



**Notice of the ordinary meeting of the  
Strategic Development and Property  
Subcommittee**

***Te Kōmiti Āpiti, Rautaki / Rawa***

Date:	Thursday 1 April 2021
Time:	9.00a.m.
Location:	Council Chamber, Civic House 110 Trafalgar Street Nelson

## **Agenda**

### ***Rārangi take***

<b>Chair</b>	Cr Gaile Noonan
<b>Members</b>	Her Worship the Mayor Rachel Reese Cr Yvonne Bowater Cr Trudie Brand Cr Tim Skinner Mr John Murray Mr John Peters

Quorum: 4

**Pat Dougherty  
Chief Executive**

Nelson City Council Disclaimer

Please note that the contents of these Council and Committee Agendas have yet to be considered by Council and officer recommendations may be altered or changed by the Council in the process of making the formal Council decision.

***Excerpt from Nelson City Council Delegations Register (A11833061)***

**Strategic Development and Property Subcommittee**

Areas of Responsibility

- Haven Precinct
- Marina Precinct
- Campgrounds
- Strategic properties, as identified in the Property and Facilities Activity Management Plan, excluding
  - Civic House (a matter for Council); and
  - Properties within the Riverside Precinct (a matter for Council)
- Commercial development proposals

Powers to Decide

- Appointment of a deputy Chair
- Developing, monitoring and reviewing strategies, policies and plans, with final versions to be recommended to Council for approval
- Undertaking informal community engagement on matters within the areas of responsibility

Powers to Recommend to Council

- Approval of final versions of strategies, policies and plans
- All other matters within the areas of responsibility or any other matters referred to it by Council

For the Terms of Reference for the Strategic Development and Property Subcommittee, please refer to document A2505915.

**1. Apologies**

Nil

**2. Confirmation of Order of Business**

**3. Interests**

3.1 Updates to the Interests Register

3.2 Identify any conflicts of interest in the agenda

**4. Public Forum**

**5. Confirmation of Minutes**

5.1 11 February 2021

**7 - 12**

Document number M15400

Recommendation

***That the Strategic Development and Property Subcommittee***

***1. Confirms the minutes of the meeting of the Strategic Development and Property Subcommittee, held on 11 February 2021, as a true and correct record.***

**6. Chairperson's Report**

**13 - 19**

Document number R23749

Recommendation

***That the Strategic Development and Property Subcommittee***

***1. Receives the report Chairperson's Report (R23749) and its attachment (Page from A2558791).***

**7. Setting marina fees and charges for 2021/22 20 - 50**

Document number R22618

Recommendation

***That the Strategic Development and Property Subcommittee***

- 1. Receives the report Setting marina fees and charges for 2021/22 (R22618) and its attachments (A2593065 and A2595033 and A2593335); and***
- 2. Requests that a detailed review of marina financials be undertaken prior to setting the 2022/23 fees for the marina.***

Recommendation to Council

***That the Council***

- 1. Sets the marina fees and charges for 2021/22 as outlined in Attachment 2 (A2541155) to report R22618;***

**CONFIDENTIAL BUSINESS**

**8. Exclusion of the Public**

Recommendation

***That the Strategic Development and Property Subcommittee***

- 1. Excludes the public from the following parts of the proceedings of this meeting.***
- 2. The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:***

<b>Item</b>	<b>General subject of each matter to be considered</b>	<b>Reason for passing this resolution in relation to each matter</b>	<b>Particular interests protected (where applicable)</b>
<b>1</b>	<b>Strategic Development and Property Subcommittee Meeting - Public Excluded Minutes - 11 February 2021</b>	<p>Section 48(1)(a)</p> <p>The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7.</p>	<p>The withholding of the information is necessary:</p> <ul style="list-style-type: none"> <li>• Section 7(2)(a) To protect the privacy of natural persons, including that of a deceased person</li> <li>• Section 7(2)(g) To maintain legal professional privilege</li> <li>• Section 7(2)(h) To enable the local authority to carry out, without prejudice or disadvantage, commercial activities</li> <li>• Section 7(2)(i) To enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</li> </ul>
<b>2</b>	<b>Supplementary advice on marina fees and charges 2021/22</b>	<p>Section 48(1)(a)</p> <p>The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7</p>	<p>The withholding of the information is necessary:</p> <ul style="list-style-type: none"> <li>• Section 7(2)(g) To maintain legal professional privilege</li> </ul>
<b>3</b>	<b>Brook Valley Holiday Park Compliance Update</b>	<p>Section 48(1)(a)</p> <p>The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7</p>	<p>The withholding of the information is necessary:</p> <ul style="list-style-type: none"> <li>• Section 7(2)(a) To protect the privacy of natural persons, including that of a deceased person</li> <li>• Section 7(2)(h) To enable the local authority to carry out, without prejudice or disadvantage, commercial activities</li> </ul>

Item	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Particular interests protected (where applicable)
4	<b>Updates on current matters</b>	<p>Section 48(1)(a)</p> <p>The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7</p>	<p>The withholding of the information is necessary:</p> <ul style="list-style-type: none"> <li>• Section 7(2)(h) To enable the local authority to carry out, without prejudice or disadvantage, commercial activities</li> <li>• Section 7(2)(i) To enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</li> </ul>



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## **Minutes of a meeting of the Strategic Development and Property Subcommittee**

**Held in the Council Chamber, Civic House, 110 Trafalgar Street, Nelson**

**On Thursday 11 February 2021, commencing at 9.01a.m.**

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Present: Councillor G Noonan (Chairperson), Her Worship the Mayor R Reese, Councillors Y Bowater, T Brand, T Skinner, Mr J Murray and Mr J Peters

In Attendance: Councillor J Edgar, Chief Executive (P Dougherty), Group Manager Strategy and Communications (N McDonald), Group Manager Community Services (A White), Group Manager Corporate Services (N Harrison), Governance Adviser (E-J Ruthven) and Governance Support (P Boutle)

Apologies : Her Worship the Mayor (for lateness)

### **1. Apologies**

Resolved SDAP/2021/001

***That the Strategic Development and Property Subcommittee***

***1. Receives and accepts the apology from Her Worship the Mayor R Reese for lateness.***

Noonan/Brand

Carried

### **2. Confirmation of Order of Business**

The Chairperson advised there was one late item for the confidential part of the meeting, and that the following resolution needed to be passed for the item to be considered:

2.1 Brook Valley Holiday park Long-Term Occupancy Compliance

Resolved SDAP/2021/002

***That the Strategic Development and Property Subcommittee***

- 1. Considers the confidential item regarding Brook Valley Holiday Park Long-Term Occupancy Compliance at this meeting as a major item not on the agenda, pursuant to Section 46A(7)(a) of the Local Government Official Information and Meetings Act 1987, to enable a timely decision to be made.***

Bowater/Brand

Carried

**3. Interests**

There were no updates to the Interests Register.

Mr Murray subsequently declared an interest in the confirmation of the confirmation of minutes of the Strategic Development and Property Subcommittee meeting of 26 November 2020 (confidential agenda item 1), as well as during the confidential item Brook Valley Holiday Park Long-Term Occupancy Compliance (confidential late agenda item 1).

**4. Public Forum**

There was no public forum.

**5. Confirmation of Minutes**

5.1 26 November 2020

Document number M15293, agenda pages 7 - 9 refer.

Resolved SDAP/2021/003

***That the Strategic Development and Property Subcommittee***

- 1. Confirms the minutes of the meeting of the Strategic Development and Property Subcommittee, held on 26 November 2020, as a true and correct record.***

Bowater/Skinner

Carried

**6. Chairperson's Report**

Councillor Noonan gave a verbal Chairperson's Report. She outlined issues that had been raised with her in relation to the Marina, and



requested an update from officers on the governance model for the marina.

Attendance: Her Worship the Mayor R Reese joined the meeting at 9.07a.m.

The meeting was adjourned from 9.09a.m. to 9.12a.m.

At the Chair's invitation, Manager Parks and Facilities, Rosie Bartlett, outlined work underway on the transition plan to bring management of the Marina back in-house. Parks and Facilities Activity Planner, Jane Loughnan, gave an update regarding work underway on the Marina Master Plan.

Councillor Noonan also noted the subcommittee's responsibility for the Haven precinct, and requested a report to a future subcommittee meeting outlining the strategic purpose for which the Haven properties were purchased, and whether it was possible to move forward with expressions of interest in these buildings.

Resolved SDAP/2021/004

***That the Strategic Development and Property Subcommittee***

***1. Receives the verbal Chairperson's Report.***

Noonan/Bowater

Carried

## **6. Nelson Marina - Setting fees for 2021/22**

Document number R22544, agenda pages 10 - 20 refer.

Manager Parks and Facilities, Rosie Bartlett and Parks and Facilities Activity Planner, Jane Loughnan, presented the report. They answered questions regarding the frequency of fee increases, proposed engagement regarding fees and charges increases, and communications with marina users.

Questions were raised regarding the legal context for increasing Marina fees and charges, and the Chief Executive, Pat Dougherty, advised that the meeting would move into confidential session in order for questions to be answered.

The meeting was adjourned from 9.33a.m. to 9.38a.m.

## **7. Exclusion of the Public**

Resolved SDAP/2021/005

***That the Strategic Development and Property Subcommittee***

- 1. Excludes the public from the following parts of the proceedings of this meeting.**
- 2. *The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:***

Bowater/Brand

Carried

<b>Item</b>	<b>General subject of each matter to be considered</b>	<b>Reason for passing this resolution in relation to each matter</b>	<b>Particular interests protected (where applicable)</b>
<b>1</b>	<b>Nelson Marina – Setting fees for 2021/22</b>	Section 48(1)(a) The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7	The withholding of the information is necessary: <ul style="list-style-type: none"> <li>• Section 7(2)(g) To maintain legal professional privilege</li> </ul>

The meeting went into confidential session at 9.38a.m. and resumed in public session at 10.06a.m.

## **8. Nelson Marina - Setting fees for 2021/22 (item 7 cont.)**

Along with the Chief Executive, Pat Dougherty, Ms Bartlett and Ms Loughnan answered further questions regarding increasing fees and charges by the Consumer Price Index rather than the Local Government Cost Index, inclusion of the proposed increases in Council's draft Long Term Plan, and the future Marina financial review.

Resolved SDAP/2021/007

***That the Strategic Development and Property Subcommittee***

- 1. Receives the report Nelson Marina - Setting fees for 2021/22 (R22544) and its attachment (A2541155); and**
- 2. Notes the proposed increase in marina fees and charges set out in section 5 of the report Nelson Marina - Setting fees for 2021/22 (R22544) and its attachment (A2541155); and**

3. ***Agrees to the consultation approach identified in section 6 of report R22544 for marina fees and charges for 2021/22; and***
4. ***Notes that following consultation a further report will recommend marina fees and charges for 2021/22 to be set by Council by resolution.***

Skinner/Brand

Carried

## 9. Exclusion of the Public

Resolved SDAP/2021/008

### ***That the Strategic Development and Property Subcommittee***

1. ***Excludes the public from the following parts of the proceedings of this meeting.***
2. ***The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:***

Bowater/Skinner

Carried

Item	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Particular interests protected (where applicable)
1	<b>Strategic Development and Property Subcommittee Meeting – Confidential Minutes - 26 November 2020</b>	Section 48(1)(a)  The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7.	The withholding of the information is necessary: <ul style="list-style-type: none"> <li>Section 7(2)(a) To protect the privacy of natural persons, including that of a deceased person</li> </ul>
2	<b>Status Report - Confidential</b>	Section 48(1)(a)  The public conduct of this matter would be likely to result in disclosure of information for which	The withholding of the information is necessary: <ul style="list-style-type: none"> <li>Section 7(2)(a) To protect the privacy of natural persons, including that of a deceased person</li> <li>Section 7(2)(h)</li> </ul>

Item	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Particular interests protected (where applicable)
		good reason exists under section 7	To enable the local authority to carry out, without prejudice or disadvantage, commercial activities <ul style="list-style-type: none"> <li>Section 7(2)(i) To enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</li> </ul>
<b>3</b>	<b>Strawbridge Square Improvements</b>	Section 48(1)(a)  The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7	The withholding of the information is necessary: <ul style="list-style-type: none"> <li>Section 7(2)(h) To enable the local authority to carry out, without prejudice or disadvantage, commercial activities</li> </ul>
<b>4</b>	<b>Brook Valley Holiday Park Long-Term Occupancy Compliance</b>	Section 48(1)(a)  The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7	The withholding of the information is necessary: <ul style="list-style-type: none"> <li>Section 7(2)(a) To protect the privacy of natural persons, including that of a deceased person</li> <li>Section 7(2)(g) To maintain legal professional privilege</li> </ul>

The meeting went into confidential session at 10.16a.m. and resumed in public session at 12.47p.m.

There being no further business the meeting ended at 12.47p.m.

Confirmed as a correct record of proceedings:

\_\_\_\_\_ Chairperson \_\_\_\_\_ Date

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## **Chairperson's Report**

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### **1. Purpose of Report**

- 1.1 To provide the Chairperson's report to the Subcommittee.

### **2. Recommendation**

***That the Strategic Development and Property Subcommittee***

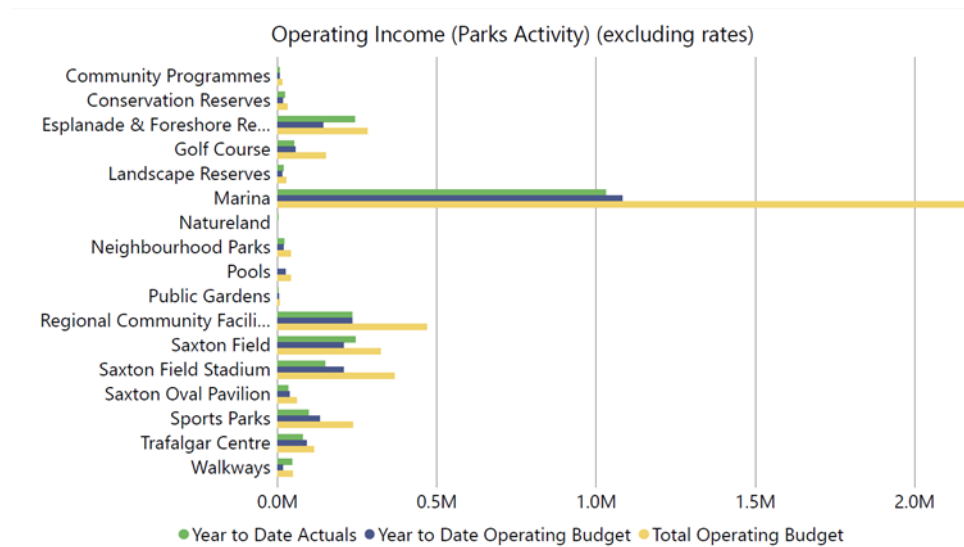
- 1. Receives the report Chairperson's Report (R23749) and its attachment (Page from A2558791).***

### **2. Background**

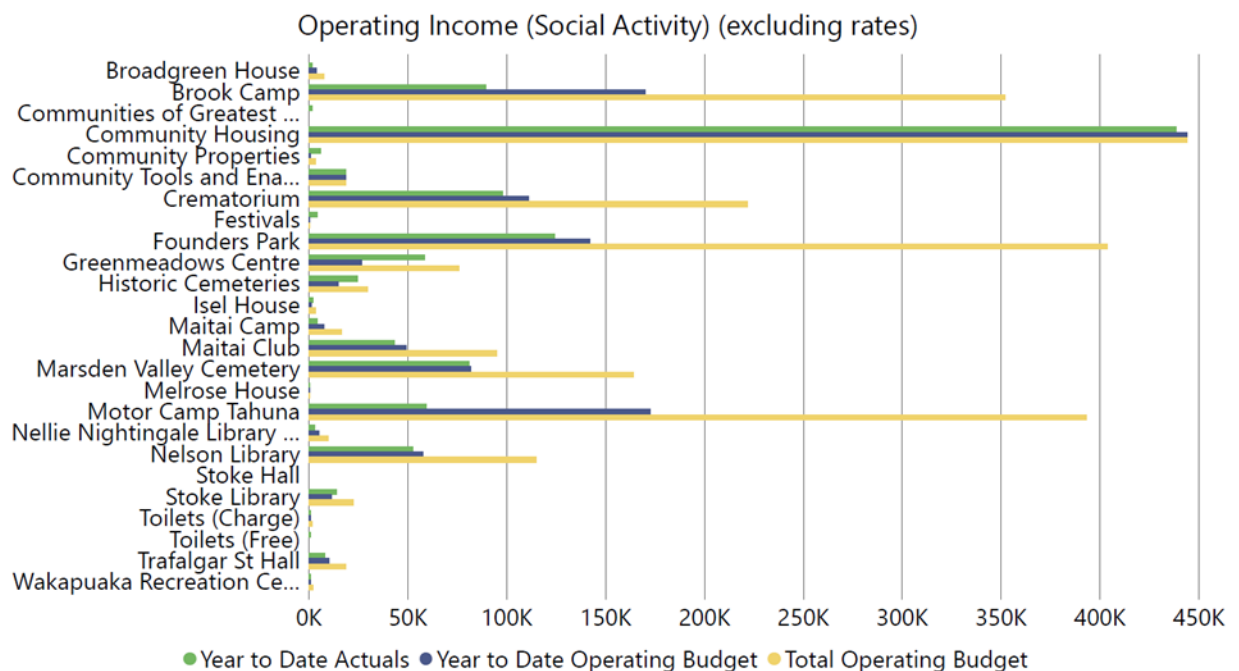
- 2.1 The establishment of this subcommittee has provided an opportunity to focus on the items within our delegations that has sometimes been a challenge in the past under the standing committees.
- 2.2 One area of focus is the marina and we are pleased to have a Marina Manager within Council. I would like to welcome Nigel Skeggs to the team and offer him any support in this new role. Much thanks to Rosie and her team for the work they have put in to-date.
- 2.3 Some of the reporting required by the subcommittee has not, as yet, been provided through the transition and we are working on delivering, potentially, a new model to provide what the subcommittee members require in order to have the necessary oversight of our delegations.
- 2.4 As part of the ongoing transition, for this meeting, the updates that would usually be in a quarterly report will be discussed in this Chair's report and updates provided verbally from officers.

### 3. Quarterly Report Updates

#### 3.1

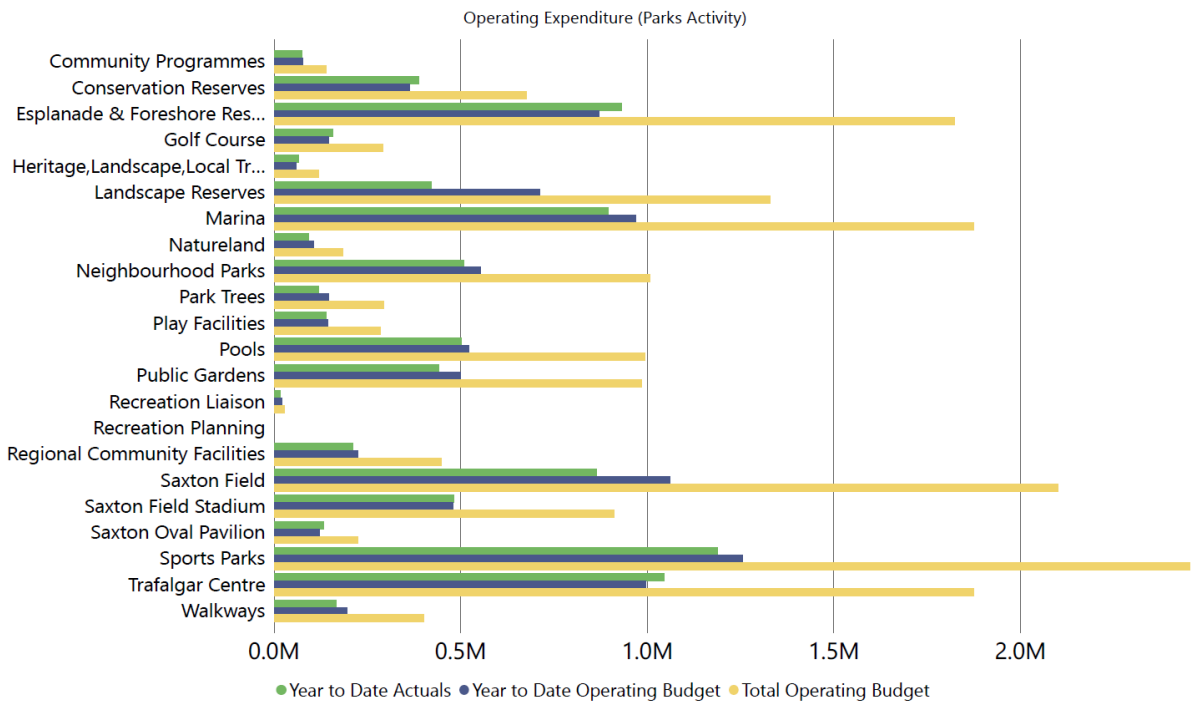


#### 3.2

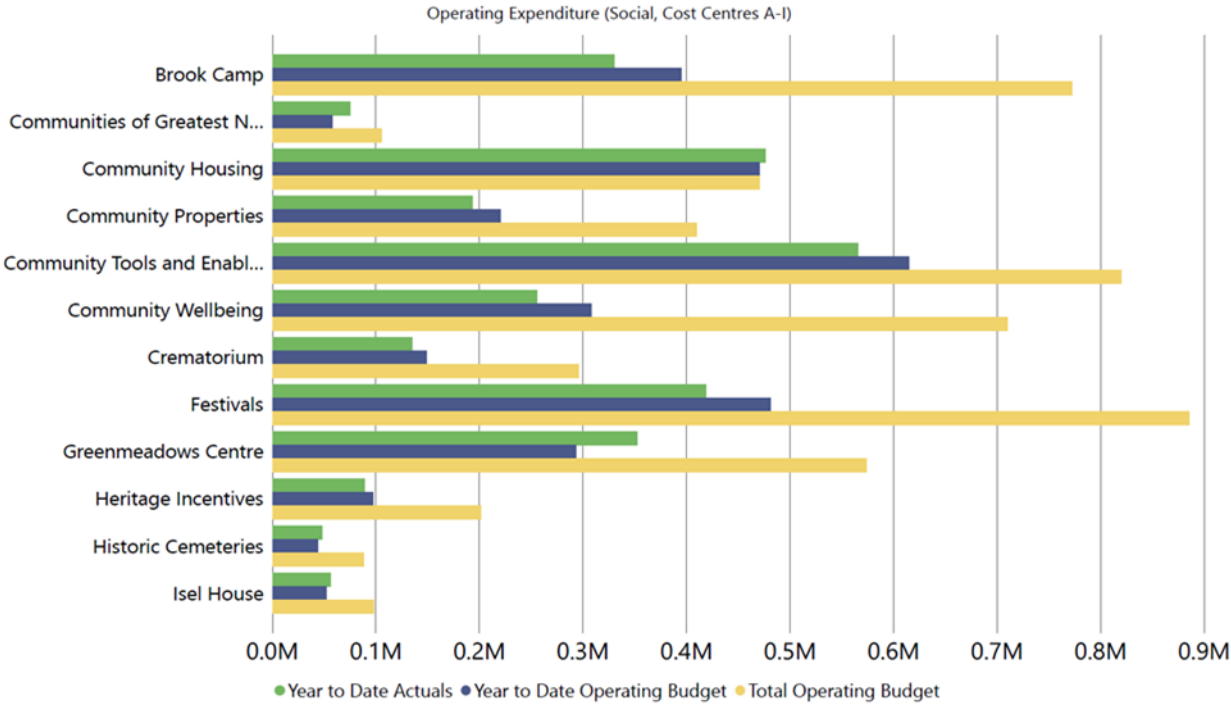


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3.3

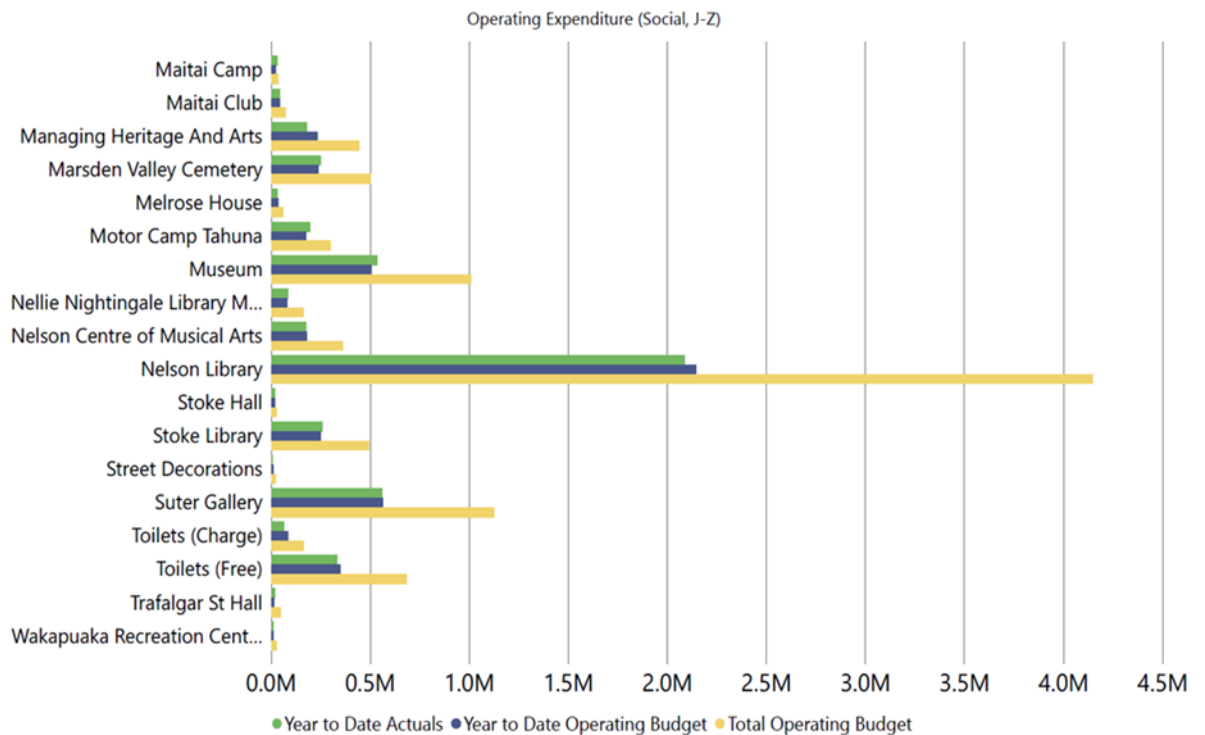


3.4

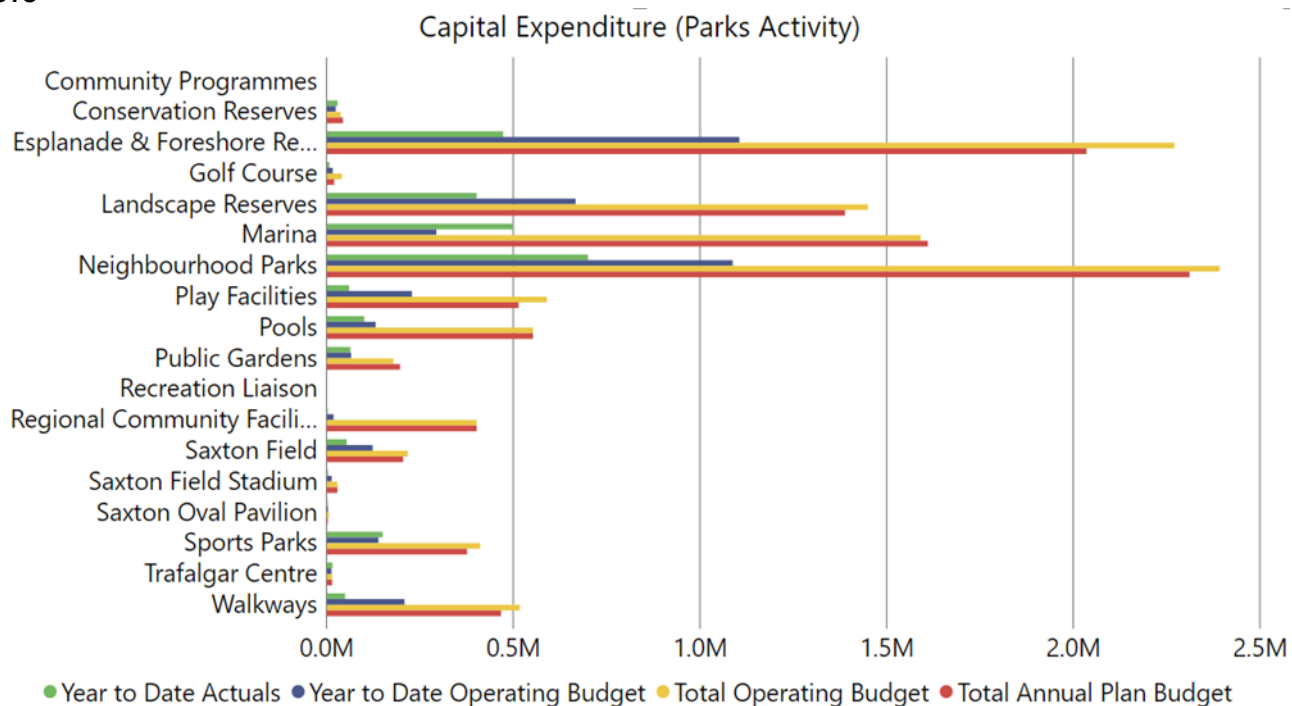


## Item 6: Chairperson's Report

### 3.5



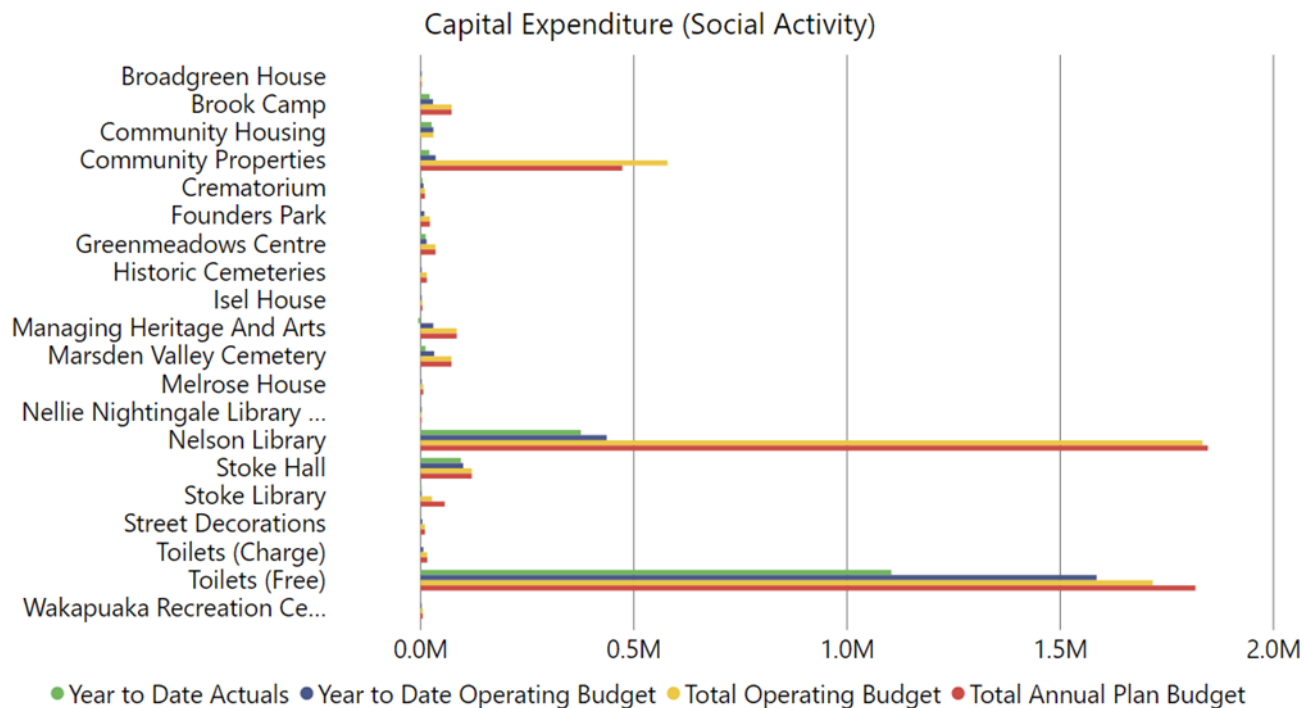
### 3.6





## Item 6: Chairperson's Report

### 3.7



- 3.8 **Marina expenditure is less than budget by \$78,000.** Staff time is \$36,000 less than budget. Unprogrammed expenditure is \$18,000 behind budget, as it is unpredictable in nature. Refuse collection costs are under budget by \$15,000 due to using a new provider. Marina activities are reported to the Strategic Development and Property Sub-Committee.
- 3.9 **Tahuna Camp income is less than budget by \$113,000.** The annual wash-up invoicing is yet to be completed.
- 3.10 **Brook Camp income is less than budget by \$83,000.** Overall camp rental income is behind budget by \$80,000 and is mainly due to no international visitors and COVID-19 impacts. The camp has seen an increase in bookings over the summer period.
- 3.11 **Brook Camp expenditure is less than budget by \$64,000.** Service delivery costs are \$34,000 behind budget, however spend will increase with the increased usage over the summer period by Bay Dreamers and domestic tourists. Condition assessments have been completed, and the work programme is now underway, this is currently \$31,000 behind budget.

### The Marina

- 3.12 The delegation for the Nelson Marina sits with the Strategic and Development Sub-committee, however, is being reported through this Quarterly Report. The management of the Marina is currently being bought back in house. A transition plan is being worked through to

## Item 6: Chairperson's Report

ensure that the current contractors are informed and can work towards a termination date of June 2021.

- 3.13 The position of Marina Manager was advertised in December 2020. The role will manage the Marina and look into the ongoing needs to manage the Marina. Shortlisting of applicants has been completed with interviews scheduled for February 2021.
- 3.14 Work on the Marina Master plan has begun with Consultants being engaged and consultation with Stakeholders occurring in February. A draft plan will be presented to the Strategic Development and Property Subcommittee on the 1 April 2021.
- 3.15 Community and Recreation Performance Measures (Marina)

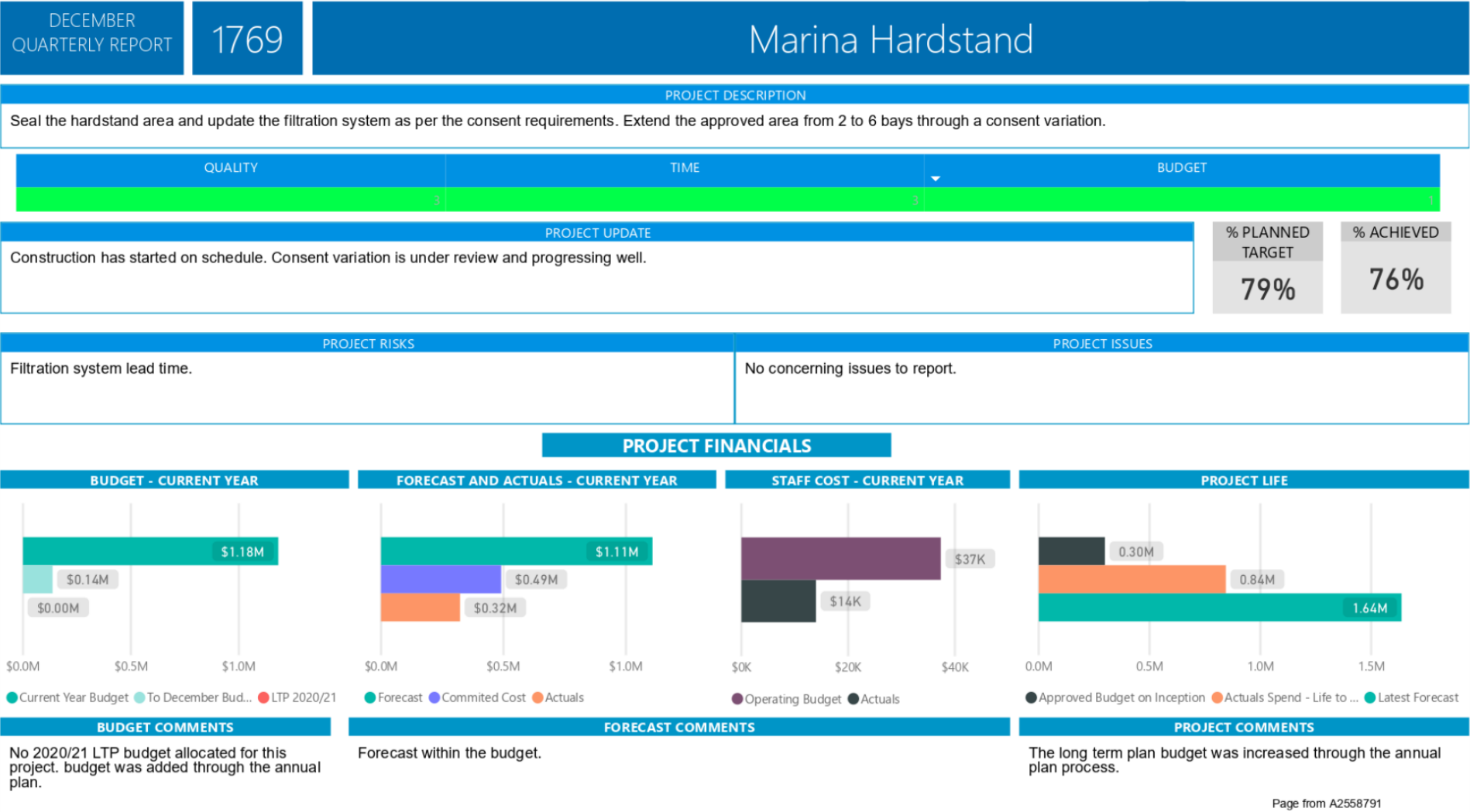
What Council will provide		Year 3 (2020/21)	Qtr 2 2020/21 comment	Qtr 2 2020/21 result	Evidence that supports the Q2 Result
Marina managed to meet demand	Marina berth occupation rates in relation to target	Marina berth occupation of at least 85%	97% occupancy	On track	Marina operational stats (A2467877, A2438811, A2492267)

- 3.16 Marina Hardstand Project Page is attached as Attachment 1.

**Author: Gaile Noonan, Chairperson - Strategic Development and Property Subcommittee**

### Attachments

Attachment 1: Page from A2558791 - Marina Hardstand Project Sheet Quarter 2 2020/21 [↓](#)



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## **Setting marina fees and charges for 2021/22**

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### **1. Purpose of Report**

- 1.1 To set the fees for the marina for 2021/22.

### **2. Summary**

- 2.1 Council consulted on proposed fee increases at the marina from 12 February to 12 March 2021 as was agreed at the Strategic Development and Property Subcommittee meeting of 11 February 2021.
- 2.2 This report outlines the feedback received through that consultation process and recommends that the Subcommittee makes a recommendation to Council as to the fees and charges for Council to set by resolution for marina services for 2021/22.
- 2.3 The fees and charges consulted on from 12 February to 12 March 2021 represented a CPI increase on the 2020/21 fees and charges. Taking feedback received over this period into consideration, officers now recommend minor changes from what was consulted on, with the details included in this report.

### **3. Recommendation**

***That the Strategic Development and Property Subcommittee***

- 1. Receives the report Setting marina fees and charges for 2021/22 (R22618) and its attachments (A2593065 and A2595033 and A2593335); and***
- 2. Requests that a detailed review of marina financials be undertaken prior to setting the 2022/23 fees for the marina.***

Recommendation to Council

***That the Council***

- 1. Sets the marina fees and charges for 2021/22 as outlined in Attachment 2 (A2541155) to report R22618;***

#### **4. Background**

- 4.1 Marina fees are usually set annually, taking into account current performance, costs, CPI changes and other relevant factors.
- 4.2 This report recommends the fees and charges to be set by Council for the marina for 2021/22 following the consultation process carried out.
- 4.3 The report also identifies feedback received through the consultation process that is not directly related to marina fees and charges, but that can be used for future marina development. This feedback has been provided to the consultants preparing the marina master plan as well as to operational staff to address specific issues raised.
- 4.4 The Marina is a closed account, meaning the Marina activities are fully funded from user charges. The Marina activity funding is separate from core Council operations.

#### **5. Discussion**

- 5.1 The Strategic Development and Property Subcommittee received a report on 11 February 2021 identifying the process for setting marina fees for 2021/22. This process was to consult with users, receive feedback, and make a resolution on the fees for 2021/22, following feedback received.
- 5.2 The resolutions passed by the Subcommittee in February were as follows:

*That the Strategic Development and Property Committee*

*Notes the proposed increase in marina fees and charges set out in section 5 of the report Nelson Marina - Setting fees for 2021/22 (R22544) and its attachment (A2541155); and*

*Agrees to the consultation approach identified in section 6 of report R22544 for marina fees and charges for 2021/22; and*

*Notes that following consultation a further report will recommend marina fees and charges for 2021/22 to be set by Council by resolution.*

#### **6. Consultation feedback**

- 6.1 Consultation on fees and charges was carried out as agreed to in the report to the Subcommittee in February 2021. The proposed changes that were consulted on were to increase fees in line with CPI, as shown in Attachment 2.

## Item 7: Setting marina fees and charges for 2021/22

- 6.2 Twenty pieces of feedback were submitted over this time and are attached to this report in Attachment 1.
- 6.3 The feedback received falls into two categories:
- Directly related to fees and charges at the marina for 2021/22
  - About the marina, indirectly related to fees and charges for 2021/22

### Directly related feedback

- 6.4 Of the feedback directly related to the fees and charges, some suggested the changes were fair, others that they were not high enough, and others that they were too high. A summary of the comments raised is shown in the following sections.
- 6.5 Those that suggested the increases were not high enough noted that ratepayers are paying high rate increases and user costs should also increase at the marina.
- 6.6 Those that suggested the proposed fees were too high provided feedback including:
- Other marina management or operations issues that needed to be addressed prior to fees being increased.
  - Any increases are difficult for users to pay - not all boat owners have the means to absorb increased fees.
  - Marina costs are not increasing as much as household costs.
  - There is not enough justification to increases and increases should not be made without a full review of marina financials.
- 6.7 Some users made specific fee suggestions, including the following:
- 6.7.1 There has been a discrepancy between cost increases for casual users of the boat ramp and those using long term storage and annual passes as well as discrepancy between who is paying for the boat ramp.
- 6.7.2 One user suggested there needs to be a rate for a 30 minute lift and hold for waterblasting racing yachts.
- 6.7.3 One suggested no increase for the inspection grid (tidal grid) as they state that this is an emergency facility.
- 6.7.4 One suggested no increase for pile moorings as they state that there are no services to the moorings.

## Item 7: Setting marina fees and charges for 2021/22

### Other feedback about the marina

- 6.8 Feedback was also received that was not directly related to the fees and charges for 2021/22. The feedback received and staff response to that feedback is attached as Attachment 3 (A2593335)
- 6.9 The feedback that is not directly related to fees and charges will be useful for officers and will be incorporated into planning, taking consideration of the master plan, the activity management plan and other strategic pieces of work. Progress will be reported to the Strategic Development and Property Subcommittee.
- 6.10 Those that submitted will be informed of the Long Term Plan consultation process where feedback on future development can be considered. All feedback received has been already provided to the consultants preparing the marina master plan.

## **7. Proposed fee changes for 2021/22**

- 7.1 As a result of the feedback received on the fees and charges, one fee is recommended to change from what was consulted on. These are listed below. All other fees are recommended to remain as was consulted on.

### **7.2 Lift and wash rates – now recommend new half hour rate**

- 7.2.1 One user requested a half hour rate for lift and wash (rather than an hour long rate) for racing boats that are washed frequently. This is not a new fee, but reflects that the shorter washes should be charged less. Officers now recommend that this new fee be established. This new fee is shown in Attachment 2.

### **7.3 All other fees and charges**

- 7.4 It is recommended that all other fees continue to increase by what was proposed, with the understanding that a detailed fee and charge analysis and financial review will be required to set fees for 2022/23. The feedback received to date will inform that work.
- 7.5 Recommended fees and charges are attached as Attachment 2.
- 7.6 Further detail about why other suggested changes are not made at this time are outlined below:
- 7.7 Launching fees – no change from what was consulted on

- 7.7.1 Two submissions noted the difference in increases between those launching boats paying a casual rate compared to those launching with an annual permit or with boats stored in the long term storage.
- 7.7.2 The last two years, the boat ramp casual use fees have not increased due to practical implementation of rounding. This has

## Item 7: Setting marina fees and charges for 2021/22

resulted in the casual users having no increase annually, while annual pass ramp users having had an increase.

- 7.7.3 Currently, casual ramp fees can be paid at the ramp with coins, paywave or the pay-by-plate app. The majority of casual users are using paywave. Users can also pay an annual fee.
  - 7.7.4 Officers are not recommending an increase in the casual launch fees to address the discrepancy in 2021/22 but do agree that this needs to be addressed in the future fees and charges review.
  - 7.7.5 One submitter commented on the cost discrepancy between those launching boats with a motorised vessel and those launching by hand. Those that launch using a motorised vehicle pay a launch fee. Those that launch by hand (i.e. waka ama, rowing, kayaks etc) do not pay a launch fee.
  - 7.7.6 A further inconsistency to this rule is that sea sport users launching by motorised vehicle also have not historically been paying a fee to launch. Officers will talk to sea sport users and require these users to pay fees for launching vessels where vessels are launched by vehicle rather than by hand. Annual permits are \$105 per year per boat, so there will be additional costs for the clubs to pay.
  - 7.7.7 The future fees and charges review will consider a better model for charging fees and to ensure that there is clarity on what the fees pay for – whether that is for use of the ramp, or use of the ramp and parking – as this will assist with some of the comments raised by users. It will also need to consider better aligning the difference in fees between annual users and casual users as well as making it clear about which users are required to pay fees.
- 7.8 Inspection ramp (Tidal grid) – no change from what was consulted on (CPI increase)
- 7.8.1 One submitter suggested that the grid is used as an emergency facility and fee increases should not be applied to it. A CPI increase is a 50c increase on the 2020/21 fees. Officers recommend the CPI increase be implemented.
  - 7.8.2 It should be noted however, that there is a business case under development that will identify work needed at the inspection grid and increased costs to cover that work or whether the facility should continue to be used at all. The business case needs to consider the clean marina programme and implications of this.
- 7.9 Pile berth – no change from what was consulted on (CPI increase)
- 7.9.1 One submitter suggested that no increase should be in place for the pile berths, given they do not use as many services. The fees for the pile berths are reduced from the pontoon berths which already reflects the reduced services. Officers recommend that



## Item 7: Setting marina fees and charges for 2021/22

pile berth fees are increased by CPI in 2021/22 as was originally proposed.

### Detailed fees and charges review and future changes

- 7.10 It is anticipated that once the detailed fees and charges review of the marina is completed and the marina management model, levels of service, governance model, and master plan have been completed, further changes to the fees may be identified that better reflect the costs of the services provided. This will be carried out prior to the start of the 2022/23 financial year, with the process to review the fees starting much earlier than this.
- 7.11 The detailed review will address the concerns raised in some submissions about the process and cost recovery for marina fees.
- 7.12 A consultation process on any future proposed changes would be recommended following assessment of significance in accordance with Council's Significance and Engagement Policy.

## 8. Options

The Strategic Development and Property Subcommittee can recommend Council set the fees and charges for 2021/22 to those in Attachment Two, can set the fees and charges at the rates that it consulted the users on, or can decide not to make changes and instead set them at the 2020/21 amounts. Option 1 is recommended.

<b>Option 1: Set the fees and charges for 2021/22 as per those in Attachment 2 (A2595033) (Recommended)</b>	
Advantages	<ul style="list-style-type: none"><li>• Users have provided feedback on the fees and charges, which has been taken into account</li><li>• Fees are increased by a small amount, taking into account feedback received. CPI increases are common across other Council fees.</li><li>• Fees are set following a thorough consultation process</li></ul>
Risks and Disadvantages	<ul style="list-style-type: none"><li>• Setting the fees in this way does not satisfy all feedback provided by users.</li><li>• Setting the fees in this way is not done following a detailed financial analysis.</li></ul>
<b>Option 2: Set the fees and charges for 2021/22 to as what was consulted on from 12 February to 12 March 2021</b>	
Advantages	<ul style="list-style-type: none"><li>• Fees are set following a thorough consultation process, with no changes made following consultation</li></ul>

## Item 7: Setting marina fees and charges for 2021/22

	<ul style="list-style-type: none"> <li>Fees are increased by a small amount, taking into account feedback received. CPI increases are common across other Council fees.</li> </ul>
Risks and Disadvantages	<ul style="list-style-type: none"> <li>No changes made following consultation</li> <li>Setting the fees in this way does not satisfy all feedback provided by users.</li> <li>Setting the fees in this way is not done following a detailed financial analysis.</li> </ul>
<b>Option 3: Set fees for 2021/22 by resolution the same as those for 2020/21, in order to continue to charge the same fees until further financial analysis has been completed,</b>	
Advantages	<ul style="list-style-type: none"> <li>No fee changes in 2021/22, and current fees confirmed to continue</li> </ul>
Risks and Disadvantages	<ul style="list-style-type: none"> <li>No increase in fees in 2021/22 means that there may be an even higher fee increase in future years, following a detailed financial analysis.</li> </ul>

## 9. Conclusion

- 9.1 This report seeks the Subcommittee's recommendation to Council to set the marina fees and charges for 2021/22 following consultation to those outlined in Attachment 2, which includes minor changes following the feedback received.

## 10. Next Steps

- 10.1 Council decision on fees and charges for 2021/22.
- 10.2 Inform marina users of the fee changes for 2021/22 and notify them that a detailed review will be undertaken in the next financial year.
- 10.3 New fees in place from 1 July 2021.
- 10.4 Other feedback provided by submitters is reviewed, and actions from it prioritised.
- 10.5 Detailed financial analysis carried out and fees reviewed and set prior to the 2022/23 financial year.

**Author:** Jane Loughnan, Parks and Facilities Asset Planner

## Item 7: Setting marina fees and charges for 2021/22

### **Attachments**

- Attachment 1: A2593065 Feedback on proposed fees and charges [↓](#)
- Attachment 2: A2595033 Proposed marina fees and charges for 2021/22  
(includes 2020/21 fees, proposed fees during consultation, and  
now recommended fees) [↓](#)
- Attachment 3: A2593335 Feedback received and staff responses - not directly  
related to fees and charges [↓](#)

<b>Important considerations for decision making</b>
<b>1. Fit with Purpose of Local Government</b> <p>The recommendation in this report follows an opportunity for the community to provide feedback on the fees and charges at the marina. The marina is a place where many people recreate and carry out commercial activities and this process ensured a fair chance for these users to provide input.</p> <p>This process has been one that has provided opportunity for local decision making. It promotes wellbeing by fees and charges contributing to the costs of the marina, which is a place that provides for community and social recreation and economic activity.</p>
<b>2. Consistency with Community Outcomes and Council Policy</b> <p>Setting marina fees and charges enables Council to meet the following community outcomes:</p> <ul style="list-style-type: none"><li>• Our infrastructure is efficient, cost effective and meets current and future needs</li><li>• Our Council provides leadership and fosters partnerships, a regional perspective, and community engagement</li><li>• Our region is supported by an innovative and sustainable economy</li></ul>
<b>3. Risk</b> <p>Fees and charges are reviewed annually and either adjusted in line with the Consumer Price Index or adjusted to reflect any changes in process and/or costs incurred to Council.</p> <p>There is a risk that some users that were not supportive of the proposed fees and charges that were consulted on will not support the proposed changes.</p>
<b>4. Financial impact</b> <p>An estimate for fees and charges income based on past trends and the Revenue and Finance Policy is included in Council's Long Term Plan.</p> <p>A detailed financial analysis is required for the 2022/23 fees.</p>
<b>5. Degree of significance and level of engagement</b> <p>This matter is of medium significance because there are a number of users that will be impacted by a change in fees. The marina is a self-funding activity, so ratepayer input does not contribute towards the marina</p>

## Item 7: Setting marina fees and charges for 2021/22

expenses. Therefore consultation was carried out as described in this report before the fees are set for 2021/22.

### **6. Climate Impact**

Setting the fees and charges for the marina does not have a climate impact.

### **7. Inclusion of Māori in the decision making process**

No engagement with Māori has been undertaken in preparing this report.

#### **• Delegations**

The Strategic Development and Property Subcommittee has the following delegations in relation to marina fees and charges.

*Areas of Responsibility:*

- *Marina Precinct*

*Powers to Decide:*

- *Undertaking informal community engagement on matters within the areas of responsibility*
- *Developing, monitoring and reviewing strategies, policies and plans, with final versions to be recommended to Council for approval*

*Powers to Recommend to Council:*

- *All other matters within the areas of responsibility or any other matters referred to it by Council*

A resolution of Council is required for the setting of marina fees and charges.

# Item 7: Setting marina fees and charges for 2021/22: Attachment 1

## Marina Fees And Charges For 2021/22

Contribution ID	Date Submitted	Let us know what you think about the proposed changes?	Do you have anything else you would like to add?	If you would like to upload a file - you can do so here
9207	Mar 12, 2021, 03:21 PM	The proposed changes have assumed that the existing charges are reasonable when this is far from the case. The marina has not been properly maintained for years - to say nothing of the administration that has allowed debt to accrue to the sum of thousands of dollars for many years. I still have no answer to my often raised question as to what has happened to the 'development fees' - clearly no development has taken place. Money has been wasted on miss- managed projects and nugatory work - directly at the door of Nelson City Council. Their failure to properly develop the Akersten St. site has deprived the town of employment, development and revenue.	Good Morning, thank you for introducing yourself - this has not happened before and, hopefully, will mean proper consultation with berth holders and marina users. I have, for some considerable time, been contacting a long list of Council members regarding the miss-management of the Marina and the adjacent land. I have no idea as to what 'History' you have been given, or from whom you have obtained it , but there are some serious problems to be addressed. The marina has not been properly maintained for years - despite the fact that such maintenance is included in the fees. The marina is badly designed, very badly built and wasteful of berthing. Many of the berth holders were charged a 'Development Fee' for their berths a good many years ago and no development has taken place. The haul out area, currently being addressed to correct serious and expensive miss handling - the results of which are evident on the site. The remainder of the site, now polluted with toxic spoil (handled at least twice), from the haul out fiasco -as well as a huge pile of scrap, is on a large, otherwise viable, area that is far from being used to it's best advantage. Outstanding debt is another 'problem' - some of which has been outstanding for many years and not recovered - further reducing the available berths and the 'recovery of costs' being lost. I would like to add this submission to that of Mr. Frazer Donaldson. I would be glad to meet you in order that you are apprised of some of the situation from a berth holder/ratepayer aspect. R.T.Morris	
9206	Mar 12, 2021, 03:17 PM	We endorse the attached submission from Fraser Donaldson.	The overpriced Travel Lift and Hardstand will lead to more pollution in our waters as boats cannot afford to be regularly lifted and washed. The Berths in the Marina are not kept dredged to the minimum requirement of 2.5 metres	<a href="https://shape.nelson.govt.nz/download_file/1390">https://shape.nelson.govt.nz/download_file/1390</a>
9205	Mar 12, 2021, 07:58 AM	See attached	See attached	<a href="https://shape.nelson.govt.nz/download_file/1389">https://shape.nelson.govt.nz/download_file/1389</a>
9199	Mar 11, 2021, 02:29 PM	That such a proposed increase in fees is not justified by any competent analysis, interpretation and reasoning of any actual financial information available at any given time. rather it is the typical "knee jerk" "we have given ourselves permission to do so, therefore, we will" attitude which exemplifies the standard of intellectual reasoning of the incapable, if not downright incompetent but "let us "flannel" with acronyms and precedent" which the, average, Councilor will accept without question, rather than risk displaying an ignorance, accounting "procedure that bedevils the Nelson City Council"	See attached submission, as requested, below	<a href="https://shape.nelson.govt.nz/download_file/1382">https://shape.nelson.govt.nz/download_file/1382</a>
9169	Mar 03, 2021, 07:39 AM	totally disagree with any increase sick of council wasting money on these facility's sick of mismanagement I could go on and on		
8876	Feb 23, 2021, 09:41 AM	The proposed increase in charges is hopelessly inadequate. At a time when Nelson ratepayers are being conditioned for 5%+ rate increases every year for the next 10 years, a mere 1.40% increase on a ratepayer funded asset is a joke. The marina is a Council owned real estate investment paid for by the ratepayers and should be making a fair contribution to Council revenues. Users constantly perpetuate the myth that the marina "pays its way" and is a "cash cow" when the truth is completely different. Marina assets have never been revalued and hence the depreciation charge is massively inadequate for long term replenishment and replacement of the asset - in the same way rents charged by NCC for social housing proved inadequate in the long term. It is shameful how NCC mismanages this asset both operationally and financially. Over \$1.50 million has, or is about to be spent on the hardstand and yet there no attempt has been make to recover the cost of this work through user fees, meaning that once again the general ratepayer is funding the cost of this work. The hardstand represents the purest "user pays" situation one could find as the beneficiaries of the asset are very easily identified. Council's own Revenue and Financing policy has a very clear "polluter pays" policy. The hardstand improvements are all about pollution control and the polluter should be paying right now instead of Council kicking the funding can down the road. Nelson marina users, including the very wealthy out-of-town superyacht owners and TDC residents, enjoy the lowest marina charges of any comparable marina in the country. They can hardly complain about being "ripped off". Nelson ratepayers deserve to be recompensed for the millions of dollars that have spend in the marina precinct over many years. It is completely unacceptable that NCC is unable to produce financial statements that would meet best business practice standards for this type of asset.		
8849	Feb 20, 2021, 10:32 AM	They seem to me to be fair, the formula for raising the fees by the cpi ensures fairness to both parties. There is a problem with the amount of parking available on the Vickerman side. My berth is on N pontoon, and I often have to park out on the road, a long way to carry heavy items.	I do not live in Nelson, but keeping my boat here I spend on average around \$20,000 a year in Nelson (Including NCC marina and haulout fees). and I believe there are many others in the same position, quite a windfall for the Nelson economy. Fair fees are a factor in this.	
8831	Feb 18, 2021, 08:29 PM	I am seriously concerned at any proposed rise as berth holders have been watching NCC activity wasting large sums of money on badly handled activities around the marina and hard stand area as well as the waste of viable commercial land. If you read my 'submission' to the Nelson 'Plan' you will see the basis for my reasons. There are also considerable outstanding debts - the collection of which has been neglected for years, scrap and toxic spoil dumped on the same land making the proper development of it exorbitantly expensive. It is incumbent upon the Council to employ a land asset to it's best advantage and this has not been done for years.	It is clear that the Council is trying to recover money from the ratepayers that have been denied the benefits of a properly developed asset. I have been in touch with some members of the Council and expressed my concerns over this matter. I am willing to meet anyone to assist and clarify the mess.	

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## Item 7: Setting marina fees and charges for 2021/22: Attachment 1

### Marina Fees And Charges For 2021/22

Contribution ID	Date Submitted	Let us know what you think about the proposed changes?	Do you have anything else you would like to add?	If you would like to upload a file - you can do so here
8830	Feb 18, 2021, 08:26 PM	Well sir I have been a Live a board in this marina for about 14 years, so I know a bit about its past management and operations and all that has gone on in that time. Never has it been run so shoddily as since Nelmac has been in charge. The waste of money is shameful. We have had about 30 leaks in our waterline fixed in past year or so \$\$\$ we have had a rat breeding shed (have sat on friends boat and watched them) placed at the end of M that continually stinks and the truck drops bottles when they collect rubbish and there is broken glass continually all over the ground. all the business's park in the marina parking. I have gps and date marked photos of filthy mould infested toilet block with same marks on wall since before November which means they haven't been cleaned since then, even after several complaints to management. These marks by the way would just wipe off. The floors should be moped each day but never are. unscrewed down board on the middle of ramp on M that has been that way since they replaced the rubber. All these managers and they walk around with there eyes shut. Its shameful that you would consider putting fees up till you sort half the problems out, is it you intention to take over as the slumlord or are you going to actually man up and take care of the consumers.	Yes plenty but I'm picking its all on deaf ears happy to talk personally where I can see your genuine intention to make a difference. I have been all over NZ in all NTH Island marina's doing deliveries and this is the worst for many reasons. Please also realize that as a live aboard with water and power to our boundary we pay over \$6,000 a year in rates(marina fees) for our 50 square meters of water(section) compared to someone with a 500 square meter section paying \$3,500 per anum. I have heard people from council claiming we don't pay rates and don't pay our way. I am solar self contained so use hardly any power and we don't use vast amounts of water as its only for drinking and cooking. I have diesel heating. Our extra we pay for live aboard more than covers what we consume. Plus the laundry is the same cost as the commercial ones, so are the showers, so you make a profit on the \$1500 per year we spend on that. Both my wife and I work in stressful jobs serving the community, and only ask for a clean toilet block and appropriate rubbish removal.	
8807	Feb 18, 2021, 10:25 AM	As a holder of a lockup park, we have now been moved down past the hard stand and this has resulted in us needing LTSA permits at \$36/year which is an extra cost. We also no longer have a sealed area and as a result we either have dusty or muddy area and the boats are progressively getting dirtier and require substantial extra cleaning. The costs continue to rise.  For us and not the casual user, for as long as I can remember (the last 15yrs), our fees have almost doubled as permanent users, while the casual user still only pays \$5/launch. Who else are the permanent users subsidising? Is there any plan to seal the lockup area bringing us back up to the standard we had before. Or can we expect ongoing increases for less standard?  The proposed increase of CPI is a difficult one to accept given most of us have taken pay cuts due to Covid 19. I am on my 2nd pay reduction, yet the Council isn't trimming its costs to reflect the income of most of its users.		
8790	Feb 16, 2021, 10:27 PM	It would be iniquitous to increase the charges whilst not properly maintaining the marina facilities. I have repeatedly complained about lack of maintenance of the toilet/shower facilities and no action has been taken.  The new waste recycling cabin is of amateur design and construction and not fit for purpose, again, if you wish to increase charges (and your profits) then you should be providing a professional service.		
8789	Feb 16, 2021, 04:29 PM	Increasing the yearly boat ramp pass fee to \$105 means that's equivalent to 21 boat launches. This has been increased year on year now from when it was static at around \$80 or 16 boat launches. Taking this into account it is now getting to a point if people were paying each time they were going at the ramp instead of a year pass it would be cheaper as the yearly average powerboat use is 20 engine hours a year so taking this into consideration this would be around 20 times they go out but more likely less. Now all of those hours would not be just at the Nelson ramp but could be up the lakes a couple of times, or over in the Able Tasman, Okiwi Bay etc. What this means is you have now priced yourself out of the market and i would say you will be getting a declining amount of people taking up yearly passes.	As a ramp user most of my life it disappoints me that NCC still has done nothing to get all boat ramp users paying to use the ramp and the car park. With only powerboats paying their way the last decade + i have taken it on to not pay myself along with a lot of other powerboat owners until everyone is paying including all the clubs that use the ramp and carparks.  I have brought this up many times through NMAG and directly with NCC staff yet nothing happens. We are actively now encouraging all boat owners to not pay anything at the ramp until it is sorted out knowing full well NCC can do nothing legally to enforce or infringe non-payers.  The boat ramp area needs better wash down area, better recycling, extra launching pontoon, carparks for boat trailers, long term boat storage, fuel pumps so there is no environmental issue like that are happening now and well as massive fire risk with people hand filling boats with hundreds of litres of petrol and diesel over the water from plastic containers which are getting split into the water on occasions. This is a major environmental accident waiting to happen when there's a fire. Once the above has been sorted out which on the face of it is only what a proper well-run marina has already in place i believe a good price rise in fees would be justifiable but until then it should be status quo.	
8788	Feb 16, 2021, 04:17 PM	I have no issue as a powerboat user with the fees	I do have issue as a power boat user paying to launch yet other non power boat users do not pay and take up the long parks designed power boats/trailers with their cars only. They don't pay and use our parks? Hardly fair. Surely you could remind them the long parks are for vehicles with trailers and if they use they will be ticketed?  On the plus side - the general facilities are great, and my gripe above although trivial is of high annoyance.	
8787	Feb 16, 2021, 10:45 AM	Always disappointed to see an increase in fees but understand that this is needed at times.	As a berth holder we can't access free wifi. Other marina's, like Lyttleton, provide free wifi as part of their marine fees. It would be really great to see that in Nelson as well, particular nowadays it should be provided as internet access is so important these day's.	
8779	Feb 16, 2021, 09:11 AM	While I appreciate that from time to time inflation adjustment may be necessary one has to look at the costs that would drive council to increase Marina charges. These are quite low in comparison with say a house, the rates for a house having numerous infrastructure and service deductions. One also must remember that I pay more in annual Marina charges than many households do in rates for a fraction of the services of council.	Please keep in mind that while there are many boat owners with the means to absorb Marina fee increases there are many particularly in the 10m boat size that are hanging on to there boats fuel there financial fingertips.	
8752	Feb 15, 2021, 07:21 PM	The proposal has provided no accounts to justify the increases. The CPI is not justification in itself without accounts to show it is required. How many people have had a wage rise equivalent to the CPI. How many years has the NCC taken profit from the Marina without maintenance and improvements.	This proposed increase has no foundational backup to justify it. There is no debt required to be serviced for the development of the Marina as the NCC was gifted it by the Port. Until a more transparent proposal is provided then this one is a unilateral dictation without foundation.	
8749	Feb 15, 2021, 05:29 PM	Now Approximately 2 years ago when the old boat storage area was turned into car parking us boaties that were lied to from you guys we were told that by December last year that our storage area would be tar sealed over last summer. There is nothing worse than cleaning up your boat down at the car park and then storing them on shingle and dirt on a wet boat don't go well together. I don't mind paying more if we actually have area we were told we were gong to have not some dusty shingle area full of potholes and weeds .		

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# Item 7: Setting marina fees and charges for 2021/22: Attachment 1

## Marina Fees And Charges For 2021/22

Contribution ID	Date Submitted	Let us know what you think about the proposed changes?	Do you have anything else you would like to add?	If you would like to upload a file - you can do so here
8743	Feb 15, 2021, 04:24 PM	<p>Dear Mr. White,</p> <p>As a long time user of the Marina, I take exception to this proposed fee increase. Using the CPI as an excuse to raise fees is pretty obviously an attempt to avoid in-depth accountability and transparency about the true costs, income, and balance sheet of the Marina. Only when we Marina users see that can we agree that fee increases are actually necessary and fair.</p> <p>The Council has ducked this issue for as long as I have had a boat in the Marina going back to 1989. If you as the new Marina Manager really want to engage with the people who pay your wage out of their berth fees, you will hold off on raising fees until you can provide a FULL and transparent account of the financials of the Marina.</p> <p>A this point, I can assure you that the level of trust from berth holders in general towards NCC is very low. If you are indeed serious about engaging with us, you will provide full and detailed accounting information. There's no use in claiming "commercial sensitivity". The Marina is a monopoly with no competitors, so there are no sensitive secrets that would compromise the running of the Marina. The only reason to be opaque is to hide incompetency, or worse behavior.</p> <p>Sincerely, Sandy Fontwit, Betelgeuse II, berth D21</p>	<p>The Marina is probably the only major NZ marina without a fuel dock (not a tanker truck which you have to book in advance). This is unacceptable. Lugging 20lt. jugs of diesel down the pontoons and then having to tip them into the fuel tank is what I used to do in the 3rd world when I spent 17 years as a full-time yachting on the 12m ketch. This lack has been an on-going sore point with us berth holders for years. I've had boats in the Marina since 1989 and nothing has changed</p> <p>Another sore point is the shocking state of the piles (on the Vickerman side of the old Marina) where yachting can let their boats "fall dry" when the tide goes out. The pile are rotten and urgently need to be replaced. This facility is very much needed for boaties to do short term repairs (like changing a propeller) that don't require the use of the expensive travel lift. Is Marina management letting this facility rot away so they can force us to pay 20 times the cost for a \$15 four hour opportunity to do work on the underwater part of our boats? If this is a policy decision, shame on you!</p>	
8712	Feb 15, 2021, 02:07 PM	<p>The changes are fine. However, we need a 1/2 hours rate for lift and hold just for waterblast for racing yachts. It could be that we commit to 4 per year to take advantage of the 1/2 hour basis?</p> <p>The current rate is quite high for regular waterblast at \$302+gst for my 12m boat.</p>	<p>Regular social racers and keen sailors would like to be able to get a lift and hold more frequently just for a waterblast.</p> <p>We need a 1/2 hours rate for lift and hold just for waterblast for racing yachts. It could be that we commit to 4 per year to take advantage of the 1/2 hour basis?</p> <p>The current rate is quite high for regular waterblast at \$302+gst for my 12m boat.</p>	
8704	Feb 15, 2021, 12:44 PM	<p>No fee increase for inspection grid ,as this an emergency facility.</p> <p>No fee increase for pile mourning. There are no services (water, power etc.) so no cost increase in line with CPI.</p>		

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## Item 7: Setting marina fees and charges for 2021/22: Attachment 1

Re Pending & Future increase to Berth Holders Fees

As a berth holder and operator of a business within the Marina, I would like to make the following recommendations:

There are four main elements to all businesses.

- 1) Costs
- 2) Expenditure
- 3) Income
- 4) Image/Reputation

Each of these determines your end profit or desired return on investment.

### 1) Costs

NCC needs to look at all areas of the costs incurred in operating the marina. Clear examples around management, maintenance and grounds keeping all involving Nelmac need addressing. As managers you need to go further and obtain quotes for maintenance and grounds keeping which will give both a better outcome and at a lower cost. Some effort will be required to manage a better result but until NCC can produce financial data supporting a true effort on their part to reducing costs, then I do not support yearly increased berth holder fees, certainly not above the CPI rate.

Accountability and true segregation of who is using and who should pay needs to be addressed. Some 20 plus tenders lie at A dock, none of whom pay for a berth, yet many take on water and dump rubbish as liveaboards and Bach owners.

There are examples of certain people getting to use facilities and consumables within the Marina yet pay nothing in return. NCC needs to clearly show berth holders what services we pay for and that we only pay for what we truly use. i.e., what costs are lumped into the berth holders' fees for which we do not gain any benefit.

### 2) Expenditure

We have all witnessed the most gross mis-expenditure and failed management of the hardstand development. The details of this can best be discussed in person. The digging of one part of the hardstand twice and asphaltting it and then to go over that again with another lot of asphalt has cost thousands of unnecessary dollars, all at a cost amalgamated into the marina accounts to be paid for by berth holders. Hardstand costs & income need to be separately accounted for. The dumping of waste soil from the hardstand and covering it with topsoil, then sowing it with grass and then having to mow the grass is a gross waste of funds all to be borne by berth holders. NCC needs to consult more widely when it comes to expenditure and capital works.

### 3) Income

Again, user pays is the key to ensure fairness and to maximise income. To sit back and not ensure a full user pays approach versus just tapping into berth holders is not only unjust, but it also brings about resentment and reluctance by berth holders to keep on paying more.

### 4) Image and Reputation

Goodwill and positive recommendations around the image of the marina is needed to maximise the income and use of the marina and hardstand. Currently the Nelson Marina has an extremely poor reputation and the hardstand even worse.

This has a direct bearing on how much I pay as a berth holder and in the case of the hardstand has cost me, my staff and NCC thousands of dollars in lost income. Local boats going to other hardstands and vessels not visiting or staying for extended periods has a bearing on our fees. Again, the removal of all current Nelmac staff will, we hope, help to overcome the losses being incurred.

A positive and well-run marina will generate greater revenue which along with controlling costs and adopting more user pays approach will result in NCC being able to minimise berth holder fee increases.

A2593065

### Rubbish Disposal

Under the pressure to provide recycling NCC have set up 3 rubbish sheds with various large bins to handle recycling. Given recycling was set up prior to the cost of building the sheds, it seems a matter of double expenditure.

Steel work made to go around the original recycling bins was discarded at a cost to berth holders. Once the sheds were made, someone decided to again double the cost of locking the sheds, by fitting a coded lock system, to then change it within a few weeks to a swipe card system.

Double expenditure has been the hallmark of the work carried out in the marina and hardstand.

Back to the rubbish stations, there has been propaganda re some savings being made in the new system when the facts are:

- 1) The stations smell.
- 2) They are regularly overflowing due to the lack of managing the fullness of the bins.
- 3) It has resulted in a high number of sightings of rats, never seen before.
- 4) It has brought about the dumping of large items such as pallets, mattresses and items which wouldn't fit in the original wheelie bin system.
- 5) The need to pay for cleaners to clean the stations.
- 6) Bins of recycled items being tagged as contaminated with the wrong items for that bin, which I'm sure then goes into general rubbish.

What part of the end result has improved the rubbish disposal is unclear, let alone what I believe could be at a higher cost to berth holders.

### Conclusion

I am a realist and fully accept that the cost of power, water and the need for maintenance are a fact of life. However, I do not support the use of berth holders as the "piggy bank" for:

- Mismanagement.
- Non contestable supply of services used to manage and maintain the marina.
- Lack of true user pays across all aspects of the marina & hardstand.
- Poor decision making causing gross misspending.
- The lack of accountability and greater auditing of expenditure.

I sincerely hope that the new marina manager has the power to bring about the changes necessary. I equally hope the new manager is given a clean slate when it comes to the staffing of the marina and hardstand. The reputational damage and issues around existing staff are clearly a major concern to us all.

Kind regards

Garry Phillips.

A2593065

## Proposed Increase in Nelson Marina Fees and Charges 2021/22

### Feedback requested

Hello Andrew White

First let me state that it is a pleasant change in Nelson City Council policy for someone to actually stick their hand up and accept responsibility for anything related to Nelson Marina management. Welcome

In response to your letter of 17<sup>th</sup> February 2021, I hereby submit some feedback on the issues of the “proposed” increase in fees and charges for the Marina berth holders and intending users of the Hardstand.

The first of the issues to be dealt with on these facilities is that they are, both, operated by the Nelson City Council totally outwith the provisions of the Local Government Act 2002. (“the Act”)

In her position as Manager, Parks and Recreation Facilities, Rosie Bartlett confirms that the Nelson City Council does, knowingly, operate the Nelson Marina as a profit making business enterprise. That it does the same with the Hardstand/Travel-lift operation is patently obvious – the one being both related to and dependent on the other.

Under the provisions of the Act Local Authorities are specifically prohibited from entering into any commercial, “for profit”, undertaking (business) except where that activity is for the benefit of the community (the electorate of the Local Authority as a whole) and any and all “profit” from the same is directed for the general ratepayer base as a whole.

There is, I submit, no circumstances under which either the Nelson Marina or, and particularly or, the Hardstand/Travel-lift facility can be deemed as being of benefit to the general community that the Nelson City Council is elected to serve.

That being the case the Nelson City Council can have no mandate, nor authority of any form, whereby it can increase fees charged by those businesses (profit making organisations).

There is provision, under the Act, for the Nelson City Council to become “involved” in the Marina - though not the Hardstand/Travel-lift operation(s)

That is by way of the provision, within the Act, to provide “assistance” to “special interest group(s) by way of providing whole or partial finance that those group(s), which, themselves, may not be able to secure for “projects”, that could be deemed to be of some significant benefit to the community as a whole, but not so as to form any financial “burden”, “liability” or “obligation” upon the ratepayers as may be caused by any decision by their elected representatives.

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This is done by, simply, providing, or guaranteeing a “loan” to that group for the provision of the facility(s) which that group(s), then, is required to repay to, or through, the Council until such time as the Council (ratepayers) is fully reimbursed for the “loan” (plus any associated interest). Thereupon ownership of the facility (with its concomitant upkeep, maintenance and development) so funded, is required to be vested, solely with the stakeholders of that group(s)

The only interest that the Local Authority has thereafter lies in the levying and collection of any rates that may be applicable on any land or improvements that that ownership may make the group(s) liable for.

There can be no doubt that the Marina Berth-holders are a very specific “interest group”. There is, in fact, only some 600 or thereabouts owners of vessels that required to be catered for by way of the provision of what amounts to nothing more or less than “parking facilities” for vessels that are too large to be, conveniently, removed from the water at any particular moment in time.

When those vessel owners sought to have such a berthing facility provided there was a small area, under the ownership of the Port Nelson Authority that did provide some form of “parking lot”. This area of water was already, however, fully occupied and could not accommodate any more vessels of any size.

There was also in existence a big, unoccupied “hole” in the water, created as part of the port that the Nelson City Council “provided” by means of that reclamation, done in the 1980s, in order to cater for the demands of commercial fishing interests for space to erect and maintain a commercial fishing related facility. Which facility(s) has/have provided a source of ratepayer benefits ever since.

Within those facilities was a boat-building enterprise which established a Haulout facility –albeit to serve, initially, to launch and recover vessels for its own specific purposes. Let us not forget that there was at that time, and still remains, an alternative “dry land” facility elsewhere within the Port Nelson area.

When interest in expanding the “parking lot” for non commercial, vessels was first mooted the Port Nelson Authority, an already established Council Operated Concern - jointly owned and operated by Nelson City Council and the Tasman District Council and falling squarely under the provisions of the Act for a Council Owned and Operated Concern – declined to accept such a facility as falling within its ambit of a “commercial vessel concern”

The owners of such vessels were then levied a “Development Levy” to establish their “interest” in the “development” of the new facility simply to serve a “special interest group”.

The launching and recovery of small vessels was already provided for by that ramp still remaining, but since rendered unavailable by the Nelson City Council, at Vickerman Street.

Thus did the “New Marina” have its genesis and, at the same time, the Nelson City Council chose to ignore the Local Government Act to, I submit, its peril.

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On the removal of the Marina from the ambit of Port Nelson Authority the Nelson City Council **should** have recognised the position of the "special interest group", that those Berth-holders represented, and handed the management, including ongoing maintenance and any other "development" that that group determined necessary. That, and that alone fell within the provisions of the Act.

Instead the Nelson City Council indulged in some significant delusions of grandeur.

Seeing the New Marina as some form of "jewel in the crown" to make Nelson City not only the "Smart Little City" but also some magical attraction to the "scenic beauty" of the Nelson District that would attract large amounts of visiting "yachties" willing and able to contribute obscene amounts of revenue to the city coffers. That this, would be, in effect, a disenfranchisement of the "local" berth-holders by attempting to maximize the return on some form of investment which the Nelson City Council had neither, the mandate of the ratepayers nor, the sanction of the Act to indulge its ego in mattered not one whit.

What the Nelson City Council did not take into consideration at that time was that, unlike other marinas such as Picton, Waikawa and Havelock, Nelson City holds **no** attraction for visiting yachties. Nelson is a source only for refueling, re-provisioning and, occasionally, repairs for vessels bound for the Able Tasman region for "scenic attraction" and where, because traveling yachties are extremely cost conscious, they can anchor for free.

Since Nelson has lost its status as a "port of first entry" there is even less occasion for visiting vessels to call here even for customs clearance, The large, "real money" vessels that call are generally too large for the Marina and are accommodated by Port Nelson Authority at the main wharves in the Port itself.

That leaves the main, if not only, source of revenue for the Nelson City Council to fall on the "domestic" berth-holders – who already "own" the Marina as the "special interest group" for whom the funding was provided in the first instance. Therein lies the rub.

For the "special interest group" scenario to be upheld the Nelson City Council had to limit its "recovery" of funding to a simple amortisation scenario whereby the interest component of any "loan" advance would be paid and the capital portion of that loan would reduce yearly, until a zero balance was arrived at. This then would provide a "free parking zone" exclusive to those stakeholders that funded it viz The berth-holders themselves at that time, and boy did that stick in the craw of the money hungry Nelson City Council employees. Especially considering that all other Marinas in New Zealand would be privately owned generating an ongoing income for the owners/shareholders themselves.

That the Nelson City Council would still have an income from any rates levied on any land and improvements owned by the Marina Berth-holders obviously was insufficient. Thus did the cobbler set aside his last and ventured into an area where not only did he have no experience he had, and still has, no **lawfull** right to do so.

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Instead of maintaining a clearly transparent set of accounts subject to “interested parties” perusal and comment the employees of the Nelson City Council - read here **ratepayers** - “lost” the assets of the Nelson Marina in the “Global Assets Register” (“GAR”) maintained by the Nelson City Council as a list of assets owned by the ratepayers of the city and, concurrently, therefore, becoming a liability that those same ratepayers were then obliged to maintain.

This being the case then this information should form part of the rates assessment required to be produced by the Nelson City Council annually. “Profit” from the operation of the Marina should be indicated to these ratepayers as a source of offsetting any rates required by the Council to provide the services it does. I, certainly, have seen no such budget accounting on my rates assessment for any of the last ten years I have been a ratepayer of this “Smart Little City”.

What I **have** seen, as a berth-holder is a steady increase in my berthage fees, by the level of the Consumer Price Index, when what I would have expected to see should have seen a gradual **reduction** in those fees.

This based on the fact that the accountancy “whiz kids” within the ranks of the Nelson City Council manage to apply such tax-deductible labels as “depreciation” (some \$260,000 per annum) – this on assets which they claim they cannot identify and a “surplus” (some \$300,000 per annum) which I am assured goes solely towards “debt reduction”. Interest on the loan is accounted for – even though the assets this loan bought cannot, apparently be “easily separated and itemised” from the GAR.

Not what is to be expected from the holders of undergraduate degrees as Batchelor of Accountancy and certainly not within the precepts of “transparency” as defined by those Commonly Accepted Accountancy Practices with which Rosie Bartlett should be familiar

Now, the simple amortisation principles I was taught, when studying for a B Com. would serve to indicate that combining the “depreciation” with the “surplus” applied to “debt deduction” provides a figure in excess of \$500,000 per annum to be **deducted** from any capital expenditure incurred by the Berth-holders in the provision of their “special interest group” facility. Thus, if nothing else the interest paid should be **decreasing** each year.

If we assume an initial debt of \$15 millions to “develop” the Marina in the first instance then \$500,000 should reduce that amount by at least 1/30<sup>th</sup>, i.e. 3%. That alone offsets any “increase in CPI”. Couple that with the recent dramatic fall in the Official Lending rate and I would strongly suggest that any **increase** in fees by the CPI is doing nothing more than following the dogma “we allowed for us to do it, therefore we will” that is so apparently obvious in the *ad hoc* and, yes I do dare state it publicly, decidedly unprofessional accountancy principles that seem to be the mainstay of Council “budgeting”.

Isaac Asimov, in one of his novels, defined “**violence being the last resort of the incompetent**” In this instance, I submit the Nelson City Council (the, fiscally, incompetent) is using nothing less than a blunt instrument (violence) to achieve

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nothing more than a result which it is not lawfully permitted to do under the provisions of the Local Government Act 2002.

As regards the Hardstand/Travel-lift facility. I would dearly love to be informed which financial genius within the ranks of the Nelson City Council (read ratepayers employee) “persuaded” the Nelson City Council to, not only set aside the ambit of the Act and become a profit making business operator, but to purchase a business that was already earmarked as a financial failure (the reason it was for sale being due to the company that owned it previously **failing** to be profitable.

As mentioned earlier there was, and still remains an alternative, privately owned “dry land” haul out and storage facility elsewhere within the Port.

Perhaps it was due to an over-exuberant “every other Marina has one so we should have one too - and if we don't buy it it will disappear” approach to making the Marina more attractive for “visitors”. This, ignoring completely that if the business was “required” then it would have been used already by the local yachties.

People travel **from** Nelson **to** Waikawa or Picton because the facilities in both these places are more affordable not to mention, now, more “user-friendly”.

I hesitate to contemplate that some forward thinker within the ranks of the Nelson City Council postulated that the Nelson City Council could promulgate some new “conditions” in the Berth-holder License Agreement that would compel the Berth-holders to remove their vessels from the water on a more regular basis to generate a profit for the Council. That I believe would be the perfect example of graft and corruption at work – the very thing the Act was designed to eliminate.

I prefer to think that with the income from the Marina Berth-holder fees being so large the Nelson City Council looked around for some “enhancement” or “development” on which it could spend the “profit” it is banned, by Statutory provision (the Act) from making.

Lest we forget the New Marina introduced a “Development Levy” on all present and intended Berth-holders when the expansion of the Marina was first mooted. When it became obvious to all who cared to look that further “development” of the Marina is impossible within its current confines of space this “Levy” was, conveniently dropped.

Any future “development” of the Marina, since it cannot go up can only be confined to such enhancements as are of no benefit to any Berth-holder simply looking for a “parking space” for their vessel. Unless of course the Berth-holders, themselves, as owners of that land sold to the Marina by the Nelson City Council take it upon themselves to encourage such commercial investment as would serve to offset their fees requirement.

If the Nelson City Council is really committed to a “clean, green” Marina water environment then, I submit now as before, that the moneys they have invested, through the unilateral decisions of the Nelson City Council in the Hardstand/Haulout facility, be applied to a free haul-out and clean of their vessel on a scheduled basis.

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That proposal, however, does fall over in respect of the various vessels that are unable to use the travel-lift crane due to their construction. This includes multi-hulls and vessels in excess of the travel-lift weight and/or length capacity for which some "voucher" system could be put in place with the alternative, commercial "dry land" operator

I have no objection to the level of fees anyone other than a Licensed Berth-holder should pay for the Hardstand/Haulout facility but given that the fees not only purchased that business but also the land on which the Hardstand was expanded onto providing a trailer boat berthing access, trailer boat parking, recreational user boat storage facilities, landscaped general public areas, bus parking and, of late a "freedom camping area. As a Licensed Berth-holder I have to question why my fees are being used as a source of finance for activities, which are of no direct benefit to

As a Nelson City Council ratepayer I have no objection to "funding" such "developments" as a new boat-launching ramp such as will enable our Mayor Reece to indulge in her, stated, hobby of recreational fishing. Nor do I object to massive car and trailer parking to accommodate such recreational users – not just "boaties" but canoeists, Waka-Ama participants, Sea Scouts, rowing club members and sundry members of the public out for a stroll. Presumably all these facilities are intended to be self-funding in respect of launch fees and ratepayer input.

As a Berth-holder, however, I feel I have every right to object to my "parking fees" being subsumed into providing such facilities at no cost to the Nelson City Council without some transparent accounting of any, financial, returns from such "earners" being part and parcel of the fees structure by way of cost offset.

This Nelson City Council "taketh and then taketh again - until someone actually squeals" attitude is, I submit, nothing else other than a profit making exercise exacted against a totally captive, "special interest group", audience.

The Business Report, commissioned by the Council when the Marina development was initially being discussed, **recommended** that berth-holder fees be gradually increased to the level that the local boat owners would eventually be "squeezed out" of the Marina to make more berths available for visitors who could be "fleeced" at the Nelson City Council's pleasure **and commercial gain**.

Whilst being voted down at that time this does, now seem to be a confirmed Nelson City Council "preferred option". This possibly well due to the fact that there is, now, quite a substantial "waiting list" for berths to become available.

That, I repeat, is not within either the ambit or provisions of the Local Government Act 2002, nor, I submit, the intention of Central Government Legislation on the promulgation of the Act, and could, I, further, submit well form the basis of a formal complaint to be laid before the Local Government Commission for it's due consideration.

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In a similar vein I would take the opportunity at this time to address the other "touchstone" of Marina "development" – the provision of a floating fuel berth.

For the avoidance of doubt I would state categorically that as a Nelson City Council ratepayer I see no reason for the Nelson City Council to be in the "business" of retailing fuel - to anyone.

NPD (an already licensed fuel retailer) has **not** one but **two**, established, fuel outlets in the Marina area. One, the shore installation at the end of Vickerman Street, the other directly across the Marina, by the Talley's receiving wharf. The latter is already a fully functioning **floating** facility freely available for any vessel to use. At present it is **not** advertised as being available to Marina users but, I am sure, this is nothing more than an oversight by the existing Marina Management.

Admittedly it is, at present a complicated exercise in obtaining and returning an access card to the NPD outlet at the other end of the Marina. The fact remains, however, that this facility is already consented to by the Nelson City Council.

All it would take to make this more easily accessible for boat owners is for the Marina Management to "persuade" NPD to install a second pump there that would be, "public" card operated.

I would have no objection to part of my Berth-holder "development" fees being put to the purchase, by the Marina Management, of such a pump – they are, by now a "dime a dozen". Certainly far less that the cost of a new floating facility with its concomitant "Resource Consents etc.

I am certain that Sir Peter would raise no objection to such a proposal from NPD, particularly if he were "reminded" that he already invoices fuel, at discounted rates, to non-commercial "mates", such as Mike Connolly. That is not a primary business of any Commercial Fishing enterprise.

NPD should be delighted at the opportunity to increase their turnover – again, particularly, at no, significant cost to them.

In summary it is about time that the Nelson City Council recognises that it is not in the business of owning or running a Marina facility. That it only became involved in such a project to assist a "special interest group" achieve an aim, and it is time it bowed out of any attempt to "manage" such a facility that is neither within its field of "expertise" nor any Central Government sanction to even be involved in and handed the facility over to the ownership and management of those who lobbied for its creation in the first instance a Committee elected by and controlled by the members of that "special interest group" itself- the Berth-holders.

The Nelson City Council will still get its "income" but lawfully = by way of Rates levied. The Nelson City Council will still retain "control" of the operation but lawfully by way of by-laws, abatement notices consents required and other means it is lawfully permitted to employ.

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Thank you again for the opportunity to provide "feedback" on the issues of Marina Fees Increases.

I hope that I have provided some cogent submissions for your consideration.

Since you have, formally, requested, such information and since transparency and consultation is fundamental to the Nelson City Council I am sure you will have no objection to my making this submission available to other members of the public.

I look forward to your (Council's) considered reply on the issues raised

Sincerely

Fraser Donaldson

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## Marina fees and charges - Current, proposed and recommended for 2021/22

Marina berths						
Fee	Description	2020/21 fee (Current)	Proposal for consultation	2021/22 fee, proposed for consultation (Proposed)	Recommended (following consultation)	Recommended 2021/22 fee, for Council approval (Recommended)
<b>Marina Berth &amp; Pile Mooring Waitlist Application Deposit Charges</b>						
<b>Marina Berth &amp; Pile Mooring Waitlist Application Deposit Charges</b>	A non-refundable deposit of must be paid with each application. This deposit will be credited to the applicant's first Annual Licence account, on allocation of a permanent mooring.	\$162.00	Increase by CPI	\$165.00	Increase by CPI	\$165.00
<b>Marina Berths</b>						
<b>Annual Licence</b>	Fee per metre LOA of vessel or part thereof per annum, or berth size, whichever is the greater (GST excl).	\$251.00	Increase by CPI	\$255.00	Increase by CPI	\$255.00
<b>Annual Licence Pile Mooring</b>	Per metre LOA of vessel (GST excl).	\$151.40	Increase by CPI	\$154.00	Increase by CPI	\$154.00
<b>Temporary Berth</b>	Per metre LOA of vessel, or part thereof per day. The charge applies only to those waiting for an imminent permanent berth. No living aboard allowed. No long term availability (GST excl).	\$1.30	Increase by CPI	\$1.30	Increase by CPI	\$1.30
<b>Multi-Hull</b>	Multi-hull vessels in designated berths will be charged at 1.5 - 2.0 x single berth rate for a vessel of the same size, plus GST. The applicable rate will be determined by the Marina Supervisor on length and width of vessel or berth whichever is the greater.	1.5 - 2.0 x single berth rate	No change to definition, but single berth rate has increased by CPI	1.5 - 2.0 x single berth rate	No change to definition, but single berth rate has increased by CPI	1.5 - 2.0 x single berth rate
<b>Commercial Recreational Berths</b>						
<b>Commercial Recreational Berths</b>	A commercial or charter berth or storage park, if provided, shall be charged at a rate per metre (GST excl).	\$405.20	Increase by CPI	\$411.00	Increase by CPI	\$411.00
<b>Live Aboard Charges</b>						
<b>Live Aboard Charge</b>	Per month plus annual mooring fee to licensed live-aboard vessels (excl GST).	\$162.00	Increase by CPI	\$165.00	Increase by CPI	\$165.00
<b>Showers</b>	Coin operated - per shower.	\$1.00 or \$2.00	No change	\$1.00 or \$2.00	No change	\$1.00 or \$2.00
<b>Laundry</b>	Laundry - \$3 wash, \$2 per 20 minute dry.	\$3 wash, \$2 dry	No change	\$3 wash, \$2 dry	No change	\$3 wash, \$2 dry
<b>Administration Charge</b>						
<b>Administration</b>	Payable for changes of berth or details.	\$54.00	Increase by CPI	\$55.00	Increase by CPI	\$55.00
<b>Marina Berths – Visitor Rates</b>						
<b>Less than 18 metres:</b>	Per day (incl GST)*	\$32.30	Increase by CPI	\$33.00	Increase by CPI	\$33.00
<b>18 metres - 20 metres:</b>	Per day (incl GST)*	\$48.70	Increase by CPI	\$50.00	Increase by CPI	\$50.00
<b>More than 20 metres</b>	Per metre of vessel per day (incl GST).	\$4.90	Increase by CPI	\$5.00	Increase by CPI	\$5.00
<b>Multi-hulls</b>	Charged at 1.5 - 2.0 x single berth visitor Rate (incl GST).	1.5 - 2.0 x single berth	No change to definition, but single berth rate has increased by CPI	1.5 - 2.0 x single berth	No change to definition, but single berth rate has increased by CPI	1.5 - 2.0 x single berth
<b>*Surcharge</b>	Surcharge per person, per day, will apply where a vessel is carrying more than two persons over the age of ten years. The surcharge will apply only to the additional persons carried.	\$5.00	No change	\$5.00	No change	\$5.00
<b>Boat length definitions and minimum charges</b>						
<b>Boat Length</b>	All fees & charges relating to the length of a vessel shall be based on the LOA 'overall length.' The 'overall length' shall be determined as being from bow to stern (including all fixtures such as bowsprits, self-steering gear, davits, etc).					
<b>Minimum Charge</b>	The minimum charge shall be based on an 8 metre vessel.					

## Item 7: Setting marina fees and charges for 2021/22: Attachment 2

Hardstand															
	2020/21 - Current					2021/22 – proposed for consultation (CPI increase)					2021/22 – Recommended (CPI increase, plus new half hour rate)				
Boat Length(m) (next smaller value)	Lift, hold, blast(1hr) and return	Lift, blast, set-down and return	Hardstand first night	Hardstand (per day after first night)	Hardstand Storage (per day >30 days)	Lift, hold, blast(1hr) and return	Lift, blast, set-down and return	Hardstand first night	Hardstand (per day after first night)	Hardstand Storage (per day >30 days)	Lift, hold, blast(1hr) and return	Lift, blast, set-down and return	Hardstand first night	Hardstand (per day after first night)	Hardstand Storage (per day >30 days)
9.0 - 9.9	\$212	\$302	\$74	\$48	\$26	\$215	\$306	\$75	\$49	\$26	\$215	\$306	\$75	\$49	\$26
10.0 -10.9	\$238	\$344	\$79	\$53	\$32	\$241	\$349	\$80	\$54	\$32	\$241	\$349	\$80	\$54	\$32
11.0-11.9	\$270	\$392	\$85	\$58	\$37	\$274	\$397	\$86	\$59	\$38	\$274	\$397	\$86	\$59	\$38
12.0-12.9	\$302	\$445	\$95	\$64	\$42	\$306	\$451	\$96	\$65	\$43	\$306	\$451	\$96	\$65	\$43
13.0-13.9	\$344	\$508	\$106	\$69	\$48	\$349	\$515	\$107	\$70	\$49	\$349	\$515	\$107	\$70	\$49
14.0-14.9	\$392	\$577	\$116	\$74	\$53	\$397	\$585	\$118	\$75	\$54	\$397	\$585	\$118	\$75	\$54
15.0-15.9	\$450	\$657	\$127	\$85	\$58	\$456	\$666	\$129	\$86	\$59	\$456	\$666	\$129	\$86	\$59
16.0-16.9	\$514	\$747	\$143	\$95	\$64	\$521	\$757	\$145	\$96	\$65	\$521	\$757	\$145	\$96	\$65
17.0-17.9	\$583	\$847	\$159	\$106	\$69	\$591	\$859	\$161	\$107	\$70	\$591	\$859	\$161	\$107	\$70
18.0+	\$794	\$1,218	\$212	\$138	\$90	\$805	\$1,235	\$215	\$140	\$91	\$805	\$1,235	\$215	\$140	\$91
Half hour lift, blast, set-down and return – New recommended	N/A					N/A					Half hour rate – half price of full hour rate				
	Per hour					Per Hour					Per Hour				
Washdown – additional costs for badly fouled hulls	\$69					\$70					\$70				
Special travel lift services such as lifts to or from transporters, keel fitting etc (min 1 hour)	\$127 (per hour or part thereof)					\$129 (per hour or part thereof)					\$129 (per hour or part thereof)				

Boat Storage Park						
Fee	Description	2020/21 fee (Current)	Proposal for consultation	2021/22 fee, proposed for consultation (Proposed)	Recommended (following consultation)	Recommended 2021/22 fee, for Council approval (Recommended)
<b>Boat Storage Park Waitlist Deposit Charges</b>	A non-refundable deposit must be paid with each application. This deposit will be credited to the applicant's first Annual Boat Storage account on allocation of a permanent parking space.	\$81.50	Increase by CPI	\$83.00	Increase by CPI	\$83.00
<b>Annual Storage</b>	Per space, includes annual ramp fee pass (excl GST).	\$1,073.70	Increase by CPI	\$1,089.00	Increase by CPI	\$1,089.00
<b>Daily Storage</b>	Per space in advance (excl GST).	\$5.00	No change	\$5.00	No change	\$5.00

Public Boat Ramp						
Fee	Description	2020/21 fee (Current)	Proposal for consultation	2021/22 fee, proposed for consultation (Proposed)	Recommended (following consultation)	Recommended 2021/22 fee, for Council approval (Recommended)
<b>Annual Launching Permit, valid until 30 June</b>	1 July – 30 June (incl GST)	\$102.70	Increase by CPI	\$105.00	Increase by CPI	\$105.00
	1 Oct - 30 June (incl GST)	\$94.30	Increase by CPI	\$96.00	Increase by CPI	\$96.00
	1 Jan – 30 June (incl GST)	\$81.50	Increase by CPI	\$83.00	Increase by CPI	\$83.00
	1 Apr – 30 June (incl GST)	\$69.90	Increase by CPI	\$71.00	Increase by CPI	\$71.00
<b>Casual use</b>	Per launch, pay at meters (incl GST)	\$5.00	No change	\$5.00	No change	\$5.00

Inspection Grid						
Fee	Description	2020/21 fee (Current)	Proposal for consultation	2021/22 fee, proposed for consultation (Proposed)	Recommended (following consultation)	Recommended 2021/22 fee, for Council approval (Recommended)
<b>Inspection Grid</b>	Use of the Inspection Grid will need to be booked with the Marina Supervisor costs will be plus gst per consecutive high tides (day). No water blasting, cleaning, scraping, painting or other physical works will be allowed whilst on the grid.	\$26.50	Increase by CPI	\$27.00	Increase by CPI	\$27.00

General Terms & Conditions

Fees are subject to change without prior notice

Refer to: 'Nelson Marina Berth Holder Licence Terms And Conditions' document for full Terms and Conditions

Refer to: 'Nelson by the Sea' document for Marina Rules.

All expenses incurred in collecting outstanding fees and/or charges shall be payable by the licence holder.

Berth-holders wishing to cancel a permanent berth must notify the Marina Supervisor a minimum of 48 hrs in advance.

Berths are required to be vacated by 1.00 pm on day of departure.

Visiting vessels MUST ADVISE the Marina Supervisor of their day of departure, failure to do so will result in ongoing daily charges.

**Feedback not directly related to fees and charges for 2021/22, and staff response to that feedback**

	<b>Theme of feedback/specific comment</b>	<b>Staff response</b>
1.	Concerns about marina management and operations and/or specific operational issues and maintenance issues – rubbish compound issues, water leaks, cleaning issues, loose board, general maintenance, the marina being a HAIL site	<p>A recent management review has resulted in a management change for the marina, from being contracted, to being run in-house. This process is under development.</p> <p>A condition assessment on buildings, pontoons, water services, and electrical elements has been undertaken, which is guiding the programme of work.</p> <p>Waste management issues at the rubbish compounds are being investigated. Art work is planned to be put on the outside of the rubbish compounds to make them more visually appealing. Emptying of rubbish bins is adjusted over the year based on the demand – more frequent in summer and less frequent in winter. There has recently been an issue with people dumping domestic rubbish in the compounds, resulting in overflowing bins.</p> <p>There is a job recently completed to replace the pipework on M Pontoon to eliminate leak issues. Future pipe renewals are budgeted for in the Long Term Plan 2021-31.</p> <p>Staff had not been previously made aware of cleaning issues in the ablutions block on Vickerman Street, but have passed this on to the contractor to remedy.</p> <p>The loose board on the pontoon ramp that was identified has now been secured.</p> <p>The marina is a HAIL site because it is constructed from contaminated material dredged from the marina floor. HAIL rules need to be followed when carrying out earthworks.</p> <p>Budget is included in the draft LTP in for dredging survey and methodology.</p>
2.	Parking being inadequate and parking enforcement being inadequate and unfair practises	<p>The master plan, currently under development, is considering parking and future land uses for the marina.</p> <p>In the fees and charges review, Council will review whether the launch fee should be separate to the parking fee, which may assist enforcement of the parking. This needs further investigation.</p> <p>In addition, the review needs to assess whether bylaw changes are required to ensure effective parking enforcement can be carried out, taking into account parking, launching and methods of payment as well as display of payment.</p>

	<b>Theme of feedback/specific comment</b>	<b>Staff response</b>
3.	Discrepancy between those launching boats with a motorised vessel and those launching by hand	Those that launch using a motorised vehicle pay a launch fee. Those that launch by hand (i.e. waka, rowing, kayaks etc) don't pay a launch fee.  As discussed in the main report, this will be considered through the future fees and charges review.
4.	Poor debt collection at the marina	The management model changes at the marina will mean there is greater control over debt collection, and new licences are being prepared for 1 July 2021 commencement.
5.	Long Term boat storage users now need to have trailers registered and warranted as they are travelling by road (additional costs)	Vehicles and trailers travelling from the storage area to the ramp require to travel on a legal road, and therefore need to meet road rules and requirements.
6.	Improvements to the boat storage area – it should be sealed	The boat storage area was planned to be sealed after the storage area moved to where it is now. This was delayed in 2020/21 while the hardstand was prioritised.  Following the master plan process, this sealing work will be carried out. Some budget may need to be carried forward to 2021/22 to enable this to happen.
7.	Improvements needed - to boat washdown, recycling, launching pontoon,	The launching pontoon has been budgeted for upgrade in the 2021-31 draft LTP and a business case is required prior to the work happening. The upgrade will provide a western pontoon at the ramp, providing additional pontoon space for those launching vessels, in turn improving safety.  Further improvements can be considered through the master plan development process.
8.	Berthholders can't access free wifi and this is desirable.	Free wifi is not provided at all Council facilities and would come at an additional cost which is not currently budgeted for. Wifi is available outside the office, but it does not reach all marina users.
9.	Tidal grid piles are in poor condition and need to be improved	A business case is under development to consider the future of this grid, taking into account the need for short term, quick maintenance to be carried out on vessels, as well as the biosecurity issues of carrying out work on boats in water.



	<b>Theme of feedback/specific comment</b>	<b>Staff response</b>
10.	Poorly managed projects at the marina	<p>The hardstand project at the marina, which is referred to in the feedback, has now been completed. The area is sealed and operational.</p> <p>There were delays and changes to this project in order to meet compliance deadlines. These changes and delays caused frustration to marina users.</p> <p>With a new marina manager starting in March 2021, it is expected that communication with impacted users and berthholders will be better, leading to less frustrations from users.</p>
11.	Port of First Arrival	<p>All seacraft entering New Zealand waters must arrive at an approved Place of First Arrival (PoFA). Nelson is an approved Place of First Arrival for non-recreational vessels but is no longer an approved Place of First Arrival for recreational craft (e.g. yachts).</p> <p>Meeting the PoFA status has not yet been budgeted for but further consideration is needed before the 2024 AMP.</p>
12.	Lack of transparency of accounts and concerns about financial information – asset register, depreciation	<p>Marina accounts are like other Council accounts, and can be provided to members of the public as requested.</p> <p>Assets are recorded (financially) in the asset register and depreciation in accounts is on assets identified as being Marina assets.</p> <p>The assertion that the depreciation and surplus goes solely towards debt reduction is what happens. The Marina being a closed account ensures this.</p> <p>The marina is a closed account, meaning that no ratepayer funding goes into the marina account, and no marina income leaves the marina account to go towards non-marina activities.</p>

	Theme of feedback/specific comment	Staff response
13.	Floating fuel berth is needed	<p>Fuelling activity at the marina needs to be better managed. The Nelson Marina Advisory Group has been discussing the options for a fuel berth since the Nelson Marina Strategy 2017 was approved. Their advice is to investigate the Port owned facility on the western bank. This option provides an easy solution for Council as the diesel facility is already in place.</p> <p>Council should proceed and assess options for supplying a safe refuelling facility. Part of this assessment should review whether it is Council's responsibility to provide this service or whether it is a service that another organisation is best to provide.</p> <p>Budget to investigate the fuelling is provided in 2022/23 and any construction, if required, would need to be budgeted for through the 2024 AMP.</p>

*Note: The above is a high level summary of comments and responses only, and the marina manager will review the submissions in detail when preparing an action plan for the marina*