

User fees and charges 2024-2025

Community Consultation Submission Report

22 May 2024

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Purpose and navigation of the report

The purpose of this report is to provide an overview of community submissions, supplementary commentary, and responsible officer responses to the consultation survey for the User Fees and Charges consultation, in advance of Council hearings and deliberations, scheduled for 27 May and 4 June respectively.

The consultation survey sought feedback on the following questions:

1. What is your position on proposed changes to Environmental Health fees?
2. What is your position on proposed changes to Aquatics fees?
3. What is your position on proposed changes to sport and recreation membership and sports programme fees?
4. What is your position on proposed changes to Community Facility fees?
5. What is your position on proposed changes to Parks and Reserve fees?
6. What is your position on proposed changes to Library fees?
7. What is your position on proposed changes to Parking fees in the Queenstown Town Centre?
8. What is your position on proposed changes to Mooring and Jetties fees?
9. What is your position on proposed changes to Wānaka Airport Landing fees?
10. What is your position on proposed changes to Planning and Development fees?
11. Do you have any other feedback relating to Council fees and charges?

The report provides insight into community sentiment towards the proposed changes and supplementary community commentary received for each question along with the Responsible Officer comments to address any issues raised.

The report also provides:

- Summaries for the supplementary documents loaded into Let's Talk to support the User Fees and Charges submission, along with the Responsible Officer comments to address any items raised. To access the supplementary documents please refer to Annex A.
- A count of the number of late submissions received. A full list of late submissions is included in Annex B.

The officer comments are designed to provide additional contextual information to support deliberations. The comments do not constitute recommendations.

Introduction

The community consultation period for User Fees and Charges ran from 5 April – 5 May 2024.

A comprehensive communication and engagement plan supported the consultation by building awareness of the Statement of Proposal for the proposed fees and charges. It highlighted the opportunity for the community to share feedback on the proposal in April-May ahead of the public consultation on the deferred Long Term Plan 2024-2034, which will occur 27 June – 28 July. The activity focused on engaging Queenstown Lakes residents and ratepayers through print, digital, radio and in-person channels.

Below is a snapshot of communications and engagement activity:

- Printed copies of the Statement of Proposal distributed across all QLDC public facing offices, libraries and recreation centres.
- Facebook post content
 - Post 1: 3363 reach (people who saw it on screen), 33 engagement (clicks, reactions, comments)
 - Post 2: 9705 reach, 1677 engagement
 - Post 3: 6583 reach, 428 engagement
- Direct emails sent to a range of targeted stakeholder groups, including environmental health and sport and recreation databases
- Radio ads inviting feedback ran across the local NZME and Mediaworks networks
 - This includes 3 x slots per day across NewstalkZB, The Hits, ZM, The Breeze, The Edge, MoreFM, The Rock and local Iheartradio stations.
- Promoted on digital display screens across Council offices, libraries and recreation centres
 - March newsletter sent to 2,814 recipients with a 70.8% open rate. April newsletter sent to 2,801 recipients with a 68.2% open rate.
- Promoted via 2 x Let's Talk email newsletters
- 834 visits to the Let's Talk page

Through the above activity, members of the community were invited to share feedback on the items proposed in the User Fees and Charges Statement of Proposal by completing the consultation survey. This process is facilitated through Let's Talk, QLDC's online platform for gathering community feedback, or by sending in a completed consultation survey that was attached to the Statement of Proposal. To ensure that all survey feedback is accurately recorded and analysed, all consultation survey responses submitted outside of Let's Talk during the consultation period have been manually added to the system.

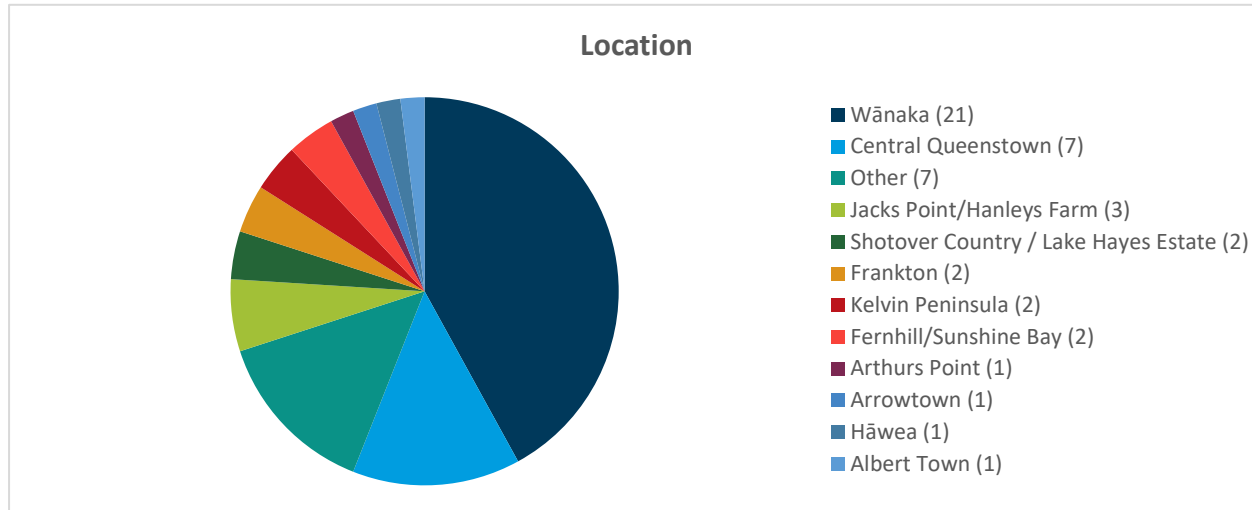
A total of 50 responses were received across the consultation period. There were no Requests for Service (RFS) and none came from community associations. 12 community members expressed interest in participating in a public hearing.

Although it is not possible to make a direct comparison with previous consultations, given the approach Council adopted given the deferral of the Long Term Plan, this is significantly lower than the 301 responses we received to the last Annual Plan consultation, which also largely focused on changes to fees and charges.

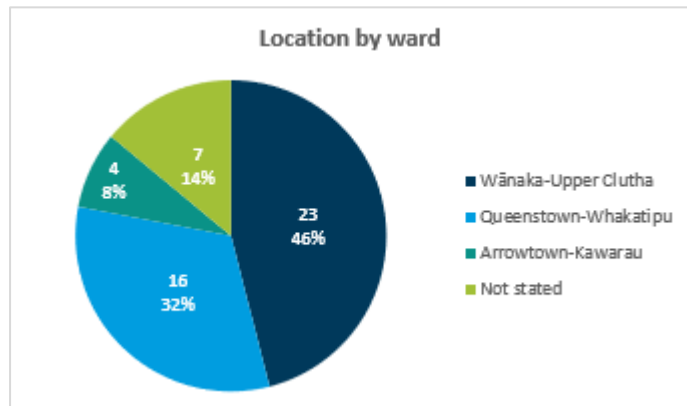
The bulk of submissions were from the Wānaka-Upper Clutha ward (23), with a further 16 from the Queenstown-Whakatipu ward, and 4

responses from the Arrowtown-Kawarau ward. 7 responses did not state their location.

Graph showing location of responders by district



Graph showing location of responders by ward

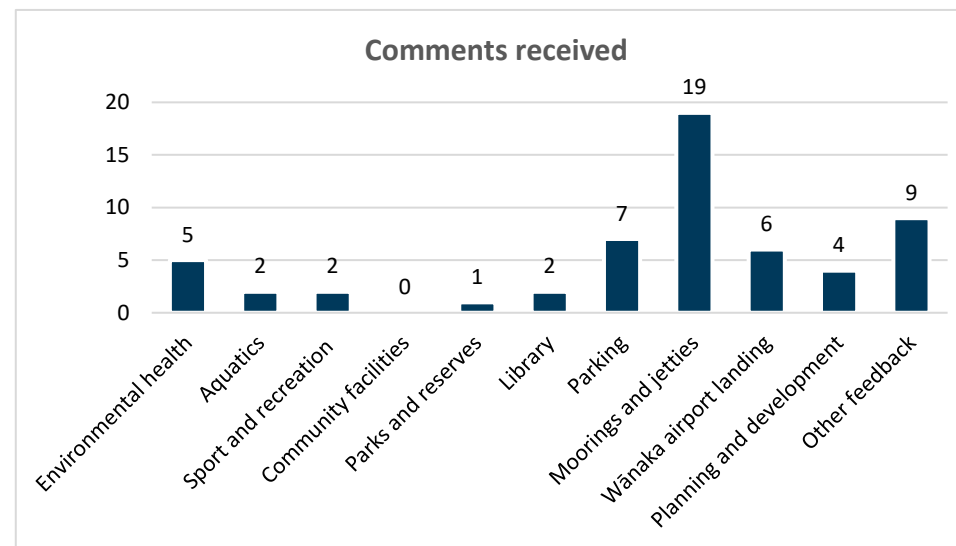


The consultation survey presented submitters with a series of non-mandatory questions regarding the proposed changes set out in the User Fees and Charges Statement of Proposal, asking responders to indicate whether they supported, opposed, or were neutral towards the increase in fees. Additionally, submitters had the opportunity to provide supplementary comments to their answers.

A total of 57 supplementary comments were received across the 11 questions presented in the survey. Mooring fees received 19 comments. 7 responses commented on Parking fees in the Queenstown town centre, 6 on Wānaka airport landing fees, and 5 on Environmental health fees. 9 responses provided a comment regarding general feedback.

The chart below indicates the volume of comments received for each individual question. 40 of these comments introduced a new theme and therefore Responsible Officers have provided a response to these.

A bar chart showing the volume of comments received per question topic



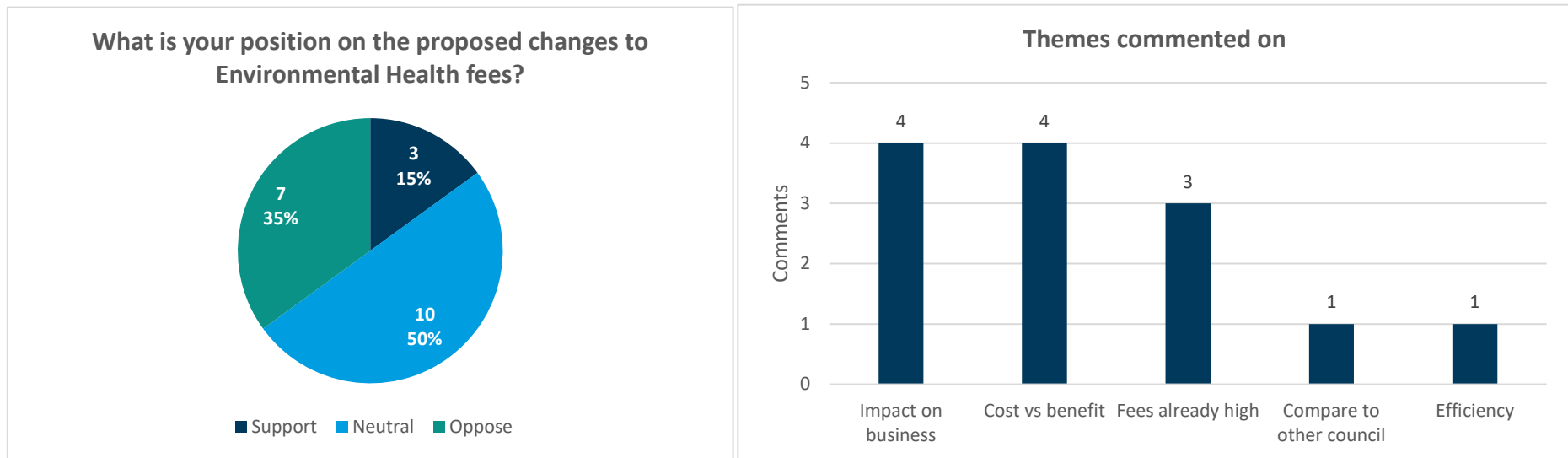
The question level analysis presented in this report pertains to the submissions to the specific survey questions through the Let's Talk platform, as well as any manually added responses that were received into the Let's Talk inbox. Responsible Officer commentary has been included where respondents' comments provided additional information to their sentiment.

Responses to consultation questions

1. Environmental Health

What is your position on proposed changes to Environmental Health fees?

20 submissions answered the question regarding changes to environment health fees. 10 responses were neutral, with 7 opposed and 3 supportive.



5 comments were received, 4 of which were neutral and one was opposed. The main theme of these comments was the impact of changes on small businesses, and the cost of these fees vs the benefit received and whether service levels would increase with increased fees. There were further comments that fees were already too high.

All 5 comments were thematically analysed and passed to a Responsible Officer for comment.

Table of survey comments provided in response to the environmental health fees question with responsible officer feedback

Surname	First name	Organisation	Response	Feedback	Responsible officer comment
Nagal	Joyce		Oppose	The increase in fees will make it very hard for small business like me to survive. I am a home based business and only work part time. The fees are unbearable.	The level of service provided and components that make up the verifications for our food operators are consistent, regardless of where they operate from. The time taken to process the registration for a café is the same as it is for a home-based business. Similarly, the service provided to undertake the verification is consistent for both home-based and non-home-based businesses, and includes bookings, desk top analysis and preparation, travel, onsite verification, report writing, corrective action review, administration and close out. The fee increase is necessary to maintain or current level of service to our customers.
Jones	Nikki	Nikki's Celebration Cakes	Neutral	I am a small home based business making cakes part time for clients less than 1 per week. My costs to comply are the same as large scale businesses. When I applied to make a second kitchen to make cakes safely in my home I was required to state I would remain small scale. I would like less fees and happy to continue with my 18 monthly audits, they usually take less than an hour.	The level of service provided and components that make up the verifications for our food operators are consistent for both small home-based businesses and large-scale businesses. The verification is not simply the length of time spent on site, the fees charged cover the entire end-to-end process for a verification which includes the time taken for arranging and confirming bookings, desk top analysis and

					preparation, travel, onsite verification, report writing, corrective action review, administration time and close out. There is a limitation of 6 hours included in the set fee for a Food Control Plan verification and any businesses that exceed 6 hours are charged additional fees at an hourly rate. The fee increase is necessary to maintain or current level of service to our customers.
Streat	Chris	self	Neutral	<p>I would be happy to pay double the current RMA fees if I could get served twice as fast.</p> <p>I urge QLDC to do what Invercargill City did a few years ago - make a study into the financial impacts of slow building and subdivision consents on your building and subdividing clients. Higher fees for better service could then be justified.</p>	Noted and thank you for your feedback and suggestions. Council will take them into consideration going forward. The resource consents team is in the process of making ongoing improvements around efficiently processing applications. One of the key things that assists Council with being able to more quickly process an application is receiving quality applications, which Council often doesn't receive, from planning consultants and surveyors.
Will	Nadine	the country cakery	Neutral	<p>I feel the fees for Registered Home Bakers are excessively high already. Having a yearly cost of over \$1000 for registration and verification audits for a small business allot, especially when the time taken (including prep, travel, admin and the audit itself) for registered home bakers is far less than the 6 hours charged.</p> <p>I feel that small businesses being charged</p>	The level of service provided and components that make up the verifications for our food businesses operating under a Food Control Plan are consistent. The Ministry for Primary Industries sets the Risk Based Measure that food operators must be registered under. Currently there is no tiered or

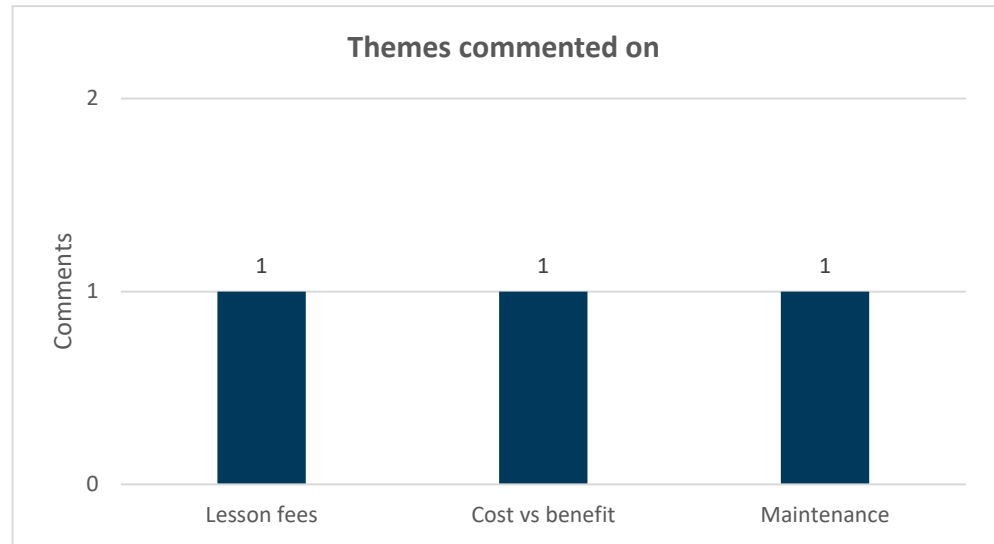
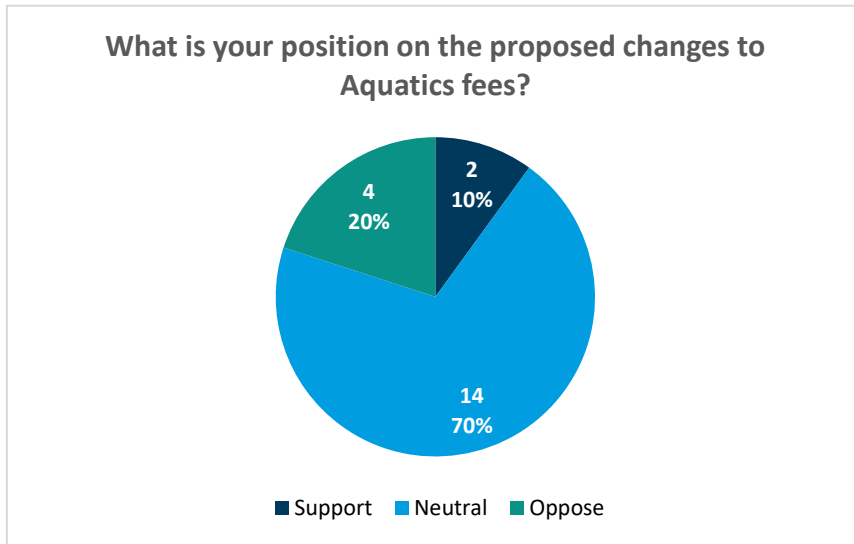
				<p>the same fees as 300 room hotels in Queenstown is completely unfair and I do feel that these fees now increasing along with all other costs will make small businesses close as they cannot continue to carry this cost.</p> <p>I think a tiered or category approach to food control plan customers needs to be look at where everyone is not considered the same and different fees are charged based on size / scope / employee number etc of the operations</p>	<p>category approach that can be applied for Food Control Plan registrations. The time taken to process the registration for each business is the same and the fee reflects this. Similarly, the service provided to undertake the verification is consistent for all operators, and includes bookings, desk top analysis and preparation, travel, onsite verification, report writing, corrective action review, administration and close out. There is a limitation of 6 hours included in the set fee for a Food Control Plan verification and any businesses that exceed 6 hours are charged additional fees at an hourly rate. The fee increase is necessary to maintain or current level of service to our customers.</p>
Prendergast	Aimee	Willow Cakes	Neutral	<p>The fees for small businesses are getting out of control. It's almost as if the council doesn't want new business to survive. They spend less than a hour as my premises and charge me for 6.</p>	<p>The level of service provided and components that make up the verifications for our food operators are consistent, for both small businesses and larger businesses. The elements of the verification process are consistent for all businesses regardless of their size and the time limitation of 6 hours reflects this. The verification is not simply the length of time spent on site. The end to end process for a verification includes bookings, desk top analysis and preparation, travel,</p>

					onsite verification, report writing, corrective action review, administration and close out. The fee increase is necessary to maintain or current level of service to our customers.
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2. Sport and Recreation

a. What is your position on proposed changes to Aquatics fees?

20 submissions answered the question regarding changes to aquatics fees. 14 responses were neutral, with 4 opposed and 2 supportive.



There were 2 supplementary survey comments provided to this question and both were thematically analysed and passed to a Responsible Officer for comment. Comments focussed on a need for services to improve with increased fees and requests for swim school prices to be reduced to promote safety around the region.

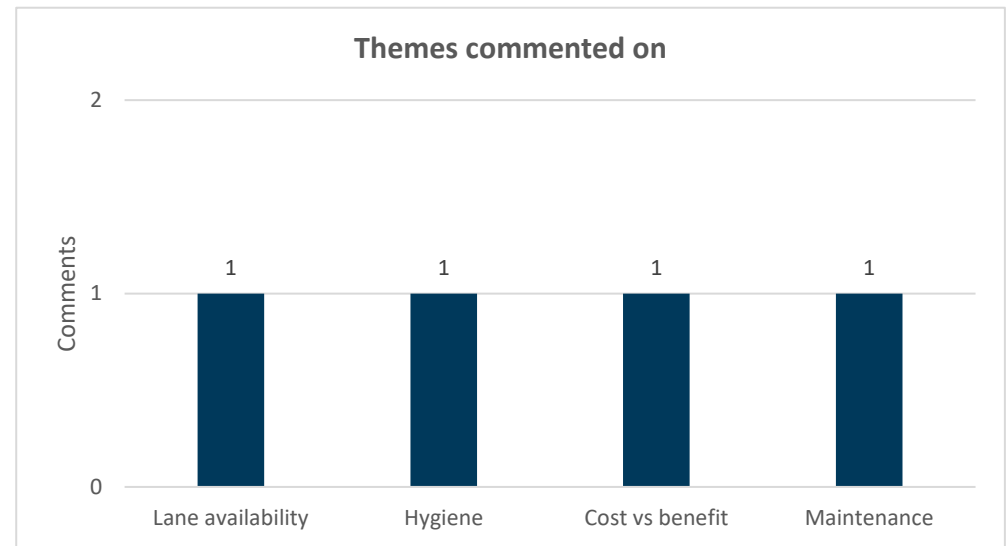
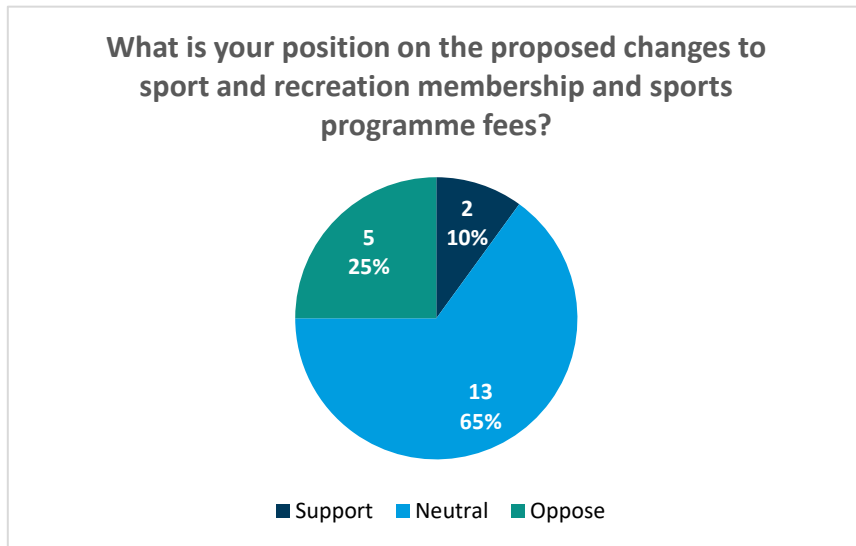
Table of survey comments provided in response to the aquatics fees question with responsible officer feedback

Surname	First name	Organisation	Response	Contribution	Responsible officer comment
Butler	Edward		Support	I support as long as these facilities are given the upgrades they need. As with many Of the facilities in Queenstown they need more maintaining.	QLDC Aquatic facilities manage upgrades through an asset management plan, which informs the capital 10 year & annual plan budgets. Assessments are made through the year to inform the annual maintenance shutdown programme, which is in May/June of each year. Reactive activities are also carried out as and when required, within the operational budgets.
Cusiel	Natasha		Oppose	With so many waterways in our region, I think the Council should be aiming to reduce the cost of swimming lessons to encourage more people, especially children, to learn to swim in a safe environment such as the pool. I would be more than happy to have my rates used for water safety such as making sure everyone can swim confidently than on Council discretionary spending that does not impact on people's safety. With the cost of living crisis, this is probably one of the first items that parents will drop from their	Noted the submitters points regarding the importance and support for learn to swim programme. The Council is certainly aligned to this point. Swim School - lessons have increased by 50 cents per lesson for a children's group lesson and \$1.50 per children's private lesson. Adult group lessons increased by \$1 and adult private lessons are increasing \$2. The average % increase is 3.1% which is just under CPI over the past year. Council has faced significant

				budget, to the detriment of their children's wellbeing and as a community, we should be encouraging our resident's safety	cost increases in the past year, in particular electricity, gas and staffing costs. The user /rate payer policy for Aquatics is 70%/30% and the proposed price increases reflect this split.
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b. What is your position on proposed changes to sport and recreation membership and sports programme fees?

20 submissions answered the question regarding changes to sport and recreation membership and sports programme fees. 13 responses were neutral, with 5 opposed and 2 supportive.



There were 2 supplementary survey comments provided to this question and both were thematically analysed and passed to a Responsible Officer for comment. One of these was supportive of the changes as long as they came with an increased level of service and maintenance, while the other focused on swim lane availability and the cleanliness of pools.

Table of survey comments provided in response to the sport and recreation membership and sports programme fees question with responsible officer feedback

Surname	First name	Organisation	Response	Contribution	Responsible officer comment
Butler	Edward		Support	As above I support as long as these facilities are given the upgrades they need. As with many Of the facilities in Queenstown they need more maintaining.	QLDC Recreation facilities manage upgrades through an asset management plan, which informs the capital 10 year plan and annual budgets. Reactive activities are also carried out as and when required, within the operational budgets.
Melnick	Derek		-	<p>The lap pool is often hugely disproportionately closed off to the public while the bulk of lanes sold/booked by user groups.</p> <p>We are often told there are always 2 lanes for the public but this is not the case. You simply cannot swim in the last lane - it's for aqua joggers, the injured doing rehab or very slow moving paddlers.</p> <p>I propose that more public lane space is made available.</p> <p>Likewise - the pool has very unsanitary conditions, with tufts of hair often floating in it, on multiple occasions I've swum into it in my face. Cleaning regimes don't seem to permanently remedy this one, I propose a simple measure of compulsory caps.</p>	<p>A minimum of 2 lanes are kept aside for public, one aqua jogging and another lane swimming. If first lane isn't being used by aqua joggers, lap swimmers can use it for lane swimming. We are in discussions with current lap pool user groups to ensure lanes are used efficiently.</p> <p>To reduce hair in the lap pool we recently put in place more regular filter cleans and replacement of new pool vacuum machine. We are looking at the feasibility of requiring swim caps in the lap pool for lane swimming.</p> <p>Our annual customer survey is</p>

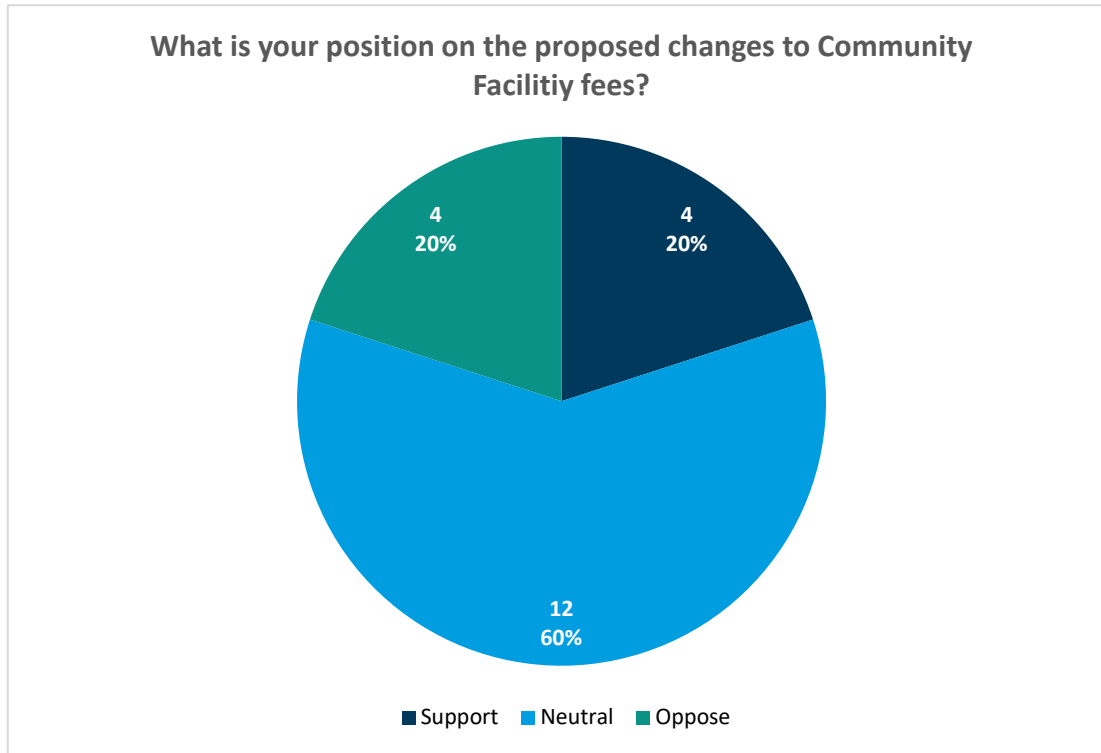
					going out in May and changes will be considered from feedback received.
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3. Community Facilities / Parks and Reserves

a. *What is your position on proposed changes to Community Facility fees?*

20 submissions answered the question regarding changes to Community Facility fees. 12 responses were neutral, with 4 opposed and 4 supportive.

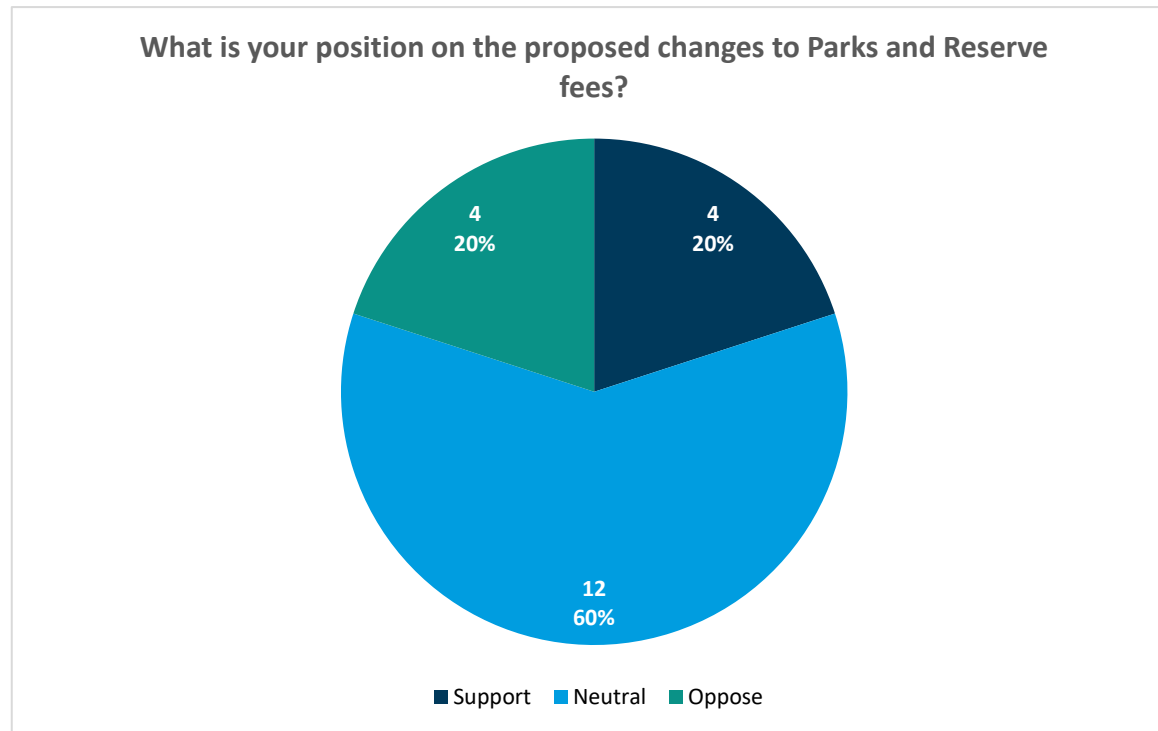
There were no comments relating to these fee changes.



b. What is your position on proposed changes to Parks and Reserve fees?

20 submissions answered the question regarding changes to parks and reserves fees. 12 responses were neutral, with 4 opposed and 4 supportive.

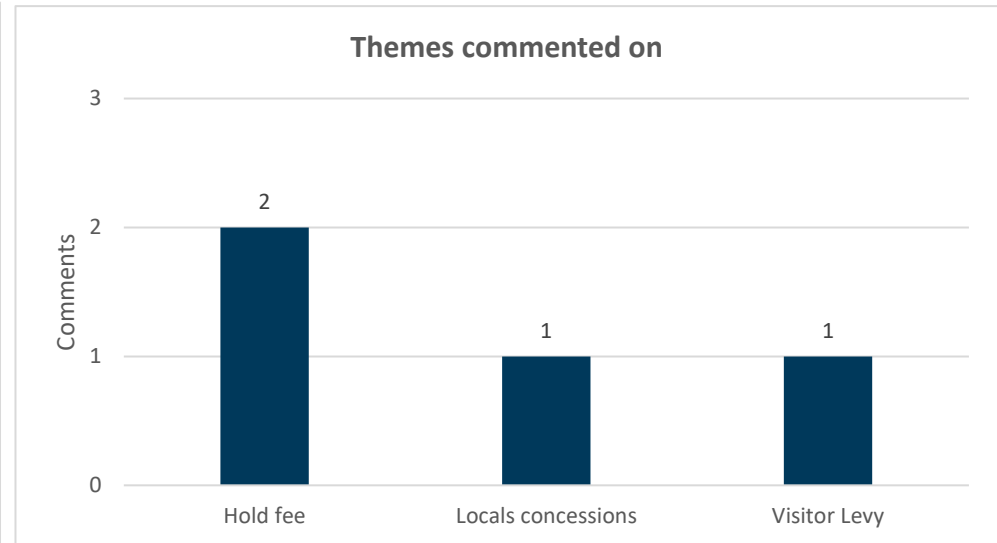
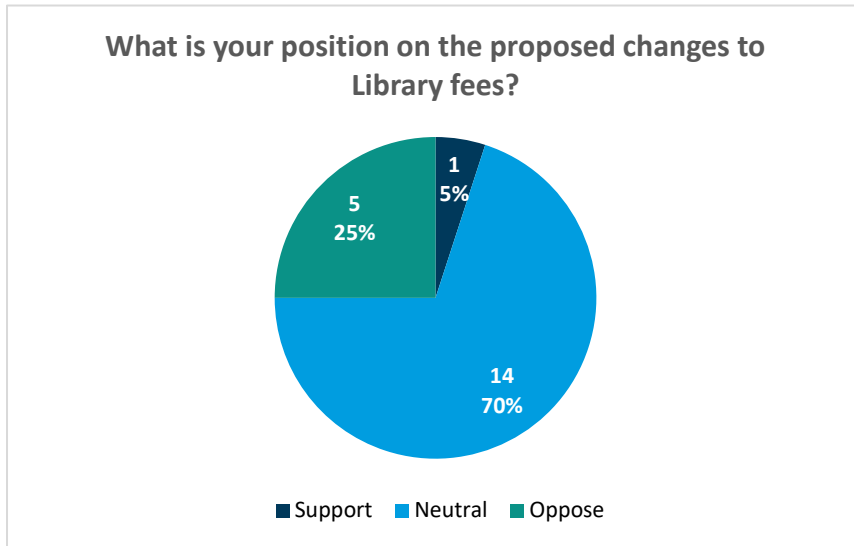
There was one comment received which stated that a user pays system was sensible. As this comment did not raise any new themes, it was not passed on to a Responsible Officer for comment.



4. Library services

What is your position on proposed changes to Library fees?

20 submissions answered the question regarding changes to library fees. 14 responses were neutral, with 5 opposed and 1 supportive.



There were 2 supplementary survey comments provided to this question and both were thematically analysed and passed to a Responsible Officer for comment. Both commented on hold fees, with one proposing charging visitors to the area for the use of services that are currently free to everyone.

Table of survey comments provided in response to the library fees question with responsible officer feedback

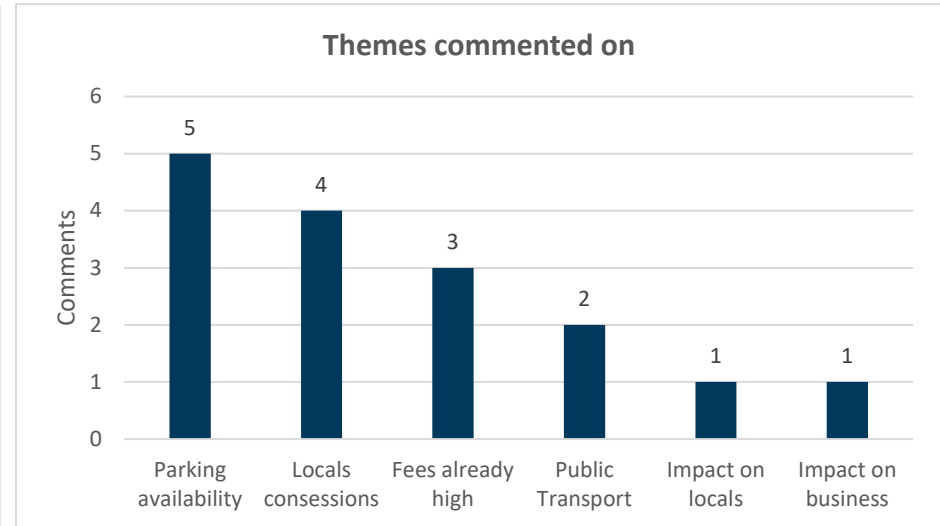
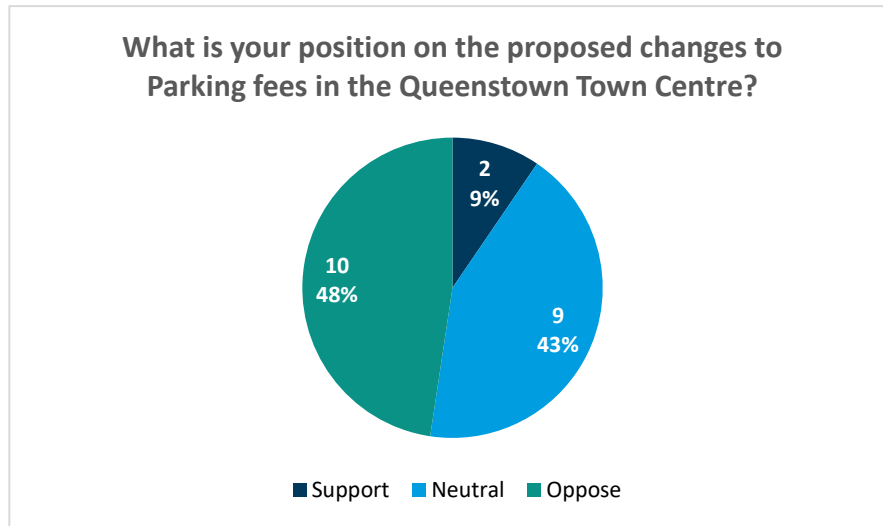
Surname	First name	Response	Contribution	Comment
Cusiel	Natasha	Oppose	The library hold fee of \$1 per item should be removed, as staff are basically collecting books from the shelves and putting them into the hold area during their normal salaried hours. We should be encouraging reading, not making it more expensive.	An average of 5,000 holds are placed each month across CQ Libraries. The majority of these are couriered to and from borrowers at their home branch across the 15 library branch network, including rural branches at Glenorchy, Kingston and Makarora. The \$1 hold fee to Temporary and Permanent Adult Borrower Categories offsets couriering costs. Holds are free for Junior, School Pupil, Senior, Teacher, Housebound and Retirement Facility Borrower Categories. eResource holds are free to all borrowers. There continues to be no increase to the current hold fee.
Mumford	Jules	Oppose	<p>At present Wanaka library is providing free wi-fi, electric charging power and documentation/visa assistance to backpackers/tourists, who do not pay rates. This needs to be chargeable (at reasonable rates) or be dramatically reduced. I do not agree overdue fees should be removed (apart from children), this discourages people from returning books on time. I also suggest a VIP/Patron option where maybe you pay \$10/20 per year and you do not get charged "hold" fees, other borrowing/hold limits would still apply.</p> <p>The library is one of the most important functions/services in the local community, it needs to be protected at all costs.</p>	<p>All QLDC Libraries provide an avenue to achieve ubiquitous, inclusive and free access to information, technology and space whether it is in online or in physical form. Free access to wifi, internet and the means to connect online is parallel to selecting a book from a library shelf to sit and read in the library. We are guided in the provision of library services by the 'International Federation of Library Associations and Institutions (IFLA) Guidelines on Public Internet Access in Libraries' and the 'Library and Information Association of New Zealand Aotearoa (LIANZA) Statement on Freedom of Information 2020'.</p> <p>Wānaka Library provides:</p> <ul style="list-style-type: none"> o Free three-hour digital interactions to all library users of wifi, after which there is a provider charge o Free one-hour access to public internet via desktop computers, which can be extended based on demand o Free power is provided to all library users and includes device charging for a range of customers from school children to seniors <p>QLDC Libraries support the removal of overdue fines because:</p> <ul style="list-style-type: none"> • Library fines undermine one of the core principles of public libraries – the provision of free and universal access to

			<p>information</p> <ul style="list-style-type: none"> • The people who can least afford to pay fines are often the ones who need the library service the most • There is no evidence that overdue fines encourage meaningful compliance • Library fines create a disproportionate administrative burden on library staff <p>* Local authorities are responsible for improving the social, economic, environmental, and cultural well-being of our communities and libraries are a key instrument for keeping communities connected</p> <p>* Research indicates that removing fines will result in greater use of public libraries including increased membership and borrowing, and support better literacy outcomes and better return on investment</p> <p>The QLDC 2020-2030 Library Strategy outlines plans and the direction of library services and Council's investment in our eight public library branches</p>
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5. Parking

What is your position on proposed changes to Parking fees in the Queenstown Town Centre?

21 submissions answered the question regarding changes to parking fees in the Queenstown town centre. 10 responses were opposed, with 9 neutral and 2 supportive.



There were 7 supplementary survey comments provided to this question, all of which were thematically analysed and passed to a Responsible Officer for comment. The main theme was around the lack of parking at present and a feeling that increasing prices would further disadvantage locals, and that any increase should be applied to tourists in the first instance. Others thought that fees were already too high, and that public transport needed to improve before driving was disincentivised.

Table of survey comments provided in response to the parking fees question with responsible officer feedback

Surname	First name	Organisation	Response	Contribution	Responsible officer comment
Butler	Edward		Oppose	Parking is already wildly hard to find for all those who work to make Queenstown the	Modest increases to parking charges proposed to partially

				<p>destination it is. Increasing the Parking costs means that those who are working in town are unable to cover costs of their parking. Jobs in Queenstown do not pay enough for these costs as it is. Improve the reliability and useability of your public transport the bus stops on the kelvin peninsula are too far away and mean I am unable to use any public transportation to get to work.</p>	<p>offset rising costs to service provision. More parking will become available around Queenstown when the Skyline Gondola is opened and land becomes available with the removal of the arts centre and the arterial work is completed.</p>
Cunningham	Keryl		Oppose	<p>where are local workers supposed to park???? PT or cycling is simply not an option for many for many and various reasons. CYcling ... when its snowing or raining or freezing cold? Bus - no route close to residence; need private transport due to scope of work, need for transport to collect children from after school;</p>	<p>Modest increases to parking charges proposed to partially offset rising costs to service provision. More parking will become available around Queenstown when the Skyline Gondola is opened and land becomes available with the removal of the arts centre and the arterial work is completed.</p>
Melnick	Derek		-	<p>I, like many local Queenstowners, totally avoid going into the CBD at all costs.</p> <p>With the mass removal of car parks, technology and cameras to punitively punish the message being received from the community is - you are not welcome.</p> <p>I propose a VERY simple remedy - increase the car parking cost significantly and at the same time provide locally registered cars together with a residential proof of qualifier to receive a parking disc allowing Queenstown residents to park for a number of hours free, depending on location.</p>	<p>Modest increases to parking charges proposed to partially offset rising costs to service provision. More parking will become available around Queenstown when the Skyline Gondola is opened and land becomes available with the removal of the arts centre and the arterial work is completed.</p>

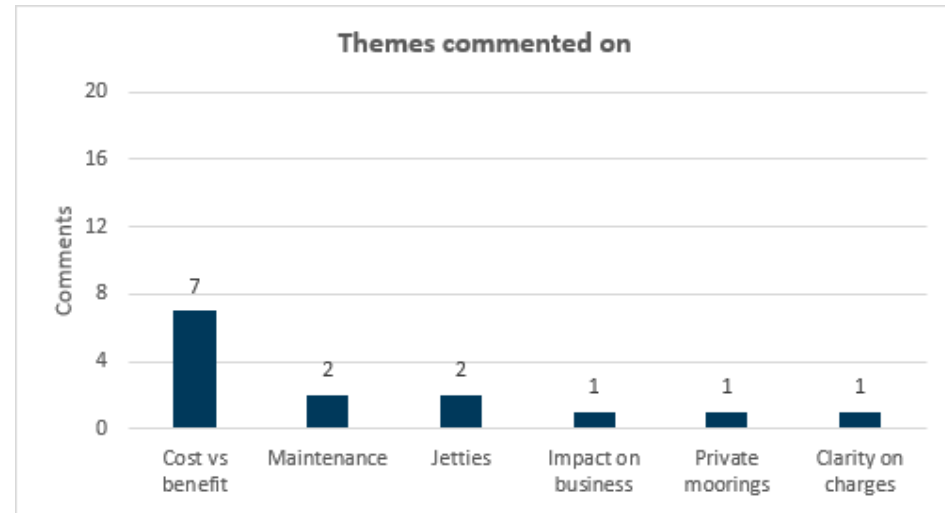
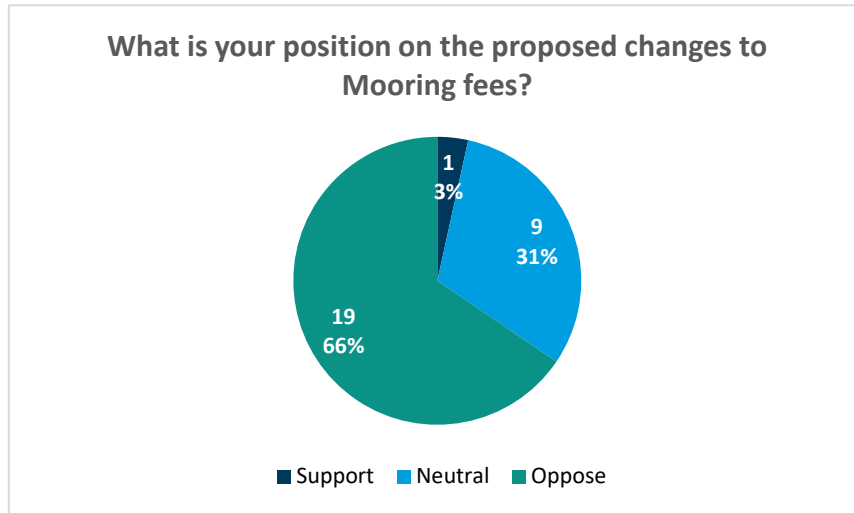
				Start to reward those that live here instead of only punitive measures with regard to parking and you'll be rewarded for investing in the community that fund QLDC.	
Mitchell	Allan		Oppose	We should be doing everything we can to support retailers and the hospitality industry and provide more parking and parking concessions as we had during Covid times.	Modest increases to parking charges proposed to partially offset rising costs to service provision. More parking will become available around Queenstown when the Skyline Gondola is opened and land becomes available with the removal of the arts centre and the arterial work is completed.
Nagal	Joyce		Oppose	High parking fees is just ridiculous!! People will be avoiding going to town even more. Please do something about this so that families and locals can again enjoy going to town without having to worry about adding the parking fees to our family weekend budget!	Modest increases to parking charges proposed to partially offset rising costs to service provision. More parking will become available around Queenstown when the Skyline Gondola is opened and land becomes available with the removal of the arts centre and the arterial work is completed.
Thomas	Danna		Oppose	For locals, should keep \$4/hr when using app.	Modest increases to parking charges proposed to partially offset rising costs to service provision. More parking will become available around Queenstown when the Skyline Gondola is opened and land becomes available with the removal of the arts centre and the arterial work is completed.

Will	Nadine	the country cakery	Oppose	There is so little parking and the costs are already exceedingly high	Modest increases to parking charges proposed to partially offset rising costs to service provision. More parking will become available around Queenstown when the Skyline Gondola is opened and land becomes available with the removal of the arts centre and the arterial work is completed.
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6. Moorings and Jetties

What is your position on proposed changes to Mooring fees?

29 submissions answered the question regarding changes to mooring fees, of which one uploaded a supplementary document in support of their position. 19 responses were opposed, with 9 neutral and 1 supportive. 21 responses did not indicate their sentiment, of which 11 uploaded a supplementary document about the topic.



There were 19 supplementary survey comments provided to this question, all of those opposing the increase in fees. 7 were thematically analysed and passed to a Responsible Officer for comment. The main theme of these was a feeling that the increase in fee's was too excessive, unjustified, and out of proportion to the service and benefit provided. All 19 comments are provided below for completeness.

Table of survey comments provided in response to the moorings and jetties question with responsible officer feedback

Surname	First name	Organisation	Response	Contribution	Responsible officer comment
Ayre	Mark		-	Supporting document attached	See comment under Supplementary document section

Brown	Ian		-	Supporting document attached	See comment under Supplementary document section
Butler	Edward		Oppose	I find the current infrastructure to be in poor condition many marks are missing lights, broken or missing. Wharves need attention, repair and upgrading. Channels need marking. It is important to focus on these as a priority for navigation safety.	The safety of the waterways for all users, both public and private, is at the forefront of everyone one involved, particularly the Harbour master and his team. The proposed fee increase will be used to administer and maintain the moorings and jetties. Broader waterway infrastructure including wharfs and ramps are maintained through rates. We have renewals of existing waterways infrastructure planned in the Annual Plan and Long Term Plan.
Cunningham	Keryl		Oppose	increase totally unjustified. Inadequate totally unsatisfactory nonsensical reasons given. flow on effect for businesses relying on this asset, at a time where business is as tough as ever is unacceptable and will result in more businesses gong under...	The current fees were set in 2011 and require adjustment to reflect the increase in costs being incurred by Council. The Council is recovering the reasonable costs for administering the function of applications, compliance and monitoring of existing and proposed moorings & jetties. A biennial safety inspection of jetties is vital to ensure they remain suitable for the boats (and patrons) utilising them, whether for business or pleasure, and they are not compromised in any way.
Cusiel	Natasha		Oppose	This is a huge increase for those with jetties. I don't have one personally but can't see what additional costs are incurred by the Council in relation to these, and jetties are used by more than just the owners	The current fees were set in 2011 and require adjustment to reflect the increase in costs being incurred by Council. The Council is recovering the reasonable costs for administering the function of applications, compliance and monitoring of existing and proposed moorings & jetties. A biennial safety inspection of moorings is vital to ensure they remain suitable for the boats (and surrounding boats) attached to them

					and that the moorings have not been relocated. The proposed fees will provide better clarity and understanding and allow existing and future permit holders to make informed decisions.
Cuthbertson	Tim		-	Supporting Document Attached	See comment under Supplementary document section
Donald	Michael		Oppose	Most fee increases that are proposed are in line with inflation rates, however the mooring and jetty fees is a huge increase; over double. What is the council actually providing with such a substantial increase?	The current fees were set in 2011 and require adjustment to reflect the increase in costs being incurred by Council. The Council is recovering the reasonable costs for administering the function of applications, compliance and monitoring of existing and proposed moorings & jetties. A biennial safety inspection of moorings is vital to ensure they remain suitable for the boats (and surrounding boats) attached to them and that the moorings have not been relocated. The proposed fees will provide better clarity and understanding and allow existing and future permit holders to make informed decisions.
Haworth	Julian		-	Supporting document attached	See comment under Supplementary document section
Hodgson	Steven		Oppose	The cost increases are not commensurate with the work of administering the private jetty infrastructure. No financial information has been provided to support a 100% increase, given that jetties are require to be consented and maintained at the owners cost. A fee increased in line with the cost of living is supported.	The current fees were set in 2011 and require adjustment to reflect the increase in costs being incurred by Council. The Council is recovering the reasonable costs for administering the function of applications, compliance and monitoring of existing and proposed moorings & jetties.

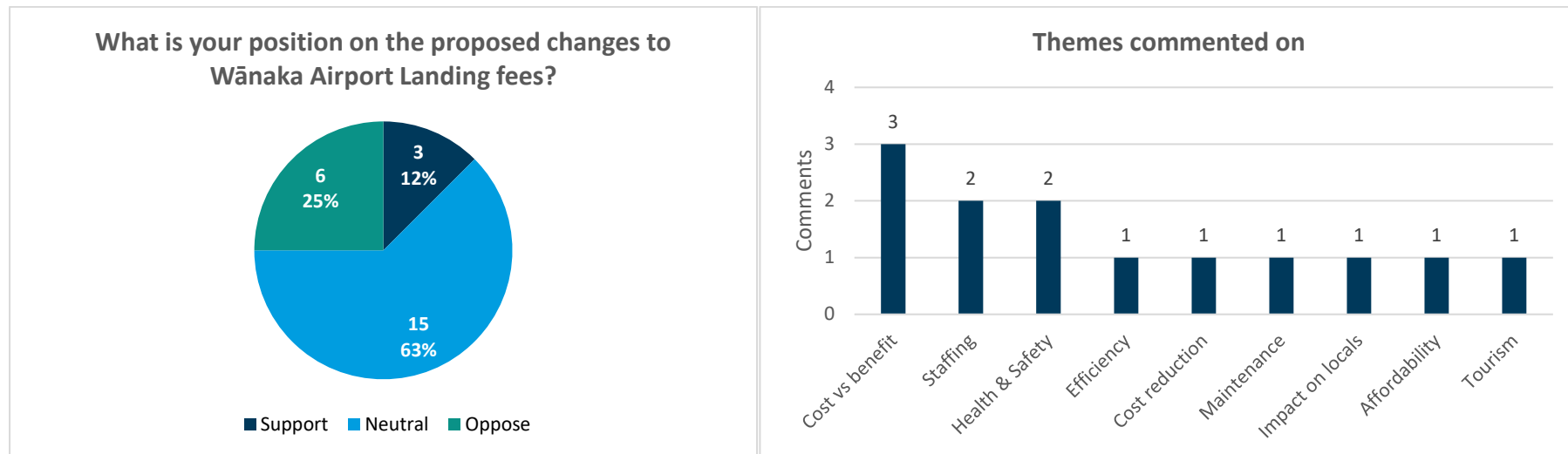
Lawrence	Elaine		-	Attached supporting document regarding moorings.	See comment under Supplementary document section
Macdonald	Rod and Jayne		-	Supporting document attached	See comment under Supplementary document section
Mitchell	Allan		Oppose	My mooring costs would double in one hit, this is excessive with no improvement of service. Having a mooring seems to be subsidising all other casual lake users. If an increase is deemed necessary then it should be done in incremental steps over a number of years , not just doubling in one rating period. These costs of any of council proposals seems the most excessive and spread over a small user base.	The current fees were set in 2011 and require adjustment to reflect the increase in costs being incurred by Council. The Council is recovering the reasonable costs for administering the function of applications, compliance and monitoring of existing and proposed moorings & jetties. A biennial safety inspection of moorings is vital to ensure they remain suitable for the boats (and surrounding boats) attached to them and that the moorings have not been relocated. The proposed fees will provide better clarity and understanding and allow existing and future permit holders to make informed decisions.
Oxley	Andy		Oppose	See file uploaded file.	See comment under Supplementary document section
Pasco	Gary		Oppose	I have owned a mooring in Lake Wanaka for some time. I have been responsible for maintaining my mooring which I understand will continue. The Council's claim that inspections are necessary to ensure moorings are fit for purpose is problematic. It is the responsibility of mooring owners to maintain their moorings . I can't see how such an increase as is proposed can be justified. To me the proposed increase does not reflect user pay charges or actual	The current fees were set in 2011 and require adjustment to reflect the increase in costs being incurred by Council. The Council is recovering the reasonable costs for administering the function of applications, compliance and monitoring of existing and proposed moorings & jetties. A biennial safety inspection of moorings is vital to ensure they remain suitable for the boats (and surrounding boats) attached to them and that the moorings have not been relocated. The proposed fees will provide better clarity and understanding and allow

				<p>cost recovery by the Council and it doesn't help that this increase comes on top of proposed rates increases for our area.</p> <p>I think it is reasonable for there to be some adjustment of the fee to reflect increasing costs like inflation however the proposed increase is too much. The current fee structure (adjusted for inflation) of \$350 should be maintained for the coming year.</p>	existing and future permit holders to make informed decisions.
Scott	Clark		-	Supporting document attached	See comment under Supplementary document section
Scrivenor	Peri and Mark		-	Attached supporting document regarding mooring fees	See comment under Supplementary document section
Scrivenors	Marshall		-	Supporting document attached	See comment under Supplementary document section
Thomas	Richard		-	Supporting document attached	See comment under Supplementary document section
Wikstrom	Mark and Tracy		-	Supporting document attached	See comment under Supplementary document section

7. Wānaka Airport Landing Fees

What is your position on proposed changes to Wānaka Airport Landing Fees?

24 submissions answered the question regarding changes Wānaka airport landing fees. 15 responses were neutral, with 6 opposed and 3 supportive.



There were 6 supplementary survey comments provided to this question, 4 of which were opposed and 2 neutral. All comments were thematically analysed and passed to a Responsible Officer for comment. The main themes of these comments were a desire to reduce overheads before increasing fees, that an increase in fees was out of step with other airports around the country, and the need for better maintenance and facilities.

Table of survey comments provided in response to the Wānaka airport landing fees question with responsible officer feedback

Surname	First name	Organisation	Response	Contribution	Responsible officer comment
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Allard	David	Nil	Oppose	<p>A comparison of landing fees at similar airports for an aircraft <1500kg reveals that the current NZWF fee for an aircraft less than 1500kg (\$10) is very similar to the likes of Timaru and Oamaru. No detail is given as to what the new fee will be for that weight range but any increase at all would be out of step.</p> <p>The cost structure of Wanaka Airport has been increased by the burden of a management that is largely unnecessary. I suggest that the first step should be to reduce that overhead.</p> <p>An Annual Fee for regular GA users would be welcomed by many and reduce the overhead of individual invoices as is the current practice.</p>	<p>Wanaka Airport is amongst the busiest GA airports in New Zealand. The \$10 landing fee has been in place for a significant amount of time without any adjustment. Increase to \$13 will bring Wanaka to mid table when comparing all airports in NZ. The management overhead is reasonable given number of movements at the airport and the asset management required. We can investigate an annual fee or bulk up front payment for GA users.</p>
Brown	Sandy		Neutral	<p>As long as local companies don't get forced put</p>	<p>Comment noted</p>
Burn	James		Oppose	<p>As a user of Wanaka Airport for 20 plus years, predominantly using the grass, the increase in charges for my plane from \$15 to \$19 per landing is not justified when considering the charges for other airports.</p> <p>There are no lights on the runways, security is minimal and facilities are toilets, and I am a rate payer also.</p> <p>You should be encouraging people to come to Wanaka as a pleasant and fair place, and not to be known for trying to pass on price "blow outs" by hiking prices generally.</p> <p>It is time the council got more efficient, and used better contracts and contractors for works being undertaken, making precious dollars go further and set an example.</p>	<p>Wanaka Airport is amongst the busiest GA airports in New Zealand. The current landing fees have been in place for a significant amount of time without any adjustment. The proposed increase will bring Wanaka to mid table when comparing all airports in NZ.</p>

				<p>Cut the number of cones by a 1/3! Finish works in a respectable time and to a high standard. Rata St / Aubery Rd ...over a year and re-digging up the road twice!!! Orchard Rd / Ballantyne Rdmonths!! Haweia turn-off years and huge expense.</p> <p>The issue is poor management of funds by not dealing with the real problem, " rip-off" contractors and not getting the work finished in a timely manner.</p> <p>Wanaka is more famous for its prices than its beauty now.</p> <p>WOF's are more expensive than anywhere else. Supermarket prices are higher than Queenstown. BP fuel prices for unsuspecting tourists are a disgrace.</p> <p>I do not add a premium to my fees for Wanaka residents...yet!!</p> <p>Thank you for considering these thoughts</p> <p>James Burn</p>	
Chartres	Sam	N/A	Oppose	<p>Would prefer a much more efficient annual bulk charge system to landing fees.</p>	<p>Bulk charging has been raised by a number of submitters. We will investigate the option of pre paying and bulk charging for landings as a way to reduce the administration of landing fees.</p>
Gilbertson	Shaun		Oppose	<p>I don't mind an increase in landing fees. However we presently landing on one of the roughest grass</p>	<p>Improving the quality of the grass runway is part of the forward capital</p>

				<p>runways in NZ for public use. I have been part of a group to help rectify this but nothing has been done. I also think it is entirely appropriate we could have a multiple landing fee for local private aircraft. And nearly had this organised with Mr DeBono before he left. It would not be hard to put a formula together to achieve this.</p> <p>The cost of new position as safety officer is not justified, and at most is a part time job that should be accommodated within the current staff structure.</p>	<p>works programme at Wanaka airport. We can investigate an annual fee or bulk up front payment for GA users to reduce the administration of collecting and paying landing fees.</p>
Grant	Don	Wanaka Airport Users Group	Neutral	<p>Our group, the Wanaka Airport Users Group is made up of over 80 aviation businesses and individuals who all land and take off at Wanaka Airport.</p> <p>While we realise that fees haven't been increased for over 10 years and that the increase is moderate we would like to submit that the management of the airport is costing the council and ratepayer far too much money and can be done far more economically.</p> <p>There are three Airport Managers plus ground staff and a fee of \$300,000 to manage the airport. While air traffic has increased recently, this doesn't in itself mean that you need more managers. Pilots coming to and from Wanaka all manage their own flights, landings and take-offs with no input from airport staff.</p> <p>We believe the airport could be managed by one part-time manager dealing with safety issues and the ground staff that you have at present, doing runway inspections and maintenance.</p> <p>Putting up landing fees and ground rentals without looking at the over-management of the airport will push people away from the airport. Already many</p>	<p>Wanaka Airport is amongst the busiest GA airports in New Zealand. The \$10 landing fee has been in place for a significant amount of time without any adjustment. Increase to \$13 will bring Wanaka to mid table when comparing all airports in NZ. The management overhead is entirely reasonable for an airport that is this busy. Health and safety is very important to us, we have the appropriate level of staff given the risks of this busy airport. There are no plans to remove General Aviation from the airport. The grass runway is scheduled for repairs in the forward capital programme and we will soon be repairing the undulations in taxiway Yankee.</p>

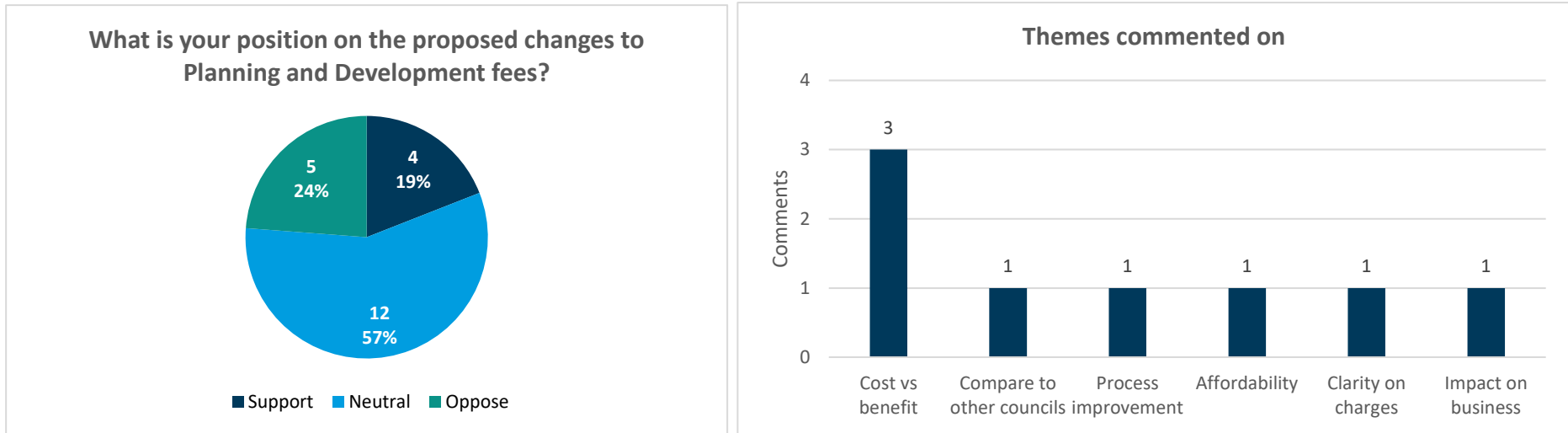
			<p>businesses who want to expand can't due to a lack of long term leases leaving business owners wondering if the council doesn't want General Aviation at Wanaka.</p> <p>A recent request from airport management of \$75,000 to build a shed for the airport utility and lawn-mowing equipment is a real smack in the face for the users, when we have for many years been trying to get the grass runway fixed. The runway (which many aviators use with their older tail wheel planes) is now a big safety issue and needs urgent repair. We offered airport management to survey by drone the amount of soil needed to to fix the runway for a cost of \$2,000 in 2022. We are still waiting to hear back from the management.</p> <p>Many offers from users to help at the airport and save money have been turned down. Just last week I offered to get a group of volunteers to help fix a big hole at the end of the seal of Taxiway Yankee, as we've been waiting over 6 years for this to be fixed, another safety issue. We were again turned down, health and safety being cited as the reason.</p> <p>Yet I personally managed 300 plus volunteers over 5 days at the airport during Warbirds Over Wanaka 2024, we had 65,000 members of the public pass through the airport and we had no health and safety issues. And I can't get airport management to allow 6 pilots to help fill and seed some soil to help with a safety issue.</p> <p>Rather than just increase fees for the users I would like to request that we look at the costly over management of the airport and allow the users to help out more. After all, they did for the</p>	
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				first 40 years in establishing and running the airport up until 2017.	
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8. Planning and Development

What is your position on proposed changes to Planning and Development fees?

21 submissions answered the question regarding changes to planning and development fees. 12 responses were neutral, with 5 opposed and 4 supportive.



There were 4 supplementary survey comments provided to this question, 2 of which were opposed and 1 each supportive and neutral. 3 were thematically analysed and passed to a Responsible Officer for comment. All 4 comments are included below for completeness. The main themes from these comments were a desire to see greater benefit from the fees charged and a more nuanced fee structure.

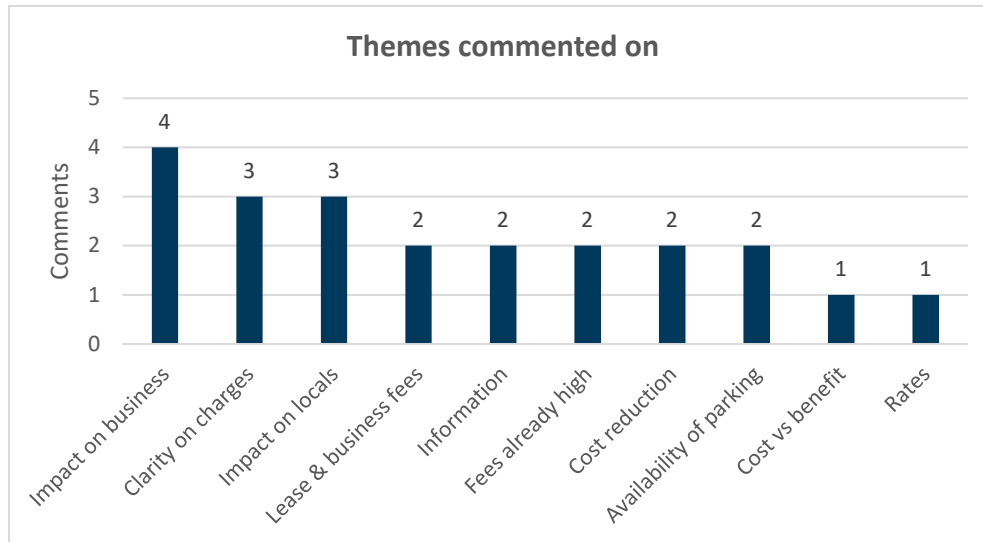
Table of survey comments provided in response to the planning and development fees question with responsible officer feedback

Surname	First name	Organisation	Response	Contribution	Responsible officer comment
Butler	Edward		Neutral	I can't afford housing here anyway.	No comment
cossens	john		Oppose	I refer specifically to the Variation of resource consent s127 fee of \$2,183 This seems a catch-all fee which does not merit the work involved for some minor consent variations. We were required to vary a consent for telecommunications from chorus copper wire to starlink, essentially a very minor change of provider and yet the only way to vary this was by way of paying the \$2,079 and then there were additional fees on top of that. As well, we were asked to provide an assessment of environmental effects for a Starlink dish which was simply bureaucratic nonsense. I would ask you split the consent condition variations into a 'minor' and 'major' fee with appropriate fees for both. For example, I note the Engineering acceptance and review fee is \$606, this would seem a far more sensible fee for a 'minor' consent condition variation.	This is an initial fee. During Council's 2020 Fees & Charges consultation the average cost to process s127 applications was shown to be \$3,120.02. Our Fees & Charges Schedule notes that where the processing of an application fee does not use the full initial fee, the unused amount if greater than or equal to \$100 (inclusive of GST) will be refunded.
Lewis	Matt		Oppose	Stop charging a resource consent fee to someone who is building a house in a subdivision that has already been resourced for housing.	Council only charges resource consent fees when a resource consent application is required and being processed. Typically a resource consent required for a house in a subdivision that has already been resourced for housing is because the house design does not comply with one or more of the design parameters – i.e. height of house, how far from the neighbours

					boundaries, earthworks and subsequent retaining walls etc. If such design parameters (rules in the District Plan) were met a resource consent would generally not be required. If a resource consent is required Council has a responsibility to recover the costs of processing this application from the person applying (as the consent is for their house) so that these costs are not borne by the ratepayer.
Streat	Chris	self	Support	<p>I would be happy to pay double the current RMA fees if I could get served twice as fast.</p> <p>I urge QLDC to do what Invercargill City did a few years ago - make a study into the financial impacts of slow building and subdivision consents on your building and subdividing clients. Higher fees for better service could then be justified.</p> <p>Pay your staff better instead of using contractors</p>	<p>Council will take these suggestions into consideration going forward. We are continually working on streamlining our processes and ensuring our customers have the information they need to provide complete and accurate applications to Council. This will allow QLDC to process applications more quickly and efficiently for applicants without having to request extensive further information which can, and commonly does add to the overall processing time.</p>

9. Wider feedback on the User Fees and Charges Statement of Proposal

Do you have any other feedback relating to Council fees and charges?



There were 9 supplementary survey comments provided to this question, of which 8 were thematically analysed and passed to a Responsible Officer for comment. While the subject of these was varied, the main theme was opposition to an increase in fees due to the already challenging nature of the current economic climate. All 9 comments are included below for completeness.

Surname	First name	Organisation	Contribution	Responsible officer comment
Butler	Edward		Overall Queenstown although a beautiful destination as place to live is already unaffordable for its working residents. I don't believe it is fare to increase the charges of people who are already struggling to	Modest increases to parking charges proposed to partially offset rising costs to service provision. A comprehensive parking strategy is under development and will explore options to ensure the community can continue to operate effectively.

			<p>reduce the impact on the rate payers for some items. Parking for example is extremely hard to find in Queenstown and the public transport within Queenstown is not reliable enough to make it user friendly. The council should be working to add parks not remove them and make them more affordable so the cbd continues to attract guests, allow staff to Attend work which is vital to supporting businesses to stay afloat. If people can't park then they won't work in town, if they can't work in town businesses will close if businesses close it's not helping anyone. Please QLDC support your residents!!!</p>	
Coppens	Peter		<p>There does not appear to be any ability to comment on fees relating to business using the mall and other CBD streets, footpaths for customer seating and to allow for comments on QLDC fees for Leases and fees to business using Council property or lands In the event I am particularly</p>	<p>The safety of pedestrians and outdoor dining patrons is at the forefront of the proposed update of the "Outdoor Dining on Public Space Policy". Recent upgrades to the CBD roading environment have necessitated this review and to ensure that pedestrian flow is maintained. Principal to this focus is an expectation that a minimum pedestrian width of 3 metres is maintained at all times. The rental applied to each tenancy for Outdoor Dining is based on commercial rates and assessed by an independent valuer.</p>

			<p>concerned about the use of Shotover Street footpaths for extension of business seating, customer service and wait areas .It certainly appears contrary to the intended use of footpaths to make people have to use the road and or be inconvenience by business activity. Especially as Shotover Street footpaths are very busy and the footpaths are quite narrow. At least one business "Freg's" has had purpose built barriers built over the footpath, plus 3 car parks withdrawn to allow them to carry on their Burger business, but also extend further along the footpath. I trust the fee structure takes into account the lose of the revenue from 3 car parks, the use of 3/4 of the footpath. Any fees for the above use should be based on current commercial fees and not on some token payment based on a nood and a wink as currently appears to be occurring.</p>	
cossens	john		In gneeral, is it appropriate to be increasing fees across	Costs of delivering our current levels of services is increasing with major costs pressures including

			the board by 5% when there is a well recognised cost of living crisis?	inflation and interest costs Equally, council owns significant infrastructure that requires investment. Council therefore still needs to continue to invest in the District. QLDC is very mindful of the cost of living increases
Cusiel	Natasha		Instead of increasing income, why not try reducing costs instead? Get back to basics and work on getting rates down	Costs of delivering our current levels of services is increasing with major costs pressures including inflation and interest costs Equally, council owns significant infrastructure that requires investment. Council therefore still needs to continue to invest in the District. A Strategic Framework baseline approach has been applied to the Capital Programme setting.
Devonda	Stevee	Iron and Ivy Hair	To whom it may concern, I vehemently oppose a \$53 increase in Hairdressers (New and Renewal) Limitation 3 hours for an annual inspection that lasts 15 minutes once a year. In addition, why are hairdressers punished with an annual \$390 fee while Offensive Trades are only \$300? Surely you would increase that line of business by a higher percentage instead of punishing hairdressing salons which	The fees for the annual hairdresser's registration include both administration costs and the cost incurred by undertaking the onsite inspection. This includes the processing/renewal of the registration, issue of the registration certificate, travel, onsite inspection, checklist and report writing, reviewing information for any issues found and data entry. The fee increase is necessary to maintain our current level of service to our customers. We have reviewed the length of time taken to complete inspections for each type of business and this is reflected in the fees charged.

			offer a valuable service to the community.	
Hodgson	Steven		Lack of transparency throughout the process and completely inadequate financial information supplied as part of the fee increase justification.	Full fee schedules and the reasons for them were well documented in the statement of proposal. The consultation was well promoted through media releases, social media, public notifications, Council newsletter, "Council word" and other channels. The decision making process to consult was included in the publicly notified agenda and report, and the meeting open to the public and live streamed where the consultation and documentation approved. Hearings will be open to the public and live streamed as well as the final decision making Council meeting. A media statement will be published to communicate the outcome and submitters provided with a response on the decision. A summary of the fee increases is noted within Appendix 1. Fees are set upon the Revenue and Financing Policy which has been referenced within the Statement of Proposal which also includes the high level summary of the Private Public funding targets.
Thomson	Maria & Matthew		Please see attached with regards to mooring permits fee increase proposal	See comment under Supplementary document section
Unknown	Unknown		Hi I have been living in Queenstown for past 3 years and have been witnessing a lot of fees and charges on certain things like -Parking fees has increased in town since my arrival here in Queenstown. This has been very annoying	Modest increases to parking charges proposed to partially offset rising costs to service provision. A comprehensive parking strategy is under development and will explore options to ensure the community can continue to operate effectively. The QLDC owned facilities do not include the school spaces.

			<p>since we r traddies as well and have been building and renovating Queenstown and can't really park our van anywhere without getting a fine. This should be changed 😞.</p> <p>Maybe company vehicles can get a pass to park around building sites without paying anything, after all we r building, improving Queenstown to make it look more appealing and presenting for our tourists and us locals too.</p> <p>-Fees for an hour to hire a space is ridiculous. I have been hiring spaces for my classes but most of the time they r over \$25 mark range per hour. This should change. Just the other day I wanted to hire a school hall for my class for just an hour I was asked to pay \$40 an hour and pay bond of \$800.00 that was insane. I said No Thank-you. I mean we should be allowed to be paying atleast \$10 per hour to hire a small space like 18sqm.</p> <p>Yes so this is my say</p>	<p>QLDC facilities have 3 different rates per space, depending if the hire is community, standard or commercial hire. This 3 tier system ensures commercial operators pay more than local community groups hiring spaces. Community rates for meeting rooms start at \$10.50 per hour for smaller facilities and rooms under the proposed new pricing.</p>
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			hopefully this helps even I little bit. Regards	
Williams	Damon	Universe Boss	How about the council stops squandering money on it's excessive amount of consultants and office bodies before it passes on costs to the public.	QLDC ensures that the right people, with the right skills and attitude, in the right place, at the right time in order to deliver organisational objectives. QLDC ensures sufficient resourcing capacity through the delivery of the workforce strategy and at regular intervals with Ten Year Plan and Annual Plan processes.

Supplementary documents attached to Let's Talk submissions

Survey responders are given the opportunity to provide a supporting document to their submission in Let's Talk. There were 25 supplementary documents loaded into Let's Talk to support User Fees and Charges submissions. All were reviewed and passed to a Responsible Officer for comment. 24 documents were identical and were submitted in opposition of changes to the mooring fees. 1 was in response to environmental health fees. To view the supplementary documentation please refer to Annex A.

Surname	First name	Organisation	Summary	Responsible officer comment	Link to supplementary document
Ayre	Mark		The submitter claims that the proposed fee increases do not reflect actual cost recovery by the Council, and that no financial information is provided with the statement of proposal to support the fee increase. The submission also notes that mooring owners are required to conduct and supply their own mooring	The current fees were set in 2011 and require adjustment to reflect the increase in costs being incurred by Council. The Council is recovering the reasonable costs for administering the function of applications, compliance and monitoring of existing and proposed moorings & jetties. A biennial safety	See annex A

			<p>inspections every two years and indicates their view that Council inspections of moorings are an unnecessary duplication of this task. The submission states that concerns about moorings shifting or being moved are unfounded due to their weight and that mooring location details are already required to be provided to the Council under the Resource Management Act. It also says that the costs associated with investigating unconsented or illegal moorings should not be able to be recovered through moorings fees but rather should be publicly funded. The submission disputes Council's role in ensuring that moorings are fit for purpose and states this is the responsibility of individual mooring permit holders. Ultimately, the submission requests that the moorings fee be adjusted for inflation and increased to only \$350 for the coming year. It argues that any further proposal to increase fees beyond this should only proceed when there has been a review of all waterways charges.</p>	<p>inspection of moorings is vital to ensure they remain suitable for the boats (and surrounding boats) attached to them and that the moorings have not been relocated. The proposed fees will provide better clarity and understanding and allow existing and future permit holders to make informed decisions.</p>	
Boniface	Craig		<p>The submitter claims that the proposed fee increases do not reflect actual cost recovery by the Council, and that no financial information is provided with the statement of proposal to support the fee increase.</p>	<p>The current fees were set in 2011 and require adjustment to reflect the increase in costs being incurred by Council. The Council is recovering the reasonable costs for administering the function of</p>	See annex A

			<p>The submission also notes that mooring owners are required to conduct and supply their own mooring inspections every two years and indicates their view that Council inspections of moorings are an unnecessary duplication of this task. The submission states that concerns about moorings shifting or being moved are unfounded due to their weight and that mooring location details are already required to be provided to the Council under the Resource Management Act. It also says that the costs associated with investigating unconsented or illegal moorings should not be able to be recovered through moorings fees but rather should be publicly funded. The submission disputes Council's role in ensuring that moorings are fit for purpose and states this is the responsibility of individual mooring permit holders. Ultimately, the submission requests that the moorings fee be adjusted for inflation and increased to only \$350 for the coming year. It argues that any further proposal to increase fees beyond this should only proceed when there has been a review of all waterways charges.</p>	<p>applications, compliance and monitoring of existing and proposed moorings & jetties. A biennial safety inspection of moorings is vital to ensure they remain suitable for the boats (and surrounding boats) attached to them and that the moorings have not been relocated. The proposed fees will provide better clarity and understanding and allow existing and future permit holders to make informed decisions.</p>	
Brown	Ian		<p>The submitter claims that the proposed fee increases do not reflect actual cost recovery by the Council,</p>	<p>The current fees were set in 2011 and require adjustment to reflect the increase in costs being incurred by</p>	See annex A

			<p>and that no financial information is provided with the statement of proposal to support the fee increase. The submission also notes that mooring owners are required to conduct and supply their own mooring inspections every two years and indicates their view that Council inspections of moorings are an unnecessary duplication of this task. The submission states that concerns about moorings shifting or being moved are unfounded due to their weight and that mooring location details are already required to be provided to the Council under the Resource Management Act. It also says that the costs associated with investigating unconsented or illegal moorings should not be able to be recovered through moorings fees but rather should be publicly funded. The submission disputes Council's role in ensuring that moorings are fit for purpose and states this is the responsibility of individual mooring permit holders. Ultimately, the submission requests that the moorings fee be adjusted for inflation and increased to only \$350 for the coming year. It argues that any further proposal to increase fees beyond this should only proceed when there has been a review of all waterways charges.</p>	<p>Council. The Council is recovering the reasonable costs for administering the function of applications, compliance and monitoring of existing and proposed moorings & jetties. A biennial safety inspection of moorings is vital to ensure they remain suitable for the boats (and surrounding boats) attached to them and that the moorings have not been relocated. The proposed fees will provide better clarity and understanding and allow existing and future permit holders to make informed decisions.</p>	
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Burn	James		<p>The submitter claims that the proposed fee increases do not reflect actual cost recovery by the Council, and that no financial information is provided with the statement of proposal to support the fee increase. The submission also notes that mooring owners are required to conduct and supply their own mooring inspections every two years and indicates their view that Council inspections of moorings are an unnecessary duplication of this task. The submission states that concerns about moorings shifting or being moved are unfounded due to their weight and that mooring location details are already required to be provided to the Council under the Resource Management Act. It also says that the costs associated with investigating unconsented or illegal moorings should not be able to be recovered through moorings fees but rather should be publicly funded. The submission disputes Council's role in ensuring that moorings are fit for purpose and states this is the responsibility of individual mooring permit holders. Ultimately, the submission requests that the moorings fee be adjusted for inflation and increased to only \$350 for the coming year. It argues that any further proposal to increase fees</p>	<p>The current fees were set in 2011 and require adjustment to reflect the increase in costs being incurred by Council. The Council is recovering the reasonable costs for administering the function of applications, compliance and monitoring of existing and proposed moorings & jetties. A biennial safety inspection of moorings is vital to ensure they remain suitable for the boats (and surrounding boats) attached to them and that the moorings have not been relocated. The proposed fees will provide better clarity and understanding and allow existing and future permit holders to make informed decisions.</p>	See annex A
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			beyond this should only proceed when there has been a review of all waterways charges.		
Cuthbertson	Tim		<p>The submitter claims that the proposed fee increases do not reflect actual cost recovery by the Council, and that no financial information is provided with the statement of proposal to support the fee increase. The submission also notes that mooring owners are required to conduct and supply their own mooring inspections every two years and indicates their view that Council inspections of moorings are an unnecessary duplication of this task. The submission states that concerns about moorings shifting or being moved are unfounded due to their weight and that mooring location details are already required to be provided to the Council under the Resource Management Act. It also says that the costs associated with investigating unconsented or illegal moorings should not be able to be recovered through moorings fees but rather should be publicly funded. The submission disputes Council's role in ensuring that moorings are fit for purpose and states this is the responsibility of individual mooring permit holders. Ultimately, the submission requests that the moorings fee be adjusted for</p>	<p>The current fees were set in 2011 and require adjustment to reflect the increase in costs being incurred by Council. The Council is recovering the reasonable costs for administering the function of applications, compliance and monitoring of existing and proposed moorings & jetties. A biennial safety inspection of moorings is vital to ensure they remain suitable for the boats (and surrounding boats) attached to them and that the moorings have not been relocated. The proposed fees will provide better clarity and understanding and allow existing and future permit holders to make informed decisions.</p>	See annex A

			inflation and increased to only \$350 for the coming year. It argues that any further proposal to increase fees beyond this should only proceed when there has been a review of all waterways charges.		
Dickey	Geoff		<p>The submitter claims that the proposed fee increases do not reflect actual cost recovery by the Council, and that no financial information is provided with the statement of proposal to support the fee increase. The submission also notes that mooring owners are required to conduct and supply their own mooring inspections every two years and indicates their view that Council inspections of moorings are an unnecessary duplication of this task. The submission states that concerns about moorings shifting or being moved are unfounded due to their weight and that mooring location details are already required to be provided to the Council under the Resource Management Act. It also says that the costs associated with investigating unconsented or illegal moorings should not be able to be recovered through moorings fees but rather should be publicly funded. The submission disputes Council's role in ensuring that moorings are fit for purpose and states this is the responsibility of individual mooring</p>	<p>The current fees were set in 2011 and require adjustment to reflect the increase in costs being incurred by Council. The Council is recovering the reasonable costs for administering the function of applications, compliance and monitoring of existing and proposed moorings & jetties. A biennial safety inspection of moorings is vital to ensure they remain suitable for the boats (and surrounding boats) attached to them and that the moorings have not been relocated. The proposed fees will provide better clarity and understanding and allow existing and future permit holders to make informed decisions.</p>	See annex A

			<p>permit holders. Ultimately, the submission requests that the moorings fee be adjusted for inflation and increased to only \$350 for the coming year. It argues that any further proposal to increase fees beyond this should only proceed when there has been a review of all waterways charges.</p>		
Fea	Annette		<p>The submitter claims that the proposed fee increases do not reflect actual cost recovery by the Council, and that no financial information is provided with the statement of proposal to support the fee increase. The submission also notes that mooring owners are required to conduct and supply their own mooring inspections every two years and indicates their view that Council inspections of moorings are an unnecessary duplication of this task. The submission states that concerns about moorings shifting or being moved are unfounded due to their weight and that mooring location details are already required to be provided to the Council under the Resource Management Act. It also says that the costs associated with investigating unconsented or illegal moorings should not be able to be recovered through moorings fees but rather should be publicly funded. The submission disputes Council's</p>	<p>The current fees were set in 2011 and require adjustment to reflect the increase in costs being incurred by Council. The Council is recovering the reasonable costs for administering the function of applications, compliance and monitoring of existing and proposed moorings & jetties. A biennial safety inspection of moorings is vital to ensure they remain suitable for the boats (and surrounding boats) attached to them and that the moorings have not been relocated. The proposed fees will provide better clarity and understanding and allow existing and future permit holders to make informed decisions.</p>	See annex A

			<p>role in ensuring that moorings are fit for purpose and states this is the responsibility of individual mooring permit holders.</p> <p>Ultimately, the submission requests that the moorings fee be adjusted for inflation and increased to only \$350 for the coming year. It argues that any further proposal to increase fees beyond this should only proceed when there has been a review of all waterways charges.</p>		
Hall	Mike		<p>The submitter claims that the proposed fee increases do not reflect actual cost recovery by the Council, and that no financial information is provided with the statement of proposal to support the fee increase. The submission also notes that mooring owners are required to conduct and supply their own mooring inspections every two years and indicates their view that Council inspections of moorings are an unnecessary duplication of this task. The submission states that concerns about moorings shifting or being moved are unfounded due to their weight and that mooring location details are already required to be provided to the Council under the Resource Management Act. It also says that the costs associated with investigating unconsented or illegal moorings should not be able to be</p>	<p>The current fees were set in 2011 and require adjustment to reflect the increase in costs being incurred by Council. The Council is recovering the reasonable costs for administering the function of applications, compliance and monitoring of existing and proposed moorings & jetties. A biennial safety inspection of moorings is vital to ensure they remain suitable for the boats (and surrounding boats) attached to them and that the moorings have not been relocated. The proposed fees will provide better clarity and understanding and allow existing and future permit holders to make informed decisions.</p>	See annex A

			<p>recovered through moorings fees but rather should be publicly funded. The submission disputes Council's role in ensuring that moorings are fit for purpose and states this is the responsibility of individual mooring permit holders.</p> <p>Ultimately, the submission requests that the moorings fee be adjusted for inflation and increased to only \$350 for the coming year. It argues that any further proposal to increase fees beyond this should only proceed when there has been a review of all waterways charges.</p>		
Haworth	Julian		<p>The submitter claims that the proposed fee increases do not reflect actual cost recovery by the Council, and that no financial information is provided with the statement of proposal to support the fee increase. The submission also notes that mooring owners are required to conduct and supply their own mooring inspections every two years and indicates their view that Council inspections of moorings are an unnecessary duplication of this task. The submission states that concerns about moorings shifting or being moved are unfounded due to their weight and that mooring location details are already required to be provided to the Council under the Resource Management Act. It also</p>	<p>The current fees were set in 2011 and require adjustment to reflect the increase in costs being incurred by Council. The Council is recovering the reasonable costs for administering the function of applications, compliance and monitoring of existing and proposed moorings & jetties. A biennial safety inspection of moorings is vital to ensure they remain suitable for the boats (and surrounding boats) attached to them and that the moorings have not been relocated. The proposed fees will provide better clarity and understanding and allow existing and future permit holders to make informed decisions.</p>	See annex A

			<p>says that the costs associated with investigating unconsented or illegal moorings should not be able to be recovered through moorings fees but rather should be publicly funded.</p> <p>The submission disputes Council's role in ensuring that moorings are fit for purpose and states this is the responsibility of individual mooring permit holders.</p> <p>Ultimately, the submission requests that the moorings fee be adjusted for inflation and increased to only \$350 for the coming year. It argues that any further proposal to increase fees beyond this should only proceed when there has been a review of all waterways charges.</p>		
Hodgson	Steven		<p>The submitter claims that the proposed fee increases do not reflect actual cost recovery by the Council, and that no financial information is provided with the statement of proposal to support the fee increase.</p> <p>The submission also notes that mooring owners are required to conduct and supply their own mooring inspections every two years and indicates their view that Council inspections of moorings are an unnecessary duplication of this task.</p> <p>The submission states that concerns about moorings shifting or being moved are unfounded due to their weight and that mooring location</p>	<p>The current fees were set in 2011 and require adjustment to reflect the increase in costs being incurred by Council. The Council is recovering the reasonable costs for administering the function of applications, compliance and monitoring of existing and proposed moorings & jetties. A biennial safety inspection of moorings is vital to ensure they remain suitable for the boats (and surrounding boats) attached to them and that the moorings have not been relocated.</p> <p>The proposed fees will provide better clarity and understanding and allow</p>	See annex A

			<p>details are already required to be provided to the Council under the Resource Management Act. It also says that the costs associated with investigating unconsented or illegal moorings should not be able to be recovered through moorings fees but rather should be publicly funded. The submission disputes Council's role in ensuring that moorings are fit for purpose and states this is the responsibility of individual mooring permit holders. Ultimately, the submission requests that the moorings fee be adjusted for inflation and increased to only \$350 for the coming year. It argues that any further proposal to increase fees beyond this should only proceed when there has been a review of all waterways charges.</p>	<p>existing and future permit holders to make informed decisions.</p>	
Jenkins	Darelle	Central Otago branch of Hospitality New Zealand	<p>Hospitality NZ represents 2,500 businesses. They state that a 16% environmental health fee increase is a significant increase for businesses on top of other cost increases. This means the operating environment becomes more challenging for those businesses.</p>	<p>We acknowledge that many businesses are facing rising costs, this is not unique to the hospitality industry and Council also faces these rising costs. To continue to provide our current verification service level to food businesses, we must also align our fees with the rising costs. The fees we charge for our verification services are reflective of the work that is undertaken. We aim to keep our fees as reasonable as possible while maintaining a quality level of</p>	See annex A

				service to our food business operators.	
King	Anthony	Pak n Save	<p>The submitter claims that the proposed fee increases do not reflect actual cost recovery by the Council, and that no financial information is provided with the statement of proposal to support the fee increase. The submission also notes that mooring owners are required to conduct and supply their own mooring inspections every two years and indicates their view that Council inspections of moorings are an unnecessary duplication of this task. The submission states that concerns about moorings shifting or being moved are unfounded due to their weight and that mooring location details are already required to be provided to the Council under the Resource Management Act. It also says that the costs associated with investigating unconsented or illegal moorings should not be able to be recovered through moorings fees but rather should be publicly funded. The submission disputes Council's role in ensuring that moorings are fit for purpose and states this is the responsibility of individual mooring permit holders. Ultimately, the submission requests that the moorings fee be adjusted for inflation and increased to only \$350</p>	<p>The current fees were set in 2011 and require adjustment to reflect the increase in costs being incurred by Council. The Council is recovering the reasonable costs for administering the function of applications, compliance and monitoring of existing and proposed moorings & jetties. A biennial safety inspection of moorings is vital to ensure they remain suitable for the boats (and surrounding boats) attached to them and that the moorings have not been relocated. The proposed fees will provide better clarity and understanding and allow existing and future permit holders to make informed decisions.</p>	See annex A

			for the coming year. It argues that any further proposal to increase fees beyond this should only proceed when there has been a review of all waterways charges.		
Lawrence	Elaine		<p>The submitter claims that the proposed fee increases do not reflect actual cost recovery by the Council, and that no financial information is provided with the statement of proposal to support the fee increase. The submission also notes that mooring owners are required to conduct and supply their own mooring inspections every two years and indicates their view that Council inspections of moorings are an unnecessary duplication of this task. The submission states that concerns about moorings shifting or being moved are unfounded due to their weight and that mooring location details are already required to be provided to the Council under the Resource Management Act. It also says that the costs associated with investigating unconsented or illegal moorings should not be able to be recovered through moorings fees but rather should be publicly funded. The submission disputes Council's role in ensuring that moorings are fit for purpose and states this is the responsibility of individual mooring permit holders.</p>	<p>The current fees were set in 2011 and require adjustment to reflect the increase in costs being incurred by Council. The Council is recovering the reasonable costs for administering the function of applications, compliance and monitoring of existing and proposed moorings & jetties. A biennial safety inspection of moorings is vital to ensure they remain suitable for the boats (and surrounding boats) attached to them and that the moorings have not been relocated. The proposed fees will provide better clarity and understanding and allow existing and future permit holders to make informed decisions.</p>	See annex A

			Ultimately, the submission requests that the moorings fee be adjusted for inflation and increased to only \$350 for the coming year. It argues that any further proposal to increase fees beyond this should only proceed when there has been a review of all waterways charges.		
Lawson	Peter		<p>The submitter claims that the proposed fee increases do not reflect actual cost recovery by the Council, and that no financial information is provided with the statement of proposal to support the fee increase. The submission also notes that mooring owners are required to conduct and supply their own mooring inspections every two years and indicates their view that Council inspections of moorings are an unnecessary duplication of this task. The submission states that concerns about moorings shifting or being moved are unfounded due to their weight and that mooring location details are already required to be provided to the Council under the Resource Management Act. It also says that the costs associated with investigating unconsented or illegal moorings should not be able to be recovered through moorings fees but rather should be publicly funded. The submission disputes Council's role in ensuring that moorings are fit</p>	<p>The current fees were set in 2011 and require adjustment to reflect the increase in costs being incurred by Council. The Council is recovering the reasonable costs for administering the function of applications, compliance and monitoring of existing and proposed moorings & jetties. A biennial safety inspection of moorings is vital to ensure they remain suitable for the boats (and surrounding boats) attached to them and that the moorings have not been relocated. The proposed fees will provide better clarity and understanding and allow existing and future permit holders to make informed decisions.</p>	See annex A

			<p>for purpose and states this is the responsibility of individual mooring permit holders.</p> <p>Ultimately, the submission requests that the moorings fee be adjusted for inflation and increased to only \$350 for the coming year. It argues that any further proposal to increase fees beyond this should only proceed when there has been a review of all waterways charges.</p>		
Macdonald	Rod and Jayne		<p>The submitter claims that the proposed fee increases do not reflect actual cost recovery by the Council, and that no financial information is provided with the statement of proposal to support the fee increase. The submission also notes that mooring owners are required to conduct and supply their own mooring inspections every two years and indicates their view that Council inspections of moorings are an unnecessary duplication of this task. The submission states that concerns about moorings shifting or being moved are unfounded due to their weight and that mooring location details are already required to be provided to the Council under the Resource Management Act. It also says that the costs associated with investigating unconsented or illegal moorings should not be able to be recovered through moorings fees but</p>	<p>The current fees were set in 2011 and require adjustment to reflect the increase in costs being incurred by Council. The Council is recovering the reasonable costs for administering the function of applications, compliance and monitoring of existing and proposed moorings & jetties. A biennial safety inspection of moorings is vital to ensure they remain suitable for the boats (and surrounding boats) attached to them and that the moorings have not been relocated. The proposed fees will provide better clarity and understanding and allow existing and future permit holders to make informed decisions.</p>	See annex A

			<p>rather should be publicly funded. The submission disputes Council's role in ensuring that moorings are fit for purpose and states this is the responsibility of individual mooring permit holders.</p> <p>Ultimately, the submission requests that the moorings fee be adjusted for inflation and increased to only \$350 for the coming year. It argues that any further proposal to increase fees beyond this should only proceed when there has been a review of all waterways charges.</p>		
Noye	Gregory		<p>The submitter claims that the proposed fee increases do not reflect actual cost recovery by the Council, and that no financial information is provided with the statement of proposal to support the fee increase. The submission also notes that mooring owners are required to conduct and supply their own mooring inspections every two years and indicates their view that Council inspections of moorings are an unnecessary duplication of this task. The submission states that concerns about moorings shifting or being moved are unfounded due to their weight and that mooring location details are already required to be provided to the Council under the Resource Management Act. It also says that the costs associated with</p>	<p>The current fees were set in 2011 and require adjustment to reflect the increase in costs being incurred by Council. The Council is recovering the reasonable costs for administering the function of applications, compliance and monitoring of existing and proposed moorings & jetties. A biennial safety inspection of moorings is vital to ensure they remain suitable for the boats (and surrounding boats) attached to them and that the moorings have not been relocated. The proposed fees will provide better clarity and understanding and allow existing and future permit holders to make informed decisions.</p>	See annex A

			<p>investigating unconsented or illegal moorings should not be able to be recovered through moorings fees but rather should be publicly funded.</p> <p>The submission disputes Council's role in ensuring that moorings are fit for purpose and states this is the responsibility of individual mooring permit holders.</p> <p>Ultimately, the submission requests that the moorings fee be adjusted for inflation and increased to only \$350 for the coming year. It argues that any further proposal to increase fees beyond this should only proceed when there has been a review of all waterways charges.</p>		
Oxley	Andy		<p>The submitter claims that the proposed fee increases do not reflect actual cost recovery by the Council, and that no financial information is provided with the statement of proposal to support the fee increase.</p> <p>The submission also notes that mooring owners are required to conduct and supply their own mooring inspections every two years and indicates their view that Council inspections of moorings are an unnecessary duplication of this task.</p> <p>The submission states that concerns about moorings shifting or being moved are unfounded due to their weight and that mooring location details are already required to be</p>	<p>The current fees were set in 2011 and require adjustment to reflect the increase in costs being incurred by Council. The Council is recovering the reasonable costs for administering the function of applications, compliance and monitoring of existing and proposed moorings & jetties. A biennial safety inspection of moorings is vital to ensure they remain suitable for the boats (and surrounding boats) attached to them and that the moorings have not been relocated.</p> <p>The proposed fees will provide better clarity and understanding and allow existing and future permit holders to make informed decisions.</p>	See annex A

			<p>provided to the Council under the Resource Management Act. It also says that the costs associated with investigating unconsented or illegal moorings should not be able to be recovered through moorings fees but rather should be publicly funded. The submission disputes Council's role in ensuring that moorings are fit for purpose and states this is the responsibility of individual mooring permit holders.</p> <p>Ultimately, the submission requests that the moorings fee be adjusted for inflation and increased to only \$350 for the coming year. It argues that any further proposal to increase fees beyond this should only proceed when there has been a review of all waterways charges.</p>		
Scott	Clark		<p>The submitter claims that the proposed fee increases do not reflect actual cost recovery by the Council, and that no financial information is provided with the statement of proposal to support the fee increase. The submission also notes that mooring owners are required to conduct and supply their own mooring inspections every two years and indicates their view that Council inspections of moorings are an unnecessary duplication of this task. The submission states that concerns about moorings shifting or being</p>	<p>The current fees were set in 2011 and require adjustment to reflect the increase in costs being incurred by Council. The Council is recovering the reasonable costs for administering the function of applications, compliance and monitoring of existing and proposed moorings & jetties. A biennial safety inspection of moorings is vital to ensure they remain suitable for the boats (and surrounding boats) attached to them and that the moorings have not been relocated. The proposed fees will provide better</p>	See annex A

			<p>moved are unfounded due to their weight and that mooring location details are already required to be provided to the Council under the Resource Management Act. It also says that the costs associated with investigating unconsented or illegal moorings should not be able to be recovered through moorings fees but rather should be publicly funded. The submission disputes Council's role in ensuring that moorings are fit for purpose and states this is the responsibility of individual mooring permit holders. Ultimately, the submission requests that the moorings fee be adjusted for inflation and increased to only \$350 for the coming year. It argues that any further proposal to increase fees beyond this should only proceed when there has been a review of all waterways charges.</p>	<p>clarity and understanding and allow existing and future permit holders to make informed decisions.</p>	
Scrivenor	Peri and Mark		<p>The submitter claims that the proposed fee increases do not reflect actual cost recovery by the Council, and that no financial information is provided with the statement of proposal to support the fee increase. The submission also notes that mooring owners are required to conduct and supply their own mooring inspections every two years and indicates their view that Council inspections of moorings are an</p>	<p>The current fees were set in 2011 and require adjustment to reflect the increase in costs being incurred by Council. The Council is recovering the reasonable costs for administering the function of applications, compliance and monitoring of existing and proposed moorings & jetties. A biennial safety inspection of moorings is vital to ensure they remain suitable for the boats (and surrounding boats)</p>	See annex A

			<p>unnecessary duplication of this task. The submission states that concerns about moorings shifting or being moved are unfounded due to their weight and that mooring location details are already required to be provided to the Council under the Resource Management Act. It also says that the costs associated with investigating unconsented or illegal moorings should not be able to be recovered through moorings fees but rather should be publicly funded. The submission disputes Council's role in ensuring that moorings are fit for purpose and states this is the responsibility of individual mooring permit holders. Ultimately, the submission requests that the moorings fee be adjusted for inflation and increased to only \$350 for the coming year. It argues that any further proposal to increase fees beyond this should only proceed when there has been a review of all waterways charges.</p>	<p>attached to them and that the moorings have not been relocated. The proposed fees will provide better clarity and understanding and allow existing and future permit holders to make informed decisions.</p>	
Scrivenors	Marshall		<p>The submitter claims that the proposed fee increases do not reflect actual cost recovery by the Council, and that no financial information is provided with the statement of proposal to support the fee increase. The submission also notes that mooring owners are required to conduct and supply their own mooring</p>	<p>The current fees were set in 2011 and require adjustment to reflect the increase in costs being incurred by Council. The Council is recovering the reasonable costs for administering the function of applications, compliance and monitoring of existing and proposed moorings & jetties. A biennial safety</p>	See annex A

			<p>inspections every two years and indicates their view that Council inspections of moorings are an unnecessary duplication of this task. The submission states that concerns about moorings shifting or being moved are unfounded due to their weight and that mooring location details are already required to be provided to the Council under the Resource Management Act. It also says that the costs associated with investigating unconsented or illegal moorings should not be able to be recovered through moorings fees but rather should be publicly funded. The submission disputes Council's role in ensuring that moorings are fit for purpose and states this is the responsibility of individual mooring permit holders. Ultimately, the submission requests that the moorings fee be adjusted for inflation and increased to only \$350 for the coming year. It argues that any further proposal to increase fees beyond this should only proceed when there has been a review of all waterways charges.</p>	<p>inspection of moorings is vital to ensure they remain suitable for the boats (and surrounding boats) attached to them and that the moorings have not been relocated. The proposed fees will provide better clarity and understanding and allow existing and future permit holders to make informed decisions.</p>	
Shaw	Wayne	Shaw Financial Insurance and Investments Limited	<p>The submitter claims that the proposed fee increases do not reflect actual cost recovery by the Council, and that no financial information is provided with the statement of proposal to support the fee increase.</p>	<p>The current fees were set in 2011 and require adjustment to reflect the increase in costs being incurred by Council. The Council is recovering the reasonable costs for administering the function of</p>	See annex A

			<p>The submission also notes that mooring owners are required to conduct and supply their own mooring inspections every two years and indicates their view that Council inspections of moorings are an unnecessary duplication of this task. The submission states that concerns about moorings shifting or being moved are unfounded due to their weight and that mooring location details are already required to be provided to the Council under the Resource Management Act. It also says that the costs associated with investigating unconsented or illegal moorings should not be able to be recovered through moorings fees but rather should be publicly funded. The submission disputes Council's role in ensuring that moorings are fit for purpose and states this is the responsibility of individual mooring permit holders. Ultimately, the submission requests that the moorings fee be adjusted for inflation and increased to only \$350 for the coming year. It argues that any further proposal to increase fees beyond this should only proceed when there has been a review of all waterways charges.</p>	<p>applications, compliance and monitoring of existing and proposed moorings & jetties. A biennial safety inspection of moorings is vital to ensure they remain suitable for the boats (and surrounding boats) attached to them and that the moorings have not been relocated. The proposed fees will provide better clarity and understanding and allow existing and future permit holders to make informed decisions.</p>	
Thomas	Richard		<p>The submitter claims that the proposed fee increases do not reflect actual cost recovery by the Council,</p>	<p>The current fees were set in 2011 and require adjustment to reflect the increase in costs being incurred by</p>	See annex A

			<p>and that no financial information is provided with the statement of proposal to support the fee increase. The submission also notes that mooring owners are required to conduct and supply their own mooring inspections every two years and indicates their view that Council inspections of moorings are an unnecessary duplication of this task. The submission states that concerns about moorings shifting or being moved are unfounded due to their weight and that mooring location details are already required to be provided to the Council under the Resource Management Act. It also says that the costs associated with investigating unconsented or illegal moorings should not be able to be recovered through moorings fees but rather should be publicly funded. The submission disputes Council's role in ensuring that moorings are fit for purpose and states this is the responsibility of individual mooring permit holders. Ultimately, the submission requests that the moorings fee be adjusted for inflation and increased to only \$350 for the coming year. It argues that any further proposal to increase fees beyond this should only proceed when there has been a review of all waterways charges.</p>	<p>Council. The Council is recovering the reasonable costs for administering the function of applications, compliance and monitoring of existing and proposed moorings & jetties. A biennial safety inspection of moorings is vital to ensure they remain suitable for the boats (and surrounding boats) attached to them and that the moorings have not been relocated. The proposed fees will provide better clarity and understanding and allow existing and future permit holders to make informed decisions.</p>	
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Thomson	Maria & Matthew		<p>The submitter claims that the proposed fee increases do not reflect actual cost recovery by the Council, and that no financial information is provided with the statement of proposal to support the fee increase. The submission also notes that mooring owners are required to conduct and supply their own mooring inspections every two years and indicates their view that Council inspections of moorings are an unnecessary duplication of this task. The submission states that concerns about moorings shifting or being moved are unfounded due to their weight and that mooring location details are already required to be provided to the Council under the Resource Management Act. It also says that the costs associated with investigating unconsented or illegal moorings should not be able to be recovered through moorings fees but rather should be publicly funded. The submission disputes Council's role in ensuring that moorings are fit for purpose and states this is the responsibility of individual mooring permit holders. Ultimately, the submission requests that the moorings fee be adjusted for inflation and increased to only \$350 for the coming year. It argues that any further proposal to increase fees</p>	<p>The current fees were set in 2011 and require adjustment to reflect the increase in costs being incurred by Council. The Council is recovering the reasonable costs for administering the function of applications, compliance and monitoring of existing and proposed moorings & jetties. A biennial safety inspection of moorings is vital to ensure they remain suitable for the boats (and surrounding boats) attached to them and that the moorings have not been relocated. The proposed fees will provide better clarity and understanding and allow existing and future permit holders to make informed decisions.</p>	See annex A
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			beyond this should only proceed when there has been a review of all waterways charges.		
Wikstrom	Mark and Tracy		<p>The submitter claims that the proposed fee increases do not reflect actual cost recovery by the Council, and that no financial information is provided with the statement of proposal to support the fee increase. The submission also notes that mooring owners are required to conduct and supply their own mooring inspections every two years and indicates their view that Council inspections of moorings are an unnecessary duplication of this task. The submission states that concerns about moorings shifting or being moved are unfounded due to their weight and that mooring location details are already required to be provided to the Council under the Resource Management Act. It also says that the costs associated with investigating unconsented or illegal moorings should not be able to be recovered through moorings fees but rather should be publicly funded. The submission disputes Council's role in ensuring that moorings are fit for purpose and states this is the responsibility of individual mooring permit holders. Ultimately, the submission requests that the moorings fee be adjusted for</p>	<p>The current fees were set in 2011 and require adjustment to reflect the increase in costs being incurred by Council. The Council is recovering the reasonable costs for administering the function of applications, compliance and monitoring of existing and proposed moorings & jetties. A biennial safety inspection of moorings is vital to ensure they remain suitable for the boats (and surrounding boats) attached to them and that the moorings have not been relocated. The proposed fees will provide better clarity and understanding and allow existing and future permit holders to make informed decisions.</p>	See annex A

			inflation and increased to only \$350 for the coming year. It argues that any further proposal to increase fees beyond this should only proceed when there has been a review of all waterways charges.		
Wright	Garry		<p>The submitter claims that the proposed fee increases do not reflect actual cost recovery by the Council, and that no financial information is provided with the statement of proposal to support the fee increase. The submission also notes that mooring owners are required to conduct and supply their own mooring inspections every two years and indicates their view that Council inspections of moorings are an unnecessary duplication of this task. The submission states that concerns about moorings shifting or being moved are unfounded due to their weight and that mooring location details are already required to be provided to the Council under the Resource Management Act. It also says that the costs associated with investigating unconsented or illegal moorings should not be able to be recovered through moorings fees but rather should be publicly funded. The submission disputes Council's role in ensuring that moorings are fit for purpose and states this is the responsibility of individual mooring</p>	<p>The current fees were set in 2011 and require adjustment to reflect the increase in costs being incurred by Council. The Council is recovering the reasonable costs for administering the function of applications, compliance and monitoring of existing and proposed moorings & jetties. A biennial safety inspection of moorings is vital to ensure they remain suitable for the boats (and surrounding boats) attached to them and that the moorings have not been relocated. The proposed fees will provide better clarity and understanding and allow existing and future permit holders to make informed decisions.</p>	See annex A

			permit holders. Ultimately, the submission requests that the moorings fee be adjusted for inflation and increased to only \$350 for the coming year. It argues that any further proposal to increase fees beyond this should only proceed when there has been a review of all waterways charges.		
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Late submissions

There were 10 late submissions in response to the User Fees and Charges consultation. As they were submitted after the closing date, they were not uploaded into Let's Talk and have not undergone any data analysis. These are attached as Annex B – Late submissions.

Annex A

[Full submissions pack – attached separately due to size]

Annex B

[Late submissions pack – attached separately due to size]