$250.00/hr	\$300.00

Sports Grounds	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
<i>Fees and charges set in accordance with S12 LGA</i>		
Some Council owned Sports Grounds are run by Management Committees, who set their own charges		
<ul style="list-style-type: none"> Representative Training Tournaments and out-of-season one-off use for sports fields and associated facilities – charges will be at cost of preparation. These fees will be inflation-adjusted annually All fees are per season 		
Type		
Cricket – Senior grade	\$4,060.00/ block	\$4,410.00/ block

Sports Grounds	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
Cricket – Second grade	\$3,100.00	\$3,370.00
Cricket – Artificial pitch	No charge	No charge
Rugby, Rugby League, Baseball, Football, American Football - Senior	\$450.00	\$490.00
Rugby, Rugby League, Football – Senior (where no field allocated)	\$121.00/ occasion	\$130.00/ occasion
Rugby, Football and Baseball - Junior	No charge	No charge
Athletics	\$156.00/track	\$170.00/track
Summer Rugby, Touch & Football - Senior	\$133.00/field	\$150.00/field
Velodrome – Cycle Club	\$480.00/ season/club	\$520.00/ season/club

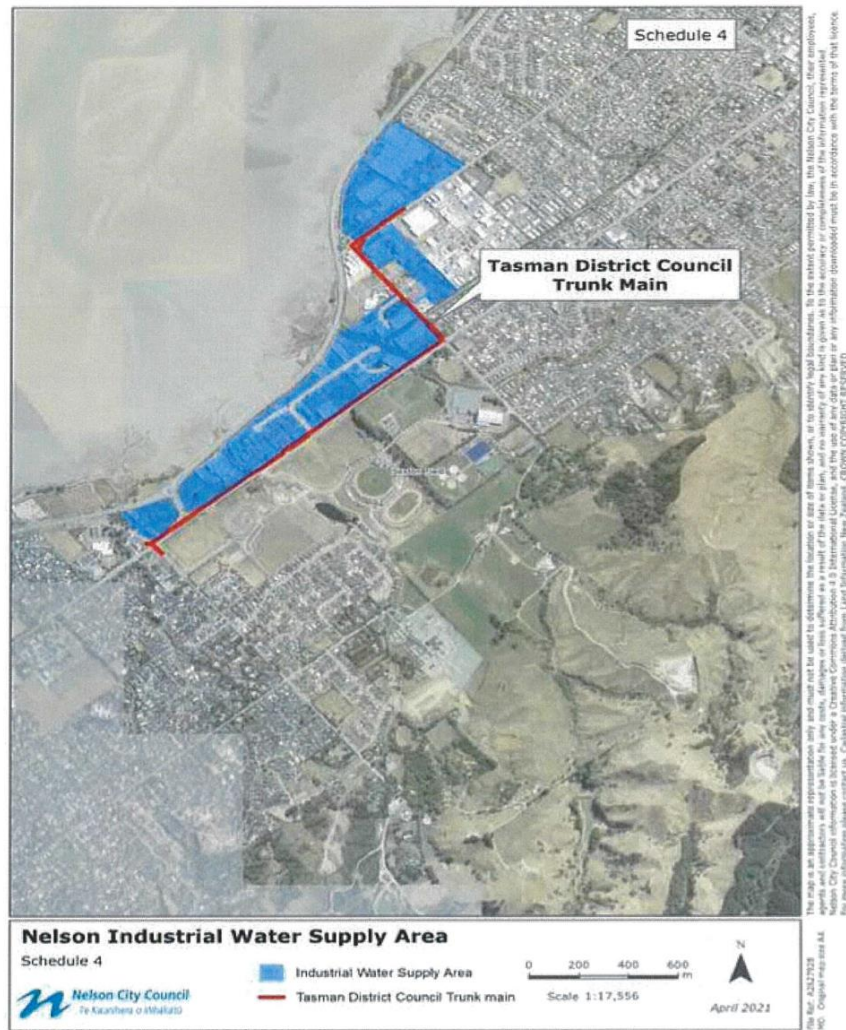
Miscellaneous Reserves & Facilities	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 incl. GST
<i>Fees and charges set in accordance with S12 LGA</i>		
Fencing between private and Tasman District Council owned land excluding roads subject to a case-by-case basis	Half actual cost per linear metre or \$77.00/metre whichever is the lower	Half actual cost per linear metre or \$85.00/metre whichever is the lower
Kina Campgrounds - Adult (16+ years), children no charge	\$14.00/night	\$15.00/night
McKee Campgrounds - Adult (16+ years), children no charge	\$15.00/night	\$16.00/night
Permit (Commercial activity) – Reserves Mobile traders/Vendors/ Amusements/Hawkers Short-term/temporary activity i.e., day, weekend or holiday period	\$50.00 application fee and \$30.00 per day/or part of	\$55.00 application fee and \$35.00 per day/or part of
Commercial Filming in Reserve (per day/part of)	\$270.00	\$300.00

Library	Charges from 1 July 2023 incl. GST	Charges from 1 July 2024 Incl. GST
<i>Fees and charges set in accordance with S12 LGA</i>		
Loans		
New adult books – three-week loan	\$1.50	\$1.50
All magazines in adult section – two-week loan	\$0.50	\$0.50
DVDs – two-week loan	\$4.00	\$4.00
Holds and Requests		
Holds within Tasman District Libraries	\$2.00	\$2.00
Requests (inter-loan) outside Tasman District – minimum charge (further charges will apply if a fee is charged by the lending library)	\$5.00	\$8.00
Requests (inter-loan) outside Tasman District – child members	No charge unless a fee is charged by the lending library	No charge unless a fee is charged by the lending library
Miscellaneous		
Replacement Membership Card	\$3.00	\$3.00
Lost and Damaged Books	Replacement cost + administration fee	Replacement cost + administration fee
Lost Book Administration Fee (non-refundable)	\$8.00/item	\$8.00/item
Damaged Book Administration Fee (if charged)	\$5.00/item	\$5.00
Library room hire charges (Meeting rooms and Learning Suite)		
Non-profit Use - 1 hour	\$10.00	\$10.00
Non-profit Use - half day (4 hours)	\$20.00	\$30.00
Commercial Use - 1 hour	\$28.00	\$30.00
Commercial Use - per day	\$137.00	\$150.00



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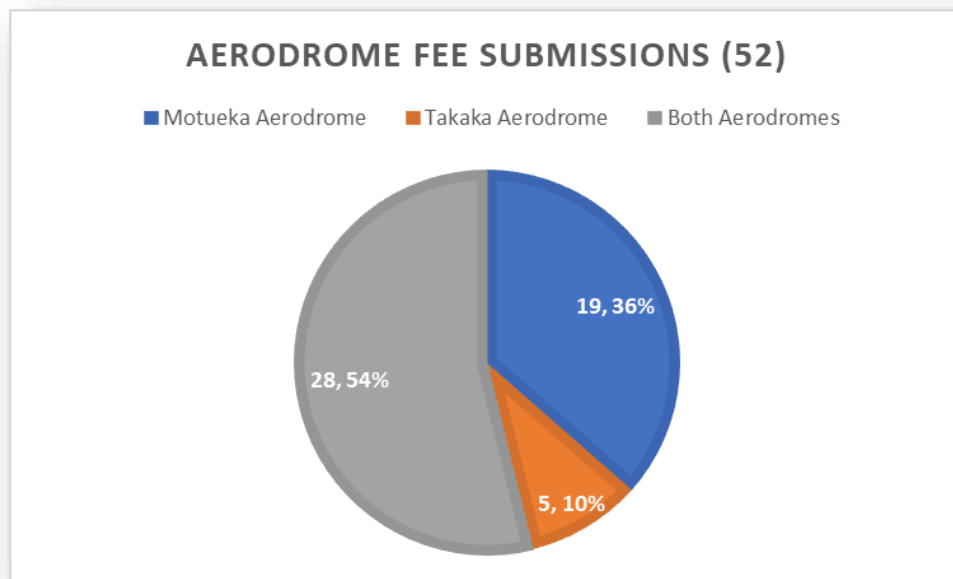
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Attachment 4 - Aerodrome fees – submissions, staff advice and recommendations**15 May 2024****1. Aerodrome Key proposed fee changes in draft Schedule of Fees and Charges for consultation**

- 1.1. Remove annual lump sum payments for landing fees
- 1.2. Increase flight movements from \$10 to \$20 with a bond of \$500 pa (those with user agreements)
- 1.3. Increase flight movements from \$10 to \$30 with a bond of \$500 pa (itinerant visitors with no user agreements)
- 1.4. Hangar application fee of \$1,725

2. Number and type of submissions

- 2.1. A total of 52 submissions were received on aerodrome fees. Aerodrome submissions were as follows: 54% of aerodrome submissions referred to both (Motueka and Takaka) aerodromes; 36% to Motueka Aerodrome only and 10% to Takaka Aerodrome only (figure 1).
- 2.2. 100% of aerodrome submissions were against fee increases.

*Figure 1 Submissions by Aerodrome***3. Background – Aerodrome fees and rates input**

- 3.1. The Council has managed Motueka Airfield since 1937 and Takaka Airfield since 2018.
- 3.2. An annual lump sum fee (\$200) for landings was introduced in 2019 (figure 2). This allowed aerodrome users to pay a single fee regardless of the amount of landings. The lump sum payment reflected an inability at the time to monitor landings and hence invoice for these. The drawback with this method has been a lack of transparency around applying a user pays philosophy.

Technology has improved since then and the Council can now monitor landings by aircraft at both Takaka and Motueka, allowing invoicing by landing.

- 3.3. Annual fee increases. The annual fee for landings has remained the same since 2019. The bulk landing fees was increased to \$250 this year (figure 2).

FY	Annual Single user Bulk landing fee	Single engine	Price Increase
2014-15		\$ 6.00	
2015-16		\$ 7.00	17%
2016-17		\$ 8.00	14%
2017-18		\$ 8.00	0%
2018-19		\$ 9.00	13%
2019-20	\$ 200.00	\$ 10.00	11%
2020-21	\$ 200.00	\$ 10.00	0%
2021-22	\$ 200.00	\$ 10.00	0%
2022-23	\$ 208.00	\$ 10.00	0%
2023-24 Current	\$ 250.00	\$ 10.00	0%
2024-25	NA	\$ 15.00	50%

Figure 2 Aerodrome fee structure by financial year

4. Motueka Aerodrome Financials and Fee recommendation

- 4.1. Operating expenses have grown from \$80,000 (2020) to an anticipated \$160,000 in 2024 financial year. (Figure 3).
- 4.2. Revenue for Motueka Aerodrome is outlined in Figure 4. Total revenue has fluctuated between \$150,000 to \$180,000 since 2019.
- 4.3. Based on current landing statistics, increasing the landing fee from \$10 to \$15 (a 50% increase) will increase revenue by \$15,000 pa.
- 4.4. The current financial year 2023/2024 Motueka's net debt is anticipated to be \$30,000 largely due to increased direct and increased legal costs and other specialist engagement costs.
- 4.5. With these increased landing fees, we anticipate a minor surplus of \$2,000 for 2024/2025 financial year.
- 4.6. Note, the council stopped contributing general rates to the Motueka aerodrome in 2021. This model assumes no further general rate contributions from the council.
- 4.7. The proposed \$15 fee is extrapolated from the unchanged 2019 fee (the last increase – refer to figure 2) and represents a 50% increase.

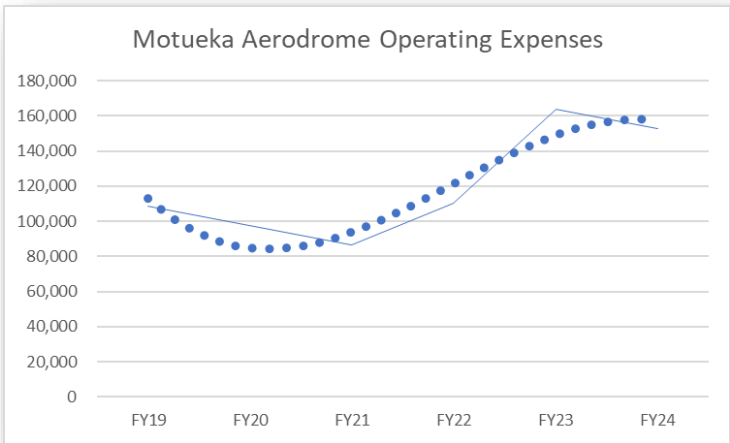


Figure 3 Motueka Aerodrome Operating expenses

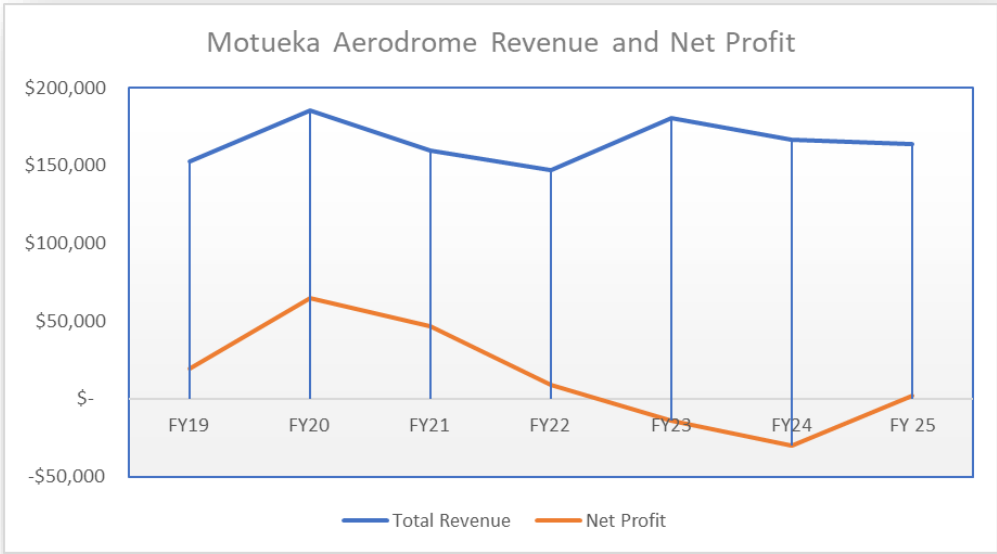


Figure 4 Motueka Aerodrome revenue and net profit

5. Takaka Aerodrome financials

- 5.1. Takaka Aerodrome generates around \$30,000-\$36,000 in revenue annually. The aerodrome's costs are almost twice its revenue.
- 5.2. To account for the difference, most of the Takaka aerodromes revenue is funded from General Rates. This contribution was 70% (\$79,000) in 2023/24 and 66% (\$71,000) is projected for this financial year (2024/2025).
- 5.3. After expenses, interest and depreciation, net profit is anticipated to be ±\$3000. Note financial year 2022/23 had a loss of \$16,000 due to storm damage.
- 5.4. A \$3000 net loss is anticipated after increasing the landing fees for 2024/2025 financial year.

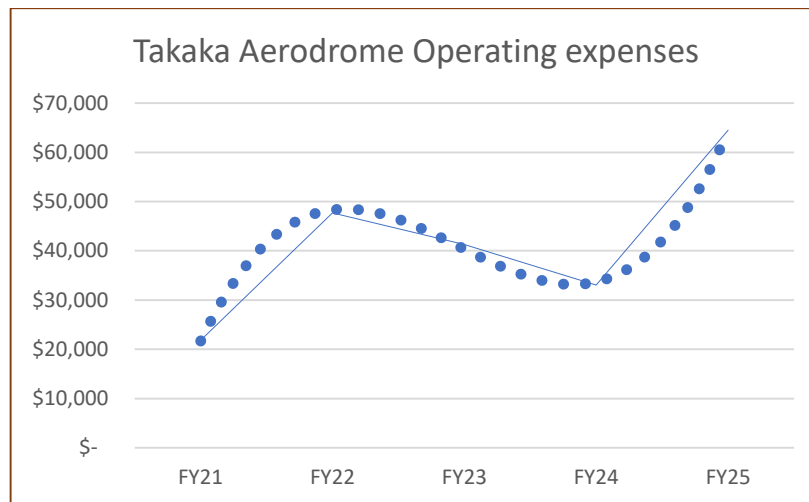


Figure 5 Takaka Aerodrome operating expenses

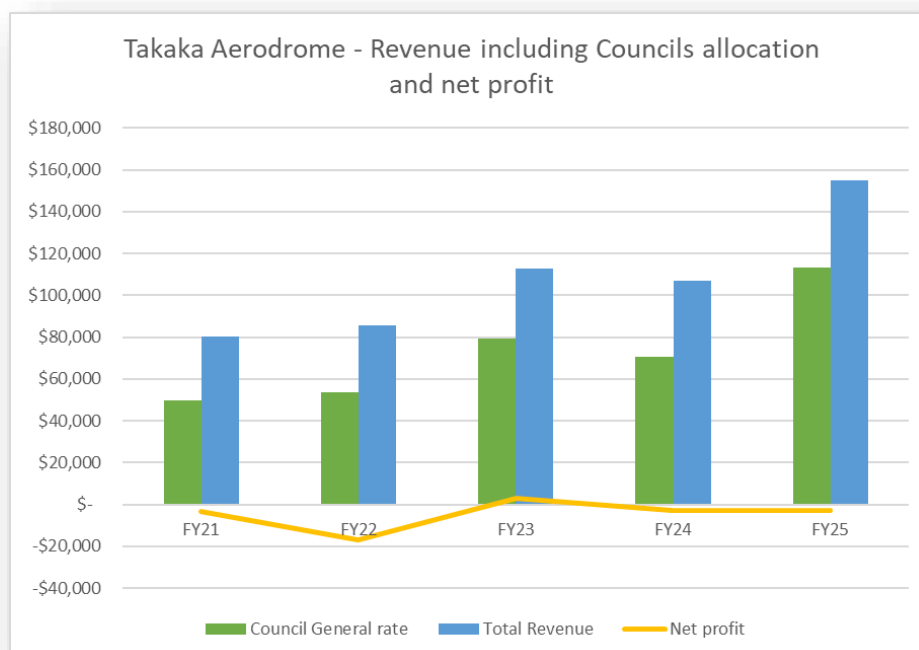


Figure 6 Takaka Aerodrome revenue including Councils allocation and net profit

6. Discussion

- 6.1. Tasman landing fees are amongst the least costly nationally (figure 7).
- 6.2. The lump sum annual fee, introduced in 2019, does not reflect costs per landing nor does it significantly contribute to the running costs of the aerodrome. This does not support the user pays philosophy.
- 6.3. The costs of maintaining the aerodrome with the runway, fencing, signage, windsocks, Health and Safety, inspections, and compliance costs are increasing. An estimate to reseal the Motueka runway has been provided by our roading contractor at a figure of \$350,000 and will be required within the next 4-5 years. The runway has not been resurfaced for several years and is nearing the end of life.
- 6.4. All aircraft movements have a compliance overhead that results from the Council ensuring all physical assets, documentation and published materials are in line with requirements from the Civil Aviation Authority.

7. Recommendations – Aerodromes

- 7.1. **Landing Fee** – We recommend a **\$15 landing fee applied to everyone** (except the Nelson Aviation College)– all landings are invoiced monthly to the registered plane owner. This fee is calculated is an extrapolation of landing fees that have not increased since 2019. This will allow apply the user pays philosophy more appropriately. This represents a 50% increase on a landing fee that has remained unchanged since 2019.
- 7.2. We recommend recreational users will be **capped** at \$15 per day irrespective of the number of landings.
- 7.3. Nelson Aviation College (NAC) – landing fees are in negotiation and are commercially confidential. The landing fee will be mutually agreed and we are near to concluding this.
- 7.4. Hangar Application Fee - \$1735 – We recommend all successful hangars are credited against their rental account once completed. Staff are committed to updating the development plan in 2024-25 for both aerodromes to facilitate further development.
- 7.5. Bulk landing fees will be **discontinued** to allow improved financial transparency and facilitate user-pay arrangements.
- 7.6. The introduction of the proposed bond will **not** proceed.

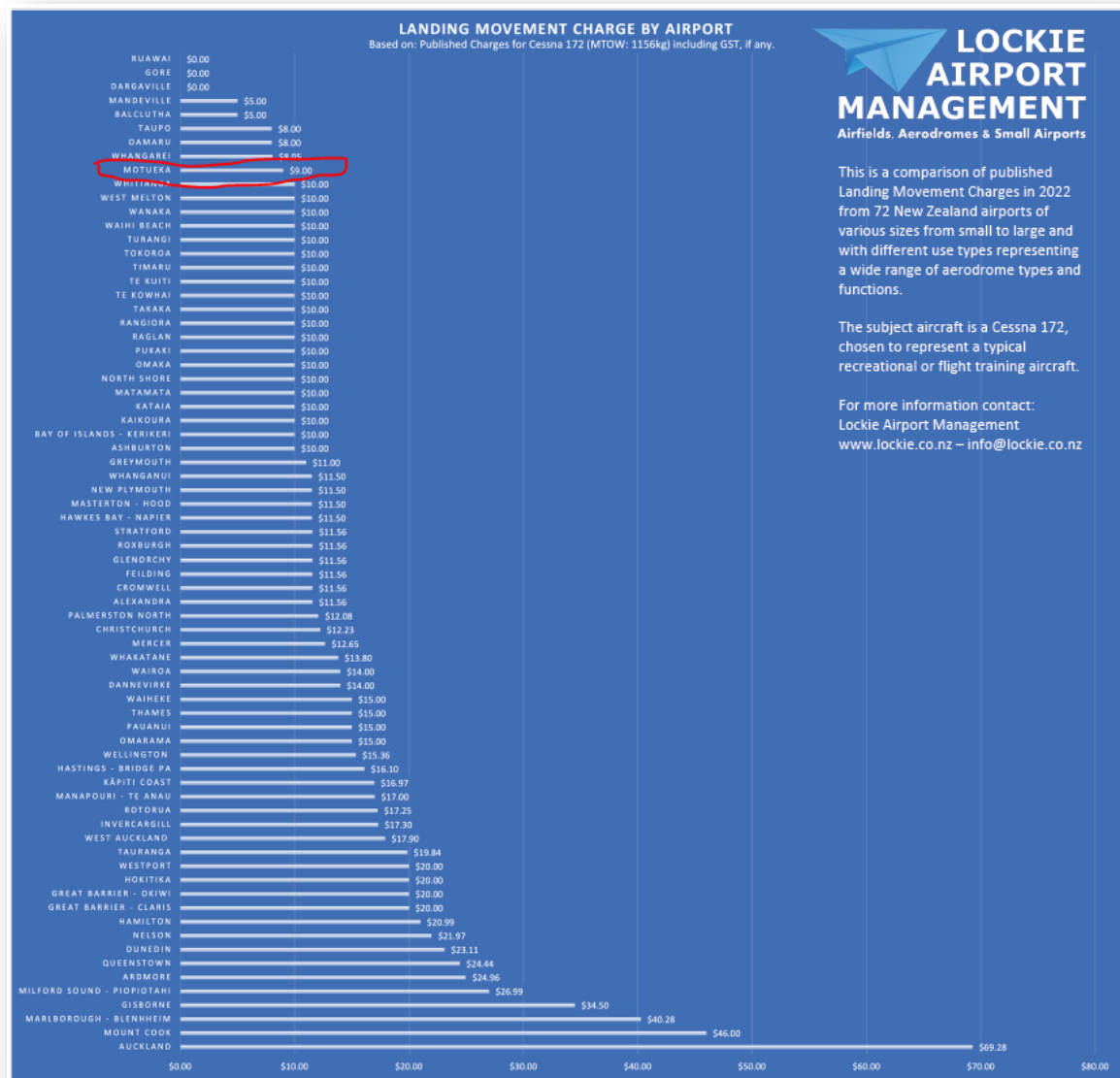


Figure 7 Comparison of Motueka Charges 2022-23