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Graham F Rogers

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SUBMISSION RELATING TO THE PROPOSED PORT TARAKOHE DEVELOPMENT PLAN outlined in the WHK report.

I attended the meeting at the Pohara Boat Club on Friday 15 November at which two motions were agreed. There was no voice raised against nor any dissent heard when the motions were separately put to the vote. I TOTALLY ENDORSE THE SUBMISSIONS OF THE POHARA BOAT CLUB AND THE MARINA USERS ASSOCIATION.

I am a member of the Pohara Boat Club and a recreational boat user. I add the following personal comments.

The WHK report seems to have been written entirely from an accounting user-pays commercial viewpoint. It ignores or at best down plays recreational and community benefit. It seems to have been written by people who have not visited the western side and have no appreciation of the present layout and area of land. My comments follow in two categories.

IF IT AINT BROKE - DONT FIX IT.

- 1; the Pohara Boat Club members do not believe they have a terminating lease.
- 2; the congestion at the trailer park occurs on about four days per year around New Year. Locals stay home. Visitors know that they are causing their own problem and accept it. The situation requires no action. It works.
- 3; double driving the causeway to a proposed new trailer park near the Boat Club creates congestion with two way traffic.
- 4; there is less area to park near the Clubroom than at the present trailer park.
- 5; moving the barrier arm is an unnecessary cost and inconvenience.
- 6; moving the existing launching ramp to a new location near the Boat Club would require dredging to provide sufficient water depth for launching and retrieving at all stages of the tide.
- 7; it also requires a vehicle manoeuvring area in what is already a restricted area.
- 8; the grass area should remain as is – for recreational use by locals and visitors. The present charge to motor caravan users is paltry. Commercial use for mussel farm operations is inappropriate for the western part of the port.

IF IT IS BROKE - BY ALL MEANS FIX IT.

- 1; subsidisation of operating costs by money from the General Rate cannot continue at the present level. TDC finances are not in good shape and neither are those of many of the TDC ratepayers who have no option but to pay the costs of council decisions.
- 2; ramp fees could be increased - but not doubled and not retrospectively and not to the top of the table of fees in the Top of the South.
- 3; an increase continuing over time seems reasonable.
- 4; there is an element of public benefit to many aspects of TDC facilities. Rugby players are not charged the full cost of the facilities they use. There is a case to be made for continuing some level of TDC payment towards the operating costs of the port.
- 5; volunteers involved with water and boating activities subsidise those activities with their time, knowledge, skills and equipment: junior sailing, waka ama, search and rescue, penguin habitat and the like.
- 6; the commercial user-pays perspective is appropriate for commercial users of the port – mussel farming, wet fishing, freight movement and the like. A per tonne/ per metre/ per day measure seems fair but not to the level that drives users and payers away. The bullet that shoots oneself in the foot also kills the goose that lays the golden eggs.
- 7; the understanding between the Golden Bay Cement Company and the TDC at the time of sale and purchase was that the port would continue to provide for recreational and community use as well as commercial operations.

Moving the financing of Port Tarakohe to a full cost recovery user-pays model might seem entirely appropriate to an accountant. We would all be the poorer for it – in more ways than one. Parts of the WHK report are worth adopting, parts are worth further consideration and modification. Parts need to be rejected.

I TOTALLY ENDORSE THE SUBMISSIONS OF THE POHARA BOAT CLUB AND THE MARINA USERS ASSOCIATION.

Website Submission - Draft Port Taranaki Development Plan

Your Contact Details**Title ***

Mr Andrew Clouston
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Organisation

Yachting New Zealand

Position

Participation and Development Manager

Your Feedback**Your comments ***

Please see submission attached

Submission to the Tasman District Council on the Draft Port Tarakohe Development Plan on behalf of Yachting New Zealand

21 November 2013

1. Yachting New Zealand (YNZ) is the national sports organisation (NSO) for sailing in New Zealand. YNZ represents over 31,000 members in 116 yacht clubs from Taipa in the north to Bluff in the south – also affiliated are approximately 50 class associations and 40 maritime associations. Many members are involved in both power and sail driven activities.
2. YNZ is concerned that the background of the report appears to assume the Pohara Boating Club (PBC) will not continue to occupy its club house within the port from 2019 as a fait accompli. The PBC has no intention of ceasing to operate from this location and have been in discussion with the council about maintaining a lease past this date. YNZ support the PBC in its efforts to secure a lease beyond 2019.
3. YNZ supports the Pohara Boating Club (PBC) in maintaining its facilities and access to the water within Port Tarakohe.
4. The background of the report does not consider any sailing activity that takes place within the harbour. One activity for example is, YNZ in conjunction with the PBC runs learn to sail session from the club as part of the national Sailing... Have a Go! programme which offers children from the local community the opportunity to experience the sport of sailing and also develop essential water safety skills. The club is also looking to expand in to dinghy sailing for adults. The harbour provides an ideal location for this as it offers shelter in most conditions.
5. YNZ advocates for continued access and freedom of navigation in the coastal marine area, and unimpeded access to sheltered bays for both enjoyment and safety. Port Tarakohe offers a unique access point to the water in the Golden Bay area as its sheltered harbour and boat ramps are a safe option for a large number of the community and the high seasonal population to get on and off the water. The exposed beaches in the area and the tidal ramp at Tata Beach are much less suitable and much less safe options.
6. YNZ feels it is important for the club and its facilities to remain within the port and within the scope of “port related” activities as described in the report. The PBC is a community facility that

offers value to both the Golden Bay community and those who frequent the area in the summer months. The club is a community facility, it offers a place for young people to learn about sailing and boating in a well-managed environment and it provides facilities for the people of all ages in the community to enjoy the water.

7. The report recognises that the PBC complex brings people to the area. To remove the club, or access to boat storage and launching lowers its value proposition to those outside the area and would result in less visitors, meaning less spending in the local community by these visitors.

8. Due to the tidal nature of the harbour, shifting the boat ramp on the western arm closer to the PBC is a poor option for two reasons; access would be limited at low tide and power boats should not be launching too near young and sometimes inexperienced sailors trying to launch their sailing dinghies from the shore in front of the club. The ramp should remain where it is.

9. YNZ feels the Tasman District Council needs to protect the access for the community within the port, support the Pohara Boat Club and not restrict access to activities the report considers purely commercial.

Andrew Clouston
Participation and Development Manager
Yachting New Zealand

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details**Title ***

Mrs Barbara King

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Ligar Bay

Takaka 7183

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Mobile Phone Number**Email Address ***

kandbking@xtra.co.nz

Organisation**Position****Your Feedback****Your comments ***

Having been a member of the Pohara Boat Club for about 35 years I would not like what you are proposing - the Boat Club has put their heart and soul into the building and surrounding area; and the jetty and boat ramp and also the new little ramp out the front of the Boat club building - a lot of blood, sweat and tears by the members went into those.

I am not happy with the rise in fees that you are proposing either.

I would have expected that the lease of the ground would be on going as happens for the Rugby Club and Bowling Club etc.

Is this why you wanted to put freedom campers by our beaches and ruin the picnic areas? -Put them back in the camps-yes.

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details**Title ***

Dr Andrew Tilling

1090D Ligar Bay

RD 1

Takaka 7183

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ajtilling@xtra.co.nz

Organisation**Position****Your Feedback****Your comments ***

I object to the Draft Development Plan for Tarakohe as it is not a strategic plan at all, even though the time horizon is said to be 10 years

The plan has adopted a highly contentious user pays model without sufficient justification. The Mayor has stated at a meeting in Pohara that the idea is to make the port pay for itself, without ratepayer "subsidy". Why shouldn't ratepayers meet some of the costs of running the port?

The plan has not taken a strategic development approach and makes broad assumptions and statements without explanation or justification. There is no vision of what the port could be or who the wider beneficiaries are.

The beneficiaries are in fact wider than the direct users of the port. The Golden Bay community are also stakeholders.

The accounting methodology is also spurious. Replacement cost accounting gives a false value.

No details are given of costs of operating the port. This needs to be made explicit and an analysis needs to be undertaken as to what savings can be made

The report raises more issues than it answers.

I wish to be heard at any future hearing.

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details**Title ***

Mr Colin Harrison

1275 Abel Tasman Ddrive

RD 1

Tata Beach

Golden Bay 7183

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03 5448182

Mobile Phone Number**Email Address ***

harryac@xtra.co.nz

Organisation**Position****Your Feedback****Your comments ***

I consider the doubling of launching fees at the Port Tarakoe ramp will increase the number of boats launched at the locally maintained ramp at Tata Beach to an unsustainable level.

Issues at Tata over the summer holiday period will include

- * unsafe launching/retrievals in westerly weather
- * traffic management issues
- * illegal car / trailer parking on the reserve areas
- * pedestrian safety on overparked Pederson Street and Peninsula Road

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details

Title *

Ms Joanne McLean

734 Abel Tzman Drive

Pohara

Golden Bay 7183

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Email Address *

jo@totallyroasted.co.nz

Organisation

totallyroasted coffeehouse and cafe

Position

owner

Your Feedback

Your comments *

i wish to support both submissions presented by P.B.C. and The Marina association. I do support our port being removed from public and community use, the entire left arm should remain for that use. It was originally sold to our community, here in golden bay. Your misuse of financial information is a grave concern., as I have seen 2 differing sets of figure's. I think that this should be looked into by an independent partie. You can also not guarantee a viable mussel farming future, if the farming and harvesting of scallops here is of any indication. Port Tarakohe must also remain usable and accessible to the public of golden bay, visitors and other and recreational user's. P.B.C's lease must be extended and allowed to continue.

Website Submission - Draft Port Taranaki Development Plan

Your Contact Details**Title ***

Mr Kerry Snowden

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Takaka 7183

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0276995228

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snowden6@xtra.co.nz

Organisation**Position****Your Feedback****Your comments ***

If Berthage is to double,I find it excessive and unreasonable for what we have, Please think about what you are doing.



Feedback Form for Draft Port Tarakohe Development Plan

Submitter details (please print clearly):

Your name: Stewart Arthur WILKINSON
 Your postal address: Street: PO Box 149 TAKAKA
 Suburb: Residential Address 144 Rangiatea Road 7
 Town: TAKAKA Postcode: _____
 Your daytime phone number: 03 5259877
 Your email address: NO EMAIL

Are you giving this feedback as: an individual or on behalf of an organisation

If an organisation, please name the organisation and your position: NA

Your comment on the Port Tarakohe Development Plan
 (please continue overleaf if you require more space):

My boat was in the Tarakohe Marina for a while at the cost of
approximately \$42 per week.
I could not afford this cost so I took the boat home, where it's been
sitting on its trailer for 5 years.
I have considered storing it at the boat lockup at Tarakohe, but can
not afford the fee.
I would love to use my boat but cannot afford these costs and I'm
convinced that other people have the same thoughts.
With the proposed increase in costs there will be many more of us.

Please send your feedback to:

Feedback on Port Tarakohe Development Plan
 Tasman District Council
 Private Bag 4
 Richmond 7050

Or drop your feedback into Council at 189 Queen Street, Richmond, or your local library or service centre. Alternatively email your feedback to: porttarakohe@tasman.govt.nz or fax to 03 543 8560. Feedback forms are available for download from Council's website (<http://www.tasman.govt.nz/>).

We need to receive your feedback by 4.00 pm Thursday 28 November 2013.

Tarakohe Development Plan

I suspect my submission will be different to any other you receive.

If you look in the fenced-off boat yard you will see our boat - a 7.2 m long SeaRanger craft with a door built in to its side, and a disability sticker on the cabin.

We have a son with severe multiple disabilities who lives in the world of people with severe disabilities.

In 1998 we had the boat built, designed specifically to take people in wheelchairs and give them an experience that beforehand, they could only dream of.

Once it was launched at Tarakohe we hit a problem. The ramp down to the pontoon was too narrow for wheelchairs. The Pohara Boat Club heard of our dilemma, and at no cost to us, designed, built, and installed the wonderful ramp that is there today.

So, from then on people in wheelchairs have been able to download from vehicles, travel down the ramp onto the pontoon, and without any help, wheel on board! The wheelchair is clamped into place, the door locked shut and away they go - experiencing spray in their face, and speed if they choose.

Can you imagine how they feel? It's a joy to be involved.

At the time I think we were one of the two boats in NZ offering this service and when we were commercial operators people from all over the world came out with us.

Now we are no longer commercial operators, but still offer to take out people in wheelchairs at no cost to them.

If the ramp and pontoon are moved from the present site we will have problems docking anywhere that is open to the harbour mouth and the prevailing westerlies.

Please will you also think about vehicles being parked anywhere but near the ramp. The road surface is dreadful for anyone in a wheelchair. Having to park by the Boat Club, then wheeling, or being pushed, on that surface to the pontoon will be a nightmare for some.

When the bodyyard was installed we understood 70 boat owners were interested. Currently the permanent tenancy rate seems to be about 10 boats. People cannot afford to make use of this facility. If the charges go up any higher I don't think we'll be able to stay either.



Mr [v]
Kasey, small
HEBLOP
50 FALKNER RD KOB
PONAH
TAKAKA
7183

[Find your correct postcode](#)
Maximum Phone Number
03 5257009
Phone (Area Code)
0274771 706

From Address
Kasey_nz@hotmail.com
You will be emailed a copy of your submission.

If you are submitting on behalf of an organisation, please indicate your position and the organisation.

Position

Your Feedback

Enter your comments in the box below. You can also attach a file (such as a Word document, or a PDF) that details your submission.

Renew The Boat Club Lease, Aden Engines,
Keep Berthage Affordable.
~~Boat Ramp should stay where it is.~~
Boat RAMP should stay where IT IS.

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Feedback Form for Draft Port Tarakohe Development Plan

Submitter details (please print clearly)

Your name: K G L NOLAN
 Your postal address: Street: 263 BALCAIRN RD
 Suburb: R D 1
 Town: AMBERLEY Postcode: 7481
 Your daytime phone number: 03 314 7772
 Your email address: bcillig263@gmail.com

Are you giving this feedback as: an individual or on behalf of an organisation

If an organisation, please name the organisation and your position: _____

Your comment on the Port Tarakohe Development Plan
(please continue overleaf if you require more space):

see attached

Please send your feedback to:
 Feedback on Port Tarakohe Development Plan
 Tasman District Council
 Private Bag 4
 Richmond 7050

Or drop your feedback into Council at 189 Queen Street, Richmond, or your local library or service centre. Alternatively email your feedback to: porttarakohe@tasman.govt.nz or fax to 03 543 8580. Feedback forms are available for download from Council's website (<http://www.tasman.govt.nz/>).

We need to receive your feedback by 4.00 pm Thursday 28 November 2013.

Handwritten: Sunday

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PORT TARAKOHE DEVELOPMENT PLAN SUBMISSION

RELATING TO THE BOAT RAMP

FROM K G L NOLAN

1. With reference to revenue methodology the report makes no distinction between commercial and recreational users of the port.
 - a. Commercial users can be expected to pay a reasonable charge, and the report goes to some length to argue that this needs to be competitive as otherwise those users could go elsewhere.
 - b. Subject to the point below, recreational users have essentially no choice, as there are few all weather boat ramps in the eastern part of Golden Bay. That can never justify increasing fees to an unreasonable level, as it would amount to unfair advantage of a monopolistic position.
2. The Council provides many facilities to its citizens and others, for which little or no recompense is sought, such as libraries and sports grounds. The logic is that the Council has an obligation to see to the general welfare of its ratepayers and to encourage general recreational activity. The Pohara Boat Club and use of the ramp clearly come within that broad definition.
3. So far as the boat ramp is concerned, the report does not even consider possible ramifications if boaties were to find the increased charges too severe, as it is a reasonable expectation they will. It is most likely that such people would make use of the ramp at Tata Beach for which there are no charges. This would have two outcomes:
 - a. A reduction in the boat ramp fees payable to the Council, possibly back to the current levels and perhaps even well below that.
 - b. Tata Beach residents could be expected to react strongly to the possibility of an influx of external boaties, all negative.
4. Further on Tata Beach:
 - a. The ramp is not all-weather as is Tarakohe, meaning that safe boat retrieval could not always be guaranteed. This would lead to increased risk to both persons and property. That risk will increase in proportion to increased use.
 - b. Tata Beach is simply not configured to handle more than a dozen or so vehicles and boat trailers at one time.

- c. While Tata residents could in theory park boats and empty trailers on their own properties although this would be most inconvenient and in some cases impractical for properties some distance from the ramp, this option would not be available for non-residents.
 - d. Quite unlike Tarakohe, the Tata ramp and parking area is extensively used by the public as the main access to the beach. As a result, the risk of an accident especially to small children, who are often unsupervised, would become unacceptable.
 - e. Tata residents simply do not want "their" well known and much loved people-friendly beach ruined by the extensive intrusion of boats and trailers from other areas, with all the likely repercussions, as above.
5. A strong economic case can be made to the effect that WACC at the suggested level is simply inappropriate for a boat ramp. Electricity distributors and airports, which are referred to in the report as similar because of monopolistic factors both have huge capital assets, many of which are electronic and very sophisticated. These are depreciating fast and will all require to be replaced. This can be contrasted to a breakwater, an unsealed carpark and a sealed boat ramp, for which maintenance is at an entirely different level. A WACC of 7.29% means that the capital cost would have been covered in full in about ten years, while maintenance costs would be minimal.
6. Summary:
- o No distinction has been made between commercial and recreational users of the port. This is a fatal flaw.
 - o No account has been taken of the Council's obligation to provide recreational facilities on terms less than full cost recovery on either a capital or operational basis.
 - o The proposed increase in charges for use of the boat ramp is likely to result in an exodus to the ramp at Tata Beach, which is free.
 - o Tata Beach is simply incapable of accepting a substantial increase in boat users.
 - o The suggested WACC is totally inappropriate for assets of this type.

Note:

- I am a current member of the Pohara Boat Club although I was unable to be present when the Development Plan was discussed and the Club's submission resolved.
- I endorse the submission from the Pohara Boat Club.
- I have for some ten years owned a property at Tata Beach.

K G L Nolan**November 2013**

Website Submission - Draft Port Tarakohe

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Your Contact Details

Title *

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Organisation

Position

Your Feedback

Your comments *

I support the submission points of the Pohara Boat Club being:

- PBC Club Room Lease - PBC welcomes the offer to negotiate a further lease on the current land the club owned building is located and expects clarification on this possibility as an outcome of this plan.
- Local Area Reserve – PBC strongly disagree with the suggestion that the community reserve land in the area between the port and the boat storage compound be used for commercial storage.
- Western Arm Boat Launching/Boat Trailer Parking – PBC surveys show demand exceeds capacity for a maximum period of one week per year, the proposal to require users park further away from the launching facilities is illogical. The suggestion of constructing a pontoon or moving the existing pontoon to the area in front of the PBC building will require significant dredging work as the water depth is insufficient to allow access at low tide, again this is illogical.
- Cost of Boat Launching –PBC considers the proposed charges to be excessive and fundamentally incorrect. Surveys of members have shown that usage will fall by up to 80%. People launching boats will instead use the newly consented (by TDC) free boat ramp at Tata beach.
- Fishing Platform – The proposed fishing platform on the eastern wall is both unnecessary and impossible to construct in a manner that could withstand the prevailing weather conditions.
- Report Suggestions Contrary to Original Intent Submission Points Overview
- PBC strongly feel that this development plan written for TDC having the stated purpose – ‘development (of) strategy for Port Tarakohe that will relate to the role of the port in the regional economy’ is contrary and in parts in direct opposition to the original intent of partnership between TDC and the community.

From: Merv Whipp [<mailto:Merv.Whipp@ngaitahu.iwi.nz>]
Sent: Tuesday, 26 November 2013 9:13 a.m.
To: Reception Richmond
Subject: FW: Submissions on Tarakohe wharf

To whom it may concern,
Further to last week's meeting with TDC and mussel growers regarding wharf and line charges I am responding with my concerns.

- 1/. The proposed wharf charges of \$15 per gwt and/or line charges of \$2.16 per metre are totally unreasonable.
- 2/. The mussel industry historically has paid fairly for all services provided, however the proposed charge increases for Tarakohe are beyond the realms of fair and reasonable.
- 3/. The methodology used to calculate increased fees is based on a revaluation of replacement cost which is not a true value of the asset considering the wharf is not fit for purpose and poses a health and safety issue.
- 4/. The mussel industry in Golden and Tasman Bay's are in a growth phase with huge future potential to grow the Tarakohe wharf income.
- 5/. TDC require vision to partner the aquaculture industry, gain economies of scale and grow both businesses into the future, not be at one another's throats.
- 6/. A real concern exists that if the proposed Tarakohe charges are put in place then a suitable barge will be built to harvest and transport mussels back to Nelson where wharf charges are fair and reasonable.
- 7/. This is a serious consideration as increased Tarakohe charges coupled to road freight costs over the Takaka Hill make it a very real and attractive option.
- 8/. A real lack of basic common sense is missing from a very simple equation.

Merv Whipp.
Aquaculture Manager
Ngai Tahu Seafood Resources Ltd.

TARAKOHE HARBOUR FEEDBACK FORM

Comparing the marina income to the wharf income indicates to us that there is insufficient charges applied to the commercial operators for the area they occupy

More transparency is needed on the income from the fishing industry and commercial operators i.e.

How much do Talley's pay for the Ice Tower.

What does the fishing industry pay to use the wharf

What do the mussel farmers pay for storage on the wharf

MARINA BERTHS

With a waiting list for berths the marina could be extended and berths leased or sold on a buy back basis as they do in Australian marinas. The present basin could be used for future expansion.

Commercial Berths would be located in a separate area to avoid noise and wake from the early mussel and fishing boats leaving the port.

RECREATIONAL WHARVES

As a resident of Mapua and Golden Bay I have watched the development of Mapua Wharf as a successful Tourist-Family-Community asset. Development of the Mapua Wharf has come about by Tourism, not commercial fishing. I must add that without the Mapua community in the early days, mainly the boat club the Wharf area would not exist today. Council were happy to remove all the old buildings which would have been a tragedy.

TARAKOHE

After the Tarakohe Cement works closed the Pohara area became a popular tourist destination with clear water and golden beaches(no cement dust). People have invested in the area in property i.e. holiday homes and business to cater for tourists. Surely then the next step is to preserve this wonderful facility for the community as a whole. The land around the Boat Club has potential for Cafes, Watersports, Charterboat companies, marine shops and of course an area set aside for community activity. An example of a popular tourist business is the coffee ship on the wharf.

BOAT RAMP

The boat ramp is the only all weather facility and the only way out for some residents should the roads be closed by slips. At present the charge is at the maximum in comparison with other ramps around the area. We should be looking at providing the best facilities to encourage boats to use the ramp not increasing the fees.

RECREATIONAL FISHING AND SCALLOPS

In the past the scallops in the bay have brought boats from all over the South Island. We should be looking after the recreational fisherman whether it is fishing, scalloping or whitebaiting it is a huge

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income for the Golden Bay area. The floods which affected visitor numbers reflects how much of Golden Bays economy is generated by Visitors. Pristine areas are disappearing all over the world we can make this Port something special! We have in place the Penguin protection programme, how great is that! Let's explore what else can be done with such an amazing area.

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details

Title *

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Organisation

Position

Your Feedback

Your comments *

Port Tarakohe Development Plan Submission

On behalf of Sarah, Nick, Katie, Hamish and David Collins
18 November 2013

1. Background

The de Lambert family own property at 1447 Abel Tasman Drive, Wainui Bay. Sarah has been holidaying Golden Bay since 1965, Nick since 1973 and Katie, Hamish and David all their lives. Family members occupy the bach for at least three months over the year.

A large part of our holiday visits to the Bay involves watersports – swimming, fishing, kayaking, scalloping and exploring the coast by sea.

We currently have a Surtees 5.5m workmate boat stored in the lock up compound at the boat club, which has been there about two years. Prior to that we towed our Tristram boat down for the holiday period since 1998. We also had a trailer sailor stored at the bach from 1987 until 2011.

We are current members of the Pohara Beach Boat Club, and have been for some years. Although the boat ramp at Tata beach is closer to the bach, we launch the boat from Tarakohe. Tarakohe is preferable; as it is protected from wind conditions of the Bay, and the boat washing facilities are excellent.

2. Introduction

We contest that the Port Tarakohe Development plan is limited. It is only concerned

with economic outcomes and fails to recognize the role that the Port Tarakohe facilities play in the local community in providing a safe haven for children to learn to sail, a safe launching facility for boats and significant parking for visitors.

3. We submit that the Council timeframes for considering and responding to submissions on this draft plan is unrealistic

Submissions from stakeholders and the community are due by 4pm 28th Nov. The agenda for the December Full Council Meeting is produced the same day. This does not allow the Council officers time to give due consideration to submissions placed in writing their report to Councilors'. This means that evaluation or reporting to Councilors' is not likely to be well refined or robust.

4. Revenue generating recommendations

We believe the Tasman District Council should consider the unique recreational environment and the reason why holidaymakers come to Golden Bay. Port Tarakohe ramp facilities provide sheltered, safe and accessible launch facilities in an area that is frequently subject to strong westerly winds. These same holidaymakers spend an enormous amount of money in the Bay while on holiday, contributing to the local economy.

The plan states that rates will rise from \$6 to \$9 for casual users and annual card for boat club members will rise from \$75 to \$150. In comparing these proposed fees to other boat ramps around the country, we feel that the proposed costs are unreasonable. We also suggest that this would cause a large number of current ramp users to relocate to the recently upgraded Tata beach boat ramp, where launching is currently free. This is of concern to us, as during summer months large numbers of people already use this boat ramp and park along the roadside, causing congestion. In some weather conditions, using this boat ramp is dangerous, and would pose a risk to boat and beach users.

5. Strategic/risk recommendations:

We question the logic of restricting the port only to commercial activities that directly relate to the port. A balance of retail, accommodation and hospitality is appropriate for a small regional port. For example, the current Pirate Ship café brings residents and tourists to the port area.

The proposal to encourage international cruise ships to visit the area will place undue pressure on local facilities and will happen at the expense of local visitors for short periods over the busiest time of the year.

We question whether the proposed roading and infrastructure developments are necessary. It seems that these will only add to future port costs.

6. Amenity and Community

We question the logic of providing a fishing platform, when stated earlier the proposal is to limit Port use to commercial and industrial. The area proposed for this

development is highly inappropriate, as the wind and wave conditions would make it dangerous to use and likely subject to damage. People already use the sea wall around the port for fishing, and thus the proposed fishing platform is seen as unnecessary spending.

7. Pohara Beach Boat club room lease

It concerns us that this study is suggesting that in 2019, ownership of the boat club building will revert to TDC. It is important that young people in the area can continue to use this area to learn to sail in a safe and secure area.

8. Boat launching ramp and trailer parking

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Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details

Title *

Mr Nganga (Golden Bay Community Arts and Health, Educational and Charitable Trust)
(aka- Kelvin McKenney)
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Organisation

Golden Bay Community Arts and Health, Educational and Charitable Trust

Position

Founder / Treasurer / Managing Director (GBCAH,ECT)

Your Feedback

Your comments *

The TRUST is keen to see and work with individuals and groups to insure Tarakohe Port becomes Healthy and Sustainable. We will instigate a Plan B presentation to go along with the current draft Plan A and between the two plans we the People of Golden Bay and the Tasman along with Council to come to satisfactory agreement to a Plan C and that's is what we all need to Cee.

There is so much to offer here, and cannot be delivered in a few paragraphs or presented within a week. Plan A took most of this year at a cost, Plan B will also take some months too with a model. I personally planned to create such a plan and model last winter on a Port proposal. Bob & Joan Butts asked me to hold back as TDC was working with one, hmm! I on behalf of the Trust wish to lead individuals and groups within the Bay to present this model and plan, with TDC co-operation.

I am qualified and well experienced in Town Planning, Architecture, Cartography and the Arts to produce such a plan and report with fellow expertise.

This is the letter to GB Weekly Editor for this Friday 29th after last Tuesday public meeting at Pohara:

RE-DEVELOPING PORT TARAKOHE

Our community is in danger of losing its port's availability to diverse users, due to plans made by people outside the Bay. Before we lose local control and use of our port, let's create our own multi-use "Plan B" for a healthy, sustainable Tarakohe. We have many professionals with great ideas and expertise, financial advisers, engineers, architects, planners, project managers etc. Lets unite them with the boat club, fisherfolk, recreational users like Waka Ama, and penguin protectors to plan and develop our port.

Along with five years in architecture, I had seven years experience with the Town Planning Department in Western Australia during the 1970's, dealing directly with ports and marinas that thrive today. These, plus thriving multi-use New Zealand ports, are models to build upon in developing our own unique plan. Unlike most NZ ports, Tarakohe is a nearly "blank canvas" with great potential. So let's co-create a healthy port plan, now.

The newly formed Golden Bay Community Arts and Health, Educational and Charitable Trust can serve as an organisational platform from which to seek resources and funds to develop and launch our proposal. The Trust's aims and purposes can be seen at "About us" on www.MADSkoolofArts.org

Incorporating anything of value from TDC's Draft "Plan A" we can add our "Plan B," to "C" how all port users' needs can be met. Interested individuals and groups, please contact me on 525 7666 or ngangart@gmail.com

THANKS,

NgAnga (literal "overseer of the port")

.....
I could write and gather much information and feedback for the Trust on the Port but right now I am working 100 hours plus on preparing the Arts & Health EXPO on 11-12th January 2014, a Tasman regional event. After which I can devote full attention on this important project.

I understand Council wishes to push through the current financial issues quickly, Plan B as I know solves all of that to set up a very profitable Port and Golden Bay Community along with the Tasman District. The potential here is unlimited and one needs to see the BIG picture that incorporates the quarry development as well. That is another inter-related plan and model that I also have a clear vision for.

Would like to discuss more with you, recently my computer died including the hard drive loosing the photos of the sketches I drew on the future port, they are only stored in my head at present otherwise I would of attached them , however one is in the Boat Club.

Tyme Haz Kum!!!

Kind Regards

NgAnga

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details**Title ***

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Organisation**Position****Your Feedback****Your comments ***

I have it in mind that this proposal has some difficulties that I will address:

A. The prime time for the collection of the proposed new fees of the marina will be the last 2 weeks of December 2013, all of January 2014, and the first two weeks of February 2014 for a total of 9 weeks. Dividing the \$329,000 into 52 weeks evidences that just over \$6000 will have to be received per week. Considering the prime time aspect, it is fallacy to think the lion's share could be achieved in this short period.

B. The Port Manager reported at the Golden Bay Community Board meeting for November:

1. That the barrier arm was inconsistent in operation. Is there a back-up plan to collect the fees or will the ramp be closed until repairs are affected?

2. That the mussel fields will see an expansion of 3 fold in the next five years. Knowing that this is forecasted it makes sense to immediately institute a portable weigh scale for the catch crossing the wharf.

C. It was mentioned at the development plan meeting that some projects are funded across the district. I take it that you are guided by a policy that determines objectively which will be included or not.

Many thanks for your consideration of my letter.

Kind regards,
Bill Wilson

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details

Title *

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Organisation

Pohara Boat Club Inc

Position

Vice-Commodore

Your Feedback

Your comments *

1:- Valuation and expected return;

I object that TDC has a replacement valuation of \$12 million on Tarakohe Harbour and expect a return of 7.29% based on that valuation. The harbour is a community asset there for the public good and owned on behalf of the ratepayers of TDC and more particularly Golden Bay. The development plan has told us that the 7.29% return is taken from The Port of Tauranga return which is ridiculous as Tauranga is the most successful commercial port in the country and Tarakohe would hardly rate as being commercial, it is not comparing apples with apples. To be successful all stakeholders and uses of the harbour both commercial and recreational need to be brought in and fees etc need to be based on the direct operating costs to run the harbour otherwise most of the uses will disappear and will be a loss to the harbour and Golden Bay.

2:- Debt on Tarakohe Harbour;

A considerable amount of debt has been imposed on the harbour yet the purchase cost of the harbour to TDC and improvements come to about \$1.5 million, the question is where does the balance of the debt come from and it seems the majority of the debt has come from consultant fees etc and as those costs that have been imposed by TDC, TDC should carry that debt and not be in the operating accounts of Tarakohe Harbour

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details

Title *

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Organisation

Position

Your Feedback

Your comments *

The application of a commercial model to the recreational use of the boat club associated facilities, including the parking area and ramp, is neither appropriate nor necessary. Many clubs and recreational facilities around NZ would be closed if a commercial model was applied. Council should continue to subsidise, through the general rate, this recreational activity, as it does for other recreational facilities within the district, such as sports grounds.

For a credible outcome on charges, recreational facilities should be costed separately from the commercial port activities and proposed fees measured alongside charges made for other recreational facilities within the district and in other districts.

The current financial data suggests the provision of a continuing substantial subsidy to commercial users. They should immediately pay the full cost, although the model used may significantly overstate this. Taking into account the understood terms of acquisition of the port, a current valuation should not be the starting point, particularly for recreational facility areas.

In my submission, the Council does not have the appropriate data and analysis currently available for it to make a legally credible decision about fees.

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details**Title ***

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Organisation

Kevin Heberd M/CS

Position

Owner

Your Feedback**Your comments ***

No TDC leave our area alone.

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details

Title *

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Organisation

Position

Your Feedback

Your comments *

26/11/2013

Port Tarakohe submission:

The Port of Tarakohe and the Pohara Beach Boat Club are an important part of recreation for all Golden Bay people not just those who have moorings or use the launching ramp.

As a past member of the Port Advisory Committee I was somewhat shocked to read some of the proposals for the port, I feel the writer of the report has a total ignorance of anything nautical whether practical or where safety is a concern.

The plan to relocate the boat launching ramp to the front of the Boat Club has obviously been proposed by someone who has only ever been to the port on a calm day. The proposed location is going to put people's lives and boats in danger as they try to retrieve their vessels when there is any swell running within the port, there is also no water at low tide, whereas the siting of the present ramp stays sheltered in almost all conditions.

As for not parking for cars and trailers on the western arm you have to ask what is the ulterior motive? Is this going to be shelter and offloading for Mussel barges? And to hell with the safety of recreational users.

The Boat Club and its building provide for a wide variety of Golden Bay people. It provides sailing lessons for Kids of all ages, teaching not only how to sail but safety on the water and with New Zealand's high rate of drowning the club is helping to instil water safety into the minds of these children from an early age helping to reduce the number of on the water tragedies.

The rescue boat is both housed and operated from this building, where would this go, in town somewhere?

The Boat Club Building is used for many functions in Golden bay there is nowhere

else on the Pohara side, it is not only used by boat club members for events and storage of sailing boats and equipment, Wakarama, Search and Rescue, even used by the TDC for meetings and the port is run from the club offices.

What will happen to all the money raised by the club community to construct this building if the Council takes over the building, do the members receive this back? Can you imagine having your wedding or meeting with the stench of marine farming equipment filling the air.

As for the increase in charges, this gives creative account a whole new meaning. The finances of the port were until the port was revalued showing a reasonable return on investment with the marina generating two thirds of the ports income. To revalue the port at twelve million and include depreciation on rock walls is like saying to my customers yesterday this water pump was worth \$600 but overnight I revalued my buildings so today it is 100% more expensive.

The ratepayers of Golden Bay have never been given the opportunity to say no to a rates contribution to facilities in Richmond(Aquatic centre, Mapua clean-up as example) So why does it not work the other way?

The proposed fishing platform is not practical, it is not uncommon for the eastern arm to be battered by 3 metre seas from the northwest, often with swells coming over the breakwater this would result in your \$60000 platform being demolished by the first storm. The inclusion of the fishing platform in this report is merely a red herring to try and get people without boats on side.

The excessive proposed charges to either keep or launch a vessel at the port will only discourage visitors to the port totally negating any so called debt recovery proposed in the report. There will also be a flow on effect to the whole Golden Bay economy , visitors who come to the Bay with their families to enjoy just messing about in boats will take their dollars elsewhere effecting our campgrounds, fuel service stations , supermarkets and general business sector putting more pressure on an already suffering retail sector in Golden Bay.

Kevin Winter.

Past Commodore Pohara Beach Boating Club.

k.n.winter@xtra.co.nz

Port Tarakohe Development Plan Submission

Website Submission - Draft Port Tarakohe Development Plan

Ms Elizabeth de Lambert

PO Box 36041

Merivale

Christchurch 8146

Daytime Phone Number

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Mobile Phone Number

0274310099

Email Address *

lizzie@lizziescuisine.co.nz

On behalf of Elizabeth de Lambert

26 November 2013

1. Background

The de Lambert family own property at 1447 Abel Tasman Drive, Wainui Bay. My parents have been holidaying with their four daughters in Golden Bay since 1960. A large part of our holiday visits with the family to the Bay has involved watersports – swimming, fishing, kayaking, scalloping and exploring the coast by sea.

Currently I part own with other family a Surtees 5.5m workmate boat stored in the lock up compound at the boat club, which has been there about two years. Prior to that family boats have been trailered to the Bay from 1998. A trailer sailer was stored at the bach from 1987 until 2011 and regularly sailed in the Bay. From 1970's to 1980's we had a FGlass Fireball stored at Wainui and regularly used in the Bay.

Family are current members of the Pohara Beach Boat Club, and have been for some years. Although the boat ramp at Tata beach is closer to the bach, we launch the boat from Tarakohe. Tarakohe is preferable; as it is protected from wind conditions of the Bay, and the boat washing facilities are excellent.

2. Introduction

We contest that the Port Tarakohe Development plan is limited. It is only concerned with economic outcomes and fails to recognize the role that the Port Tarakohe facilities play in the local community in providing a safe haven for children to learn to sail, a safe launching facility for boats and significant parking for visitors.

3. We submit that the Council timeframes for considering and responding to submissions on this draft plan is unrealistic

Submissions from stakeholders and the community are due by 4pm 28th Nov. The agenda for the December Full Council Meeting is produced the same day. This does not allow the Council officers time to give due consideration to submissions placed in writing their report to Councilors'. This means that evaluation or reporting to Councilors' is not likely to be well refined or robust.

4. Revenue generating recommendations

We believe the Tasman District Council should consider the unique recreational environment and the reason why holidaymakers come to Golden Bay. Port Tarkohe ramp facilities provide sheltered, safe and accessible launch facilities in an area that is frequently subject to strong westerly winds. These same holidaymakers spend an enormous amount of money in the Bay while on holiday, contributing to the local economy.

The plan states that rates will rise from \$6 to \$9 for casual users and annual card for boat club members will rise from \$75 to \$150. In comparing these proposed fees to other boat ramps around the country, we feel that the proposed costs are unreasonable.

We also suggest that this would cause a large number of current ramp users to relocate to the recently upgraded Tata beach boat ramp, where launching is currently free. This is of concern to us, as during summer months large numbers of people already use this boat ramp and park along the roadside, causing congestion. In some weather conditions, using this boat ramp is dangerous, and would pose a risk to boat and beach users.

5. Strategic/risk recommendations:

We question the logic of restricting the port only to commercial activities that directly relate to the port. A balance of retail, accommodation and hospitality is appropriate for a small regional port. For example, the current Pirate Ship café brings residents and tourists to the port area.

The proposal to encourage international cruise ships to visit the area will place undue pressure on local facilities and will happen at the expense of local visitors for short periods over the busiest time of the year.

We question whether the proposed roading and infrastructure developments are necessary. It seems that these will only add to future port costs.

6. Amenity and Community

We question the logic of providing a fishing platform, when stated earlier the proposal is to limit Port use to commercial and industrial. The area proposed for this development is highly inappropriate, as the wind and wave conditions would make it dangerous to use and likely subject to damage. People already use the sea wall around the port for fishing, and thus the proposed fishing platform is seen as unnecessary spending.

7. Pohara Beach Boat club room lease

It concerns us that this study is suggesting that in 2019, ownership of the boat club building will revert to TDC. It is important that young people in the area can continue to use this area to learn to sail in a safe and secure area.

8. Boat launching ramp and trailer parking

The plan suggests that the boat ramp and/or parking may be relocated closer to the clubrooms. The reason for this appears to be issues with parking at peak times of year. We think that problems with parking on the current western arm of the port are limited to a very small period of time per year. It seems strange that you would propose for people to park much further away and then walk when the problem is limited to such a short time period. We suggest that shifting parking closer to the main road may have an unintended effect as in peak overflow cars and trailers will end up parking along the edge of an already busy road.

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9. Concluding remarks

We allege that for the above reasons, the proposals put forward for the Tarakohoe Port area are ill considered, based on a narrow premise and that they should not be advanced.

Port Tarakohe Development Plan Submission

On behalf of Rachel de Lambert
26 November 2013

Ms Rachel de Lambert
2b O'Neill Street
Ponsonby
Auckland 1011

1. Background

The de Lambert family own property at 1447 Abel Tasman Drive, Wainui Bay. My parents have been holidaying with their four daughters in Golden Bay since 1960. A large part of our holiday visits with the family to the Bay has involved watersports – swimming, fishing, kayaking, scalloping and exploring the coast by sea.

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Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details

Title *

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Organisation

Position

Your Feedback

Your comments *

Re: feedback about Pohara hall meeting 19 November 2013

I went to the public meeting in Pohara on the 19 Nov., and was very concerned about the future outcome of OUR Harbour.

Considering that the port was basically handed over to Golden Bay for the public at large to use, I think TDC is going ahead with measures that will not represent the need and wishes of the residents of the region.

The points which I find unacceptable are;

- The purpose of Tarakohe Harbour has been ignored by TDC.
- TDC had no strategic plans for managing the port, now it needs a committee to run it commercially, is that good for Golden Bay?
- Commercial, means all of the port being secured with fences, and restricted entry, like the area around the wharf at the present, access to the port by the public will not be encouraged.
- The Port was supposed to be an asset to the Bay and its residents. not serving commercial purpose only.
- Because of the above reason , the residents should be deciding what needs to happen, not just the council.
- There is poor consultation with the residents of Golden bay to find out if residents want to

support the port.

- Golden bay residents should be able to submit plans for future harbour use.
- Why don't we ask if the residents of the Bay are willing to keep paying for the missing yearly funds required to have the port revenue neutral? It worked well enough until an other accounting model was created.
- TDC has wasted funds for very expensive consultants to design un-economical extensions of the existing marina, the cost of which is then charged to the account Tarakohe and used to hide behind overall deficits.
- The depreciation should not be calculated for ALL assets and added to the "model".
- Walls, ramps, land should not be in there since Fletcher handed the port to Golden Bay at a minimum cost, including a building which has since been sold.
- TDC showed very poor management especially about strategy and purpose of the port.
- The method used to value the Port is wrong, forgetting the initial " purchase" was just a hand-over deal.
- Why could Tarakohe not continue to be also a tourist, local fishermen, sailor, and visitor place for leisure purpose?
- Why can't it have a Cafe/ Eatery or can't it support other services which would encourage visitors to enjoy the place?
- Instead of the spending for consultants, some affordable way of improving the existing grounds could have taken place
- We know that at the end of the day, if the mussel farm industry doesn't produce sufficient income , the port will be sold.
- Once sold, it definitely has simplified the TDC's involvement, but the residents of GB are not better off.
- Governance to a new TDC Commercial Subcommittee: an other likely costly move to more running expenses.
- This port is always going to be too small to be compared with other ports model, and could follow an income/cost compromise to suit the intended purpose for the region.
- What the consultant WHK calls " market price" will be 200% of what Nelson marina are charging.
- As they are presently, the existing facilities for boat crew and owners are right down to a minimum compared to any other marinas.(no showers, unlit public toilet, dusty environment, limited security, no laundry facilities, no waste pumping facilities, no office, no garbage recycling, no spilled oil recovery gear, no boat maintenance area or services.)

- The obvious follows: we will have to sell our boats or move them to marinas outside Golden bay, and TDC will have more space for commercial activities.
- The fishing platform idea on the east side of the wall will not stand up to the sea.
- “Shifting the boat ramp” should be called remove+ re-building a new ramp, and could only be done in a less safe place at a high cost, but why not pay for another feasibility study first.
- The changes planned around the Boat club, including increased fees for the ramp, will cause a drop in patronage for the club and use of the place . A substantial cut in income will follow. The club will struggle to survive.
- The leased land for the Boat club expiring in 2019 is a worry: we might soon loose our building.
- There is no sign of an agreement for a new lease of the Boat club's land and considering the new model for more commercial space requirements, the above point can happen.

It is clear that we are loosing our harbour, possibly our club later, and it seems there is little we can do to stop it from happening.

Serge Zollinger

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Website Submission - Draft Port Tarakohe Development Plan

75

Your Contact Details

Title *

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Organisation

Wildcat Charters

Position

Owner/Operator

Your Feedback

Your comments *

We have been operating our saltwater fishing charter business out of Port Tarakohe in conjunction with our motel in Pohara, for the last three years. My wife and I moved to Golden Bay to specifically operate from Port Tarakohe because of the locality of the port in relation to the optimal weather and sea conditions found here. We were also encouraged by the cost of the berthage and existing facilities as well as proposed services available.

We were previously based at the Port of Greymouth, operating both a commercial fishing vessel and our charter operation. Over the years the council continued to increase fees, (while reducing facilities), under the guise of the alleged rising costs of operating the port, which was supposedly running at a loss.

The Port of Greymouth has since gone from hosting a fleet of over 60 boats, to around a dozen. All they have achieved by raising fees was to lose more boats and therefore be at a further loss of income. Now their income from berthage is the lowest it has ever been. They are now selling assets to try and cover the loss of income.

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 such as ourselves out of business. We may operate a small business, but our fishing charters and motel bring a lot of visitors to the area, which has a knock on effect to other small businesses in the area when our clients spend their money in Golden Bay. This keeps us and many others in employment, which is beneficial for everybody in the region.

Please don't be as short sighted as other councils, and price the local community out of a facility that is of benefit to all.

We would like an opportunity to speak on this matter, and look forward to hearing from you.