

27 November 2013

Tasman District Council
Private Bag 4
Richmond

Dear Sir/Madam,

Submission: Port Tarakohe Development Plan

Submitter: The Munro Family of Trailways Hotel, Nelson
66 Trafalgar Street
Nelson 7010

Address for Service: Landmark Life Ltd
PO Box 343
Nelson 7040
03 539 0330

1. The Munro Family is a long-term supporter of the interests of recreational users of Port Tarakohe.
2. The Munro Family supports the submissions by the Pohara Boat Club (Nov 2013) and also the submission by the Tarakohe Marina Association (15 Nov 2013). However, the Munro Family also wishes to lodge its own submission to emphasis various points raised in those submissions and raise additional issues.

Pohara Boat Club Clubroom Lease

3. As stated in the PBC submission, the report states that PBC currently own their club rooms and hold a lease which expires in 2019. The building then reverts to TDC ownership.
4. The PBC submission also states that the PBC is a well-funded and well supported community club who undertook significant fundraising efforts and practical work sessions to construct their building and assets.
5. The Munro Family would like to add to this that significant corporate donations were made to the PBC in the development of their clubrooms. In particular, the Family (through Trailways Hotel, Nelson) donated:
 - a. Commercial blue seal 6 burner gas hob – value \$3000
 - b. Bakbar commercial oven – value \$3000
 - c. 1 x double bench top deep fryer – value \$1000
 - d. 2 x stainless range hoods – value \$1800
6. This constitutes nearly \$8,000 worth of donations to the club.
7. The PBC has signalled its intention to renegotiate a further term of this lease. This is appropriate and should be pursued by all parties.

8. The above donations were made, not to the Tasman District Council, but to a local club that was fundraising and working hard to develop the high quality clubrooms that now exist. It is submitted that the PBC should be given all opportunity to continue its lease to be able to retain and operate the land and facilities that it has worked hard to establish.

Cost of Boat Ramp Launching

9. The proposed increases in cost for boat ramp launching are inappropriate and will be counter-productive. As outlined in other submissions, these costs will cause recreational boaters to use other slipway facilities to avoid paying the costs.
10. As a result this proposal is more likely to reduce overall revenue for the Council rather than increase it.
11. Access to the sea and fishing is an integral part of the New Zealand lifestyle. It is appropriate that priority is given to maintaining this access at a reasonable cost. The proposed cost structure is not reasonable and a greater allowance should be given to the value to the community of ensuring that recreational opportunities remain accessible at an affordable price.

Balance between Industry and Recreation

12. It is felt that the overall thrust of the Draft Port Taranaki Development Plan is overly weighted towards industry and away from recreational purposes and values.
13. As pointed out in the PBC submission, the original intent was to provide for both. It is considered that this Plan restricts and limits the value and capacity of recreational values through limitations on space and through a pricing and development strategy which promotes industry at the expense of recreation.
14. It is acknowledged that a number of proposals and recommendations are ostensibly to provide for better recreational outcomes, but many of these (e.g. the fishing platform on the outer side of the eastern wall and the relocation of the pontoon to next to the PBC clubrooms) are impractical and ill-conceived.

Yours faithfully



Jeremy Butler
Landmark Life Limited
Resource Management Consultancy

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details

Title *

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na

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Organisation

Onetahua Waka Ama Club

Position

Club President

Your Feedback

Your comments *

Onetahua Waka Ama Club (OWAC) carries out Waka Ama from Pohara Boat Club, Port Tarakohe. We currently have 2 x 6 person and 1 x 2 person Waka and the associated equipment required to paddle. This is stored at the club house.

Our club provides the opportunity for the Golden Bay community to paddle Waka Ama, thereby maintaining the values of our vision statement:-

‘To enhance the tradition and sport of waka ama through tikanga maori, education and encouraging whanau and the community in a safe and healthy environment.’

We maintain that:

- The sea is an important environment for the Golden Bay Community but it is not easily enjoyed by everyone. Our club allows people to get onto the water, increase their personal fitness and be confident paddling Waka as a team.
- The club’s youth section teaches water skills, team skills, self confidence in a safe environment to young people. Our under 16 team came second at Waka te Tasman, Kaiteriteri. They learn the sports traditions, first aid/CPR, steering and other seamanship skills. We are developing strong links with Golden Bay High School and are discussing having Waka Ama as part of their sport curriculum.

The Onetahue Waka Ama Club feedback to the 'Port Tarakohe Development Plan' is

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The Plan does not refer to cultural, social or amenity activities that are currently undertaken in Port Tarakohe. There is a financial value to these activities and this value has to be recognized by Tasman District Council in the development Plan. These activities are a responsibility of TDC to provide under the RMA and have to be costed as such.

And

Tasman District Council needs to protect the access for the community within the port and not to restrict access to any amenity activity.

And

OWAC have read and supports the feedback provided by Pohara Boat Club.

Sincerely,
S du Feu
OWAC President

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details**Title ***

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

I strongly oppose a targeted rate for Port Golden Bay.

It should run as a business, without subsidy.

The commercial users of the facilities must pay what is required to keep the facility available.

I do not see the general benefit to the community to require other than boaties and fisheries to justify a tax on the ratepayers.



C/- Tasman District Council

P.O. Box 74

Takaka 7142

Phone 03 525 0020

Email Carolyn: balmac@extra.co.nz or Laura: laura.page@tasman.govt.nz

H263

27 November 2013

PORT TARAKOHE SUBMISSION FROM GOLDEN BAY COMMUNITY BOARD

Overview:

We consider this an initial submission regarding the ongoing development of Pt Tarakohe in response to the WHK report. Several points of the report need elaboration, in order for us to make further comment and the board looks forward to being involved in future negotiations and discussion regarding the port.

It bears mentioning that while the board were involved in the initial working group meeting with council staff, neither the board nor the local councillors were involved in following meetings with commercial port users so we are not privy to all of the negotiations which have gone into contributing to the report.

Our overarching role as Golden Bay's community board is to safeguard the physical, financial and emotional wellbeing of the bay and its assets. We acknowledge that Pt Tarakohe, as Tasman's only council/community-owned seaport, is not only a district but also a regional strategic asset. However, it is obvious that for Golden Bay there is a tangible sense of community ownership and connection that cannot be accounted for within a purely financial model. It would be short-sighted to consider selling off such a pivotal asset to private enterprise or indeed to make it so commercial that it loses its iconic charm and community usability.

It is vitally important that in a bid by council to relieve the general ratepayer of any of the port debt, we consider the greater community good by not allowing any stakeholder in the port to be dominant in this process or the future direction of the port. With this in mind, we need to keep sight of the balance between the two 'arms' of Port Tarakohe – the commercial aspect and the recreational aspect – and for both aspects to come under an environmentally sustainable umbrella. To consider the balance of both, alongside the need to make the port financially viable, we must take into account factors other than money. It is not realistic to expect the recreational side of the port to in any way compensate the financial shortcomings of the commercial side which needs to be self-supporting - and so we expect council to charge commensurate commercial fishing/aquaculture fees and charges to support the majority share of the port. The ratepayers are already providing the roads and infrastructure to support this industry.

We appreciate the need for the port to 'pay its way' and also request that council consider that the port is in debt through no fault of its own or the Golden Bay community – and as a result, should not be bearing the brunt of past accounting inadequacies, including the debit loading of previous expensive consultative reports undertaken by the council of the day. While the council is essentially asking that the



Port come up with a plan to relieve the general ratepayer of previously incurred debt, it is worth making a comparison with other district issues such as the ongoing costs of the 'groyne' at Port Motueka, which have seriously impacted in a financial way on the general ratepayer and which is not being asked to suddenly be fully funded from local revenue streams.

We will collaborate with council and stakeholders in finding solutions that work for both the wider Golden Bay constituency, commercial investors and council. What should be uppermost in all of our minds is that the port is a major asset, not a liability – and the future of the port is potentially hugely productive and innovative if we can expand our thinking. Opportunities such as increased, prior-consented aquaculture (up to 200% increase of existing allocation), possible supply of rock around New Zealand (previous contracts include sand to Oriental Bay, Wellington Harbour repairs etc), increased demand for dolomite (NZs only source of this highly sought after fully-certified organic mineral fertiliser), potential barging of forestry logs and other commercial opportunities. Port Tarakohe is also in Fonterra's risk management plan for getting fuel and coal into, and product out of, Golden Bay. There may be future need/opportunity to bring in fertiliser or dairy herd feed products for the farming industry.

If we lose an asset like Port Tarakohe there is no recourse. In the meantime, any attempts to redress the outstanding accounts must not disenfranchise the people of Golden Bay and those from outside of the bay who enjoy the benefits and bounty of a unique sea/landscape and recreational feature. A greater vision of the entire port and its environs is vital if we are to successfully manage the future of Pt Tarakohe.

Port Finance

- We acknowledge council's resolution to have the port as a self-funded entity with no general rate contributing – however we also acknowledge that the port is used by the general ratepayer. It is unrealistic to expect the port to go from being supported by the general rate to being totally self-funded overnight. This should be a step-by-step process – hasty measures could alienate recreational users at the expense of the commercial users. It is worth mentioning the Civil Defence requirements on the port should Takaka Hill Road close in slip or earthquake – this would be seen as a public good/general ratepayer issue.
- We do not support a targeted rate for Golden Bay as Pt Tarakohe is a district asset and is used by ratepayers and tourists from afar. Golden Bay is already paying towards facilities and assets across the district – facilities we are far less likely of benefitting from or using, due to our geographical location.
- The port should be user-pays – with the largest commercial beneficiaries being the major contributors. While we support our commercial users, some of whom do not reside in Golden Bay, it must be remembered that the resources they benefit from are owned by all, or more appropriately, none of us – a privilege that needs to carry an equitable compensatory cost.
- Marina charges – we think that commercial vessels should pay more than recreational vessels due to the heavier use of wharf facilities and services. We consider the current suggested fees are too high for marina users – and that negotiated incremental cost increases would be fairer. We have concerns that too steeply increased recreational marina user charges may be edging out lessees in favour of commercial interests. If this is indeed the plan, an alternative marina should be provided for recreational purposes. Marina users



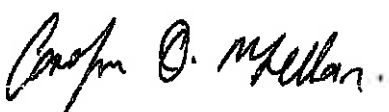
should not be charged more than any of the other top-of-the-south marinas considering the limited facilities available, however we support a reasonable and fair increase to charges. We accept the revaluation for insurance purposes but all other modelling needs to be based on historic cost regarding depreciation.

- The finances have been planned on a 5 year projection which does not take into consideration the not yet consulted on Development Plan. We would ask that until a Development Plan has been decided upon, the finances be only concretely projected for the year ahead.
- With respect to the Pohara Boat Club which was built by the community and with generous community input, we ask that the lease be renewed 'as of right' in 2019 – and confirmed in writing at this point.
- We support identifying, designating and securing a provisional legal road to bypass the coast and port for heavy traffic. Our understanding of the historical indicative road is that it is not practical so we request an alternative route be found – there is at least one option of which the board is aware. The reality of huge increases in trucking traffic and its burden on local roads due to increased aquaculture is a concern for the Golden Bay community and should be also for council finances. Ratepayers should not bear the brunt of maintaining expensive roading for commercial profit. Future widening of roads, including cycleways en route from Pohara also needs to be taken into account.
- The local purpose reserve area in the vicinity of the boat club should be kept free of port-related/fishing/industry storage but the Community Board would actively support complementary commercial retail in this area eg seafood restaurant, café, boat supplies, chandlery etc. We are aware the WHK report does not make provision for such activities – probably due to the need for a noise/odour/emanations buffer-zone for commercial activity – however, there is no reason that all components cannot co-exist with 'prior use' understanding.
- There needs to be a more reliable form of weighing all product coming over the wharf as this seems to be where the major contention regarding charging lies. We support the installation of a weighbridge to correctly monitor all incoming product rather than relying on guesswork and 'honest' reporting. It is common knowledge that some outsider mussel farmers have been using Pt Tarakohe as a port to land their product without paying – these historical accounts need to be paid rather than current users of the port being asked to fund the shortfall.
- The Long Term Plan has provided funding in the budget for a new weighbridge, wharf crane and security system for Pt Tarakohe. (reference 2012-2022 LTP p 123) We recommend that these items be purchased. The security system will ensure that everything coming over the wharf will be monitored 24hrs a day. This will avoid any accusations of inaccuracies or lack of transparency regarding product weight and volume.
- The ice tower is sitting on valuable wharf land – it needs to pay a fair market rental or be moved – charges should be backdated, considering the urgency to clear port debt due to undercharging key players.
- No matter what agreements or commercial agreements are entered into, council should retain ownership of all wharf frontage and vehicle access to ensure future certainty.
- We do not support the proposed fishing platform – for weather/safety reasons
- The port's recreational side supports such valued activities as recreational fishing, 'Learn to Sail' classes, waka ama, penguin nesting boxes, social activities etc – it must be considered equally as an integral part of the port and any plan must consider the wholistic aspect of local enjoyment, ownership and recreation alongside job opportunities and money-related activities.



- Leave the western arm as is – any alterations would incur expensive dredging.
- The 'hole in the rock' is iconic and unique to Golden Bay and we would be opposed to its removal to facilitate truck movements.
- Negotiate with users and community via council/the Community Board as to clear land boundaries between commercial port use and recreational reserve.
- We support the involvement of council's new Commercial Subcommittee for their specialist port knowledge and commercial expertise.
- The Pt Tarakohe Development Plan should come under or alongside a greater Strategic Plan for the port and its environs as the board and community have been requesting for many years.
- For whatever future reasons, should the port ever be considered as 'on the market', the community of Golden Bay should be given first option to buy.

Yours sincerely



Carolyn McLellan
Chair
Golden Bay Community Board



Website Submission - Draft Port Taranaki Development Plan

Your Contact Details**Title ***

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bay.vista@xtra.co.nz

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

I would like to object to the Council's Draft Development Plan for Port Taranaki. To double the charges for users at the Marina, making it one of the dearest in the region, would mean a lot of people would probably have to give up boating. Remember this is a very low income area.

Council should look at ways to cut costs to make it more viable.

Website Submission - Draft Port Taranaki Development Plan

Your Contact Details**Title ***

Mr Laurie Healy
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Organisation**Position****Your Feedback****Your comments ***

If council wishes to increase income from the port activities, they could charge commercial rates to the commercial users (\$1.50 a sack for mussels going over the wharf is ridiculously low) instead of upping fees to recreational users. Seems to be a planned effort to force them out.

I also strenuously object to further privatisation of public space (the reserve) - mussel farmers already occupy public space with their farms. Council should also charge "rent" or "rates" for that space. No other business that occupies space does not pay either or both of these charges. So why should the mussel industry be exempt?

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details

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Organisation

Position

Your Feedback

Your comments *

I don't believe the fees charged for marina/ramp usage should be charged on a inflated valuation.

The council must realise that they were given this asset at a very reduced rate when Tarakohe Cement Co. closed, to be used by the community.

The costs imposed on the marina users should be based on ACTUAL cost to TDC not some over inflated valuation of the asset.

Many local people gave their time to help build ramps and concrete the launching area and you are now wanting to charge them for their voluntary labour.

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details

Title *

Ms Judith Rothstein
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Organisation

Position

against the LARGE increases in fees

Your Feedback

Your comments *

I think it will be quite detrimental to recreational users to raise the fees to this extent. The Port is an important resource for us - in terms of our local use and attracting tourists to this region. I think it is appropriate for TDC to continue to substantially subsidize the costs to ensure that there is affordable access to users. I believe that this benefits the whole district. I hope there will be further discussion on creative ways to support the costs of the Port. Thank you.

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details**Title ***

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

I do not support selling off this community asset and it seems very one eyed to be asking for the debt to be repaid when so many other council assets are in debt. The fact that the debt was, I understand, created by expensive reports is of major concern, especially as the current WHK report suggests feasibility study after feasibility study - presumably done by WHK at even greater cost to the rate payer.

The books need to be balanced at the port as with any other business, but the affect of overcharging recreational users will have a detrimental affect on the local tourism industry. If Marine farming is growing then look to it for growing revenue on a user pays system. Payment needs to relative to use.

One more thing, whoever decided to install the automatic arm should have considered the ongoing costs it was likely to incur in repairs and maintenance.

If TDC decide to ignore the local community - lets face it our numbers are not great enough to count for much in Richmond- and sell the port then the Golden bay community should get first option to buy.

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details**Title ***

Mr Bruce Richmond
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bay.vista@xtra.co.nz

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

I object to the proposed Port Tarakohe Development Plan. The boat ramp , pontoon etc works exceptionally well as it is so why would you want to reposition it. Boating has always been major pastime for a lot of the local families & holiday makers. It would be a shame if this became unattainable to them through increases in costs etc.

Why should we have to pay more than Marina's in other areas, we don't get the same facilities. This is also a very low income area.

Website Submission - Draft Port Taranaki Development Plan

Your Contact Details**Title ***

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Organisation

personal

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

The financing Plan is fatally flawed. It gives the entirely wrong impression to adopt a "monopoly" financing model, and then discount by 40 or 50% because such model gives what are acknowledged to be "impossible" figures. The preferred course is to investigate what the various "markets" can - or should - bear (in relation to charges elsewhere for similar facilities) and fix the charges appropriately.

Further the continuation of the TDC's "cost plus" mentality is unwise. Each and every ratepayer knows that they do not have the luxury of "cost plus" - nor should the Council.

As to charging for launching recreational boats; I accept that the present \$5 is reasonable and small enough to ensure people do not go to Tata to avoid it. If you increase to \$9 there is a real chance that people will go to Tata and launching moneys will reduce. Also(as mentioned at the meeting) Council has some obligation to its ratepayers - the comparison with Libraries was entirely appropriate

John Fitchett



Feedback Form for Draft Port Tarakohe Development Plan

Submitter details (please print clearly)

Your name: ARISTA - CAT MUSSELS LIMITED
 Your postal address: Street: 690 ABEL TASMAN DRIVE
 Suburb: POHARA Postcode: 7183
 Town: TAKAKA
 Your daytime phone number: 0274 547400 KRIS SULLY - MANAGER
 Your email address: aristacat@xtka.co.nz

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):

Arista - Cat Mussels Ltd is opposed to the TOC's proposed plans of making Tarakohe Harbour financially viable. We disagree that the Port users should have to pay for previous Council mismanagement which has resulted in a 2.9 million dollar debt. We do agree that all Port users need to be charged a fair and reasonable fee for services but what Council is proposing is neither fair nor reasonable. The current facilities and services available to us are inadequate and not safe for purpose and the new proposed plan does not include an upgrade or improvement of these.

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 26 November 2013.

Website Submission - Draft Port Tarakohe Development Plan

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Your Contact Details

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Organisation

Marine Farming Association

Position

Executive Officer

Your Feedback

Your comments *

Port Tarakohe Development Plan

Feedback on "fees and Charges" component of the Port Tarakohe Development Plan

1. Marine farmers are not opposed to paying fees and charges for using Port Tarakohe, however the methodology needs to be transparent and reflect fair value.
2. Because the model has arbitrary and "political" elements in it it's not acceptable to industry. Industry needs a clear, transparent and consistent formula that provides industry with long term certainty.
3. The model used by TDC in developing the fees and charges is a variation of the MFA/PMNZ model, the main difference being the valuation of the existing assets. The MFA model uses historic cost of assets prior to implementing the charging regime. The TDC model uses a replacement cost (revaluation).

Marine farmers do not agree with the use of replacement cost because

88

- a. It does not reflect "real" value of the asset and
- b. In the case of Tarakohe it is over spec and not fit for purpose

4. Other matters included in the model which are unacceptable to marine farmers include

- Depreciation charges
- Council charges (HO costs excessive)
- Loan repayments (included in calculation)
- Payment of assets to be made over 20 years not the life of the assets in the books

5. The facility must be safe for purpose as well as fit for purpose. The existing wharf structure is not safe for staff and vessels used by the mussel industry.

6. To improve the model consideration should be given to

- The impacts of industry growth and economy of scale
- Staging any increase in charges to minimise customer impact

7. As the model and fee structure currently stands industry prefers the wharfage charge at \$15.00/tonne rather than the line levy proposal of \$2.16/m/a which is arbitrary and politically compromised.

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details

Michael Delceg
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025259530

Mobile Phone Number**Email Address ***

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

Consideration should be given to emergency services implementation in any future facilities upgrade. If the road link to Nelson is broken Tarakohe may be the main supply link for bulk materials into and out of Golden Bay for an extended period.

Your Contact Details

SEE COMMENTS BELOW.

Mr

GRABER F.S.

KNAPP

3 TAPU PLACE

KAITERITI

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7197

[Find your correct postcode](#)

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gknapp@tapu.co.nz

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.

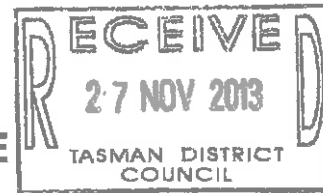
I AM A MEMBER OF THE PBC & A PART TIME RESIDENCE & RATEPAYER
Your Feedback AT POHARA.

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.

I WISH THIS TO BE RECORDED AS SUPPORT FOR PBC.

I FULLY ENDORSE THE SUBMISSION BY THE POHARA BOAT CLUB. THIS IS A PUBLIC RESERVE & PORT I KEEP IT EXACTLY HOW IT IS. WITH NO INTERFERENCE FROM

CREATIVE BEARRA CRATES & THEIR EXPENSIVE FRIENDS



SUBMISSION ON THE

Draft Port Tarakohe Development Plan

GOLDEN BAY MARINE FARMERS CONSORTIUM LTD. (GBMFC)

GBMFC represents 12 shareholders holding spat catching permit NN 100973 in Tasman District's AMA1 subzone (a), most of the shareholders are also actively involved in marine farming on the adjacent 20 marine farm sites in AMA1 subzone (a). GBMFC also has an application held by Tasman District Council (TDC) for marine farming for the whole of subzone (b) in AMA1.

In recommendations on page 8 of the WHK report it suggests (para 2) "encouraging the use of Port Tarakohe by Golden Bay and Tasman Bay Marine Farmers..."

This seems eminently fair and reasonable and GBMFC supports and accepts the need for levies / or charges, as long as those levies or charges are transparent and reflect fair value.

But then on page 15, it talks of a line rental of \$4.33 per metre of backbone, subsidized 50% to \$2.16 per metre.

This represents in excess of a 100% increase, but with no improvement of facilities, and will be double Marlborough's levy, where full services such as sewage disposal, rubbish skips, dedicated wharves etc are provided. Port Tarakohe's existing wharf structure is currently not fit or safe for purpose.

TDC are fully aware that MPI are due to release a new "Aquaculture Decision as early as February 2014, and between the new areas allowed through that process, or developed by Compulsory Arbitration as introduced in the most recent Aquaculture Reform Legislation, there will be a significant increase in revenue.

GBMFC's interest is in AMA1 and there are currently
 -240 longlines @ approx 130m = \$32,760 (\$1.05/m)
 -GBMFC's 130 spat longlines @ approx 130m = \$5408 (32c/m)
 In AMA1 generating about \$38,000 per annum.

Within the next year or two (depending on the voracity of the various parties lawyers) AMA 1 will gain 240 lines in each of blocks b, c and d in AMA1 (admittedly staged development in blocks c and d) but the eventual end result at current levy rates will be

-960 longlines @ approx 130m = \$131,000 (\$1.05/m)

- GBMFC's 130 spat longlines @ approx 130m = \$5408 (32c/m)

In AMA1 generating \$136,400 per annum.

This represents a 360% increase in contribution from this AMA alone in the medium term, with no increase in levy rate

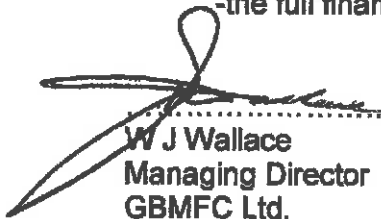
The replacement cost model used by TDC is unfair and unacceptable to GBMFC. It also sullies and corrupts the "gift" valuation Fletcher's placed on the asset at the time of sale to TDC.

Valuation should be based on the real costs to date, including the purchase price from Fletchers.

GBMFC recommend that the mussel industry line levies remain unchanged until such time as

-the basic services are provided, and the facilities are safe and fit for purpose.

-the full financial return from the fully developed AMA's is realized.



.....
W J Wallace
Managing Director
GBMFC Ltd.

Feedback: Draft Tarakohe Development Plan

We feel that the draft plan contains political elements and do not reflect fair and real value of the assets. By valuing the assets according to "replacement cost" instead of actual "historical cost" the assets are greatly overvalued.

Payment for assets needs to be over the life of the asset, not an arbitrary 20 year period. We feel that the depreciation charges are unacceptable and the HO council charges are excessive and need close scrutiny.

Like all forms of farming, in the farming of mussels there are good years and bad. The marine farming industry could be a boon to the future of Golden Bay, but not if industry growth is limited because of excessive council charges.

A wharfage charge of \$15 per tonne(standard procedure at other wharfs), rather than an arbitrary line levy that has political overtones, would be a fairer and a more "user pays" method of charging.

In the past payment was made by the GB marine farmers for specific work to be done at the wharf. To our understanding this has not happened and needs investigation.

S. J. Clark
[Signature]

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From: John Lee [<mailto:leejl@xtra.co.nz>]
Sent: Wednesday, 27 November 2013 3:39 p.m.
To: Reception Richmond
Subject: Port Tarkohe Submission
Importance: High

Please forward this to the appropriate officer.

I write to support the submissions made by both the Golden Bay Community Board and the Pohara Boat Club on the 'plans' for Port Tarkohe.

John Lee, Selwyn Street. Pohara.

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details

Mrs Jenny Heberd

19 Motipipi Street

Takaka 7110

Daytime Phone Number**Mobile Phone Number**

0274873146

Email Address *

heb.jen@xtra.co.nz

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

This land was given for the community to use @ enjoy , if TDC go ahead with its plans only the rich will be able to use it. TDC should leave things as they are.

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details**Title ***

Mr Greg Powell
877 East Takaka Road
Takaka 7142

Daytime Phone Number

03 5257321

Mobile Phone Number**Email Address ***

bay@yurts.co.nz

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

I support the continuation of the port for public use. I am happy as a rate payer to subsidise it's use.

I do not support selling the port.

I do not support raising charges as I believe this will push too many boaties to use the ramp at tata.

I would hate to see the marina become prohibitively expensive for boat owners to keep their boats. It's a very important facility in my eyes and must be retained!

Website Submission - Draft Port Tarakohe Development Plan

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Your Contact Details

Title *

Mr Trevor Dransfield
5 Wadsworth Street
Takaka 7110

Daytime Phone Number

035259134

Mobile Phone Number

0274469269

Email Address *

dransfield@xtra.co.nz

Organisation

Position

Your Feedback

Your comments *

I have been a Pohara Boat Club member for about 30years and I also have a small launch berthed in the Tarakohe Marina. I have read the schedule of proposed charge increases for the harbour users and find them very biased against the recreational users.

I find the method of arriving at these charges totally ludicrous and borders on fraud to charge on the basis of replacement costs and include devaluation I believe is double dipping, If I had used your method of charging while I was in business I would have been out of work very quickly.

The boat club members and the marina users have paid their way up until now without fuss which is more than can be said for the aquiculture/fishing industry and while you intend to double the charges to us it seems you have halved the costs to the fishing industry even though they are the ones that can afford an increase.

Do the councillors realise that TDC don't even have a set of scales at the port to weigh anything that is landed on their wharf, a bit like an electrician arriving at the job without his pliers.

While you say the port has to become self supporting, and not subsidised by the ratepayer, you forget that some of my rates money go to support other sporting and recreational facilities ie the Richmond aquatic centre (which I will probably never set foot inside) and Museums, tennis clubs, footy clubs etc. Maybe you could shift this money I don't use to the running of our port.

A lot of the harbour users are of the older generation and many of them built the launching ramp and pontoon by volunteer labour and now you want to double the charges? We are mostly on a fixed income set by the government and cannot afford large increases.

Trevor Dransfield

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details**Title ***

Ms Marsha Jones
9A Factory Road
Takaka 7010

Daytime Phone Number**Mobile Phone Number**

0279448988

Email Address *

ms.marshamelo@gmail.com

Organisation

n/a

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

I would rather see Port Tarakohe in community hands than under commercial ownership. Community access to the Port is a vital and valuable experience with its unique environment and local culture.

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details

Mr Peter Pontier
129 Clifton road
Clifton
Takaka 7183

Daytime Phone Number

027 2380009

Mobile Phone Number**Email Address ***

ppontier62@hotmail.com

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

Port Tarakohe feedback.

As we can no longer afford to pay consultants but we need to come up with smart solutions I have the following suggestion;
it struck me that on the public meeting at the Pohara hall that there are a good number of very knowledgeable people in Golden Bay. People with knowledge and experience in a variety of areas. I also noticed a strong involvement and passion for the Port case. The need to find solutions was acknowledged.

Rather than hiring costly external consultants my suggestion is for council to engage more closely with the locally available knowledge. If this gets set up in a structured and meaningful way it will be @ no extra cost as people will make their knowledge available because they want to.

Although this may not fit in the time frame that has been set I believe it is worthwhile resetting this timeframe.

I'm in favor of a greater local financial contribution to the port. However without closer, direct community engagement (as described above) I feel uncomfortable with targeted rates (this was suggested at the meeting).
There is also a great number of non rate payers in the Bay who could contribute to the port. I understand that issuing Bonds is currently no option, instead an indirect contribution could possibly be channeled through marina or boatclub memberships.

I'm a non direct user of the Port but I feel strongly that Port Tarakohe concerns me because, it contributes indirectly to my business, for recreational purposes and it is our lifeline in case of emergency.

Closing access to the Port would be like shutting Whahariki beach and getting people to look at the rocks through binoculars.

Website Submission - Draft Port Tarakohe Development Plan

Your Contact Details

Mr Roger Bay
205 Paton Road
Richmond 7081

Daytime Phone Number

6435444993

Mobile Phone Number

021451733

Email Address *

rbay@xtra.co.nz

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

Re Draft Port Tarakohe Development Plan:

I am opposed to your development plan as outlined and presented.

The communities you represent have sent you a clear message at the public meetings that the changes you are proposing are not acceptable.

I urge you to listen to the affected community and place their interests ahead of your own poorly constructed agenda.

I support the objections submitted by the Pohara Boat Club, the Golden Bay Community Board and the Tarakohe Marina Association.

I further wish to object to the proposal to disenfranchise recreational users of Port Tarakohe by the creation of inconvenient parking arrangements and excessive user charges.

The result of this proposal will be to send large volumes of users to the Tata Beach boat ramp which will be disastrous in terms of public good and public safety. The ability to exit from Tata Beach zone is limited when sudden westerly weather arrives and queues of existing users make haste to retrieve boats from the water. The ramp has been the site of a number of sinkings and capsizes over the years and this will be increased once less experienced holiday makers forsake the Tarakohe ramp. The danger of this situation is real and will be elevated by your ill conceived agenda. I have a holiday property in full view of this ramp area and can attest to this from personal observation and experience.

The public good will further be eroded by the lack of parking at Tata Beach which will have to accommodate this surge of holiday traffic.

I urge you to listen to the people of Golden Bay.

Roger Bay