

	Submitter	Comment
1	Rob Pooley, Just Mussels Ltd	will not be accepting or signing any interim arrangements Council should allow industry to work with it on a practical level design and build a purpose-built facility happy to roll over status quo and pay as per invoice as full and final rate for the current year and continue to work with Council to achieve a fair and equitable outcome only support will be for an MDC-type model
2	Oliver Mitchell	100% increase in fees would be the end of espresso ship as he couldn't pay that amount of rent for a pole berth.
3	Ethon Rountree	Against raising berthage fees; against shifting boat ramp to an unsafe position
4	Martin Ewing	Appalled to hear of submissions that would have such a negative effect on the facility As for land use, proposed changes should have a positive effect for port users and residents
5	Daniel Dorman	Asks for justification of an increase of 100%.
6	Grant Breily	Believes the plans are unrealistic.
7	Darryl Dickison	Council needs to re-look at financial methodology used in development plan.
8	Roy Davies	Doesn't agree with any of the recommendations regarding the boat club and boat ramp.
9	Craig Bishop-Everett	Every section of the port utilised by recreational users is forecast to increase between 80% - 100%, yet commercial rates are forecast to increase by 30% - 50%. Proposed increase in marina, mooring and ramp fees will result in Tarakohe being most expensive service that has the lowest quality of service in the entire wider region proposal to use grassed reserve land for commercial storage is against the original vesting intent, contrary to Reserves Act 1977 and contrary to TDC resource management plan. submits that management structure be improved. Better information and communication flow from Port management and TDC governance structure to stakeholders would allow positive relationships to be formed to benefit entire operation.
10	Gail McKnight	Facility should be paid for by all ratepayers, not the users.
11	Peter Binns	Green area should remain the same for public use, not commercial. Marina charges should remain the same.
12	Simon Grant	His mooring too long, no room to park dinghy so parts on other side which now costs \$75 per year. Showers are always filthy, no recycling for rubbish. Fees should not be increased until these concerns are addressed.
13	Pax Northover	Idea of moving floating pontoon down in front of Boat Club is a poor one.

14	Jonathan Hearn	Important for Council to realise Port Tarkohe is a multi-use facility. Need to find out earning capacity of the commercial wharf. Believes the plan is a recipe for failure
15	Raewyn Tavendale	Important that the area given to the community by Tarkohe Cement Works stays in recreational use.
16	Jodie Fleming	In opposition to TDC proposed plan for Tarkohe
17	Ted Dodson	Industrial side of Port Tarkohe should be paying its own way by user pays. Recreational side was developed by Golden Bay Cement for recreational use.
18	James & Prudence Kilshaw	intending to buy a yacht to moor at the marina, however should new proposed charges become effective it would make it unrealistic for us to use the Port
19	Grant Gaby	Methodology used to calculate fair value cost seems incredibly unjust How can Council consider increases in commercial costs would be unsustainable but for recreational users, sustainable?
20	Boston Rountree	No increase in fees; do not shift boat ramp; leave current boat and trailer parking as is
21	Rose Windle (see also 167)	Oppose all TDC proposal for Tarkohe Harbour
22	Philip Windle (see also 167)	Oppose all TDC proposal for Tarkohe Harbour
23	Kirsty Richmond	Not feasible or morally right to be charging \$1.50 per bag of mussels; boat users are charged more to launch their boat. Charges should be increased for them as they damage the wharf; rental spaces should be costed accordingly to users also.
24	Kelly Rountree	Oppose removal of existing boat ramp, excluding members NZMH Assn from parking and using boat club facilities; and the doubling of berthage fees
25	Allen Rountree	Oppose TDC Plan for Tarkohe, mainly raising fees, shifting boat ramp etc
26	Andrew Upsall	Oppose the development plan in its entirety.
27	Joanne and Winston Rountree (see 41 and 42)	Opposed to any alteration of the western arm; opposed to fishing platform on eastern breakwater at this time; totally oppose the shifting of the existing boat ramp; totally oppose any major increases in berthage and ramp fees. Line levy should remain the same but a \$5 per tonne/bag levy of the wharf should apply for mussel industry.
28	Ron Fleming	Opposed to TDC plan to increase fees for boat ramp
29	Alexandra Taylor	Opposed.
30	Carlos Riegelhaupt	Please don't remove recreational side of the port. Families use the facilities and kids and adults are joining the club to learn or practice sailing and Waka Ama

31	Craig Bishop-Everett, on behalf of Pohara Boat Club	Pohara Boat Club comments: Club Room Lease Local Area Reserve Western Arm Boat launching/boat trailer parking Cost of boat launching Fishing platform report suggestions contrary to original intent
32	Tracey Smith	Residents of Golden Bay need access to the port for recreation and quality family time with children, waka ama access etc.
33	Peter van der Meer	Some things appeal, others unrealistic doesn't support ;increase of cost for use of boat ramp or parking near boat house
34	Rachele Rabbitts	strongly opposed to development plan.
35	Don Harwood	Submits maintenance of Port Tarakohe is non-existent. No maintenance schedule to ensure marina structure is safe to tie to. Commercial wharf should be controlled by a weighbridge. Commercial users must pay their fair share in a business-like manner. Safety procedures are shocking. Broken wooden wharf that is supposed to be isolated yet people use it with knowledge of the harbour manager Charges for marina should be for the length of the berth, not length of the vessel Charges must be fair for services and we have no real facilities, no sealed roads, one old public toilet, no showers Need loading zone parking close to walkways and berth holders should have allocated parking

36	Bernie Lagan	<p>Support continued fair and reasonable negotiations with commercial users</p> <p>strongly support recommendation to retain industrial zoning and exclude retail and accommodation</p> <p>Support general increase in boat ramp charges</p> <p>Do not support removal of car parking facilities at western arm</p> <p>Support realignment of the road entrance to PBC and boat ramp</p> <p>Support proposal to negotiate with private owners of the main road and conclude satisfactory arrangement for long term</p> <p>Do not support extensive development or cost to create new roading</p> <p>Does not appear to e any consideration under "Amenities" to plan and allow for development of walking tracks along the waterfront</p> <p>Strongly support recommendation not to increase bureaucracy by establishing ad hoc committees and increasing costs</p> <p>do not support any reduction in general rates currently charged</p>
37	Craig Bishop-Everett, on behalf of Tarakohe Marina Association	<p>Tarakohe Marina Association:</p> <p>disagrees with methodology used by TDC to calculate operating costs of Port Tarakohe</p> <p>submits that timeframe for submissions to draft plan is inappropriate</p>
38	Mathew Rountree	Total opposition to raising berthage fees and removing existing boat ramp etc
39	Cherie Manson	Total opposition to TDC proposal for Tarakohe
40	Daniel Rountree	Totally oppose the draft plan for Port Tarakohe
41	Winston Rountree	Totally opposed to increases in mooring/berths at Port Tarakohe, along with plans to shift current boat ramp and close western arm to public access
42	Joanne Rountree	Totally opposed to increases in mooring/berths at Port Tarakohe, along with plans to shift current boat ramp and close western arm to public access
43	Nicky Hansen	If berthage goes up will be forced to take fishing vessel elsewhere.
44	Clifford Robertson	Totally opposed to what Council is going to do at Port Tarakohe
45	Alan Russell	Vigorously oppose recommendations in the plan on grounds that financial model is grossly flawed, and assault on legal recreational uses of the port.
46	Graeme Jones	Wanting provision for sheltered 24/7 accessible boat ramp. Asking for suitable provisions for recreational activities.
47	Darren Oliver	Will be pulling vessel out of harbour if berthage rates go to 100%
48	Don McKnight	Would be forced to look elsewhere for berth or have to sell boat if costs increased 100%
49	Ian Rabbitts	Strongly disagrees with financial mode; proposed fee increases unfair.

50	Fran Rabbitts	Proposed fee increase unjustified; financial system doesn't make sense; port should remain for recreational users and commercial users, with any cost increases not favouring commercial users and disadvantaging recreational users.
51	Graham Rogers	Totally endorse submissions of Pohara Boat Club and Marina Users Association. Boat Club members don't believe they have a terminating lease; congestion at trailer park occurs on about 4 days per year around New Year; moving barrier arm is unnecessary cost and inconvenience; moving existing launching ramp would require dredging; grass area should remain as is; subsidisation from general rate cannot continue at the present level; ramp fees could be increased, but not doubled; element of public benefit to many aspects of facilities; commercial user-pays is appropriate for commercial users of the port.
52	Andrew Clouston on behalf of Yachting New Zealand	YNZ supports Pohara boat club in its efforts to secure a lease beyond 2019, and in maintaining its facilities and access to the water within Port Tarakohe. Shifting the boat ramp is a poor option.
53	Barbara King	Not happy with rise in fees proposed. Expects that the lease of the ground would be ongoing
54	Andrew Tilling	Beneficiaries are wider than direct users of port.
55	Colin Harrison	Doubling of launching fees will increase the number of boats launched at Tata Beach to an unsustainable level.
56	Joanne McLean	Supports submissions of Pohara Boat Club and Marina Association.
57	Kerry Snowden	If berthage is to double it is excessive and unreasonable for what we have.
58	Stewart Wilkinson	Cannot afford costs at the marina, or for storage.
59	Gillian Marks	Concerned about accessibility issues for disabled persons and affordability at the storage facility
60	Kaye (Sandy) Heslop	Asking for renewal of Boat Club Lease, keeping berthage affordable and leaving boat ramp where it is.
61	KGL Nolan	Revenue methodology makes no distinction between commercial and recreational users, no account has been taken of Council's obligation to provide recreational facilities; proposed increase in charges for use of boat ramp will result in exodus to Tata Beach which is incapable of accepting substantial increase in boat users; WACC is totally inappropriate for assets of this type.
62	Tony Reilly	Welcomes offer to negotiate further lease for PBC; strongly disagrees with land between port and boat storage compound being used for commercial storage; requiring users of ramp to park further away is illogical.; moving pontoon is illogical; proposed charges excessive and incorrect; fishing platform unnecessary and impossible to construct to withstand prevailing weather conditions;

63	Merv Whipp, Ngai Tahu Seafood	proposed wharf charges of \$15 per gwt and/or line charges of \$2.16 per metre are unreasonable; proposed charges are beyond realms of fair and reasonable; methodology used is based on revaluation of replacement cost which is not true value of the asset; mussel industry in growth phase; TDC requires vision to partner the aquaculture industry; real concern if proposed charges are put in place then a suitable barge will be built to harvest and transport mussels back to Nelson; increased Tarakohe charges coupled to road freight costs over the Takaka Hill make it real and attractive option.
64	Kathy Trott	Insufficient charges applied to commercial operators; more transparency needed on income from fishing industry and commercial operators; marina could be extended and berths leased or sold on a buy-back basis. Commercial berths would be located in separate area; land around boat club has potential for cafes, water sports, charter boat companies, marine shops and community activity; boat ramp is only all weather facility and only way out for some residents should the roads be closed. should be looking at providing best facilities to encourage boats to use the ramp, not increase the fees; should be looking after recreational fishermen
65	Nick Collins	Launch boat from Tarakohe; believe plan is only concerned with economic outcomes; timeframes for considering and responding to submissions unrealistic; proposed ramp costs are unreasonable; question the logic of restricting the port only to commercial activities that directly relate to the port. proposal to encourage cruise ships will place undue pressure on local facilities at the expense of local visitors for short periods over the busiest time of year. Question the logic of providing a fishing platform; concerned at suggestion that in 2019 ownership of the boat club building will revert to TDC; problems with parking at boat ramp are limited to small period of time per year; proposal to shift pontoon makes little sense. believe proposals are ill-considered and should not be advanced.
66	Mr Nganga	Golden Bay Community Arts and Health, Educational and Charitable Trust is keen to work to ensure Tarakohe becomes healthy and sustainable.
67	Bill Wilson	Is there a back-up plan to collect fees or will ramp be closed until repairs to barrier arm are affected; knowing what is forecast for mussel fields it makes sense to institute a portable weigh scale for the catch crossing the wharf;
68	Graeme Treloar	Object to TDC's replacement valuation of \$12m and expectation of 7.29% return based on that valuation; considerable amount of debt has been imposed on the harbour yet purchase cost and improvements comes to about \$1.5m. Where does balance of debt come from?

69	John Stevens	application of commercial model to recreational use of boat club associated facilities, including parking area and ramp is neither appropriate nor necessary. Council does not have the appropriate data and analysis to make a legally credible decision about fees.
70	Kevin Hebbard	No TDC, leave our area alone
71	Kevin Winter	as past member of the Port Advisory Committee I was shocked to read some of the proposals for the port. Present siting of ramp is sheltered in almost all conditions, to relocate to proposed location will put people's lives and boats in danger; boat club and building provide for a wide variety of Golden Bay people. Rescue boat is stored and operated from the building. Proposed fishing platform not practical. Excessive proposed charges to either keep or launch a vessel at the port will only discourage visitors.
72	Elizabeth de Lambert	Port Tarakohe Development plan only concerned with economic outcomes and fails to recognise role the facilities play in local community. Council timeframes for considering and responding to submissions unrealistic; ramp facilities provide sheltered, safe and accessible launch facilities; proposed costs are unreasonable; question the logic of restricting the port only to commercial activities that directly relate to the port. question the logic of providing a fishing platform; concerned at suggestion that in 2019 ownership of the boat club will revert to TDC; problems with parking on current western arm are limited to small period of time per year. Proposal to shift pontoon makes little sense. Proposals are ill considered and should not be advanced.
73	Rachel de Lambert	Port Tarakohe Development plan only concerned with economic outcomes and fails to recognise role the facilities play in local community. Council timeframes for considering and responding to submissions unrealistic; ramp facilities provide sheltered, safe and accessible launch facilities; proposed costs are unreasonable; question the logic of restricting the port only to commercial activities that directly relate to the port. question the logic of providing a fishing platform; concerned at suggestion that in 2019 ownership of the boat club will revert to TDC; problems with parking on current western arm are limited to small period of time per year. Proposal to shift pontoon makes little sense. Proposals are ill considered and should not be advanced.
74	Serge Zollinger	Purpose of Tarakohe harbour has been ignored by TDC; port was supposed to be an asset to the Bay and its residents, not serving commercial purpose only; depreciation should not be calculated for all assets and added to the "model"; fishing platform on east side will not stand up to the sea; etc
75	Leigh Kelly	By raising rates of berthage, moorings, ramp use etc all that is achieved is to no longer have a facility that local residents are able to use and it forces small business owner operators out of business.

76	Munro Family	Family supports Pohara Boat Club submission and Tarakohe Marina Association submissions; proposed increases in cost for boat ramp are inappropriate and counter-productive. It is felt overall thrust is overly weighted towards industry and away from recreational purposes and values.
77	Steve de Feu (Onetahua Waka Ama Club)	Club provides opportunity for community to paddle Waka Ama; plan does not refer to cultural, social or amenity activities that are currently undertaken at port; TDC needs to protect the access for the community; supports feedback from Pohara Boat Club.
78	Peter Foster	Strongly opposed to targeted rate for Port Golden Bay; commercial users must pay what is required to keep facility available.
79	Golden Bay Community Board	Port Tarakohe is a regional strategic asset; consider greater community good by not allowing any stakeholder in the port to be dominant in this process or future direction of the port; acknowledge Council's resolution to have port self-funding, however port is used by general ratepayer; do not support a targeted rate; port should be user pays; commercial vessels should pay more than recreational vessels; request finances be projected only for year ahead; renewal Pohara Boat Club lease "as of right" in 2019 and confirmed in writing at this point; support identifying, designating and securing a provisional legal road to bypass the coast and port for heavy traffic; local purpose reserve area should be kept free of port related storage; actively support complementary commercial retail in this area; need more reliable form of weighing all produce coming over the wharf; recommend purposes of weighbridge, wharf crane and security system as in 2012-22 LTP P123); ice tower needs to pay fair market rental or be moved; Council should retain ownership of all wharf frontage and vehicle access; do not support fishing platform; port's recreational side must be considered equally as an integral part of the port; "hole in the rock" is iconic and unique to Golden Bay and opposed to its removal; negotiate with
80	Joan Forsyth	Objects to Development Plan; to double charges for users at Marina would mean people would have to give up boating.
81	Laurie Healy	Council should charge commercial rates to commercial users instead of putting up recreational users fees. Objects to further privatisation of public space.
82	Cheryl Orange	Fees charged for marina/ramp should not be charged on inflated valuation.
83	Judith Rothstein	Detrimental to recreational users to raise fees to this extent.
84	Billy Kerrisk	Do not support selling this asset and seems one-eyed to be asking for the debt to be repaid when so many other council assets are in debt. If marine farming is growing, look to it for growing revenue on a user pay system.
85	Bruce Richmond	Objects to Development Plan; boat ramp and pontoon works well; boating is major pastime for many, shame if it became unattainable through increases in costs.



86	John Fitchett	Financing plan fatally flawed. Marina increase will mean people go to Tata and launching money will reduce. Council has some obligation to ratepayers - the comparison with libraries is entirely appropriate.
87	Arista-Cat Mussels Ltd	Opposed to plans to make Tarakohe financially viable. Current facilities and services available are inadequate.
88	Graeme Coates (Marine Farming Assn)	Marine farmers not opposed to paying however methodology needs to be transparent and reflect fair value; model has arbitrary and political elements not acceptable to industry; model for developing fees and charges is a variation of the MFA/PMNZ model; Marine farmers do not agree with use of replacement cost; other matters unacceptable are depreciation charges, Council charges, loan repayments, payment of assets to be made over 20 years; facility must be safe for purpose as well as fit for purpose; to improve the model consideration should be given to the impacts of industry growth and economy of scale and staging any increase in charges to minimise customer impact; industry prefer wharfage charge rather than line levy
89	Michael Delceg	Consideration should be given to emergency services implementation in any future facilities upgrade.
90	Chris Charlton (see also 192)	Believes lot of absentee ratepayers have not been contacted and are therefore unaware of proposal; ODRC method flawed for recreational users; marina is at lower end of marinas; Council needs to engage more with Marina Assn; although Council is monopoly, it needs to work with all users; discount applied to mussel farmers is not warranted.
91	Graeme Knapp	Supportive of Pohara Beach Club feedback.
92	Bill Wallace (Golden Bay Marine Farmers Consortium)	Replacement cost model is unfair and unacceptable to GBMFC. Recommend mussel industry line levies remain unchanged until such time as basic services are provided and facilities are safe and fit for purpose; and full financial return from fully developed AMAs is realised.
93	Sue & Des Clark	Draft plan does not reflect fair and real value of assets. Payment for assets needs to be over life of asset, not arbitrary 20 years. Depreciation charges unacceptable and Council charges excessive. A wharfage charge of \$15 per tonne would be fairer than line levy.
94	John Lee	Supports submissions of Golden Bay Community Board and Pohara Boat Club.
95	Jenny Heberd	Land was given for community to use and enjoy. If TDC goes ahead with its plans only the rich will be able to use it.
96	Greg Powell	Supports continuation of port for public use. Do not support selling the port. Do not support raising charges for use of ramp.
97	Trevor Dransfield	Method of arriving at charges ludicrous. Seems you have doubled our charges and halved costs of fishing industry. Rates money goes to support other sporting and recreational facilities;

98	Marsha Jones	Community access to the port is a vital and valuable experience with unique environment and local culture.
99	Peter Pontier	Suggests Council engage locally-available knowledge instead of consultants. Feels uncomfortable with targeted rates. Great number of non ratepayers who could contribute.
100	Roger Bay	Opposed to development plan. Supports feedback of Golden Bay Community Board, Pohara Boat Club and Tarakohe Maria Association. Objects to proposal to disenfranchises recreational users by creation of inconvenient parking arrangements and excessive user charges.
101	Sacha Horton	Fees for public need to be kept the same or only small increase. Tarakohe needs to be able to be used by as many people from the community. Appreciate to see Espresso Ship continue. Set up visitors centre, tell local Maori stories of this place somewhere. Work towards more balance and harmony with all involved parties.
102	Patricia Potter	Support submissions of Pohara Boat Club and Tarakohe Marina Association.
103	Dilyse Roberts	Need to keep balance between commercial and recreational aspects of the port so they can both contribute to its financial viability. Weighbridge, wharf crane and security system provided for in long term plan should be installed. Idea of interference with the "hole in the rock" is abhorrent. urges formation of strategic plan for the whole port area with input from community, commercial users, and people with planning and business expertise
104	Ian Purves	Does not support raising fees for recreational users
105	Leanne Harwood	Do not support Port Tarakohe Development Plan. Seems geared toward commercial use.
106	Richard Lamb	Supports Tarakohe Marina Association. Disagree with manner in which capital investment is generated. Weighbridge should be installed. Projected rise in rental for boat storage area is unjustified. Commercial operators should pay in a fair and transparent manner. Security fence surrounding port operational area must be extended to encircle the seaward side of the hole in the rock to allow construction of a passage way between rock and fence.
107	Peter Sim	Supports Pohara Boat Club.
108	Roger Fowler	Value of this site run in its resent form exceeds any likely financial gains from proposed changes. Shifting ramp to tidal location is stupid. Increasing costs to commercial and recreational users will lower site use and shift user pressure elsewhere, probably out of district.
109	Douglas Collis	Rates should be the same as other marinas
110	Glen Kilpatrick	Rates should be based on reality.
111	Romilly Mead	Cement Company left the port to Golden Bay Community. Don't want to see facility taken over by large fish processing company. Believes TDC's figures are wrong. Port fees should be in line with other ports in NZ.

112	Karen Bishop-Everett	Doesn't believe methodology of financial review is correct. Fair to have Golden Bay ratepayers paying some portion as the port area is for all.
113	Amy Ashford	Increasing ramp card fee will cost Pohara Boat Club its members. Supports Pohara Boat Club and Marina Association submissions.
114	Iona Jelf	suggested position of new floater is not feasible. Parking pressure at ramp only exceeds demand for one week of the year. Proposed fishing platform would be a waste of \$60,000. proposed 100% increase in launching fees is counterproductive. Port finances have been inaccurately calculated.
115	Mik Symmons	no issues with general rate funding to cover costs of maintaining Port Tarakohe as community asset. Support increase in commercial charges. Line levy should only be charged when they have been established, cost of material moved over the wharf should be charged at a per tonne rate. proposed marina increases are excessive. reasonable to use reserves budget to cover some of the costs of eastern side of the port.
116	Kim Bourke	Does not support the plan at all. Keep port separate. Moving ramp is bad decision. Hole in the rock needs to be left alone. Ramp charges need to be kept low. Reserve next to compound should remain as reserve. Shouldn't be user pays and should be rate subsidised. increasing mooring/berthage by 100% is not viable.
117	John Wilson	Council should not seek to obtain percentage return on inflated capital value. Charges should be comparable with charges from other jurisdictions. WHK model is not fully transparent and has some inaccuracies.
118	Judith Bensemann	Objects to changes in Development Plan.
119	John Knox	Concerned about substantial increase to boat launching fees.
120	Martin McDonald/Philly Hall	Oppose the development plan in its entirety. Support submissions of GB Community Board, Pohara Boat Club and Tarakohe Marina Association.
121	David Petterson	Proposal will make it very difficult for enjoyment of chosen recreation.
122	John Michell	TDC's revaluation and increase in costs seems grossly unfair. Commercial users should pay, not recreational.
123	John Slater	Recreational costs should be free.
124	Fred Jenkins	All ratepayers in Tasman Nelson area should pay.
125	Andrew Butters	Fees should be in line with rest of New Zealand
126	Ronald Marks	Over-riding criteria for rent charges must be affordability. Boat ramp is a safe, all-weather asset. Parking is only a problem three to four days per year.
127	Rod Buchanan	As mooring lessee, I'm uncomfortable with planned distribution of charges.
128	Neil Wilson	Submits on timeframe for feedback.

129	Susan Snelgrove	TDC user pays charges should be consistent; community assets should receive funding from general rates; isolating beneficiaries of a community asset is a difficult, clumsy and costly task; boat owners should pay reasonable and affordable launching and mooring fees; user charges should not exclude poorer members of the community;
130	Peter Bickley	Parking is OK.
131	Paul Clements	Supports Pohara Boat Club submission.
132	Cathy Sage	Charges should be in line with other marinas.
133	Susan Bruning	Marina charges should be in line with other marinas with similar facilities; crazy idea to move boat ramp; reserve land should stay as reserve and not be used as commercial
134	Sonia Bruning	Will be too expensive to use boat ramp and too shallow if boat ramp is moved. Reserve land should stay as reserve and not be used as commercial
135	John Sheridan	Marine charges should be in line with other marinas with similar facilities. Not in favour of moving boat ramp; reserve land should stay as reserve and not be used as commercial.
136	Noel Bruning	Recreational fishing is being pushed out. boat ramp should stay where it is now. reserve land should stay as reserve and not be used as commercial.
137	Blake Delaney	Marina charges should be in line with other marinas that have similar facilities.
138	Herb Harris	Don't agree with increases in charges unless facilities are improved.
139	Suzy Hall	Marine rates should be in line with other marinas.
140	Nicola Finlayson	Marina fees should be in line with other marinas.
141	Marie Pirie	Marina fees should be in line with other marinas.
142	Sarah Brown	Harbour fees should be in alignment with other marinas.
143	James Mackay	Fees need to be aligned to other marinas in the area. Need to be fair to all users.
144	Belinda Barnes	Marina fees should be in line with other marinas.
145	Keith Horton	This is and remains a community asset.
146	Can't read	Keep status quo.
147	John Menary	Keep Tarakohe for public use and keep fees realistic
148	Darryl Kerrisk	Port should remain fair and reasonable cost for use of local and commercial interests.
149	Simon Shaw	Fees should remain same as other ports.
150	Joss Brown	Marina costs at Port Tarakohe should be in alignment with all port charges.
151	John Stevens	Charges should remain consistent with other marinas.
152	Bill Wallace	Port is a community asset of Golden Bay, not TDC. Marina charges should be in line with other non-serviced marinas.

153	K Polglase	Should remain asset of Golden Bay community. Charges should be in line with other marinas with little or no services.
154	Michael von Parka	Supports Golden Bay Community Board submission.
155	Erlin Mead	Marina charges should be in line with other marinas with no services.
156	Mark Manson	TDC policy, past and present, has been undemocratic . Fees should be no higher than comparable sites.
157	Sika Rose	Keep it cheap enough for everyone to use.
158	Lizzy McAlinden	Keep charges in line with other marinas.
159	Ngaio Heron-Fraser	Should remain a community asset. Fees should remain the same or at least the same as other marinas.
160	Adrian McClimont	Don't over charge our marina.
161	Mark Brigande	Marina fees should be in line with other marinas.
162	L Gay	Development is good but not at such a cost.
163	Christine Winter	Marina fees should remain the same as other marinas.
164	Elvira van der Waay	Charges should remain affordable.
165	Odessa Heraud	Charges should be in line with other marinas.
166	Bruce Packard	Ramp fee increase is over the top.
167	Philip and Rose Windle	concern about increasing charges at boat ramp.
168	Elizabeth Dransfield	100% increase in cost of a card will make it unaffordable for most boat owners.
169	Richard Horrell	Should be an overall ratepayer contribution to cost of running Tarakohe.
170	John Snelgrove	would expect to pay higher fees if there were improvements to facilities; 100% rise is outrageous; fishing platform is unnecessary expense.
171	John and Suzy Hall	Raising the mooring and marina fees by exorbitant amount is unnecessary. Putting in a weighbridge would be timely and a fair way to create and/or recover income for the port. Reserve area should be kept as such.
172	Anna Charlton	Disappointed TDC is proposing to raise user charges. Concerned at proposal to destroy the "hole in the rock".
173	Sollys Freight Ltd	Submit wharfage increase to \$5 per tonne, reviewed annually and adjusted to CPI. Berthage of \$3.80 per lineal metre, reviewed annually and adjusted to CPI; linesman charge at \$180 as single charge, reviewed annually and adjusted to CPI. (charges all exclusive of GST).
174	Mark Houston	Charges for port users must align with standard charges charged for similar services around NZ. Wharf needs a weighbridge.

175	Joseph Blessing	Wants to see port's leisure facilities remain an asset that the public has access to. management costs should come out of commercial activities.
176	Allan Kilgour	Port finances based on previously rejected report; user pays; increased marina fees; main concrete wharf; wharfage and berthage system; future wharf development; boat ramp; future marina development.
177	Cherie Hanson	If price of berthage goes up, as small commercial fishing operator, we will be forced to take our fishing vessel elsewhere.
178	Kristina Meiklejohn	Opposed to high/extreme increases in fees.
179	William Waugh	Present costs to launch a boat are excessive and proposed increases too much.
180	Naomi Waugh	To raise ramp fees would create a financial hardship for families.
181	Gabrielle McKay	Don't mind paying fair share for mooring, but don't see I should be subsidising mussel industry.
182	Dawson McKay	Would rather see my rates going into this port than many other reserves, swimming pools and sports grounds that I never use.
183	Barry Pomeroy	Financial model is seriously flawed. Totally disagree with the development plan as it has been presented.
184	Peter Woods	Supports Pohara Boating Club submission.
185	David Martin	TDC should consider the port as a community one.
186	Rex Baigent	Concerned about the WHK report. Don't agree with projected ideas for boat ramp and shifting it would be a waste of money.
187	Rob Riley	Charges need to be same as Nelson; parking not an issue; fishing platform not needed; forcing people to go to Tata would create chaos.
188	Alan Vaughan	WHK report biased towards totally commercial role for the port. Greater effort needs to be made by Council to recover costs evaded by some commercial operators. Recreational fishers and boat users should expect annual increase in charges but should be kept in line with other port recreational charges in the top of the South Island.
189	Rob Pooley (Just Mussels Ltd)	Never been opposed to paying fees and charges on a fair and equitable basis. Now faced with proposed grossly unfair and offensive proposal. Model is a variation of the MFA/PMZ model. Marine farmers do not agree with the use of replacement cost. other matters which made it more unacceptable include depreciation charges, TDC charges, loan repayments, payment of assets to be made over 20 years, not the life of the assets in the books. Endorse submission from MFA, Golden Bay Marine Farmers Consortium and Ringroad Companies.
190	Paddy Gillooly	Vital part of Golden Bay's infrastructure for commercial and recreational use. Port must continue to be affordable for users.

191	Nicola Basham	Do not support targeted rate. Port should be user-pays; commercial vessels should pay more than recreational vessels; lease for Pohara Boat Club should be renewed "as of right" in 2019; local purpose reserve should be kept free of port-related storage; needs to be more reliable form of weighing all product over the wharf.
192	Chris Charlton	Consultation process; requirement to provide recreational opportunities; Council coastal structures policy and expenditure; way forward recreational and community.
193	Jo-Anne Vaughan	Amateur fishers and marina occupiers should be charged fair and reasonable berthage, also users of the port to launch their boats; community should pay a reasonable targeted rate;
194	Lindsay Campbell	If all charges go through, some Pohara Beach Club members are likely to use Tata which would have negative effects.
195	Donald Mead	Reduction on subsidies from TDC would be welcome.
196	Colin Walker (Nelson Marina Berth Holders Assn)	WHK report contains errors, eg incorrectly states recreational marina fees for Nelson. correct rate is \$228 pmpa, plus GST. Report relies on a model which is inappropriate for recreational facilities. Commercial interests that require expanded facilities should bear the cost of that expansion. Fees for recreational boating should be reduced, not increased.
197	Tony Lawton	Marina and boat ramp are recreational facilities; proposed increases are in breach of the Council's legal requirements under the LGA and the Auditor Generals guidelines on public service charges governing regulations; marina self-funding and rates subsidy; pitfalls of using ODVR replacement cost
198	Bob Nicolle (GB Ring Road Farming)	Endorse and support submission of Marine Farming Association. GBRF reject basis of valuation of the assets; shareholders unanimously adopted the default option of wharfage charges
199	Bob Nicolle (GB Ring Road Spat Catching)	Support GB Ring Road Farming submission. Reject arbitrary method of charging for seasonal spat catching sites.
200	Federated Farmers	Implement shift from general rate funding in stages over time; replace line charge with charge per ton of product landed; implement wharfage rates that encourage all industries to utilise Port Tarkohe
201	Elizabeth Burdett	Disagree that the port must make a return to Council for the capital cost invested in it; report failed to take proper account of commercial activities operated across the wharf; size of debt to be repaid has been grossly increased
202	Peter Busfield (NZ Marine Industry)	Development Plan is not consistent with providing affordable and safe access for the wider community to access the coastal waters off Port Tarkohe. Opposed to proposals as they stand.

203	Roland Toder	Valuation method is out-dated and discredited by Commerce Commission of NZ; depreciation (valuation and time); port economics; reserve is for entire Golden Bay community, not just those who use it commercially or recreationally; financial rationale is not presented on a solid conclusive base of financial information.
204	Brian Hurst	Oppose many of the recommendations in the WHK report; the two areas - eastern and western arm are unique and separate; western side should be left as recreation facility and operated independently from commercial eastern arm. Boat ramp fees should not be raised unproportionally to inflation or users and memberships will drop.
205	Graham Ashford (Pohara Boat Club - Club Manager)	If charges to be increased they should be across the whole range, ie \$75 to \$150 for cards and coin charge from \$7 to \$14. parking problem is only for 5/6 days a year.
206	Andrea and Graham Ashford	Support submissions made by Pohara Boat Club and Tarakohe Marina Association.
207	Jeffrey Woodward	re-site entry barriers to launch ramp areas; drop launch fees to more acceptable level; get rid of two derelict hulls moored on the old wharf; replace the old wharf; make management accountable for all revenues taken; create fair and equitable charging system for permanent moorings; get definitive plan from Talley's re their block; buy that block back if no plan forthcoming.
208	Simon and Anna Tillman	increasing ramp fees will have major disadvantages for Tata Beach.
209	David Rose	Objects to size of increase in size of fees for storage or berthing a boat.
210	Trevor Riley	Raised a number of issues around accuracy of the development plan in an engaging manner.
211	Wakatu Incorporated	Advised late submission coming and they wish to be heard.
212	Port Tarakohe Ltd	Powerpoint presentation covering a range of issues.