



Council

OPEN MINUTES

Minutes of a meeting of Council held in the Council Chamber, Level 2, 20 Don Street, Invercargill on 29 May 2024 at 10am. (10am – 12.28pm, 1.03pm - 3.56pm (PE 2.28pm – 3.15pm, 3.21pm – 3.56pm)).

PRESENT

Mayor	Rob Scott
Deputy mayor	Christine Menzies (10am – 10.28am, 10.32am – 12.12pm, 1.03pm – 3.15pm (PE 2.28pm – 3.15pm, 3.21pm - 3.56pm))
Councillors	Jaspreet Boparai (10am – 12.28pm, 1.03pm – 2.44pm, 2.50pm – 3.15pm, 3.21pm – 3.56pm (PE 2.28pm – 3.15pm, 3.21pm – 3.56pm))
	Don Byars (10am – 11.43am, 11.45am – 12.28pm, 1.03pm – 3.15pm, 3.22pm – 3.56pm) (PE 2.28pm – 3.15pm, 3.21pm – 3.56pm))
	Derek Chamberlain
	Paul Duffy (10.01am – 12.28pm, 1.03pm – 3.15pm, 3.21pm - 3.56pm, (PE 2.28pm – 3.15pm, 3.21pm – 3.56pm))
	Julie Keast
	Tom O'Brien (10am – 12.10pm, 12.13pm – 12.28pm, 1.03pm – 3.15pm, 3.22pm – 3.56pm (PE 2.28pm – 3.15pm, 3.21pm - 3.56pm))
	Margie Ruddenklau (10am – 11.29am, 11.33am – 12.28pm, 1.03pm – 3.15pm, 3.21pm – 3.56pm (PE 2.28pm – 3.15pm, 3.21pm – 3.56pm))
	Jon Spraggon
	Matt Wilson

APOLOGIES

Councillor Darren Frazer
Councillor Sarah Greaney

IN ATTENDANCE

Chief executive	Cameron McIntosh
Committee advisor	Rachael Poole

Mayor Scott opened the meeting with a karakia timatanga as follows:

Mā te whakarongo	Through listening
Mā te kōrero	Through talking
Mā te ngakau	From the heart
Mā te wairua	From the spirit
Mā te manaaki mai	Through giving
Mā te manaaki atu	And receiving respect
Ka puawai te maramatanga	Understanding will bloom
Tihei mauri ora	This is the essence of life

1 Apologies

There were apologies for absence from Councillors Greaney and Frazer.

Moved Cr Boparai, seconded Cr Keast and **resolved:**

That Council accepts the apologies.

(Councillor Duffy joined the meeting at 10.01am.)

2 Leave of absence

Councillor Ruddenklau requested a leave of absence from 1 July to 16 July 2024.
Councillor Chamberlain requested a leave of absence from 12 June to 27 July 2024.
Councillor O'Brien requested a leave of absence from 24 June to 22 July 2024.

Moved Cr Keast, seconded Deputy Mayor Menzies and **resolved:**

That Council agrees the leave of absence requests from Councillor Ruddenklau from 1 July to 16 July 2024, from Councillor Chamberlain from 12 June – 27 July 2024 and from Councillor O'Brien from 24 June to 22 July 2024.

3 Conflict of Interest

There were no conflicts of interest declared.

4 Extraordinary/Urgent Items

There were no Extraordinary/Urgent items.

6 Public Participation

There was no public participation.

Reports

7.1 Updated timeline for Long Term Plan 2024-2034

Record No: R/24/4/30060

Corporate performance lead, Robyn Laidlaw, GM finance and assurance, Anne Robson and Deloitte, Partner – Assurance and Advisory Mike Hawken (via video call) were in attendance for this item.

The purpose of the report was to confirm with Council the updated timeline for the Long Term Plan 2034 taking advantage of the legislative extension.

Mr Hawken confirmed that the ten days between the final deliberations of the Long Term Plan 2024 – 2034 to the final audit will be tight but is doable.

This report also outlined the revised meeting schedule for Council and the Finance and Assurance Committee for the remainder of the year to achieve this timetable.

Resolution

Moved Deputy Mayor Menzies, seconded Cr Keast **and resolved:**

That the Council:

- a) **receives the report titled “Updated timeline for Long Term Plan 2024-2034”.**
- b) **determines that this matter or decision be recognised as not significant in terms of Section 76 of the Local Government Act 2002.**
- c) **determines that it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with Section 79 of the act determines that it does not require further information, further assessment of options or further analysis of costs and benefits or advantages and disadvantages prior to making a decision on this matter.**
- d) **Notes that on 27 March 2024 the Finance and Assurance Committee resolved to endorse and recommend to Council that the Long Term Plan 2024-2034 be adopted by 21 August 2024.**
- e) **Adopts the revised Long Term Plan 2024-2034 timeline as detailed in this report cumulating in the Long Term Plan 2024-2034 being adopted on Monday 26 August 2024.**

f) Adopts an amended Council and Finance and Assurance Committee meeting schedule for the remainder of 2024 as follows:

Day	Meeting	Time
Wednesday 5 June 2024 (this is a new meeting)	Council	9:00am
Wednesday 5 June 2024	Finance and Assurance Committee	10:00am
Wednesday 19 June 2024	Council	10:00am
Wednesday 3 July 2024	Council	10:00am
Tuesday 16 July, Wednesday 17 July and Thursday 18 July 2024 (Tuesday and Thursday have been added)	Council (LTP hearings)	10:00am
Wednesday 24 July 2024 (this is a new meeting)	Council (LTP deliberations)	10:00am
Wednesday 7 August 2024 (this is a new meeting)	Finance and Assurance Committee	10:00am
Wednesday 7 August 2024	Council	11:00am
Monday 26 August 2024 (this is a new meeting)	Council (adopt LTP)	10:00am
Wednesday 4 September 2024	Finance and Assurance Committee	10:00am
Wednesday 18 September 2024	Council	10:00am
Wednesday 2 October 2024	Council	9.30am
Wednesday 16 October 2024	Finance and Assurance Committee	9.30am
Wednesday 23 October 2024	Council	9.30am
Wednesday 6 November 2024	Council	9.30am
Wednesday 20 November 2024	Council	9.30am
Wednesday 4 December 2024	Finance and Assurance Committee	9.30am
Wednesday 11 December 2024	Council	9.30am

7.2 Adoption of the Supporting Documentation for the Long Term Plan 2024-2034

Record No: R/24/5/35370

Corporate performance lead, Robyn Laidlaw, GM Finance and assurance, Anne Robson and financial accountant, Teresa Morgan were in attendance for this item.

The purpose of the report was for Council to adopt supporting information for the Long Term Plan 2024-2034.

It was noted that all councils are required by legislation to adopt a Long Term Plan. The process for 2024/2034 Long Term Plan commenced in early 2023.

(During discussion Councillor Menzies left the meeting at 10.28am and returned at 10.32am.)

An updated attachment T to the report (appended to the minutes as appendix A) was tabled at the meeting, noting that the updated version was circulated to Council and uploaded on our website on Monday 27 May 2024.

Resolution

Moved Deputy Mayor Menzies, seconded Cr Boparai **recommendations a to g and a new h (as indicated) and resolved:**

That the Council:

- a) **receives the report titled “Adoption of the Supporting Documentation for the Long Term Plan 2024-2034”.**
- b) **determines that this matter or decision be recognised as not significant in terms of Section 76 of the Local Government Act 2002.**
- c) **determines that it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with Section 79 of the act determines that it does not require further information, further assessment of options or further analysis of costs and benefits or advantages and disadvantages prior to making a decision on this matter.**
- d) **Approves the following draft supporting documents for the Long Term Plan consultation document:**
 - Draft LTP section three (including financial statements, rates funding impact statements, fees and charges and reserves) (attachment A of the officer’s report)
 - Draft LTP section two Activity Statements (including key performance indicators and activity funding impact statements (attachment B of the officer’s report)
 - Draft LTP section one Summary (including financial prudence benchmarks) (attachment C of the officer’s report)
 - Draft activity management plans (attachments D to N of the officer’s report)
 - Draft infrastructure strategy (attachment O of the officer’s report)
 - Draft financial strategy (attachment P of the officer’s report)
 - Schedule of projects (attachment Q of the officer’s report)
 - Schedule of loans (attachment R of the officer’s report)
 - Analysis of proposed rates distribution (attachment S of the officer’s report)
 - Proposed targeted rates changes (roading, SIESA, rural water, specific halls) (attachment T of the officer’s report and amended)
 - Detailed rate information (attachment U of the officer’s report)

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- Significant forecasting assumptions (attachment V of the officer's report)
- e) **Agrees to resolve that in accordance with Section 100 of the Local Government Act 2002, that it is financially prudent for Council to project operating deficits in the first seven years of the plan. This principally reflects Councils policy to transition towards fully funding depreciation on key infrastructure assets in 2031/2032**
- f) **Notes that the supporting documents will be made publicly available during the consultation period**
- g) **Notes that the draft supporting documents may come back to council following the submissions hearings and deliberations process, if significant or material changes are required.**

New h) Delegates the authority to the Chief Executive and Mayor to make minor changes to the attached documents attached to the officer's report.

7.3 Long Term Plan 2024 - 2034 - Adoption of Consultation Document

Record No: R/24/4/28771

Strategic communications and engagement manager, Louise Pagan was in attendance for this item.

Mrs Pagan explained that the purposed of the report is recommending that Council adopt the consultation document for the Long Term Plan 2024-2034 titled "these are challenging times, Southland Murihiku" and release it for public consultation from 9am on Wednesday 5 June 2024 until 12pm on Friday 5 July 2024.

An updated version of the consultation document had been circulated. Council was requested that any minor changes be forwarded to staff.

(During the meeting, Councillor Ruddenklau left the meeting at 11.29am and returned at 11.33am.)

(During the meeting, Councillor Byars left the meeting at 11.43am and returned at 11.45am.)

Resolution

Moved Deputy Mayor Menzies, seconded Cr Ruddenklau **recommendations a to f and new g (as indicated) and resolved:**

That Council:

- a) **Receives the report titled "Long Term Plan 2024 - 2034 - Adoption of Consultation Document" dated 24 May 2024.**
- b) **Determines that this matter or decision be recognised as significant in terms of Section 76 of the Local Government Act 2002.**
- c) **Determines that it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with Section 79 of the act determines that it does not require further information, further assessment of options or further analysis of costs and benefits or advantages and disadvantages prior to making a decision on this matter.**
- d) **Agrees to adopt the consultation document for the Long Term Plan 2024-2034 titled "These are challenging times Southland Murihiku".**
- e) **Agrees to release the consultation document for the Long Term Plan 2024-2034 titled "These are challenging times Southland Murihiku" to the public as part of the consultation process from 9am 5 June 2024 to 12pm 5 July 2024.**
- f) **Delegates authority to the Chief Executive and Mayor to sign the Annual Report letter of representation to Deloitte on behalf of Council.**

New g) Delegates the authority for the Chief Executive and Mayor to make minor changes to the consultation document.

7.4 Long Term Plan 2034 - Management Report on the Consultation Document from Deloitte

Record No: R/24/4/29718

GM finance and assurance, Anne Robson and Deloitte, Partner – Assurance and Advisory Mike Hawken (via video call) were in attendance for this item.

The purpose of the report was to present the management report from Audit New Zealand which relates to the audit of the consultation document and supporting information for the Long Term Plan 2024 – 2034.

Resolution

Moved Mayor Scott, seconded Cr Keast **and resolved:**

That the Council:

- a) **Receives the report titled “Long Term Plan 2034 - Management Report on the Consultation Document from Deloitte ” dated 24 May 2024.**

7.5 Draft Policy on Development and Financial Contributions - Consultation

Record No: R/24/4/28983

Team leader organisational policy, Chris Rout and finance development co-ordinator, Nicole Taylor were in attendance for this item.

The purpose of the report was to present the draft Policy on Development and Financial Contributions for Council to endorse for consultation.

It was noted that development contributions are established under the Local Government Act 2002 and are a capital charge on development to recover a fair, equitable and proportionate share of the capital costs that development imposes on network/community infrastructure.

Financial contributions are established under the Resource Management Act 1991 and are a capital charge for works undertaken to mitigate the environmental effects of subdivision, land use and development.

(During discussion, Councillor O'Brien left the meeting at 12.10pm and returned at 12.13pm.)

Resolution

Moved Cr Ruddenklau, seconded Cr Keast **and resolved:**

That the Council:

- a) **receives the report titled “Draft Policy on Development and Financial Contributions - Consultation”.**
- b) **determines that this matter or decision be recognised as not significant in terms of Section 76 of the Local Government Act 2002.**
- c) **determines that it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with Section 79 of the act determines that it does not require further information, further assessment of options or further analysis of costs and benefits or advantages and disadvantages prior to making a decision on this matter.**
- d) **Agrees to extend the application period of the current Policy on Development and Financial Contributions until the adoption of the Southland District Council Long Term Plan 2024-2034 in accordance with Subsection 46(2)(b) of Schedule 1AA of the Local Government Act 2002.**
- e) **Agrees to endorse and release the draft Policy on Development and Financial Contributions as included in Attachment B (of the officer’s report) for consultation, in accordance with Section 82 of the Local Government Act 2002, from 9am on 5 June 2024 to 12pm on 5 July 2024.**

7.6 Dog registration fees for 2024/2025

Record No: R/24/4/25838

Manager building services, Julie Conradi and GM regulatory services, Adrian Humphries were in attendance for this item.

The purpose of the report was to set the dog registration fees for the 2024/2025 year.

It was noted that the fees for the 2024/2025 year would be kept the same but with a few changes as follows:

- to make the first replacement tag free of charge (from \$6.50) and subsequent tags a reduced amount of \$6.50 (from \$13.00). This change reflects that Council wants to support dog owners in ensuring that their dogs do wear a tag at all times.
- to increase the fee charged when responding to stock on road callouts. This change reflects the actual cost of doing business in this space.
- to remove the fee for withdrawal of infringement fee. This fee is very seldom charged and does not reflect good practice i.e. if an infringement is withdrawn it should be for a valid reason and the recipient of the fine should not be required to pay, and
- revise the order of how existing fees are displayed for ease of use, separating working dog fees from non-working dog fees.

(During discussion, Councillor Menzies left the meeting at 12.12pm.)

Resolution

Moved Cr Byars, seconded Cr Duffy **and resolved:**

That Council:

- a) **Receives the report titled “Dog registration fees for 2024/2025”.**
- b) **Determines that this matter or decision be recognised as not significant in terms of Section 76 of the Local Government Act 2002.**
- c) **Determines that it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with Section 79 of the act determines that it does not require further information, further assessment of options or further analysis of costs and benefits or advantages and disadvantages prior to making a decision on this matter.**
- d) **Agrees to set the dog registration fees (effective 1 July 2024 and inclusive of GST) for the 2024/2025 registration year as follows:**

Working dogs		
New dog registration – working dogs and stock dogs	Flat fee	Pro-rata
New dog registration – service dogs with current papers	Free	Free
Renew dog registration – working dogs and stock dogs	Flat fee	\$40.00
Renew dog registration – service dogs with current papers	Free	Free
Late payment fee - registration paid after 1 August	Percentage of applicable fee including discounts	50%
Pet dogs - new		
New dog registration (up to 3 months old before 1 July)	Flat fee	Pro-rata
Pet dogs – renew (older than 3 months on 1 July)		
No discounts applied	Flat fee	\$110.00
Dog is spayed or neutered (a)	Discounted fee	\$100.00
Dog is in a fenced or controlled property (b)	Discounted fee	\$90.00
Responsible owner (according to Council’s criteria) (c)	Discounted fee	\$80.00
Dog is spayed or neutered (a) AND is in a fenced or controlled property (b)	Discounted fee	\$80.00
Dog is spayed or neutered (a) AND the owner is considered a responsible owner (according to Council’s criteria) (c)	Discounted fee	\$70.00

Dog is in a fenced or controlled property (b) AND the owner is considered a responsible owner (according to Council's criteria) (c)	Discounted fee	\$60.00
Dog is spayed or neutered (a) AND the dog is in a fenced or controlled property (b) AND the owner is considered a responsible owner (according to Council's criteria) (c)	Discounted fee	\$50.00
Late payment fee - registration paid after 1 August	Percentage of applicable fee including discounts	50%
Dog control		
Property inspections to verify discount / dog class etc.		\$50.00
Dog hearing lodgement fee		\$100.00
Replacement tag – first		\$6.50
Replacement tag – second and subsequent tags		\$13.00
Replacement tag - first		Free
Replacement tag – second and subsequent tags		\$6.50
After hours collection fee		\$100.00
Charge out rate for vehicles	Per kilometre	\$1.00
Multiple dog licence application fee		\$50.00
Sale of collars		\$10.00
Sale of leads		\$12.00
Withdrawal of infringement fee – per infringement		\$30.00
Microchipping		
Microchipping of a dog registered with SDC		No charge
Commercial breeders that require more than four pups to be microchipped per registration year	Per dog for the fifth and subsequent dog	\$30.00
Impounding		
Impounding of dog		\$150.00
Impounding of dog - second and subsequent impoundments (and infringement fees)		\$200.00
Long term stays (greater than one month) monthly fee Where a dog is impounded and is awaiting the outcome of a Court hearing or similar, a monthly fee will be applied, and monthly invoices will be issued to the owner		\$300.00
After hours release (minimum of one-hour staff time) only by prior arrangement and all outstanding fees and infringements must be paid		\$180.00
Surrendering of dog		\$120.00

Sustenance of impounded dog	Per day or part thereof	\$25.00
Euthanasia		Actual cost
Rehoming		
A dog impounded by SDC and released to an SDC authorised rehoming provider for either fostering or rehoming (initial registration only)		Free
A dog received by an SDC authorised rehoming provider for the purpose of rehoming, that is either from the Southland district, or to be rehomed in the Southland district (initial registration only)		Free
Stock wandering		
Fees for impounding of stock on district roads and highways		
Horses, donkeys, asses, mules, cattle, deer	Per head	\$60.00
Sheep, goats, pigs, and other stock	Per head	\$30.00
All stock less than three months of age	Per head	\$10.00
Council animal control officer callout	Per hour	\$90.00
Contractor callout		Actual cost
Sustenance		Actual cost
Hire of transportation or trailers		Actual cost
Moving stock on district roads		
Hourly rate for Council animal control officer	Does not apply to state highways.	\$90.00
Council animal control officer callout – Small stock including but not limited to sheep, goats and pigs	Base fee + \$15 per head thereafter to a maximum of \$245	\$50.00
Council animal control officer callout – Large stock including but not limited to horse, cattle and deer	Base fee + \$20 per head thereafter to a maximum of \$590	\$110.00
Contractor callout fee		Actual cost
Infringements		
Infringements issued are as specified in the Dog Control Act Schedule 1 https://www.legislation.govt.nz/act/public/1996/0013/latest/whole.html#DLM374410		

- e) **Agrees to publicly notify the fees during and between the weeks starting 27 May 2024 and 24 June 2024.**

7.7 Approve unbudgeted expenditure for the Manapouri signage project.

Record No: R/24/4/27613

Community partnership lead, Stella O'Connor and Group manager customer and community wellbeing, Sam Marshall were in attendance for this item.

The purpose of the report was for Council to consider whether or not it wishes to approve an unbudgeted expenditure request of \$15,000, funded \$5,000 from Meridian and \$10,000 from the Fiordland Community Board general reserve towards the Manapouri information signage project.

The Fiordland Community board had been investigating renewal of the Manapouri information sign. It favoured a concept project that will condense and correct information from three signs to one, adding historic information about the turbine and improve the view for visitors.

It was noted that the project costs are \$15,000 and Meridian Energy have agreed to pay \$5,000 towards the project.

The sign will be a Council asset and the community board does not have delegated authority to approve the unbudgeted expenditure.

Resolution

Moved Mayor Scott, seconded Cr Chamberlain **and resolved:**

That the Council:

- a) **receives the report titled "Approve unbudgeted expenditure for the Manapouri signage project."**
- b) **determines that this matter or decision be recognised as not significant in terms of Section 76 of the Local Government Act 2002.**
- c) **determines that it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with Section 79 of the act determines that it does not require further information, further assessment of options or further analysis of costs and benefits or advantages and disadvantages prior to making a decision on this matter.**
- d) **approves unbudgeted expenditure of \$15,000 for the Manapouri information sign project, funded \$5,000 from a Meridian contribution and \$10,000 from the Fiordland Community Board reserve.**

7.8 Approval to locate Riverton's giant paua shell to Koi Koi park, Riverton

Record No: R/24/5/31640

Community partnership lead, Stella O'Connor and GM customer and community wellbeing, Sam Marshall were in attendance for this item.

The purpose of the report was to seek approval from Council to locate Riverton's newly refurbished giant paua shell to Koi Koi Park, which is endowment land.

The local community were asked to vote on several choices for a new location and the majority voted for Koi Koi Park, Riverton.

It was noted that the Riverton Harbour subcommittee has delegation for the administration, management and control of all Riverton harbour endowment lands now vested in Southland District Council in consultation with and subject to approval by Southland District Council being those lands comprised in Certificates of Title 5C/914, 5C/917, 5C/918, 5C/919, 5C/920, 5C/921, 5B/825, 9D/859, 10C/615, 10C/616 and all such other Riverton harbour endowment lands so vested.

Neither the Riverton Harbour Subcommittee nor the Oraka Aparima Community Board have delegation for final approval of structures on Riverton Harbour endowment land. Section 8.5.3 of Councils delegation manual to the Riverton Harbour subcommittee, delegates to the subcommittee the administration, management and control of the Riverton harbour endowment land, in consultation with and subject to the approval of Council.

On that basis the Riverton Harbour Subcommittee and Oraka Aparima Community Board at their meetings on 2 May 2024 and 14 May 2024 respectively, have made a recommendation to Council to approve the location of Riverton's giant paua shell at Koi Koi Park, Riverton.

Resolution

Moved Cr Keast, seconded Cr Byars **and resolved:**

That the Council:

- a) **Receives the report titled "Approval to locate Riverton's giant paua shell to Koi Koi park, Riverton".**
- b) **Determines that this matter or decision be recognised as not significant in terms of Section 76 of the Local Government Act 2002.**
- c) **Determines that it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with Section 79 of the act determines that it does not require further information, further assessment of options or further analysis of costs and benefits or advantages and disadvantages prior to making a decision on this matter.**
- d) **Approves the newly refurbished giant paua shell to be located at Koi Koi Park, Riverton.**

7.9 Approve change of spelling of Koi Koi Park to Kohikohi Park, in Riverton

Record No: R/24/5/31661

Community partnership lead, Stella O'Connor and GM customer and community wellbeing, Sam Marshall were in attendance for this item.

The purpose of the report was to seek approval from Council to change the spelling of the park name known as Koi Koi Park to Kohikohi Park in Riverton. The park is located at 3B Jetty Street Riverton and the land is not a reserve. It is part of the Riverton harbour endowment lands now owned by Southland District Council.

It was noted that the Oraka Aparima Community Board had received a request from the kaihautu, (general manager) of the Oraka Aparima Runaka to find out who the sign for Koi Park is meant to honour.

Initial research did not found definitive proof of how the park got its name and there has been past misspelling of Captain Howells wife (Kohikohi) as Koi Koi.

The Riverton Harbour Subcommittee has delegation for administration, management and control of all Riverton harbour endowment lands now vested in Southland District Council in consultation with and subject to approval by Southland District Council being those lands comprised in Certificates of Title 5C/914, 5C/917, 5C/918, 5C/919, 5C/920, 5C/921, 5B/825, 9D/859, 10C/615, 10C/616 and all such other Riverton harbour endowment lands so vested. These delegations mean that a change in the name/spelling would need confirmation by Council.

Southland District Council has a district reserve that is named Koi Koi Park and is listed in the 2003 Reserve Management Plan.

The Riverton Harbour Subcommittee and Oraka Aparima Community Board at their meetings on 2 May 2024 and 14 May 2024 respectively, have made a recommendation to Council to approve the change of the spelling on park signage and any other reference that has Koi Koi spelling to Kohikohi Park.

Resolution

Moved Cr O'Brien, seconded Cr Duffy **and resolved:**

That the Council:

- a) **Receives the report titled "Approve change of spelling of Koi Koi Park to Kohikohi Park, in Riverton".**
- b) **Determines that this matter or decision be recognised as not significant in terms of Section 76 of the Local Government Act 2002.**
- c) **Determines that it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with Section 79 of the act determines that it does not require further information, further assessment of options or further analysis of costs and benefits or advantages and disadvantages prior to making a decision on this matter.**
- d) **Approves the change of spelling of the park name known as Koi Koi Park to Kohikohi Park, in Riverton.**

(The meeting adjourned for lunch at 12.28pm and reconvened at 1.03pm.)

(Councillor Menzies returned to the meeting at 1.03pm.)

7.10 Bridge weight restriction postings 2024/2025

Record No: R/24/5/31655

Strategic manager transport, Hartley Hare, GM infrastructure and capital delivery, Fran Mikulicic were in attendance for this item.

The purpose of the report was to enable council to comply with the Transport Act 1962 and Heavy Motor Vehicle Regulations 1974, that as the road controlling authority for any territorial area are required to confirm, at a minimum annually, any posting weight limit necessary for bridges on the roading network and to revoke any restrictions which no longer apply.

It was acknowledged that currently debris build-up against bridge structures is currently the highest risk to our bridges at the moment.

Resolution

Moved Cr Spraggon, seconded Deputy Mayor Menzies **and resolved:**

That Council:

- a) **Receives the report titled “Bridge weight restriction postings 2024/2025” dated 10 May 2024.**
- b) **Determines that this matter or decision be recognised as not significant in terms of Section 76 of the Local Government Act 2002.**
- c) **Determines that it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with Section 79 of the act determines that it does not require further information, further assessment of options or further analysis of costs and benefits or advantages and disadvantages prior to making a decision on this matter.**
- d) **Agrees to confirm that in accordance with the Transport Act 1962 and Heavy Motor Vehicle Regulations 1974, the maximum weight and speed limits for heavy motor vehicles on bridges as listed on the attached schedule (Attachment A of the officer’s report) be imposed.**
- e) **Agrees to continue to rely on the central on bridge restriction to limit posting restrictions and continues to mitigate this risk through ongoing promotion of posting compliance.**
- f) **Agrees to notify the weight limits to the New Zealand Police, New Zealand Transport Agency, Road Transport Forum New Zealand (Inc.) and by public notice in daily newspapers, social media and our website.**

7.11 Better Off funding

Record No: R/24/5/34760

Strategic project lead, Simon Moran and interim Group manager strategy and partnerships, Michael Aitken were in attendance for this item.

The purpose of the report was to seek from Council the direction regarding the request from the Department of Internal Affairs to identify whether it sees any opportunities to redirect any unspent Better Off funding, to increase investment in water infrastructure or to help establish new water services delivery organisations.

The report included tables indicating the progress of the 28 Better Off projects. Some projects do not have external delivery contracts in place. This does not reflect the amount of staff and community time that has gone into the engagement required to refine the scope of those projects so they are delivered to what the community wants.

There were three options for Council to consider. It was recommended that two of the projects are rescoped to focus on how they can deliver either a strategy for investment in water infrastructure to address growth and/or resilience, or the establishment of a new water services delivery organisation.

Resolution

Moved Cr Keast, seconded Cr Boparai **recommendations a to d and a new e (as indicated) and resolved:**

That the Council:

- a) **receives the report titled “Better Off funding”.**
- b) **determines that this matter or decision be recognised as not significant in terms of Section 76 of the Local Government Act 2002.**
- c) **determines that it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with Section 79 of the act determines that it does not require further information, further assessment of options or further analysis of costs and benefits or advantages and disadvantages prior to making a decision on this matter.**
- d) **agrees to retain the community projects in the Better Off programme**
- new e) agrees to a refocus of the Spatial Planning project to the integrate local waters done well plan.**
- e) **~~agrees to a refocus of the Spatial Planning project to a Waters Strategic Planning project.~~**
- f) **agrees to refocus the Murihiku rūnanga preparation for Tranche 2 project to ‘Waters’ projects.**

7.12 Management report

Record No: R/24/4/28219

Chief executive, Cameron McIntosh was in attendance for this item. Mr McIntosh updated the Council on a couple of items since writing the report.

Parliament have a number of bills related to the Resource Management Act that they are considering that will have longer term implications for Council to consider, but is reflective of the ever changing landscape that Council is currently working in.

Resolution

Moved Mayor Scott, seconded Cr Chamberlain **and resolved:**

That Council:

- a) receives the report titled “Management report”.**

Public Excluded

Exclusion of the public: Local Government Official Information and Meetings Act 1987

Resolution

Moved Mayor Scott, seconded Cr Keast **and resolved:**

That the public be excluded from the following part(s) of the proceedings of this meeting.

C8.1 Quarry - 155 Longwood Road

C8.2 Proposed road stopping - Newalk Street, Wrights Bush

C8.3 Restrictive Covenant - Southern Lakes Helicopters

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
Quarry - 155 Longwood Road	s7(2)(g) - maintain legal professional privilege.	That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists.
Proposed road stopping - Newalk Street, Wrights Bush	s7(2)(a) - the withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person.	That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists.
Restrictive Covenant - Southern Lakes Helicopters	s7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.	That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists.

The public were excluded at 2.28pm.

(Councillor Boparai left the meeting at 2.44pm and returned at 2.50pm.)

The meeting adjourned at 3.15pm and reconvened at 3.21pm.

(Councillor O'Brien returned to the meeting at 3.22pm.)

Resolutions in relation to the confidential items are recorded in the confidential section of these minutes and are not publicly available unless released here.

The meeting closed with a karakia whakamutunga as follows:

Kia hora te marino
Kia whakapapa pounamu te moana
Hei huarahi mā tātou i te rangi nei
Aroha atu, aroha mai
Tātou i a tātou katoa
Hui e! Tāiki e!

May peace be widespread
May the sea be like greenstone
A pathway for us all this day
Let us show respect for each other
For one another
Bind us all together!

The meeting concluded at 3.56pm.

CONFIRMED AS A TRUE AND CORRECT RECORD AT A
MEETING OF THE COUNCIL HELD ON WEDNESDAY
29 MAY 2024.

DATE: 16 JULY 2024



CHAIRPERSON:.....

Draft Long Term Plan 2034 Supporting Information

Proposed changes to the way some targeted rates will be set – consultation information

Council prepares annual plans and long-term plans (every three years) which determine the services the Council is going to provide, such as roading, water supply, wastewater services, animal control, planning and building consents, and community facilities. The community has a chance to have their say on these services, and the associated costs for those services, when Council consults on a plan.

As part of this Long Term Plan (LTP) 2024-2034, Council is also proposing some changes to the way we set a few of our targeted rates that you might want to provide feedback on. While a summary of these changes is noted in the LTP consultation document, this paper provides additional explanation of the proposed changes to assist readers to understand and provide feedback.

The proposed changes affect rates used to fund roading, halls, SIESA and one of our rural water supplies. The changes will affect how the ratepayer share of these costs are divided up with more information on these changes explained on the following pages. In addition, Council is also asking for feedback in the LTP consultation document on using general rates to pay for all or part of the operating costs of the Te Anau airport – Manapouri. More information about this is contained in the consultation document available from our offices or online at www.makeitstick.nz or www.southlanddc.govt.nz

What targeted rate changes are we proposing?

- | | |
|--|---|
| 1. Changes to the allocation of roading rates | 1 |
| 2. Replacing the Stewart Island/Rakiura (SIESA) half charge (\$100) with a full charge (\$200) | 8 |
| 3. Te Anau Rural Water rate – removal of 7.7 unit charge | 9 |
| 4. Expanding existing hall boundaries (Tokanui/Waimahaka and Wrights Bush/Waianiwā) | 7 |

How you can have your say

As part of the LTP consultation process we are seeking feedback on these changes to how we set rates. We want to hear from you and understand whether you support our proposed approach or would like us to make changes. The period for feedback runs from 9am on 22 May 2024 to 5pm on 21 June 2024.

For those wanting to present their views in person to Council, a hearing will be held on 1 to 3 July 2024. You will need to indicate in your feedback that you would like to attend the hearing.

Head to our online consultation page at www.makeitstick.nz or go to www.southlanddc.govt.nz and click on the Long Term Plan Consultation Document 2024-2034 link on the front page of our website. You can complete the online submission form here or write your own feedback which you can also scan and email to submissions@southlanddc.govt.nz or post it to “Long Term Plan 2024-2034 Feedback”, Southland District Council, PO Box 903, Invercargill 9840. You can also bring it into one of our offices.

Feedback on the rating changes and all other LTP issues closes at 5pm Friday 21 June 2024.

Further information about our proposed LTP and other supporting information, including proposed rate increases and rates search can be found on www.makeitstick.nz

What happens next?

Following the consultation period and hearing, all feedback will be considered by the Council at a deliberation meeting in July prior to the Council adopting the LTP and setting rates later in the year.

1. Changes to the allocation of roading rates

The Council provides a network of local roads throughout the district. Most roading costs (e.g. roading renewals, grading) are subsidised by the government through Waka Kotahi (NZ Transport Agency) while some costs aren't (e.g. mowing verges, street trees). Of the costs that are subsidised, Waka Kotahi is expected to pay 55% through money they get from fuel taxes and vehicle registrations, and Council funds the rest through rates (referred to as the local share). Council allocates the local share of the cost out between different land use sectors using a roading rate differential based on land use categories. The differential recognises that some land use sectors associated with freight cartage (dairy, forestry, farming, mining, industrial, commercial) have more of an impact on the roading network and therefore should pay a larger portion of roading costs.

Because the cost of roading is forecast to increase significantly over our previous LTP, Council is proposing some changes to the rating differential to ensure that the heavy vehicle sector contribution does not reduce. The LTP shows that our three year programme of total roading expenditure is forecast to increase 54% (by \$52 million to \$148 million excluding GST) over the previous LTP. This is due to higher road maintenance costs (high inflation and fuel costs) and the need to increase the amount of road and bridge renewals being completed maintain the network. All of these extra costs mean that the roading rate is projected to increase over the next three years, with a \$4.5 million excluding GST (27%) increase in year one (2024/2025).

To help calculate the share of the roading rate that an individual property pays, Council uses a roading rate model to calculate the differential. The model has been used for a number of years as a way of allocating a higher proportion of roading costs to land use categories more likely to use heavy vehicles and cause damage to roads (being farming, forestry, mining, commercial and industrial). The model has three key parts as shown in the table. More information about the roading rate calculation including the tonnage data and methodology has been included in appendix 1 from page .

Roading rate model component	Calculation steps
Part 1: Tonnage allocation for heavy vehicle usage to reflect the damage/demand that land use sectors associated with heavy vehicle use place on roads. This allocation is made to properties with dairy, non-dairy farming, forestry, mining, commercial and industrial land uses and excludes residential, lifestyle and other properties. 24/25 = 31% of total roading rate revenue	<ol style="list-style-type: none"> 1. Average tonnage data for land use sector over the past three years is provided by an independent third party to determine the output tonnage to go into the model 2. The model uses an "other use multiplier" across forestry, dairy, non-dairy farming) sectors¹ to recognise output tonnage and impacts not included. This include tonnage not captured, allowance for concentrated road usage at the outer reaches of the roading network as well as factoring in the impact of equivalent standard axles. 3. Minimum tonnage amounts are set for the industrial and commercial sectors (230,000 tonnes) as well as mining (160,000) to adjust for known gaps in the available tonnage data and where Council is unable to obtain data or the cost of obtaining information would be prohibitive. 4. A fixed \$per tonne is then applied to the associated land use sectors to determine heavy vehicle rate requirement for each sector. The \$ per tonne is proposed to increase from \$1.10 and to \$1.35 in 2024/2025 given the forecast LTP increases in roading costs.
Part 2: Fixed charge reflecting the benefit that everyone receives from being able to access to the roading network. 24/25 = 7% of total roading rate revenue	<ol style="list-style-type: none"> 5. A uniform targeted rate per rating unit is then applied to all rating units to ensure all ratepayers contribute a minimum amount (currently set at \$80 GST exclusive and proposed to increase to \$90).
Part 3: Remaining roading rate charged according to capital value of all sectors. 24/25 = 62% of total roading rate revenue	<ol style="list-style-type: none"> 6. Any remaining roading rates are then allocated to all rating units based on a consistent rate in the dollar of capital value for all sectors (excluding "other" which is set 0.3 given property type in this category include community good activities like churches and schools or utility providers with high capital values).

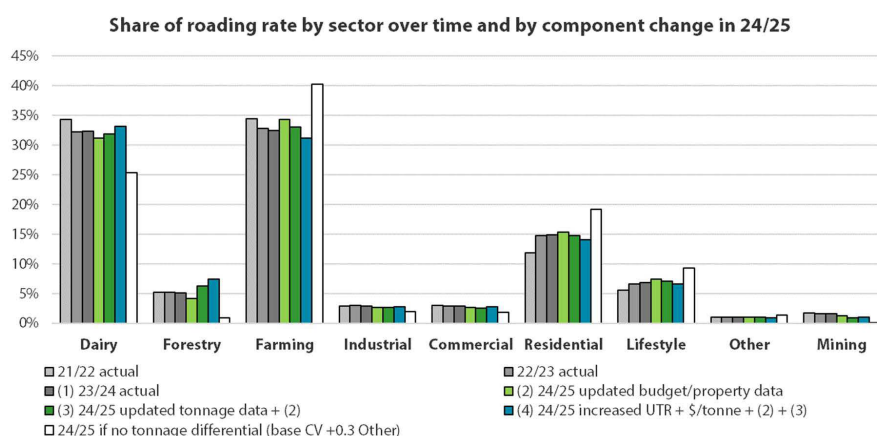
Council is planning to continue using this approach to set roading rates in the LTP with some adjustments after factoring in the higher LTP costs and latest rating information as well as updated tonnage data. The proposed adjustments include increasing the \$ per tonne used in the model to allocate costs to heavy vehicle

¹ Council also applies an 'other use' multiplier within the model to take into account other tonnage shifted on/off properties, concentrated usage on the outer reaches of the network and the relative road wear caused by the trucking/axle configurations being used in that sector. The multipliers were developed with regard to a guideline produced by a Road Controlling Authority working party. The multiplier for the dairy sector is 1.15, the non-dairy sector is 1.15 and the forestry multiplier is 1.2.

sectors by \$0.25 per year for three years (up from \$1.10 to \$1.85 by year three), increasing the uniform targeted roading rate portion by \$10 (excluding GST) per year for three years (up from \$80 to \$110 by year three) and including non-commercial protected and indigenous forestry rating units in the “other” differential category rather than “forestry” category. More information about each of these changes is explained below.

As a result, while all sectors will see an increase in roading rates over the next three years due to the overall cost increase, dairy and forestry will pay a greater share of the total roading rate (0.9% and 2.4% respectively) largely because of the increased tonnages for these sectors, increased capital value of the sectors and the proposed increase in the \$ per tonne allocation for heavy vehicle sectors. The reduction in share paid by mining (-0.5%) is linked to the closure and change in rating landuse for an Ohai coal mine which moved from mining to farming (~ 31% of overall mining sectors rateable capital value). As a result, reduced minimum mining tonnages have been factored into the tonnage data to reflect the change in use and ensure that the remaining mining properties are not allocated a higher share of roading costs previously attributed to the closed mine. The reduction in share from the non-dairy farm sector is largely due to a lower overall capital value as well lower tonnage increases compared to other sectors.

The graph below shows how roading costs are shared out using this approach for prior years (grey columns) compared to the proposed allocation (blue column (4)) and if no tonnage differential was used (white column). The proposed allocation (4) is a combination of the budget/property changes (light green column (2)) and tonnage data changes (dark green column (3)) as well as the proposed increases to the \$ per tonne and uniform targeted roading rate explained below. The difference between the blue and white columns shows how the targeted differential allocates a higher proportion of the costs onto the dairy, forestry, mining, industrial, commercial sectors and reduces the share that would otherwise be allocated to residential, lifestyle, other and farming sectors. The data related to this is in Table 1 later in the document.



After applying the LTP budget/property information (2) and updated tonnage data (3), the three adjustments being proposed by Council in (4) include:

1. Increasing the \$ per tonne used in the model to allocate costs to heavy vehicle sectors by \$0.25 per year for three years

This change is proposed because the cost of maintaining and renewing roads is forecast to increase significantly meaning the heavy vehicle allocation also needs to increase. Council currently charges each heavy vehicle sector \$1.10 per tonne of freight moved.

In setting the \$ per tonne in the past Council has indexed this against the local share of renewal costs in the roading budget for gravel/sealed roads and bridges given that heavy vehicle use is one of the main contributors to the need for renewals. The index for the previous LTP ranged from \$1.10 to \$1.60 with Council holding the rate at \$1.10 over the 2021 LTP period. However the current 2024 LTP budgets and the most recent tonnage

data indicate that this should increase to around \$1.75 in 2024/2025 and reach \$1.85 by year three and \$2.10 in ten years (assuming no change in tonnage).

Rather than applying the full increase in year one, Council is proposing to transition towards the higher allocation by increasing the tonnage charge by \$0.25 per year for three years taking it from the current \$1.10 to \$1.35 in 2024/2025, reaching \$1.85 by 2026/2027. Gradually increasing the \$ per tonne will help to ensure that heavy vehicle sectors continue to pay an appropriate share of the higher roading costs in the medium term and lessen the full impact on these sectors in the short-term. This does mean that other sectors will be funding a higher portion of the increased roading costs in the interim.

2. Increasing the roading uniform targeted rate (UTR) by \$10 (excl GST) per year for three years

This rate is a fixed amount that all properties pay to ensure all ratepayers contribute given everyone benefits from having access to the roading network. Given the increase in roading costs, the proposal also increases the fixed rate by \$10 per year for three years taking it from the current \$80 to \$90 in 2024/2025 to reach \$110 by year three. Increasing the fixed charge increases the share paid by sectors with the most rating units being residential/lifestyle/farming. Fixed charges tend to be a more regressive form of tax compared to capital value because the same amount is charge irrespective of the value of the property.

3. Including non-commercial protected and indigenous forestry rating units in the “other” differential category rather than “forestry” category.

In the differential calculation, the “other” land use category is charged a lower rate in dollar of capital value (0.3 versus 1.0) after the \$ per tonne and uniform targeted rate (UTR) are accounted for. The “other” category is allocated a lower share given that properties in this sector tend to have high capital values but are either used to provide community “good” services (e.g. churches, schools etc) or are utility services (e.g. electricity generators) which have significantly higher capital values than other properties.

The Council is proposing to include non-commercial protected and indigenous forest land in the other differential category which will reduce the roading rate for these properties and increase rates for the remaining exotic and vacant forestry land in the category.

The current forestry differential category includes all land that is used for forestry (refer to the table below). Given that there is allowable native tree logging in the “forestry indigenous” subcategory, it is intended to only move what is considered to be non-commercial native forests in this differential category to “other” – being those which are not logged or intended to be logged.

Forestry land use subcategory ²	Description	Rateable Capital Value	Rating Units
Exotic forests (FE)	Most plantation forestry (douglas fir, pine)	\$200m	152
Vacant (FV)	Land suitable for planting	\$2.5m	1
Protected (FP)	Protected forests including native trees/ bush protected under district plan, Reserves Act/Conservation Land	\$2.8m	2
Indigenous forests (FI)	Natives tree with allowable logging (note the number of these properties that are not logged or intended to be logged is yet to be assessed by staff)	\$11.2m	19

The table below shows the proposed changes to the definition of the roading rate differential land use category to be included in the LTP rates funding impact statement.

Land use differential category	Definition
Forestry	All land that is used for forestry, including land either in production or currently available for planting and protected forest areas. It does not include forest nurseries or non-commercial protected/indigenous native forests.
Other	Uses not covered by any other category, and including utility assets and non-commercial protected/ indigenous native forests (being those not logged or intended to be logged).

Council is proposing this change for several reasons:

² The definition of forestry properties is based on national valuation rules which Council's valuation service provider uses when valuing property.

- to support wider objectives for protection of significant indigenous vegetation and habitats of indigenous fauna. This includes limiting the likelihood of indigenous forest owners being compelled to log native trees in order pay the higher roading rate. In addition, it would reduce the rate burden on protected/non-commercial indigenous native forestry land which could enable additional investment in the restoration or improvement of these areas.
- to address issues of fairness and equity where owners of protected/non-commercial indigenous native forests are unlikely to be logging and using heavy vehicles that damage roads (part of the intent of the rating differential). It will also be more in line with how most reserve land and conservation/protected land (QE11 covenant or Ngā Whenua Rāhui kawenata) is rated, most of which is fully non-rateable.
- to support the principles in the Preamble to Te Ture Whenua Maori Act 1993 to assist Māori to retain and use their land. A number of indigenous forestry properties are owned by Maori and held for conservation/cultural reasons. In most instances the land is not logged or used for commercial gain, meaning the application of the roading rate at the same level as a commercial exotic forest could be seen to work against the principles of the act.

Council also considered the option of introducing a new rate remission for protected/non-commercial native forests instead of changing the differential categories. Using a remission wouldn't necessarily change the result, but rather the way that the rate reduction is processed. While there are advantages and disadvantages of each approach, Council is proposing to change the differential as noted above in order to minimise annual administration time/costs.

How will the changes impact the share of roading rates?

Table 1 below provides a more detailed breakdown of the changes in the share of the roading rate showing how each step impacts the rate allocation.

Column 1 shows the current 23/24 rate allocation of the roading rate by land use sector.

Column 4 shows the proposed allocation amongst the sectors after adjusting for the updated LTP 2024/2025 budget data (column 2), tonnage data (column 3) and adjustments to \$ per tonne and UTR.

Column 5 shows the movement in the overall share of rates between 2023/2024 and 2024/2025 with columns 6, 7 and 8 breaking this down into the respective component parts - budget/property data, updated tonnage data followed by \$ per tonne and UTR adjustments.

Column 9 shows the resulting % rates change from 2023/2024 for each sector.

The table shows that while all sectors (excluding mining) will have an increase in the roading rate, the combined changes will increase the share of roading costs allocated to dairy and forestry and reduce the share for other sectors. The increase for dairy is largely due to the cost increases whereas the increase for forestry is largely due to the tonnage and \$ per tonne changes.

The "rate per \$100k CV" in the table gives an indication of what the roading rate capital value portion would be for every \$100k of capital value (CV). For example, in 2023/2024 a residential property with a capital value of \$400,000 would pay approximately \$192 (4 x \$48: refer column 1) towards the capital value portion of the roading rate plus \$80 for the UTR. Following the changes in 2024/2025, the capital value portion would increase to \$232 (4 x \$58 in column 4), which is an increase of around \$40 (4 x \$10 in column 5) and an increase of \$10 in the UTR to \$90. The table shows that the capital value increase is primarily due to the budget/property changes (\$76 - 4 x \$19 in column 6) offset by reductions due to the tonnage data (column 7) and adjustments to \$ per tonne and UTR (column 8).

Table 3 gives an indication of the changes for different property types and values. You can calculate the impact on your rates by using the \$ per \$100k CV for your property landuse type in column 5 with your property capital value divided by \$100,000 or by looking up our online proposed LTP rates search on www.makeitstick.nz

Table 2 shows the movement in rating and tonnage data used in the model from the prior year.

Table 1: Analysis of the proposed change in the share of the roading rate by sector and data input type

Sector	(1)			(2)			(3)			(4)			(5)			(6)			(7)			(8)			(9)			
	23/24 rate Current rate allocation (excl GST)			24/25 rate allocation raising updated budget/property data (excl GST)			Updated tonnage data (excl GST) + (2)			Proposed model adjustment to increase UTR + \$/tonne (excl GST) + (2) + (3)			Overall change in rate share (4) less (1)			Change due to budget/property data (2) less (1)			Change due to tonne data (3) less (2)			Change due to model adjust (\$ per tonne \$1.35 + UTR \$90) (4) less (3)			Overall % change from 23/24			
	Total rate (\$000)	% share	\$ per \$100k CV	Total rate (\$000)	% share	\$ per \$100k CV	Total rate (\$000)	% share	\$ per \$100k CV	Total rate (\$000)	% share	\$ per \$100k CV	\$ share of total rate (\$000)	% share of rate	\$ per \$100k CV	Total rate (\$000)	% share	\$ per \$100k CV	Total rate (\$000)	% share	\$ per \$100k CV	Total rate (\$000)	% share	\$ per \$100k CV	% change (5) / (1)	Portion of overall % rate change due to budget (6) / (1)	Portion of overall % rate change due to tonnage data (7) / (1)	Portion of overall % rate change due to model adjustment (8) / (1)
Dairy	\$5,416	32.3%	\$88	\$6,619	31.2%	\$6,783	\$7,056	33.2%	\$114	\$1,640	0.9%	\$26	\$1,203	(1.2%)	\$19	\$1,641	0.8%	\$3	\$274	1.3%	\$4	\$303	1.3%	\$5	30.3%	22.2%	3.0%	5.1%
Forestry	\$848	5.1%	\$87	\$880	4.2%	\$1,330	\$1,587	7.5%	\$726	\$739	2.4%	\$339	\$42	(0.9%)	\$17	\$1,846	1.8%	\$19	\$204	1.2%	\$118	\$293	1.2%	\$118	87.2%	5.0%	52.0%	30.3%
Farming (non-dairy)	\$5,448	32.5%	\$54	\$7,295	34.3%	\$7,014	\$6,615	31.1%	\$66	\$1,166	(1.4%)	\$12	\$1,166	(1.4%)	\$12	\$1,166	(1.4%)	\$12	\$1,166	(1.4%)	\$12	\$1,166	(1.4%)	\$12	21.4%	33.9%	(5.1%)	(7.3%)
Industrial	\$489	2.9%	\$107	\$573	2.7%	\$557	\$592	2.8%	\$129	\$103	(0.1%)	\$23	\$84	(0.2%)	\$19	\$116	(0.1%)	\$4	\$35	0.2%	\$7	\$21	0.2%	\$7	21.2%	17.2%	(3.2%)	7.1%
Commercial	\$481	2.9%	\$111	\$519	2.6%	\$444	\$582	2.7%	\$135	\$101	(0.1%)	\$24	\$77	(0.2%)	\$19	\$114	(0.1%)	\$4	\$38	0.2%	\$8	\$21	0.2%	\$8	21.0%	16.1%	(3.0%)	7.9%
Residential	\$2,503	14.9%	\$48	\$3,261	15.3%	\$3,125	\$2,985	14.1%	\$58	\$483	(0.9%)	\$10	\$758	0.4%	\$19	\$1,133	(0.0%)	\$4	\$140	(0.7%)	\$60	\$193	(0.7%)	\$60	19.3%	30.3%	(5.4%)	(5.0%)
Lifestyle	\$1,151	6.9%	\$48	\$1,567	7.4%	\$1,497	\$1,498	6.4%	\$59	\$258	(0.2%)	\$10	\$416	0.5%	\$19	\$571	(0.3%)	\$4	\$88	(0.4%)	\$66	\$224	(0.4%)	\$66	22.4%	36.2%	(6.1%)	(7.7%)
Other	\$156	1.0%	\$14	\$221	1.0%	\$211	\$196	0.9%	\$17	\$30	(0.1%)	\$3	\$55	0.0%	\$6	\$109	(0.0%)	\$1	\$15	(0.1%)	\$2	\$18	(0.1%)	\$2	18.0%	33.0%	(6.3%)	(8.7%)
Mining	\$251	1.6%	\$1,797	\$261	1.2%	\$184	\$223	1.1%	\$2,214	\$381	(0.5%)	\$417	\$4,482	(0.3%)	\$796	\$577	(0.4%)	\$772	\$40	0.2%	\$293	\$14,090	(0.4%)	\$293	(14.0%)	(0.1%)	(29.6%)	15.1%
Total	\$16,763	100%		\$21,245	100%	\$21,245	\$21,245	100%		\$4,482		\$4,482												26.7%				

Please note that the information in this table reflects the required rates and model inputs at the time the draft budgets were prepared (April 2024) and this information will change again when final rates are set.

Table 2: Change to property and tonnage data (as at April 2024)

Landuse Sector	Rating units	24/25 data		Change from 23/24		
		Capital Value (\$M)	Tonnage	Rating units	Capital Value (\$M)	Tonnage
Dairy	848	\$6,143	2,539,591	(2)	\$38	348,855
Forestry	176	\$216	1,071,109	0	\$1	407,568
Farming (non-dairy)	2,947	\$9,598	592,751	37	(\$15)	57,760
Industrial	337	\$434	230,000	(1)	\$1	0
Commercial	451	\$400	230,000	(1)	\$1	0
Residential	8,822	\$3,790	N/A	76	\$45	0
Lifestyle	3,003	\$1,968	N/A	93	\$61	0
Other	304	\$973	N/A	1	(\$11)	0
Mining	17	\$10	160,000	(1)	(\$4)	(70,000)
	16,994	\$23,833	4,823,452	202	\$117	744,192

Table 3: Impact on different property types year 1 (24/25)

Landuse Sector	Capital value (\$M)	23/24 Rate (incl GST)		Change due to 24/25 budget/property data (incl GST)		Change due to updated tonnage (incl GST)		Change due to model adjustment (\$ per tonne + UTR) (incl GST)		Total change (1-6+7+8)		Proposed 24/25 Rate (incl GST)	
		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Dairy	\$2,500,000	\$2,611	\$547	\$77	\$136	\$136	\$136	\$136	\$136	\$760	\$3,370	\$3,370	\$3,370
	\$6,500,000	\$6,641	\$1,423	\$199	\$334	\$334	\$334	\$334	\$334	\$1,956	\$8,597	\$8,597	\$8,597
	\$8,000,000	\$8,152	\$1,751	\$245	\$409	\$409	\$409	\$409	\$409	\$2,405	\$10,558	\$10,558	\$10,558
Forestry	\$250,000	\$1,205	\$50	\$585	\$350	\$350	\$350	\$350	\$350	\$985	\$2,191	\$2,191	\$2,191
	\$700,000	\$3,209	\$140	\$1,639	\$959	\$959	\$959	\$959	\$959	\$2,738	\$5,948	\$5,948	\$5,948
	\$2,000,000	\$8,998	\$401	\$4,682	\$2,719	\$2,719	\$2,719	\$2,719	\$2,719	\$7,802	\$16,801	\$16,801	\$16,801
Farming	\$1,000,000	\$716	\$222	(\$34)	(\$34)	(\$34)	(\$34)	(\$34)	(\$34)	\$148	\$854	\$854	\$854
	\$2,500,000	\$1,652	\$555	(\$84)	(\$117)	(\$117)	(\$117)	(\$117)	(\$117)	\$354	\$2,005	\$2,005	\$2,005
	\$5,000,000	\$3,212	\$1,109	(\$168)	(\$246)	(\$246)	(\$246)	(\$246)	(\$246)	\$696	\$3,907	\$3,907	\$3,907
Industrial	\$250,000	\$398	\$55	(\$10)	\$32	\$32	\$32	\$32	\$32	\$77	\$475	\$475	\$475
	\$450,000	\$643	\$99	(\$19)	\$49	\$49	\$49	\$49	\$49	\$129	\$773	\$773	\$773
	\$800,000	\$1,072	\$176	(\$33)	\$78	\$78	\$78	\$78	\$78	\$221	\$1,293	\$1,293	\$1,293
Commercial	\$250,000	\$412	\$55	(\$10)	\$36	\$36	\$36	\$36	\$36	\$80	\$493	\$493	\$493
	\$450,000	\$669	\$99	(\$10)	\$55	\$55	\$55	\$55	\$55	\$136	\$804	\$804	\$804
	\$800,000	\$1,118	\$177	(\$33)	\$88	\$88	\$88	\$88	\$88	\$232	\$1,350	\$1,350	\$1,350
Mining	\$300,000	\$4,235	\$1,881	(\$1,776)	\$916	\$916	\$916	\$916	\$916	\$971	\$5,196	\$5,196	\$5,196
	\$1,000,000	\$20,758	\$9,155	(\$8,881)	\$4,534	\$4,534	\$4,534	\$4,534	\$4,534	\$4,809	\$25,568	\$25,568	\$25,568
Residential	\$250,000	\$230	\$55	(\$10)	\$30	\$30	\$30	\$30	\$30	\$70	\$300	\$300	\$300
	\$400,000	\$313	\$89	(\$16)	(\$16)	(\$16)	(\$16)	(\$16)	(\$16)	\$56	\$369	\$369	\$369
	\$550,000	\$396	\$122	(\$23)	(\$27)	(\$27)	(\$27)	(\$27)	(\$27)	\$73	\$469	\$469	\$469
Lifestyle	\$300,000	\$258	\$67	(\$12)	(\$9)	(\$9)	(\$9)	(\$9)	(\$9)	\$45	\$303	\$303	\$303
	\$600,000	\$424	\$133	(\$25)	(\$30)	(\$30)	(\$30)	(\$30)	(\$30)	\$78	\$502	\$502	\$502
	\$800,000	\$535	\$177	(\$33)	(\$44)	(\$44)	(\$44)	(\$44)	(\$44)	\$101	\$635	\$635	\$635
Other	\$200,000	\$125	\$13	(\$2)	\$7	\$7	\$7	\$7	\$7	\$18	\$143	\$143	\$143
	\$400,000	\$158	\$27	(\$5)	\$5	\$5	\$5	\$5	\$5	\$25	\$183	\$183	\$183

2. Replacing the Stewart Island/Rakiura (SIESA) half charge (\$100) with a full charge (\$200) rate

All properties on Stewart Island/Rakiura that are within the Stewart Island/ Rakiura Electricity Supply Authority (SIESA) network area currently pay a targeted SIESA rate which funds a small portion of the costs to manage and operate the electricity supply network on the island. The remaining funding comes from electricity charges.

The SIESA rate is currently set on a differential basis. All rating units within the network area that are not vacant pay a full charge (\$200) and vacant rating units pay a half charge (\$100).

The Stewart Island/Rakiura Community Board has recommended that Council remove the half charge differential entirely so that all rating units within the network area pay the \$200 full charge (including vacant rating units). The board is suggesting this because electricity infrastructure (lines and generation capacity) is accessible to all properties in the defined network area, and they believe it is appropriate that properties in this area contribute equally regardless of whether a section has been built on or not.

There are 108 vacant rating units on the island that currently pay the \$100 half charge that will increase to \$200 as a result of the proposal.

Council and the Stewart Island/Rakiura Community Board are seeking feedback from the community about the proposed changes.

3. Te Anau Rural Water rate – removal of 7.7 unit charge

This proposal affects a small number of ratepayers within the Te Anau rural water rating area. The change involves removing the Te Anau rural water 7.7 charge and reallocating these units to the Te Anau rural water annual, full and half charge rates. This will see each user of the Te Anau Basin water supply scheme allocated with updated units that will be used to calculate their rate. The updated units will be prorated so that they are close to what each user is currently being charged through the combination of annual, full, half and 7.7 charge. This change is expected to have a minimal impact on each consumer's total share of the overall costs as shown in column C. The change has been proposed to simplify the system to help ensure users are being charged correctly by making it easier to match the rating data against the units in the asset management system (which is used to manage the supply).

The Te Anau Basin Water Supply Subcommittee (who represent users of the scheme) have indicated support for the proposed change and Council is seeking feedback from any users or other interested members of the community.

Table 3: Change to Te Anau rural water rate

	A	B	C	D	E
Te Anau Rural Water Rate	23/24 Rate per unit (excl GST)	Annual change due to budget change (excl GST)	Annual change due removal of 7.7 unit (excl GST)	Total annual change (B + C) (excl GST)	Proposed 24/25 Rate per unit (A + D) (excl GST)
Full charge	\$501	\$149	\$7	\$156	\$657
Half charge	\$250	\$74	\$3	\$77	\$328
Annual charge	\$750	\$223	\$10	\$233	\$983
7.7 charge	\$3,854	\$1,144	(\$4,998)	(\$3,8)	\$0

Please note that proposed total rate revenue rate for the water supply in 2024/2025 is projected to increase by around 30% as a result of higher budgeted operating costs (\$170,000) caused by a significant increase in the amount of depreciation to be funded following a recent jump in the value of water assets.

4. Expanding existing hall boundaries (Tokanui/Waimahaka and Wrights Bush/Waianiwa)

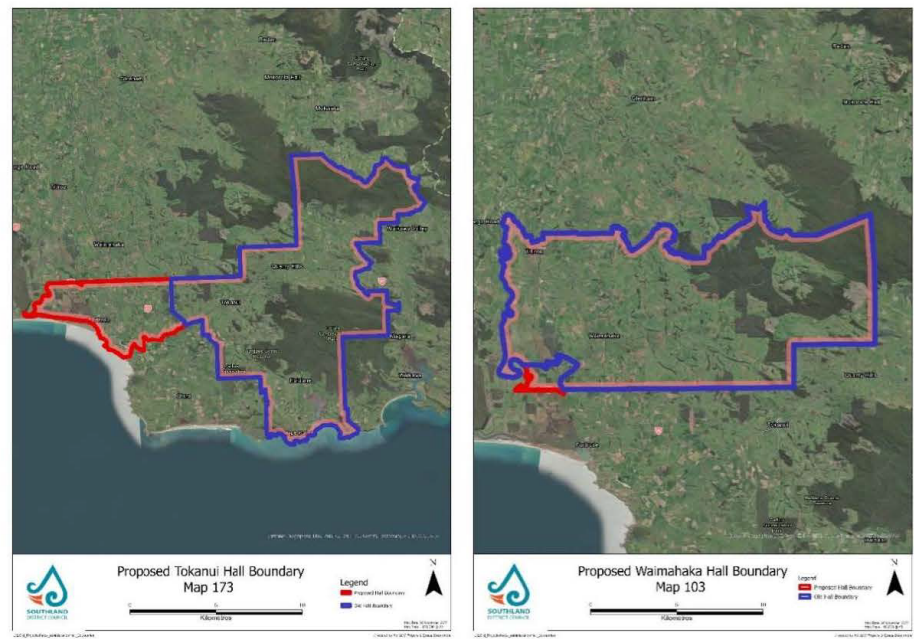
Hall rating boundaries are used by Council to define the properties paying rates to fund the operation of local halls in the district. They have been in place for many years and are a way of ensuring that the properties in an area that has community hall available contribute toward the cost. Usually only a portion of the hall costs come from rates with the rest funded by hire fees and local committee fundraising.

With the closure of two halls in the district (Fortrose and Otahuti) the proposal is to include properties in the old rating boundaries for these halls into neighbouring hall rating areas. The proposed boundary changes are shown on the maps below. The blue lines on the maps show the old hall rating boundaries. The red lines with the thick red border overlay the new rating boundary.

Expansion of Tokanui and Waimahaka hall rating boundaries (Fortrose hall closure)

This involves expanding the Tokanui hall and Waimahaka hall boundaries to add in parts of the old Fortrose Domain hall rating area following the closure of the hall. The proposed changes will add 65 units into the Tokanui hall area (as shown in map 173) and 2 units into the Waimahaka hall area (shown in map 103). The table below shows the rate impact with a lower hall rate for properties in the existing hall areas (blue boundary) and a higher hall rate for properties in the old Fortrose hall area (noting that the Fortrose hall rate has been set low at \$11.50 for the past two years given the hall closure). The proposed boundary changes have been discussed with the Waihopai Toetoe Community Board chair on behalf of the board for consultation as part of the LTP.

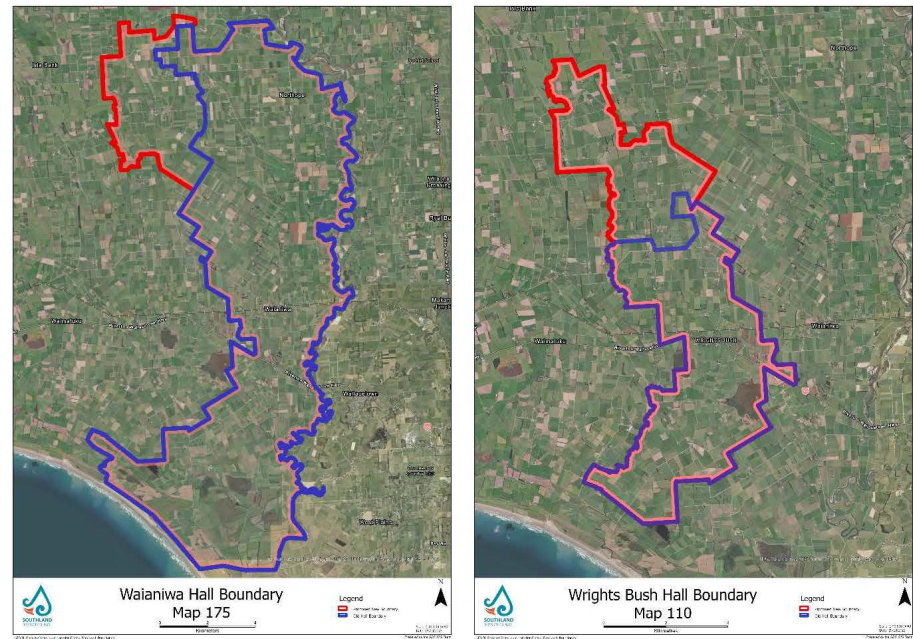
Hal boundary	Proposed 24/25 rate per unit (incl GST)		Impact of the boundary adjustment per unit (incl GST)	
	Existing boundary (blue)	Extend boundary (red)	Change for properties in existing blue boundary	Change for properties in red boundary extension (ex fortrose)
Tokanui hall 23/24 rate: \$124	\$160 136 units	\$108 201 units	(\$52)	\$97
Waimahaka hall 23/24 rate: \$68	\$68 102 units	\$67 104 units	(\$1)	\$55



Expansion of Waianiwa and Wrights Bush hall rating boundaries (Otahuti hall sale)

This involves expanding the Waianiwa hall and Wrights Bush hall boundaries to add in parts of the old Otahuti hall rating area following the sale of the hall. The proposed changes will add 31 units into the Waianiwa hall area (as shown in map 175) and 21 units into the Wrights Bush hall area (shown in map 110). The table below shows the rate impact with a lower hall rate for properties in the existing hall areas (blue boundary) and a higher hall rate for properties in the old Otahuti hall area (noting that the Otahuti hall rate was not charged in 2023/2024 given the hall sale). The proposed changes have been developed by staff and reviewed by the Wallace Takitimu Community Board for consultation as part of the LTP.

Hall boundary	Proposed 24/25 rate per unit (incl GST)		Impact of the boundary adjustment per unit (incl GST)	
	Existing boundary (blue)	Extend boundary (red)	Change for properties in existing blue boundary	Change for properties in red boundary extension (ex otahuti)
Waianiwa hall 23/24 rate: \$102	\$102 152 units	\$85 183 units	(\$17)	\$85
Wright's Bush hall 23/24 rate: \$31	\$31 59 units	\$23 80 units	(\$8)	\$23



Appendix 1 – Roothing rate model workings and tonnage data

The following information provides further information on the approach to calculating the roading rate differential and the resulting proposed roading rate allocation between sectors for 2024/2025.

The information has three parts:

- A) Roothing rate calculation workings for 2024/2025 (using rating data as at 16 April 2024)
- B) Primary tonnage output by sector 2020-2022 (Infometrics Ltd as at May 2023)
- C) Tonnage data notes – sources and methodology (Infometrics Ltd as at May 2023)

A) Roothing rate calculation workings for proposed 2024/25 rate

IMPLEMENTARY NOTES		Number of rating units and CV from Council's rating information database as reported in the (last) rate – use rates predicted less relates or UTR and if assessments sheet to obtain	3 year average tonnage data from Infometrics	Input factors as required to adjust for tonnage not and minimum tonnage	Calculates adjusted tonnage to apply (applies input factor and minimum tonnage)	Calculates the heavy allocation (tonnage rate tonnage by \$ per tonne)	Calculates UTR allocation (3 properties multiplied by \$ per unit) – set either at a \$ amount or as 10% of heavy tonnage requirement	Input factors as required	Calculates residual general CV allocation (after heavy and UTR) and also as a constant rate on CV for each sector (rate other's reduced to 0.3 through sector)	Total to be paid by each sector (heavy + UTR + a location + UTR + a location + General CV + a location)	Sector % share of total rate	Calculates roading rate requirement, less UTR component (heavy allocation requirement + General CV + a location)	Tonnage input factors:
Indicates data source and rates calculation		Year: 2024/25	Total CV: 23,532,784,426			\$ per tonne: \$1.35	\$ per UTR: \$90.00		RID capital value: \$0.00				160,000 – Minimum tonnage: mining (adjusted down from 180,000 following)
													230,000 – Minimum tonnage: non-sector (past Green, Residential, Utility, Mining)
													1.00 – For forestry sector, see factor
													1.85 – Dairy – farming other use factor
Calculating proposed current year components of targeted roading rate (HEAVY + UTR + GENERAL)													
Data inputs 2024/25		No of rateable properties (rating units) as at 16.04.24	Capital value (\$m) of rateable properties as at 16.04.24	Primary Output Tonnage (T) average of infometrics data 2020-2022	Other use factor	Total tonnage estimate (subject to min.)	HEAVY allocation (set at \$50) excl GST (\$000)	UTR allocation (set at \$90) excl GST (\$000)	General roading rate scalar per sector	GENERAL CV allocation at \$0.518 per \$1000 capital value excl GST (\$000)	TOTAL targeted rate excl GST (\$000)	% of total	TOTAL collected via RID
Sector													
Dairy	848	6,143	2,208,340	1.85	2,539,581	\$3,428	\$76	1.00	\$3,502	\$7,056	32.2%	\$6,980	CV rate
Forestry	176	216	892,591	1.20	1,071,109	\$1,446	\$16	1.00	\$125	\$1,567	7.5%	\$1,571	Dairy
Farming (non-rural)	2,947	9,598	515,436	1.15	592,751	\$800	\$205	1.00	\$5,549	\$6,615	31.1%	\$6,349	Forestry
Industrial	337	434	65,903	1	230,000	\$311	\$30	1.00	\$231	\$592	2.8%	\$562	Farming (non-rural)
Commercial	451	400	0	1	230,000	\$311	\$41	1.00	\$231	\$582	2.7%	\$542	Industrial
Residential	8,822	3,790	0	1	0	\$0	\$94	1.00	\$2,192	\$2,985	14.1%	\$2,192	Commercial
Lifestyle	3,003	1,968	0	1	0	\$0	\$270	1.00	\$5,138	\$1,408	6.6%	\$1,138	Residential
Other	304	973	0	1	0	\$0	\$27	0.35	\$109	\$196	0.9%	\$169	Lifestyle
Mining	17	10	131,839	1	130,000	\$216	\$27	1.00	\$6	\$223	1.1%	\$222	Other
TOTAL	16,904	23,533	3,814,709		4,823,452	\$6,512	\$1,521		\$13,212	\$21,245	100.0%	\$19,724	Mining
Total roading rate revenue required (2024/25):						\$21,245	GST exclusive (\$000)						
Remainder to be funded from general roading rate and UTR:						\$14,734	GST exclusive (\$000)						
Residual general roading rate requirement:						\$13,212	GST exclusive (\$000)						
Total roading rate revenue required (2024/25):						\$21,245,283	% from each:						
Heavy vehicle allocation (collected by RID on CV):						\$6,511,660	31%						
UTR allocation (collected by fixed rate per rating unit):						\$1,521,349	7%						
Residual general road rate allocation (collected by RID on CV):						\$13,212,275	62%						
Amount collected by RID on CV:						\$19,723,934	93%						
Amount collected by UTR:						\$1,521,349	7%						
Total roading rate revenue required (2024/25):						\$21,245,283							
Total roading rate revenue:						\$21,245,283	GST exclusive						
						\$24,432,075	GST Inclusive						

B) Primary output tonnage as at May 2023 (source Infometrics Ltd)

10. Total Rural Tonnage	2020	2021	2022	3 year average
Highlighted cells are used in the model				
Note - data is 1-2 years behind due to timing differences between when data is available and when budget information is needed for Council				
Total mining	138,287	124,462	133,068	131,939
Total aggregates	530,482	415,386	475,336	
Total pastoral/non-dairy	465,924	556,008	524,374	515,436
Total dairy	2,193,794	2,235,117	2,196,108	2,208,340
Total forestry	694,431	999,475	983,867	892,591
Total industrial rural tonnage	107,692	65,903	24,113	65,903
Total commercial tonnage	509,466	380,440	330,387	
Total rural tonnage	4,640,078	4,776,791	4,667,253	
Total for sectors used in model	3,600,129	3,980,966	3,861,531	3,814,209

Technical notes describing the sources and calculation methodologies behind each variable are given in the accompanying data notes document.

3. Mining Statistics	2020	2021	2022	3 year average
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3.1 Mining Statistics				
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3.1.1	Limestone tonnage	138,287	124,462	133,068	
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	Total	138,287	124,462	133,068	131,939
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Technical notes describing the sources and calculation methodologies behind each variable are given in the accompanying data notes document.

13

4. Aggregates Statistics	2020	2021	2022	3 year average
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4.1 Aggregates Statistics				
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4.1.1	Total mineral production (less lime & dolomite)	269,219	238,746	250,037	
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4.1.2	Gravel extraction consents	261,263	176,640	225,298	
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	Total	530,482	415,386	475,336	473,735
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4.1.3	Alternative total estimate using AQA per capita consumption	355,340	355,340	355,340	
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Technical notes describing the sources and calculation methodologies behind each variable are given in the accompanying data notes document.

14

5. Pastoral/Non-dairy Statistics		2020	2021	2022	3 year average
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5.1 Animal Slaughter					
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5.1.1	Lamb slaughter	117,855	115,554	106,401	
5.1.2	Adult sheep slaughter	25,431	28,773	23,934	
5.1.3	Calves slaughter	4,071	3,864	3,828	
5.1.4	Cattle slaughter	77,427	77,600	43,496	
5.1.5	Deer slaughter	4,584	5,048	5,993	
5.1.6	Pigs slaughter	169	146	65	

Total slaughter weight		229,537	230,985	183,716	
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5.2 Non-Corporate Forestry					
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5.2.1	Forestry harvest from small plantations (tonnes)	174,050	266,758	262,480	
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5.3 Other farming					
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5.3.1	Feed and grain freight tonnes	52,680	45,768	68,018	
5.3.2	Tonnes of wool	9,657	12,497	10,161	

Total		465,924	556,008	524,374	515,436
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Technical notes describing the sources and calculation methodologies behind each variable are given in the accompanying data notes document.

15

6. Dairy Statistics		2020	2021	2022	3 year average
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6.1 Dairy Statistics					
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6.1.1	Weight stock moved - Gypsy day	30,110	30,009	32,056	
6.1.2	Weight stock moved - winter feeding	39,492	40,345	41,413	
6.1.3	Milk tonnes	2,113,292	2,155,088	2,107,406	
6.1.4	Feed and grain for dairy tonnes	10,900	9,676	15,233	

Total		2,193,794	2,235,117	2,196,108	2,208,340
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Technical notes describing the sources and calculation methodologies behind each variable are given in the accompanying data notes document.

16

7. Forestry Statistics		2020	2021	2022	3 year average
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7.1 Forestry Statistics					
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7.1.1	Forestry harvest from large plantations (tonnes)	694,431	999,475	983,867		
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Total		694,431	999,475	983,867	892,591	
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Technical notes describing the sources and calculation methodologies behind each variable are given in the accompanying data notes document.

17

8. Industrial Rural Statistics		2020	2021	2022	3 year average
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8.1 Industrial Rural Statistics					
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8.1.1	Fertiliser used (excluding lime/	107,692	65,903	24,113		
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Total		107,692	65,903	24,113	65,903	
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Technical notes describing the sources and calculation methodologies behind each variable are given in the accompanying data notes document.

18

9. Commercial Statistics		2020	2021	2022	3 year average
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9.1 Commercial Statistics

9.1.1	Tonnes from supermarket, other food, and retail	195,170	204,752	192,762	
9.1.2	Tonnes from visitors (includes vehicle)	314,296	175,688	137,625	
Total		509,466	380,440	330,387	406,764

Technical notes describing the sources and calculation methodologies behind each variable are given in the accompanying data notes document.

19

2. General Statistics		2020	2021	2022
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2.1 Population

2.1.1	Southland	102,800	102,500	102,400
2.1.2	Southland District	32,600	32,600	32,600
2.1.3	Gore	13,000	12,950	13,000
2.1.4	Invercargill	57,200	57,000	56,800

2.2 Farming Land

2.2.1	Southland agriculture land (hectares)	1,093,394	1,056,420	1,052,388
2.2.2	SDC agriculture land (hectares)	936,897	911,474	886,051
	GDC agricultural land (hectares)	126,507	122,567	118,627
	ICC agricultural land (hectares)	39,675	43,693	47,710
2.2.3	GDC non-dairy farmland (hectares)	89,597	85,607	81,672
2.2.4	ICC non-dairy farmland (hectares)	19,089	22,830	26,218
2.2.5	SDC non-dairy farmland (hectares)	776,276	752,408	723,925
2.2.6	SDC dairy (hectares)	160,621	159,066	162,126
	GDC dairy (hectares)	36,910	36,960	36,955
	ICC dairy (hectares)	20,586	20,863	21,492
2.2.7	Percentage of Southland region agricultural land that is in SDC	85.7%	86.3%	84.2%
2.2.8	Percentage of Southland region non-dairy land that is in SDC	88.7%	89.6%	87.0%
2.2.9	Percentage of SDC agricultural land that is dairy	17.1%	17.5%	18.3%
2.2.10	Percentage of SDC agricultural land that is non-dairy	82.9%	82.5%	81.7%
2.2.11	SDC forestry hectares	77,604	80,438	81,423
2.2.12	Southland forestry hectares	82,416	85,577	86,945

2.3 Wood weights

2.3.1	Radiata pine (multiplier per cubic metre)	1.041	1.041	1.041
2.3.2	Douglas fir (multiplier per cubic metre)	0.870	0.870	0.870
2.3.3	Other (multiplier per cubic metre)	1.000	1.000	1.000

Technical notes describing the sources and calculation methodologies behind each variable are given in the accompanying data notes document.

20

C) Tonnage data notes - methodology/sources

Roading rate model – data sources and methodology for Southland District Council

May 2023



Authorship

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Table of contents

Introduction	4
General statistics	4
Population	4
Farming land.....	4
Wood weights	5
Mining.....	5
Limestone tonnage	5
Aggregates	5
Total mineral production (less lime & dolomite)	5
Gravel extraction consents.....	5
Alternative estimate (AQA per capita consumption).....	6
Pastoral (non-dairy)	6
Livestock slaughtering	6
Non-corporate forestry	6
Other farming.....	7
Feed and grain.....	7
Wool.....	7
Dairy	7
Stock movements	7
Gypsy Day.....	7
Winter feeding	7
Milk movements.....	7
Feed and grain.....	8
Forestry.....	8
Corporate forestry.....	8
Industrial rural	8
Fertiliser applied.....	8
Commercial	8
Retail movements.....	8
Visitor movements	8

Introduction

This report describes the data spreadsheet provided to Southland District Council for use in updating its roading rates model with 2020 to 2022 data. The data provided is based on original specifications from Southland District Council.

The data was sourced from a variety of official public sources, as well as industry groups. Where disaggregated data has not been found, calculations have been made using a range of partial indicators, including estimates of regional economic activity taken from Infometrics' regional database.

Please note that updates to the underlying data sources and the release of data with long lags mean that some of the estimated historical data series contain revisions compared with previous data updates.

The remainder of this document describes data sources and assumptions, as well as underlying estimation methodology for each variable.

The key changes to the data sources and methodology from the previous update are as follows:

- Activity due to guest or visitor arrivals was previously calculated using Statistics New Zealand's Accommodation Survey, a survey which was discontinued in September 2019. The arrivals data from June 2020 onwards is from the Ministry of Business, Innovation and Employment's Accommodation Data Programme.
- Retail and supermarket activity was previously estimated using 2012 data from the National Freight Demand Study (2014), published by the Ministry of Transport, and assumptions were made about the consistency of activity before and after this year based on the relationship with Southland's GDP. However, we now estimate retail and supermarket tonnage using Southland Region's retail sales volumes from Statistics New Zealand's Retail Trade Survey, which will more fully encompass retail tonnage in Southland District.

General statistics

Population

Population count statistics have been taken from Statistics New Zealand's subnational population estimates and are in June years. These time series are often revised and so may have changed from previous update to the road funding model.

Farming land

The area of farming land in Southland District, Gore District, and Invercargill City are sourced from Statistics New Zealand's Agricultural Census, which was completed in 2007, 2012, 2017, and 2022. Data is interpolated between these years. The area of farming land in Southland Region is published annually in Statistics New Zealand's Agricultural Production Survey.

5 Rooding rate model – May 2023

The area of dairy farmland in Southland District, Gore District, Invercargill City, and Southland Region are from the New Zealand Dairy Statistics report, which is published annually by DairyNZ and Livestock Improvement Corporation.

The total farmland and dairy farmland is then used to make estimates of the non-dairy farmland in each area, and to calculate any relative proportions between Southland District and Southland Region, along with the proportion of dairy or non-dairy farmland in Southland District.

Wood weights

The wood weight multipliers are used to convert the volume of forestry removals into tonnage. The multipliers for radiata pine, Douglas fir, and other removals are the existing multipliers used by the Southland District Council Forestry Department (see Roger Washbourne, RW/08/6/7375). We assume these do not change over time.

Mining

Limestone tonnage

The tonnage of limestone mined in Southland Region for agricultural purposes is sourced from annual mineral production statistics published by New Zealand Petroleum and Minerals (NZPAM). Limestone tonnage was apportioned to Southland District by the proportion of Southland Region's farmland which is located in the Southland District.

From 2017, Southland Region limestone tonnage has been confidentialised by NZPAM, so we have made estimates based on the historical relationship between limestone mined for agricultural production and total mineral production in Southland Region.

Aggregates

Total mineral production (less lime & dolomite)

The tonnage of mineral production in Southland Region is also sourced from NZPAM's annual mineral production statistics. Limestone mined for agricultural purposes is then subtracted from this total (to avoid double-counting) and mineral production tonnage is apportioned to Southland District on the basis of Southland District's share of Southland Region's GDP.

Gravel extraction consents

Gravel extraction consents data for the Southland Region can be found in annual compliance monitoring reports published by Environment Southland. The actual volume of gravel extracted in Southland Region can be found from 2012-2020 using these reports, and then estimates from 2009-2011 are made based on historical data provided by Environment Southland, and estimates from 2021-2022 are made based on the average volume of historical consents.

The volume of gravel extracted is converted to tonnes using a 1.5x multiplier. Gravel tonnage is then apportioned to Southland District on the basis of Southland District's share of Southland Region's GDP.

Alternative estimate (AQA per capita consumption)

An alternative estimate of aggregates consumed in Southland District is calculated on the basis that the average consumption of aggregates per person in New Zealand is 10.9 tonnes per year. This estimate was produced by the Aggregate and Quarry Association of New Zealand in 2007. Using Southland District's population figures outlined under "General statistics", we can provide an alternative estimate of total aggregate consumption in Southland District.

Pastoral (non-dairy)

Livestock slaughtering

The weight of livestock slaughtered (by type of animal) for New Zealand was sourced from Statistics New Zealand's Livestock Slaughtering Survey (with the exception of deer, as national deer slaughters was sourced from Deer NZ venison production statistics).

Total slaughter weights for lambs, sheep, calves (of beef cattle), beef cattle, pigs and deer were estimated using Southland Region's share of the national stock of each of these animals. This animal stock data was sourced from Statistics New Zealand Agriculture Production Survey.

The total weight of slaughtered animals in Southland Region was apportioned to Southland District on the basis of Southland District's share of Southland Region's non-dairy farmland. A multiplier of 0.416 was applied to convert the total live weight to the carcass weight for each type of animal.

Non-corporate forestry

Annual wood processing data for the combined Southland and Otago region is published by the Ministry for Primary Industries (MPI) on an annual basis up to the year ended March 2018.

MPI's wood processing data on a national level can fill in the gaps from 2019-2022, by multiplying national roundwood removals by the Southland and Otago region's average share of national roundwood removals over the last five years.

Southland District's share of removals in the Southland and Otago wood supply region can be calculated from MPI's National Exotic Forest Description, which is an annual report released which details the standing volume of forests by territorial authority.

This estimate for Southland District's roundwood removals volume is converted to tonnage using a weighted average of the multipliers detailed above under "Wood weights", with the average being weighted by each wood type's share in the Southland District – which is also sourced from the National Exotic Forest Description.

MPI's National Exotic Forest Description also provides statistics used to calculate the share of the Southland and Otago forestry area which is comprised of plantations smaller than 40ha. The estimate of Southland District's total roundwood removals in tonnes is multiplied by the proportion of plantations in the Southland and Otago region smaller than 40ha to provide the estimate of non-corporate forestry tonnage in Southland District.

7 Rooding rate model – May 2023

Other farming

Feed and grain

The weight of harvested barley and wheat for Southland Region is sourced from Statistics New Zealand's Agricultural Production Survey. This figure is multiplied by Southland District's share of Southland Region's agriculture land and then multiplied by the non-dairy share of Southland District's agriculture land to provide an estimate of non-dairy feed and grain tonnage in Southland District.

Wool

National wool exports are sourced from Statistics New Zealand's exports summary data. This figure is multiplied by Southland Region's share of the stock of New Zealand's sheep (sourced from Statistics New Zealand's Agricultural Production Survey), which provides an estimate of Southland Region's wool exports. We then estimate Southland District's wool exports by multiplying the Southland Region exports figure by Southland District's share of Southland Region's non-dairy farmland.

Dairy

Stock movements

Gypsy Day

This data was sourced from the New Zealand Dairy Statistics report, which is published annually by DairyNZ and Livestock Improvement Corporation. The data is in June years. The following methodology assumes all sharemilker herds are moved on Gypsy Day.

The number of cows in Southland District is multiplied by the average weight of dairy cows in New Zealand for that year. This estimate of total cow weight is multiplied by the proportion of herds in Southland Region that are part of a 50/50 sharemilker arrangement. This provides an estimate of the total weight of cows moved in Southland District on Gypsy Day. Only 50/50 sharemilkers were selected because typically they own the herd, whereas under a variable order sharemilking agreement, the farm retains herd ownership.

Winter feeding

This data was sourced from the New Zealand Dairy Statistics report, which is published annually by DairyNZ and Livestock Improvement Corporation. The data is in June years. The same methodology is used as under "Gypsy Day" above to calculate the total weight of dairy cows in Southland District.

We then assumed 10% of Southland District's dairy stock was moved for winter feeding, with each trip entailing two journeys. This provides an estimate of the total weight of cows moved in Southland District for winter feeding.

Milk movements

This data was sourced from the New Zealand Dairy Statistics report, which is published annually by DairyNZ and Livestock Improvement Corporation. The data is in June years.

8 Roading rate model – May 2023

Annual milk tonnes produced in Southland District were estimated by using a conversion factor of 1.03 kilograms for every litre of milk produced.

Feed and grain

The tonnage of dairy-related feed and grain in Southland District is calculated using the same method as feed and grain under “**Other farming**” above, but instead of being multiplied by the non-dairy share of Southland District's agriculture land, the weight of harvested barley and wheat is multiplied by the dairy share of Southland District agriculture land.

Forestry

Corporate forestry

We followed the same process as under “**Non-corporate forestry**” above, but multiplied the estimate for Southland District's total roundwood removals in tonnes by the proportion of plantations in the Southland and Otago region larger than 40ha. As with non-corporate forestry, forestry data is in March years.

Industrial rural

Fertiliser applied

The tonnage of Southland District's total fertiliser applied (and lime and dolomite applied) is sourced from Statistics New Zealand's Agricultural Production Survey. Since limestone tonnage is calculated under the Mining section, the tonnage of lime and dolomite applied is subtracted from total fertiliser applied to provide an estimate of fertiliser tonnage for Southland District.

Commercial

Retail movements

Southland Region's retail sales volumes (adjusted for inflation) are sourced from Statistics New Zealand's Retail Trade Survey. Retail sales volumes are then multiplied by a retail freight multiplier (a component from Infometrics Leading Freight Volumes Index), which estimates 0.4 tonnes for retail freight per dollar spent, which provides an estimate of retail tonnes for Southland Region. This activity is apportioned to Southland District based on the district's share of Southland Region's GDP.

Visitor movements

Southland District's guest arrivals from 2001 to 2019 are sourced from Statistics New Zealand's Accommodation Survey, which was discontinued in September 2019. From June 2020 onwards, we use the Ministry of Business, Innovation and Employment's Accommodation Data Programme to source guest arrivals for Southland District.

9 Roading rate model – May 2023

To fill the gap from September 2019 to June 2020, we use data from October to February 2018 in their respective 2019 months and assume zero guest arrivals from March 2020 to May 2020. We then calculate the annual total guest arrivals in June years.

Southland District's annual guest arrivals are divided by 1.6, representing the average number of visitors per group or party, which provides an estimate of the number of visitor groups in the district. This figure is multiplied by 1.5 to provide an estimate of the weight in tonnes of guest arrivals (including their vehicle). This assumption implies that each visiting group travels in a private motor car. This method excludes day trippers, and guest arrivals who stay in private accommodation, and so provides a conservative estimate.