NAPIER
CITY COUNCIL
Te Kaunihera o Ahuriri

Napier Civic Building
231 Hastings Street
t +64 **6 835 7579**
e info@napier.govt.nz
www.napier.govt.nz

ORDINARY MEETING OF COUNCIL

Open Attachments – Vol 2 of 2
All Submissions – 1-328

Meeting Date:	Wednesday 27 May 2026
Time:	9.30am (Hearing of Annual Plan Submissions)
Venue:	The Ocean Suite East Pier Hotel 50 Nelson Quay Ahuriri

TABLE OF CONTENTS

Item 1 **Submissions on the Annual Plan 2026/27**

Attachment 3 Annual Plan 2026/27 - All Submissions 2

Annual Plan 2026/27 – All Submissions

Submission #1 – Joshua Palmer 11
Submission #2 – Nicki Lampon 12
Submission #3 - Marie Scott 13
Submission #4 - Andrew Wallace 14
Submission #5 - Brendan Nikolaison 15
Submission #6 - Vanessa Shipp 16
Submission #7 – Mark Parrant 17
Submission #8 – David Jarvis 18
Submission #9 – Ellen Brighouse 19
Submission #10 – Rosie Kirby 20
Submission #11 – Kim Santer 21
Submission #12 – Ms Carter 22
Submission #13 – José Beyá 24
Submission #14 – Karmen Jones 25
Submission #15 – Stratton Howard 26
Submission #16 – Ross McMillan 27
Submission #17 – Debra Chalmers 28
Submission #18 – George Roberts 29
Submission #19 – Craig Moore 30
Submission #20 – Stephen Leadley 31
Submission #21 – Kathryn Brenstrum 32
Submission #22 – Peter Crawshaw 33
Submission #23 – Robyn Owen 34
Submission #24 – Tynneale Rimmer 35
Submission #25 – Kaye Newland 37
Submission #26 – Mark Smith 38
Submission #27- Stephanie Eagle 39
Submission #28 – Kelly Jones 40
Submission #29 -Michelle Matthews 41
Submission #30 – Doug Hamlin 42

Submission #31 – Mark Williamson 42
Submission #32 – Gini Lawson 44
Submission #33 – Melody Harrington 45
Submission #34 – Chris Peychers 46
Submission #35 – Scarlett Roberts 47
Submission #36 – Ingrid Savill 48
Submission #37 – Dean Lister 49
Submission #38 – Chris McKenna 50
Submission #39 – Andy Smith 51
Submission #40 – Lorraine Tomlinson 53
Submission #41 - Steven Wallace 54
Submission #42 – Claire Procter 55
Submission #43 – Mark Howson 56
Submission #44 – Karl Carew 57
Submission #45 – Emma Sey 58
Submission #46 – Anthony Mason 59
Submission #47 – Angie Denby 60
Submission #48 – Trevor O'Malley 62
Submission #49 – Morgan Jeffares 63
Submission #50 – Juane Meyer 65
Submission #51 – James Park 66
Submission #52 – Craig Thomas 67
Submission #53 – Nick Smith 68
Submission #54 – Alexanderina Maxwell 69
Submission #55 – Cain Smale 71
Submission #56 – Karen Taotahi 72
Submission #57 – Kerry Ansell 73
Submission #58 – Tracey Tidswell 74
Submission #59 – Christine Hay 75
Submission #60 – Daniel Beavis 76
Submission #61 – David Jansen 77
Submission #62 – Robert Best 78
Submission #63 – Jane Jessep 79

Submission #64 – Garry Story 80
Submission #65 – Jean-Fabien Barrois 81
Submission #66 – Kerry O'Brien 82
Submission #67 – David Ironside 83
Submission #68 – Paige Gear 84
Submission #69 – Phil Ellis 85
Submission #70 – Stacey Bailey-Tran 90
Submission #71 - Tracey Howell 92
Submission #72 – Chris Wiig 93
Submission #73 - Ray Grant 94
Submission #74 – Susie Penrose 95
Submission #75 – Karen Hanson 97
Submission #76 – Jim Sutcliffe 98
Submission #77 – Tony Jeffery 99
Submission #78 – Ross Menzies 102
Submission #79 – Daniel Heath 105
Submission #80 – Kevin Squires 106
Submission #81 – Jeremy Smith 107
Submission #82 – Richard Howell 110
Submission #83 – Nick Meechan 111
Submission #84 – Stephen Booker 112
Submission #85 – Jonty Underhill 113
Submission #86 – Wayne Pohe 114
Submission #87 – Linda Jephson 118
Submission #88 – Peter Barlow 119
Submission #89 – Emma Taylor-Meynell 121
Submission #90 – Susan Jackson 122
Submission #91 – John Reid 123
Submission #92 – Andrew Jobbins 125
Submission #93 – Judith Evenson 126
Submission #94 – Dean Evenson 127
Submission #95 – Mark Lawson 128
Submission #96 – Stephanie 130

Submission #97 – Chris Whelan....131
Submission #98 – Bix Crossan....132
Submission #99 – Antony Steiner....133
Submission #100 – Nina Bryant....134
Submission #101 – Ross Malone....135
Submission #102 – Julie Thomas....136
Submission #103 – Jaie Waenga....137
Submission #104 – Amy Bartholomew....138
Submission #105 – Carrie Taylor....139
Submission #106 – Helen Clarl....141
Submission #107 – Prefer not to say....142
Submission #108 – Letitia Heywood....143
Submission #109 – Hayley Clifford....144
Submission #110 – Gail Morrison....146
Submission #111 – Brad Collins....147
Submission #112 – Janice Miller....148
Submission #113 – Dan Waenga....149
Submission #114 – Paige Burgess....150
Submission #115 – Robert Severinsen....151
Submission #116 – Ursula Holthusen....153
Submission #117 – Jason Reilly....154
Submission #118 – Olivia Hollywood....155
Submission #119 – Jade West....156
Submission #120 – Brett Burgess....157
Submission #121 – Bevan and Jody Condin....158
Submission #122 – Lyndal Johansson....159
Submission #123 – Natasha Dooney....160
Submission #124 – Ellie Straka....161
Submission #125 – Aimee Groom....162
Submission #126 – Ryan Day....165
Submission #127 – Mrs Allison....166
Submission #128 – Melinda Stothers....168
Submission #129 – Will Innes....169

Submission #130 – Lynette Baylis....170
Submission #131 – Melanie Gregory....171
Submission #132 – Sam Avison....173
Submission #133 – Glenn Bowman....174
Submission #134 – Kate Collins....175
Submission #135 – Andrew Glenny....176
Submission #136 – Laleshni Kumar....177
Submission #137 – Chris Harford....178
Submission #138 – Kento Ogawa....179
Submission #139 – Helen Young....180
Submission #140 – Michele Oliver....181
Submission #141 – Sara Stephenson....182
Submission #142 – John Conneely....184
Submission #143 – Helen Helmore....185
Submission #144 – Brad Jarvis....189
Submission #145 – Denine Ford....190
Submission #146 – Dave Goodgame....191
Submission #147 – Geoffrey Pollard....192
Submission #148 – Billy Mete....193
Submission #149 – Balaji Ramakrishnan....194
Submission #150 – Aaron Bennett....195
Submission #151 – Natalie Ward....196
Submission #152 – Sheree Rigby....197
Submission #153 - Crystal Henderson....199
Submission #154 – William Henderson....202
Submission #155 – Lewis David Willoughby....203
Submission #156 – Jennie Avery....205
Submission #157 – Kim Burrows....206
Submission #158 – Shayne Annan....208
Submission #159 – Kim Richards....209
Submission #160 – Sharon Hargreaves....210
Submission #161 – Katherine White....211
Submission #162 – Mark Jessep....212

5

Submission #163 – Rebekah Brinsley....214
Submission #164 – Karreen Mathers....216
Submission #165 – Heath Goldfinch....217
Submission #166 – Nikki Thompson....218
Submission #167 – Bruce McKenzie....219
Submission #168 – Ryan Henderson....220
Submission #169 – Paul Siddles....221
Submission #170 – Dean Young....222
Submission #171 – Susan Ardill....223
Submission #172 – Stephanie Tran Trung....224
Submission #173 – Richard Snijders....226
Submission #174 – Vanessa Whaanga....227
Submission #175 – Annabel Franklin....229
Submission #176 – Christine and Peter Hagen....230
Submission #177 – Jordan Hardgrave....232
Submission #178 – Karel Kemplay....233
Submission #179 – Faye Cullum....234
Submission #180 – Rob Eagle....235
Submission #181 – Robyn Mazengarb....236
Submission #182 – Jadwiga Kozyniak....237
Submission #183 – Lisa Robson....238
Submission #184 – Hamish Scown....239
Submission #185 – Xueqian Ma....240
Submission #186 – Kent Gilmore....241
Submission #187 – Christopher Bezuidenhout....243
Submission #188 – Caroline Lawrence....245
Submission #189 – Neil Taylor....246
Submission #190 – Stephen and Susan Rogerson....247
Submission #191 – Tim Stevens....248
Submission #192 – Gary Curtis....249
Submission #193 – Jan Pavlicek....251
Submission #194 – Pip O'Connor....252
Submission #195 – Richard and Judy Turner....254

Submission #196 – Neale Bentley 256
Submission #197 – Kathleen Robins 258
Submission #198 – Adam Pearse 261
Submission #199 – Sharon Cook 262
Submission #200 – Jennifer Lamm 263
Submission #201 – Michael Pohlenz 268
Submission #202 – Lyn Porter 269
Submission #203 – Simon Dunn 271
Submission #204 – Simon Fletcher 272
Submission #205 – Carrie Reaney 273
Submission #206 – Emily Mallard 275
Submission #207 – Keri Lourie 276
Submission #208 – Doug McPhail 277
Submission #209 – Richard Jeffery 278
Submission #210 – Pradeepkumar Rajagnpal 280
Submission #211 – Bhavna Nagar 281
Submission #212 – Margaret Boyd 283
Submission #213 – Kane Riley 284
Submission #214 – Paul Batty 285
Submission #215 – John Williams 286
Submission #216 – Philip Eilenberg 287
Submission #217 – Lorraine Pomana-Kemp 288
Submission #218 – Lizzie Russell 289
Submission #219 – Virgil Troy 291
Submission #220 – Ash Humphrey 292
Submission #221 – Jonathan Wilson 296
Submission #222 – Davina Hoare 297
Submission #223 – Theresa Cabot 301
Submission #224 - Stuart Nash 302
Submission #225 – Philip Reaney 303
Submission #226 – Paul and Rebecca Ott 304
Submission #227 – Jamie Lowe 305
Submission #228 – Keri King 306

Submission #229 – Brian Hutton....307
Submission #230 – Toru Yamamoto....309
Submission #231 – Rod Cook....310
Submission #232 – David Elliott....311
Submission #233 – Mary Borland....314
Submission #234 – Paul Axford....315
Submission #235 – Lynne Anderson....317
Submission #236 – Sandy Hunter....325
Submission #237 – David Sexton....326
Submission #238 – James Phillips....328
Submission #239 – Monique Hall....329
Submission #240 – Mark Rodgers....330
Submission #241 – Mark Bryant....332
Submission #242 – Christina Cleland....334
Submission #243 – Mathew Cooper....336
Submission #244 – Murray Gillies....338
Submission #245 – Shirley Kerr....339
Submission #246 – Ryan Hambleton....340
Submission #247 – Bruce Staples....345
Submission #248 – Angeleen Simmonds....347
Submission #249 – Sharon Dorman....349
Submission #250 – M&A Dunford....350
Submission #251 – Glenis Paulette....351
Submission #252 – Michelle Johansson....352
Submission #253 – Janene Dixon-Smith....353
Submission #254 – Ben Hutton....358
Submission #255 – Brandon Watts....363
Submission #256 – Richard Sainsbury....368
Submission #257 – Daniel Ryland....370
Submission #258 – Kim Dawson....376
Submission #259 – Alison Riden....377
Submission #260 – Kirsten Wise....379
Submission #261– Darren and Deborah Biggs....380

Submission #262 – Sheryl Freeman 382
Submission #263 – Glenn Lucas 383
Submission #264 – Daniel Ramsay 390
Submission #265 – Hamish Pike 391
Submission #266 – Ian Cook 392
Submission #267 – Pip Thomson 397
Submission #268 – Janet Campbell 403
Submission #269 -Carol Howard 405
Submission #270 – Chantal Denise Pagel 406
Submission #271 – Maryanne Arnold 411
Submission #272 -Jacqueline Taylor 412
Submission #273 – Rebecca Field 413
Submission #274 – Maurice Field 414
Submission #275 – Mark Greer 416
Submission #276 – Katherine Bamber 419
Submission #277 - Dan Scott 420
Submission #278 – Claire Alexander 423
Submission #279 – Maria Cooper 424
Submission #280 – Greg Macklow 426
Submission #281 – Graeme Clinton 428
Submission #282 – Sean Harvey 429
Submission #283 – Jason Ranston 430
Submission #284 – Pamela Lane 433
Submission #285 – Wendy Apperley 434
Submission #286 – Alison Ritchie 435
Submission #287 – Terri Coats 436
Submission #288 – Zita Thursfield 437
Submission #289 – Terry Hale 438
Submission #290 – Dennis Hall 439
Submission #291 - Jaclyn Hankin 443
Submission #292 – Mary Campbell 444
Submission #293 – Ian Richardson 445
Submission #295 – Brendan Knauf 449

Submission #296 – Craig Stranaghan....450
Submission #297 – Jane Harrison....452
Submission #298 – Maraenui Trust....454
Submission #299 – Wayne Leadbetter....455
Submission #300 – Simone Stranaghan....457
Submission #301 – Kelvin Watts....458
Submission #302 – Richard Hale....459
Submission #303 – Chris Rendall, Woolworks NZ Ltd....460
Submission #304 – Catriona Eagles,Unison Networks Ltd....465
Submission #305 – Rachel Hinchco....474
Submission #306 -Adrienne Kaye Pollock....475
Submission #307 – Robin Morton....477
Submission #308 – Mark Cleary, Napier Pilot City Trust....478
Submission #309 – Helen Hastings-Benard....480
Submission #310 – Mark Cleary....482
Submission #311 – Maxine Boag, Grey Power Napier....483
Submission #312 – Vanessa Moon....486
Submission #313 – Ben Milner.AFFCO NZ....489
Submission #314 – Julian Goodbehere....491
Submission #315 -Michael Fenwick....494
Submission #316 – Angela Brown....495
Submission #317 – Angela Taylor....496
Submission #318 – Maxine Boag, Tū Tangata Maraenui Trust....498
Submission #319 – Lindsay Taylor....503
Submission #320 – Brendon Parker....505
Submission #321 -Mike Doesburg....506
Submission #322 – Barry Parsonson....511
Submission #323 – Peter Goss, Esk Hills Residents Society....512
Submission #324 – Sandra Firman....517
Submission #325 – Gill Bass....518
Submission #326 – Mark Cleary, Napier Ahuriri Homeless Shelter Society....520
Submission #327 – Andrew Hollywood....532
Submission #328 – Douglas John Evans....533

10

Submission #327 532
Submission #328 533

Submission #1

Name: Joshua Palmer

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

Its not the fault of people who help grow this region you haven't been keeping up with proper maintenance. Why penalise us for your incompetent contractors who dont fix the road properly the first time and then get paid again to not fix it properly a second time.

A change to how we charge inner city CCTV monitoring

Option 2: Commercial and Residential ratepayers pay the same.

CCTV comment

You should actually just use the money from your payrises to pay for it.

Do you have any general comments on the Draft Revenue & Financing Policy?

Yeah, do better

Do you have any comments on our proposed fees and charges for 2026/27?

They are way to high. Stop giving payrises to all employees of the ncc including the mayor. Stop all works that are not crucial. Focus on critical infrastructure and necessary services.

Do you have any other comments on our Annual Plan 2026/27?

You're just going to do whatever you are going to do anyway. This town is so bad

Submission #2

Name: Nicki Lampon

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

In the current climate, rates increases should be kept to the rate of inflation. Infrastructure and essential are the priority. Apparently councillors recently got big pay rises. This is wrong. Everyone is struggling and it's insulting to see the greed yet again.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #3

Name: Marie Scott

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Last time I made an submission apparently the submissions for No Maori wards arguments were disregarded. This was not democracy. So will not make a written submission.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Last time I made an submission apparently the submissions for No Maori wards arguments were disregarded as council disagreed with the one vote policy. This was not democracy. So will not make a written submission

Do you have any general comments on the Draft Revenue & Financing Policy?

Need to cut costs.

Do you have any comments on our proposed fees and charges for 2026/27?

Keep the status quo.

Do you have any other comments on our Annual Plan 2026/27?

Need to cut costs.

Submission #4

Name: Andrew Wallace

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 1: Use a property's capital value to calculate Transportation charges.

Transportation comment

This is a sensible approach as it targets the users which a user pays model reflects fair use of the assets.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

targeting commercial for the additional revenue ensures those who benefit from the additional security are the ones who cover that cost. this will inherently be charged back to customers of those services but again users of that service will pay not the general ratting base.

Do you have any general comments on the Draft Revenue & Financing Policy?

fiscal discipline is key.

Do you have any comments on our proposed fees and charges for 2026/27?

No

Do you have any other comments on our Annual Plan 2026/27?

No

Submission #5

Name: Brendan Nikolaison

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 1: Use a property's capital value to calculate Transportation charges.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Rate increases are going to cause additional hurt with already forecast inflation costs. To help local business council should review local statements. Being locally owned and operated in napier should be highest rating. With hawkes bay owned and operated being seconded. Then nz owned for third. And all others last. Reasoning is this creates circular economy and would help grow local businesses. 3 waters and transportation professional services panel is a recent example on what could've been improved.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #6

Name: Vanessa Shipp

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

I dont see how this is fair. All residential properties should be the same and commercial properties should pay more. I live in Ahuriri and you are saying that I should pay $470 yet my friend lives in Onekawa and hers will only be $220. How is this fair? We use the roads the same. Do not like this at all

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

This is saving their properties not ours so they should pay the bulk of it.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I dont see how this is fair. All residential properties should be the same and commercial properties should pay more. I live in Ahuriri and you are saying that I should pay $470 yet my friend lives in Onekawa and hers will only be $220. How is this fair? We use the roads the same. Do not like this at all

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #7

Name: Mark Parrant

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

No, price increases.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

No increases to residential ratepayers.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

The Napier council has wasted a lot of money over the years. Unfortunately we are now paying for it. Last year our rates went up 19%, our rates should not go up any higher. As a pensioner I am struggling to find the extra money, if it does go up, I will have no option but to sell up and move away from Napier, one less vote. Wages have not gone up, like the cost of groceries and fuel. Please have a little empathy on your constituents.

Do you have any other comments on our Annual Plan 2026/27?

Only really important items to go ahead. But please hang off until at least the fuel crises has been averted.

Submission #8

Name: David Jarvis

Organisation: Left blank by submitter.

Hearings: Yes

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

You should explain at this juncture again how each option effects rate payers differently. This is biased questioning. I don't want to pay for any transportation I don't use. Period.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Of course. User pays. If they're more used for commercial security then it's obvious.

Do you have any general comments on the Draft Revenue & Financing Policy?

See above. Stop spending resources on how you allocate resources. It's madness. The best idea so far has been a rebate for user based waste collection. Use it less, pay less. That concept should be rolled out more unilaterally.

Do you have any comments on our proposed fees and charges for 2026/27?

Should be a streamlined pay at point of use model. Use facilities, pay for them. Don't use, pay less. Less resource allocation and administrative costs.

Do you have any other comments on our Annual Plan 2026/27?

See above. Honestly, we should elect on a clear mandate for these questions - why wasn't these policies raised for each candidate prior so we don't have to be consulted again ?

Submission #9

Name: Ellen Brighouse

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #10

Name: Rosie Kirby

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

Smallest rise better for people.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Parking fees are high enough to cover this already.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Yes. People are struggling with the cost of living so rates charges should be no more than CPI.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #11

Name: Kim Santer

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

The council is being disingenuous claiming that the proposed rates increases are around 8.8%. Using the online calculator provided by the council, and referring to the option 1 "preferred" council proposal the increase to our rates at this address is just under 13%. This comes on top of several years of massive double digit rates increases. Whilst general inflation has been a factor, multiple rates increases have far outstripped inflation. This points to a continuing cycle of increased inefficiency, ivory tower funding (new council building), and inability to "cut the budget cloth" the same way Napier ratepayers have to in order to meet these very rates high charges. I voted for a council to make substantial inroads into costs, not just play around the edges.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #12

Name: Ms Carter

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

The removal of the rural residential and gradual increase in cost is blatantly targeting a community that was in many cases especially in the Meeanee and Awatoto area profoundly let down by council. Our property is overwhelmingly used for rural purposes-4ha is not a big garden!

Do you have any comments on our proposed fees and charges for 2026/27?

I disagree with the below proposal strongly. Our property is used for mainly rural purposes and is 4ha. This is not a residential property. We are the minimum size for a rural zone of 4ha but to be excluded from being rural residential (and now full residential) we would need to be 5ha. This is a blatant targeting of lifestyle block owners that I am assuming the council views as 'cash cows' to fund services that we simply by our location are hard to utilise- for example public transport, storm water etc. I strongly believe theirs should be a standard general charge and then more targeted to the communities that benefit to the services. Considering the extremely poor response to the cyclone from council to now turn around and demand more rates from this still suffering community is poor and out of touch with the realities of your rate payers. "RURAL RESIDENTIAL RATEPAYER CATEGORY REMOVED In 2021, a new Rural Residential ratepayer category was introduced. At that time, Council agreed that each year, it would increase the rating differential for this category. The differential is a weighting that determines how much a Rural Residential property pays in comparison to a Residential property. As the differential increased over time, Rural Residential rates rose until they were similar to Residential rates. Council has now agreed that Rural Residential properties will be re-categorised as Residential and this includes your property.

Do you have any other comments on our Annual Plan 2026/27?

This needs further attention and evaluation to meet the needs to all rate payers.

Submission #13

Name: José Beyá

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Efforts should be focused on cost savings of administration and management while maintaining or increasing operative staff and project delivery.

Do you have any comments on our proposed fees and charges for 2026/27?

Rates should not increase more than inflation and salaries. It's not sustainable.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #14

Name: Karmen Jones

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 1: Use a property's capital value to calculate Transportation charges.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

These cameras are predominantly to keep business safe, I don't go into town in hours that this is needed generally and with cellphones these days incidents in broad day light are caught by passerby phones this is more needed for policing not public safety

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

High fees but good to see decent options of change

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #15

Name: Stratton Howard

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

8.8 increase is far too much. Its killing people.

Submission #16

Name: Ross McMillan

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

You should limit them to 5% and manage the council like a business and cut yout cloth differentlyu

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #17

Name: Debra Chalmers

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 1: Use a property's capital value to calculate Transportation charges.

Transportation comment

Rural properties should be paying less as they get less benefit

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Rural residential properties should remain a separate category as they get less benefit from services and infrastructure

Submission #18

Name: George Roberts

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

If you want to use option 3 going forward you have to review the values more often . I bought my house for 1.08 m but you have it valued at 1.4 and this won't be changed for a while still? Will be get rebates for this if valuations are incorrect ? I couldn't argue the fact with the council as the date for consultation passed before I bought the home .

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Yep . Rural should not be zoned as residential and transportation costs definitely shouldn't be based on capital value . If anything it should be based on occupants of a home .

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #19

Name: Craig Moore

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

If you want us to pay for security cameras then provide every street with them.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

If you are going to put our rates up and change our residential class then when are the foot paths sewerage and water been put into Jervoistown. We moved here to be partially on our own grid and lower rates but now we are going to pay the same as everyone for less reward.

Do you have any other comments on our Annual Plan 2026/27?

No matter what people say you would have already decided.

Submission #20

Name: Stephen Leadley

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

A properties capital value seems like the most accurate way of determining an owners ability to afford the rates applied and should be used to calculate all rate categories.

A change to how we charge inner city CCTV monitoring

Option 2: Commercial and Residential ratepayers pay the same.

CCTV comment

I'd prefer inner city commercial properties paid a premium or levy as the stand to benefit the most.

Do you have any general comments on the Draft Revenue & Financing Policy?

Nil

Do you have any comments on our proposed fees and charges for 2026/27?

A properties capital value seems like the most accurate way of determining an owners ability to afford the rates applied.

Do you have any other comments on our Annual Plan 2026/27?

Nil

Submission #21

Name: Kathryn Brenstrum

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

This is not the status quo for us as we have not been charged for transportation in the past. It is just the least bad option.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Yes. I object to the removal of the Rural Residential category, and I especially object to the proposal to charge $847.39 for transportation. What transportation? There is none, at least, not without driving to town to catch a bus. Why are rural residential owners being charged for transportation at all? We risk our lives driving on very narrow, dangerous roads, as this is the only way to get anywhere. We do not have buses available, so why are we being expected to pay for them?

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #22

Name: Peter Crawshaw

Organisation: Left blank by submitter.

Hearings: Yes

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

New option needed as outlined above.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Changing rural residential rates to that of residential is not at all fair, on Poriati we travel on a narrow single lane road with no formed gutters, pay for our own septic systems and servicing, maintain our own water supplies and submit to requests of supplying firefighting water supply on request. You ask can we pay residential rates? No way! This must be considered rationally, rural residential ratepayers should be on less than rural, paying 30x more rates per square kilometer than any rural farm property with nothing but a goat track access to show for it. Please let me know how this is just and fair for the Napier people?

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #23

Name: Robyn Owen

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #24

Name: Tynneale Rimmer

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

The current financing approach places a disproportionate burden on single income and solo parent households who earn above the rebate threshold but do not have the financial buffer to absorb compounding annual increases. Any revenue and financing policy that does not account for household composition, not just income, will continue to miss this group entirely.

Do you have any comments on our proposed fees and charges for 2026/27?

Annual Plan Submission 2026/27 I am a solo mother, a homeowner, and a full time teacher in Napier. I am writing because I am genuinely struggling to keep up, and I want that on record. In 2024/25, rates increased by nearly 20%. The year after, another 8.9%. Now you are proposing 8.8% again. That is three consecutive years of significant increases with very little transparency about what accountability looks like when things cost more than projected, or when services are cut anyway. The proposal to shift roading rates from land value to capital value needs far more explanation than this consultation document provides. For homeowners in suburbs where capital values have risen sharply but incomes have not, this change could mean a disproportionate increase that is not reflected in the average figure you are quoting. "Average" does not tell the story of who actually bears the load. Solo parent households and single-income homeowners are not a fringe group in this city. We are teachers, nurses, tradespeople. We do not have a second income to absorb rate increases year on year. We cannot refinance our mortgages upward to cover council costs. There is no rates rebate available to us because we earn just enough to be ineligible, and not nearly enough to absorb increases of this scale compounding annually. I support investment in infrastructure. I understand costs have risen. What I am asking for is genuine accountability, genuine communication about the impact on different household types, and

a longer term plan that does not simply pass every cost pressure directly onto ratepayers with limited means to absorb it.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #25

Name: kaye Newland

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

Just another money grabbing exercise my rates will increase another $500 for yhe upcoming year, I certainly didnt get a $500 payrise to cover it

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Their business their concern

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I dont agree with this, you cannot continuously put up rates, people's incomes dont go up every year by the proposed increase, how do you expect people to find the extra money all the time ,if they dont have it, they can't pay it, this is getting out of control. Learn to budget within your means, everyone else has to

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #26

Name: Mark Smith

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 1: Use a property's capital value to calculate Transportation charges.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

No

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #27

Name: Stephanie Eagle

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Rural residential rate payers don't have transport to our doorstep so paying the same as residential makes absolutely no sense. We have to DRIVE to the nearest bus stop. Plus despite a lower % promise on option 3, you're not fooling anyone; calculating off CV is always going to be the higher rate.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I utterly disagree on removing the rural residential category. We don't have access to transport at our doorstep. We don't have council water supply. We don't have council sewerage. So why should we pay the same rates as residential???

Do you have any other comments on our Annual Plan 2026/27?

Bring back the rural residential category. Suggesting calculating off CV is just greed. Look at fixing council spending first and foremost. Beautification projects bring no value to the city as there is nothing wrong with the public spaces as they are currently.

Submission #28

Name: Kelly Jones

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 2: Commercial and Residential ratepayers pay the same.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #29

Name: Michelle Matthews

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 1: Use a property's capital value to calculate Transportation charges.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 2: Commercial and Residential ratepayers pay the same.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #30

Name: Doug Hamlin

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 1: Use a property's capital value to calculate Transportation charges.

Transportation comment

I think the user-pays type approach is fair for transport costs.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Its there businesses that are being protected, they should pay for this service.

Do you have any general comments on the Draft Revenue & Financing Policy?

I think NCC should put more allocation to Transport and 3 Waters. Areas like Puketitiri road need urgent upgrades, is highly used, and is a key area for growth. Along with upgrading the tired waters infrastructure.

Do you have any comments on our proposed fees and charges for 2026/27?

The approach to fix the basics is wise, our infrastructure is ageing and we have had to many nice-to-have projects.

Do you have any other comments on our Annual Plan 2026/27?

I think the council should support subdivision development in Poraiti, and reduce some of the Cultural requirements slowing these down

Submission #31

Name: Mike Williamson

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

We have a high CV compared to LV - we are low mileage road users so a change to CV would disadvantage us. And stop wasting money on putting lumps in the road please!

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

While acknowledging that many expenses are necessary, an 8.8% rates increase places an increased financial burden on superannuitants - our income does not increase by that much. Any additional pruning of nice-to-haves as opposed to essentials would be welcome.

Do you have any other comments on our Annual Plan 2026/27?

Please keep rates increases to an absolute minimum - focus on essentials.

Submission #32

Name: Gini Lawson

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

A Jervoistown resident - where we are not on the bus route, have not foot paths, are not on town supply water or sewage system and have open drains. How can you include us in your calculated rates increases?? The only thing NCC have done for us is to put the stupid and dangerous barrels in the middle of the road and along the sides of the road to supposedly calm the traffic - this has not worked and is more of a hazard than anything.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #33

Name: Melody Harrington

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

I am writing to object to the recatergorising of rural residential ratepayers to become residential ratepayers. as I understand the proposed changes, a rural ratepayer will be charged the same as a city ratepayer. If that is the case, we should receive the same services especially water and sewerage. How about fibre? As far as a transport charge, where are the bus stops and public transport? Charging us the same rates as a city dweller and also basing them on the value of a lifestyle block or farmlet is absurd. Please note my objection or explain where my thinking is wrong.

Submission #34

Name: Chris Peychers

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

as above

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

-

Do you have any general comments on the Draft Revenue & Financing Policy?

-

Do you have any comments on our proposed fees and charges for 2026/27?

I strongly object to a "Transportation" charge when we have NO public transport options in Poraiti. We only get refuse and recycling, nothing else.

Do you have any other comments on our Annual Plan 2026/27?

-

Submission #35

Name: Scarlett Roberts

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

The Draft Revenue & Financing Policy enables cost shifting rather than fair cost allocation. It places disproportionate pressure on certain groups, particularly rural ratepayers, without clearly linking charges to actual benefit or use.

Do you have any comments on our proposed fees and charges for 2026/27?

The proposed rural rates changes are unfair and unjustified. Rural ratepayers are being asked to absorb disproportionately higher increases under the guise of an "average" rise that does not reflect reality. This is a cost shift, not a fair distribution, and it lacks clear evidence that rural communities receive equivalent services or benefit. Pushing higher costs onto a smaller group already facing higher living and operational expenses is inequitable and unacceptable. Council has not provided sufficient transparency or justification for this shift. This proposal should be withdrawn or significantly revised to ensure rural ratepayers are not being used to balance the books.

Do you have any other comments on our Annual Plan 2026/27?

The Annual Plan lacks sufficient financial discipline. Ratepayers are being asked to fund increasing costs without clear evidence that Council has fully explored cost savings, prioritisation, or efficiency improvements within its own operations.

Submission #36

Name: Ingrid Savill

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Please keep rate increases as low as possible while households navigate the ongoing cost-of-living crisis and energy pressures. Ratepayers expect Council to prioritise essential core services: reliable three waters infrastructure, road and footpath maintenance, rubbish collection, regulatory functions (consents, animal control, safety), and basic community assets like neutral libraries and parks. In the current environment, please defer or eliminate non-essential discretionary spending, including social and cultural wellbeing initiatives that go beyond core service delivery. Focus ruthlessly on value for money, efficiency, and getting the basics right - avoiding any activities that could be seen as ideological or nice-to-have. Every dollar counts, and ratepayers cannot afford waste or scope creep at this time.

Do you have any other comments on our Annual Plan 2026/27?

I support keeping rate increases as low as possible during the cost-of-living crisis. The current waste funding model is unfair. I own a vacant residential section in Napier with no rubbish bin and no services connected except power. Despite receiving no refuse or recycling service, I am still charged the full targeted rates for refuse collection and kerbside recycling. This provides no value for money. Council should improve remissions for vacant sections with no practical service, and explore a genuine user-pays model for waste services so charges better match actual usage

Submission #37

Name: Dean Lister

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

No from me. Where are the figures for how many crimes were solved/prosecuted? How does it fit in with the on foot patrols? Are they now obsolete. It is a public good in a public area, it should be funded generally, not some residents pay. Basically a gesture to make people feel better, rather than an actually effective measure. Give the police the money and provide 24 7 on foot patrol. Must cost the same....

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #38

Name: Chris Mckenna

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

I am unhappy that all three options are calculated on an unchanged capital value. They all increase significantly. I have made improvements to the 113 Poraiti RD and want to see this reflected in the capital value please. Can you review the valuation. With subdivisions popping up over Poraiti, I find it difficult the the capital value remains the same. Please review before any rates increase.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I do not support any increase when my capital valuation remains unchanged. I am requesting a review of my capital value. Please see below.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #39

Name: Andy Smith

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Case Against Targeted CCTV Rate for CBD Residents and Businesses 1. CCTV is a public good, not a private benefit The council's own rationale frames CCTV as improving overall safety in the CBD. Public safety is a core function of local government and benefits the entire Napier community, including visitors, commuters, and residents outside the CBD. It is therefore inappropriate to fund this through a targeted rate on a small subset of ratepayers rather than through general rates. _____ 2. Benefit is widely distributed beyond those being charged CBD CCTV does not exclusively benefit CBD residents and businesses: • Visitors, shoppers, and tourists benefit from safer streets • The wider city benefits from reduced crime and improved perception of safety • Law enforcement gains investigative support This creates a mismatch: those paying are not the only (or even primary) beneficiaries. _____ 3. Lack of proportionality and fairness The proposed model imposes: • A ~10% increase in rates for affected parties • Significant cumulative costs (e.g. ~$4,000 per building annually) This is disproportionate given: • Limited direct coverage of private property • Uncertainty about whether specific locations (e.g. Emerson Street frontage) are even monitored • No clear evidence that benefits scale with the cost imposed _____ 4. CCTV does not replace private security responsibilities The council itself acknowledges CCTV is aimed at public spaces. • It does not protect private interiors or assets • It does not eliminate the need for private insurance or security systems Therefore, the argument that businesses "benefit most" is overstated. _____ 5. Availability of lower-cost private alternatives Residents and businesses already have the option to: • Install their own CCTV systems • Tailor coverage to their specific needs • Do so at relatively low, one-off costs This makes a compulsory ongoing rate less justifiable. _____ 6. Funding shift appears driven by budget pressure, not principle The justification states the Parking Reserve Fund is "not sustainable." However: • This is a funding constraint, not a justification for shifting cost to a narrow group • Cost pressures should not override equitable funding principles

_____ 7. Risk of setting a precedent for targeted rates If accepted, this approach could lead to: • More public services being shifted onto targeted groups • Fragmentation of funding for core council responsibilities • Increased financial burden on specific communities without clear justification _____ Conclusion The proposed targeted rate for CBD CCTV is inequitable, disproportionate, and poorly justified. CCTV monitoring is a city-wide public safety service and should therefore be funded through general rates, ensuring costs are shared fairly across all who benefit.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #40

Name: Lorraine Tomlinson

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

No evidence provided that properties with higher capital value make more use of roads for residential properties . The NCC stating that higher capital valued properties tend to make more use of the roads etc .. does not make any sense what so ever .. a property with small section and older home eg hardinge rd ; - then older house demolished and multi million house built on same size section does not mean that suddenly the same family with the a new multi million dollar home should suddenly have to pay more transportation costs . Is the pool of $$ for roading staying the same ?? If so, moving to capital based rather than land means the Council is simply trying to penalise people who live in a higher valued area of Napier. Or is the council expecting to gain more $$ for the transportation pool? I cannot see any logic to this proposal and it would simply penalise people because they live in a higher valued area . To say properties with a higher value tend to use the roads more in my view is not based on any factual evidence .

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #41

Name: steven wallace

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

yes I have a comment. Your proposal is to rate our property the same as normal residential property rates. We have no footpaths, no street lighting. We take care of our own septic and waste water. We are on our own bore water that we take care of. Our stormwater is inadequate and we have open drains alongside most of our streets. Can someone explain the logic -besides the fact that our properties are higher in value to many others so generates more income for council. If this goes ahead, am I to send my invoices for septic maintenance and repairs, water testing, pump power bills to council? We should be getting a rebate from council every year as we are saving the council millions on investing in infrastructure in our neighborhood. Currently the only services I get from you are collecting my rubbish and re-cycling. Stormwater yes, but that fails when under pressure. I totally disagree with this.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #42

Name: Claire Procter

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 1: Use a property's capital value to calculate Transportation charges.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #43

Name: Mark Howson

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

I think it would be wrong to charge more rates to home owners in residential areas, such as, Ahuriri and Napier hill. The assumption that higher value properties have more impact on roading infrastructure is simply wrong for these home owners.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

"Importantly, we're doing this in a cost-effective way, using existing staff and without impacting rates. This change will be funded through our Parking Reserve Account, which is designed to support a vibrant, safe city centre." This is the statement issued by the Mayor Kirsten Wise when the night time monitoring was introduced last year. So how come it is now costing $240000 a year to fund ?

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #44

Name: Karl Carew

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Do not simply change the way in which assessments are done in an effort to work around government imposed restrictions on rates increases. This is a disingenuous attempt to work around the system.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Commercial properties benefit the most from this arrangement given their tenancies are generally where the CCTV coverage exists. Perhaps consider also coordinating with commercial properties which hold existing CCTV infrastructure for a wider coverage. Most would be open to sharing their data I would expect.

Do you have any general comments on the Draft Revenue & Financing Policy?

This seems generally sensible based upon the current position.

Do you have any comments on our proposed fees and charges for 2026/27?

Rates considerations should not be directly linked to the value of your land, let alone the total value of your entire property, especially given the arbitrary way in which Council valuations are determined at a desktop level. A fair and equitable way would be to base the assessment upon a simple per unit charge in terms of the number of bedrooms a house has. The utilisation and impact on the roads and transportation network that a property has on Council infrastructure and services is based upon users, not a valuation measure. Often lower value properties have increased resident numbers per dwelling (multi-generational families, increased numbers of people sharing a room etc) in relation to higher value properties and therefore their impact is actually greater, which compounds the inbalance. The assessment needs to be as fair and equitable as possible in terms of a user pays type arrangement.

Do you have any other comments on our Annual Plan 2026/27?

No

Submission #45

Name: Emma Sey

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #46

Name: Anthony Mason

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #47

Name: Angie Denby

Organisation: Ahuriri Estuary Protection Society

Hearings: Yes

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Pollution at Humber St Reserve in the Ahuriri Estuary. Referring to the "NCC Ahuriri Estuary and Coastal Edge Masterplan 2018". And our correspondence to you in 2024 ... We continue to have serious concerns about water pollution from tyre breakdown, and the subsequent effects on water quality by the deteriorating and leaching of complex pollutants from the tyre-edge wall. We were very disappointed it was not addressed at the time the Pandora Road Upgrade and the Humber Street Reserve Upgrade. We urge you to address this serious issue. We have attached recent articles put out by national media organisations highlighting this issue. We also attach photos we have taken at Pandora Pond. https://rnz.co.nz/news/national/580091/marine-researchers-find-biggest-source-of-microplastics-in-our-ocean-is-vehicle-tyres/ We can bring further information to the Hearings

Officer comment

Officers are aware of the tyre wall issue and are considering how this might be addressed in future projects. We have a process underway to look at Humber St Reserve and will be consulting with community and groups in the coming months.

Attachment 1 – Submitted document



Attachment 2 – Submitted document



Submission #48

Name: Trevor O'Malley

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

Or no additional charges. If this goes through, prepare for push back from the people of Napier

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Commercial can pay for what they are getting.

Do you have any general comments on the Draft Revenue & Financing Policy?

Terrible but not surprised.

Do you have any comments on our proposed fees and charges for 2026/27?

No to new fees and charges.

Do you have any other comments on our Annual Plan 2026/27?

No to rate rise. Go back to the drawing board. Cull the nice to haves and unnecessary staff. Crown would be one to go. Save money.

Submission #49

Name: Morgan Jeffares

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Changing my property to residential rate

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I am writing to formally oppose the proposed change to reclassify my property from rural residential to standard residential rating. This change is unfair and does not accurately reflect the level of services and infrastructure available to our property and wider community. Firstly, our property is not connected to mains water. We rely entirely on alternative water sources, which require ongoing maintenance, monitoring, and cost. Standard residential rates typically reflect access to council-provided services such as reticulated water, which we do not receive. Secondly, our property is not connected to a mains sewer system. We are responsible for our own septic system, including installation, maintenance, and compliance costs. This is a significant responsibility that differs greatly from standard residential properties that benefit from council-managed wastewater systems. In addition, our community lacks the infrastructure commonly associated with residential areas. There are no footpaths, and street lighting is minimal. These are basic services that contribute to safety, accessibility, and quality of life in residential zones, yet they are not provided in our area to the same standard. The proposed reclassification would result in increased rates without any corresponding increase in services or infrastructure. This creates an inequitable situation where residents are effectively paying for services they do not receive. I respectfully request that the council reconsider this proposal and retain the rural residential classification for properties like ours, or at the very least ensure that any rating changes are fairly aligned with the actual level of services provided.

Do you have any other comments on our Annual Plan 2026/27?

I am writing to formally oppose the proposed change to reclassify my property from rural residential to standard residential rating. This change is unfair and does not accurately reflect the level of services and infrastructure available to our property and wider community. Firstly, our property is not connected to mains water. We rely entirely on alternative water sources, which require ongoing maintenance, monitoring, and cost. Standard residential rates typically reflect access to council-provided services such as reticulated water, which we do not receive. Secondly, our property is not connected to a mains sewer system. We are responsible for our own septic system, including installation, maintenance, and compliance costs. This is a significant responsibility that differs greatly from standard residential properties that benefit from council-managed wastewater systems. In addition, our community lacks the infrastructure commonly associated with residential areas. There are no footpaths, and street lighting is minimal. These are basic services that contribute to safety, accessibility, and quality of life in residential zones, yet they are not provided in our area to the same standard. The proposed reclassification would result in increased rates without any corresponding increase in services or infrastructure. This creates an inequitable situation where residents are effectively paying for services they do not receive. I respectfully request that the council reconsider this proposal and retain the rural residential classification for properties like ours, or at the very least ensure that any rating changes are fairly aligned with the actual level of services provided.

Submission #50

Name: Juane Meyer

Organisation: 14 McNaughton Place

Hearings: No

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

A business should pay for its own cctv. I would like to install cctv at my own property, I can't afford paying for cctv installed elsewhere.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Rural properties should pay equal evaluated rates to normal residential properties. As they don't use the same services namely, Street lighting, traffic ect it is more expensive to repair existing infrastructure in a rural location and they are also more prone to slips. Attention should be drawn to expand existing infrastructure like water and power supplies. There is a lot of interest of developing more homes and upgrading buildings, but where is the water and power going to come from? We are already under water restrictions every year. Spend wisely and cap spending on unnecessary upgrading.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #51

Name: James Park

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

continue to progress ROI for 3rd party vendors on council owned businesses.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #52

Name: Craig Thomas

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 1: Use a property's capital value to calculate Transportation charges.

Transportation comment

I do see this as a shuffling of cards. Users always pay, however council must deliver the best results within the means of its constituents & eliminate waste! I use the term broadly.

A change to how we charge inner city CCTV monitoring

Option 2: Commercial and Residential ratepayers pay the same.

CCTV comment

Sadly the cost of community inaction, tolerance of criminal activity & erosion of society morals that we require monitoring.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #53

Name: Nick Smith

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #54

Name: Alexanderina Maxwell

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

It would be disproportionally unfair to base transports costs onto a rate payer because of their Capital Value given the current economic climate. as it is the are in whcih I reside does not have adequate roading as it is.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I feel it is unfair for rural residents to have their zoning changed in the district plan from rural to residential and for then become responsible for transportation costs when the roads out of Napier are heavily impacted by large logging and heavy transportation vehicles not to mention road users travelling into Napier and out who are not residents of this region. Given the new preposed zoning changes from rural to residential a few points should be raised in terms of my personal situation. I don't have access to water supply as I fall under the Hastings Council region and they looked at supplying water to my address but to no avail it would cost too much to implement and they would get back to me in the future. I can't access public transportation without driving down to the township and parking my car to onboard a bus as it is a bit of a walk along 80km roading deeming somewhat unsafe. We should implement some sort of toll charge into the area and out to cover the costs of our infrastructure. I see developments improvements heading towards Hastings however their has been constant repairs done to Bayview expressway and yet it is not sufficient considering the heavy traffic flow in and out of the area. I do not believe it should be based on capital value but of land value instead. The speed issue along the Main North Road is particularly concerning given the fatalities of past and accidents that have occurred on that stretch. Motorists still travel over 70 kms along that stretch and in my opinion the lighting and lack of speed deterants not to mention the inadequate quality of the roads are a total let down. My land value has almost doubled since June 2020 even though most of it is a

hillside and my Capital Value has increased dramatically and somehow I have had improvements of $350,000. I find it staggering that your council can come to these calculations. I am a sole owner and income earner if these calculations continue to rise I shall be forced to sell as one will not be able to continue to pay these rates to simply have the benefit of living in ones own home.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #55

Name: Cain Smale

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Out of control proposed increases on struggling citizens is extremely concerning

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #56

Name: Karen Taotahi

Organisation: Left blank by submitter.

Hearings: Yes

A change to how we recover transportation (roading) costs

Option 1: Use a property's capital value to calculate Transportation charges.

Transportation comment

If you use this option. We won't have to pay if we live on state highway 5. The government pays for those roads.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Should just be commercial

Do you have any general comments on the Draft Revenue & Financing Policy?

Changing rural rates to residential . I live on state highway 5. Have no footpaths, no street lighting, no public transport. No water or stormwater. No flood resilience being built. Are you going to provide us with these services,I would love to be able to catch bus into town. The only service we get out here is rubbish collection and recycling. Nothing else. We are rural and should stay that way unless you're going to improve services out to here. Otherwise this is just another money grab for council which is not a positive thing for us out hete. Also we are just recovering from cyclone and now your playing with our mental health again. Please re think this change.

Do you have any comments on our proposed fees and charges for 2026/27?

Yes

Do you have any other comments on our Annual Plan 2026/27?

No

Submission #57

Name: Kerry Ansell

Organisation: Left blank by submitter.

Hearings: Yes

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

The major beneficiary of the CCTV monitoring in the CBD is the business community. As such I believe that should bear the cost of such monitoring.

Do you have any general comments on the Draft Revenue & Financing Policy?

No

Do you have any comments on our proposed fees and charges for 2026/27?

I ask the council to re-examine all areas and find where f expenditure can be reduced. When inflation is running at 3.1% (December 2025 figures) it is untenable for Council to impose an 8.8% increase. Napier City has a significant retired population who are on fixed incomes and will financially struggle to meet the sort of increase proposed.

Do you have any other comments on our Annual Plan 2026/27?

I do not agree that rural properties should pay the same rates as other residential properties. I live in rural Bay View. I have no access to council fresh, storm or waste water services nor any footpaths. Why should I pay the same as 'city' residences when I do not have access to the same services?

Submission #58

Name: Tracey Tidswell

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #59

Name: Christine Hay

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

See above, rural residential should not be rezoned as residential and as we use the roads less than usual residential people in towns. Industrial and commercial use it the most so charge them more.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

So tired of these huge increases for no increase in benefits

Do you have any comments on our proposed fees and charges for 2026/27?

How can you possibly think moving to CV is fairer for transportation costs? We are rural residential, we use the roads the least, and you want to increase the way they are calculated! How about you look at businesses and industrial zones and increase their percentage as they have several vans and trips for commercial Purposes. Rural residential has no commercial purpose, and only come to town a reduced number of times due to travel times. Already we pay for water charges that we don't get the benefit of.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #60

Name: Daniel Beavis

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

The consolidation of rural residential properties into all other residential properties for rates purposes is not well received. We have accepted the ongoing rates increases over the years living here, but it has now reached the stage where we are genuinely clutching at straws as to what additional service we are receiving for this increase. Meeanee Road still suffers from constant speeding from those transiting through the suburb, heavy vehicles vibrating our houses as a result of Brookfields bridge being gone, we are still unable to subdivide our section, there is no indication of incoming potable water supply or waste water services; the only constant has been kerbside collection. So, 5 years later, we are encroaching upon a situation where we will have seen our rates doubled when taking into account some basic forecasting, and for what? If there is additional investment going into Meeanee from NCC, we are not seeing it.

Do you have any other comments on our Annual Plan 2026/27?

You could have been more assertive in looking at cuts.

Submission #61

Name: David Jansen

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Why should residential ratepayers pay to protect shops ?

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

It's all very well increasing rates significantly every year but how about people not getting hardly any pay increases let alone not using hardly any of your services ie stormwater or sewage, going into town to admire the gardens and statues , most people are struggling to make ends meet and here you are making things worse for them.shouldn't you be actively looking at ways to reduce people's rates ?

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #62

Name: Robert Best

Organisation: Left blank by submitter.

Hearings: Yes

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I wish to appear to present my submission

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #63

Name: Jane Jessep

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

It seems that this change is swiped with too wide a brush as we have saved all our adult lives to buy a retirement home in Hardinge rd, which happens to have increased dramatically since first buying next door 13 years ago. We already pay much higher rates for the same services as other residential properties. As we live our retired life, we will have a SMALLER vehicle and will use the road systems LESS AND LESS. Our parents were next door, in a little cottage on a tiny section with no drive-on access and didn't have a car but with a high CV. Someone in this situation would be unfairly penalized also. It seems very unfair to be lumped in with commercial operations with high use of heavy vehicles and other utilities due to the CV of our homes!!

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #64

Name: Garry Story

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #65

Name: Jean-Fabien Barrois

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 1: Use a property's capital value to calculate Transportation charges.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #66

Name: kerry obrien

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

when building in penrith road there is no council water or sewerage these are very expensive areas that rural home owners have too provide with on going yearly costs maintainence and electricity,ive never seen the council out this way mowing the road side ever in the 8 years ive been here either so i do it myself every week.Increasing rates too match town is not fair by any standard ,youve already increased them beyound belief, for gods sake just leave it alone,instead of milking individuals,go too govt if you need more money or stop wasting it,if i ran my bussiness like council opperates it would be bankrupt in a year.How hard do you think you can ride a horse before it drops dead ,fuel, groceries, insurrance, power, and you want too slam the rates up too match town..no good dont do it

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #67

Name: David Ironside

Organisation: Left blank by submitter.

Hearings: Yes

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

the stated reason is to better reflect use, but this is not logical. You can have two houses next to each other both with a three-bedroom house but one owner has decided to invest money by having a high capital value home. Both properties use transportation in a similar way. Previous changes to rating have disadvantaged life style blocks, this change would further disadvantage despite these properties not being serviced by footpaths etc. If the desired outcome is as stated that commercial properties are greater users, then use rating differential not capital value. It is noted this is not given as an option. Generally as a city we want to encourage capital development , not penalise , this proposal would penalise without fulfilling the stated aim of reflecting usage

A change to how we charge inner city CCTV monitoring

Option 2: Commercial and Residential ratepayers pay the same.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #68

Name: Paige Gear

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

Based on the options presented, this is the most cost effective option for my household.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Security is important however the Parking Reserve Fund could be better utilised for core services that are beneficial for all. Commercial ratepayers are the primary user and should therefore front this cost if they see benefit in this service - alternatively those ratepayers within the CBD should have their own security measures.

Do you have any general comments on the Draft Revenue & Financing Policy?

No

Do you have any comments on our proposed fees and charges for 2026/27?

Acknowledging that rates are required to keep services operating, consideration for the increased charge rate is required in relation to the cost of living, and world market/environment we see ourselves in currently. Rates are another cost which impacts all whether owning or renting and the continued rates increases is unsustainable.

Do you have any other comments on our Annual Plan 2026/27?

Continue to ensure all services and functions benefit the majority, not a minority.

Submission #69

Name: Phil Ellis

Organisation: Left blank by submitter.

Hearings: Yes

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Why wait to change to Capital Value rather than Land Values for rates assessment?

Do you have any comments on our proposed fees and charges for 2026/27?

Some rural residential properties are actually rural as our property is 25+ hectares but is classified as rural residential and is to be treated as residential for changes to the transportation rates.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Attachment 1 – Submitted document (see next page)

SUBMISSION TO NAPIER CITY COUNCIL

Rating Differential Review 2026

Submitted by: Phil Ellis | 8 Te Roera Drive, Napier | April 2026

---

1. Introduction

I welcome the opportunity to submit on the Council's rating review. I support a shift to capital value (CV) as the primary rating base and oppose continuation of the current land value (LV) system. This submission sets out the logical and practical case for that change, illustrated with a concrete local example that demonstrates the inequity the current system produces.

2. Rates Are Not User-Pays — Therefore They Are a Wealth Tax

The starting point for any rating discussion is to be clear about what rates actually are. A true user-pays system would charge each property a uniform amount reflecting its consumption of shared services — rubbish collection, roading, parks, administration, and so on. In practice, this is not how rates work, and for good reason: many property owners, particularly pensioners and low-income households, could not afford to pay their proportionate share.

Since rates cannot be and are not user-pays, they function instead as a redistributive mechanism — a form of wealth tax levied on property assets. Once this is acknowledged, the logical implication follows clearly: the wealth measure used as the rating base should be as accurate as possible.

Capital value is a far more accurate proxy for property wealth than land value alone. It reflects what a property owner actually owns — land and improvements combined. Land value, by contrast, is a crude and often misleading indicator that fails to track real economic capacity in a mixed urban-rural district like Napier.

3. Land Value Rating Produces Perverse Outcomes in Napier's Context

The theoretical case for land value rating draws on Georgist economics — the argument that taxing land rather than improvements avoids penalising productive development. While this may have merit in a purely urban densification context, it is an inappropriate basis for Napier's rating mix, which includes urban residential, lifestyle, and rural properties within the same district.

In Napier's context, land value rating systematically disadvantages lifestyle and rural landowners relative to urban property owners, despite the latter often holding significantly greater total wealth. Consider the following patterns:

- A lifestyle block of 5,000m² may carry high land value but a modest dwelling, resulting in rates disproportionate to the owner's economic position.
- A rural property of 10–50 hectares may have very high land value (productive agricultural land is expensive) but a relatively modest capital value improvement, yet pays rates well in excess of wealthy urban properties.
- A premium large home in the city on a standard section carries high capital value but comparatively low land value, resulting in lower rates than rural or lifestyle properties of far less total worth.

The land value system thus inverts the intended redistributive purpose of rating. It penalises landholding while undertaxing improvements — the exact opposite of sound policy in a district where rural and lifestyle landowners are frequently not wealthy in any liquid sense.

4. Concrete Local Examples

The inequity of the current system is not theoretical. The two comparisons below use real Napier properties with publicly available rating data. Together they illustrate two distinct dimensions of the problem: a wealth gap argument and a pure rating mechanism argument.

4.1 Example One: 8 Te Roera Drive vs 29 Hospital Terrace

29 Hospital Terrace is a premium residential city property with a capital value 58% higher than mine. Despite this substantial wealth difference, it pays significantly less in rates.

Metric	8 Te Roera Drive (Rural/Lifestyle)	29 Hospital Terrace (Premium Residential)	Difference
Capital Value (CV)	$3,880,000	$6,150,000	CV 37% lower
Land Value	$3,220,000	$1,250,000	—
Annual Rates	$14,564	$9,676	+$4,888
Rates per $1,000 CV	**$3.75**	**$1.57**	**139% higher**
Sewerage connection	No	Yes	—
Reticulated water	No	Yes	—
Stormwater connection	No	Yes	—
Street frontage/roading	No	Yes	—
Footpaths & lighting	No	Yes	—

My property pays 139% more in rates per dollar of capital value than 29 Hospital Terrace — despite having a CV $2.27 million lower. In absolute terms I pay $4,888 more per year than a property worth 58% more than mine.

The services disparity compounds this inequity further. My property at 8 Te Roera Drive receives none of the following urban services that 29 Hospital Terrace enjoys:

- No sewerage connection
- No reticulated water supply
- No stormwater infrastructure
- No formed street frontage or Council roading
- No footpaths or street lighting

A genuine user-pays analysis would therefore place my rates significantly below those of an equivalent urban property. Instead, under the land value system, I pay 50.5% more in absolute terms and 139% more per dollar of wealth — for a lesser level of service.

4.2 Example Two: 8 Te Roera Drive vs 25 Te Roera Drive

This second comparison is even more difficult to explain away. 25 Te Roera Drive is a neighbouring property on the same road with an almost identical capital value of $4,000,000 — just 3% more than mine. Both properties sit in the same location, access the same road, and receive identical Council services. There is no service differential, no location differential, and no meaningful wealth differential. The sole variable is how the rating value is split between land and improvements.

Metric	8 Te Roera Drive	25 Te Roera Drive (Neighbouring Property)	Difference
Capital Value (CV)	$3,880,000	$4,000,000	CV 3% lower
Land Value	$3,220,000	$1,400,000	—
Annual Rates	$14,564	$6,786	+$7,778
Rates per $1,000 CV	**$3.75**	**$1.70**	**121% higher**
Same road	Yes	Yes	—
Same Council services	Yes	Yes	—
Same location	Yes	Yes	—

Despite near-identical capital values, I pay $7,778 more per year in rates — more than double my neighbour's rates bill, 115% more in absolute terms, and 121% more per dollar of capital value. This disparity cannot be attributed to differing service levels, differing location, or differing wealth. It is caused entirely by the land value rating mechanism, which assigns a higher rating base to my property solely because a greater proportion of my capital value sits in land rather than improvements.

This is the purest possible illustration of the land value system's failure. Two neighbouring properties of equivalent worth, on the same road, receiving the same services — paying rates that differ by more than 100%. This is not an anomaly. It is the system working exactly as designed, and the design is wrong.

5. The Case for Capital Value Rating

Shifting to capital value as the primary rating base would address these distortions directly. Capital value rating:

- Better reflects actual property wealth, capturing both land and improvements.
- More equitably distributes the rating burden across the district's property mix.
- Reduces the penalty on rural and lifestyle landowners who receive fewer services.
- Aligns the rating mechanism with its true redistributive function.

I acknowledge that capital value rating is not a perfect system. Asset-rich, income-poor households — particularly retirees in appreciated homes — may face affordability pressures under any value-based system. This is a genuine concern and Council should consider whether targeted rates relief or postponement provisions are warranted to address it. However, this concern does not justify retaining a land value system that produces the inequities documented in this submission.

PDF page 4 of 4

6. Summary of Recommendations

I urge the Council to:

- Adopt capital value as the primary basis for general rates across all property categories.
- Discontinue the use of land value as the primary rating differentiator.
- Ensure rural and lifestyle properties are rated in proper proportion to the services they receive, not penalised for landholding.
- Consider targeted relief mechanisms for asset-rich, income-poor ratepayers if a transition to capital value rating causes genuine hardship.

I am willing to speak to this submission at any hearing the Council convenes on this matter.

Phil Ellis
8 Te Roera Drive, Napier

April 2026

Submission #70

Name: Stacey Bailey-Tran

Organisation: Left blank by submitter.

Hearings: Yes

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Kia ora, I am writing to formally oppose Napier City Council's proposal to re categorise our property at 56 Poraiti Road from Rural Residential to Residential. While Council may consider this an administrative alignment, the reality on the ground is that our property is physically rural in every meaningful and practical sense, and we do not receive — nor can we access — the services, infrastructure, or benefits that define a residential property. By way of clarification: • We do not have town water supply. We catch and store our own rainwater on site and bear all costs and responsibility associated with this. • We do not have access to Council wastewater services and fully manage and service our own wastewater system, unlike residential properties. • The surrounding road infrastructure is narrow, unmarked, poorly maintained, and hazardous, with conditions far removed from residential standards. • We do not have fibre connectivity or reliable internet access, which is a fundamental residential service elsewhere in Napier. These are not minor differences. They materially affect our quality of life, costs, property use, and risk exposure, and clearly distinguish our property from residential properties that benefit from Council provided services and infrastructure. Re categorising our property as Residential while none of the corresponding residential privileges are available is fundamentally inequitable. We are being asked to pay as though we receive services that we neither have nor can reasonably expect to access. I am also deeply concerned about the integrity of the consultation process being presented as part of the Annual Plan. The correspondence states that Council has already agreed to remove the Rural Residential category and recategorise properties accordingly. In that context, this "submission phase" appears to be little more than a tick

box exercise, occurring after the decision has already been made. If Council is not genuinely willing to reconsider this decision based on submissions received, that significantly undermines confidence in the transparency, fairness, and integrity of the consultation process — and, by extension, the Council itself. This proposal is grossly unfair to rural ratepayers such as ourselves, who are already disadvantaged by limited access to services yet are now being asked to shoulder residential level rates without residential level benefits. I request that Council: • Reconsider the wholesale removal of the Rural Residential category, or • At minimum, assess properties based on actual service access and infrastructure, not administrative convenience. I ask that this objection be recorded in full as part of Council's deliberations. Nāku noa, nā, Stacey and Willie TRAN 56 Poraiti Road Napier

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #71

Name: Tracey Howell

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 1: Use a property's capital value to calculate Transportation charges.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

No

Do you have any comments on our proposed fees and charges for 2026/27?

Don't cut the rates back to much we still need to be realistic. Please keep Napier Gardens this is iconic for tourists even locals..

Do you have any other comments on our Annual Plan 2026/27?

Keep the rates realistic but don't cut them back so much the basics stop happening eg public gardens and green spaces.

Submission #72

Name: Chris Wiig

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Unfair

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

After 32 years retailing in Emerson I think I paid enough cbd rates. Now retired.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

To base you're roading translation cost on would be hostile .. In our case we have personally made improvements to our property out of our hard earned tax paid incomes . This would be biased to Napier residents who have made improvements to improve their properties a gain capital value !

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #73

Name: Ray Grant

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

The Mayor got my support as did many other candidates on the promise that rates would be minimised. An 8.8% increase next year is in conflict with those promises, they in my opinion were elected under false claims. The anticipated reply would be," they could have been a lot more' . Cut costs don't just bump the too many ongoing projects on the rate payer! My title is 0989040200, Rates 2022 were $2379, 2025 $3594. Next year $3910, is that a 164% increase over 5 years? Regional rates need to be added to this increase taking my rates bill about $5000/year! TV1 news this morning said Wellington had the highest rates, wrong I think Napier holds the record. OK the water system needs upgrading but surely speed bumps, cycle lanes, blacking ghost lines, new roundabouts etc , all labour intensive $ projects should be held off. All residents rich or poor are feeling the cost of living today, Napier City Council could help if they were honest in their election campaigns. I look forward to your reply.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #74

Name: Susie Penrose

Organisation: Wallace Development Company Limited

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

As the largest landlord in Napier's CBD, we oppose the proposal to fund nighttime CCTV monitoring through a targeted rate applied solely to CBD landlords, businesses, and residents. While we support initiatives that improve safety after dark, this proposal places an unfair and disproportionate financial burden on those who already carry significant responsibility for maintaining the CBD — particularly at a time when retail and hospitality tenants are under severe economic pressure. The CBD is a critical city-wide asset that supports employment, tourism, economic activity, and quality of life for all of Napier. The benefits of nighttime CCTV monitoring extend far beyond CBD ratepayers and should therefore be treated as a shared city responsibility rather than a targeted local cost. Imposing additional costs on CBD landlords and tenants risks accelerating business closures, increasing vacancies, reducing activation, and ultimately undermining both safety outcomes and Council's long-term objectives for a vibrant city centre. We strongly encourage Council to reconsider this funding approach and adopt a more equitable, city-wide solution._____ The CBD Is a City Wide Asset The CBD is not a self contained area that benefits only its immediate occupants. It is the economic and social heart of Napier, supporting: • Employment across the city • Tourism and visitor experiences • Hospitality, events, and nightlife • Community activity and quality of life A safe, active CBD benefits residents, visitors, and businesses from across Napier and the wider region. Nighttime safety measures therefore deliver city wide value, not just local benefit. Funding these measures exclusively through a targeted CBD rate fails to recognise the essential role the CBD plays in supporting the wider city. Economic Reality for Tenants and Landlords As a major CBD landlord, we are acutely aware of the pressures facing tenants. Retail and hospitality businesses are struggling with: • Rising operating and compliance costs • Reduced consumer spending • Staffing shortages • Thin or negative profit margins In response, many landlords — including ourselves — are already: • Offering rental concessions and incentives • Absorbing increased vacancy risk • Working closely with tenants to keep businesses operating Additional rates, even when charged to property

owners, directly affect tenant viability through outgoings, affordability, and lease sustainability. Further cost increases risk tipping already stressed businesses into closure. Business Closures Have City Wide Consequences If CBD tenants are forced to close: • Vacancies increase • Street activation declines • Safety outcomes worsen rather than improve • Tourism and the night time economy suffer • Napier's overall vibrancy and reputation are weakened These impacts are felt well beyond the CBD. Weakening the city centre ultimately increases long term costs and risks for Council and the wider community. Unfair Concentration of Cost and Risk CBD landlords and tenants: • Do not control the CCTV service design, staffing, or cost • Cannot opt out or influence expenditure • Do not create the majority of the nighttime activity or behaviour being monitored Yet this proposal requires them to fund the response to city wide use of the CBD. This breaks the principle that costs should align with benefit, control, or causation. It also sets a concerning precedent whereby the CBD becomes the default funding source for services that support the entire city. Long Term Risks for the City Weakening the CBD through additional financial pressure has long term consequences: • Reduced investment • Falling property values and rate base • Increased vacancy and antisocial behaviour • Higher future costs for Council and the community Spreading the cost of public safety more broadly is not only fairer — it is fiscally responsible. The CBD Should Not Be Charged for City Wide Impacts The CBD absorbs many impacts generated by broader city activity, including: • Nightlife and event related behaviour • High visitor volume from outside the CBD • Late night transit and foot traffic CBD businesses and residents do not create these issues, yet this proposal effectively requires them to pay for managing the consequences. This sets a concerning precedent and discourages the very activation Council seeks to support. Conclusion We support making Napier safer after dark. However, funding nighttime CCTV monitoring through a targeted rate placed solely on CBD landlords, businesses, and residents is inequitable and risks unintended economic harm at a fragile point in the CBD's recovery. As the largest landlord in the CBD, we see firsthand the importance of tenant stability, activation, and confidence. A strong CBD underpins tourism, employment, and quality of life for the entire city. We strongly urge Council to reconsider this proposal and adopt a funding approach that reflects the shared benefits and shared responsibility of maintaining a safe, vibrant city centre. Thank you for the opportunity to make this submission.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #75

Name: Karen Hanson

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

Our rates have gone up so much in recent years. We dont need any more huge increases. It is becoming unaffordable!

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

We do not want any more big increases. Our rates are becoming unaffordable.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #76

Name: Jim Sutcliffe

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Say with status quo

Do you have any general comments on the Draft Revenue & Financing Policy?

Having lived in Meeanee Road for many years I have been through the gauntlet of changing zones which all seemed directly connected to extracting more money out of life style block owners. We have been zoned Rual, Rual Residential, Jervoistown and now Residential. I live 11 minutes away from the CBD yet myself and many others are treated like we don't exist (unless wanting more money) then amazingly we get noticed. Over the years I have questioned the NCC about subdividing my property firstly got told no way after time was told could but smallest section had to be 2500 sq mtr does this change fall in in line with all the existing Napier Residential properties if adopted ? I have my own septic tanks / sewage system which I have to pay to have cleaned maintained Residential properties have sewage system from the gate I have my own well which I have to pay to have cleaned and maintained Residential properties have water to the gate We have no footpaths on our road but a lot of pedestrians Residential properties have footpaths to the gate We have very little street lighting on our road Residential properties have street lighting to the gate If you going to class our properties the same as existing residential properties please ensure we are treated equally !

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

I voted for a council of change and hopefully fairness if anything the proposed changes to lifestyle block zoning should reflect the lack of services supplied and a reduction in rates. Would you be happy paying for business class sets on a plane getting put in economy ???

Submission #77

Name: Tony Jeffery

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Attachment 1 – Submitted document

The proposed funding change for the night public safety CCTV from the parking account to a targeted rate on CBD ratepayers is based on the incorrect council perception that they are the main beneficiaries of this service.

Council's letter informing the affected ratepayers states that residential ratepayers primary benefit from improved neighbourhood safety when funding is provided for that from the general rate which has a 260% differential for businesses.

The service was originally instigated with the good intent of addressing public safely concerns in our inner city at night.

Although violent incidents have subsequently increased the cameras have proved a worthwhile aid to police in identifying the perpetrators by recording public and vehicular movements.

It is ironic that the central government do not see addressing crime as a role for local government who mostly do what they can by default.

Council's claim that it not sustainable to continue to fund the inner city's public safety night CCTV at $240.000 annually from the parking account rings hollow when that has always been a huge ring fenced cash cow and our CBD's on street parking fees were doubled recently.

The proposed change will take the average annual rates increase to 20% for most CBD businesses.

95% of those businesses are never open at night and many already fund mandatory property re-insurance requirements including CCTV , monitored alarms, security grills etc.

It is a very long stretch for the Mayor and Council to conveniently, belatedly and incorrectly claim that CBD ratepayers are the main beneficiaries of it's night public safely CCTV service.

By way of example 76 Emerson Street's proposed 2026-7 rates will increase 22.8% from $37899.95 to $46295.79 including the night CCTV charge of $3945.55 . The proposed rates on this property have increased 120% from the 2021-22 year.

Surely our Mayor and Council in their wisdom realise that increases of this magnitude are unsustainable and will likely be a tipping point for businesses struggling to navigate the most challenging economic environment in many years.

With half of the Emerson Street public area being pulled up and redeveloped over winter this additional rates burden can only signal a completely out of touch council to all affected businesses.

Council has stated their desire that targeted rates be outside of any central government rates cap.With this approach best practice would require a robust and transparent public/private good analysis to ensure that the source of funding was fair , equitable and sustainable.

This has clearly not occurred as councils preferred option is that approximately 400 CBD rate-payers totally fund our city streets public safely night CCTV

There would be minimal additional individual rates impact if this was included in the general rate on Napier's 27000 plus rateable properties with a proposed average rates increase of 8.8%,

Alternatively is seems appropriate that re-prioritising the parking account, that extracts substantially during the day, should continue to fund the cameras that watch vehicular and public movements at night.

Using a miss-targeted rate to achieve an own goal is blunt instrument best avoided by a Mayor and Council who campaigned on keeping rates fair and affordable less than a year ago.

Similarly the proposal to change the roading funding to a capital valuation basis is neither fair nor equitable as there is absolutely no correlation between road usage and property capital value.

As an example larger footprint, but lower capital valued, industrial properties typically generate far more heavy traffic movements and subsequent road work need than smaller footprint good quality commercial, office and residential properties.

The fairest and most equitable way to provide for this essential service is to continue to fund it from the general rate.

In summary I would like council to adopt option B(status quo)for funding our essential roading service and an amendment to option B that the night CCTV public safely service is funded from general rates as this is clearly beneficial and fair to the majority of it's ratepayers.

Sent from my iPad

Submission #78

Name: ROSS MENZIES

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

The land value is the faiest method. Capital value assessment means those residents with more expensive homes pay more - for the same services.

A change to how we charge inner city CCTV monitoring

Option 2: Commercial and Residential ratepayers pay the same.

CCTV comment

Impact both residential and commercial. Lumbereven more charges onto the commercial ratpayers will likely result in business's closing down - degrading the appeal of the CBD.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Yes see attachment

Attachment 1 – Submitted document (see next page)

PDF page 1 of 2

Submission to Napier City Council

From : Ross Menzies

79 Boyd Road, Poraiti

Ph 021 507782

09/04/2026

Proposed change to re-categorise "Rural Residential" properties as "Residential" for rating purposes (Annual Plan 2026/27 consultation)

I make this submission in opposition to the proposal to remove the Rural Residential ratepayer category and re-categorise Rural Residential properties as Residential.

I request that Council retain a distinct rating category for Rural Residential properties, or adopt an alternative approach that continues to recognise the different nature of rural-residential areas and the services typically available to those properties.

Key points

My concerns relate to the broader implications of treating rural-residential areas as equivalent to urban residential areas. In particular, rural-residential areas typically have different infrastructure, servicing arrangements, and planned character outcomes.

1. **Subdivision expectations and neighbourhood character**. Rural-residential areas have historically been managed to avoid an intensity of development that is inconsistent with their character and servicing constraints. If Council's long-term intent is for rural-residential areas to be treated the same as residential areas, it should be clearly signalled and managed through the appropriate planning framework (for example, through the District Plan), rather than occurring indirectly through rating categorisation.
If subdivision density were to increase in these areas over time, this would create pressure for urban-standard infrastructure and amenity (for example, upgraded roads, footpaths, and street lighting). These costs and impacts should be transparently assessed and planned for.

i. Roading upgrades to enable safe two-way traffic and accommodate parking demand
ii. Footpaths and safer walking connections
iii. Street lighting and associated power/maintenance requirements

If Council anticipates any future uplift in development intensity in rural-residential areas, it would be prudent to identify how the associated infrastructure would be funded, staged, and delivered, and how any additional costs would be fairly attributed.

2. **Servicing and infrastructure assumptions**. Many rural-residential properties rely on on-site servicing arrangements that differ from typical urban residential servicing. Common examples include:

a. Water supply (for example, bore supply and/or rainwater collection and pumping systems)
b. Wastewater disposal (for example, septic tanks and on-site treatment/disposal fields)
c. Stormwater management (often through on-site soakage and/or local drainage arrangements, depending on location and Council infrastructure)

If development intensity were to increase over time, the capacity of on-site systems (particularly wastewater disposal fields) may become a constraint. This can, in turn, create pressure for extensions or upgrades to network services. Any shift in expectations should be accompanied by clear policy direction and funding plans.

I acknowledge that Council has stated the proposed change is being progressed through the Annual Plan 2026/27 consultation and is framed as a rating-category change (that is, removing the Rural Residential ratepayer category and applying the Residential category to those properties). However, it is important that Council clearly explains how (if at all) this rating change relates to District Plan zoning, subdivision controls, and long-term growth planning, and that any planning outcomes are pursued through the correct statutory processes.

Rural-residential areas provide important diversity of land use within Napier. This diversity should be retained, in a similar way to how other planning mechanisms are used to recognise and manage distinct local character and amenity values. Napier has other avenues available to accommodate growth, including existing residential subdivisions and planned housing intensification in appropriate locations.

In summary, I am concerned that removing the Rural Residential rating category reduces the recognition of real differences in infrastructure, servicing, and expected amenity between rural-residential and urban residential areas. I request that Council reconsider the proposal, and either retain a distinct Rural Residential category or provide a clear, transparent rationale and impact assessment (including infrastructure and service implications) alongside any future planning changes.

We are either:

Rural Residential: which has its separate rules for infrastructure, subdivision and rating

OR

Residential: which the same benefits as other residential ratepayers in Napier (including roads, water, sewerage, footpaths and streetlighting.

Which one are we? You cannot have both

Submission #79

Name: Daniel Heath

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

As a low lv high cv rate payer this is punishing especially when the household disagrees with the roading being put in place. Work for the residents not the tourists. They will come regardless of how the wider napier operates.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Does not effect me. Napier is no longer safe regardless that is a policing issue. The danger is still there now its just on camera... cool..

Do you have any general comments on the Draft Revenue & Financing Policy?

No

Do you have any comments on our proposed fees and charges for 2026/27?

Stop with the useless road changes and removing dual lane roads that ease congestion for the "prettyness" of how napier looks the people you are trying to impress aren't out that far from the port. You are causing congestion. Focus on the quality of the existing roads rather than how they are pleasing to look at.

Do you have any other comments on our Annual Plan 2026/27?

Fix the poor quality roads. Stop picking form over function. Just get it done.

Submission #80

Name: Kevin Squires

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

A cheaper option for rural owners ,we don't have footpaths and street lighting. Less traffic movements per day ,less maintenance. Generally cost to rural home owner to maintain larger road frontage section.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #81

Name: Jeremy Smith

Organisation: Art Deco Trust

Hearings: Yes

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

We believe all Napier City Ratepayers should pay for inner-city / Napier CBD CCTV monitoring

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Attachment 1 – Submitted document (see next page)

PDF page 1 of 2

To: **Napier City Council**

Subject: **Objection to Targeted CBD Ratepayer Funding for CCTV Monitoring**

Art Deco Trust would like to formally object to the proposal that Napier CBD ratepayers alone should bear the cost of monitoring the Napier City Council's CCTV camera network.

While we acknowledge the importance of CCTV in promoting public safety, deterring crime, and supporting law enforcement, We strongly oppose the funding model that places this financial responsibility solely on businesses and property owners within the CBD.

1. CCTV Benefits Extend Beyond the CBD

The CCTV network does not exclusively benefit CBD ratepayers. Its presence contributes to the safety, reputation, and economic vitality of Napier as a whole. Visitors, residents from other suburbs, and tourists all benefit from a safer central city. As such, the costs should be shared more equitably across the wider ratepayer base rather than unfairly targeted at a single group.

2. Public Safety is a Core Council Responsibility

Community safety is a fundamental function of local government. Funding mechanisms for services that provide broad public benefit—such as CCTV monitoring—should reflect that shared responsibility. Isolating CBD ratepayers to fund such services risks setting a precedent where essential public infrastructure becomes disproportionately funded by those in specific geographic areas.

3. Disproportionate Financial Burden on CBD Businesses

CBD businesses (owner operators or tenants who pay rates to their landlord) are already facing significant financial pressures, including rising operating costs, economic uncertainty, and changing consumer patterns. Imposing additional targeted rates for CCTV monitoring places an unfair burden on these businesses, many of whom are still recovering from recent economic challenges.

4. Risk of Negative Economic Impact

Increasing costs for CBD ratepayers may discourage investment and business retention in the city centre. This could ultimately undermine the vibrancy and attractiveness of the CBD, which is counterproductive to the Council's broader economic development goals.

5. Alternative Funding Options Should Be Explored

Council should consider funding CCTV monitoring through general rates, central government support, or partnerships with law enforcement agencies. A blended funding model would more accurately reflect the shared benefits of the system and distribute costs more fairly.

Conclusion

For the reasons outlined above, We strongly urge Napier City Council to reconsider this proposal and adopt a more equitable funding approach for CCTV monitoring. Public safety infrastructure should be funded in a way that reflects its benefits to the entire community, not disproportionately imposed on CBD ratepayers.

Thank you for considering this submission.

Yours sincerely,

Signed, the board, staff, and over 100 volunteers of the Art Deco Trust Incorporated

10 April 2026

Art Deco Trust, (former) Women's Rest, 5 Clive Square East, Napier 4110 | 06 835 0022 | trust@artdeconapier.com | CC21328

About Art Deco Trust Incorporated

Art Deco Trust is a non-profit, incorporated society, is dedicated to preserving and celebrating the Art Deco era heritage of Napier, Hawke's Bay, New Zealand.

Through its festivals, events, tourism, and educational activities, the Trust promotes the region's unique art deco era architectural history, style and cultural significance, locally, nationally and internationally, and has been doing so for almost 40-years.

Art Deco Festival Napier is a marquee event organised by the Trust, attracting tens of thousands of visitors from across New Zealand and around the globe, to experience the magic of the Art Deco Napier – a uniquely New Zealand event.

Art Deco Trust, (former) Women's Rest, 5 Clive Square East, Napier 4110 | 06 835 0022 | trust@artdeconapier.com | CC21328

Submission #82

Name: Richard Howell

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Keep rates calculation using the same method -land values

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

In changing from land values to capital values I see this as a means of extra revenue from business and ratepayers who have more valuable homes and therefore I am not in favour of this change. Napier residents have seen huge increases in rates over the last few years. Our current mayor came in with the promise of lower rates and a look at things that are nice to have. The suggested increase of 8.8% is again at a level which is unsustainable to many residents.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #83

Name: Nick Meechan

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I am against changing Jervoistown from rural to residential. We are a rural community. Every household has its own water and wastewater system on their own property. The new rates increases are not justified.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #84

Name: Stephen Booker

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Not yet

Do you have any other comments on our Annual Plan 2026/27?

Would like a meeting regarding anderson park skate park.

Submission #85

Name: Jonty Underhill

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Don't remove the rural residential rates sector. Us rural homeowners have to provide all our own services and maintain these services so shouldn't be getting billed to cover council services for this. It is purity a revenue gathering exercise.

Do you have any other comments on our Annual Plan 2026/27?

Improve the infrastructure that we council currently serviced before trying to take on more zones like jerviostown. Jerviostown is currently fine looking at itself.

Submission #86

Name: Wayne Pohe

Organisation: Left blank by submitter.

Hearings: Yes

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

I do not agree withg any changes

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I make this submission in strong opposition to the proposed reclassification of Jervoistown from Rural to Residential. This change is inappropriate because it would impose residential rates and charges on properties that do not receive, do not require, and do not use the full range of urban services associated with that classification. Jervoistown remains a semi-rural community with characteristics that are materially different from Napier’s residential suburbs, and any rating change should reflect actual service delivery, infrastructure availability, and fairness to ratepayers. A number of residential and targeted rates should not be applied to Jervoistown properties unless the related service is actually available or connected. In particular, stormwater rates should not apply to rural properties, sewerage and water-by-meter charges should not apply where there is no reticulated connection, and refuse, recycling, fire protection, and other targeted urban service rates should not be charged where those services are not provided. Applying these charges in the absence of service access would be inequitable and inconsistent with the principle that rates should correspond to benefit received.

Do you have any other comments on our Annual Plan 2026/27?

I make this submission in strong opposition to the proposed reclassification of Jervoistown from Rural to Residential. This change is inappropriate because it would impose residential rates and charges on properties that do not receive, do not require, and do not use the full range of urban services associated with that classification. Jervoistown remains a semi-rural community with characteristics that are materially different from Napier’s residential

suburbs, and any rating change should reflect actual service delivery, infrastructure availability, and fairness to ratepayers. A number of residential and targeted rates should not be applied to Jervoistown properties unless the related service is actually available or connected. In particular, stormwater rates should not apply to rural properties, sewerage and water-by-meter charges should not apply where there is no reticulated connection, and refuse, recycling, fire protection, and other targeted urban service rates should not be charged where those services are not provided. Applying these charges in the absence of service access would be inequitable and inconsistent with the principle that rates should correspond to benefit received. Reasons for Opposition Jervoistown has not become a residential suburb in any practical sense. The area retains larger lots, lower density, private infrastructure, and rural-style living. There has been no corresponding upgrade in public services to justify residential classification, and the change appears to be administrative rather than based on actual change in land use or infrastructure. Residential classification would likely increase rates without any meaningful improvement in services. This would place an unfair financial burden on residents while offering no direct benefit in return. Ratepayers should not be required to subsidise city infrastructure that does not exist in their area and from which they derive no practical use. Reclassifying Jervoistown as Residential would also be inconsistent with the Fair Trading Act 1986 if it creates a misleading impression that residential-level services are available when they are not. Any representation that the area receives urban services, or that residents will benefit from charges tied to those services, must be accurate and not misleading. Services Not Received If Jervoistown is reclassified as residential, property owners may be charged for services and infrastructure that are not provided locally, including: • Stormwater reticulation and urban drainage. • Reticulated sewerage services. • Reticulated water supply and water-by-meter charges. • Fire protection charges tied to reticulated water systems. • Urban amenity services such as street lighting, footpaths, and associated maintenance. • Area-specific commercial or CBD-related levies that do not relate to Jervoistown. These are services typically associated with urban residential areas, not rural or semi-rural properties. Charging for them without provision or use would be unreasonable and contrary to good rating practice.

Attachment 1 – Submitted document (see next page)

PDF page 1 of 2

Submission Opposing the Reclassification of Jervoistown from Rural to Residential

To: Napier City Council
Re: Proposed reclassification of Jervoistown from Rural to Residential
From: Wayne Pohe
Address: 69 McElwee Street, Jervoistown, Napier, 4112
Date: 11 April 2026

I make this submission in strong opposition to the proposed reclassification of Jervoistown from Rural to Residential. This change is inappropriate because it would impose residential rates and charges on properties that do not receive, do not require, and do not use the full range of urban services associated with that classification. Jervoistown remains a semi-rural community with characteristics that are materially different from Napier's residential suburbs, and any rating change should reflect actual service delivery, infrastructure availability, and fairness to ratepayers.

A number of residential and targeted rates should not be applied to Jervoistown properties unless the related service is actually available or connected. In particular, stormwater rates should not apply to rural properties, sewerage and water-by-meter charges should not apply where there is no reticulated connection, and refuse, recycling, fire protection, and other targeted urban service rates should not be charged where those services are not provided. Applying these charges in the absence of service access would be inequitable and inconsistent with the principle that rates should correspond to benefit received.

Reasons for Opposition

Jervoistown has not become a residential suburb in any practical sense. The area retains larger lots, lower density, private infrastructure, and rural-style living. There has been no corresponding upgrade in public services to justify residential classification, and the change appears to be administrative rather than based on actual change in land use or infrastructure.

Residential classification would likely increase rates without any meaningful improvement in services. This would place an unfair financial burden on residents while offering no direct benefit in return. Ratepayers should not be required to subsidise city infrastructure that does not exist in their area and from which they derive no practical use.

Reclassifying Jervoistown as Residential would also be inconsistent with the Fair Trading Act 1986 if it creates a misleading impression that residential-level services are available when they are not. Any representation that the area receives urban services, or that residents will benefit from charges tied to those services, must be accurate and not misleading.

Services Not Received

If Jervoistown is reclassified as residential, property owners may be charged for services and infrastructure that are not provided locally, including:

- Stormwater reticulation and urban drainage.
- Reticulated sewerage services.
- Reticulated water supply and water-by-meter charges.

- Fire protection charges tied to reticulated water systems.
- Urban amenity services such as street lighting, footpaths, and associated maintenance.
- Area-specific commercial or CBD-related levies that do not relate to Jervoistown.

These are services typically associated with urban residential areas, not rural or semi-rural properties. Charging for them without provision or use would be unreasonable and contrary to good rating practice.

Equity and Fairness

The proposed change appears inconsistent with the principle of fairness in local government rating. Rates should reflect the actual cost of services provided and the degree to which properties benefit from them. A classification that increases rates while not extending equivalent services would be difficult to justify to affected residents.

It is also important that the Council considers the long-term implications of reclassification. Once a rural area is redefined as residential, the change may create a precedent for higher charges, additional obligations, and future expectations of urban servicing, even where the physical infrastructure does not support it.

Requested Decision

I respectfully request that Napier City Council:

1. Retain Jervoistown's current Rural classification.
2. Decline to apply residential rates and targeted charges that are not matched by **actual** service delivery.
3. Confirm that any rating category applied to Jervoistown must reflect the area's existing infrastructure, land use, and service availability.
4. Consult directly with affected residents before any future proposal to alter the classification.

Conclusion

Jervoistown should remain classified as Rural unless and until full urban services are provided and the area genuinely functions as a residential suburb. Reclassification would impose unfair costs, charge for services not received, and fail to reflect the reality of the community. For these reasons, I strongly oppose the proposal.

Submitted by:



Wayne Pohe
Email: wayne@pohe.co.nz
Ph: 021704254

Submission #87

Name: Linda Jephson

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I strongly disagree to the upcoming change to residential for us semi-rural folk of Jervoistown reasons set out below..... 1/- We do not not have "town" water supply 2/- We no not have "town" sewerage 3/- Inadequate street lighting 4/- No bus service. The maintenace on our water and sewer systems have been very high, and reflected our cheaper rates for not having these services. A new pump for our sewer system cost $1657. New water pump was over $1500.00., after cyclone Gabrielle maintenace $86.00 plus $178.00 per. year (every year) Not to mention during power cuts our water and sewerage is limited. With all these extra costs (and probably more to come) think it is extremely wrong and unjust to change our rating system to residential. Linda Jephson

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #88

Name: Peter Barlow

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

How does a properties value determine the transportation charge fairly? We have 2 people living on a large section that we can not build on and it is used to help neighboring properties drain. The neighbours have a small value section with 6 adults, 5 young adults and 10+ cars. They would pay much less than us. We dont have a bus route, we dont have footpaths or biking lanes. Every property has the same road coming to its door, if the land is twice the size it doesnt imply twice the traffic. It should be based on the number of potential people living on the property. Ie house size / number of rooms not property value or land value.

A change to how we charge inner city CCTV monitoring

Option 2: Commercial and Residential ratepayers pay the same.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I make this submission in strong opposition to the proposed reclassification of Jervoistown from Rural to Residential. This change is inappropriate because it would impose residential rates and charges on properties that do not receive, do not require, and do not use the full range of urban services associated with that classification. Jervoistown remains a semi-rural community with characteristics that are materially different from Napier's residential suburbs, and any rating change should reflect actual service delivery, infrastructure availability, and fairness to ratepayers. A number of residential and targeted rates should not be applied to Jervoistown properties unless the related service is actually available or connected. In particular, stormwater rates should not apply to rural properties, sewerage and water-by-meter charges should not apply where there is no reticulated connection, and refuse, recycling, fire protection, and other targeted urban service rates should not be charged where those services are not provided. Applying these charges in the absence of service access would be inequitable and inconsistent with the principle that rates should correspond to benefit received.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #89

Name: Emma Taylor-Meynell

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I dont believe that you should change the calculation for transport charges. I believe that the status quo should exist. We live at the end of a rural road, and the road is in very poor condition, too narrow for two cars to pass each other in several instances. It is not only our quiet road that is under serviced with roading, but the busy road that we turn off - Poraiti road, is also dangerously narrow in several places. There doesn't appear to be any plans to upgrade these areas or improve this roading, so why should we pay extra?

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #90

Name: Susan Jackson

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Yes I have comments to make on your proposed Napier City Council - Rural Residential Ratepayers I object to my rates being changed from Rural Residential Ratepayer category to be made Residential Ratepayer category. My reasoning is as follows: 1. we do not have footpaths as the residential ratepayers have. 2. we do not have city sewerage as the residential ratepayers have. 3. we are on septic tanks in Jervoistown and it is at our own costs to keep these cleaned. I have just had mine cleaned this week and this is at a cost of $450.00. This is all added costs. Plus in addition to this any blockages we incur with our septic tanks we have to pay ourselves and this is not cheap. This is all added extra costs to the residents here in Jervoistown and with people on a pension, how on earth are we supposed to keep up with all these costs plus increased rates as you are classing us as residential. I would appreciate your urgent reconsideration in this

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #91

Name: John Reid

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

No logic to change and while some residential ratepayers will pay less, mine will be 3.9% higher.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Why are these ratepayers paying a flat rate, when most other services are levied with a differential against their land or capital value.

Do you have any general comments on the Draft Revenue & Financing Policy?

Very little detail provided in the consultation information but it seems obvious that not enough effort is being made to sharpen spending priorities to the essentials required to run the City and letting go of the nice to have projects.

Do you have any comments on our proposed fees and charges for 2026/27?

The logic for changing the basis of allocating roading from land value to capital value does not seem sound. It is a generalisation that the transport network benefits the commercial ratepayers by enabling them to trade. Likewise the suggestion that the utilities ratepayers create more road damage and therefore should pay more. Both those groups of ratepayers will simply pass those additional costs on to the residential ratepayers, assuming they are there customer. If that was not possible they would exit Napier and again the residential ratepayer would lose out. The fundamental problem is that the total rates keep increasing too much. My rates will have increased by 70% over the past 5 years based on your proposed option 2 which is 11.25% compounded per annum. Inflation as measured by CPI is forecast to be 3.25% per annum over the same 5 year period. We the ratepayer cant sustain this level of increase year after year. Council are continuing to spend on the nice to have, rather than the necessities. Leave the non-core spending to Government and their many agencies. Also how can AIM be providing the average ratepayer with savings of $142 this year (2026/27). This equates to $3.8m saving based on your 27,017 rating units, as compared to the prior year when the NCC staff managed these assets. Heads should roll if the private sector can already make that much difference.

Do you have any other comments on our Annual Plan 2026/27?

From what I can see Council remains committed to spending like money does not matter. The ratepayers need a sharpened focus and if the AIM board can deliver nearly $4m in their first year of outsourcing the management of those assets, there must be lots more that can be achieved.

Submission #92

Name: Andrew JOBBINS

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I don't see why if my, or anyone's capital valve is any more than their neighbors that means they are deemed to pay more for reading. How do you explain two dwellings ,same occupancy same number of vechicles but ones worth more so they pay more to drive down the same road . Dont agree to base increase on capital value at all

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #93

Name: Judith Evenson

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I make this submission in strong opposition to the proposed reclassification of Jervoistown from Rural to Residential. This change is inappropriate because it would impose residential rates and charges on properties that do not receive, do not require, and do not use the full range of urban services associated with that classification. Jervoistown remains a semi-rural community with characteristics that are materially different from Napier's residential suburbs, and any rating change should reflect actual service delivery, infrastructure availability, and fairness to ratepayers. A number of residential and targeted rates should not be applied to Jervoistown properties unless the related service is actually available or connected. In particular, stormwater rates should not apply to rural properties, sewerage and water-by-meter charges should not apply where there is no reticulated connection, and refuse, recycling, fire protection, and other targeted urban service rates should not be charged where those services are not provided. Applying these charges in the absence of service access would be inequitable and inconsistent with the principle that rates should correspond to benefit received.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #94

Name: Dean Evenson

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I make this submission in strong opposition to the proposed reclassification of Jervoistown from Rural to Residential. This change is inappropriate because it would impose residential rates and charges on properties that do not receive, do not require, and do not use the full range of urban services associated with that classification. Jervoistown remains a semi-rural community with characteristics that are materially different from Napier's residential suburbs, and any rating change should reflect actual service delivery, infrastructure availability, and fairness to ratepayers. A number of residential and targeted rates should not be applied to Jervoistown properties unless the related service is actually available or connected. In particular, stormwater rates should not apply to rural properties, sewerage and water-by-meter charges should not apply where there is no reticulated connection, and refuse, recycling, fire protection, and other targeted urban service rates should not be charged where those services are not provided. Applying these charges in the absence of service access would be inequitable and inconsistent with the principle that rates should correspond to benefit received.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #95

Name: Mark Lawson

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I make this submission in strong opposition to the proposed reclassification of Jervoistown from Rural to Residential. Like many other Jervoistown residents, I am firmly against these proposed changes. Jervoistown is, and remains, a semi-rural community with a distinct character that is materially different from Napier's residential suburbs. Reclassifying it as residential is inappropriate and does not accurately reflect the nature of the area, the infrastructure available, or the way residents live. The proposed change would impose residential rates and charges on properties that do not receive, do not require, and do not use the full range of urban services associated with that classification. This is fundamentally unfair. Rates should reflect actual service delivery, infrastructure availability, and a clear benefit to ratepayers. A number of residential and targeted rates should not be applied to Jervoistown properties unless the corresponding service is genuinely available and connected. In particular, stormwater rates should not apply to rural properties; sewerage and water-by-meter charges should not apply where there is no reticulated connection; and refuse, recycling, fire protection, and other targeted urban service rates should not be charged where those services are not provided. Applying such charges in the absence of access is inequitable and inconsistent with the principle that ratepayers should only pay for services they can use. Furthermore, if Napier City Council intends to classify Jervoistown as a residential area, then it must also be prepared to provide the full suite of infrastructure and services expected of that classification. This includes the ability to subdivide properties, along with the provision of stormwater systems, reticulated water supply, sewer connections, street lighting, footpaths, and upgraded roading with kerb and channel.

However, these are not outcomes that Jervoistown residents want. The semi-rural character of our community is both intentional and highly valued. We do not seek urbanisation, nor should we be required to fund infrastructure that fundamentally alters the nature of our area. In its current form, this proposal imposes increased costs without corresponding benefits, and risks eroding the unique character of Jervoistown. For these reasons, I strongly oppose the proposed reclassification.

Do you have any other comments on our Annual Plan 2026/27?

I make this submission in strong opposition to the proposed reclassification of Jervoistown from Rural to Residential. Like many other Jervoistown residents, I am firmly against these proposed changes. Jervoistown is, and remains, a semi-rural community with a distinct character that is materially different from Napier's residential suburbs. Reclassifying it as residential is inappropriate and does not accurately reflect the nature of the area, the infrastructure available, or the way residents live. The proposed change would impose residential rates and charges on properties that do not receive, do not require, and do not use the full range of urban services associated with that classification. This is fundamentally unfair. Rates should reflect actual service delivery, infrastructure availability, and a clear benefit to ratepayers. A number of residential and targeted rates should not be applied to Jervoistown properties unless the corresponding service is genuinely available and connected. In particular, stormwater rates should not apply to rural properties; sewerage and water-by-meter charges should not apply where there is no reticulated connection; and refuse, recycling, fire protection, and other targeted urban service rates should not be charged where those services are not provided. Applying such charges in the absence of access is inequitable and inconsistent with the principle that ratepayers should only pay for services they can use. Furthermore, if Napier City Council intends to classify Jervoistown as a residential area, then it must also be prepared to provide the full suite of infrastructure and services expected of that classification. This includes the ability to subdivide properties, along with the provision of stormwater systems, reticulated water supply, sewer connections, street lighting, footpaths, and upgraded roading with kerb and channel.
However, these are not outcomes that Jervoistown residents want. The semi-rural character of our community is both intentional and highly valued. We do not seek urbanisation, nor should we be required to fund infrastructure that fundamentally alters the nature of our area. In its current form, this proposal imposes increased costs without corresponding benefits, and risks eroding the unique character of Jervoistown. For these reasons, I strongly oppose the proposed reclassification.

Submission #96

Name: Stephanie Murray

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Submission – Rural Residential Rates (Jervoistown) * This change isn't fair. Rural residential properties are being treated the same as urban, even though we don't get the same services. * Jervoistown residents pay for things we largely don't have or don't use to the same extent (like full urban infrastructure), while also covering our own services (septic, water, etc.). * We are restricted from subdividing our land, while some urban landowners can. That means we don't have the same ability to reduce our rates burden. * Council rules create this limitation, so it's unfair to remove the differential that recognised it. * Rural ratepayers have already had years of higher increases. This is just adding more on top. * Land value rating makes this worse, because it hits larger sections harder without considering actual use or income. * Equal rates might look fair on paper, but they aren't fair in reality. Request: * Keep a rural residential differential * Don't push another large increase onto rural communities like Jervoistown * Don't make us pay for services we do not currently use * this will destroy the unique nature of this area

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #97

Name: Chris Whelan

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Don't charge it. Cease CCTV monitoring.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I own two commercial buildings in Napier - 105 Dickens St and 93-97 Dalton St. The cumulative effect of this CCTV initiative on rates will be an increase of just over 13%. This is unsustainable! I am currently losing two tenants (Cool Toys and WatchStop) because retail is so depressed. Either stop the CCTV trial or look at absorbing it in some other way.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #98

Name: Bix Crossan

Organisation: Left blank by submitter.

Hearings: Yes

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

I dont agree that the higher capital valued properties gain more benefit from the roading network . I would like more information to better understand when a road is resurfaced and fails in a few weeks, who is paying for the remedial work to remedy the failure and subsequent costs.

A change to how we charge inner city CCTV monitoring

Option 2: Commercial and Residential ratepayers pay the same.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Will the change to residential zoning -affect existing consented buildings already on the property (other than main dwelling) -take into consideration unusable very steep land - provide sewer infrastructure (not currently available) -address the open hazardous culvert directly in front of property given the H&S implications

Do you have any other comments on our Annual Plan 2026/27?

The Rate increase for this year is to high given the 2 previous large annual increases . Revenue via rate increase should be spread over a longer time frame to lessen impact for current property owners

Submission #99

Name: Antony Steiner

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

The connection between capital value and the impact that the owner has on the need for and the maintenance of roads, and pavements was not made clear to me. Someone who owns a vacant plot should contribute the same as someone who has built an expensive house on a plot of the same size next door other things being equal. A fairer allocation would be based on the size and weight of the vehicle owned, but of course the Council has no means by which to levy that

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

I think that improvements in the safety of the inner city is a benefit for all ratepayers. It is unfair to burden businesses (who already pay high rates for fewer services) and residents (who we want to encourage to live in the CBD. A small extra rate for all ratepayers should be levied to cover this relatively small amount.

Do you have any general comments on the Draft Revenue & Financing Policy?

No

Do you have any comments on our proposed fees and charges for 2026/27?

I think that improvements in the safety in the inner city such as the nighttime monitoring of CCTV are a benefit for all ratepayers. It is unfair to burden businesses (who already pay high rates for fewer services) and residents (who we want to encourage to live in the CBD. A small extra rate for all ratepayers should be levied to cover this relatively small amount.

Do you have any other comments on our Annual Plan 2026/27?

Illustrate the Transportation rate with a description of what projects have been completed in the last twelve months, and are planned for the next twelve months, that would be funded by this element of rates - sell the idea to your ratepayers!

Submission #100

Name: Nina Bryant

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Each household should only be charged for provisions that are actually available in your area. Currently, we dont have a footpath, lighting, we dont use water, and there is not public transport available. The only thing we should continue to be charged for is kerbside recycling and rubbish removal.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

The increase in our rates is so excessive it is punishing! I also dont agree with being charged over $700 for transportation when that service is not available in Meeanee! Our street is part of a body corp, we dont use town supply water, we dont have footpaths, streetlights, so why should we be paying for this when we are not gaining any benefits from it? can you tell me what the benefits of changing our status from Rural residential to residential will be for us? Will this mean we get a footpath and effective street lighting so we can actually walk safely in the 70km & 80km zones in our neighbourhood?

Do you have any other comments on our Annual Plan 2026/27?

Please take into account that for most of Napier, our rates have increased as much as 90% in the last 4 years and the idea of further increases is unacceptable.

Submission #101

Name: Ross Malone

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

We are rural residential and should stay that way, we do not get the same money spent or services as residential ratepayers so should not be categorized the same.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #102

Name: Julie Thomas

Organisation: Jervoistown Residents Group

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

We make this submission in strong opposition to the proposed reclassification of Jervoistown from Rural to Residential. This change is inappropriate because it would impose residential rates and charges on properties that do not receive, do not require, and do not use the full range of urban services associated with that classification. Jervoistown remains a semi-rural community with characteristics that are materially different from Napier's residential suburbs, and any rating change should reflect actual service delivery, infrastructure availability, and fairness to ratepayers. A number of residential and targeted rates should not be applied to Jervoistown properties unless the related service is actually available or connected. In particular, stormwater rates should not apply to rural properties, sewerage and water-by-meter charges should not apply where there is no reticulated connection, and refuse, recycling, fire protection, and other targeted urban service rates should not be charged where those services are not provided. Applying these charges in the absence of service access would be inequitable and inconsistent with the principle that rates should correspond to benefit received.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #103

Name: Jaie Waenga

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 2: Commercial and Residential ratepayers pay the same.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I make this submission in strong opposition to the proposed reclassification of Jervoistown from Rural to Residential. This change is inappropriate because it would impose residential rates and charges on properties that do not receive, do not require, and do not use the full range of urban services associated with that classification. Jervoistown remains a semi-rural community with characteristics that are materially different from Napier's residential suburbs, and any rating change should reflect actual service delivery, infrastructure availability, and fairness to ratepayers. A number of residential and targeted rates should not be applied to Jervoistown properties unless the related service is actually available or connected. In particular, stormwater rates should not apply to rural properties, sewerage and water-by-meter charges should not apply where there is no reticulated connection, and refuse, recycling, fire protection, and other targeted urban service rates should not be charged where those services are not provided. Applying these charges in the absence of service access would be inequitable and inconsistent with the principle that rates should correspond to benefit received.

Do you have any other comments on our Annual Plan 2026/27?

Disgustingly high proposed rate changes during a time when families are already struggling.

Submission #104

Name: Amy Bartholomew

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I make this submission in strong opposition to the proposed reclassification of Quarry Ridge from Rural to Residential. This change is inappropriate because it would impose residential rates and charges on properties that do not receive, do not require, and do not use the full range of urban services associated with that classification. Quarry Ridge is a rural community with characteristics that are materially different from Napier's residential suburbs, and any rating change should reflect actual service delivery, infrastructure availability, and fairness to ratepayers. A number of residential and targeted rates should not be applied to Quarry Ridge properties unless the related service is actually available or connected. In particular, stormwater rates should not apply to rural properties, sewerage and water-by-meter charges should not apply where there is no reticulated connection, and refuse, recycling, fire protection, and other targeted urban service rates should not be charged where those services are not provided. Applying these charges in the absence of service access would be inequitable and inconsistent with the principle that rates should correspond to benefit received.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #105

Name: Carrie Taylor

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I make this submission in strong opposition to the proposed reclassification of Jervoistown from Rural to Residential. This change is inappropriate because it would impose residential rates and charges on properties that do not receive, do not require, and do not use the full range of urban services associated with that classification. Jervoistown remains a semi-rural community with characteristics that are materially different from Napier's residential suburbs, and any rating change should reflect actual service delivery, infrastructure availability, and fairness to ratepayers. A number of residential and targeted rates should not be applied to Jervoistown properties unless the related service is actually available or connected. In particular, stormwater rates should not apply to rural properties, sewerage and water-by-meter charges should not apply where there is no reticulated connection, and refuse, recycling, fire protection, and other targeted urban service rates should not be charged where those services are not provided. Applying these charges in the absence of service access would be inequitable and inconsistent with the principle that rates should correspond to benefit received.

Do you have any other comments on our Annual Plan 2026/27?

I make this submission in strong opposition to the proposed reclassification of Jervoistown from Rural to Residential. This change is inappropriate because it would impose residential rates and charges on properties that do not receive, do not require, and do not use the full range of urban services associated with that classification. Jervoistown remains a semi-rural community with characteristics that are materially different from Napier's residential

suburbs, and any rating change should reflect actual service delivery, infrastructure availability, and fairness to ratepayers. A number of residential and targeted rates should not be applied to Jervoistown properties unless the related service is actually available or connected. In particular, stormwater rates should not apply to rural properties, sewerage and water-by-meter charges should not apply where there is no reticulated connection, and refuse, recycling, fire protection, and other targeted urban service rates should not be charged where those services are not provided. Applying these charges in the absence of service access would be inequitable and inconsistent with the principle that rates should correspond to benefit received.

Submission #106

Name: Helen Clarl

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I am submitting this statement in strong opposition to the proposed reclassification of Jervoistown from Rural to Residential. This change is inappropriate because it would impose residential rates and charges on properties that do not receive, do not require, and do not utilise the full range of urban services associated with that classification. Jervoistown remains a semi-rural community with characteristics that are distinctly different from the residential suburbs of Napier. Any change in rating should reflect the actual delivery of services, the availability of infrastructure, and fairness to all ratepayers. Certain residential and targeted rates should not be applied to Jervoistown properties unless the corresponding services are actually available or connected. Specifically, stormwater rates should not be charged to rural properties, sewerage and water-by-meter charges should not apply where there is no reticulated connection, and refuse, recycling, fire protection, and other targeted urban service rates should not be imposed where those services are not provided. Applying these charges without access to the relevant services would be inequitable and contrary to the principle that rates should reflect the benefits received. This proposal is very biased and unfair to residents of Jervoistown.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #107

Name: Prefer notosay

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

I don't want to pay any more.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

I don't want to pay any more.

Do you have any general comments on the Draft Revenue & Financing Policy?

I don't want to pay any more.

Do you have any comments on our proposed fees and charges for 2026/27?

I don't want to pay any more money.

Do you have any other comments on our Annual Plan 2026/27?

that it's too expensive

Submission #108

Name: Letitia Heywood

Organisation: Jervoistown Residents

Hearings: No

A change to how we recover transportation (roading) costs

Option 1: Use a property's capital value to calculate Transportation charges.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I make this submission in strong opposition to the proposed reclassification of Jervoistown from Rural to Residential. This change is inappropriate because it would impose residential rates and charges on properties that do not receive, do not require, and do not use the full range of urban services associated with that classification. Jervoistown remains a semi-rural community with characteristics that are materially different from Napier's residential suburbs, and any rating change should reflect actual service delivery, infrastructure availability, and fairness to ratepayers. A number of residential and targeted rates should not be applied to Jervoistown properties unless the related service is actually available or connected. In particular, stormwater rates should not apply to rural properties, sewerage and water-by-meter charges should not apply where there is no reticulated connection, and refuse, recycling, fire protection, and other targeted urban service rates should not be charged where those services are not provided. Applying these charges in the absence of service access would be inequitable and inconsistent with the principle that rates should correspond to benefit received.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #109

Name: Hayley Clifford

Organisation: The Cancer Society Hawke's Bay

Hearings: No

A change to how we recover transportation (roading) costs

Option 1: Use a property's capital value to calculate Transportation charges.

Transportation comment

We support Option 1 as a pragmatic and proportionate step in the right direction. Moving toward capital value better reflects the overall value of a property and is a fairer way of distributing costs than relying solely on land value. Across all options, there is a clear gap in how ability to pay is considered. From an equity lens, it is important that any changes to rating systems do not inadvertently increase hardship for already vulnerable groups. Recommendations: - Support Option 1 as a balanced and lower risk step toward a fairer system - Undertake an equity impact assessment to better understand who is most affected by proposed changes - Commit to ongoing monitoring of impacts, particularly for low-income and vulnerable populations

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

We support Option 1, as businesses in the CBD are likely to receive a higher direct benefit from enhanced monitoring, particularly during evening hours. This approach also helps ensure that the cost burden does not fall unfairly on residential ratepayers who may receive fewer direct benefits. Safety and perceptions of safety are critical determinants of community wellbeing. Feeling safe in public spaces supports greater participation and equitable use of city environments, particularly for women, young people, and older adults. We encourage Council to consider CCTV as one component of a broader approach to community safety. Any expansion of monitoring should be complemented by initiatives that address the underlying drivers of harm, such as improved lighting, and alcohol harm reduction approaches.

Do you have any general comments on the Draft Revenue & Financing Policy?

We support the overall intent of the Revenue and Financing Policy, particularly the emphasis on considering community wellbeing, distribution of benefits, and affordability when determining funding approaches. We acknowledge that Council must balance a range of factors when allocating costs. We support the continued use of rates funding for services that deliver a strong public good, including those that contribute to health and wellbeing, social connection, and safe environments. Over reliance on user-pays models for these services risks creating barriers to access, particularly for those who would benefit the most.

Recommendations: - Strengthen the explicit use of an equity lens in funding decisions, including consideration of ability to pay and cumulative financial impacts - Continue to prioritise rates funding for services with significant public health and wellbeing benefits, including those that support physical activity, social connection, and community safety - Apply the use of Health Impact Assessments (HIA) where appropriate, across the funding framework, particularly when reviewing targeted rates for recreation, transport, housing, and community services - Monitor and report on the distributional impacts of funding decisions across different population groups

Do you have any comments on our proposed fees and charges for 2026/27?

We support fees and charges that are fair, transparent, and do not create barriers to participation in health promoting activities. While we understand the need for cost recovery, we encourage Napier City Council to carefully consider the impact that increased fees may have on low-income households and whānau. This is particularly important for services and facilities that contribute to health and wellbeing, such as recreational spaces, community facilities, and programmes that support physical activity and social connection. Ensuring these remain accessible is critical to supporting equitable health outcomes across the community. Recommendations: - Apply a Health Impact Assessment (HIA) approach when setting or revising fees, to ensure decisions do not widen inequities - Ensure pricing does not discourage participation in activities that support physical activity, social connection, and community wellbeing - Consider reduced fees, subsidies, or targeted concessions for low-income households - Maintain free access to parks and reserves, recognising their importance as critical settings for physical activity and mental wellbeing - Continue to use rates funding where appropriate to support services that provide wider community benefit, rather than relying solely on user-pays

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #110

Name: Gail Morrison

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Option 3 works out cheaper for me

Do you have any general comments on the Draft Revenue & Financing Policy?

Nelson Quay repairs should be funded by the people that use it. Taradale Hall should be funded by Taradale residents.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

I don't think the animal shelter should be funded by loans. If this was a family budget, we would make do while saving for a new building. In this case, the council should not be lending money but looking for donations and/or sponsorship from business and residents. Maybe a give a little page. Everyone loves giving for animals.

Submission #111

Name: Brad Collins

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I make this submission in strong opposition to the proposed reclassification of Jervoistown from Rural to Residential. This change is inappropriate because it would impose residential rates and charges on properties that do not receive, do not require, and do not use the full range of urban services associated with that classification. Jervoistown remains a semi-rural community with characteristics that are materially different from Napier's residential suburbs, and any rating change should reflect actual service delivery, infrastructure availability, and fairness to ratepayers. A number of residential and targeted rates should not be applied to Jervoistown properties unless the related service is actually available or connected. In particular, stormwater rates should not apply to rural properties, sewerage and water-by-meter charges should not apply where there is no reticulated connection, and refuse, recycling, fire protection, and other targeted urban service rates should not be charged where those services are not provided. Applying these charges in the absence of service access would be inequitable and inconsistent with the principle that rates should correspond to benefit received.

Do you have any other comments on our Annual Plan 2026/27?

Trying to charge for a service that you don't provide is just ludicrous

Submission #112

Name: Janice Miller

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I am concerned that Napier City Council will re-categorise Rural residential properties as residential. (letter received dated 30 March 2026) I have recently moved here, and have had maintenance costs, in connection with our own water/ pump/ filter system. We have our own bio - septic tank which filters out into our small orchard. Requires maintenance and running costs. Rural residential comes with costs that most residential homes do not have and subsequently Rural residential homes do not have alot of the perks that come with residential. The idea we are put back into the system under one umbrella does seem unfair, and i hope if this happens that there is allowances made for above costs that we incur. I do think also that the council still needs to identify us separately from residential, for data processes. I agree with rates increase across board.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #113

Name: Dan Waenga

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

This is absolutely ridiculous the amount rates have risen over the past few years. Be better than this.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Here is a well written template (thanks to Wayne Pohe): I make this submission in strong opposition to the proposed reclassification of Jervoistown from Rural to Residential. This change is inappropriate because it would impose residential rates and charges on properties that do not receive, do not require, and do not use the full range of urban services associated with that classification. Jervoistown remains a semi-rural community with characteristics that are materially different from Napier's residential suburbs, and any rating change should reflect actual service delivery, infrastructure availability, and fairness to ratepayers. A number of residential and targeted rates should not be applied to Jervoistown properties unless the related service is actually available or connected. In particular, stormwater rates should not apply to rural properties, sewerage and water-by-meter charges should not apply where there is no reticulated connection, and refuse, recycling, fire protection, and other targeted urban service rates should not be charged where those services are not provided. Applying these charges in the absence of service access would be inequitable and inconsistent with the principle that rates should correspond to benefit received.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #114

Name: Paige Burgess

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Yes, I got a letter saying you want to change our rural area to residential which will increase our rates significantly putting my family under more hardship to pay rates that are already high enough. I also don't understand how you can say we are residential when just last week a giant tractor and harvester drove past to harvest the maize next door - seems pretty rural around here.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #115

Name: Robert Severinsen

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Jervoistown should not be included in funding changes designed for urban areas. Our roads are rural standard, with no footpaths or urban infrastructure. Any changes should reflect actual service levels and not increase costs for areas that do not receive urban transport benefits.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Inner city CCTV provides no direct benefit to Jervoistown residents. We should not be contributing to costs for services that are not used in or relevant to our area.

Do you have any general comments on the Draft Revenue & Financing Policy?

The proposed approach does not adequately reflect the principle that rates should align with services received. Jervoistown is clearly identified as lacking core infrastructure such as water, sewer, and stormwater services, yet proposals risk treating it as a residential area. This is not equitable, and rural communities should not subsidise urban infrastructure.

Do you have any comments on our proposed fees and charges for 2026/27?

I strongly oppose any move to apply residential rates or charges to Jervoistown while it remains a semi-rural area without urban infrastructure. Jervoistown properties do not have: reticulated water supply sewer connections urban stormwater systems footpaths or urban-standard roading We rely on private bores and septic systems, and the area is serviced to a rural standard. Applying residential rates in these circumstances is inequitable and does not reflect the level of service actually provided. Napier City Council's own planning documents acknowledge that Jervoistown lacks the infrastructure required to support residential zoning and that significant upgrades are required before any transition should occur. Until those services are installed and available, charging residential or targeted urban rates is effectively charging residents for services they do not receive. If Council intends to pursue reclassification in the future, it must first: deliver the required infrastructure, and ensure costs are fairly allocated and agreed to by affected landowners I do not support paying increased rates to subsidise urban services that are not available to my property.

Do you have any other comments on our Annual Plan 2026/27?

Jervoistown remains a semi-rural community and should be treated as such until full urban infrastructure is delivered. Any move toward residential classification or rating should only occur after services are installed and costs are transparently agreed to by landowners.

Submission #116

Name: Ursula Holthusen

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I make this submission in strong opposition to the proposed reclassification of Jervoistown from Rural to Residential. This change is inappropriate because it would impose residential rates and charges on properties that do not receive, do not require, and do not use the full range of urban services associated with that classification. We do not even have a pedestrian pathway. Jervoistown is a semi-rural community with characteristics that are materially different from Napier's residential suburbs, and any rating change should reflect actual service delivery, infrastructure availability, and fairness to ratepayers. A number of residential and targeted rates should not be applied to Jervoistown properties unless the related service is actually available or connected. In particular, stormwater rates should not apply to rural properties, sewerage and water-by-meter charges should not apply where there is no reticulated connection, and refuse, recycling, fire protection, and other targeted urban service rates should not be charged where those services are not provided. Applying these charges in the absence of service access would be inequitable and inconsistent with the principle that rates should correspond to benefit received.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #117

Name: Jason Reilly

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 1: Use a property's capital value to calculate Transportation charges.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I make this submission in strong opposition to the proposed reclassification of Jervoistown from Rural to Residential. This change is inappropriate because it would impose residential rates and charges on properties that do not receive, do not require, and do not use the full range of urban services associated with that classification. Jervoistown remains a semi-rural community with characteristics that are materially different from Napier's residential suburbs, and any rating change should reflect actual service delivery, infrastructure availability, and fairness to ratepayers. A number of residential and targeted rates should not be applied to Jervoistown properties unless the related service is actually available or connected. In particular, stormwater rates should not apply to rural properties, sewerage and water-by-meter charges should not apply where there is no reticulated connection, and refuse, recycling, fire protection, and other targeted urban service rates should not be charged where those services are not provided. Applying these charges in the absence of service access would be inequitable and inconsistent with the principle that rates should correspond to benefit received.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #118

Name: Olivia Hollywood

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

As a house hold we provide our own water through a bore that we maintain, we process all our own waste through a septic system that we maintain. We maintain our own storm water. The letter that we received wanting to align our property in to the residential category which includes a significant rates rise for no extra services. Does this mean that NCC will be covering maintenance cost for the above? Since purchasing the property there has been a huge increase in rates from both NCC and HBRC that are unrealistic for what we as a community receive, if we then have to pay both residential rates plus maintenance cost with our young family we are being priced out of the region.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #119

Name: Jade West

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

We dont want any changes

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

We dont want any changes

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I dont agree with it being changed

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #120

Name: Brett Burgess

Organisation: Left blank by submitter.

Hearings: Yes

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

We do not get a bus service in our area So why should we have to pay no buses go past us

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

It should stay as it is . We have already had a large increase on our rates

Do you have any general comments on the Draft Revenue & Financing Policy?

Yes it's just another sneaky why to give us another rate increase with no benefits

Do you have any comments on our proposed fees and charges for 2026/27?

Yes I disagree with the proposal

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #121

Name: Bevan & Jody Condin

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 2: Commercial and Residential ratepayers pay the same.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

We make this submission in strong opposition to the proposed reclassification of Jervoistown from rural to residential. We purchased our property soley for it's unique semi-rural characteristics and we would like it to stay that way. Septic tanks and bores have been provided (and maintained) by us already at a great cost, and therefore we have no need to be on town water or town sewerage etc. Here in Jervoistown we do not receive, require or use the full range of urban services associated with a residential classification, so charging us these higher rates would be very unfair. If the NCC want us to become residential rate payers then they should be prepared to give us good stormwater services, new town water supply, sewer connections, street lighting, footpaths, upgraded roading, kerb and channel, bus services etc at NO extra cost to us!! However, in saying that……we believe the majority of Jervoistown residents (us included) do NOT want any of the above as we are happy with our unique piece of paradise.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #122

Name: Lyndal Johansson

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 1: Use a property's capital value to calculate Transportation charges.

Transportation comment

I agree with a separate pocket of money for Transportation, but I do not believe this should be calculated on a property's capital value.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Option 4: I believe all Napier rate payers should cover the cost of the inner city CCTV monitoring, as it benefits us all, not just the inner city businesses and residents.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #123

Name: Natasha Dooney

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

We have our own well, we have replaced our septic tank at a cost of $22k. We have no street lights or foot paths, so why should we pay residential rates when we don have the above and aren't on NCC mains for water and sewage. We will not accept nor pay any additional rates if we are classed as residential.

Submission #124

Name: Ellie Straka

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I make this submission in strong opposition to the proposed reclassification of Jervoistown from Rural to Residential. This change is inappropriate because it would impose residential rates and charges on properties that do not receive, do not require, and do not use the full range of urban services associated with that classification. Jervoistown remains a semi-rural community with characteristics that are materially different from Napier's residential suburbs, and any rating change should reflect actual service delivery, infrastructure availability, and fairness to ratepayers. A number of residential and targeted rates should not be applied to Jervoistown properties unless the related service is actually available or connected. In particular, stormwater rates should not apply to rural properties, sewerage and water-by-meter charges should not apply where there is no reticulated connection, and refuse, recycling, fire protection, and other targeted urban service rates should not be charged where those services are not provided. Applying these charges in the absence of service access would be inequitable and inconsistent with the principle that rates should correspond to benefit received.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #125

Name: Aimee Groom

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

I'm writing in response to the proposal to remove the rural/residential differential within the rating system. We operate entirely on our own water supply and wastewater system. While I understand the intent to simplify the rating structure, I have some concerns about how this proposal has been framed and its practical implications. As I understand it, removing the differential is not simply a structural simplification - it results in a redistribution of rates, with rural residential properties contributing more closely in line with fully serviced residential properties. That feels like a material change, and it would be helpful to see this more explicitly acknowledged. The challenge from our perspective is that properties like ours do not access core council infrastructure such as water and wastewater. These are significant components of residential servicing, and their absence creates a meaningful difference in both cost and benefit. Removing the differential risks weakening the alignment between what is paid and what is received. I appreciate the value of having a simpler, more transparent system. At the same time, simplification on its own does not necessarily address whether the resulting allocation of costs remains equitable - particularly where there are clear differences in service provision. From a practical perspective, this change is also likely to result in noticeable increases in rates for rural residential property owners without any corresponding change in services. For many households, that will be difficult to reconcile. I would encourage Council to more clearly articulate the rationale for this redistribution, including how it aligns with the underlying principles of fairness and benefit, and to consider whether there are alternative approaches that achieve greater simplicity while still recognising differences in servicing.

Do you have any comments on our proposed fees and charges for 2026/27?

I'm writing in response to the proposal to remove the rural/residential differential within the rating system. We operate entirely on our own water supply and wastewater system. While I understand the intent to simplify the rating structure, I have some concerns about how this proposal has been framed and its practical implications. As I understand it, removing the differential is not simply a structural simplification - it results in a redistribution of rates, with rural residential properties contributing more closely in line with fully serviced residential properties. That feels like a material change, and it would be helpful to see this more explicitly acknowledged. The challenge from our perspective is that properties like ours do not access core council infrastructure such as water and wastewater. These are significant components of residential servicing, and their absence creates a meaningful difference in both cost and benefit. Removing the differential risks weakening the alignment between what is paid and what is received. I appreciate the value of having a simpler, more transparent system. At the same time, simplification on its own does not necessarily address whether the resulting allocation of costs remains equitable - particularly where there are clear differences in service provision. From a practical perspective, this change is also likely to result in noticeable increases in rates for rural residential property owners without any corresponding change in services. For many households, that will be difficult to reconcile. I would encourage Council to more clearly articulate the rationale for this redistribution, including how it aligns with the underlying principles of fairness and benefit, and to consider whether there are alternative approaches that achieve greater simplicity while still recognising differences in servicing.

Do you have any other comments on our Annual Plan 2026/27?

I'm writing in response to the proposal to remove the rural/residential differential within the rating system. We operate entirely on our own water supply and wastewater system. While I understand the intent to simplify the rating structure, I have some concerns about how this proposal has been framed and its practical implications. As I understand it, removing the differential is not simply a structural simplification - it results in a redistribution of rates, with rural residential properties contributing more closely in line with fully serviced residential properties. That feels like a material change, and it would be helpful to see this more explicitly acknowledged. The challenge from our perspective is that properties like ours do not access core council infrastructure such as water and wastewater. These are significant components of residential servicing, and their absence creates a meaningful difference in both cost and benefit. Removing the differential risks weakening the alignment between what is paid and what is received. I appreciate the value of having a simpler, more transparent system. At the same time, simplification on its own does not necessarily address whether the resulting allocation of costs remains equitable - particularly where there are clear differences in service provision. From a practical perspective, this change is also likely to result in noticeable increases in rates for rural residential property owners without any corresponding change in services. For many households, that will be difficult to reconcile. I would encourage Council to more clearly articulate the rationale for this redistribution, including how it aligns with the underlying

principles of fairness and benefit, and to consider whether there are alternative approaches that achieve greater simplicity while still recognising differences in servicing.

Submission #126

Name: Ryan Day

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

If cameras are need to protect the city these should be passed onto local government and monitored by police as there the ones acting on issues that arise.

Do you have any general comments on the Draft Revenue & Financing Policy?

Back to the basics of core services

Do you have any comments on our proposed fees and charges for 2026/27?

Rip Off, we give more but see no results from this apart from council staff wage increases at the top, getting back to the basics is what i want to see.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #127

Name: Mrs Allison

Organisation: Left blank by submitter.

Hearings: Yes

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Your preferred option is a crude form of localised property wealth tax. It's asset based not income based. Meaning some property owners may have high paper wealth but limited cash flow to pay. You therefore prefer a choice that charges them a far higher than average amount regardless of whether they have the income to pay it. This system can force people on low or limited incomes -such as retirees- to pay larger sums based on the rising value of their homes, potentially taxing them out of their homes. Your preferred option is to force people like myself to prop up council shortfalls and failings. You use words like fair in your Newspaper report, well the word fair has a clear meaning and can't be used in this situation. Fair literally means treating people equally without bias. You are most definitely not doing that. Unfair is the correct word and absolutely with extreme bias. You are biased toward charging those with a higher paper value , that they have no control over, a larger portion towards transportation costs. The average ratepayer utilises the roads in a similar fashion and FAIR would actually mean we all pay the same flat or fixed amount. That would be the council representing ALL its ratepayers equally and at the end of the day that is the very basic core responsibility of local council. As far as insinuating higher value property's can have a greater chance of having a commercial aspect (as in commercial vehicles) well that's ridiculous . As you well know , Commercial activity is not permitted on residential zoned properties so no residential property should have a commercial aspect and your job is to ensure that. Using your word fair and you say its fair to charge properties with commercial vehicles for the extra wear and tear they create then do that. User pays is definitely a fair, honest and even way of charging at any time . If however,we all have to Chip in because we as ratepayers find our town has been allowed to get to the state its in by those in charge of it then so be it BUT it should be fair, honest and even. We all pay the same flat/ fixed amount - like the library charge. Back to the 8.8% statement council made ,mine would be 36% at your "preferred option" $1000 extra and "status quo" option 15% $350 still way above the 8.8%. Fair and even is no were to be seen in my backyard. What you are telling me is that you prefer me to pay 3-4 times more than other people for the very same thing. Would anyone be ok with that, would you as a non council person be ok with that. Let's me honest , it would be a resounding NO!

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #128

Name: Melinda Stothers

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Cannot see the justification in changing Bay View rates from rural residential to residential when we do not receive all of the key services that residential ratepayers in Napier receive, ie, sewage and street lighting and pavements.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #129

Name: Will Innes

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

I don't think this cost should be passed on. While it may not be a significant cost in the bigger picture - the current climate -particularly the pressure and sentiment among inner-city businesses—means we should be doing everything possible to make it easier to operate and to attract more activity and people living in the CBD. I also believe it is worth holding off making decisions on this cost for now. There's a lot of change happening, and emerging technologies (such as AI) may soon provide more efficient or cost-effective options for monitoring, potentially reducing the need for this expense. Given the level of use police get from the footage, there may also be an opportunity to explore a form of financial contribution or partnership with them?

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #130

Name: Lynette Baylis

Organisation: Puketitiri Road residents

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

The Road from Rotowhenua Road (windy section) towards Napier to Poraiti is dangerous, especially with the amount of logging trucks using that during the week. The part of the Road that had dropped away, was especially dangerous, as the logging trucks (I have videos) would straddle the centre line It has helped a bit that part has been fixed, but there are many corners on that section of the Road which need attention, hopefully before an accident happens. There is a high number of bikers on the Road using that section.

Officer comments

This is a recognised corridor for improvements, NCC has concept plans ready to progress for improvements but we have lacked sufficient funding to implement. We are working with NZTA to seek co-funding opportunities of up to 51% of the costs. This project is planned to occur over 6 phases with each phase being priced between 1.5-3 mil each. The plan is to focus on the most high risk phases first, specifically where the road reduces to less than two full lanes. This was originally budgeted in 2018-28 Long Term Plan but was not a specified project in 2024-27 Three-Year Plan.

Submission #131

Name: Melanie Gregory

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

Don't change as we do not have any transportation within Jervoistown, why would we want to pay more for something we have not got.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

We are getting charged left right and center in a world of uncertainty, more $ out of our pockets is not viable.

Do you have any general comments on the Draft Revenue & Financing Policy?

I make this submission in strong opposition to the proposed reclassification of Jervoistown from Rural to Residential. This change is inappropriate because it would impose residential rates and charges on properties that do not receive, do not require, and do not use the full range of urban services associated with that classification. Jervoistown remains a semi-rural community with characteristics that are materially different from Napier’s residential suburbs, and any rating change should reflect actual service delivery, infrastructure availability, and fairness to ratepayers. A number of residential and targeted rates should not be applied to Jervoistown properties unless the related service is actually available or connected. In particular, stormwater rates should not apply to rural properties, sewerage and water-by-meter charges should not apply where there is no reticulated connection, and refuse, recycling, fire protection, and other targeted urban service rates should not be charged where those services are not provided. Applying these charges in the absence of service access would be inequitable and inconsistent with the principle that rates should correspond to benefit received.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

I make this submission in strong opposition to the proposed reclassification of Jervoistown from Rural to Residential. This change is inappropriate because it would impose residential rates and charges on properties that do not receive, do not require, and do not use the full

range of urban services associated with that classification. Jervoistown remains a semi-rural community with characteristics that are materially different from Napier's residential suburbs, and any rating change should reflect actual service delivery, infrastructure availability, and fairness to ratepayers. A number of residential and targeted rates should not be applied to Jervoistown properties unless the related service is actually available or connected. In particular, stormwater rates should not apply to rural properties, sewerage and water-by-meter charges should not apply where there is no reticulated connection, and refuse, recycling, fire protection, and other targeted urban service rates should not be charged where those services are not provided. Applying these charges in the absence of service access would be inequitable and inconsistent with the principle that rates should correspond to benefit received.

Submission #132

Name: Sam Avison

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

What Transportation?

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

We do not want 3 waters , we have been paying water rates for 40 years

Do you have any comments on our proposed fees and charges for 2026/27?

We have no footpath, no storm water, no sewerage, no bus been ripped off for what we pay

Do you have any other comments on our Annual Plan 2026/27?

We do not want Māori wards, we the people voted no

Submission #133

Name: Glenn Bowman

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Yes I do my rates in jervioustown went up 43 percent two years ago nothing changed went up another 15 percent a year ago and now this year going up again dramatically so nothing done we can't subdivide cause we only have one acre need 2500 square meters because we are residential settlement yet people can build on a quarter acre around the corner crazy mayor arnott made that rule we don't have ncc sewage decent drainage or ncc water supply drop subdivision down to 2000 square meters and let us move on with or lives stop ripping us off before we get to old to do it thx

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #134

Name: Kate Collins

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I make this submission in strong opposition to the proposed reclassification of Jervoistown from Rural to Residential. This change is inappropriate because it would impose residential rates and charges on properties that do not receive, do not require, and do not use the full range of urban services associated with that classification. Jervoistown remains a semi-rural community with characteristics that are materially different from Napier's residential suburbs, and any rating change should reflect actual service delivery, infrastructure availability, and fairness to ratepayers. A number of residential and targeted rates should not be applied to Jervoistown properties unless the related service is actually available or connected. In particular, stormwater rates should not apply to rural properties, sewerage and water-by-meter charges should not apply where there is no reticulated connection, and refuse, recycling, fire protection, and other targeted urban service rates should not be charged where those services are not provided. Applying these charges in the absence of service access would be inequitable and inconsistent with the principle that rates should correspond to benefit received.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #135

Name: Andrew Glenny

Organisation: Giftware & Engravers

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

We already pay higher rates for very little services. If it costs $240,000 per year for the monitoring, why does that work out to be around $650 per night, how many staff are being paid to monitor as that seems excessive? Also, it is not just the Commercial and Residential Tennants in the CBD that supposedly benefit from the monitoring, visitors and other non-CBD rate payers who frequent the CBD at night would also benefit so why should it be a targeted rate just for us. Perhaps redirect some of the funds used for Napier Assist who do very little work during the day and don't seem to have any effect on reducing retail crime - the complete opposite as we saw from an article not long ago that retail crime in the CBD has gone up 12% since Napier Assist started being used.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #136

Name: Laleshni Kumar

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Here is a well written template (thanks to Wayne Pohe): I make this submission in strong opposition to the proposed reclassification of Jervoistown from Rural to Residential. This change is inappropriate because it would impose residential rates and charges on properties that do not receive, do not require, and do not use the full range of urban services associated with that classification. Jervoistown remains a semi-rural community with characteristics that are materially different from Napier's residential suburbs, and any rating change should reflect actual service delivery, infrastructure availability, and fairness to ratepayers. A number of residential and targeted rates should not be applied to Jervoistown properties unless the related service is actually available or connected. In particular, stormwater rates should not apply to rural properties, sewerage and water-by-meter charges should not apply where there is no reticulated connection, and refuse, recycling, fire protection, and other targeted urban service rates should not be charged where those services are not provided. Applying these charges in the absence of service access would be inequitable and inconsistent with the principle that rates should correspond to benefit received.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #137

Name: Chris Harford

Organisation: Rembrandt

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

The benefits to the city using CCTV are wide-reaching and benefit far more than the businesses in the CBD, most of whom are closed at night. I see this more as a public initiative to ensure their safety. Could another way of financing this be a tourist tax?

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #138

Name: Kento Ogawa

Organisation: Raku Japanese Designed

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #139

Name: Helen Young

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I make this submission in strong opposition to the proposed reclassification of Jervoistown from Rural to Residential. This change is inappropriate because it would impose residential rates and charges on properties that do not receive, do not require, and do not use the full range of urban services associated with that classification. Jervoistown remains a semi-rural community with characteristics that are materially different from Napier's residential suburbs, and any rating change should reflect actual service delivery, infrastructure availability, and fairness to ratepayers. A number of residential and targeted rates should not be applied to Jervoistown properties unless the related service is actually available or connected. In particular, stormwater rates should not apply to rural properties, sewerage and water-by-meter charges should not apply where there is no reticulated connection, and refuse, recycling, fire protection, and other targeted urban service rates should not be charged where those services are not provided. Applying these charges in the absence of service access would be inequitable and inconsistent with the principle that rates should correspond to benefit received.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #140

Name: Michele Oliver

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

The council should be supporting business, not continually trying to get more money from them.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Business is struggling enough. We cannot sustain any more costs.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #141

Name: Sara Stephenson

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

Some properties have more than 1 car which they use. I know around by us there is boyracer type and they have a lot of cars parked outside there place, they are constantly doing burnouts in the streets or speeding. We have 3 cars at my mums(rate payers address), during the week only the smallest car is used. My partner drops and picks me up from work. While the other cars are only used a couple of times on weekend. So how is that fair. In our house my mum is the rate payer. She doesn't own a car and has never had a driver's license. She either gets bus, taxi or we drive her.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

As it is safety for most businesses in cbd. We don't really go into cbd unless it is to a music gig. Or if partner needs to deposit loose change at his bank.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

We alot of Napier voters, voted for change. To prevent the increase in rates. Looks like we got more of the same. Seems like we got more of the same. Seems like some councilors are there for the paycheck. Seems 1 in particular. Goes out and does things in the community to make themselves look good. But looking at meetings that were available on the internet, the person would sit at the table and pour and drink water. With no input on anything. People are struggling with increased costs. Do you want to put the nail in.

Do you have any other comments on our Annual Plan 2026/27?

I don't think alot of people in Napier can afford a rates increase, as they are struggling as it is. Petrol has currently gone up, supermarket and goods have gone up as have courier costs. Most people haven't had a pay increase lately either. Not like the councilors. And some are on minimum wage. Having to pay for phone, power, petrol, food, clothing, car insurance, house insurance. Napier city council rates and then regional council rates. All seem to be going up. But wages aren't!!!!

183

Submission #142

Name: John Conneely

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Napier doesn't need extensive CCTV. Napier DOES NOT need to have 'City Assist' team wandering the streets doing nothing. We have a Police force to do that

Do you have any general comments on the Draft Revenue & Financing Policy?

There is too much irresponsible spending planned - need to cut back, not spend more - residents can't keep paying to fund Council dreams and wasteful projects. Spending over $108 on a library is just insane - there's only 70,000 residents in Napier - we can't afford it and we don't need it !

Do you have any comments on our proposed fees and charges for 2026/27?

Rates are already too high (unaffordable) - people cannot afford 8.8% increase - every opportunity they get, the council forces ridiculously high rate increases on the population - enough is enough!

Do you have any other comments on our Annual Plan 2026/27?

Rates are already too high (unaffordable) - people cannot afford 8.8% increase - every opportunity they get, the council forces ridiculously high rate increases on the population - enough is enough! As a nurse, I will be lucky if I get a 1% pay increase this year !

Submission #143

Name: Helen Helmore

Organisation: Left blank by submitter.

Hearings: Yes

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Dear Napier District Council, I am writing on behalf of rural residential property owners to formally oppose the proposed removal of the rural residential rating category. Our key concern is that transitioning away from this category would shift a disproportionate burden onto ratepayers who rely on high-value, privately managed utilities and services, while the Council would remain responsible for many services that are not actually provided to our properties. The following points outline why maintaining the rural residential rating category is appropriate and fair. 1. Key Services Funded by Rates (Current Structure) Three Waters including the maintenance of drinking water supply, sewage disposal, and stormwater systems. Roads and Transport: Roading maintenance and footpath improvements. Waste Management including Weekly rubbish collection and kerbside recycling. Community Facilities & Services such as Libraries, parks, reserves, sports grounds, the Municipal Theatre, and community events. Targeted Rates including specific charges for services These funded services are the framework that supports a functional, well-managed district. They are shared, planned, and funded in a way that aligns with the Council's strategic priorities and the broader community needs. 2. Why Rural Residential Properties Differ in Service Provision Many rural residential properties do not receive Three Waters services in the same way as urban properties. Water security, on-site water supply (pump wells, catchments, streams), and private wastewater management are predominantly owner-managed responsibilities. Water provision is commonly achieved through individual pumps, wells, and on-site catchments maintained by landowners. Stormwater and wastewater are typically managed by property owners, including annual

professional inspections where applicable. Property owners must ensure their systems comply with environmental standards and health regulations to prevent contamination of groundwater and waterways. Roads in rural areas are limited to access roads; there are often no footpaths, and maintenance responsibilities for private driveways or access roads lie with property owners or the network of rural service agreements rather than the Council's urban footpath program. This distinction means that the rural residential rating category is a fair recognition of the unique mix of services (or absence of certain Council-provided services) that rural residents actually receive and rely upon. 3. Equity and Fairness Considerations Removing the rural residential category would effectively shift costs from services that are not universally provided or funded by the Council in rural areas onto ratepayers who already shoulder the responsibilities of private water, wastewater, and non-footpath road maintenance. A unitary or uniform rating approach without recognition of the rural context risks: Overburdening rural households with costs for services they do not receive or cannot access through Council programs. Undermining the principle of fairness where charges should reflect the level and type of services received. 4. Environmental and Public Health Implications Rural wastewater systems are regulated and require ongoing maintenance to protect groundwater and waterways. Repealing or removing the rural category could create ambiguity about who bears the cost of maintaining compliance, potentially increasing environmental risk if property owners struggle to meet regulatory standards without related rate support or guidance. Ensuring clear distinctions between services provided by the Council and those managed privately helps maintain strong environmental protections and public health outcomes. 5. Practical Implications for the Council and Community Maintaining the rural residential rating category supports transparency about what services ratepayers are funding. Clarity for property owners about their responsibilities versus Council-provided services. A predictable funding model that aligns with the actual service delivery profile in rural areas. If the Council is concerned about efficiency or cost pressures, consider targeted reviews or transparent reform of how the rural category is calculated, rather than eliminating the category outright. 6. Request to Council Please reject any proposal to remove the rural residential rating category. If reform is contemplated, require: A detailed impact assessment showing how removals would affect rural households, service delivery, and environmental compliance. Clear criteria for which services remain Council-provided in rural areas and how costs are distributed. Opportunities for rural community consultation and feedback prior to any final decision. Explore alternative approaches to efficiency, such as: Reviewing service levels for rural roads and maintenance to reflect actual usage. Providing guidance and support for private wastewater and water system maintenance, ensuring public health standards are upheld without compromising property owner stewardship. In Conclusion: Preserving the rural residential rating category is essential for equity, transparency, and alignment with the actual service landscape in rural Napier. Rural property owners shoulder significant private responsibilities for water, wastewater, and access roads, while Council-provided services are not uniformly applicable in these areas. A thoughtful, consultative approach to any reforms—rather than outright removal—will better serve the entire Napier community. Thank you for considering these points. I am

available for further discussion or to provide additional data or case studies from rural districts with shared service models. Yours sincerely, Helen Helmore

Do you have any other comments on our Annual Plan 2026/27?

Dear Napier District Council, I am writing on behalf of rural residential property owners to formally oppose the proposed removal of the rural residential rating category. Our key concern is that transitioning away from this category would shift a disproportionate burden onto ratepayers who rely on high-value, privately managed utilities and services, while the Council would remain responsible for many services that are not actually provided to our properties. The following points outline why maintaining the rural residential rating category is appropriate and fair. 1. Key Services Funded by Rates (Current Structure) Three Waters including the maintenance of drinking water supply, sewage disposal, and stormwater systems. Roads and Transport: Roading maintenance and footpath improvements. Waste Management including Weekly rubbish collection and kerbside recycling. Community Facilities & Services such as Libraries, parks, reserves, sports grounds, the Municipal Theatre, and community events. Targeted Rates including specific charges for services These funded services are the framework that supports a functional, well-managed district. They are shared, planned, and funded in a way that aligns with the Council's strategic priorities and the broader community needs. 2. Why Rural Residential Properties Differ in Service Provision Many rural residential properties do not receive Three Waters services in the same way as urban properties. Water security, on-site water supply (pump wells, catchments, streams), and private wastewater management are predominantly owner-managed responsibilities. Water provision is commonly achieved through individual pumps, wells, and on-site catchments maintained by landowners. Stormwater and wastewater are typically managed by property owners, including annual professional inspections where applicable. Property owners must ensure their systems comply with environmental standards and health regulations to prevent contamination of groundwater and waterways. Roads in rural areas are limited to access roads; there are often no footpaths, and maintenance responsibilities for private driveways or access roads lie with property owners or the network of rural service agreements rather than the Council's urban footpath program. This distinction means that the rural residential rating category is a fair recognition of the unique mix of services (or absence of certain Council-provided services) that rural residents actually receive and rely upon. 3. Equity and Fairness Considerations Removing the rural residential category would effectively shift costs from services that are not universally provided or funded by the Council in rural areas onto ratepayers who already shoulder the responsibilities of private water, wastewater, and non-footpath road maintenance. A unitary or uniform rating approach without recognition of the rural context risks: Overburdening rural households with costs for services they do not receive or cannot access through Council programs. Undermining the principle of fairness where charges should reflect the level and type of services received. 4. Environmental and Public Health Implications Rural wastewater systems are regulated and require ongoing maintenance to protect groundwater and waterways. Repealing or removing the rural category could create ambiguity about who bears the cost of

maintaining compliance, potentially increasing environmental risk if property owners struggle to meet regulatory standards without related rate support or guidance. Ensuring clear distinctions between services provided by the Council and those managed privately helps maintain strong environmental protections and public health outcomes. 5. Practical Implications for the Council and Community Maintaining the rural residential rating category supports transparency about what services ratepayers are funding. Clarity for property owners about their responsibilities versus Council-provided services. A predictable funding model that aligns with the actual service delivery profile in rural areas. If the Council is concerned about efficiency or cost pressures, consider targeted reviews or transparent reform of how the rural category is calculated, rather than eliminating the category outright. 6. Request to Council Please reject any proposal to remove the rural residential rating category. If reform is contemplated, require: A detailed impact assessment showing how removals would affect rural households, service delivery, and environmental compliance. Clear criteria for which services remain Council-provided in rural areas and how costs are distributed. Opportunities for rural community consultation and feedback prior to any final decision. Explore alternative approaches to efficiency, such as: Reviewing service levels for rural roads and maintenance to reflect actual usage. Providing guidance and support for private wastewater and water system maintenance, ensuring public health standards are upheld without compromising property owner stewardship. In Conclusion: Preserving the rural residential rating category is essential for equity, transparency, and alignment with the actual service landscape in rural Napier. Rural property owners shoulder significant private responsibilities for water, wastewater, and access roads, while Council-provided services are not uniformly applicable in these areas. A thoughtful, consultative approach to any reforms—rather than outright removal—will better serve the entire Napier community. Thank you for considering these points. I am available for further discussion or to provide additional data or case studies from rural districts with shared service models. Yours sincerely, Helen Helmore

Submission #144

Name: Brad Jarvis

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I strongly oppose the proposed reclassification of Jervistown from Rural to Residential. It is inappropriate and unfair for the Council to charge a fee for services that are not provided or for which there is no need to provide those services in the future

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #145

Name: Denine Ford

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Do not waste ratepayers money by including financial provisions for new animal shelter in the 2026/27 plan; this should not be funded by rate payers, It should be a project that is funded by a private / charitable organisation.

Submission #146

Name: Dave Goodgame

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I am making this submission is strong opposition to the proposed reclassification of Jervoistown from rural to residential. I believe this change is inappropiate because it would impose residential rates and charges on properties that do not receive, do not require and do not use the full range of urban services associated with that classification. Jervoistown should remain a semi-rural community with characteristics that are different and unique from Napiers residential suburbs. The whole appeal of living in Jervoistown is the fact that it is semi-rural and we have well water, not council supply. To change this would be to change the whole feel of Jervoistown and we would not want to stay in this suburb any longer.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #147

Name: Geoffrey Pollard

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Re the unsigned letter to rural ratepayers concerning further hefty increases to rural property rates. Councillors may like to contemplate that when NCC acquired an area (mostly Meeanee) of rural properties from HB County Council (which was combining with Hastings City and Havelock Borough Councils to become Hastings District Council) those property owners were given reassurances from HBCC and NCC that Napier City recognised the long-standing self-supporting nature and ruralness of these properties and that these properties would retain their rural rating level in spite of now being associated with an urban-orientated system with urban-experienced councillors and staff. The letter tells us that Council honoured those undertakings by declaring a rural rates "catch-up" period 2021 to 2023/24. So now councillors some real-life figures for you In those three years our rates rose 44.4%. In the four years 2021 -2024/25 our rates rose (wait for it!) 84%. But wait there's more. If (when) this latest display of catching up on the catch-up goes ahead, our rates will have risen 123.3% in five years. As a single income superannuitant all I can say is; no wonder the Retirement Villages are full.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #148

Name: Billy Mete

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

Personally I think transportation (roading) could be managed better. From taking as long as it does to then have it ripped up again from faults or miscommunication between providers n needing more work done, i repeatability see this occuring around hawkes bay honestly it's embarrassing. I'm guessing i falls on us the rates payers also?. Furthermore has any thought been considered to roading crews working more evenings rather then day time to minimize disruption around the place

A change to how we charge inner city CCTV monitoring

Option 2: Commercial and Residential ratepayers pay the same.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

We receive the bare minimum from council and yet we have had a dramatic increase in rates over the past 5 years it doesn't seem fair. I am also against the proposed water n services plan for jervoistown in the coming future. we are and have been stand alone for well over 50+ years. Our rates have progressively increased over the past 5 years. The plan moving forward to my knowledge forgive me if I'm wrong, would require residence to pay for said up grades out of pocket?. So why make things difficult when we already have a proven system that works, existing bore n septic. Don't fix it if it ain't broken i say

Do you have any other comments on our Annual Plan 2026/27?

Up grading services in jervoistown if council wants to upgrade council should pay otherwise it says the same

Submission #149

Name: Balaji Ramakrishnan

Organisation: The Meister Ltd

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Already rates are very high and adding the CCTV cost will increase further which is impossible to pay.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Please do not add the CCTV cost to rates.

Submission #150

Name: Aaron Bennett

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 1: Use a property's capital value to calculate Transportation charges.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

It seems to me that all ratepayers likely use the roading network equally.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #151

Name: Natalie Ward

Organisation: Left blank by submitter.

Hearings: Yes

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I live in The Loop, understand we are going to be zoned diffently included as town, no longer rural, will this affect us? - Rates? - Subdividing? - The area on our own water and sewage, will the council contribute to that?

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #152

Name: SHERIE RIGBY

Organisation: Hartleys Napier

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

PARKING IN NAPIER CBD IS ALREADY SO EXPENSIVE ESPECILLY FOR THOSE OF US WORKING IN HERE AS IT IS NOW $18 A DAY FOR AN 8 HR SHIFT, A LOT OF US ARE EARNING MINUIM WAGES YOU DON'T SEE SOMEONE EARNING HUNDREDS OF THOUSANDS A YEAR WORKING IN THE CBD. SOME OF US DO NOT GET YEARLY PAYRISES AT THE TAX PAYERS EXPENSE.

A change to how we charge inner city CCTV monitoring

Option 2: Commercial and Residential ratepayers pay the same.

CCTV comment

NO ONE SHOULD HAVE TO PAY MORE THEN THE OTHER WE ARE ALL STRUGGLUNG NOT JUST SOME OF US. BETTER USE OF OUR TAXES WOULD BE BENEFICIAL INSTEAD OF MAKING US PAY FOR YOUR DECISIONS

Do you have any general comments on the Draft Revenue & Financing Policy?

BUDGET BETTER AND STOP MAKING SHOPS PAY FOR YOUR EXPENDATURE

Do you have any comments on our proposed fees and charges for 2026/27?

YES I BELIEVE WE SHOULD NOT HAVE TO PAY FOR THE CCTV. THIS IS UNFAIR TO BUSINESS OWNERS TIMES ARE TOUGH ENOUGH WITHOUT PUTTING OUR LEASES UP, I BELIEVE THIS WILL IMPACT NAPIER NOT BENEFIT AS BUSINESSES ALREADY STRUGGLING WILL CLOSE BECAUSE THEY WILL NOT BE ABLE TO AFFORD THE INCREASE ON TOP OF EVERYTHING ELSE. THE CITY COUNCIL PUT THESE CAMERAS IN THEY SHOULD BE RESPONSIBLE FOR MAINTAINING AND PAYING FOR THESE. WE ALL PAY ENOUGH IN INSURANCES AND RATES WITHOUT ANOTHER HIKE. NAPIER IS STRUGGLING ALREADY DO YOU REALLY WANT TO SEE NAPIER CBD AS A GHOST TOWN BECAUSE THAT WILL HAPPEN, ALL THE WORK YOU ARE DOING AT THE BOTTOM OF EMERSON STREET WILL BE A TOTAL WASTE OF TAX PAYERS MONEY.

Do you have any other comments on our Annual Plan 2026/27?

WILL YOU ACTUALLY LISTEN TO THE PEOPLE OR IS THIS TO MAKE YOU FEEL BETTER SO YOU CAN SAY THAT YOU TALKED TO THE PEOPLE BUT YOU DID NOT LISTEN HAVE YOU

SEEN THE EMPTY SHOPS IN EMERSON STREET AT THE MOMENT DO YOU REALLY THINK WHAT YOU ARE PROPOSING WILL FILL THESE EMPTY SHOPS..... I DO NOT

Submission #153

Name: Crystal Henderson

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

I strongly oppose the proposal to pass the cost of CBD CCTV monitoring onto business owners. Many small businesses are already operating under significant financial pressure, and an additional annual cost of $490 + GST places an unnecessary burden on those who are already struggling in the current economic climate. CCTV monitoring provides a safety benefit to the entire Napier community—not just business owners—by helping to deter crime and support public safety. It is therefore unfair and unreasonable for this cost to be shifted solely onto businesses, rather than being funded more broadly as a public service.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Attachment 1 – Submitted document

Napier City Council – Annual Plan 2026/27
Proposed CCTV Night Monitoring Targeted Rate
Submitted by: [Your Name] Crystal Henderson [Business Name] Hair at Henderson
[Business Address] 21 tennyson street Napier City [Contact Details] 06 835 6502
Introduction
I am a [business owner/tenant/property owner] operating within Napier's CBD.
I appreciate the opportunity to submit on the proposed introduction of a targeted rate to fund CCTV night-time monitoring.

I do not support the proposal for CBD businesses and residents to fund the full cost of CCTV night monitoring (approximately $240,000 per year).
Option 3 – Status Quo (as an interim measure)
This is to remain in place until a sustainable, alternative funding source is identified for night-time CCTV monitoring.
Position Statement
I oppose the proposed targeted rate on the following grounds:
CCTV night-time monitoring is a public safety service, not a private business service
The proposal places a disproportionate financial burden on a small group of ratepayers
The benefits of CCTV monitoring extend to the entire Napier community, not just the CBD
The proposal risks penalising inner-city businesses and residents, who already contribute to city vibrancy and safety
A flat levy (e.g. $490 ex GST per business) is inequitable and does not reflect business size or ability to pay
My Key Concerns are:
I strongly oppose the proposal to pass the cost of CBD CCTV monitoring onto business owners. Many small businesses are already operating under significant financial pressure, and an additional annual cost of $490 + GST places an unnecessary burden on those who are already struggling in the current economic climate. CCTV monitoring provides a safety benefit to the entire Napier community—not just business owners—by helping to deter crime and support public safety. It is therefore unfair and unreasonable for this cost to be shifted solely onto businesses, rather than being funded more broadly as a public service.
Recommendations
I recommend that Napier City Council:
1. Reject the proposed targeted rate
Do not proceed with requiring CBD businesses and residents to fund CCTV night monitoring.
2. Fund CCTV through general rates
Recognise CCTV monitoring as a city-wide public good and fund it across all Napier ratepayers or access funding through policing.
3. Reassess the funding model
Undertake a more robust review of:
Who benefits from the system
The geographic reach of the network
Long-term costs and impacts
Spreading the cost across the wider ratepayer base would result in a more equitable outcome.
4. Engage with stakeholders
Work with CBD businesses, NCBI, and the wider community to develop a fair and sustainable funding approach.
Conclusion
I support the continuation of CCTV night-time monitoring as an important safety measure for Napier.

However, I do not support a funding model that places a disproportionate burden on CBD businesses and residents for what is clearly a city-wide public service.
A safe city benefits everyone — and should be funded by everyone.
Thank you for your consideration.
Your name Crystal Henderson
Your business name Hair at Henderson
Submit here:

Submission #154

Name: william henderson

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I make this submission in STRONG opposition to the Proposed RECLASSIFCATION of Jervoistown from Rural to Residential.This charge is inappropriate because it would impose residential rates and charges on properties that do not receive, do not require, and do not use the full range of other services associated with that classification.In particular storm water and sewerage systems,and water services have been personally financed by home owners, and are maintained yearly, also at a personal cost to residents, therefore should not incur additional charges. Applying charges in the absence of service access would be inequitable and inconsistent with the principle that rates should correspond to benefits received.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #155

Name: Lewis David Willoughby

Organisation: Left blank by submitter.

Hearings: Yes

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

The trial of night time monitoring has cost "around $240,000" for the period29/09/2025 to 26/02/2026. i.e, approximately $1,600.00 per night with 49 incidents or instances of suspicious behaviour over a period on 151 nights. This equates to nearly $4,900 per incident. The general ratepayer should not be paying for this Gold Plated surveillance and monitoring.If this scheme is to continue, it should be paid for by the commercial ratepayers in the CBD.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

No

Do you have any other comments on our Annual Plan 2026/27?

I submit that the Napier City Council review the hasty and poorly informed decision made in September 2024 to abandon the reconstruction of the Onslow Road to Brewster Street Steps ONSLOW TO BREWSTER STEPS PROJECT BACKGROUND The Onslow to Brewster Steps renewal project, initiated in 2018 as part of Napier City Council's infrastructure maintenance program, has been stalled since late 2022 after demolition of the original steps and partial site preparation. In September 2024, without any community consultation, the Council voted in a "Public Excluded" meeting to abandon the project despite having already invested approximately $600,000. CURRENT SITE CONDITION The site is currently in an unstable and hazardous condition due to NCC's intervention, with multiple deep bore holes, compromised drainage, and unstable ground threatening adjacent properties. NCC has previously acknowledged responsibility for this deterioration and the need for remediation.The site is further compromised by the presence of large 6 meter long construction beams which completely block the right of way access to the properties at 7, 9

and 11 Onslow Road. LEGAL AND MORAL OBLIGATIONS NCC has both legal and moral responsibilities to restore the site to a safe condition, including stabilising the ground, addressing drainage issues, removal of construction beams and ensuring that properties above and below the steps are not at greater risk than before council intervention. These obligations exist regardless of whether the steps are rebuilt. COMMUNITY VALUE The steps hold significant value to the community in multiple ways: Heritage: Dating to the 1890s, they are part of Napier's historic pedestrian network Tourism: They enable a scenic walking loop on the edge of the CBD showcasing Napier's landmarks and views Civil Defence: They serve as a critical tsunami evacuation route from the CBD at a previously notified 'choke point" at the bottom of Shakespeare Road , particularly important for the 1,000+ students at Napier Girls High School. Safety: They provide a safer pedestrian connection than the alternative Brewster Ramp, which has issues with slippery surfaces and an excessively steep gradient. 11. RECOMMENDATIONS: Based on the comprehensive analysis of the situation, the following recommendations are made: NCC should fulfil its legal and moral obligations to restore the site to a safe condition The retaining wall should be constructed to stabilise the ground and protect adjacent properties Bore holes should be properly refilled and compacted Storm water management infrastructure should be properly rebuilt The steps should be completed as originally planned It is far better to have an asset that may be "overpriced" but will serve the city and community well for the next 50-80 years, rather than have nothing to show but an abandoned strip of land that has already cost nearly $600,000 plus remediation costs. The completion of this project would preserve an important heritage feature, enhance tourism opportunities, maintain a vital civil defence evacuation route, and provide a safer pedestrian connection than the alternative Brewster Ramp.

Officer comment

Onslow steps have a long and complicated history. Council has a recorded decision which remains the current direction. Through councillor advocacy, staff have begun to pull together options on status quo, make safe, or re-open. This will come through as a Council workshop over the next 6 months. It is difficult to confirm specific or likely outcomes at this stage.

Submission #156

Name: Jennie Avery

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I oppose the proposal to reclassify rural residential properties as standard residential for rating purposes. Rural properties do not receive the same level of services as urban residential properties. In particular, rural residents typically do not have access to reticulated wastewater systems, stormwater infrastructure, kerbside waste collection, footpaths, or street lighting. Many of these services are privately funded by rural households. Equalising rates despite these differences results in an inequitable outcome and effectively creates a cross-subsidy from rural residents to urban residents. While I acknowledge that all ratepayers benefit from some shared services, the significant gap in direct service provision should continue to be recognised in the rating system. I recommend that Council retain a rural differential or adopt a model where charges more closely reflect the services actually received.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #157

Name: Kim Burrows

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

I'm concerned that this proposal once again shifts responsibility onto ratepayers to cover costs that should be shared more fairly. As it stands, homeowners are continually expected to absorb increasing expenses, while others, such as renters, are not directly contributing in the same way through rates. Both Napier City Council and Hawke's Bay Regional Council already have some of the highest rates in the country, and ongoing increases are making it increasingly unaffordable for people to remain in their homes. In our case, regional rates have risen by approximately 600% since we purchased our property in 2019. That level of increase is simply unsustainable. Even though I don't live in Napier and therefore don't pay NCC rates, this reflects a broader issue across Hawke's Bay. Councils need to take a serious look at their spending and the cumulative impact of repeated rate rises on families, retirees, and others on fixed or limited incomes who are already struggling to keep up. Public safety, including CCTV monitoring, is a core responsibility of government, councils, and the police. It should not be an additional financial burden placed back onto residents and local businesses who are already under significant financial pressure.

Do you have any general comments on the Draft Revenue & Financing Policy?

I'm concerned about the continued increase in fees and charges, which are placing an unsustainable burden on ratepayers. Rates in Hawke's Bay are already among the highest in the country, and ongoing rises are making it increasingly difficult for families and pensioners to afford to stay in their homes. These increases are also having a wider impact on the region. As households face higher costs, they have less disposable income to spend locally, which in turn affects small businesses, reduces economic activity, and contributes to shops closing. Shifting additional costs, such as services that should be core council or government responsibilities, onto residents and businesses is not appropriate. Councils need to carefully review their spending and consider the broader economic and social impact these increases are having across the Hawke's Bay community.

Do you have any comments on our proposed fees and charges for 2026/27?

I'm concerned about the continued increase in fees and charges, which are placing an unsustainable burden on ratepayers. Rates in Hawke's Bay are already among the highest in the country, and ongoing rises are making it increasingly difficult for families and pensioners to afford to stay in their homes. Shifting additional costs, such as services that should be core council or government responsibilities, onto residents and businesses is not appropriate. Councils need to carefully review their spending and consider the real impact these increases are having on their communities.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #158

Name: Shayne Annan

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Yes leave things alone,we dont have bus service,town water,sewer,footpaths,street lighting etc

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #159

Name: Kim Richards

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

As above. Fully opposed we get nothing for this in our area other than poor roading.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Not applicable to our area.

Do you have any general comments on the Draft Revenue & Financing Policy?

Appalling decisions

Do you have any comments on our proposed fees and charges for 2026/27?

Totally oppose the idea that you would consider charging us rates considered residential. We have had to upgrade our septic system ourselves (in excess of $50k); upgrade our bore for our water (in excess of $6k); we maintain and pay for our property drains, drainage, sumps ourselves, so that the one and only stormwater pipe in our street is good. Never seen NCC come and maintain that or the other property drains since we have been there. We do not have footpaths you maintain, street lighting is minimal. The only service we get in rubbish and recycle. The last lot of roading was appalling and damaged a number of vehicles since your contractor left the wet bituman open for all to drive on, with minimal chip. If you would like to reimburse us for managing our own infrastructure (which is actually better than what we had in town because we do maintain it) then we can talk rates. Wake up NCC we are not lining your pockets for more salary increases and poor decision making from those at the top. We pay more than enough for what we have, thank you.

Do you have any other comments on our Annual Plan 2026/27?

Refer to my first comment for all of this.

Submission #160

Name: Sharon Hargreaves

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I don't believe rural people should be charged for half of what we pay for in our rates. We supply our own sewage disposal and watercollection. We don't get anything for what we pay in our rates. It's just very unfair on rural people to have the costs on us all the time. We get no bus service for our children now...has to be paid for by us.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #161

Name: Katherine White

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Yes why will/do I pay residential rates when I can not subdivide have no footpathsetc. Have a bore we maintain for own water and two septic tanks both have new pumps. We have sheep to keep grass down and I am struggling with rates now

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #162

Name: Mark Jessep

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

Commercial users shouldn't be rated the same as private citizens. Often the elderly who don't use the roading network as much as others live in more higher value properties that have steadily increased in value over the years because their areas have become popular. They earn nothing from their properties unlike commercial properties who run their business's from them. Often a commercial business will have multiple vehicles operating out from it, where a private residence may have one maybe two vehicles and not even be out on the road every day.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Re rates calculations for transportation charges. I am not in favour of a Capital Value charging system for roading or anything else for that matter. All Napier people equally obtain value for gaining and using our roading system, sewage and storm water, parks and anything else for that matter! To force those who have higher value properties to pay more to drive on the same roads seems completely unfair, they have had to pay more for their properties, then are charged again more for that privilege of living there. Our property has increased ridiculously since we bought it after saving hard for our retirement. We will be retiring with a smaller vehicle and less of them, than we operate now but will be expected to pay more proportionally for living on a quite street in Napier. Often the people who rent have the most cars, and their properties are the lesser in capital value, and yet they are asked to pay nothing? A flat property tax across the city is the only fair way. User pays not the so called rich or privileged who just manage to have higher value properties. The cost of a road in Ahuriri is no more than one in Maraenui, or Pirimai.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #163

Name: Rebekah Brinsley

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

I don't agree with any of these, we don't have access to use transport from our home to town.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

the innercity CCTV monitoring is more beneficial to commercial property owners and business owners. this provides more evidence for insurance claims and keeping an eye the homeless people living in Clive square. The more we pay in rates the less we have to spend at those business

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Rural Residential Ratepayers. I do not agree on the movement to charging our rates in line with Residential Rate levies. I Enjoy living the Rural life we have just out of town, slow safe roads for our kids to walk down to the horses. the following reasons are what make the difference: the council doesn't maintain our storm water drains/ open drains for that matter, owners have taken responsibility of these outside the property. we don't have foot paths connecting us to the residential area. we don't have roads wide enough for 2 vehicles and/ or any parking. There is a Boarding Kennel, in which up to 70 dogs are permitted, the noise/ barking from normal routine, would not be allowed in town. Nor would the speed way, or the Commercial Truck yard that has just moved in down the road; across from the commercial cropping land. Transport costs - why do we pay for this, where is our bus stop and routes? We are responsible for our own water and sewerage systems - i understand these are not charged on the rates. however, maintaining these takes more effort. I also don't agree that rates are calculated on Capital Value and Not Land Value as it was. Hyper inflated values do not reflect the use council amenities. this was disgusting to have been changed when we were all occupied by the Cyclone, not truly allowing people to have a say. The Government is encouraging granny flats and dwellings, in our case if we added one there would be no additional service from the council and yet this would increase our

Capital Value. I understand that these rates could go towards future upgrades of the Rural area as the city limits expand. but the next government will spend it on something else.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #164

Name: karreen l mathers

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I disagree with the proposed change from rural rates to residential rates. At Bay View we do not have storm water, sewerage or even footpaths so why should our rates be changed to cover these services that you do not provide to our Bay view community

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #165

Name: Heath Goldfinch

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Yes why should we be paying residential rate fees when we don't have any of the following, water surge paths etc.we have our own waste treatment system we paid for and our own wells we had to pay for and we maintain the drains on rd side as for the last 20 plus yrs. Are you going to reimburse us for the thousands we have had to spend there? But want us to pay for things you don't supply? That is called theft?

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #166

Name: Nikki Thompson

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

We currently have our own water and septic sources. The new proposal suggests we now have to pay town rates and does not take this in to account. In previous years, public transportation has been added to our rates, despite us not having a footpath ourside our property. This is totally unfair and unacceptable. We also have to pay for our septic tank to be serviced twice a year and a report be sent to the regional council. Will this still continue? More explanation is needed.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #167

Name: Bruce McKenzie

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #168

Name: Ryan Henderson

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Local business are struggling enough without more costs being passed on from the council, cctv benefits everybody inc the general public i cant see why it should be paid for by just local business

Do you have any general comments on the Draft Revenue & Financing Policy?

No

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

No

Submission #169

Name: Paul Siddles

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

Capital value is a fairer way to assess rates as it recognises the difference between small and large houses that re next door to each other, and therefore a better estimation of number of residents in them.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

We all benefit from a secure CBD area.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Jervoistown general rate was previously researched and agreed to increase to 99% of standard residential city rates. Facilities have not changed, so no reason to unilaterally increase it to 100%.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #170

Name: Dean Young

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Commercial pay as well as residential dwellings in city area

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

We have just built a new house in Jervoistown town were we have spent around $80,000 in council fees, water pumps and shed, septic tank and attenuation tank so would want to recover this if we were to pay higher rates

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #171

Name: Susan Ardill

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

It provides protection for all citizens in Napier so if trial continues then fund as it is currently. If trial is deemed as successful and permanent cctv cameras remain installed the responsibility should be shared amongst all ratepayers. Not just on commercial /residential in the city centre especially during these though fiscal times.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

It provides protection for all citizens in Napier so if trial continues then fund as it is currently. If trial is deemed as successful and permanent cctv cameras remain installed the responsibility should be shared amongst all ratepayers. Not just on commercial /residential in the city centre especially during these though fiscal times.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #172

Name: Stephane Tran Trung

Organisation: Art Deco Masonic Limited

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

This is to remain in place until a sustainable, alternative funding source is identified for night-time CCTV monitoring.

Do you have any general comments on the Draft Revenue & Financing Policy?

I recommend that Napier City Council: 1. Reject the proposed targeted rate Do not proceed with requiring CBD businesses and residents to fund CCTV night monitoring. 2. Fund CCTV through general rates Recognise CCTV monitoring as a city-wide public good and fund it across all Napier ratepayers or access funding through policing. 3. Reassess the funding model Undertake a more robust review of: Who benefits from the system The geographic reach of the network Long-term costs and impacts Spreading the cost across the wider ratepayer base would result in a more equitable outcome. 4. Engage with stakeholders Work with CBD businesses, NCBI, and the wider community to develop a fair and sustainable funding approach. I support the continuation of CCTV night-time monitoring as an important safety measure for Napier. However, I do not support a funding model that places a disproportionate burden on CBD businesses and residents for what is clearly a city-wide public service. A safe city benefits everyone — and should be funded by everyone.

Do you have any comments on our proposed fees and charges for 2026/27?

I appreciate the opportunity to submit on the proposed introduction of a targeted rate to fund CCTV night-time monitoring. I do not support the proposal for CBD businesses and residents to fund the full cost of CCTV night monitoring (approximately $240,000 per year). I oppose the proposed targeted rate on the following grounds: CCTV night-time monitoring is a public safety service, not a private business service The proposal places a disproportionate financial burden on a small group of ratepayers The benefits of CCTV monitoring extend to the entire Napier community, not just the CBD The proposal risks penalising inner-city businesses and residents, who already contribute to city vibrancy and

safety A flat levy (e.g. $490 ex GST per business) is inequitable and does not reflect business size or ability to pay

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #173

Name: Richard Snijders

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Per above

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Keep the status quo - This is to remain in place until a sustainable, alternative funding source is identified for night-time CCTV monitoring. I oppose the proposed targeted rate on the following grounds: CCTV night-time monitoring is a public safety service, not a private business service The proposal places a disproportionate financial burden on a small group of ratepayers The benefits of CCTV monitoring extend to the entire Napier community, not just the CBD The proposal risks penalising inner-city businesses and residents, who already contribute to city vibrancy and safety A flat levy (e.g. $490 ex GST per business) is inequitable and does not reflect business size or ability to pay

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #174

Name: Vanessa Whaanga

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

I do question why we are required to pay transportation costs when there is no bus service provided in the Meeanee area?

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I make this submission in strong opposition to the proposed reclassification of Meeanee from Rural to Residential. This change is inappropriate, as it would impose residential rates and charges on properties that neither receive nor require the full range of urban services associated with that classification. Meeanee remains a semi-rural community, with characteristics that differ significantly from Napier's residential suburbs. Any changes to rating classifications should accurately reflect the level of service delivery, infrastructure availability, and the principle of fairness to ratepayers. In particular, residential and targeted rates should only be applied where the corresponding services are actually available and connected. For example, stormwater rates should not apply to rural properties; sewerage and metered water charges should not be imposed where there is no reticulated connection; and other targeted urban service rates should not be levied where those services are not provided. Applying such charges in the absence of service access would be inequitable and inconsistent with the fundamental principle that rates should correspond to the benefits received. The proposed reclassification also raises concerns about potential subdivision and intensified development. While a change to residential zoning may create an expectation or pathway for subdivision, the necessary infrastructure to support increased density—such as reticulated water, sewerage, stormwater systems, and road capacity—is not currently in place across Meeanee. Advancing reclassification ahead of infrastructure provision risks enabling development that the area is not equipped to sustain, further highlighting the mismatch between the proposed classification and

existing conditions. I am aware there would be a lot of interest in sub dividing of properties to help with increasing costs and if we become residential this option should be made available.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #175

Name: Annabel Franklin

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 1: Use a property's capital value to calculate Transportation charges.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I do not see that there are any reasons for changing the Rural Residential ratepayer Category. I would be interesting in knowing the Council's reasons. If this change goes ahead and our rates are calculated in a different manner; it will be more expensive for us ,with no increase in available services. For example; urban ratepayers have access to water, sewage, street lighting, CCTV monitoring (in some cases), pavements, bus services and storm water drainage. ALL of these we do NOT have. Better Storm water drainage would be GREAT. So this re categorization change is just extra revenue gaining for the Council at our expense. Definitely not in favour of this change in the Annual Plan 2026/2027.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #176

Name: Christine and Peter Hagen

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

We would like to know the reason that in Option 1 the Transportation Cost is itemised rather than being included in the General Rates as in the other 2 options – is this so that it can be increased separately to any increase in General rates?

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

We would like to register our protest the changing of our Jervoistown zone to Residential. In November 2020 the then mayor Kirsten Wise and her council held meetings to discuss the process of reducing some rates within Napier, but at the same time adding on over $1,500 over the next 3 years to our Jervoistown rates. Now by wanting to rezone us as Residential implies that we receive the same services as other Residential zones and will also mean yet another increase in our rates. We know that other Residential rates include the itemised amounts for services of water and sewerage, and ours are zero, but here in Jervoistown we pay hugely for providing our own services: • the initial cost of thousands of dollars for drilling our own bore for water • the initial cost of thousands of dollars for installing a sewage treatment system • the cost of electricity each time we use water, being the cost of pumping the water from our bore to the house • regular checks and servicing of our sewage system including upgrading aerator / pump. So having paid this extra $1,500, plus an annual increase, we can understand the need for an increase on our existing rates, but not on an additional fee caused by being Residential. Over the last 5 years our rates have increased by: 2025-26: 5% $217.49 2024-25: 14% $486.11 2023-24: 15% $470.53 2022-23: 27% $654.65 2021-22: 24% $475.76 Yet over these 5 years there has been virtually nil maintenance done in Jervoistown. So in summary, we would like to remain Rural, not Residential.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #177

Name: Jordan Hardgrave

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I vote against the adding of town water supply and sewage system - we have our own bore and own septic which we cover the costs to and are happy to. Therefore I feel strongly we shouldn't have to pay more. There has been no consultation. Unique areas like Jervoistown need to be protected. Not re-zoned and chopped up for profit. There's a reason why we all chose to pay a premium and live out here. Bore and septic is a small price to pay for the bonuses of the Semi rural community that we currently have. No doubt in my mind re-zoning would completely ruin it. Leave Jerviostown alone. Thank you

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #178

Name: Karel Kemplay

Organisation: Left blank by submitter.

Hearings: Yes

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Yes. Keep the CCTV running using parking monies

Do you have any other comments on our Annual Plan 2026/27?

Do further research into impact the drilling to insert reinforcement piles for the water tanks on Hospital Hill will have on land and private properties on Hospital Hill.

Submission #179

Name: Faye Cullum

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Need to keep costs as low as possible during the current financial crises to avoid mortgagee sales, increasing homelessness, crimes, drug use etc

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #180

Name: Rob Eagle

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

The proposal for this area to "upgrade" our rating designation to Residential is unacceptable. This is not fair as we do not benefit from the convenience sewage systems as do those in the city proper. In this area we must pay these systems and the disposal or transfer of our sewage. And storm water is not an issue for Ferguson St if not all of those on the high shingle bank strip along the coast. Coastal erosion is not apparent in this area.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #181

Name: Robyn Mazengarb

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

Should still be kept on land value not cv

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

They need protect their own interest in their business

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

As a rural household, we do not agree with changing us from rural to residential. For us we do not have footpaths streetlights, fiber/broadband. We are not on town water or town sewage system. Yet you are going to charge us for this by changing us to residential where residential homes have these services . If we are changed to residential and are paying for these services how long will it take for you to put footpaths, streetlights and fiber in. Will you be doing yearly cleaning of our sewages tanks and we gather if anything goes wrong with out bore the Napier City Council will be fixing it at no charge as we would be paying for it in our rates. If you are wanting to charge more for roading then it would be nice not to potholes along the road and when they do get fixed they are done properly as they normally come back quite quickly. We are also on a bend where it is a recommended 35k from a 70k zone and you had put orange sticks on them to slow people down but they are no longer there and you guys don't seem to care if we can get in and out of our driveways safely. Will this change to? We also don't get bus services and our roads are a dumping ground for peoples rubbish which the council don't seem to interested in keeping clean. Will this also improve???? So to change us to residential from rural is really ripping us off as you will be taking our money and not doing anything extra for us.

Do you have any other comments on our Annual Plan 2026/27?

Does it matter you won't listen.

Submission #182

Name: Jadwiga Kozyniak

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Currently more affordable for those with low income in high capital value homes

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #183

Name: Lisa Robson

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

You have already chosen "your preferred".

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Increase speeding and mobile usage while driving??

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

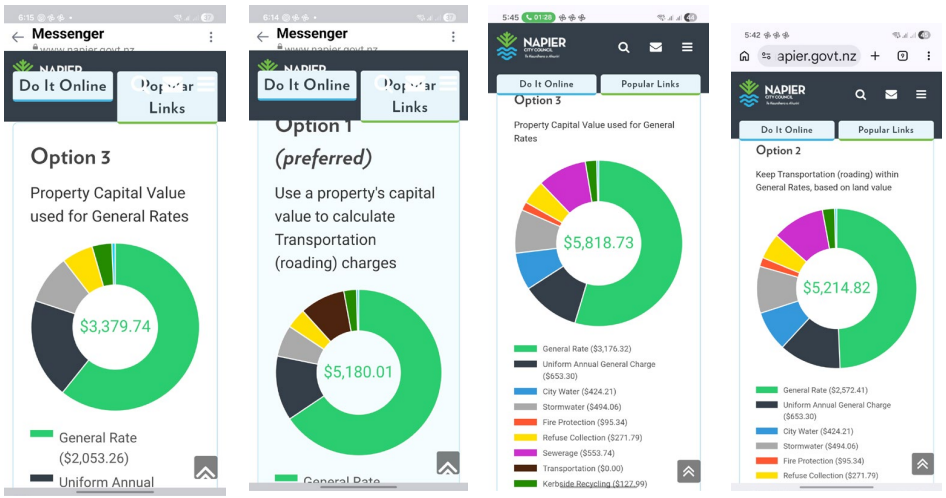
Do you have any comments on our proposed fees and charges for 2026/27?

One property option 2 is cheaper, even though you prefer option 1 ! Another property option 3 is $2000 cheaper....but you prefer option 1 again.

Do you have any other comments on our Annual Plan 2026/27?

Why "Say it Napier" you have already decided or preferred.

Attachment 1 – Submitted document



Submission #184

Name: Hamish Scown

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

CCTV is a service provided to commercial operators and it is more fair they pay for this.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I live in a small home on a cross-lease section. I believe capital value for all rates (option 3) more fairly divides my cost as a single occupant according to the capital value and therefore benefit I receive from service than the status quo and moreso than option 1.

Do you have any other comments on our Annual Plan 2026/27?

Times are tight, focus on the need to haves not want to haves until the economy recovers and we can all benefit from increase in money supply and mobility.

Submission #185

Name: Xueqian Ma

Organisation: Phenix Espresso Limited T/A Cappadonna

Hearings: Yes

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

Option 3 sounds like a fair plan.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Well, since the inner city of Napier is an open public space, this CCTV monitoring service is more like benefiting everyone who comes to or lives in Napier. Most of the businesses use private 24hr monitoring services provider like HSM, or their own CCTV system at their business venue. Therefore, the extra night-time CCTV monitoring services over public places from City Council is in fact providing extra safety to who is living in the inner city but doesn't have their own monitoring system in place; or who is not reside in the inner city of Napier but would like to visit the CBD of Napier. Of course, it benefits the police to help them get cases solved more efficiently. Actually, rather than just the inner city of Napier, more public places should have a night-time CCTV monitoring from the City Council or from the Police, because I believe it will really help to bring down the crime rate in Napier. I support the idea of having a night-time CCTV monitoring over public places in Napier, but I don't support the costs of it should only be carried by a small group of ratepayers.

Do you have any general comments on the Draft Revenue & Financing Policy?

No

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

No

Submission #186

Name: Kent Gilmore

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

I wish to make my opinion clear against the targeted CCTV rate for CBD residences and businesses. 1. CCTV was installed by the council for the public good. It was the councils decision to install CCTV and cover the cost across all Napier great playersfor the benefit of public safety. Public safety is a core function of local government and the police. The benefactors of this is the entire Napier community. And includes visitors to the CBD, commuters and visitors to our city from outside Napier. 2. CCTV does not exclusively benefit CBD residence and businesses. The implementation of CCTV is for the entire public and has the effect of reassuring visitors to the CBD that the streets are monitored and are safer. 3. The council installed CCTV does not replace private security responsibilities. Buildings and premises that are privately owned are not the responsible of the council. Security for those buildings is the responsibility of the owners and not the council. If private owners want CCTV the cameras they can install their own at very low cost and monitor them themselves 4. Council run CCTV camera surveillance focus on public property and areas. It is illegal for them to face inside private property. It can be argued that this security system has not a great deal of benefit to private owners because of this reason. 5. There has been no results of the trial. There has been no evidence of how the CCTV has benefited private owners of buildings in the CBD. For example how many times it was used for private building owners and what was the outcomes. 6. Availability of low cost alternatives. Residents and businesses already have the option to install their own cameras and monitor them in real time themselves. They can tailor them to their specific needs. 7. Funding shift is driven by budget pressure and the justification states that the Parking Reserve Fund is not sustainable. This is a funding issue and not a justification to pass on previous non consulted infrastructure to private individuals. 8. Proposed Cost to general rates The building that I am part owner of has 8 owners ratepayers. The total cost to the building ratepayers is estimated at $3000 annual rate increase. We can set up our own system for a total expense of $1000. Conclusion This proposed targeted rate for Council installed CCTV is poorly justified, disproportionate, and inequitable. CCTV cameras is a city wide public

safety and reassurance strategy and therefore should be funded by general rates ensuring the costs are shared fairly accross those that benefit from the service.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Yes I want to make a submission about the proposed targeted CCTV rate for Napier CBD residences and businesses

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #187

Name: Christopher Bezuidenhout

Organisation: Left blank by submitter.

Hearings: Yes

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

Napier is one of only two city councils in NZ still using Land Value rating — around 36 councils have moved to Capital or Mixed value. Land Value rating disadvantages Rural Residential ratepayers, who typically have larger land but modest improvements, meaning we pay on a high denominator without a corresponding level of services. I'm also concerned that Capital Value rating was dismissed at the 3 March 2026 Council meeting without public consultation. It's a legitimate option ratepayers should have had the chance to weigh up properly.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Inner city CCTV primarily protects commercial activity, reduces business insurance exposure, and supports retail/hospitality. Residential ratepayers — and especially Rural Residential ratepayers who rarely use the inner city outside business hours — receive minimal direct benefit. Cost should follow benefit.

Do you have any general comments on the Draft Revenue & Financing Policy?

I own a Rural Residential property at 22 Longview Road. I strongly oppose the proposal to remove the 10% Rural Residential differential. 1. Services received don't justify equivalent rating. My property has: no reticulated water, no sewerage (septic tank), no footpaths or street lighting or public transport. The road, while sealed, is narrow and maintained to a lower standard than urban streets. I'm being asked to pay the same rate in the dollar as ratepayers who receive all of the above. This is inconsistent with the benefits-received principle. 2. Council's own District Plan acknowledges the service gap. Chapter 35 of the Operative District Plan (Rural Residential Zone) explicitly states "the level of infrastructure in this zone will not correspond with the services of residential zones… property owners should be aware that the infrastructure (including roads) will continue to be at a level that is commensurate" with rural residential character. Council has formally acknowledged the service gap — it is inconsistent to now propose identical rating treatment. 3. Schedule 2, s2 of the Local Government (Rating) Act 2002 expressly identifies District Plan rules as relevant to defining rateable categories. I ask Council to publish its analysis of how the proposal aligns with this provision. 4. Cumulative impact. The Rural Residential differential

has dropped from 27.3% to 10% over recent years — Rural Residential ratepayers have already absorbed ~17.3% more in rate increases than urban counterparts. Removing the final 10% stacks a further ~10% on top of the annual rates increase. A decade of above-average rises culminating in full parity, without any corresponding lift in services, is not a fair outcome. 5. No compensating change. If full rating parity is appropriate, what new services will Rural Residential ratepayers now receive? If the answer is "nothing," this is a one-way cost transfer. What I'm asking Council to do: Retain the Rural Residential differential, and Commission a service-level audit comparing Rural Residential vs urban Residential services before any further reduction, and Properly consult on a move to Capital Value rating.

Do you have any comments on our proposed fees and charges for 2026/27?

As a Rural Residential ratepayer, I ask Council to ensure fees and charges reflect services actually received. Where Rural Residential properties don't have kerbside walk paths, bus routes, reticulated water, or wastewater act as a second layer of cost that urban Residential ratepayers don't face. This should be considered alongside any rating changes.

Do you have any other comments on our Annual Plan 2026/27?

My key ask is that rating policy reflects services actually received. The proposal to remove the Rural Residential differential does the opposite — it equalises cost without equalising benefit, despite Council's own District Plan acknowledging the service gap. Please prioritise service-level equity over rating simplicity.

Submission #188

Name: Caroline Lawrence

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

CCTV night-time monitoring is a public safety service, not a private business service. The proposal places a disproportionate financial burden on a small group of ratepayers as it extends to the entire Napier communities safety, not just businesses or residents in the CBD. Charging businesses who already have their own security systems is double handling and CCTV is for the greater good . It doesn't necesssarily help individual businesses or residents A flat targeted levy of $490 per business, regardless of size or scale, is an inequitable approach to funding and most businesses have their own security systems which is a extra cost so CCTV is not helpful for a quick response. I have experienced shop lifting and also someone defecating on my shop door step . CCTV was not accessible through Napier Assist unless I filed a police report which was of no use for a quick response. The police do not follow up on anything even when they are provided with all the info they require. I know there are Retail Crime Units so they should help fund CCTV for the greater community to make Napier a safe place to be at night. This would help reatilers wanting to open at night time also

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

no

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #189

Name: Neil Taylor

Organisation: Left blank by submitter.

Hearings: Yes

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

I object to the proposal to re-categorise the Rural Residential properties as Residential. These properties do not enjoy the amenity, services and convenience of residential properties in Napier. Many have ongoing rural activity and capital investment entirely based on the rural activity on site. Rating these properties as residential is a denial of the facts and a rort, as part of the property value is related to the rural nature not the residential. The properties tend to be significantly larger than residential norms because of the rural use. There appears to be no intention to allow owners to develop these properties as residential, in terms of your District Plan, which would be an unreasonable approach and a penalty to the landowner if they are being rated at full Residential levels. A differential should be maintained on these properties that at least acknowledges the truth that these properties are obviously not the same as Residential properties and will not be given the normal benefits that Residential properties enjoy.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #190

Name: Stephen & Susan Rogerson

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

I am objecting to the city move from rural residential to residential. We do not receive any residential perks, i.e. water, sewerage, footpaths, street lights, we very rarely have drains cleaned. The roadside drains are a disgrace. I am amazed that we haven't had the rates become industrial. The number of industrial sites that are popping up all over Meeanee. Would that be allowed in Tamatea or Marewa? No, therefore we are not residential. When we went into rural residential our rates doubled. I suspect that is the idea behind this move. Do you wish to rate us off our properties? Meeanee does not have any public transport so I think we pay enough. We used to have four buses a day. It seems that we pay more to receive less.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #191

Name: Tim Stevens

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

Different funding models need to be explored.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

I would rather have no monitoring than pay this amount.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

- Putting this extra charges all on inner city businesses and residents in grossly unfair. - To say that they are the sole benefactors is incorrect. If there is any benefit, it would be more evenly spread to all users of the city. - I have a fundamental problem with the outsourcing of police work to the council and the funding of it being privatised to a minority group. We should be lobbying central government to resource the police force adequately to allow this police work to be done instead of getting councils and businesses to pay. - A uniform charge is quite inequitable. $500 bucks for a sole trader in an upstairs room in the city, that operates in the day time. That is a significant charge for a small business. I also see very little benefit for a business such as this. -For our CBD to survive and flourish we need it to be a vibrant an attractive place for all businesses and residents to want to move to. But all these targeted rates that are applied uniformly will make the CBD a relatively expensive place to set-up. It especially impacted small businesses. -I already have cameras operating, I do not see that much extra value to also have another layer paid for.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #192

Name: Gary Curtis

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Transportation Costs: Should Council adopt the CV basis charge, I strongly believe that ratepayers/ residents will ultimately end up paying for the increased charges which would be passed on by those businesses affected. The contractor/s to the Council for waste and recycling services could and probably would increase their costs to Council who then, I have no doubt, will increase rates to cover these costs. Businesses such as Electricity and telecom distribution companies, plumbers, builders, etc will simply pass the increased charges onto ratepayers. The HBRC (whose heavy vehicles, Tractor Mowers etc are using Napier City Streets daily) will too pass on increased rates charges to ratepayers. There are numerous trucks delivering products to multiple businesses within the Napier City Boundary, and large numbers of logging trucks all of which are using the roads in the Napier City but whose premises are situated outside of the Council's boundaries. OF COURSE IF A BUSINESSES PREMISES ARE NOT WITHIN THE NAPIER CITY COUNCIL BOUNDERIES THEIR TRANSPORTATION RATES WILL NOT INCREASE. Obviously the Council is unable to charge these businesses extra for using Council roads. I believe that Capital Value charging ,for a variety of reasons, can and does result in ridiculous, unfair charges. I also strongly believe the proposal is flawed in many ways, unfair and will result only in the charging of the costs to ratepayers being transferred from the Council to local businesses The status quo should remain

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

CCTV Costs. The businesses in the CBD are facing ever increasing costs (e.g. Insurance, Council and Regional Council rates, electricity, communications, transport costs etc etc). According to a newspaper article by Councilor Sally Crown there are – predictably- fewer people going into the CBD than previously. This compounds the problem that CBD businesses are facing. The Council's decision to increase parking charges has undeniably added to the reduction in people shopping in the CBD. The reality is, decisions such as this result in more people shopping on-line more frequently. The spending of millions of dollars by Council doing up Emerson Street, will not substantially increase the number of people shopping there and in other areas of the CBD. On-line shopping will continue to grow and CBD businesses will continue to struggle and many will ultimately close. The last thing this

City needs is CBD businesses closing. Unnecessarily increasing rates will only serve to hasten this inevitable outcome. Making CBD businesses and residents pay for the CCTV is counterproductive and the status quo should be maintained

Do you have any general comments on the Draft Revenue & Financing Policy?

I found it difficult to follow. See comments below.

Do you have any comments on our proposed fees and charges for 2026/27?

I found it difficult to follow. See comments below.

Do you have any other comments on our Annual Plan 2026/27?

Making submissions on annual plans is becoming more and more difficult as the information provided is in such complex form. Information should be presented in a simpler and easier to understand manner.

Submission #193

Name: Jan Pavlicek

Organisation: Napier City Bike Hire & Tours

Hearings: No

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Nighttime monitoring benefits all visiting and working in CBD. It's a public service, it monitors streets, not businesses or private homes. It's clearly against NCC strategic priorities, namely - Spaces and places for all - accessibility, affordability, safety and city vibrancy and A great visitor destination.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #194

Name: Pip O'Connor

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

I do not support the proposed move to use capital value to recover transportation costs (Option 1). The rationale presented is that commercial and industrial users—particularly those with heavier vehicles and higher network impacts—are the primary contributors to transport costs. If that is the case, then the rating approach should directly target those users, rather than shifting a greater share of costs onto residential properties through a capital value methodology. Using capital value is, at best, an indirect proxy for transport demand and network impact. It assumes that higher property value equates to higher use or benefit, which is not necessarily true—particularly for residential properties. In contrast, industrial and commercial activity (freight movement, heavy vehicles, network wear and tear) is a much clearer and more direct driver of transport costs. If Council's objective is to better align cost with impact and benefit—as required under the Revenue & Financing Policy—then a more appropriate option would be to: strengthen differentials on commercial and industrial properties, particularly those with an "industrial" land use, or introduce targeted rates that more directly reflect network use and impact (e.g. freight-heavy or industrial users). This option has not been presented. In the absence of a more targeted and principled alternative, I support Option 2 (status quo). While not perfect, it is more transparent and avoids introducing a blunt mechanism that redistributes costs without clearly improving fairness. More broadly, I would encourage Council to revisit this issue with a clearer focus on cost causation and benefit, including explicit consideration of properties with industrial use, rather than relying on property value as a proxy.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

I support this funding model for inner city CCTV

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

The proposal is framed as an annual adjustment, not a strategic one. There's no indication of: a) service improvements linked to fee increases b) efficiency efforts before increasing

charges So it reads as “cost pressure pass-through” rather than active pricing strategy. I would like to see more information about how Council is responding to cost pressures through increased efficiences rather than straight pass-through.

Do you have any other comments on our Annual Plan 2026/27?

Proposal to Investigate an Inner Harbour Swimming Facility: I would like to suggest that Council investigate the feasibility of developing a safe, designated inner harbour swimming facility at Ahuriri. Currently, members of the public are already informally using the harbour for swimming and jumping from the wharf. While this demonstrates strong community demand, it also raises safety concerns given the lack of defined swimming areas, separation from vessels, and appropriate access infrastructure. There is an opportunity for Council to respond proactively by formalising this activity in a safe, well-designed way. A relevant precedent is the Karanga Plaza Harbour Pool in Auckland (https://aucklandleisure.co.nz/locations/karanga-plaza-harbour-pool/). This facility provides a free, public swimming area within the inner harbour, using floating pontoons to create a protected swimming zone, along with designated entry points, ladders, and a jumping platform. Importantly, it was developed in response to similar informal use of the waterfront and the need to make that activity safer. Key features of that model include: a) separation of swimmers from boats through enclosed pontoons b) provision of structured access (steps, ladders, platforms) c) low-cost, open public access d) integration with existing waterfront infrastructure This type of intervention enables safe urban swimming while enhancing public connection to the harbour and activating the waterfront. Napier is well positioned to consider a similar approach. Ahuriri already has: a) an attractive and accessible waterfront environment b) existing public use for swimming and jumping c) proximity to hospitality and public amenities A modest, well-designed harbour pool or enclosed swimming area could: a) significantly improve public safety b) provide a unique and highly valued community recreation asset c) strengthen Napier’s waterfront as a destination for both residents and visitors d) build on existing behaviour, rather than attempting to discourage it I am not suggesting this be progressed immediately as a capital commitment, but rather that Council: a) undertakes an initial feasibility assessment b) considers potential locations within the inner harbour c) evaluates safety, water quality, and operational requirements d) explores partnership or staged delivery options This feels like a practical, visible initiative that aligns well with Council’s focus on community wellbeing, place-making, and making the most of existing assets. This is the kind of relatively low-cost, high-impact investment that delivers immediate community benefit.

Officer comment

Great idea, we're currently working on the overall direction of the Inner Harbour asset focusing on 'make safe' over 12 months and following this, will progress to considerations of what the Inner Harbour can be for Napier into the future. This idea can be noted for consideration.

Submission #195

Name: Richard & Judy Turner

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Attachment 1 – Submitted document (see next page)

PDF page 1 of 1

14th April 2026

Napier City Council

NAPIER

This submission is in response to Napier City Council's proposal to rezone 81 McElwee Street to Residential Zone. While we appreciate Council's position and its efforts to secure additional funding, we fail to understand how Jervoistown has been deemed appropriate for inclusion within a Residential Zone.

Firstly, the Jervoistown area retains a predominately rural, low-density character, with limited urban services and infrastructure. Rezoning this property would be inconsistent with the existing character of the area and may create unrealistic expectations regarding service provision. Council does not provide footpaths or street lighting in Jervoistown, further demonstrating the lack of urban infrastructure typically associated with a Residential Zone.

Secondly, 81 McElwee Street is accessed via a private road (as are approx.. 6 houses) , and as such Council does not provide roading infrastructure or ongoing maintenance to the property. In addition, 81 McElwee Street is not connected to the Town Water supply or a council–reticulated wastewater system, instead relying on private services which we have serviced every 6 months at a cost of approximately $270. Each service.

From a fairness and equity perspective, rezoning to Residential raises significant concerns. Residential zoning is typically accompanied by higher rates based on the expectation of increased access to Council-provided infracture and services. In this case, residents would be required to contribute at a "Residential Rate Level"without receiving benefits in the form of roading, water, wastewater, footpaths, or street lighting. This creates an imbalance where ratepayers are paying for services they do not receive, which does not align with principles of fair and equitable rating.

These factors highlight that the property does not receive the level of Council infracture or servicing that would ordinarily justify residential zoning, and reinforce the view that the area remains more appropriately classified as residential rural in nature. We therefore oppose the proposed rezoning of 81 McElwee Street and request that its current zoning be retained.

Yours sincerely'

Richard & Judy Turner

81 McElwee Street,

Jervoistown.

[redacted]

255

Submission #196

Name: Neale Bentley

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

The staus quo is the correct option,

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

no

Do you have any comments on our proposed fees and charges for 2026/27?

We strongly oppose the proposed classification of Jervoistown from its current rural residential classification to being classed as full Residential. The proposal is unjust as it assumes a level playing field when it comes to Council services and charges. This is far from the truth and should be voted out by those on council that stood on the premise of fairness and equitable charges to all rate payers. The majority of Jervoistown residents have their own privately owned and funded water supply systems via bores and we have our own sepitc services to which we pay all the associated costs. This has been the case up until now and will be in the future as the cost to supply underground power, pipe the drains and supply lighting and foot paths will be prohibitive and will not be supported in any way by the greater proportion of Jervoston residents who are very happy with the current identity of our suburb and are happy to continue with the very limited service we now get from Council . Jerviostown is a semi rural community so is entirely different to the urban suburbs and we enjoy that very aspect. To impose the same rates as urban suburbs is unjust,inequitable and does no take into account the propsed charges we will incur for services we do not have available to us and are ever likely to recieve. Our understanding of the rating legislation is that is is meant to be fair and equitable. It appears that the Council heirachy have overlooked the differences in rural residential areas in comparison to the urban areas as to the services recieved and we should not be expected tp pay for something we do not recieve

Do you have any other comments on our Annual Plan 2026/27?

no

257

Submission #197

Name: KATHLEEN ROBINS

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Transport should principally be funded on user pays model. I would like to use the bus system but hospital hill is entirely unserviced.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

See Attached

Do you have any general comments on the Draft Revenue & Financing Policy?

Just be more fiscally responsible.

Do you have any comments on our proposed fees and charges for 2026/27?

No more increases, try using resources more efficiently. Also, as a Retailer in the CBD I strongly suggest the elimination of the Napier Assist Team who walk the streets. I think they are ineffective and overpaid.

Do you have any other comments on our Annual Plan 2026/27?

The average salary at the council is too high. Try getting them more in line with where they sit in the private sector.

Attachment 1 – Submitted document

Napier City Council – Annual Plan 2026/27
Proposed CCTV Night Monitoring Targeted Rate
Submitted by:
Kathleen Robins
OOMA – objects of my affection
40 Tennyson Street
email: indulge@ooma.co.nz
Shop Phone 06 8355364
Mobile 0212329281
Introduction
I am a business owner operating within Napier's CBD.

I appreciate the opportunity to submit on the proposed introduction of a targeted rate to fund CCTV night-time monitoring.
I do not support the proposal for CBD businesses and residents to fund the full cost of CCTV night monitoring (approximately $240,000 per year).
Option 3 – Status Quo (as an interim measure)
This is to remain in place until a sustainable, alternative funding source is identified for night-time CCTV monitoring.
Position Statement
I oppose the proposed targeted rate on the following grounds:
CCTV night-time monitoring is a public safety service, not a private business service
The proposal places a disproportionate financial burden on a small group of ratepayers
The benefits of CCTV monitoring extend to the entire Napier community, not just the CBD
The proposal risks penalising inner-city businesses and residents, who already contribute to city vibrancy and safety
A flat levy (e.g. $490 ex GST per business) is inequitable and does not reflect business size or ability to pay
My Key Concerns are:
CCTV night-time monitoring is intended not only to protect businesses operating in the CBD but anyone who uses the CBD, both during the day and at night-time. It is important for the collective good and is intended to protect everyone who utilises the CBD, not just business owners.

Night-time CCTV monitoring is not just about protecting property but, more importantly, ensuring the safety of individuals outside of normal business hours. This absolutely should not be considered the responsibility of a very small group of businesses and residents. That is ludicrous and extremely unfair. Why should I, as a business owner, be expected to pay for something that is the responsibility of the council? One of the core responsibilities of government is to provide a city that is safe for all of its citizens. No single group should be made to bear the cost of something that is for the safety and protection of all citizens.

Further, if the argument is that it exists only to protect businesses in the CBD, then businesses that are not captured by CCTV should not have to finance the operation of night-time monitoring. My business isn't captured so why should I have to contribute. All the businesses not accessible at street level should also not have to pay.

We all provide individually for the internal security and safety of our individual premises as this is our responsibility but we are not responsible for the behaviour of individuals who choose to involve themselves in criminal or anti-social activities during the night-time hours. To make businesses shoulder the cost of night-time monitoring is wrong on every level. You are essentially wanting to penalise a select group of businesses in the city of Napier for behaviour that is not their fault or responsibility. It is absolutely unreasonable to expect this of CBD businesses.

Finally, for many small retail businesses, any further levies in addition to existing costs including rent that increases annually, another charge may just be the straw that tips retail businesses over the edge in these extremely challenging and unprecedented times.

Recommendations

I recommend that Napier City Council:

1. Reject the proposed targeted rate

Do not proceed with requiring CBD businesses and residents to fund CCTV night monitoring.

2. Fund CCTV through general rates

Recognise CCTV monitoring as a city-wide public good and fund it across all Napier ratepayers or access funding through policing.

3. Reassess the funding model

Undertake a more robust review of:

Who benefits from the system

The geographic reach of the network

Long-term costs and impacts

Spreading the cost across the wider ratepayer base would result in a more equitable outcome.

4. Engage with stakeholders

Work with CBD businesses, NCBI, and the wider community to develop a fair and sustainable funding approach.

Conclusion

I support the continuation of CCTV night-time monitoring as an important safety measure for Napier.

However, I do not support a funding model that places a disproportionate burden on CBD businesses and residents for what is clearly a city-wide public service.

A safe city benefits everyone — and should be funded by everyone.

Thank you for your consideration.

Kathleen Robins
OOMA – objects of my affection
(Stakeholder for over 22 years)
indulge@ooma.c.nz

Submission #198

Name: Adam Pearse

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Yes . My message is simple. My rates have tripled in the last 6 years, I have recieved no visible benefit for this extensive cost. We are in the worst financial crisis in my lifetime, and yet rates are proposed to further increase. Council should cut all unnecessary expenses, and cut rates as much as possible . People can't afford to live anymore .

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #199

Name: Sharon Cook

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Object to the Rural Residential ratepayer category being removed until all services are upgrade to match urban residential areas. Jervistown upgrades required: Mains water supply Sewage system Street lighting Footpaths incl driveway entrances Public rubbish bins Drains maintained regularly

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #200

Name: Jennifer Lamm

Organisation: Alcohol Healthwatch

Hearings: Yes

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Yes - specifically on alcohol licensing fees. See attached submission.

Do you have any other comments on our Annual Plan 2026/27?

See attached submission.

Attachment 1 – Submitted document (see next page)

Officer comment

Given rising costs associated with alcohol licensing administration, and legislative changes allowing appeals against Local Alcohol Policies which may expose councils to significant appeal costs, officers consider it timely to research the potential benefits and impacts of introducing a fee-setting bylaw under the Sale and Supply of Alcohol (Fees Setting Bylaws) Order 2013. Officers could provide further advice to Council on the implications, benefits, and options associated with a bylaw of this nature should elected members wish to explore this further.



Submission on Napier City Council
Draft Annual Plan 2026/27
Alcohol Licensing Fees
24 April 2026

Tēnā koutou

Thank you for the opportunity to provide feedback on the draft Annual Plan 2026/27 – Fees and Charges. We are submitting specifically on alcohol licensing fees.

We would like the opportunity to speak to our submission.

If you have any questions on the comments we have included in our submission, please contact:

Jennifer Lamm
Policy Advisor
Alcohol Healthwatch
T: 021 777 548
E: jennifer@ahw.org.nz

About Alcohol Healthwatch

Alcohol Healthwatch is an independent national charity working to reduce alcohol-related harm and inequities. We provide a range of regional and national health promotion services such as providing evidence-based information and advice on policy and planning matters, supporting community action projects and coordinating networks to address alcohol-related harm such as the Cross-council Local Alcohol Policy Network.

Specific Comments

1. The alcohol licensing fees listed on the Council's website[1] are those set by the Sale and Supply of Alcohol (Fees) Regulations 2013[2] and are not included in the public consultation on proposed fees and charges in the draft Annual Plan 2026/27.[3]
2. While full cost recovery was envisaged by the Sale and Supply of Alcohol Act 2012[4], the nationally fixed fees set under the 2013 Regulations have not kept pace with the costs incurred by councils, and it is anticipated that these fees will not adequately reflect costs till at least 2027.[5] Without setting realistic fees, the Council (and ratepayers) would be subsidising the costs associated with alcohol licensing.

3. The inadequacy of current fees in the 2013 Regulations was raised at the 2025 Local Government New Zealand Annual General Meeting,[6] and we are also aware that the overall shortfall in revenue for administering alcohol licensing will be exacerbated if the Sale and Supply of Alcohol (Improving Alcohol Regulation) Amendment Bill[7] is passed.
4. If the Bill is enacted, it is anticipated that the existing risk-cost formulas in the 2013 Regulations would change for clubs and restaurants[8], and additional administrative requirements, such as matters relating to the standing of objectors, certification requirements, and related processes, will likely increase costs for councils and place additional pressure on staff resources, particularly licensing inspectors. Further costs, as yet unknown, may also arise, as the Bill has left much to future Regulations made on the recommendation of the Minister.
5. Rather than adhere to the 2013 fees and subsidise the costs associated with alcohol licensing, an increasing number of councils[9] have instead utilised their bylaw-making powers under the Sale and Supply of Alcohol (Fee-setting Bylaws) Order 2013.[10] Through this process, councils can set realistic fees (usually 100% cost recovery) as a licensing authority, and in respect of inspection and enforcement functions.
6. **We strongly encourage the Council to also make a bylaw** that reflects the costs of licensing activities and recommend that the Council consider opting for 100% cost recovery, increasing fees incrementally until the bylaw is reviewed.
7. We further recommend that the Council conduct a comprehensive review of all the costs incurred with licensing, which includes costs associated with administration, monitoring and enforcement to ensure that these are met by the sector.
8. Reviewing fees in a timely manner would, we believe, meet the policy objectives of the licensing fees regime, namely:
    (a) To recover the total reasonable costs incurred by the Council in administering the alcohol licensing system
    (b) To ensure that those who create the greatest need for regulatory effort bear the commensurate costs
    (c) To allow local circumstances to be reflected in the fees paid by operators and income received by the Council
    (d) To minimise alcohol-related harm, to the extent that this can be achieved through a cost recovery regime.[11]

Summary

9. The alcohol licensing regime and fee-setting is part of a package of measures which, when used comprehensively, can create safer environments and significantly minimise rates of

hazardous drinking and subsequently alcohol-related harm. This includes Alcohol Control Bylaws[12], Local Alcohol Policies[13], and other related plans and policies.

10. An alcohol licensing fees bylaw that sets fees that reflect the true costs of alcohol licensing is not only an effective harm-reduction measure but also supports positive community outcomes and aligns with the Council's strategic priority of becoming financially sustainable – he kainga ka awatea[14].

REFERENCES

1 Napier City Council. Alcohol Licence Fees and Charges 1 July 2025 to 30 June 2026. https://www.napier.govt.nz/our-council/fees-and-costs/current/.

2 Sale and Supply of Alcohol (Fees) Regulations 2013. https://www.legislation.govt.nz/secondary-legislation/pco-drafted/2013/452/en/latest/#DLM5708106.

3 Napier City Council. Fees and Charges. Annual Plan 2026/27. https://www.sayitnapier.nz/ncc/annual-plan-202627/fees-and-charges/.

4 Sale and Supply of Alcohol Act 2012. https://www.legislation.govt.nz/act/public/2012/120/en/latest/#DLM3339333.

5 Ministry of Justice. Fee system for alcohol control. https://www.justice.govt.nz/justice-sector-policy/key-initiatives/key-initiatives-archive/sale-and-supply-of-alcohol/licensing/fee-system-for-alcohol-licensing/.

6 Local Government New Zealand. 2025 Annual General Meeting. Remit 3: *That LGNZ advocates for the government to update the Sale and Supply of Alcohol (Fees) Regulations 18 December 2013 to account for inflation and include a mechanism for automatic annual inflation adjustments.*

7 Sale and Supply of Alcohol (Improving Alcohol Regulation) Amendment Bill. https://www.legislation.govt.nz/bill/government/2026/262/en/latest/.

8 The Sale and Supply of Alcohol (Improving Alcohol Regulation) Amendment Bill, if passed, will enable clubs to alternatively hold an on-licence (and an off-licence if held prior to 2012, pursuant to s28(4) of the SSAA), and restaurants will be permitted to also hold an off-licence.

9 For example:

- Hamilton City Council Alcohol Fees Bylaw 2025 https://storage.googleapis.com/hccproduction-web-assets/public/Uploads/Documents/Bylaws/Hamilton-City-Alcohol-Fees-Bylaw-2025-final.pdf .
- Hastings District Council Alcohol Licensing Fees Bylaw 2024 https://www.hastingsdc.govt.nz/assets/Document-Library/Alcohol-Licensing-Fee-Bylaw/Alcohol-Licensing-Fee-Bylaw.pdf.
- Hutt City Council Alcohol Fees Bylaw 2024 https://hccpublicdocs.azurewebsites.net/api/download/83c4c58dfb9a4cb0a0d6a833cfa250f9/_policies/7afd8fe8245227494d4c9fe8a961a16d2063.
- Kapiti Coast District Council Alcohol Licensing Fees Bylaw 2024 https://www.kapiticoast.govt.nz/media/amgnzzqb/alcohol-fees-licensing-bylaw-2024.pdf
- Matamata-Piako District Council Alcohol Fees Bylaw 2025 https://mpdc.govt.nz/filelink/fileman-files/CouncilDocuments/Bylaws/Alcohol%20Licensing%20Fees%20Bylaw%202025.pdf
- Porirua City Council Alcohol Fees Bylaw 2024 https://storage.googleapis.com/pcc-wagtail-media/documents/Alcohol_Fees_Bylaw_2024.pdf
- Tauranga City Council Alcohol Fees Bylaw https://www.tauranga.govt.nz/Portals/0/data/council/bylaws/files/alcohol-licensing-fees-bylaw-2025.pdf
- Waipā District Council Alcohol Fees Bylaw 2024 https://www.waipadc.govt.nz/our-council/bylawsandpolicies/bylaws

PDF page 4 of 4

- Waitomo District Council Alcohol Fees Bylaw 2025 https://www.waitomo.govt.nz/media/sv2lbgmn/waitomo-district-alcohol-fees-bylaw-2025.pdf
- Wellington City Council Alcohol Fees Bylaw 2024 https://wellington.govt.nz/-/media/your-council/plans-policies-and-bylaws/bylaws/files/alcohol-fees-bylaw-2024.pdf?la=en&hash=E740BA23791C8CA8F55A230467299BE4F33FF9C0.
- Whangārei District Council Alcohol Fees Bylaw 2016 https://www.wdc.govt.nz/files/assets/public/v/4/documents/counci/bylaws/alcohol-fees-bylaw.pdf

10 Sale and Supply of Alcohol (Fee-setting Bylaws) Order 2013. https://www.legislation.govt.nz/secondary-legislation/pco-drafted/2013/453/en/latest/.

11 Ministry of Justice. Regulatory Impact Statement for the Alcohol Licensing System. 2013, paragraph 4. https://www.regulation.govt.nz/assets/RIS-Documents/ris-justice-frf-nov13.pdf.

12 Napier City Council Public Places Liquor Control Bylaw 2021. https://www.napier.govt.nz/assets/Document-Library/Bylaws/Public-Places-Liquor-Control-Bylaw-Docs-2021.pdf.

13 Napier City Council Local Alcohol Policy 2025 https://www.napier.govt.nz/assets/Document-Library/Policies/Local-Alcohol-Policy-WEB.pdf.

14 Napier City Council. Our Strategic Priorities. https://www.sayitnapier.nz/ncc/annual-plan-202627/our-strategic-priorities/.

Submission #201

Name: MICHAEL POHLENZ

Organisation: Left blank by submitter.

Hearings: Yes

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

It is not clear how using a property's capital value is fairer as claimed. This looks like a money grab. Because someone as added value to their land (thus increasing its capital value) does not mean that they use roads, footpaths, transportation... more.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I already submitted a written submission regarding the deletion of the Semi rural category, I would like to speak to that. Will there also be the opportunity to ask questions of the council?

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #202

Name: Lyn Porter

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Option 3 results in the lowest rate value being charged to my property out of the three options .....

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

I have no comment

Do you have any general comments on the Draft Revenue & Financing Policy?

I think I have addressed this in my letter above - I don't agree at all with the structure of how the NCC want to increase their revenue via previously rated Rural-Residential customers

Do you have any comments on our proposed fees and charges for 2026/27?

This is a letter sent to our local councillor Roger Brownlie, who said to send it to you as a submission To have the NCC change our status from Rural Residential to Residential for the purpose of rating appears to be profoundly unfair to the Homeowner living in the rural residential area. In fact these particular homeowners and many of our neighbour's, feel that although there is a huge advantage for NCC with additional revenue being gathered, there are only huge disadvantages for residents. We end up having to pay higher rates to be equivalent to residential areas although we receive none of the benefits from living in a residential area I have read that the status was changed due to the principal use of our property being for residential use only If we lived in a residential area as opposed to a rural residential area we would expect to be connected to a town water supply, a town sewage supply, have fibre internet at our gate. Have a footpath at our gate and some street lights along our road.,,,, all the advantages of living in a residential area We receive not one of these. As Rural Residential residents we have to supply our own water and sewage and continue to pay for the upkeep of these. We farm animals to control the pasture in our paddocks. No residential dweller would be allowed to keep the likes of sheep, cows or pigs on their property. We find it is interesting that the HDC do not view rural residential properties the same way as NCC. They can see that Rural residential properties are fundamentally different from residential properties when it comes to rating the property.

Perhaps it was time we were re-zoned to the HDC like most other properties in our area. eg Esk Hills (right next door) We would appreciate you forwarding this onto council on our behalf although I must say it appears to be a done deal! Would a meeting of all the residents of Kaimata Road opposing this change be of any advantage in getting this decision turned around ??

Do you have any other comments on our Annual Plan 2026/27?

I have no comment other than those made above

Submission #203

Name: Simon Dunn

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

The status quo works. You are making it a targeted rate to take it out of general rates so you can keep these lower. For transparency just explain what is in the general rate. Option one makes a significant difference in rate take and makes my own rates about $500 more than they would be under the status quo. My current rates are $6,217.82. The status quo $6,859.62 (up 10.32%) Option 1 $7,309.90 (up 17.56%) Option 3 $8,885.10 (up 42.9%). Even under the status quo my rates are much higher than the average. In my opinion the number of council staff is bloated and you have too many people doing non essential things. My strong opinion is that Option 2 is the only fair and reasonable option to pursue. The only reason to for option 1 is so you can artificially keep the headline rates increase lower. This is smoke and mirrors and is not honest. Keep transportation in the general rate and make it higher if you have to, that's the transparent thing to do.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Status quo. Option 3 Nightime CCTV monitoring is a public good for the whole of Napier. Napier is a tourist town and providing public safety is important for the whole of Napier not just CBD occupants and owners.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Rates should be kept as low as possible. Focus on the essential services.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #204

Name: Simon Fletcher

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

As a business in the CBD and a resident of Napier the burden of this cost should not be funding solely from commercial users. As a business operating in the CBD I already have to invest in sercuity of my business and this is a service that benefits all redints of Napier. It ensures saftey of residents and prevents anti social behaviour which again benefits the whole community.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #205

Name: carrie reaney

Organisation: Tennyson Investments Limited - 42 Tennyson Street

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I am a property owner operating within Napier's CBD. I appreciate the opportunity to submit on the proposed introduction of a targeted rate to fund CCTV night-time monitoring. I do not support the proposal for CBD businesses and residents to fund the full cost of CCTV night monitoring (approximately $240,000 per year). Option 3 – Status Quo (as an interim measure) This is to remain in place until a sustainable, alternative funding source is identified for night-time CCTV monitoring. I oppose the proposed targeted rate on the following grounds: CCTV night-time monitoring is a public safety service, not a private business service The proposal places a disproportionate financial burden on a small group of ratepayers The benefits of CCTV monitoring extend to the entire Napier community, not just the CBD The proposal risks penalising inner-city businesses and residents, who already contribute to city vibrancy and safety A flat levy (e.g. $490 ex GST per business) is inequitable and does not reflect business size or ability to pay My Key Concerns are: Our tenants are already under significant financial pressure. The CBD has faced numerous setbacks over the years, including flooding, COVID-19, Cyclone Gabrielle, ongoing roadworks and stormwater upgrades, and now broader economic challenges. Imposing additional costs on businesses to address a social issue feels fundamentally unfair—particularly at a time when tenants are looking to the local council for support and initiatives to help promote and strengthen the CBD. Instead, many are experiencing the opposite. I recommend that Napier City Council: 1. Reject the proposed targeted rate Do not proceed with requiring CBD businesses and residents to fund CCTV night monitoring. 2. Fund CCTV through general rates Recognise CCTV monitoring as a city-wide public good

and fund it across all Napier ratepayers or access funding through policing. 3. Reassess the funding model Undertake a more robust review of: Who benefits from the system The geographic reach of the network Long-term costs and impacts Spreading the cost across the wider ratepayer base would result in a more equitable outcome. 4. Engage with stakeholders Work with CBD businesses, NCBI, and the wider community to develop a fair and sustainable funding approach. Conclusion I support the continuation of CCTV night-time monitoring as an important safety measure for Napier. However, I do not support a funding model that places a disproportionate burden on CBD businesses and residents for what is clearly a city-wide public service. A safe city benefits everyone — and should be funded by appropriately.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #206

Name: Emily Mallard

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

I am a small business owner o. The CBD and while I support the monitoring of CCTV I do not feel the benefit to to individual business is in line with the proposed costs. My business sells my own pottery, the studio is empty and secure overnight. I do not sell anything that someone would break in for and do not spend time in the city over night. The added cost would have a negative impact on my small business. I believe spreading the cost over the whole city is a more equitable solution.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #207

Name: Keri Lourie

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

We own a residential building in the CBD and are opposed to the charge for CBD businesses and residents to cover CCTV. This should be a choice made by individual businesses or residents and we believe the main use of the CCTV is for the safety of the general public. It would be great to know if the incidents reported were as a result of the CCTV footage or the night patrols.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

We own a residential building in the CBD and are opposed to the charge for CBD businesses and residents to cover CCTV. This should be a choice made by individual businesses or residents and we believe the main use of the CCTV is for the safety of the general public. It would be great to know if the incidents reported were as a result of the CCTV footage or the night patrols.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #208

Name: Doug McPhail

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

Would appear to be a fairer assessment and charge.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Nil

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

At 92 Powdrell Road, we are Rural Productive. We have an economic horticulture and road shop business - mostly berry fruit. 31 years ago we had to prove economic viability before subdivision of 4 Ha and erection of dwelling and other supporting buildings. At the time we were advised that cleaning of the roadside drains would occur every 4 years. In 31 years, the drains have only been cleaned twice. We emailed on18/03/2025 your drainage department last year and Alexandra from Transportation replied. Last summer a length of 50m approx. of drain was cleaned to the South side of our boundary with the neighbors. We expected the full length of Powdrell Road to be cleaned on both sides, especially after build-up of mud since Cyclone Gabriel. This has not happened and is well overdue. We note that annual rates for our property have increased from $1590.07 in 2015, to $5167.07 in 2026 - an increase of $3577.00 in 11 years - an increase of 225% or 20.45% average per year since 2015, well over national inflation, but with nothing additional in return from Council. How is this equitable? It would appear that Rural properties are subsidising Residential properties e.g. we are rated for a bus service that is not existent in the Meeanee area. Please can we be given an indication of direct benefit to us of this proposed rating change as it appears that we will be paying more and receiving very little benefit. I can understand the Government legislating Councils to restrict Rates increases to below 4 % per annum.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #209

Name: Richard Jeffery

Organisation: BC 20498

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Introduction I am Chairman of BC 20498, representing the 21 owners of the units within the Criterion and Market Reserve Buildings, whose tenants are operating within Napier's CBD. Thank you for the opportunity to submit on the proposed introduction of a targeted rate to fund CCTV night-time monitoring. We do not support the proposal for CBD businesses and residents to fund the full cost of CCTV night monitoring (approximately $240,000 per year). Option 3 – Status Quo (as an interim measure) This is to remain in place until a sustainable, alternative funding source is identified for night-time CCTV monitoring. Position Statement We oppose the proposed targeted rate on the following grounds: ● CCTV night-time monitoring is a public safety service, not a private business service ● The proposal places a disproportionate financial burden on a small group of ratepayers ● The benefits of CCTV monitoring extend to the entire Napier community, not just the CBD ● The proposal risks penalising inner-city businesses and residents, who already contribute to city vibrancy and safety ● A flat levy (e.g. $490 ex GST per business) is inequitable and does not reflect business size or ability to pay Our Key Concerns are: Our member owners, in common with much of the country, have faced continuous cost increases over the past few years. Rates and insurance are the primary property ownership costs, and both have risen to levels which make property ownership questionable as an investment option. The proposed rates increase (approx 20% for our member owners) for the coming year illustrate the point. Similarly, the cost of insurance has risen to ridiculous levels and forced a degree of self-insurance on owners. Many of our member owners are not the occupying businesses within the buildings. As such we are forced to try and recover increasing costs from tenants whose businesses are also struggling in these difficult times. The current and proposed work in Emerson Street will simply exacerbate the trading conditions. Council has also significantly raised the parking charges in recent times. The proposal to levy the cutely 'anacronym-ed' SUIPs (separately used or inhabited parts) without any regard to ability to pay is not well thought out. A small 90 sqm footprint operator will be charged the same as a multi-national large-scale retailer under the proposal. This seems highly inequitable. There

seems to be strong irony in trying to create a better inner-city environment for living, working and visiting, whilst stealthily sucking the lifeblood out of those businesses which create the reason for wanting to live, work or visit. Recommendations We recommend that Napier City Council: 1. Reject the proposed targeted rate Do not proceed with requiring CBD businesses and residents to fund CCTV night monitoring. 2. Fund CCTV through general rates Recognise CCTV monitoring as a city-wide public good and fund it across all Napier ratepayers or access funding through policing. 3. Reassess the funding model Undertake a more robust review of: ● Who benefits from the system ● The geographic reach of the network ● Long-term costs and impacts Spreading the cost across the wider ratepayer base would result in a more equitable outcome. 4. Engage with stakeholders Work with CBD businesses, NCBI, and the wider community to develop a fair and sustainable funding approach. Conclusion We support the continuation of CCTV night-time monitoring as an important safety measure for Napier.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #210

Name: Pradeepkumar Rajagopal

Organisation: Comrades

Hearings: No

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #211

Name: Bhavna Nagar

Organisation: Alive! Psychology

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

I am a business owner and tenant operating within Napier's CBD. I appreciate the opportunity to submit on the proposed introduction of a targeted rate to fund CCTV night-time monitoring. I do not support the proposal for CBD businesses and residents to fund the full cost of CCTV night monitoring (approximately $240,000 per year). Option 3 – Status Quo (as an interim measure) This is to remain in place until a sustainable, alternative funding source is identified for night-time CCTV monitoring. Position Statement I oppose the proposed targeted rate on the following grounds: • CCTV night-time monitoring is a public safety service, not a private business service • The proposal places a disproportionate financial burden on a small group of ratepayers • The benefits of CCTV monitoring extend to the entire Napier community, not just the CBD • The proposal risks penalising inner-city businesses and residents, who already contribute to city vibrancy and safety • A flat levy (e.g. $490 ex GST per business) is inequitable and does not reflect business size or ability to pay – This would almost double my monthly rent. As my business is not dependent on foot traffic or attracting customers as retail is, I could happily move out of the CBD if this were to occur. Recommendations I recommend that Napier City Council: 1. Reject the proposed targeted rate Do not proceed with requiring CBD businesses and residents to fund CCTV night monitoring. 2. Fund CCTV through general rates Recognise CCTV monitoring as a city-wide public good and fund it across all Napier ratepayers or access funding through policing. 3. Reassess the funding model Undertake a more robust review of: • Who benefits from the system • The geographic reach of the network • Long-term costs and impacts • Spreading the cost across the wider ratepayer base would result in a more equitable outcome. 4. Engage with stakeholders Work with CBD businesses, NCBI, and the wider community to develop a fair and sustainable funding approach. Conclusion I support the continuation of CCTV night-time monitoring as an important safety measure for Napier. However, I do not support a funding model that places a disproportionate burden on CBD businesses and residents for what is clearly a city-wide public service. A safe city

benefits everyone — and should be funded by everyone. Thank you for your consideration.
Bhavna Nagar Alive! Psychology

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #212

Name: Margaret Boyd

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

to be honest i'm in 2 minds. i don't want a second bill. i want it all wrapped up in one. rates will go up there is no stopping it but transportation charges is a hard one.

A change to how we charge inner city CCTV monitoring

Option 2: Commercial and Residential ratepayers pay the same.

CCTV comment

as someone who has her own cctv, its for my families safety as well as others and its the same in the city. i don't mind paying with my rates to keep people safe as well as businesses. it should be a shared burden. and hey there might come a time we can spread it out to other parts of the city too.

Do you have any general comments on the Draft Revenue & Financing Policy?

no

Do you have any comments on our proposed fees and charges for 2026/27?

well the only one that effects me isn't until later in the year so i will reserve my judgement for now. just don't make it to high that people struggle more.

Do you have any other comments on our Annual Plan 2026/27?

no

Submission #213

Name: kane riley

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I already have my own security systems in place such as CCTV and alarms. So this would just be a secondary cost to my business that i have not asked for. CCTV in the streets is for the whole community not just for the businesses.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #214

Name: Paul Batty

Organisation: Paulmar Investments ltd

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #215

Name: John Williams

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I make this submission in strong opposition to the proposed reclassification of Jervoistown from Rural to Residential. This change is inappropriate because it would impose residential rates and charges on properties that do not receive, do not require, and do not use the full range of urban services associated with that classification. Jervoistown remains a semi-rural community with characteristics that are materially different from Napier's residential suburbs, and any rating change should reflect actual service delivery, infrastructure availability, and fairness to ratepayers. A number of residential and targeted rates should not be applied to Jervoistown properties unless the related service is actually available or connected. In particular, stormwater rates should not apply to rural properties, sewerage and water-by-meter charges should not apply where there is no reticulated connection, and refuse, recycling, fire protection, and other targeted urban service rates should not be charged where those services are not provided. Applying these charges in the absence of service access would be inequitable and inconsistent with the principle that rates should correspond to benefit received.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #216

Name: Philip Eilenberg

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

The council's preferred option is 1 but based on my property the total increase in rates for 26/27 is 13.74%, which is substantially higher than 10.4% you state for residential properties. Please can you explain the difference?

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #217

Name: Lorraine Pomana-Kemp

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

Maintain the General Rate calculation using land value, which includes -/+ 22% for Council's Transportation Activity costs. The comment that using capital value because properties with higher capital value tend to make more use of, and gain more benefit from the roading network, seems to make sense. However, don't consider all ratepayers should be charged &/or treated the same. Perhaps the transportation charges for Commercial properties, including utility providers be calculated according to option 1 & those outside those categories, option 2.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

No

Do you have any general comments on the Draft Revenue & Financing Policy?

No

Do you have any comments on our proposed fees and charges for 2026/27?

Our property at Boyd Rd is impacted by the change from Rural/Residential to Residential & as such, we have endured incremental rate increases to effect the changeover. Having a look at the rate breakdown compared to other normal residential properties, it is comforting to see that we have not been inadvertently charged for utilities that we do not & possibly will not, utilise in our lifetime (e.g., Sewerage, City Water, etc). Thank you.

Do you have any other comments on our Annual Plan 2026/27?

No

Submission #218

Name: Lizzie Russell

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

I am a business owner operating within Napier's CBD. I appreciate the opportunity to submit on the proposed introduction of a targeted rate to fund CCTV night-time monitoring. I do not support the proposal for CBD businesses and residents to fund the full cost of CCTV night monitoring (approximately $240,000 per year). I support: Option 3 – Status Quo (as an interim measure) This is to remain in place until a sustainable, alternative funding source is identified for night-time CCTV monitoring. Position Statement I oppose the proposed targeted rate on the following grounds: CCTV night-time monitoring is a public safety service, not a private business service The proposal places a disproportionate financial burden on a small group of ratepayers The benefits of CCTV monitoring extend to the entire Napier community, not just the CBD The proposal risks penalising inner-city businesses and residents, who already contribute to city vibrancy and safety. A flat levy (e.g. $490 ex GST per business) is inequitable and does not reflect business size or ability to pay It's already difficult to attract business to come and to stay operating in the CBD, this could create yet another barrier, at a time when we need our CBD to be as full and vibrant and active as possible. Recommendations I recommend that Napier City Council: 1. Reject the proposed targeted rate Do not proceed with requiring CBD businesses and residents to fund CCTV night monitoring. 2. Fund CCTV through general rates Recognise CCTV monitoring as a city-wide public good and fund it across all Napier ratepayers or access funding through policing. 3. Reassess the funding model Undertake a more robust review of: Who benefits from the system The geographic reach of the network Long-term costs and impacts Spreading the cost across the wider ratepayer base would result in a more equitable outcome. 4. Engage with stakeholders Work with CBD businesses, NCBI, and the wider community to develop a fair and sustainable funding approach. Conclusion I support the continuation of CCTV night-time monitoring as an important safety measure for Napier. However, I do not support a funding model that places a disproportionate burden on CBD businesses and residents for what is clearly a city-wide public service. A safe city benefits

everyone — and should be funded by everyone. Thank you for your consideration. Lizzie Russell Tennyson Gallery

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #219

Name: Virgil Troy

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

No comment

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

No comment

Do you have any general comments on the Draft Revenue & Financing Policy?

No comment

Do you have any comments on our proposed fees and charges for 2026/27?

I understand that rates need to increase from time to time to help meet rising operational and service delivery costs. However, given our home's location, we do not receive wastewater or stormwater services, and we receive other council services less frequently than properties in urban areas. As a result, we are effectively bearing the cost of increased rates for services we do not receive (or receive less frequently), while also meeting the additional expense of managing our own wastewater through a home septic system and facing a higher flood risk due to the absence of a stormwater network. I raise this respectfully in the hope that these differences can be given fair consideration when assessing rates and service equity.

Do you have any other comments on our Annual Plan 2026/27?

No comment

Submission #220

Name: Ash Humphrey

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Please see attached PDF

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Please see attached

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Please see attached

Attachment 1 – Submitted document (see next page)

PDF page 1 of 2

Morning Councillors,

I wish to submit to the Napier City 2026/27 Draft Annual Plan, as I strongly oppose the Council's proposal to fund Transportation Costs via a Transportation Targeted Rate based on a property's Capital Value.

In summary, I do not believe Preferred Option (One) is:

- **The fairest and most equitable basis for the recovery of these costs,**
- **Nor does it best reflect those who *'make use of, or gain more benefit'* from our roading network.**
- **If your objective is to make Commercial and Industrial properties pay a greater share towards these costs, you could more readily achieve this by simply increasing the existing Commercial / Industrial General Rate Differential from 2.60 to lets say 2.70 or 2.80**
- **This approach will ensure your approach is targeted to those group of properties who actually *'make use of, or gain more benefit'* of this activity, and avoids creating unfair outcomes where some residential properties pick up a greater share of these costs simply because they have above average improvement values.**

I have read the proposal and fully understand that the change in approach is not about increasing rate take, rather a need to more fairly 'redistribute costs' across the district. For every ratepayer who pays a lesser share, there will inevitably be another ratepayer who picks up a greater share.

However, has Council considered some of the adverse outcomes this proposal creates?

We reside in Te Awa in an average / marginally above average residential dwelling (Current LV of $345,000 / CV of $940,000). We have faced prior years increases of 8%, 15.1% and 13.8% (37% over the last 3 years). Like everyone, we are feeling the pinch of the cumulative impact of rate increases and of course other cost of living increases.

Whilst council is proposing an average 9.1% rate increase in this years Draft Annual Plan, our property has a proposed 26/27 rate increase of 11.2% under the Status Quo Option, or 14.0% under Council's Preferred Option (One). We are a residential property adversely affected by this proposal; one of many.

Throughout the consultation documentation, there are many references to having Commercial / Industrial ratepayers pay a greater share of Transportations costs to reflect their 'use / benefit'.

However, changing the basis from LV to CV for these particular costs but retaining the existing 2.6 differential, will only lead to those Commercial / Industrial properties with above average improvement value paying a greater share.

Many other Commercial / Industrial properties will actually pay less towards these costs, and under this option, many Residential properties (particularly those with above average improvement values)will actually pay a greater share.

The property examples illustrated in your Funding Impact Statement demonstrate this inequity:

- Residential properties located in Te Awa (face a 12.8% increase rather than 11.1%), Parklands (face a 11.2% increase rather than 10.6%), and Low Value Residential (face a 12.2% increase rather than 11.8%), under your Preferred Option (One).
- Commercial / Industrial properties (with the exception of Rural Commercial) face rate decreases i.e Other Commercial Average (face a 12.3% increase rather than 14.2%)

PDF page 2 of 2

CBD Average (face a 3.9% increase rather than 5.4%) Industrial Average (face a 8.7% increase rather than 10.8%) and Bay View Average Commercial (face a 5.3% increase rather than 8.0%).

Examples of Rates for 2026/27

Examples of the impact of rating for 2026/27 are shown in the following table:

					Status Quo		Preferred Option		Full CV	
Differential Category	**Land Value**	**Improvement Value**	**Capital Value**	**Rates 2025-26**	**Rates 2026-27**	**Change %**	**Rates 2026-27**	**Change %**	**Rates 2026-27**	**Change %**
Residential										
Average Value & Land Value	380,000	405,000	785,000	3,816	4,228	10.8%	4,214	10.4%	4,165	9.1%
Average Value - above average LV movement	450,000	335,000	785,000	4,221	4,651	10.2%	4,562	8.1%	4,248	0.6%
Low Value residential	220,000	275,000	495,000	2,979	3,329	11.8%	3,341	12.2%	3,384	13.6%
Parklands Residential	460,000	580,000	1,040,000	4,272	4,724	10.6%	4,752	11.2%	4,850	13.5%
Te Awa Residential	345,000	515,000	860,000	3,681	4,090	11.1%	4,151	12.8%	4,366	18.6%
Bay View Residential	370,000	200,000	570,000	3,695	4,089	10.7%	3,977	7.6%	3,586	-2.9%
Ex Rural Residential (City fringe)	870,000	520,000	1,390,000	6,280	6,861	9.2%	6,623	5.5%	5,792	-7.8%
Commercial / Industrial										
Other Commercial Average	1,126,000	1,029,000	2,155,000	17,005	19,424	14.2%	19,092	12.3%	17,927	5.4%
CBD Average	771,000	692,000	1,463,000	16,703	17,602	5.4%	17,358	3.9%	16,503	-1.2%
Industrial Average	936,000	838,000	1,774,000	14,141	15,665	10.8%	15,366	8.7%	14,318	1.3%
Bay View Average Commercial	473,500	382,000	855,500	7,759	8,376	8.0%	8,170	5.3%	7,447	-4.0%
Rural Average Commercial	457,200	1,153,400	1,610,600	7,523	8,195	8.9%	9,024	19.9%	11,926	58.5%

It is also worth noting that Mitre Mega (who would have a significant impact on our roading network) would also benefit significantly from this proposal (I.e facing a 3.4% rate increase under Preferred Option (One) against a 7.4% increase under the Status Quo option).

Whilst I acknowledge these are just sample properties and you will always have some outliers; this highlights some of the inequities of your Preferred Option (One).

Your proposal actually becomes less about targeting those groups of ratepayers (Commercial / Industrial) who have greater *'use of, or gain more benefit',* and more about targeting those properties 'with above average improvements values' ... irrespective of use.

If council merely wanted to achieve the outcome of having all Commercial / Industrial properties pay a greater share as they *'make use of, or gain more benefit'*, why not simply increase their existing General Rate differential from 2.60 to lets say 2.70 or 2.80; as this would target all Commercial / Industrial properties.

I therefore ask that you reconsider your Preferred Option (One), that you look at some of the adverse outcomes that arise from this option, and you consider whether a simplified (and more targeted) approach of adjusting the Commercial / Industrial General Rate Differential marginally, better achieves those objectives you are trying to achieve I.e asking those who *'make use of, or gain more benefit'* pay more.

Thank you for reading my submission.

Regards

Ash Humphrey

294

Submission #221

Name: Jonathan Wilson

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I dont believe the financial burden should be placed solely on CBD businesses and residents. All rates payers should foot the bill as all users of the city centre can benefit from the night time monitored CCTV.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #222

Name: Davina Hoare

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Napier City Council – Annual Plan 2026/27 Proposed CCTV Night Monitoring Targeted Rate Submitted by: Davina Hoare & Stacey Boylan Crystal Aura 78 Emerson Street Ph 027 475 0006 Introduction We are business owners operating within Napier's CBD. We are a small, locally owned and operated business. We appreciate the opportunity to submit on the proposed introduction of a targeted rate to fund CCTV night-time monitoring. We do not support the proposal for CBD businesses and residents to fund the full cost of CCTV night monitoring (approximately $240,000 per year). Option 3 – Status Quo (as an interim measure) This is to remain in place until a sustainable, alternative funding source is identified for night-time CCTV monitoring. Position Statement We oppose the proposed targeted rate on the following grounds: • CCTV night-time monitoring is a public safety service, not a private business service • The proposal places a disproportionate financial burden on a small group of ratepayers • The benefits of CCTV monitoring extend to the entire Napier community, not just the CBD • The proposal risks penalising inner-city businesses and residents, who already contribute to city vibrancy and safety • A flat levy (e.g. $490 ex GST per business) is inequitable and does not reflect business size or ability to pay Our Key Concerns are: As a small owner-operated business, an extra payment such as the proposed $490 +GST, is simply too much, in a time where we are struggling just to keep the doors open. We believe the CCTV night-time monitoring benefits everyone and not just the business owners and CBD residents, so it should not be a cost which falls on just a few. Recommendations We recommend that Napier City Council: 1. Reject the proposed targeted rate Do not proceed with requiring CBD businesses and residents to fund CCTV night monitoring. 2. Fund CCTV through general rates Recognise CCTV monitoring as a city-wide public good and fund it across all Napier ratepayers or access funding through policing. 3. Reassess the funding model Undertake a more robust review of: • Who benefits from the system • The geographic reach of the network • Long-term costs and impacts Spreading the cost across the wider ratepayer base would result in a more equitable outcome. 4. Engage with stakeholders Work with CBD businesses, NCBI, and the wider community to develop a

fair and sustainable funding approach. Conclusion We support the continuation of CCTV night-time monitoring as an important safety measure for Napier. However, we do not support a funding model that places a disproportionate burden on CBD businesses and residents for what is clearly a city-wide public service. A safe city benefits everyone — and should be funded by everyone. Thank you for your consideration. Davina Hoare & Stacey Boylan Crystal Aura

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Napier City Council – Annual Plan 2026/27 Proposed CCTV Night Monitoring Targeted Rate Submitted by: Davina Hoare & Stacey Boylan Crystal Aura 78 Emerson Street Ph 027 475 0006 Introduction We are business owners operating within Napier's CBD. We are a small, locally owned and operated business. We appreciate the opportunity to submit on the proposed introduction of a targeted rate to fund CCTV night-time monitoring. We do not support the proposal for CBD businesses and residents to fund the full cost of CCTV night monitoring (approximately $240,000 per year). Option 3 – Status Quo (as an interim measure) This is to remain in place until a sustainable, alternative funding source is identified for night-time CCTV monitoring. Position Statement We oppose the proposed targeted rate on the following grounds: • CCTV night-time monitoring is a public safety service, not a private business service • The proposal places a disproportionate financial burden on a small group of ratepayers • The benefits of CCTV monitoring extend to the entire Napier community, not just the CBD • The proposal risks penalising inner-city businesses and residents, who already contribute to city vibrancy and safety • A flat levy (e.g. $490 ex GST per business) is inequitable and does not reflect business size or ability to pay Our Key Concerns are: As a small owner-operated business, an extra payment such as the proposed $490 +GST, is simply too much, in a time where we are struggling just to keep the doors open. We believe the CCTV night-time monitoring benefits everyone and not just the business owners and CBD residents, so it should not be a cost which falls on just a few. Recommendations We recommend that Napier City Council: 1. Reject the proposed targeted rate Do not proceed with requiring CBD businesses and residents to fund CCTV night monitoring. 2. Fund CCTV through general rates Recognise CCTV monitoring as a city-wide public good and fund it across all Napier ratepayers or access funding through policing. 3. Reassess the funding model Undertake a more robust review of: • Who benefits from the system • The geographic reach of the network • Long-term costs and impacts Spreading the cost across the wider ratepayer base would result in a more equitable outcome. 4. Engage with stakeholders Work with CBD businesses, NCBI, and the wider community to develop a fair and sustainable funding approach. Conclusion We support the continuation of CCTV night-time monitoring as an important safety measure for Napier. However, we do not support a funding model that places a disproportionate burden on CBD businesses and residents for what is clearly a city-wide public service. A safe city benefits everyone — and should be funded by everyone. Thank you for your consideration. Davina Hoare & Stacey Boylan Crystal Aura

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Attachment 1 – Submitted document

Napier City Council – Annual Plan 2026/27
Proposed CCTV Night Monitoring Targeted Rate
Submitted by:
Davina Hoare & Stacey Boylan
Crystal Aura
78 Emerson Street
Ph 027 475 0006
Introduction
We are business owners operating within Napier's CBD. We are a small, locally owned and operated business.
We appreciate the opportunity to submit on the proposed introduction of a targeted rate to fund CCTV night-time monitoring.
We do not support the proposal for CBD businesses and residents to fund the full cost of CCTV night monitoring (approximately $240,000 per year).
Option 3 – Status Quo (as an interim measure)
This is to remain in place until a sustainable, alternative funding source is identified for night-time CCTV monitoring.
Position Statement
We oppose the proposed targeted rate on the following grounds:
CCTV night-time monitoring is a public safety service, not a private business service
The proposal places a disproportionate financial burden on a small group of ratepayers
The benefits of CCTV monitoring extend to the entire Napier community, not just the CBD
The proposal risks penalising inner-city businesses and residents, who already contribute to city vibrancy and safety
A flat levy (e.g. $490 ex GST per business) is inequitable and does not reflect business size or ability to pay
Our Key Concerns are:
As a small owner-operated business, an extra payment such as the proposed $490 +GST, is simply too much, in a time where we are struggling just to keep the doors open.
We believe the CCTV night-time monitoring benefits everyone and not just the business owners and CBD residents, so it should not be a cost which falls on just a few.
Recommendations
We recommend that Napier City Council:
1. Reject the proposed targeted rate
Do not proceed with requiring CBD businesses and residents to fund CCTV night monitoring.
2. Fund CCTV through general rates
Recognise CCTV monitoring as a city-wide public good and fund it across all Napier ratepayers or access funding through policing.

3. Reassess the funding model
Undertake a more robust review of:
Who benefits from the system
The geographic reach of the network
Long-term costs and impacts
Spreading the cost across the wider ratepayer base would result in a more equitable outcome.
4. Engage with stakeholders
Work with CBD businesses, NCBI, and the wider community to develop a fair and sustainable funding approach.
Conclusion
We support the continuation of CCTV night-time monitoring as an important safety measure for Napier.
However, we do not support a funding model that places a disproportionate burden on CBD businesses and residents for what is clearly a city-wide public service.
A safe city benefits everyone — and should be funded by everyone.
Thank you for your consideration.

Davina Hoare & Stacey Boylan
Crystal Aura

Submission #223

Name: Theresa Cabot

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

The Status Quo is not ideal, but at least gives us time to decide on an equitable and effective plan

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

The need for CCTV cameras is for the benefit and safety of all Napier residents. There has been a murder, an armed robbery and many assaults as well as ram raid burglaries in the Napier CBD. It is untenable and unrealistic to burden inner city businesses with the cost. It is the responsibility of the council to keep residents safe and provide a safe environment for the community and visitors.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #224

Name: Stuart Nash

Organisation: Left blank by submitter.

Hearings: Yes

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

I always have always believed the general principle behind council services is that the costs associated with maintaining vibrant and safe communities are socialised across all rate payers, no matter where they own property or whether a specific ratepayer uses a particular service or good or not. For example, a safe and vibrant inner city is in the best interests of all Napier residents; not just those who own property within the inner-city precinct. The inner-city cameras are not there just to protect the investments of commercial and residential property owners but also lives and livelihood of those who live and work in the CBD, those who use, visit, shop in the inner city - as well as help the police identify unsocial and illegal behaviour. So my very strong view is that the cost of the CCTV cameras is a cost that is part of the general rates for all Napier residents and rate payers.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #225

Name: Philip Reaney

Organisation: Emerson Partners

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Opposed to paying for monitoring

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Yes I am opposed to paying for CCTV monitoring

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #226

Name: Paul & Rebecca Ott

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Please see comments above. Using option 1 the NCC proposal and removal of Rural Residential category increases our rates 18.01%. The average option 1 for Residential rates increase as shown is 10.4%. Given the lower level of services and our comments above, the rate proposal for our property needs to be looked at.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Under the proposed plan Option 1 suggests average rates increase for Residential is 10.4%. Option 2 suggests average Residential increase 11.1%. Option 3 suggests average Residential increase of 9.1%. THE NCC RATES CALCULATOR SUGGESTS, USING CAPITAL VALUE, OUR RATES WOULD INCREASE BY 18.01% Currently our property is Rural Residential with a rates differential. The proposal is to move to Residential. Compared to Residential our property does not have Council sewerage (we have to arrange and pay additionally for this). Does not have foothpaths, or kerbing. Does not have street lighting or street cleaning. Our road has a lower level of service and no traffic management. Under the current District Plan Rural Residential requires 5,000 sq metres for subdivision. Residential subdivision is allowed at considerably smaller sq metres. By removing Rural Residential the District Plan should allow subdivision at the Residential subdivision limits.

Do you have any other comments on our Annual Plan 2026/27?

By removing Rural Residential and replacing it with Residential the Annual Plan should allow all former Rural Residential properties to be able to subdivide at the same sq metre size as current Residential properties

Submission #227

Name: Jamie Lowe

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

In relation to the recent advice that our property zoning is being changed from rural residential to residential. Could you please clarify what corresponding changes the Council intends to make to ensure our property receives the same level of services as other residential properties in our area? In particular, we would like confirmation on whether this includes connection to a sewage line, removal of water meter, and any other standard residential infrastructure provisions currently available to properties across the road. Additionally, I would like to raise concerns regarding the proposed 8% rates increase for 2026/2027, especially in the context of the cumulative increases over recent years. While rates have continued to rise, we are still awaiting the redesign and repair of the drainage system, which has been previously identified and promised. The lack of progress on this essential infrastructure is becoming increasingly concerning. We would appreciate an update on: - The timeline for the drainage redesign and repair works - Any planned upgrades associated with the zoning change - How the Council intends to ensure equitable service delivery in line with residential classification Given the ongoing rate increases, it is reasonable to expect that critical infrastructure commitments are progressed in a timely manner. We would appreciate your prompt response and clarification on these matters.

Submission #228

Name: Keri King

Organisation: Gavin Black Services (numbers 8 to 24 Gavin Black Street

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

We disagree with the proposal to change the status of the current rural households to residential for rates. As rural residents we do not receive the same services and benefits as residential households. We do not receive town water supply and have the extra costs of maintaining and testing the water make sure that it meets council requirements, we have to pay for this ourselves unlike those who have water provided to them. We are not provided with sewage, accessiable bus routes, footpaths or streetlights and should not have to pay extra to subsidies those that are provided with these. We are also responsible for the maintenance and upkeep of our road and are not advantage by the extra transport costs. By suggesting this change it seems you are penalising those residents who do not have the same infrastructure available to them to pay for those that do. Also increasing rates to be based on capital value rather than land value is a huge increase and again penalises those living rurally.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #229

Name: Brian Hatton

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

Option 1 creates an unfair 14.5% burden on Bay View residents compared to the 7.8% under the status quo, without providing any additional roading infrastructure or services to the area.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

As a Bay View resident, I receive no benefit from CCTV monitoring in the Napier CBD. I support the Status Quo (Option 3), continuing to fund this activity through the Parking Reserve Fund.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I would like to see water meters installed on all properties in Napier to help pay towards the cost of upgrades and repairs. Living in Bayview and on a tank system I have no services except a bin collection and recycling. I am frustrated at the rate increases I and others in the Bayview area have experienced to help pay towards Napier's infrastructure. It annoys me that I have to be conservative with water during dry periods to save buying in, yet drive around Napier and watch people water their lawns, grass verges, fill there swimming pools or leave a hose running for a dog to cool down in. Real change comes from people understanding that water is something to conserve and the only way to do that is to meter them. To change our rural residential status to residential is an excuse to charge more rates without the people of Bayview receiving any benefit. We currently have little street lighting, pavements or cleaning and yet are rates have been hiked. Napier City Council is now going to hike my rates by 17% again if this goes through which is a lot more than the 8%. Further more I assume if we change to Residential the adjustment we currently receive on our rates will go. Yet changing us to residential will not change the RMA, so where people in town can subdivide we would not be able to. I do not approve of the change Rural Residential to Residential and think Napier Council members should look towards reducing costs by dealing with the issues instead of building their way out of it.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #230

Name: Toru Yamamoto

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

We can't simply afford $5000 per incident report fee. Need to look at lowering the cost or give up night time monitoring. Also don't believe only beneficiaries are business and residents in CBD, so it doesn't sounds fair to force us to shout out all the cost for it.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #231

Name: Rod Cook

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

I am struggling to understand how the City Strategy line can jump over $3m while the transportation line drops $8m and Visitor Experiences drops by over $3m.

Do you have any comments on our proposed fees and charges for 2026/27?

I am not in favour of rezoning Rural/Residential to Residential. When I purchased in a rural area I did so with the knowledge I would have to pay for all my infrastructure - water, sewerage and stormwater. The council did not contribute to this; the council does not provide footpaths, street lighting or maintain the berms along the roadside. The current rates for the property have nearly doubled in the eight and half years and with the proposed change that could equate to 30% increase at the upper end of what's proposed. If the zoning change is to proceed there would need to be a 30% discount applied. This is based on the percentage the three waters (sewerage, storm and water) makes up of the proposed Total Annual Budget.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #232

Name: David Elliott

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 2: Commercial and Residential ratepayers pay the same.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Yes, see attached submission

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Attachment 1 – Submitted document (see next page)

Napier City Council – Annual Plan 2026/27
Proposed CCTV Night Monitoring Targeted Rate

Submitted by:
David Elliott

Building owner

120 Dickens St, Bapier
david@ewc4.com

Introduction

I am a property owner operating within Napier's CBD.

I appreciate the opportunity to submit on the proposed introduction of a targeted rate to fund CCTV night-time monitoring.

I do not support the proposal for CBD businesses and residents to fund the full cost of CCTV night monitoring (approximately $240,000 per year).

Option 3 – Status Quo (as an interim measure)

This is to remain in place until a sustainable, alternative funding source is identified for night-time CCTV monitoring.

Reasons for Opposing the proposed targeted rate

1. The premise for the targeted rate is unfounded. Principally, the security of the building has not been improved. CCTV footage is retrospective in that it does not prevent damage, only provides information after the event. The building owners will be covering costs of repairs regardless of whether a perpetrator is identified or not. Conversely, if increased public safety is the principle premise, then that benefits the general public who, under the proposal, gain this benefit at no obligation.

2. It is not equitable.

- Increases in CBD safety benefit all Napier residents and the reputation of Napier in general
- The targeted rate is not proportionate to the size of the business, its location, or the scale of coverage for the building - that is, is the building actually viewed by a camera.

- It is a public service for the entire community but (who also frequent the CBD at night) but provided for by a small number of private businesses

3. Adverse effect of Policy. The key driver of CBD vibrancy and success is thriving retail and commercial activities. A busy CBD is less prone to acts of vandalism and mischief. The reverse is true of a CBD with empty shops/buildings. In the 8 years I have owned the property the rates have increased by over 100%, yet the tenants have faced the most difficult trading conditions of modern history with Covid, recession and now the conflict in Iran all driving costs higher and discretionary spending lower. Continual increases in fixed costs whilst declining spending will lead inevitably to more empty buildings, less CBD activity and a general downturn in the 'feel' of Napier as a place to live and work. The increase in vacancies is already apparent and will continue to increase. Continued rating cost increases will have the reverse effect of increasing CBD vibrancy and I urge Councillors to consider the future of CBD viability in light of market realities.

Recommendations

I recommend that Napier City Council:

1. Reject the proposed targeted rate
Do not proceed with requiring CBD businesses and residents to fund CCTV night monitoring.

2. Fund CCTV through general rates
Recognise CCTV monitoring as a city-wide public good and fund it across all Napier ratepayers or access funding through policing.

3. Reassess the funding model
Undertake a more robust review of:

- Who benefits from the system
- The geographic reach of the network
- Long-term costs and impacts

Spreading the cost across the wider ratepayer base would result in a more equitable outcome.i

Conclusion

The overarching premise that the CCTV provides security for CBD businesses is incorrect. It does not prevent activities that building owners/tenants will incur financial cost. If general public safety is the primary argument, then that is of benefit to the general public who, under the proposal, would gain this benefit at no extra cost.This is inequitable. Continued increased ratings burden, combined with poor economic conditions, will lead to increased vacancies in the CBD and the opposite of the aim of the CCTV intent.

Kind Regards

Submission #233

Name: Mary Borland

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

see my comments above

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Transportation should be a user-pays cost, and not even linked to rates. Think about the scenario of an elderly person living on their own, in a house that they have been in for decades which is in a desirable suburb. They may not even be driving anymore, or perhaps it is a once a week trip to the supermarket. Under your proposals 1 & 3, that poor person is forced to pay more for transportation that they don't even use. Meanwhile the house several miles away, with multiple families living in it, and 3-4 cars (at least), pays less transport tax than the elderly single lady who hardly drives. So unfair.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #234

Name: Paul Axford

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

Select the option that provides the lowest rates possible please.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Spending nearly a quarter million dollars a year simply to monitor Napier inner-CBD streets via CCTV is completely out of proportion to the relatively-trivial amount of crime that occurs. I know this from 21 years as an Emerson Street resident. I have not seen a substantial increase in crime over that time and don't feel any less safe today. In fact with the closing of many bars along Hastings street long ago it's felt safer. Access to the very-expensive AXIS cameras installed over the last few years should be at the Police communications desk like seems to be the case in other cities. CCTV is mostly about evidence gathering as the chances of witnessing and having police respond in time to a crime in progress is extremely low in my opinion and seems just a pipe dream of those without any practical experience. I've seen a number of incidents on my own CCTV and generally crimes such as ram-raids are all over in one minute. Can police respond in one minute? You won't even have time to phone them. You might reduce ram-raids instead by being more amenable to shops installing physical barriers at the edge of the footpath instead of 'only Spark'. Additionally, you are applying this expense equally over all CBD properties where those that actually benefit and have the rents to support this are the chain-stores with high-value merchandise and high margins, mostly in upper Emerson. My tenants sell merchandise that is mostly unattractive to criminals. There is a huge disparity in rental income between those and my two lower Emerson tenants who are independent business owners that are staffed by themselves and volunteers. Both have told me that they are struggling due to low foot traffic, especially during winter where I feel it's appropriate to reduce their rents. In winter there are more beggars than customers on the street and CCTV monitoring won't solve that. If landlords only take on high-paying corporate tenants you will lose these types of shops and our CBD will be worse off for that. Council rates are already 52% of my expenses and currently I have only $3,800 a year left to contribute to long term maintenance and my personal income as a landlord. Forget about paying off a mortgage as well. Read those numbers again and ask yourself where is the value to myself and my tenants for taking another $1600 a year out that? In summary the council has no

business providing the tools or doing the job of police and even less business billing CBD properties for that. We all pay income taxes for this.

Do you have any general comments on the Draft Revenue & Financing Policy?

No.

Do you have any comments on our proposed fees and charges for 2026/27?

Yes.

Do you have any other comments on our Annual Plan 2026/27?

No.

Submission #235

Name: Lynne Anderson

Organisation: Save the Dotterels, Hawke's Bay (Napier Zones)

Hearings: Yes

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Attachment 1 – Submitted document (see next page)

PDF page 1 of 5



SAVE THE Dotterels

Te Matau-a-Māui

Submission on: NCC Annual Plan April 2026

Full Name: Lynne Anderson on behalf of 'Save the Dotterels, Hawke's Bay' (Napier zones)

Daytime phone number: 027 241 8124 (Lynne)

Email: autumntrees8@gmail.com (Lynne)

Postal Address: 389 Church Road, Napier, 4112

Contact Person: Lynne Anderson

We wish to speak to this submission at the hearing. YES

This submission is principally concerned with the protection of Napier's beach habitat. There is a paragraph on Cat Management.

Introduction:

'Save the Dotterels Hawke's Bay' is a group of dedicated local volunteers concerned for the survival and breeding success of the banded dotterel on beaches and riverbeds in Hawke's Bay. The banded dotterel / *Pohowera* is an endemic breeder and a protected species to New Zealand. This bird breeds on Napier's shingle beaches, first arriving in July and breeding through to February. The group is not just about one species – we advocate for the protection of Napier's shingle beach habitat and for the protection of all indigenous species both fauna and flora naturally found on our shores.

Summary:

1. **Request for stringent protection of Napier's beach habitat by:**

- Reintroduce the Fire Control Bylaw with some realistic enforcement.
- Work towards adopting a Beach Bylaw
- For NCC to take charge of all events relating to the foreshore
- Implement fire bans (once Fire Control Bylaw has been reinstated) during the dotterel nesting season 1st August – 29 February
- Consider designated beach areas for special protection and restoration
- Consider a 'Blue Flag' beach for Napier

2. **Request for Cat Management within the Animal Control Bylaw:**

1. **Request for stringent protection of Napier's beach habitat by:**

Reintroduce the Fire Control Bylaw with some realistic enforcement
At the end of 2024 the previous NCC revoked the Fire Control Bylaw. It was done quickly and without consultation.
Our information from FENZ is: "If a local Council owns the land or has jurisdiction over the land – they are perfectly entitled to have a Fire Control Bylaw – and entitled to call year-round fire bans if they so wish"
Maybe it could be reinstated just as easily?

Work towards a Beach Bylaw
The NCC Parks and Reserves Bylaw includes Beaches – but there is no fire control in that Bylaw now that the Fire Control Bylaw has been revoked.

It would be useful if the heading of the Bylaw included the word "Beaches" – as many people don't realise that Beaches come under 'Reserves'

There is a clause in the Reserves Act 1977 - *It is an offence to light any fire on a reserve unless it is in an authorised fireplace.*

Many other local Councils in New Zealand have fire restrictions written into their Bylaws. Some Councils have a separate Bylaw for their Beaches.

Degradation of Napier's Beach Habitat
Since Cyclone Gabrielle in 2023, the dotterel volunteers have watched the degradation of Napier's beach habitats – there have been literally hundreds of fires on our beaches since then – this is simply not sustainable for the health of our beach ecosystems – in fact it is environmental vandalism being allowed to happen.

Some areas are almost completely devoid of driftwood. Driftwood is an important component of the beach ecosystem – it harbours invertebrates, provides shelter, creates a habitat for camouflage and helps to stabilise the shingle dunes. In years gone by two endemic species of skink were quite abundant on our beaches – now they are completely gone in most areas and very rare in small beach location – there habitat has been seriously compromised.

With the driftwood mostly gone in some areas, people have taken to burning treated wood which leaves a fire bed full of nails and various other non-combustibles. The burning of treated wood is also polluting by producing numerous toxic compounds in the air, the soil and the water – it bioaccumulates and gets in the food chains.

Alcohol is often consumed by the people lighting fires. Some fires are huge – metres across and are often left smouldering which lends to a safety issue as there is nearby vegetation.

Vehicles, having beach freedom, also cause damage.
If Fires on Napier's beaches continue to be allowed in such high numbers with no controls, please consider what our beaches might look like in 10, 20, 50 years time? The future damage to beach ecosystems may be irreversible.

We have extreme concerns about the long term health of our beaches - and it is imperative that some action is taken in the very near future. If 'Napier Fire Beach culture' continues it could become a nationwide problem.

For NCC to take charge of all events relating to the foreshore

Matariki Fires – We fully support Matariki as a celebration and realise that the Matariki fires have been organised with the best of intentions – i.e. to bring people together and share goodwill through the focus of fire. However, Matariki 2025 saw over 150 beach fires from Marine Parade down Awatoto Beach (the year before there were about 80 fires) and another at least 40 beach fires at Westshore. If this continues year after year - this is simply not sustainable for the health of our beaches.

Guy Fawkes falls right in the middle of nesting season, it is completely uncontrolled in Napier with people lighting fires anywhere on the beach, setting off fireworks, taking alcohol and leaving untold mess and pollution. We lose nests every year at Guy Fawkes. Alcohol and Fires do not go well together. Controlled areas for fires and fireworks would be welcomed.

New Year's Eve The main celebration at the waterfront on 31/12/25 was not a problem even though we had two nests near the Sunken Gardens which we double cordoned and placed signs all around (they both hatched 3 chicks a couple of days after that). However, in the area south of the Aquarium people lit two fires within a dotterel nest cordon and destroyed a nest – so fires in other areas need control on New Year's Eve.

The requested areas for protection are:
The two areas that already have SIVH status:

1. The beach area adjacent to the Rotary pathway that goes from the end of Ferguson Street at the Bay View end to the end of the Esplanade at the Westshore end.
2. The area of Awatoto beach south of the Beach Domain carpark on Marine Parade to the Beach Access carpark. Awatoto Beach is an important skink habitat.

In 2025, the previous NCC afforded two areas as SIVH on Napier's beaches – one at Bay View, one at Awatoto – the highest level of environmental protection as significant habitat areas.
However, those same areas are now subject to free for all fires and vehicles through them – with no protection.
We request these areas are especially protected from fires and vehicles – and look towards restoration.

3. The high area of the beach between the Spirit of Napier and the piles of gravel to the south – about 300m. This is a popular area for the banded dotterels to nest. This could be set up as an educational area, roped off during the nesting season with good informative signage including QR codes. No fires, vehicles or dogs to be permitted. Re-introduce some driftwood with the assurance it wouldn't be burnt. Look at some native plantings nearby – not near the nesting areas. The dotterel group would try to find funding for this project.
   Whatever happens at the Aquarium it seems it will be an educational centre for conservation and the environment. With an endemic bird breeding so close by, it seems to make sense to intertwine this into any conservation programme.

Blue Flag Beaches The Council may wish to work towards a 'Blue Flag' Beach for Napier – that would be a first for New Zealand. Blue Flag beaches are an internationally recognized certification awarded to coastal sites meeting standards for water quality, safety, environmental education, and sustainability. As it is now - Aotearoa has NO Blue Flag Beaches – maybe Napier could be a first?

International Study on Banded Dotterels: Hawke's Bay is fortunate to have been chosen as part of an international study on banded dotterels. This research study is being conducted by the Department of Ornithology at the Max Planck Institute for Biological Intelligence and is in conjunction with the Department of Conservation, NZ.

In Napier, 48 banded dotterels have been banded with individual leg bands for identification. This is a significant undertaking for Napier and so the protection of the birds' habitat becomes that much more critical. This study is expected to go on for another 4-9 years.

2. Request for Cat Management within the Animal Control Bylaw:

Some basic requirements such as compulsory microchipping and desexing of cats; limited number of cats per household and encouragement to keep cats inside at night would go a long way towards promoting responsible cat ownership. Such a move would be PRO cat – not anti-cat. Cats often get a hard time with unwanted cats and kittens being abandoned which often leads to starvation.

Last season the dotterel group identified, by trail camera, 4 different cats on the Westshore beach at night predating nests – 3 of which were domestic (2 wearing a collar and bell). 18 out of 42 nests were lost to cats. Two different cats were identified at night predating nests on Awatoto Beach.

This would set down how NCC expects cat ownership to look like in Napier and would give the council back up with any cat complaints

Thank you for the opportunity to submit.

Lynne Anderson April 2026

On behalf of 'Save the Dotterels, Hawke's Bay' (Napier Zones)

Attachment 2 – Submitted document



Attachment 3 – Submitted document



Attachment 4 – Submitted document



Officer comment

Council acknowledges concerns regarding fires along the beach and the potential impacts on the Spotted Dotterel. Reinstatement of the Fire Control Bylaw is not recommended. Legislative changes have significantly altered the regulatory framework for fire control, with primary responsibility for fire management and enforcement now sitting with Fire and Emergency New Zealand (FENZ). In addition, the areas where Napier City Council is able to regulate and enforce controls are limited. Many of the nesting areas are located within land administered by Hawke's Bay Regional Council, with Council historically relying on the visual indicator of where the shingle meets the grass to identify the approximate boundary between HBRC and NCC-administered land.

Council officers are continuing to work collaboratively with HBRC, FENZ, Mana Whenua, Ngāti Kahungunu representatives and community stakeholders involved in the Matariki event to minimise impacts on the Spotted Dotterel population. This includes considering changes to the event layout and management approach, such as reducing fires along the coastline to a smaller, more clearly defined area adjoining the preferred event location. Council also intends to undertake proactive public communications ahead of the event to raise awareness of the issues and provide guidance to the public on ways to minimise impacts on nesting areas and wildlife. This work is ongoing and further updates can be provided as discussions progress.

Submission #236

Name: Sandy Hunter

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 1: Use a property's capital value to calculate Transportation charges.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #237

Name: David Sexton

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

1. Use of CV to calculate the roading charge also disproportionately affects many rural/residential properties; sections are larger than in town, but land values are lower meaning by default the formula of CV-LV=IV results in larger improvement values for many of those properties, thus penalising them further if Option 1 is adopted. 2. Option 2 to base the road charge of land value is most appropriate as all residents and business rely on the roading system. If necessary, why can you not apply the CV roading calculation just to commercial zoned properties? Or have a flat charge at two different levels. IE. X for commercial zone and Y for all others.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Commercial premises are the major beneficiary of the CCTV therefore they should pay more than residential ratepayers.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

1I propose the rural/residential zone is retained with the current rating differential for the reduced services and facilities those properties have. The reason the rural/residential zone was introduced was because the council at that time recognised that these properties were not the same as a residential property in Taradale or Greenmeadows for example. They do not have the same facilities and services. Eg. Limited footpaths and streetlighting, no stormwater in many cases. These things have not changed so to justify removing this zone simply because 'these homes are primarily used as residences' is therefore unjustified and results in a disproportionate rate rise relative to the city average. 18-19% in my case with proposed rating options 1 or 2. From the current District plan: The level of infrastructure in this zone will not correspond with the services of residential zones. The effects of future development in this zone will be remedied and mitigated where possible, but property owners should be aware that the infrastructure (including roads) will continue to be at a level that is commensurate with a rural environment.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #238

Name: james phillips

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

RE Proposed Rate Increases. You state the proposed rate increase will be 8.8%. On my property I see it is over 14% well above the CPI. In fact my rates will have risen from $1596 in2021 to $3663. How can retired people on fixed incomes cope with huge increases like that? You have always looked at Bay View as a cash cow. I would be interested to know how you expect retired people on fixed incomes to cope with such massive increases above the CPI.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #239

Name: Monique Hall

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

We have no bus route here

Do you have any general comments on the Draft Revenue & Financing Policy?

No

Do you have any comments on our proposed fees and charges for 2026/27?

You propose to change our rates from rural residential to residential property

Do you have any other comments on our Annual Plan 2026/27?

Yes we will have a large increase in rates. We are not on town supply water. We pay huge electricity bills to pump water from our bore. We have to clean our septic tank every two years. This is extra cost to live rural. Economic climate is extreme. Further hardship encountered.

Submission #240

Name: Mark Rodgers

Organisation: Left blank by submitter.

Hearings: Yes

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

I support the status quo because I think that changing to capital value doesn't meet a goal of matching the use and the benefit of the transport network to the cost. The consultation document states, without any numbers, that utilities ratepayers will be more affected than commercial ratepayers, but I don't understand why that may be the case. Moreover, I caution against just charging more to commercial ratepayers, on the assumption they can probably pass the cost on to their customers. We are part of their customer base. This is especially the case with utilities such as Unison and Chorus. They are most happy to raise their fees each year.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

I find it remarkable that we are being asked to comment on this. The consultation document talks of $244,000 being spent CCTV Monitoring, but it doesn't state what council actually gets for the fee and whether the fee is set correctly. It is presented as yet another cost in a world of ever- increasing costs. Such costs are simply to be paid, and the only discussion is where to find the money!! The fee is 0.388% of the proposed General the Rate and 0.414% of the Targeted Rate. My submission is to request council staff determine the fee is efficient and then pay it from the General Rate.

Do you have any general comments on the Draft Revenue & Financing Policy?

No.

Do you have any comments on our proposed fees and charges for 2026/27?

One day, I would like to see council charge a true fee for service. This would be without a margin for the benefit to the customer, and without a significant fraction of the fee being sent to internal charges and overheads. I accept that such a dream is outside the realm of the annual plan.

Do you have any other comments on our Annual Plan 2026/27?

The Draft Financials document states that council proposes to change from a projected surplus of $9.4M, as written in the three-year plan, to a deficit of $3.5M. Did I miss this in

the consultation documents? Why and when did councilors decide to abandon the notion of running the council at a slight trading surplus? I submit council should strive for a trading surplus. The consultation documents bulge with discussion of important capital items. I can understand this because council is very much about infrastructure, and infrastructure is about investment. I haven't seen anything in the documents about how council plans to invest in itself. There are no statements regarding the organisational structure and in particular, the way technical expertise is often located outside of council with consultants. I think this is remiss. I think council should invest in itself.

Submission #241

Name: Mark Bryant

Organisation: Left blank by submitter.

Hearings: Yes

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Don't agree with this as all roads are not maintain the same

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

No, haven't read it

Do you have any comments on our proposed fees and charges for 2026/27?

Yes, We are writing to formally object to the proposed classification of our property as "rural/residential." We believe this classification does not accurately reflect the nature of our property or the level of services provided, and therefore results in an inequitable rating. Our concerns are outlined below:

Do you have any other comments on our Annual Plan 2026/27?

Yes, We are writing to formally object to the proposed classification of our property as "rural/residential." We believe this classification does not accurately reflect the nature of our property or the level of services provided, and therefore results in an inequitable rating. Our concerns are outlined below: 1. Subdivision Limitations Our 1.8-hectare property cannot be subdivided into smaller residential sections, unlike properties within town boundaries. This significantly limits development potential and places us at a disadvantage compared to residential landowners. As such, it is unreasonable to classify our property under the same category. 2. Lack of Urban Infrastructure We do not receive key services typically associated with residential areas, including street lighting, footpaths, or maintained berms. Rural berms are substantially larger and are the responsibility of the landowner to maintain. 3. Roading Standards Our surrounding roads have minimal or no road markings, and the speed limit is 80 km/h rather than the 50 km/h standard in urban residential areas. This reflects a rural environment rather than a residential one. 4. Stormwater Management There is no council-provided stormwater infrastructure. Responsibility for managing stormwater runoff, including drainage and maintenance, falls

entirely on us as landowners, often requiring significant time and financial investment. 5. Water Supply We are not connected to a municipal water supply. Instead, we rely on collecting and filtering our own water from rainfall, maintaining this system at our own cost. 6. Wastewater Management Similarly, we are not connected to a public sewage system. We are required to install, maintain, and comply with council regulations for an on-site wastewater system, which represents a substantial ongoing expense. In light of the above, we respectfully submit that our property does not receive the services or benefits typically associated with residential classification. We therefore request that the proposed classification be reconsidered, or that appropriate adjustments be made to ensure fair and equitable rating. Thank you for considering our submission. Yours sincerely Karen Eades & Mark Bryant

Submission #242

Name: Christiana Cleland

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Submission to Napier City Council: Annual Plan 2026/27 Subject: Opposition to the removal of the Rural Residential Ratepayer Category To the Napier City Council Rates Team, I am writing to formally object to the proposal to remove the Rural Residential ratepayer category and re-categorise my property as Residential. The Council’s reasoning that Rural Residential rates have "risen until they were similar to Residential rates" ignores the fundamental difference in service delivery and infrastructure between urban and rural environments. I oppose this change based on the following grounds: 1. Lack of Service Provision: My property is not connected to Council-reticulated water, wastewater (sewerage), or stormwater systems. I fund and maintain these essential services privately at my own expense. Moving me to a "Residential" category implies a level of service that Council does not, and likely cannot, provide to my location. 2. Infrastructure Deficit: Unlike urban Residential properties, my area lacks basic Council-funded infrastructure such as footpaths, street lighting, and curb/channeling. Charging a Residential rate for a property without these amenities is inequitable and fails the "user-pays" principle. 3. Proportionality of Benefit: While Council amenities like libraries and pools are technically available to all, the geographical distance and lack of local infrastructure mean that rural residents derive significantly less value from these central services than those living in the urban core. 4. Financial Impact of Re-categorisation: Removing the differential discount effectively imposes a "hidden" rate increase on top of any General Rate rise. This is an unfair burden on rural property owners who are already managing higher private maintenance costs for their own land and services. Requested Outcome: I request that the Council retain the Rural

Residential category and maintain a fair differential that reflects the reduced level of service and infrastructure provided to these properties compared to the urban Residential zone. Hearing: I do not wish to speak in support of my submission at the Council hearings on 27 or 28 May 2026.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #243

Name: Mathew Cooper

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

It ridiculous anyway, it's after the fact.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Submission to Napier City Council: Annual Plan 2026/27 To the Napier City Council Rates Team I am writing to formally object to the proposal to remove the Rural Residential ratepayer category and re-categorise my property as Residential. The Council's reasoning that Rural Residential rates have risen until they were similar to Residential rates ignores the fundamental difference in service delivery and infrastructure between urban and rural environments. I oppose this change based on several key points regarding fairness and service levels. My property is not connected to Council reticulated water, wastewater, or stormwater systems. I fund and maintain these essential services privately at my own expense. Moving me to a Residential category implies a level of service that Council does not provide to my location. Furthermore, unlike urban Residential properties, my area lacks basic infrastructure such as footpaths, street lighting, and curb or channeling. Charging a Residential rate for a property without these amenities is inequitable and fails the user-pays principle. If this change is passed and my property is classified as Residential, it raises a significant question regarding the ongoing maintenance of my private water and septic systems. As I would be paying the same rates as an urban resident who has their maintenance covered by the Council, I would like to know where I should be billing the costs for my private system maintenance going forward. It is only fair that if I am paying for a service level I do not receive, the Council should offset the costs I incur to provide those services for myself. I request that the Council retain the Rural Residential category and maintain a fair differential that reflects the reduced level of service and infrastructure provided to these properties compared to the urban Residential zone. I do not wish to speak

in support of my submission at the Council hearings on 27 or 28 May 2026. Name: Mathew cooper 279 Poraiti rd Napier

Do you have any other comments on our Annual Plan 2026/27?

Give the people a break. Honestly.

Submission #244

Name: Murray Gillies

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Submission on Rating changes in Jervoistown from rural residential to residential I strongly oppose any change from the current classification to residential for rates for many reasons. Jervoistown is a unique little community and that will all change if NCC implement sewage, water, footpaths etc. that are not needed as we have already outlaid to have water/sewage systems installed on our property at our cost, we are all self sufficient. We have restraints on sub-division, will that change if you provide services and pay for them.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #245

Name: Shirley Kerr

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

As a retired pensioner, I am finding it increasingly difficult to keep up with the constant rise in rates. While I do receive a rates rebate, it no longer keeps pace with the ongoing increases. My rates have tripled over the past 5 years, yet I have seen no clear benefit that justifies such a substantial rise. Like many others on a fixed income, I am already under financial pressure due to the rising cost of living. The proposal to increase rates further only adds to this strain and is very concerning. It is very hard to have confidence in the elected leaders of the city, when this continues to go on year after year. I voted for the new major in the hope these excessive increases would not continue as before. I urge the Council to carefully review its spending, cut all unnecessary expenses, and do everything possible to reduce rates. For those of us on limited incomes, these increases are simply becoming unaffordable & it makes life very stressful. Thank you for considering my submission.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #246

Name: Ryan Hambleton

Organisation: Sport Hawke's Bay

Hearings: Yes

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Sport Hawke’s Bay supports Napier City Councils proposal to: - Maintain parks and playgrounds so they are safe and attractive. - Invest in open spaces and civic infrastructure that support daily life and wellbeing. - Invest in facilities that are intended to support multi-use, social connection, and community wellbeing. - Focus on how transportation is funded, as this activity itself directly supports: o Active transport (walking and cycling) o Safer streets and neighbourhoods o Daily incidental physical activity o Connectivity to spaces and places where people can enjoy being physically active

Attachment 1 – Submitted document (see next page)

SPORT HAWKE'S BAY

Submission to Napier City Council – Annual Plan 2026/27

Introduction

Sport Hawke's Bay welcomes the opportunity to provide feedback on the Napier City Council Annual Plan 2026/27. We acknowledge the strong leadership shown by Council in prioritising core services, financial sustainability, and long-term resilience, particularly in a challenging fiscal environment. We commend Council's continued focus on infrastructure, community wellbeing, and "spaces and places for all," as outlined in the consultation document.

Importance of Play, Active Recreation and Sport

Play, active recreation and sport are foundational to strong, resilient, and connected communities. They contribute directly to physical and mental wellbeing, social cohesion, safety, climate resilience, and long-term health outcomes. These outcomes strongly align with Council's stated vision of *"enabling places and spaces where everybody wants to be"* and the strategic priority **He wāhi taurikura | Spaces and places for all**, with its focus on accessibility, affordability, safety, and vibrancy.

Investment in active recreation infrastructure and programmes reduces long-term pressure on health and social systems, supports liveable neighbourhoods, and helps Napier remain an attractive place to live, work and visit. We see active modes of transport, particularly cycling, as a critical enabler of this vision.

Acknowledgement of Partnership

Sport Hawke's Bay wishes to formally acknowledge the long-standing and highly valued partnership with Napier City Council. Council's sustained investment in parks, reserves, playgrounds, aquatic facilities, and open spaces plays a significant role in enabling participation in sport and active recreation across all ages and communities.

We also acknowledge and thank Council Officers for their demonstrated commitment to collaborating with neighbouring Territorial Authorities through the establishment of Regional Spaces and Places and Regional Aquatics Facilities steering groups. Napier City Councils continued participation in the regional planning approach is critical for achieving the 'collective thinking' that delivers better value for Napier and at the same time strengthens the region and provides benefits for the widest cross section of communities in Napier and the region.

We know that working together towards collective goals will have the greatest possible impact on wellbeing for all Hawke's Bay communities and hapori and we look forward to strengthening the partnership with Napier City Council to keep making informed strategic decisions for developing and investing in fit-for-purpose, affordable, accessible spaces and places that promote play, active recreation and sport. Over the next twelve months we request to continue to work closely with Council on planning ahead for the Napier Aquatic Centre, facilities that fall within the Onekawa Recreation Reserve, and the network of Sport fields serving the district.

Sports House, Pettigrew.Green Arena, 480 Gloucester Street
PO Box 7537, Taradale, Napier, 4141
P 06 845 9333 | **E** active@sporthb.net.nz
sporthb.co.nz

SPORT NEW ZEALAND
HĪI AOTEAROA

Sport Hawke's Bay supports Napier City Councils proposal to:

- Maintain parks and playgrounds so they are safe and attractive.
- Invest in open spaces and civic infrastructure that support daily life and wellbeing.
- Invest in facilities that are intended to support multi-use, social connection, and community wellbeing.
- Focus on how transportation is funded, as this activity itself directly supports:
    - Active transport (walking and cycling)
    - Safer streets and neighbourhoods
    - Daily incidental physical activity
    - Connectivity to spaces and places where people can enjoy being physically active

We believe:

- Investing in places, infrastructure and safety will enable physical activity.
- Supporting community facilities and connection through libraries, parks and public spaces will connect communities and hapori.
- Creating strong alignment opportunities, particularly around cycling, active transport and community use of facilities will maximise the return on Council's existing infrastructure investment.

Request for Enhanced Investment in Cycling Support

Sport Hawke's Bay encourages Napier City Council to consider additional targeted investment in cycling. This is in addition to the funding provided to currently support 10 (dependant on size) schools and kura currently across Napier City. Additional funding would:

- Enable stronger alignment between Napier's cycling strategy, local road safety initiatives, and nationally recognised cycle education programmes
- Enable consistent delivery of cycle skills education that improves confidence, safety and participation for children, young people, and adults.
- Leverage off existing programmes that are already successfully implemented across other parts of the Hawke's Bay region.

Cycling plays a unique role at the intersection of transport, recreation, health, and climate outcomes. The Annual Plan recognises that transportation includes roads, footpaths, and cycleways, and that safety improvements are a key component of this activity area. We strongly support this direction and believe that investment in education and behaviour change must sit alongside infrastructure investment to fully realise the benefits.

Improved cycling participation contributes to safer neighbourhoods, reduced emissions, increased physical activity, and more equitable access to transport, particularly for children, young people, and lower socio-economic communities. These outcomes align closely with Council's priorities around resilience (**Te toka tū moana | A resilient city**) and community wellbeing.

Supporting Active Ageing Through Active 4 Life

Sport Hawke's Bay also encourages Napier City Council to consider additional targeted support for programmes that enable older adults to remain active, connected and independent, particularly the Active 4 Life programme.

Active 4 Life supports older adults to engage in regular physical activity through accessible, community-based opportunities delivered in local halls, parks and shared spaces. The programme directly aligns with Council's priority **He wāhi taurikura | Spaces and places for all**, by enabling older residents to safely and confidently use the very facilities and public spaces Council invests in.

The programme also strongly supports Council's broader focus on wellbeing, resilience and financial sustainability. Evidence consistently shows that regular physical activity for older adults reduces falls, improves physical and mental health, delays loss of independence, and reduces long-term demand on health and social services. As such, Active 4 Life represents a low-cost, preventative investment that delivers significant long-term community value.

Additional Council support would allow Active 4 Life to:

- Reach more older Napier residents, including those at greater risk of isolation
- Strengthen utilisation of Council-owned community facilities
- Further contribute to safe, connected and resilient neighbourhoods

Sport Hawke's Bay would welcome the opportunity to work alongside Council to demonstrate how Active 4 Life will make a difference and maximise Council's investment in community spaces and places.

Alignment with Council Focus and Financial Context

We acknowledge Council's disciplined approach to financial management and its intent to live within its means while continuing to deliver essential services. Sport Hawke's Bay supports the principle that well-targeted investment in prevention-focused initiatives, such as active recreation and safe cycling, can deliver long-term value and reduce future costs across health, transport, and social systems.

We believe that modest additional investment in cycling education and coordination represents a high-value opportunity that complements existing infrastructure spend, supports Council's transportation objectives, and strengthens community outcomes without undermining affordability.

Closing

Sport Hawke's Bay remains committed to working alongside Napier City Council to support healthy, active, and connected communities. We appreciate the opportunity to contribute to this consultation and welcome ongoing dialogue with elected members and officers as the Annual Plan is finalised.

PDF page 4 of 4

Ngā mihi nui,

Ryan Hambleton
Chief Executive
Sport Hawke's Bay

Sue Smith
General Manager
Sport Hawke's Bay

Officer comment

Sport Hawke's Bay has asked Napier City Council to consider additional targeted support for its Active 4 Life programme, which supports older adults to remain active, connected and independent through accessible, community-based physical activity.

Napier City Council already has a Three-Year Community Partnership Agreement with Sport Hawke's Bay (2025–2028). The agreement provides $45,000 per year to support activities that increase sport, active recreation and wellbeing for Napier residents. The funding is not programme-specific, it supports Sport Hawke's Bay's overall contribution to participation and wellbeing outcomes, rather than guaranteeing funding for individual initiatives such as Active 4 Life. Please note that on their Active 4 Life Website Sports HB does specifically acknowledge funding from NCC, this is an important consideration.

Councillors could consider the following response:

- Acknowledge the value and alignment of Active 4 Life.
- Note that programmes for older adults sit within the scope of the existing Community Partnership Agreement – which would preclude Sports HB from applying to other Council Funding streams
- From a strategic perspective, Active 4 Life is a strong fit with Council objectives around active ageing and community wellbeing, however, there are currently no other funding avenues available to support the programme.

Submission #247

Name: Bruce Staples

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I wish to object to the removal of the (004) Rural-Residential Differential Category from the Rates Policy. This category was introduced in 2021 and, to quote from your own press release of the time: “The decision to amend our original proposals was a direct result of feedback from affected residents who live semi-rurally. We acknowledge their viewpoint that rural residential properties are not the same as suburban properties,” says Napier Mayor Kirsten Wise. “Rural Residential has been introduced as a transitional category. We plan to consult with our community on whether to use land value or capital value as a basis for rating properties in the future. This transitional category can be considered again at that time.” So, the differential category was introduced as a result of feedback from residents, yet there has been no consultation with residents this time around now that it is being removed. Reconsidering the Rural-Residential category was to be predicated on the change to using Capital Value for rating; this is not being done, as that is the rejected Option-3 in the proposed rating changes options. The purpose of the differentials is to "reflect the relative benefit received and share of costs those groups of ratepayers should bear", and although the connection to city water & sewerage is used as a determinant of rural-resudential status (these are infact separately levied), it is actually an indirect indicator to reduced services, particularly transport and stormwater, that these properties enjoy. As your prefered Option-1 continues to be based on Land Value and now has the transport rating separated out, there is a strong case continuing the differential, and for applying a significant differential to the transport levy and the stormwater levy.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #248

Name: Angeleen Simmonds

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Kia Ora, We are writing in response to your letter dated 30th March 2026 (letter received 16th April) regarding the proposed removal of the Rural Residential ratepayer category and the reclassification of our property to Residential. We strongly object to this proposed change as it does not reflect the level of services provided to our property. Our property operates independently of key urban infrastructure. In Particular: We are not connected to the council's sewerage systems and instead rely on our Waste Bio System at our own cost. Our property is located on State Highway 2 (Main North Road) which is not a council maintained local road. It is a high speed zone area (70km) with extremely high volume of traffic including Freight/Logging trucks and vehicles travelling to areas like Wairoa, Gisborne and Taupo. We have no pedestrian crossings to assist with safety to cross the Main Road. Hardly your typical Residential Street. We also lack footpaths and decent street lighting. People who own large properties are unable to subdivide compared to Napier Residential home owners. Given these factors, it is unreasonable for our property to be rated the same as urban residential properties that receive full council services, including reticulated sewerage and local road infrastructure. If council intends to reclassify rural residential properties as fully residential for rating purposes, we believe this must be accompanied by the provision of equivalent services. At a minimum, this would include connecting affected properties to the town sewerage systems, with all associated costs borne by council or council/property owner sharing associated cost. The option should be available for all Bayview Residents. Until such services are provided, we consider it inequitable to apply residential rating levels to properties that do not receive the same

benefits. We ask the council reconsider this proposal or alternatively, introduce a fairer differential that reflects the reduced level of services available to rural residential properties. Please confirm receipt of the submission. Nga Mihi Simmonds- Paul and Angeleen _x000C_

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #249

Name: sharon dorman

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

i dont believe properties worth more use more roading. maybe you should consider commerical property rates versus residental rates and thequantity of road useage by commericial peroperties.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

my first preference is status quo, however if this doesnt end up being a viable option then perhaps commercial & residential CBD residents could partialy "subsidise" ie pay a small contribution to the current arrangement for example an annual fee of $15

Do you have any general comments on the Draft Revenue & Financing Policy?

No

Do you have any comments on our proposed fees and charges for 2026/27?

I think its time to really look at out goings and unecessay spending.

Do you have any other comments on our Annual Plan 2026/27?

Yes !! I have just moved to Jervoistown and have been informed that the area is to be re-catergorised from Rural residential to Resisidential. I strongly object to this re-catergorising plan for the following reasons.. Primarily, the services received by our subdivision are not the same as residential rate payers and i very much suspect that this wont be changing in the new future. For our annual rates paid, we dont receive any of the following benefits that the resisdential ratepayers in the Napier city suburbs do -that means no proper street lighting, no footpaths, no street curbing, no street concealed drainage, no flushing toilets on a town sewage sytem (all septic sytem) no town supply water system. I hope this will be reconsidered in a more fair way as our impact and upkeep on the local facilities is quite minimal and i feel this should be reflected in our contribution to the council.

Submission #250

Name: M&A Dunford

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

We oppose the rezoning of our area from Rural Residential to Residential. We want the council to retain the current Rural Residential zoning and decline the proposal to rezone to Residential, based on the following points: * The change could negatively impact the established rural amenity and open space characteristics of rural residential neighbourhoods - re zoning to residential could increase buildings. * Residential zoning implies a level of municipal service that does not exist here. Unlike standard Residential zones, we lack town water and sewerage. We have already personally funded and maintain our own bore water systems and septic tanks. * Existing roads (especially around the Poraiti hills area - Poraiti Road, Boyd Road, Nilgiri Road, Ballantyne Road etc) are narrow and structurally inadequate for the increased traffic volume inherent in higher-density residential use. Furthermore, the total absence of footpaths and public transport makes this area unsuitable for standard residential density. In closing rezoning would subject us to residential-level rates without providing the corresponding municipal benefits. This creates a scenario where we would be effectively 'charged twice'—once through increased council rates and again through the private costs of maintaining essential utilities that the Council provides elsewhere.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #251

Name: Glenis Paulette

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

It is not fair to increase rates on rural properties as we get much less services. We have to provide our own water, storm-water control and sewerage. We have no footpaths and minimal road maintenance and traffic management. We are not allowed to subdivide our land any smaller, so have less rights than town rate-payers. We have no street-lights.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #252

Name: Michelle JOHANSSON

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Who came up with these options - seriously! The entire district benefits from a safer inner city, not just the businesses and residents; it is the basic "broken window theory". My question is, what does the council already spend on their own graffiti and vandalism clean-up per annum? Surely a safer and cleaner inner city will off-set this spend and lead to a win-win situation. I don't have the numbers, but I'm guessing $10 per household would cover the outrageous quote you have given us for monitoring – a number I would like broken down. Surely you could have targeted that amount within your rates increase, put the monitoring in action, and reaped the benefits of a happy populace. Instead you give us options which demonstrate you don't care about the people and businesses in the city; let them pay, or let the scum have control. Retailers will of course pass the costs on to us anyway, leading to less shopper affordability, closed businesses, more 'broken windows'.... you get the picture?

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

The only reason I am selecting 'no' to speaking on my submission re inner city monitoring, is because I'm out of town; just wanted that noted.

Submission #253

Name: Janene Dixon-Smith

Organisation: Regional Indoor Sports and Events Centre Trust t/a Rodney Green Arenas

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

RISEC Trust has no specific comment on this proposal. We select the status quo option as the least disruptive to community organisations at this time.

A change to how we charge inner city CCTV monitoring

Option 2: Commercial and Residential ratepayers pay the same.

CCTV comment

RISEC Trust has no strong preference on this matter. We note that equitable cost-sharing between commercial and residential ratepayers is a reasonable principle.

Do you have any general comments on the Draft Revenue & Financing Policy?

RISEC Trust supports a Revenue & Financing Policy that recognises the community benefit provided by non-council-owned regional infrastructure. Rodney Green Arenas serves over 700,000 visitors annually, with approximately 50% of regular users being Napier City residents. The facility delivers significant public good, in sport, health, wellbeing, and emergency management, yet receives only a small fraction of the funding that equivalent council-owned outdoor facilities receive through rates. We ask that the Revenue & Financing Policy framework explicitly acknowledge the role of charitable trust-operated regional facilities and ensure that funding mechanisms are available and equitable for such organisations through the Long-Term Plan.

Do you have any comments on our proposed fees and charges for 2026/27?

RISEC Trust notes that cost pressures across the community facility sector — including insurance, energy, and compliance — are significant and ongoing. We ask that NCC consider the cumulative impact of fee increases on community organisations that rely on affordable access to facilities for participation in sport and recreation. Any increases to fees and charges affecting community sport and events venues should be carefully assessed against their impact on access and equity.

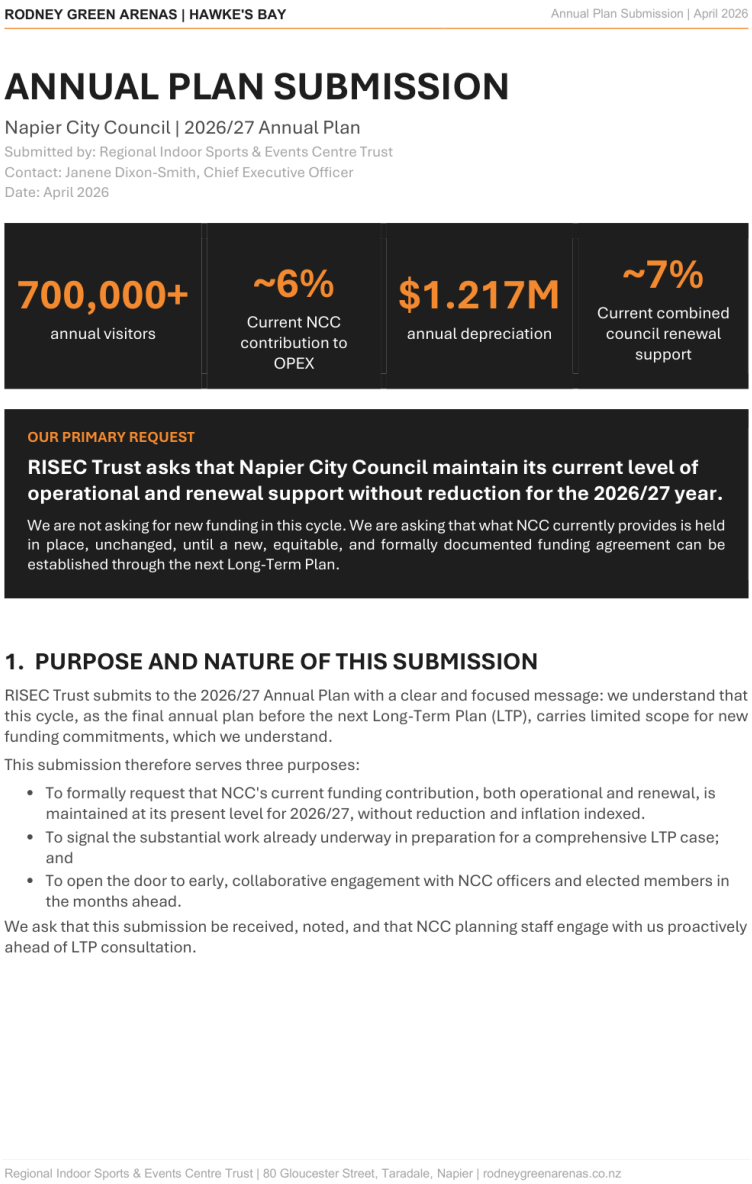
Do you have any other comments on our Annual Plan 2026/27?

RISEC Trust (trading as Rodney Green Arenas, Hawke's Bay) asks that Napier City Council maintain its current level of operational and renewal support, unchanged and inflation-indexed, for the 2026/27 year. We are not requesting new funding in this cycle; we are

asking that existing support is held in place as a bridge to a comprehensive LTP engagement. Our full submission is attached, covering the facility's community role, the structural pressures we face, and the work we are preparing for the LTP, including a refreshed Asset Management Plan, fair-share renewal funding request (~$400K p.a.), and a draft MoU for NCC's consideration. We welcome early engagement with NCC officers and elected members ahead of formal LTP consultation and are available at short notice.

Attachment 1 – Submitted document

PDF page 1 of 4



RODNEY GREEN ARENAS | HAWKE'S BAY

Annual Plan Submission | April 2026

ANNUAL PLAN SUBMISSION

Napier City Council | 2026/27 Annual Plan

Submitted by: Regional Indoor Sports & Events Centre Trust
Contact: Janene Dixon-Smith, Chief Executive Officer
Date: April 2026

700,000+	~6%	$1.217M	~7%
annual visitors	Current NCC contribution to OPEX	annual depreciation	Current combined council renewal support

OUR PRIMARY REQUEST

RISEC Trust asks that Napier City Council maintain its current level of operational and renewal support without reduction for the 2026/27 year.

We are not asking for new funding in this cycle. We are asking that what NCC currently provides is held in place, unchanged, until a new, equitable, and formally documented funding agreement can be established through the next Long-Term Plan.

1. PURPOSE AND NATURE OF THIS SUBMISSION

RISEC Trust submits to the 2026/27 Annual Plan with a clear and focused message: we understand that this cycle, as the final annual plan before the next Long-Term Plan (LTP), carries limited scope for new funding commitments, which we understand.

This submission therefore serves three purposes:

- To formally request that NCC's current funding contribution, both operational and renewal, is maintained at its present level for 2026/27, without reduction and inflation indexed.
- To signal the substantial work already underway in preparation for a comprehensive LTP case; and
- To open the door to early, collaborative engagement with NCC officers and elected members in the months ahead.

We ask that this submission be received, noted, and that NCC planning staff engage with us proactively ahead of LTP consultation.

Regional Indoor Sports & Events Centre Trust | 80 Gloucester Street, Taradale, Napier | rodneygreenarenas.co.nz

PDF page 2 of 4

2. ABOUT RODNEY GREEN ARENAS

Rodney Green Arenas is Hawke's Bay's largest indoor multi-sport and events facility. Operated by RISEC Trust, a charitable trust, across two arenas (Pettigrew Green Arena and the Rodney Green Foundation Arena, completed 2022), it is permanent regional infrastructure that serves sport, recreation, events, health, and emergency management.

Annual visitors	Over 700,000 across sport, education, recreation, fitness, and events
Napier City users	Approximately 50% of regular users reside in Napier City
Facility	Two arenas, 9 courts, fitness gym, wellness, EIT education, Sport HB, Strive Rehab, Hawks, Sports Codes, clubs and schools
Civil Defence	Designated Civil Defence hub for Hawke's Bay (formalised MoU with CEDEM)
Regional and National sport	Home of the Hawke's Bay Hawks (NBL); hosts national and regional tournaments
Unique position	Only premier indoor multi-court facility in Hawke's Bay built for scale

3. WHY MAINTAINING CURRENT SUPPORT MATTERS NOW

RISEC Trust is operationally sound. Revenue streams are performing, and costs are managed within budget. The reported accounting deficit is depreciation-driven, a non-cash charge reflecting the long-term asset renewal cost, not a sign of operational failure.

However, three structural pressures sit outside management control, and they make continuity of NCC's current support essential as a bridge to the LTP:

Insurance costs +300%	Premiums have tripled due to national market conditions. Active renegotiation and loss modelling engineering is under way. Any reduction in council support during this pressure period would compound the impact significantly.
Cost inflation	Energy, compliance, and maintenance costs continue to rise. Without inflation indexing, council contributions steady, the real-terms value of NCC's support declines each year, eroding the operational base before any LTP agreement is reached.
Asset renewal gap: 93%	Annual depreciation of $1.217M reflects the true lifecycle cost of both arenas. Current combined council contributions ($85K + inflation) covers only 7% of this. A step-change is needed through the LTP, but the baseline must not shrink in the interim.

Maintaining NCC's current contribution through 2026/27 is not a new commitment, it is simply honouring the status quo while the parties work together on a better, long-term solution. RISEC Trust is committed to that process, and to doing it well.

PDF page 3 of 4

4. WHAT WE WILL BRING TO THE LTP

In parallel with this request to hold current support in place, RISEC Trust is actively preparing for a comprehensive, evidence-based LTP submission. NCC can expect the following:

4.1 A Refreshed 20-Year Asset Management Plan

An updated AMP clearly documenting the lifecycle renewal requirements for both PGA and RGFA, building fabric, compliance systems, playing surfaces, and community infrastructure. This will form the evidential foundation for our renewal funding request. Draft versions will be shared with NCC officers as developed.

4.2 A Fair-Share Renewal Funding Request (~$400K p.a.)

Our LTP request will seek approximately $400,000 per annum from NCC, one-third of the $1.217M annual depreciation requirement, co-funded equally by NCC, Hastings District Council, and RISEC Trust. We will seek this embedded as a baseline (not subject to annual resubmission), inflation-indexed, and ideally formalised through a multi-year funding deed.

4.3 Community and Demographic Evidence

A detailed Community Demographic Profile (completed March 2026, based on the 2023 Census and Sport NZ participation data) confirms that approximately 50% of RGA's regular users are Napier City residents. We will present this evidence clearly and can share it ahead of LTP consultation on request.

4.4 Equity in Sport

Our submission will address the structural inequity in how indoor and outdoor sport is publicly funded. Indoor sport participants currently fund 100% of facility costs through user fees, while outdoor sport is approximately 94% rates subsidised. NCC investment in RGA is a matter of fairness for Napier's indoor sport community.

4.5 A Memorandum of Understanding

A draft MoU between RISEC Trust and Napier City Council has been prepared for NCC's consideration. This is a good-faith partnership framework, not legally binding, setting out shared intent, principles, and areas of collaboration, for the benefit and wellbeing of the Hawke's Bay region. We welcome early discussion about it.

5. OUR INVITATION: PRE-LTP ENGAGEMENT

RISEC Trust does not want to wait for formal LTP consultation to begin. We want to work with NCC now, at officer level and with elected members, so that our case is well-understood and well-positioned before the process opens.

Joint planning discussions We welcome the opportunity to workshop the LTP case with NCC's finance, recreation, and strategy teams, at a time that suits council's calendar.
Elected member briefings We are available to present to NCC elected members, individually or collectively, to ensure decision-makers are fully informed before formal consultation.
Site visits We invite NCC representatives to visit the facility, to see it operating, understand its scale, and meet the team.
Officer-level meetings Our CEO and senior management are available at short notice for meetings or written exchanges with NCC officers on any aspect of this submission.

PDF page 4 of 4

Documentation on request We will supply any additional financial modelling, asset condition data, demographic reports, or funding benchmarks NCC needs, as early as possible in the process.

6. CLOSING STATEMENT

RISEC Trust is committed to operating Rodney Green Arenas as the region's premier indoor sport and events facility, now and for decades to come. We take our responsibilities as a charitable trust and a community asset seriously, and we are doing the work to build a better, long-term funding relationship with NCC.

In the meantime, we ask one thing of the 2026/27 Annual Plan: hold what we have. Do not reduce the current level of support. Let the status quo be the bridge to something better.

We look forward to building that something better with you.

SUBMITTED BY
Janene Dixon-Smith
Chief Executive Officer
0272567591
Regional Indoor Sports & Events Centre Trust
t/a Rodney Green Arenas, Hawke's Bay
April 2026

CONTACT
Rodney Green Arenas
80 Gloucester Street, Taradale, Napier
rodneygreenarenas.co.nz
Available for meetings and workshops on request

DOCUMENTS AVAILABLE ON REQUEST Draft 20-Year Asset Management Plan; Community Demographic Profile, Napier & Hastings (March 2026); Draft Memorandum of Understanding between RISEC Trust and Napier City Council; Financial statements and utilisation data.



Officers comment

Napier City Council officers and councillors, as part of the LTP 2027 – 2037, are committed to working alongside the regional sports facilities around options for funding, and are planning further discussions to support future decisions.

Submission #254

Name: Ben Hutton

Organisation: Hawke's Bay Airport Limited

Hearings: Yes

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Please refer to the attached letter.

Attachment 1 – Submitted document (see next page)

HBAL submission to Napier City Council
Annual Plan 2026/27 Consultation

Date: April 2027

Prepared by: Nick Flack – Chief Executive Officer

Ben Hutton – Marketing, Communications and Engagement Manager

Hawke's Bay Airport Limited (HBAL) thanks Napier City Council for the opportunity to submit on the Annual Plan 2026/27. HBAL's interest in this process arises from the Airport's role as a regionally significant transport gateway, a key enabler of tourism and business connectivity, and an important piece of strategic infrastructure supporting Napier and the wider Hawke's Bay economy. HBAL's comments focus on the visitor economy and transport funding, where Council's decisions have a clear bearing on access, connectivity, destination development and economic performance.

Visitor economy and destination development

HBAL strongly supports Council's recognition that Napier is "a great visitor destination" and notes the consultation document's statement that Napier aspires to provide world-class facilities, attract visitors to the city, make it easy for people to invest in the city, and create experiences that attract widespread participation. As the aviation gateway to the region, the Airport sees first-hand the importance of a strong and coherent destination offer for Napier and Hawke's Bay.

HBAL's core submission point is that the visitor economy should be considered as a connected system; that the Airport, city centre and Marine Parade, visitor attractions, accommodation, events infrastructure and public spaces all contribute to the overall visitor experience. Visitor assets influence destination appeal, spend, repeat visitation, business confidence and the broader regional brand for Hawke's Bay. This is particularly important in a destination such as Napier, where tourism benefits are widely distributed across hospitality, retail, events, accommodation, transport and other service sectors. Indeed, the Martin Jenkins December 2025 *'Review of Hawke's Bay visitor economy and regional destination marketing'* estimated the total annual value of the regional visitor economy at $1.4b in output, factoring in the direct visitor spending, tourism industry purchases, and the spending by employees of tourism and supplier businesses.

In that context, HBAL considers destination marketing to be a critically important component of the wider visitor economy ecosystem. Physical assets and visitor experiences matter, but they do not deliver their full value without sustained investment in promoting the destination, converting interest into bookings, and maintaining Napier and Hawke's Bay's visibility in a competitive visitor market. For that reason, HBAL strongly supports Council's ongoing investment in Hawke's Bay Tourism and the destination marketing function it performs for the benefit of both the city and the wider region.

HBAL's view is that funding for destination marketing should be seen as a vital economic enabler. The Martin Jenkins report identified a return of $514 of visitor spend per $1 of local government investment in Hawke's Bay Tourism in 2024/25. Effective destination marketing supports visitor demand, strengthens regional profile, underpins airline and travel trade confidence, and helps maximise the return on investment from the region's visitor infrastructure, events, attractions and public amenities. It also reflects that tourism's benefits extend well beyond businesses directly serving visitors, contributing more broadly to employment, city vibrancy and economic activity.

The Annual Plan notes work underway in relation to several tourism facilities. In HBAL's view, where Council is exploring new operating models for visitor assets, the assessment should extend beyond immediate cost management and include the strategic contribution those assets make to Napier's attractiveness as a place to visit, stay, invest and hold events. The same principle applies to destination marketing: ongoing support for Hawke's Bay Tourism is an important part of sustaining the overall system that drives visitation and spend.

HBAL considers that Napier and Hawke's Bay's visitor experience benefits from a coordinated approach across access, amenity, destination infrastructure, visitor servicing and destination marketing. On that basis, HBAL encourages Council to maintain a clear strategic focus on those investments and operating decisions that strengthen Napier's reputation as an accessible, attractive and high-quality destination, including its continued support for regional destination marketing through Hawke's Bay Tourism.

Transport funding and network outcomes

HBAL acknowledges that Council is consulting on changes to how transportation costs are recovered. HBAL's primary interest is not in advocating strongly for one rating methodology over another. Rather, our interest is in ensuring that whatever funding model is adopted results in clear, measurable and durable transport network outcomes for the city and its key economic gateways.

From HBAL's perspective, the transport network is strategic economic infrastructure. Efficient and resilient access into and through Napier is critical to the movement of residents, workers, visitors, business travellers, service providers and freight. That is particularly relevant where Council itself identifies that commercial and utility properties benefit from and place demands on the transport system through trade, congestion, heavier vehicles, road wear and network maintenance access. The submission point is therefore less about the mechanics of land value versus capital value, and more about ensuring the adopted model supports investment decisions that improve network performance in practice.

HBAL supports Council being explicit about the transport outcomes it expects to deliver over time, including reliable access to key destinations, safe and legible routes for visitors, effective connections between the Airport, the city and major attractions, and a resilient network capable of supporting economic activity and responding to future growth. If major commercial or infrastructure users are expected to carry a larger share of transport costs, there should be a corresponding commitment that transport investment is prioritised in a way that recognises the role those destinations and gateways play in Napier's wider economy.

PDF page 3 of 3

HAWKE'S BAY AIRPORT

For those reasons, HBAL's position is that Council should adopt the transport funding approach it considers most equitable and sustainable alongside a clear commitment to outcome-based transport planning. In particular, HBAL encourages Council to give explicit weight to strategic access, visitor movement, economic connectivity and resilience when prioritising transport investment.

In summary, HBAL submits that:

Council should continue to recognise the visitor economy as a system-level consideration and ensure that decisions affecting visitor assets, destination infrastructure and destination marketing support Napier's ongoing attractiveness, accessibility and economic performance. Consistent with this perspective, HBAL strongly supports Council's investment in Hawke's Bay Tourism as a critical component of that ecosystem.

Council's transport funding decisions should be assessed not only by reference to rating methodology, but also by reference to the network outcomes they enable, particularly strategic access, resilience, visitor movement and economic connectivity.

HBAL would welcome the opportunity to present our submission in person to Council.

Regards





Nick Flack
Chief Executive Officer

Ben Hutton
Marketing, Communications and Engagement Manager

Officer comment

Visitor economy

Council agrees with the importance of investment in the visitor economy and HB Tourism. This is reinforced by the draft strategic framework that focuses on a vibrant, growing, and welcoming Napier linked to infrastructure and facilities that earn their place.
Committed funding in the annual plan is:

- Tourism $450K
- Great Wine Capitals membership $25K
- Art Deco $300K
- City Vibrancy $54K
- Events/Marketing Support $850K

This funding is over and above the provision of other tourism facilities like the Marine Parade attractions, Conference Centre, Kennedy Park, McLean Park, and other event facilities.

This is significant when you apply the multipliers from the Martin Jenkins report of $514 return for every funding $1.

Transport

NCC is currently undertaking the development of a transport strategy which will be informed by our users and system needs. The HBAL's comments 'explicit weight to strategic access, visitor movement, economic connectivity and resilience when prioritising transport investment' can be taken into account.

Submission #255

Name: Brandon Watts

Organisation: Hawkes Bay Protein Limited

Hearings: Yes

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

See attached submission regarding proposed increases to trade waste charges

Do you have any comments on our proposed fees and charges for 2026/27?

See attached submission regarding proposed increases to trade waste charges

Do you have any other comments on our Annual Plan 2026/27?

See attached submission regarding proposed increases to trade waste charges

Attachment 1 – Submitted document (see next page)

Before the Napier City Council

Under	the Local Government Act 2002
In the matter	of Napier City Council's Annual Plan 2026/27

Submission by Hawkes Bay Protein Limited on Napier City Council's Annual Plan 2026/27

23 April 2026

MC.

Solicitors

B Watts

PO Box 90750, Victoria Street West, Auckland 1142
DX CP24063
T: +64 9 336 7500
brandon.watts@mc.co.nz

Counsel:

18900246_1

Submission by Hawkes Bay Protein Limited on Napier City Council's Annual Plan 2026/27

To Napier City Council

1 This name of the submitter is Hawkes Bay Protein Limited (**HBP**).

2 This is submission on Napier City Council's (**NCC**) draft Annual Plan 2026/2027 (**Annual Plan**), which was publicly notified for submissions on 30 March 2025.

Background to submission

3 HBP provides the only rendering service in the Hawkes Bay region, and is the only independent renderer for lamb in the North Island. The plant provides an essential service to the meat industry. The rendering of large daily volumes of animal by-products beneficially diverts them from disposal by burial or landfill.

4 HBP employs 30 full time equivalent staff and has an annual turnover of approximately $35 million. It has contributed in excess of $8.5 million to the regional economy per annum through the use of local suppliers and businesses since it became operational.

5 HBP's rendering plant is located on Waitangi Road, in the Awatoto industrial area. It is currently serviced by the NCC trade waste system and obtains water from a bore. HBP has recently installed a new on-site wastewater treatment plant (at a cost of approximately $5.1m, with associated running costs of approximately $800K per annum) to improve the quality of any discharges into the NCC system.

Submission on proposed increases to trade waste charges

6 HBP opposes the proposed charging regime for trade waste disposal for the following reasons:

(a) insufficient justification for proposed increases to charges;

(b) inadequate information and consultation regarding proposed increases;

(c) the proposed increases are inconsistent with cl A.15.2 of the NCC Trade Waste and Wastewater Bylaw 2022 (**Bylaw**) and Schedule C of the NCC Integrated Trade Waste and Wastewater Bylaw Administration Manual (**Manual**); and

(d) the proposed increases are contrary to s 150(4) of the Local Government Act 2002 (**LGA 2002**).

MC.

Solicitors

B Watts

PO Box 90750, Victoria Street West, Auckland 1142
DX CP24063
T: +64 9 336 7500
brandon.watts@mc.co.nz

Counsel:

18900246_1

7 The basis for the proposed fee increase is not apparent from NCC's statement of proposal or from the supporting documents on the NCC website. Under the heading of "Fees and Charges" the statement of proposal explains that the "*standard increases are in line with the Consumer Price Index (CPI) but may be more or less, depending on the requirements of the service*". The statement of proposal then notes that the "*trade waste model is being reviewed separately … Any further changes to trade waste fees and charges will be consulted on later in the year*". The general CPI increase to fees and charges is 3.1%. However the draft Schedule of Fees and Charges 2026/27 proposes a 14.7% increase to the volumetric charge for trade waste in Awatoto, without any further explanation.

8 In a 27 March 2026 letter from Russell Bond (NCC Executive Director Infrastructure Services) to major producers of trade waste, he explained that the proposed fee schedules and charging regime are "*an interim step, based on a Council direction to begin recovering approximately 60% of operational costs, with the intention of moving towards full cost recovery over time*". Similar explanations have been reiterated in subsequent emails.[1] However these explanations do not provide stakeholders with enough information to properly evaluate or engage with the proposed increases to trade waste charges set out in the draft Schedule of Fees and Charges for the 2026/27. Also, the information stakeholders have received by email is not publicly available for submitters on the Annual Plan.

9 HBP assumes that the future changes that NCC is contemplating for its charging model for trade waste are intended to give effect to Schedule C of the Manual. Such changes have not yet been consulted about with any affected parties (contrary to s 150(3)(b) of the LGA 2002). HBP considers that no change to the existing charging system should be undertaken before such consultation has occurred.

10 HBP is concerned that the proposed increases follow a 'blanket approach' and do not accurately reflect the utilisation of the trade waste disposal system, the variances in the quantity and quality of discharge, nor the investment of individual companies in internal trade waste disposal systems. HBP considers that NCC is obliged by cl A.15.2 of the Bylaw to implement trade waste charges in accordance with Schedule C of the Manual.

11 The proposed charging model imposes costs that are in excess of the reasonable costs incurred by the local authority to provide trade waste services for individual businesses (contrary to s 150 (4) of the LGA 2002) and on this basis are not appropriate.

12 The Council is proposing to prescribe fees that are not currently detailed in the Bylaw, and have not been the subject of consultation in a manner that gives effect to the requirements of Section 82 of the Local Government Act. The submitters consider the proposed changes to be contrary to s 150(3) of the LGA 2002.

---

[1] Email from Mr Bond, 16 April 2026; email from NCC Trade Waste Team, 21 April 2026.

PDF page 4 of 4

Outcomes sought

13 HBP seeks the following outcomes:

(a) NCC pauses any increase to trade waste charges pending development of a charging model for trade waste to give effect to Schedule C of the Manual.

(b) NCC provides stakeholders with the terms of reference provided to the consultant to develop a trade waste charging model, and commits to providing stakeholders with information regarding the process for the review of that report.

(c) NCC seeks to reduce the operational costs of conveying and treating trade waste.

14 HBP seeks to be heard in support of this submission.

23 April 2026



.....

Brandon Watts
Counsel for Hawkes Bay Protein Limited

Electronic address for service of submitter: brandon.watts@mc.co.nz
Telephone: (09) 336 7500
Postal address: PO Box 90 750, Victoria Street West, Auckland 1010
Contact person: Brandon Watts, Senior Associate

18900246_1

Submission #256

Name: Richard Sainsbury

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 1: Use a property's capital value to calculate Transportation charges.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Opposition to Removal of Rural Residential Rating Differential Submission on: Annual Plan and Rates and Funding Policy Review Issue: Proposed removal of the Rural Residential Rating Differential I wish to oppose the proposal to remove the rural residential rating differential and charge rural residential properties at the same level as urban properties. Equity and Fairness The proposed change does not meet the test of fairness and equity. Rural residential properties do not receive the same level or type of council services as urban properties, yet the proposal seeks to charge them at 100% of the urban rate. The existing rural residential differential recognises these material differences. Removing the final 10% differential disregards long-standing principles of equity that acknowledge both service levels and practical limitations faced by rural residential ratepayers. Planning Constraints and Inability to Subdivide A key inequity lies in the limited ability of rural residential property owners to subdivide or otherwise offset rising rates. Urban property owners may have subdivision or development options available to manage their rates burden. In contrast, many rural residential properties are restricted by the District Plan and subdivision rules, removing that ability entirely. As these restrictions are imposed by the Council through planning instruments, it is unreasonable to also remove the rating differential that partially compensates for those limitations. Consideration of the Local Government (Rating) Act 2002 Schedule 2 of the Local Government (Rating) Act 2002 requires councils to consider matters such as: The activities permitted, controlled, or discretionary for land; and The rules to which land is subject under the operative District Plan. The proposal to remove the rural residential differential does not appear to

adequately reflect these considerations. Where planning rules prevent a landowner from responding to or mitigating increasing rates, removing the differential raises serious questions about whether the rating system remains fair and reasonable, as required by the Act. Cumulative Impact of Ongoing Increases Rural residential ratepayers have already experienced disproportionately higher cumulative increases over recent years through staged reductions in the differential. The proposed final removal risks imposing another significant rates increase, adding to affordability pressures for households without any corresponding increase in service levels or flexibility. Conclusion For these reasons, I strongly urge Napier City Council to: Retain the rural residential rating differential, and Reconsider the equity impacts of removing it in light of planning restrictions and legislative obligations. At a minimum, the proposal should be reconsidered or deferred until Council can demonstrate that the rating treatment of rural residential properties is both equitable and consistent with the requirements of the Local Government (Rating) Act 2002. Thank you for the opportunity to make this submission.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #257

Name: Daniel Ryland

Organisation: Tenants' Union

Hearings: No

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Attachment 1 – Submitted document

From: Tenants' Union
To: NCC
Subject: Annual Budget 2026-27
Submitted by: Dr Daniel Ryland
Tenants' Union Submission on NCC Annual Plan

The Tenants' Union is a renter advocacy organisation operating as an Incorporated Society since 1983. Our office is based in Palmerston North, but in 2026 we have begun to expand our reach into Central Te-Ika-a-Māui, including Napier City. Our goal is to ensure stable housing as a human right. For Napier, the last Census indicates that approximately a third of the resident population are renters, living primarily in the private rental sector. Renters thus make up a significant proportion of the population, and more importantly are those living in the city who engage in facilities and pay rates indirectly through rents. Unfortunately, they are also more likely to be minority and vulnerable groups. Renter voices are necessary in discussions of Napier's development, and their betterment means a more equitable and richer city. Mitigating the current housing crisis and limiting the impact

of future ones need medium-term solutions alongside a long-term focus. Local government needs to be an active contributor.

There are multiple factors involved in making a vibrant and connected city. The facilities and utilities are valuable to ensure that households have access to leisure and learning opportunities. Lower rates increases are meaningless if it means that other costs are imposed onto a household as they need to seek external private alternatives or otherwise have the burden of paying. Renters are more likely to be in vulnerable situations with fewer options to control their housing and more costs imposed when they are forced to change homes. Rents remain a relatively high proportion of income as wages which have not increased at the same rate, especially for lower-income households that are more likely to be renting (Barber & Ika, 2026).

Over the past two years we have had a growing number of older renters contacting us as their weekly rent has increased to more than their pension. In one instance, they had to rely on their spouse to commute to homecare work in rural areas, travelling at least two hours a day. However, the couple were still paying more than 50% of their household income to have a home.

Local facilities and opportunities provided through Napier City Council and the community organisations are necessary, as without them, renters would not be able to access supports and activities or spend locally. Napier City Council and the community organisations it supports are very cost effective in providing these services – and we argue should contribute more rather than reducing spending.

There is an ongoing housing crisis in Aotearoa. The three years of focusing on improving housing supply have had little impact, with more of the national easing indicated by reduced housing demand and external factors, as the nationwide shortfall of 80,000 estimated by NZIER (2023) has still not been met. It is unlikely to be achieved with the current funding for 770 new social homes of which Napier is not a priority area (MHUD, 2026) – although the funding to Hastings may ease some of the pressures. Napier City Council thus needs to be an active participant in providing facilities, housing, and community development, not just in loosening planning.

Given the need to travel and relatively new involvement in Napier, we can speak to the submission if a digital option is available.

Discussion of Proposals

Rates Increase

For limiting opportunities for rent increases and housing costs in general, we recognise that lower rates is a useful goal to have. However, we consider reductions in capital expenditure as a potential future problem rather than a cost saving activity. The status quo minus inflation – which we are aware is at a different and higher rate for councils – is a reduction in services. This has the potential to impose additional costs onto the future population,

while allowing past investments to be run down faster than they would otherwise. Neither of these seem to conform to the intergenerational funding requirements and respect for past investment.

Rates and rents are not connected, despite what property owners may blame. From the Tenancy Services market rent calculations and last Census, comparing Palmerston North and Napier, they have an equivalent proportion of rental properties (36% and 31% respectively), with Napier having a smaller renter population (31% and 47% respectively). However, the rents in Napier are generally higher despite a lower rates burden. Similarly, we have found that most rent increases are $10 to $50 per week, which far exceeds any additional weekly rates cost. From our experience, where rates rises are blamed for a rent increase, the increase occurs independent of the actual rates increase and will likely move at a projected higher amount and not reduce following a smaller than anticipated change.

Following the release of the Palmerston North Long Term Plan document, we had a tenant come to us who had experienced a rent increase when renting from their parent. The statement from the property owner was that it was a 'present' following the budgeted higher rates of 8%. However, it did not drop when the rates increase was announced as 5%, instead, it went up following the next year's Annual Budget proposed rates increase.

This is reflected in international comparative research indicates with costs playing a minor role in rent setting (Nelson, 2002; Sharma & Samarin, 2021).

Rather than avoiding rates increases, particularly out of fear of harming tenants, we feel it better to devote more funds to infrastructure and improvements to avoid significant rate increases or future costs. For a renter using and needing to rely on council provided facilities, they are not necessarily able to afford a private alternative. Maintaining the status quo, we would suggest should be a minimum.

Transportation Charges

Our recommendation is to more evenly distribute the costs across users relatively appropriately to suit their use for more services provided by council. Considering the options, we feel the movement toward using Capital Value for all rates is appropriate and the piecewise steps to get there may not be strictly necessary (option 3). Despite that, we recognise that the council wishes to take these changes with care and forethought given the upcoming changes. Thus, we are largely indifferent between the two options.

We note that we do not anticipate any significant impact on renters. Just that active and public transport are more likely to benefit renters, so we would encourage that regardless these are maintained.

CCTV

Safety in the business district benefits all users, but this is particularly relevant for businesses during nighttime hours. As noted, the parking reserve is not a sustainable, nor

entirely appropriate source of funds. Shifting the burden of cost to those benefiting in option 1 is a good decision.

Housing and Planning

We commend Napier City Council for retaining pensioner housing. The provision of this as social housing is valuable and useful, offering a secure home that directly supports the targeted population. We recommend that these be maintained and further developed as the private market has not been suitable in providing the necessary housing. Internationally, and locally, simply opening up land and easing planning regulations has been insufficient to increase supply (Schill, 2005), which is also evident by the decades in which this has been the dominant regime of improving housing. We are pleased to note that Napier City Council recognises that there are concerns with the changes to consents.

Housing First: We have had success working with the Palmerston North City Council on a Housing First approach as a significant contributor in mitigating homelessness. It is a more cost-effective and caring way of engaging with housing difficulties than move on orders (Basu et al., 2012; Latimer et al., 2019; Lemoine et al., 2021). Every dollar invested leads to a social return two to four times greater through improved social cohesion, reduced crime rates, reduced clean-up costs, and improved individual mental health (Jacob et al., 2022).

Community

Community facilities: We support and encourage ongoing funding to community buildings and while we recognise the burden of costs, we are still disappointed to see so many of Napier's unique attractions being sold or leased. Although, we are aware that these changes have been adopted in previous rounds. We note that community buildings like libraries and the aquarium provide valuable and cost-effective community space for gatherings, education, information sharing, and access to services, with every dollar invested in community facilitates leads to a social return on average four times greater (McDougall et al., 2011; Department of Planning and Community, 2010; Liddle, 2008). Transfer to a private entity may reduce rates burden, but also substantially increase the cost of these services to the community. We encourage maintaining and furthering development of council run community spaces. We suggest that without these community facilities, it does not matter how pristine the roads are if there is nowhere to go and nothing to do.

Community funding: The amount of community funding has been valuable and essential to the continuing provision of community services in Napier. As with most community organisations, we would advise that it continues to grow and support development, as maintaining the health of the community is one of the basics needed to make a thriving community. Access to free community services leads to statistically significant reductions in depression, ability to work, and feelings of isolation (Facente et al., 2024; Pollard, 2023; Schultz et al., 2024). A city without supports is just a collection of people.

References

Barber, P. and Ika, A. (2026). State of the Nation 2025. Salvation Army.

Basu, A., Kee, R., Buchanan, D., & Sadowski, L. S. (2012). Comparative cost analysis of housing and case management program for chronically ill homeless adults compared to usual care. Health Services Research, 47(1), 523–543.

Department of Planning and Community. (2010). Development Annual Survey of Public Library Services in Victoria 2008-09 Melbourne. Local Government Victoria.

Facente, S. N., Davila, X., Kowell, N., Calma, N., Kwan, M. M., & Gupta, S. (2024). Let's connect: Impact evaluation of an intervention to reduce mental health disparities among people who are LGBTQ+. Community Mental Health Journal, 60(4), 754–763.

Jacob, V., Chattopadhyay, S. K., Attipoe-Dorcoo, S., Peng, Y., Hahn, R. A., Finnie, R., Cobb, J., Cuellar, A. E., Emmons, K. M., & Remington, P. L. (2022). Permanent supportive housing with housing first: Findings from a community guide systematic economic review. American Journal of Preventive Medicine, 62(3), e188–e201.

Latimer, E. A., Rabouin, D., Cao, Z., Ly, A., Powell, G., Adair, C. E., Sareen, J., Somers, J. M., Stergiopoulos, V., Pinto, A. D., Moodie, E. E. M., Veldhuizen, S. R., & At Home/Chez Soi Investigators. (2019). Cost-effectiveness of housing first intervention with intensive case management compared with treatment as usual for homeless adults with mental illness: Secondary analysis of a randomized clinical trial. JAMA Network Open, 2(8).

Lemoine, C., Loubière, S., Boucekine, M., Girard, V., Tinland, A., & Auquier, P. (2021). Cost-effectiveness analysis of housing first intervention with an independent housing and team support for homeless people with severe mental illness: A Markov model informed by a randomized controlled trial. Social Science & Medicine, 272.

Liddle, J. (2008). Enriching Communities: The value of public libraries in New South Wales Sydney. Library Council of New South Wales.

McDougall, A., Saxena, S., & Tate, M. (2011). Community welfare contributions of Victorian public libraries: A quantitative assessment. APLIS, 24(2), 56–66.

MHUD. (2026). Flexi Fund for Social and Affordable Housing. Author.

MSD. Housing register - Sept 2025. Author.

Nelson, K. (2002). Housing needs and effective policies in high-tech metropolitan economies. Housing Policy Debate, 13(2), 417–468.

NZIER. (2023). Assessing Housing Shortages in New Zealand. Author.

Pollard E. (2023). Interrupting White Business as Usual: Applying the Health Equity Assessment Tool in health service and programme planning in Aotearoa [PhD Thesis]. Otago: University of Otago.

Schill, M. (2005). Regulations and housing development: What we know. Cityscape, 8(1), 5-19.

Schultz, S., Beissmann, F., Zorbas, C., Yoong, S., Peeters, A., & Backholer, K. (2024). A realist impact evaluation of a tool to strengthen equity in local government policy-making. International Journal for Equity in Health, 23(1), 1–13.

Sharma, M. & Samarin, M. (2021). Rental tenure and rent burden: Progress in interdisciplinary scholarship and pathways for geographical research. GeoJournal: Spatially Integrated Social Sciences and Humanities, 1-19.

Submission #258

Name: Kim Dawson

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 2: Commercial and Residential ratepayers pay the same.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

It's not fair as sometimes things happen to people outside of cbd or town and then there not having to pay for footage etc.

Do you have any other comments on our Annual Plan 2026/27?

Not fair or right

Submission #259

Name: Alison Riden

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Council have stated that they believe capital value should be used as the base "because properties with higher capital value tend to make more use of, and gain more benefit from the roading network . This primarily means commercial properties , including utility providers." This may well be the case for commercial properties, which at least have an ongoing earning benefit, but that is an invalid assumption when applied to residential housing. ALL residents in Napier, wherever they live, and whatever the size or value of their house, benefit from using the roading network to some extent to carry out their daily lives within the city boundaries . We all do our bit to wear out the roads -we shop at the supermarket, do errands, go to school, work (paid or unpaid), and enjoy sport/ leisure activities. The mileage clocked up and the nature of the vehicle/s used are generally functions of the size, age spread and occupation of the household living in any property, rather than the size or value of the house and the section it sits upon. So neither Land value nor Capital value are particularly good indicators of how much 'benefit' each household may get from using the road network . But at least the land value is a partial indicator to some degree of the ability/potential for parking vehicles on site rather than on the road ie a benefit, in terms of number, safety and security. Would it work therefore , to apply the capital value process solely to commercial properties , and to retain land value in relation to residential? Or to rethink 'transportation' completely : Ie Keeping the roading network functioning well is the initial provision of a 'service' available to all, but the increasing impact of climate change in terms of flooding and slips etc means that it also comes under the heading of ' resilience '.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

no

Do you have any general comments on the Draft Revenue & Financing Policy?

no

Do you have any comments on our proposed fees and charges for 2026/27?

yes, I disagree with the reasoning behind the proposed changes re transportation costs - see below

Do you have any other comments on our Annual Plan 2026/27?

no

Submission #260

Name: Kirsten Wise

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 1: Use a property's capital value to calculate Transportation charges.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Inner city residential ratepayers do not receive any additional benefit over and above other residential ratepayers who reside outside of the CBD. All residential properties are above street level therefore not impacted by ramraids, vandalism etc therefore from a property perspective there is no benefit to the inner city residential ratepayers. With respect to safety whilst walking around the CBD all Napier residential ratepayers are equal in terms of the benefit they will receive from the CCTV monitoring therefore they should all be rated equally.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

No

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #261

Name: Darren and Deborah Biggs

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Transportation costs should apply to those that have easy access, for us in Meeanee, there is no public transport, therefore we should not pay this at all

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I am writing to formally oppose the proposed changes outlined in Napier City Council's Annual Plan 2026/27, specifically the removal of the Rural Residential ratepayer category and its reclassification as Residential. The Rural Residential category was introduced to recognise the unique characteristics and needs of properties situated in rural settings. These properties often differ significantly from standard residential properties in terms of land use, infrastructure, services provided, and community contribution. The annual increase in rating differential was intended to provide a fair and gradual transition, reflecting the realities of rural life. By merging Rural Residential properties into the Residential category, we will face inequitable rates for services and infrastructure we do not fully benefit from, as these are typically designed for higher-density urban areas. This change removes the recognition of rural identity and may result in increased financial pressure for affected families without corresponding improvements in service or amenities. I strongly urge the Council to reconsider this proposal, maintain the Rural Residential ratepayer category, and continue to engage with affected residents to ensure rating practices remain equitable and respectful of community differences. Additionally, Option 1 includes transportation services at a cost of $923.60, Option 2 potentially moves this into the General Rate, rural residential properties do not receive any useable public transport. Unlike urban residents, we provide our own water and bear the cost of electricity to run our pumps, as well as manage our own sewage systems—services that are typically included for standard residential ratepayers. This fundamental difference further highlights the inequity

of merging the categories. Furthermore, the regional council is unable to access the nearby overland drain, which directly impacts the drainage in our area. This limitation has significant implications for flood risk, as effective management of water flow and drainage is essential to prevent flooding and protect rural residential properties. Furthermore, the regional council is unable to access the nearby overland drain, which directly impacts the drainage in our area. This limitation has significant implications for flood risk, as effective management of water flow and drainage is essential to prevent flooding and protect rural residential properties. During significant weather events, the Waverley pumps are frequently shut off to prioritize safeguarding residential areas, meaning that our area is typically the first to be affected by flooding and water accumulation. Will this change if we are rated as residential? If Rural Residential properties are to be reclassified as Residential for rating purposes, I respectfully request clarification on whether this change also grants us the same eligibility to subdivide our sections as current Residential ratepayers enjoy. Understanding this aspect is crucial, as it will directly affect land use options and property rights for owners impacted by the proposed reclassification. We would also like to take up the opportunity to meet with Council staff to discuss our concerns in more detail. Such a meeting would allow me to share our perspective and work constructively toward a fair solution.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #262

Name: Sheryl Freeman

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

We are hardly going to drive to town to take advantage of your bus system

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

look after your own cctv system We pay for our own cctv on our own property

Do you have any general comments on the Draft Revenue & Financing Policy?

Council cannot charge for services they do not provide.

Do you have any comments on our proposed fees and charges for 2026/27?

We live rural and do not wish the rating system to change. We supply our own water and sewerage systems , have no street lighting or public transport available in our area. We have a stream which runs through our property and is fed from other areas and roadside. A culvert servicing this drain/stream is not large enough to take the amount of water it takes and we are constantly flooded. Council will not even take responsibility for this. Time for this council to stop wasting money and fix the problems some ratepayers have instead of taking more money from us

Do you have any other comments on our Annual Plan 2026/27?

Please leave rural rating alone and do not expect rural lifestylers to pay exorbitant rate increases

Submission #263

Name: Glenn Lucas

Organisation: Hawke's Bay Regional Sports Park Trust

Hearings: Yes

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

The Trust does not have a specific position on this proposal. We support Council's focus on affordability and refer to our attached submission for our comments on community infrastructure.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

The Trust does not have a specific position on the proposed changes to CCTV monitoring charges. We support Council's focus on fairness and affordability for ratepayers, and refer to our attached submission regarding the operation and funding of community infrastructure.

Do you have any general comments on the Draft Revenue & Financing Policy?

The Trust does not have specific comments on the Draft Revenue and Financing Policy. As outlined in our attached submission, there are limits to relying on user charges to fund community sport and recreation without impacting participation.

Do you have any comments on our proposed fees and charges for 2026/27?

The Trust acknowledges the proposed approach to fees and charges, including alignment with CPI and cost pressures, which is consistent with our own approach. However, there is limited capacity to continue increasing user charges for community sport and recreation without impacting participation and access, as outlined in our attached submission.

Do you have any other comments on our Annual Plan 2026/27?

The Trust appreciates the opportunity to provide feedback on the Annual Plan. As outlined in our attached submission, Mitre 10 Park plays a key role in supporting sport and recreation participation for Napier residents. The Trust is seeking a targeted operational contribution to help ensure the ongoing sustainability of the facility, maintain service levels, and protect affordable access for the community. We look forward to continuing to work with Council in supporting positive outcomes for Napier residents.

Attachment 1 – Submitted document (see next page)

Hawke's Bay Regional Sports Park Trust
Mitre 10 Park
42 Percival Road
Hastings

21 April 2026

Napier City Council
Private Bag 6010
Napier 4142

Submission on Annual Plan 2026/27 – Operational Funding Request ($30,000)

Thank you for the opportunity to provide feedback on the Napier City Council's Annual Plan 2026/27.

We recognise the key priorities outlined in the Annual Plan, including maintaining core services, managing affordability, and making disciplined investment decisions. The approach outlined in this submission aligns with those priorities, particularly in supporting continued access to essential community infrastructure while managing cost pressures for Napier residents.

In the current environment, where cost pressures are being felt across households and community organisations alike, maintaining affordable access to sport and recreation is increasingly important.

The Hawke's Bay Regional Sports Park Trust manages Mitre 10 Park, a key piece of regional infrastructure that delivers sport, recreation, and community outcomes across Hawke's Bay, supporting the hauora of our communities.

We are seeking consideration of a **$30,000 operational contribution** through this Annual Plan. This request is focused on protecting access, participation, and affordability for Napier residents in a challenging funding environment.

Why This Matters for Napier

While Mitre 10 Park is a regional facility, its impact is strongly local.

- Thousands of people are active at the Park each week
- The Park supports a diverse mix of sport and recreation opportunities, from organised codes such as hockey, netball, touch, football, rugby, rugby league, athletics and canoe polo, through to informal and community use, with participation across all ages and stages.
- Participation spans grassroots through to regional pathways

Napier residents make up a significant proportion of users across multiple codes. Based on recent analysis, participation from Napier is substantial across key codes, including:

Activity	Total Participants	Estimated Napier Share	Approx. Napier Participants
Netball	6,500	55%	3,500
Hockey	2,400	38%	900
Touch	1,500	30%	450
Canoe Polo	650	30%	200
Athletics	300	35%	100

In total, this represents more than 5,000 Napier residents actively participating in sport at the Park across these codes alone, alongside wider use through other activities and informal recreation.

Many of these participants are active at Mitre 10 Park as part of their regular sporting activity. The Park plays a key role in the delivery of several major codes, including:

- Netball, where the Park operates as a regional centre
- Canoe polo, where the Park also serves as the regional centre for the sport
- Touch, where a significant proportion of competitions are delivered on site
- Hockey, where the Park is a major venue complementing facilities in Napier

This reflects the extent to which Napier-based participation is directly supported through activity at the Park, highlighting its role as a shared regional facility.

This participation sits within a strong wider sport system across Hawke's Bay. School Sport data highlights significant levels of rangatahi engagement across the same codes, including netball, rugby, football, hockey, touch and canoe polo.

These activities are all delivered at Mitre 10 Park, either as a regional centre or as a key venue for competitions and training. This means that a substantial proportion of rangatahi participation in these sports, particularly for Napier-based students, is delivered through activity at the Park, reinforcing its role in providing accessible sport and recreation opportunities for rangatahi.

The regional model delivers real efficiency:

- Higher utilisation of shared facilities
- Avoidance of duplicated infrastructure
- Better long-term value for ratepayers

Supporting the Park is about ensuring Napier residents continue to access high-quality, efficiently delivered sport and recreation infrastructure.

A Strengthening Partnership

We appreciated the opportunity to host Napier City Councillors at Mitre 10 Park earlier this year and to share firsthand the scale and importance of the facility.

That visit reinforced:

- The level of participation and community use
- The importance of maintaining core assets
- The value of a coordinated regional approach

We also acknowledge Council's recent $30,000 contribution toward the athletics track resurfacing, which protects a high-use community asset.

This submission represents a continuation of that partnership, with a focus on maintaining access and service levels for Napier residents.

The Challenge

The sport and recreation sector is facing increasing pressure:

- Reduced gaming and community trust funding
- Declining commercial sponsorship
- Rising operating costs across utilities, maintenance, insurance, and staffing
- Financial pressure on clubs and participants

At the same time, there is limited ability to pass these costs on.

Any increase in user fees is ultimately borne by participants and families. In the current environment, this creates a real risk of reduced participation and accessibility, particularly as many households are already managing increased cost pressures.

This creates a clear 'tightening equation':

- Reduced funding availability
- Increasing costs
- Unchanged community service expectations

National evidence reinforces the importance of maintaining investment. Sport New Zealand research shows that every $1 invested in sport and recreation generates more

than $2 of social value, and highlights the critical role local government plays in enabling participation and community wellbeing.

Our Response

In response, the Trust has taken a disciplined and proactive approach:

- Undertaking a category-by-category review of expenditure to improve efficiency, including exploring alternative providers and delivery methods to reduce operating costs
- Prioritising core service delivery and critical asset maintenance, while deferring lower-priority expenditure, recognising that this approach cannot be sustained long-term without impacting service levels and asset condition
- Continuing to develop commercial partnerships (a longer-term approach to strengthening revenue)

These actions reflect a focus on efficiency, sustainability, and responsible financial management. They are guided by our ongoing strategic planning work, which is sharpening our organisational purpose and focusing effort and investment where we can have the greatest impact.

While these initiatives are improving our position, they are not sufficient on their own to offset the current gap between rising costs and what can reasonably be recovered from users.

The Trust has recently reviewed its budget position and confirmed a preference to operate at a level that maintains service quality and asset standards, recognising that this requires alignment between costs, user revenue, and partner funding.

The Request

We are seeking a $30,000 operational contribution.

This is a targeted and proportionate request that would:

- Help maintain current service levels
- Reduce pressure to increase user charges
- Support continued access for Napier residents
- Contribute to the sustainable operation of the facility

This request reflects the gap between the realistic cost of operating the facility at required service levels and what can reasonably be recovered from users, and forms part of a broader partnership approach to sustainable funding.

Given the level of use by Napier residents and the shared regional nature of the facility, this represents a practical and proportionate contribution.

Without This Support

Without additional support, the Trust will need to consider:

- Increases to user charges, or
- Reductions in service levels or maintenance

Both options carry risk.

Increased costs are passed directly to families and participants, while reduced service levels impact the quality and accessibility of the facility.

In either case, the outcome is the same: reduced participation and community benefits.

Looking Ahead

We are committed to working with Council on the long-term sustainability of community sport infrastructure.

This includes:

- Continued partnership on operational funding
- Exploring more efficient delivery models across the region
- Considering longer-term approaches to asset sustainability and renewal

We are also exploring opportunities to strengthen organisational capability and sustainability through alignment with other regional sport organisations.

This work is being supported by our current strategic planning process and the Mitre 10 Park Masterplan, which provide a clear framework for prioritising investment, staging future development, and ensuring that resources are directed to the areas of greatest community impact.

This work is also informed by our Cultural Narrative, which emphasises connection, balance, and kaitiakitanga, reflecting a responsibility to care for and protect the Park as a shared community asset.

This reflects a deliberate focus on what matters most, while ensuring the long-term sustainability and relevance of the Park.

Conclusion

Mitre 10 Park is an important part of the sport and recreation network relied on by Napier residents.

PDF page 6 of 6

In a constrained financial environment, targeted investment in facilities that deliver clear and ongoing community benefit becomes even more important.

At a time when cost pressures are real for many households, this request is ultimately about protecting affordable access to sport and recreation for Napier residents.

We appreciate the opportunity to make this submission and would welcome the opportunity to speak to it.

Ngā mihi nui



Glenn Lucas
General Manager
Hawke's Bay Regional Sports Park Trust
glennl@mitre10park.co.nz
027 470 0003



Thompson Hokianga
Trustee
Hawke's Bay Regional Sports Park Trust

Officers comment

Napier City Council officers and councillors, as part of the LTP 2027 – 2037, are committed to working alongside the regional sports facilities around options for funding, and are planning further discussions to support future decisions.

Submission #264

Name: Daniel Ramsay

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

No

Do you have any other comments on our Annual Plan 2026/27?

We should review recycling and rubbish collection. The recycling tubs are useless and outdated

Submission #265

Name: Hamish Pike

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

This simply places greater burden of transport rates on those properties with higher CV.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Those that benefit the most from the additional security costs, should be levied the most towards it. That would be primarily CBD / waterfront property and business owners.

Do you have any general comments on the Draft Revenue & Financing Policy?

Rates increases should be brought under control. Council should work within its means and stop burdening ratepayers with increases year after year.

Do you have any comments on our proposed fees and charges for 2026/27?

Rural Residential Rating differential should be retained at a minimum. Its unfair to rate a rural residential property at the same level as a residential property.

Do you have any other comments on our Annual Plan 2026/27?

I submit strongly against the removal of the differential between rates charged on rural residential properties and residential properties. Its clear in the Napier district plan that the level of infrastructure and services that rural residential zone properties benefit from does not correspond equally with those enjoyed by residential properties. Footpaths, street lights, security and water services to name just a few. There was always the reason for a rating differential and I don't see any justification for council removing the differential, other than for revenue collection.

Submission #266

Name: Ian Cook

Organisation: Accessible Napier Group

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Don't use Capital Values. They penalize people who take pride in their properties over those that neglect them.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

No

Do you have any comments on our proposed fees and charges for 2026/27?

No

Do you have any other comments on our Annual Plan 2026/27?

See attached file

Attachment 1 – Submitted document

Submission to Napier City Council Annual Plan
Re: Licence Plate Recognition (LPR) Technology

I refer to a Radio New Zealand article dated 3 March 2026, in which Richard McGrath is quoted as saying:

“Napier council is considering a pilot phase for a licence plate recognition vehicle in the second quarter of the year, followed by a broader rollout once key requirements are achieved.”

This proposal raises significant concerns for the disabled community in Napier.

Since the introduction of a camera vehicle using Licence Plate Recognition technology in Hastings District Council, members of the Accessible Napier Group have observed:

The technology cannot detect Mobility Parking Permits displayed in windscreens.

It is therefore ineffective at identifying misuse of mobility parks, which remains widespread despite increased fines.

Permit holders using standard paid parks and their lawful extended time allowances may receive infringement notices and must repeatedly apply for waivers.

This process is burdensome, distressing, and disproportionately impacts disabled people.

Human Rights and Legal Considerations

The proposed rollout raises serious concerns under New Zealand's disability rights framework.

Under the Human Rights Act 1993, it is unlawful to discriminate on the basis of disability in the provision of public services. A system that disproportionately penalises disabled persons—through repeated infringement notices and administrative burdens—may constitute indirect discrimination.

The New Zealand Bill of Rights Act 1990 affirms the right to freedom from discrimination (section 19). Public authorities, including local councils, must ensure that policies and technologies do not create unjustified disadvantages for protected groups.

New Zealand is also a signatory to the United Nations Convention on the Rights of Persons with Disabilities. This convention affirms:

The right to accessibility (Article 9)

The right to equality and non-discrimination (Article 5)

The obligation for public bodies to provide reasonable accommodation

An LPR system that cannot recognise Mobility Parking Permits, and instead places the burden on disabled individuals to correct errors after the fact, risks failing these obligations. Reasonable accommodation should be built into the system at the outset—not applied retrospectively through waiver processes.

Enforcement and Equity Concerns

The RNZ article further noted:

"Napier is the mobility park stealing hotspot of the Bay…"

Despite this, infringement numbers have declined. This may reflect reduced enforcement capacity (following reported staffing reductions), rather than improved compliance.

There is also ongoing failure to enforce mobility parking rules in private car parks, despite these being conditions of consent. This contributes to widespread and visible misuse.

From regular observation, mobility parking abuse appears to have increased, not decreased. The limitations of LPR technology may further weaken enforcement rather than strengthen it.

Conclusion

Any rollout of Licence Plate Recognition technology must:

Be consistent with the Human Rights Act 1993 and New Zealand Bill of Rights Act 1990

Align with New Zealand's obligations under the United Nations Convention on the Rights of Persons with Disabilities

Ensure accessibility and reasonable accommodation are designed into the system

Avoid placing administrative burdens on disabled individuals

Improve enforcement of mobility parking misuse, rather than diminish it

These concerns should be fully addressed before any pilot or wider rollout proceeds in Napier.

Yours sincerely,
Ian J Cook
Convenor, Accessible Napier Group

Attachment 2 – Submitted document

Additional Submission to Annual Plan – CBD Accessibility and Mobility Issues

I wish to raise several ongoing concerns regarding accessibility and safety within Napier's CBD and surrounding areas, particularly as they affect mobility-impaired individuals.

Footpath Accessibility and Obstructions
The footpath gap between Cappadonna Café and its outdoor tables is consistently too narrow for safe passage on a mobility scooter. This is frequently made worse by patrons congregating in the space, often unaware of the obstruction they create. This has been an ongoing issue.

Similarly, on Hastings Street there is another café where the available footpath width is reduced to single-file access. Patrons regularly stand in this already restricted space. On one occasion, after courteously giving way to oncoming pedestrians, they stopped midway and engaged in conversation, leaving me unable to pass despite clear visibility of my presence. This location is unsuitable for footpath dining due to the significant accessibility barriers it creates.

Additionally, sandwich boards, flags, and similar items placed on footpaths present hazards for visually impaired individuals. A visually impaired acquaintance has expressed ongoing difficulty navigating these obstacles.

Cyclists using footpaths also pose a safety risk. I have personally been injured on four occasions due to illegal riding on footpaths. Greater enforcement and preventative measures are needed.

Finally, certain surface materials—such as cobblestones and exposed aggregate—cause pain and difficulty for users of wheeled mobility devices and should be reconsidered in high-use pedestrian areas.

Mobility Parking Concerns
There is strong support among mobility-impaired individuals for extending free parking provisions for Mobility Permit holders to all parking spaces. Accessing parking meters can be physically challenging and, in some cases, painful.

The 30-minute time restriction for Mobility Parks outside the Police Station on Dalton Street is impractical. It can take 10–15 minutes to unload a mobility device and a similar amount of time to reload, leaving little to no time for the intended visit.

Bus Transport Hub Impacts
While I support the concept of a central Bus Transport Hub, I am concerned about the removal of mobility parking on Clive Square West. The proposed replacement parking is significantly further away from key services, and the access route involves crossing a busway, which is not appropriate for many mobility-impaired users.

It is disheartening that infrastructure changes continue to disadvantage disabled members of the community when there are already numerous longstanding accessibility issues throughout the city.

The existing bus terminal toilets are also a serious concern. They are frequently dirty, poorly lit, and appear to be misused. The designated accessible cubicle is often unusable due to its condition. On a recent visit, it was in an unacceptable state, with hygiene and safety concerns making it effectively inaccessible.

Pedestrian Crossing – Marewa Shopping Centre (Kennedy Road)
In 2018, Napier City Council identified the urgent need for a pedestrian crossing over Kennedy Road near Marewa Shopping Centre due to safety concerns. Eight years later, no progress has been made.

This crossing is critical for the safety of disabled individuals, older residents, and school children accessing nearby bus stops and services. The road carries approximately 22,000 vehicle movements per day, making crossing extremely hazardous.

Despite assurances that this would be addressed in previous Annual Plans, no action has been taken. Members of the Accessible Napier Group have had to stop using bus services due to the danger.

Both Police and Waka Kotahi have acknowledged the need for a crossing. Local businesses have reported frequent accidents, which Police have confirmed.

When an on-site protest was organised, it had to be abandoned due to the danger of the location. No Councillors at the time engaged with the issue.

Various reasons have been given for inaction, yet other councils successfully install crossings on similarly busy arterial roads. In Tauranga, for example, multiple new crossings are being implemented in comparable conditions.

Suggestions that pedestrians walk an additional 180 metres to cross at traffic lights—requiring navigation of over 11 traffic lanes—are unrealistic and unsafe, particularly for mobility- or vision-impaired individuals.

Recent feedback (Ref. No. 2609620, dated 30 March 2026) indicated the matter had been referred to the Infrastructure Team, but no further update has been provided.

This situation represents a serious and ongoing safety risk. Without action, it is only a matter of time before a fatal incident occurs.

Conclusion
Accessibility and safety must be prioritised in all aspects of urban planning. Current conditions in several areas of Napier fall well short of acceptable standards and disproportionately impact vulnerable members of the community. I urge Council to take meaningful, timely action on these issues.

Ian J Cook

Convenor, Accessible Napier Group.

Officer comment

This matter is a key consideration in the design of the proposed Licence Plate Recognition (LPR) vehicle service. The standard approach for our officers undertaking foot patrols will be for the purpose of observing and recording vehicles with mobility tags displayed as required. The vehicle information can then be uploaded into our system to ensure that vehicles clearly displaying mobility parking permits are not infringed. We anticipate that from time to time this will not achieve 100% success; we do have the process of requesting an infringement be waived. The company responsible for the LPR technology are currently working towards software improvements whereby the mobility parking permits can be detected.

Submission #267

Name: Pip Thompson

Organisation: Napier City Business Inc

Hearings: Yes

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

NCBI preferred option: Option 3 – Status Quo (as an interim measure) This is to remain in place until a sustainable, alternative funding source is identified for night-time CCTV monitoring NCBI recommends that Napier City Council: 1. Reject the Proposed Targeted Rate Model Do not proceed with the targeted rate for CCTV night monitoring costs to CBD businesses and residents. 2. Fund CCTV Monitoring Through General Rates Recognise CCTV monitoring as a city-wide public good and fund it through: General rates across Napier Exploration of central government policing or safety funding streams Approx 28,500 ratable units in Napier at approx $8.50 each per year vs $490 per year for a select few 3. Reassess the Benefit Allocation Framework Undertake a more robust assessment of: Who benefits from CCTV night-time monitoring The geographic spread of coverage The role of CCTV in broader city safety outcomes The long-term cost trajectory and impact on targeted ratepayers Opportunities for innovation and future technology in monitoring systems This review should also consider the funding model. If the proposed $240,000 cost were spread across the wider Napier ratepayer base, the individual impact would be significantly lower per ratepayer than under the current targeted approach, resulting in a more equitable outcome. 4. Engage Further with CBD Stakeholders and Napier ratepayers Work collaboratively with NCBI, CBD stakeholders, and Napier ratepayers to: Develop a fair and sustainable funding model Ensure alignment with economic, safety, and vibrancy goals Conclusion NCBI supports the continuation of CCTV night monitoring as an important tool for improving safety in Napier. However, we do not support a funding model that places a disproportionate burden on CBD businesses and residents for what is clearly a city-wide public service. A safe city benefits everyone. It should be funded by everyone.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

NCBI rejects the proposal that CBD businesses and residents benefit the most from night-time CCTV monitoring and urges councillors to consider NCBI's recommendations in the attached document.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Attachment 1 – Submitted document

PDF page 1 of 5

Proposed Submission to Napier City Council

Annual Plan 2026/27 – Proposed CCTV Night monitoring Targeted Rate

Submitted by:
Napier City Business Inc (NCBI)
On behalf of CBD businesses and members

Introduction

Napier City Business Inc (NCBI) represents approximately 450 businesses operating within Napier's CBD. Our members span retail, hospitality, service, and professional sectors and collectively contribute to the economic vitality and vibrancy of the city centre.

We appreciate the opportunity to submit on the proposed introduction of a targeted rate to fund nighttime CCTV monitoring.

NCBI does not support the proposal for CBD business owners and residents to entirely fund the CCTV night monitoring at a total cost of $240k per year.

NCBI preferred option: Option 3 – Status Quo (as an interim measure)

This is to remain in place until a sustainable, alternative funding source is identified for night-time CCTV monitoring.

Position Statement

NCBI strongly opposes the proposed targeted rate on the basis that:

- CCTV night-time monitoring is a public safety service, not a private business service
- The proposal places a disproportionate financial burden on a small group of ratepayers
- The benefits of CCTV night monitoring extend to the entire Napier community, not just CBD businesses
- Inner-city living should be actively encouraged to enhance vibrancy and provide more "eyes and ears" in the city. However, this proposal risks penalising those very residents—often the first to alert authorities when something isn't right
- The proposal is misaligned with Council's strategic priorities, particularly affordability, accessibility, and city vibrancy

- A flat targeted levy of $490 per business, regardless of size or scale, is an inequitable approach to funding

- Napier City has approximately 28,500 rating units, which equates to around $8.50 per household per year

Key Concerns

1. CCTV Night Monitoring is a Public Good

The CCTV network monitors:

- Streets
- Footpaths
- Public spaces

It supports:

- Police response
- Community safety
- Crime prevention

The system benefits:

- Residents of the entire city
- Visitors to the city
- Workers in the city
- Businesses
- The wider Napier community

It is therefore inappropriate to categorise CCTV night-time monitoring as a service that primarily benefits businesses.

2. City-Wide Benefit, Not CBD-Only

Information provided confirms that:

- The network includes Licence Plate Recognition (LPR) and Automatic Number Plate Recognition (ANPR) cameras at key entry and exit points to the CBD (including Ahuriri, Marewa, and Marine Parade)
- These systems support city-wide surveillance and policing outcomes, not individual business protection.

This reinforces that:

- The CCTV system forms part of a broader, city-wide safety network, not a CBD-specific service

3. Disproportionate Financial Impact on CBD Businesses

CBD businesses are already facing:

- Rising operational costs
- Reduced margins
- Increasing pressure on brick-and-mortar retail

Under this proposal:

- A disproportionate share of costs is placed on a small group of ratepayers
- For some businesses, this may be the tipping point

At a time when:

- Businesses are closing
- Leases are being surrendered
- The CBD is under pressure

This proposal risks:

- Accelerating business closures
- Reducing occupancy
- Undermining overall city vibrancy

4. Equity and Fairness Issues

a) Duplication of security investment
Many businesses already invest in:

- CCTV systems
- Alarm systems

This proposal effectively requires them to pay twice for security.

b) Businesses without direct benefit
Businesses that:

- Do not have street frontage
- Operate from upper floors or internal tenancies

Will still be charged the targeted rate, despite receiving limited or no direct benefit.

c) Narrow funding base for a universal benefit
A small group of ratepayers is being asked to fund a service that benefits:

- The entire city

This creates a clear inequity in funding allocation.

5. Misalignment with Council Strategy

Napier City Council's vision includes:

- "Enabling places and spaces where everybody wants to be."

Key priorities include:

- Safety
- Accessibility
- Affordability
- Vibrancy

However, this proposal:

- Reduces affordability for businesses
- Places additional pressure on CBD viability
- Risks undermining vibrancy

A safe and vibrant CBD benefits all Napier ratepayers, and the funding model should reflect this.

6. Precedent Risk

This proposal sets a concerning precedent for:

- Shifting the cost of core public services onto targeted groups

Safety and crime prevention are fundamental public services and should be funded accordingly.

Recommendation:

NCBI preferred option: Option 3 – Status Quo (as an interim measure)

This is to remain in place until a sustainable, alternative funding source is identified for night-time CCTV monitoring

NCBI recommends that Napier City Council:

1. Reject the Proposed Targeted Rate Model

Do not proceed with the targeted rate for CCTV night monitoring costs to CBD businesses and residents.

2. Fund CCTV Monitoring Through General Rates

Recognise CCTV monitoring as a city-wide public good and fund it through:

- General rates across Napier
- Exploration of central government policing or safety funding streams
- Approx 28,500 ratable units in Napier at approx $8.50 each per year vs $490 per year for a select

few

3. Reassess the Benefit Allocation Framework

- Undertake a more robust assessment of:
- Who benefits from CCTV night-time monitoring
- The geographic spread of coverage
- The role of CCTV in broader city safety outcomes
- The long-term cost trajectory and impact on targeted ratepayers
- Opportunities for innovation and future technology in monitoring systems
- This review should also consider the funding model. If the proposed $240,000 cost were spread across the wider Napier ratepayer base, the individual impact would be significantly lower per ratepayer than under the current targeted approach, resulting in a more equitable outcome.

4. Engage Further with CBD Stakeholders and Napier ratepayers

Work collaboratively with NCBI, CBD stakeholders, and Napier ratepayers to:

- Develop a fair and sustainable funding model
- Ensure alignment with economic, safety, and vibrancy goals

Conclusion

NCBI supports the continuation of CCTV night monitoring as an important tool for improving safety in Napier.

However, we do not support a funding model that places a disproportionate burden on CBD businesses and residents for what is clearly a city-wide public service.

A safe city benefits everyone.
It should be funded by everyone.

Thank you for your consideration,

Sincerely,

Pip Thompson
General Manager
Napier City Business Inc
Submitted on behalf of Napier City Business Inc and its members.

Submission #268

Name: Janet Campbell

Organisation: Left blank by submitter.

Hearings: Yes

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

I note in the consultation document states that Rural properties will pay 85% of what Residential property of same capital value acknowledging the lower level of service than urban properties. In the same paragraph the document states Rural Residential properties will be treated as Residential properties for rating purposes from 2026/27 because their main purpose is to be a residential dwelling. As a Rural Residential ratepayer I strongly object to this change and removal of the Rural Residential category (4). In 2021 Council recognized that Rural/ Lifestyle properties are different from Residential. In particular these properties, like Rural properties receive a lower level of service for roading (maintenance, footpaths and streetlights), sewerage and stormwater, and water supply (our watersupply is metered). None of these things have changed for my property since 2021. Our road is narrow, with very little verge. The road has a speed limit of 70kph, and a "courtesy" 50kph for the narrowest part where most of the 24 properties are indicating Council does not really consider our area as urban. Council's District plan clearly identifies Rural Residential properties as different from Residential with significantly different rules for subdivision of same sized properties. I'm requesting that you retain the Rural/Residential category and a rates calculation differential acknowledging the reduced level of service.

A change to how we charge inner city CCTV monitoring

Option 2: Commercial and Residential ratepayers pay the same.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

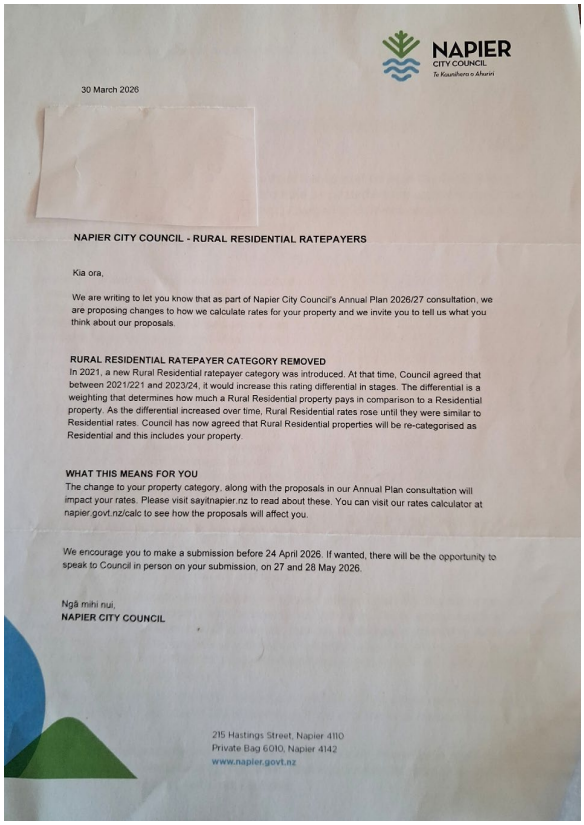
Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Please see above comments above. I urge you to restore the Rural/Residential category recognising the reduced level of Council services and the inequity in treating Rural

Residential properties the same as Residential for Rating calculations but not for Planning purposes.

Attachment 1 & 2 – Submitted documents



NAPIER CITY COUNCIL
Te Kaunihera o Ahuriri

30 March 2026

NAPIER CITY COUNCIL - RURAL RESIDENTIAL RATEPAYERS

Kia ora,

We are writing to let you know that as part of Napier City Council's Annual Plan 2026/27 consultation, we are proposing changes to how we calculate rates for your property and we invite you to tell us what you think about our proposals.

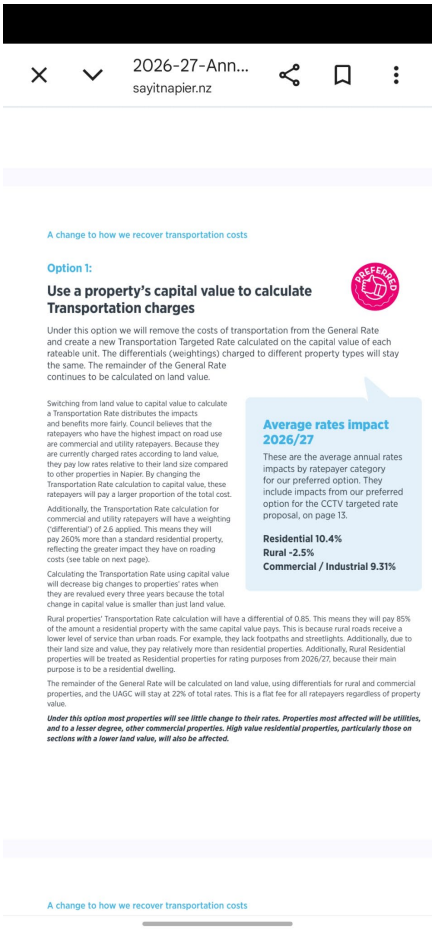
RURAL RESIDENTIAL RATEPAYER CATEGORY REMOVED
In 2021, a new Rural Residential ratepayer category was introduced. At that time, Council agreed that between 2021/221 and 2023/24, it would increase this rating differential in stages. The differential is a weighting that determines how much a Rural Residential property pays in comparison to a Residential property. As the differential increased over time, Rural Residential rates rose until they were similar to Residential rates. Council has now agreed that Rural Residential properties will be re-categorised as Residential and this includes your property.

WHAT THIS MEANS FOR YOU
The change to your property category, along with the proposals in our Annual Plan consultation will impact your rates. Please visit sayitnapier.nz to read about these. You can visit our rates calculator at napier.govt.nz/calc to see how the proposals will affect you.

We encourage you to make a submission before 24 April 2026. If wanted, there will be the opportunity to speak to Council in person on your submission, on 27 and 28 May 2026.

Ngā mihi nui,
NAPIER CITY COUNCIL

215 Hastings Street, Napier 4110
Private Bag 6010, Napier 4142
www.napier.govt.nz



2026-27-Ann...
sayitnapier.nz

A change to how we recover transportation costs

Option 1:

Use a property's capital value to calculate Transportation charges

PREFERRED

Under this option we will remove the costs of transportation from the General Rate and create a new Transportation Targeted Rate calculated on the capital value of each rateable unit. The differentials (weightings) charged to different property types will stay the same. The remainder of the General Rate continues to be calculated on land value.

Switching from land value to capital value to calculate a Transportation Rate distributes the impacts and benefits more fairly. Council believes that the ratepayers who have the highest impact on road use are commercial and utility ratepayers. Because they are currently charged rates according to land value, they pay low rates relative to their land size compared to other properties in Napier. By changing the Transportation Rate calculation to capital value, these ratepayers will pay a larger proportion of the total cost.

Additionally, the Transportation Rate calculation for commercial and utility ratepayers will have a weighting ("differential") of 2.6 applied. This means they will pay 260% more than a standard residential property, reflecting the greater impact they have on roading costs (see table on next page).

Calculating the Transportation Rate using capital value will decrease big changes to properties' rates when they are revalued every three years because the total change in capital value is smaller than just land value.

Average rates impact 2026/27

These are the average annual rates impacts by ratepayer category for our preferred option. They include impacts from our preferred option for the CCTV targeted rate proposal, on page 13.

Residential 10.4%
Rural -2.5%
Commercial / Industrial 9.31%

Rural properties' Transportation Rate calculation will have a differential of 0.85. This means they will pay 85% of the amount a residential property with the same capital value pays. This is because rural roads receive a lower level of service than urban roads. For example, they lack footpaths and streetlights. Additionally, due to their land size and value, they pay relatively more than residential properties. Additionally, Rural Residential properties will be treated as Residential properties for rating purposes from 2026/27, because their main purpose is to be a residential dwelling.

The remainder of the General Rate will be calculated on land value, using differentials for rural and commercial properties, and the UAGC will stay at 22% of total rates. This is a flat fee for all ratepayers regardless of property value.

Under this option most properties will see little change to their rates. Properties most affected will be utilities, and to a lesser degree, other commercial properties. High value residential properties, particularly those on sections with a lower land value, will also be affected.

A change to how we recover transportation costs

Submission #269

Name: Carol howard

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

I have read and wish to agree with and provide support for the NCBI Submission on CCTV monitoring. It is well thought out and considers the key points and summarises that it is inappropriate to categorise CCTV night time monitoring as a service that primarily benefits businesses. All residents of Napier benefit and should share this cost.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #270

Name: Chantal Denise Pagel

Organisation: Forest & Bird

Hearings: Yes

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Attachment 1 – Submitted document

PDF page 1 of 5



Forest & Bird
TE REO O TE TAIAO | Giving Nature a Voice

Head Office
PO Box 613
Wellington
New Zealand

P: +64 4 38 57374
www.forestandbird.org.nz

23 April 2026

Napier City Council (NCC)
215 Hastings Street
Napier 4110
haveyoursay@hbrc.govt.nz

Feedback on the Napier City Council Annual Plan 2026/2027 by the Royal Forest & Bird Protection Society of New Zealand Inc.

Submitter details

Royal Forest and Bird Protection Society of New Zealand Inc. (Forest & Bird)

Ground floor/205 Victoria Street

Te Aro, Wellington 6011

Contact Name: Dr Chantal Pagel

Contact Email: c.pagel@forestandbird.org.nz

This feedback is on behalf of the organisation (Forest & Bird), including its Napier branch.
The preferred method of contact is email, as provided above.

406

Introduction

1. The Royal Forest & Bird Protection Society Inc. of New Zealand (Forest & Bird) is Aotearoa New Zealand's leading independent conservation organisation. Forest & Bird has played an important role in protecting and preserving New Zealand's environment and native species for a century. Forest & Bird is independently funded by private subscription, donations, and bequests. The Society's mission is to protect and preserve New Zealand's unique ecological values, flora and fauna, and natural habitats in a climate crisis and to continue that mission into the next century.

2. Forest & Bird has an active volunteer branch in Napier, along with a Kiwi Conservation Club for tamariki, whose multigenerational members and supporters play an important and active role in protecting and restoring the region's native species and habitats, in biosecurity, as well as in education and advocacy for nature in a climate crisis, in their respective districts. Within Forest & Bird there is a wealth of knowledge and expertise on protecting and restoring Aotearoa New Zealand's native ecosystems and species.

3. Forest & Bird is grateful for the opportunity to provide feedback on the Napier City Council Annual Plan for the term 2026/27. Forest & Bird acknowledges the work that Councillors and staff are doing to improve the region through the annual and long-term plan processes, to assess what changes are needed to reflect current circumstances and community needs.

4. Forest & Bird generally supports the proposed rates increase. While acknowledging the current high cost of living, but considering the increased likelihood of climate change driven extreme weather events, without urgent action, commitment, and investment now, there is a risk of compounding costs on people and the environment and piling additional costs on to an already overburdened future generation.

5. It is important to recognise that Aotearoa New Zealand is facing both a biodiversity crisis and a climate crisis, and instruments like Council annual plans must appropriately reflect and fund these.

6. Forest & Bird wish to be heard in support of this feedback.

Forest & Bird actively supports conservation across Napier

7. Our Napier Branch members take an active interest in conservation advocacy for nature protection, and pest plant and animal control in the Napier District.

The annual plan needs to address Napier's urgent environmental issues

8. In particular, Forest & Bird are deeply concerned about the clearing of driftwood and unregulated fires lit by the public on Napier's shingle beaches. Driftwood plays an important ecological role, providing habitat for invertebrates, shelter for coastal wildlife, and contributing organic material that supports dune formation and stability. Removing or burning driftwood through beach bonfires can disrupt these natural processes, reducing biodiversity and weakening the resilience of fragile coastal systems.

9. Bonfires also risk introducing pollutants such as ash, nails, and partially burned materials into the environment, while posing fire hazards and impacting air quality for nearby communities.

10. Across Aotearoa New Zealand, beach fires are commonly prohibited in urban and popular coastal areas, and even where they are allowed, they're tightly controlled through permitting systems, seasonal restrictions and specific locations.

11. We ask Council to:

- Reinstate the Fire Control Bylaw with serious enforcement
- Champion all controlled events relating to the foreshore
- Follow through with fire bans during nesting season
- Consider designated beach areas for special protection and restoration
- Assist with local environmental education
- Work towards adopting a comprehensive Beach Bylaw

12. We want to reiterate that Aotearoa New Zealand is currently facing a biodiversity crisis. Over 4.000 of our species are threatened or at risk of extinction. This is largely due to increasing pressures from invasive pests, land use, and climate change[1].

13. Recent severe weather events across Aotearoa New Zealand highlight the growing urgency for councils to invest in resilient infrastructure and proactive environmental management. In 2026 alone, communities have faced repeated flooding, landslides, and states of emergency, including the impacts of Cyclone Vaianu, which brought destructive winds, heavy rainfall, evacuations, and widespread disruption across the North Island. These events, alongside more frequent intense rainfall and localised flooding, emphasise the need for sustained and increased funding to strengthen stormwater systems, protect natural buffers such as wetlands, and support community preparedness, ensuring our region is better equipped to withstand and adapt to a changing climate. Currently, only 4% of historic wetlands in Hawkes Bay remain.

14. We are concerned about the impact of climate change on people, communities, and native species. The Society strongly supports the aspects of the plan that seek to improve resilience and adaptation to the effects of climate change, particularly through a nature-based solutions approach.

[1] https://www.doc.govt.nz/globalassets/documents/conservation/biodiversity/anzbs-2020.pdf

PDF page 5 of 5

15. There are many benefits, known as 'ecosystem services' provided by a well-functioning natural environment and the indigenous biodiversity within[2]. Ecosystem services are a great way to relate the presence and health of biodiversity to our built environments and the people which inhabit them. Following the devastating events Hawke's Bay experienced in 2023, we need the budget to reflect the urgency needed to work with, not against, nature.

We thank you for the opportunity to submit and look forward to seeing a shift in priorities.

We wish you all the best in your deliberations.



Dr Chantal Pagel
Regional Conservation Manager (RCM) – Bay of Plenty and East Coast
Royal Forest and Bird Protection Society of New Zealand Incorporated.

Officer comment

Council acknowledges concerns regarding fires along the beach and the potential impacts. Reinstatement of the Fire Control Bylaw is not recommended. Legislative changes have significantly altered the regulatory framework for fire control, with primary responsibility for fire management and enforcement now sitting with Fire and Emergency New Zealand (FENZ). In addition, the areas where Napier City Council is able to regulate and enforce controls are limited. NCC utilise the powers under our Parks and Reserves Bylaw and Health Act (nuisance smoke) when necessary. FENZ control the permitting of fires (as legislated under the FENZ Act). HBRC control the beach area up to the point where the shingle meets the grass, at which point it is considered Council's parks/reserve area.

Submission #271

Name: MARYANNE ARNOLD

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Dont use capital value. We have worked' built and paid for our houses, including all the council permits . We are being charged more than most residential properties already

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Rural residential change to residential, Do we get sewerage and stormwater, footpaths and road upgrade. Are we able to subdivide our properties to 500 sq metres'. This is what the current residential properties are automatically granted. Please be fair when making your decision. We are living in a rural area and should not be propping up the residential rates because our property is large. We are already being charged for stormwater that your infrastructure mistakenly says we have access to.

Do you have any other comments on our Annual Plan 2026/27?

If you have been working on this change for years, why have we not seen any improvements to justify the increase.

Submission #272

Name: Jacqueline Taylor

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

As residents in Esk Hills we have had a huge increase in rates over the last two years. It was always that when you lived with your own septic tanks and tank water your rates were less than those properties with town services. At Esk Hills we have rubbish collection and recycling provided by council but no other services. We have no footpaths or street lights. It seems very unfair and extreme since the cyclone cost have been increased significantly. Keep our rates fair!!

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #273

Name: Rebecca Field

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

I actually don't have a preferred option, I just want our rates REDUCED!

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

At Esk Hills we pay for our OWN CCTV - why would we pay for the inner city CCTV?

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I am a property owner and ratepayer in the Esk Hills subdivision, where I have resided since 2009. My primary submission relates to the proposed removal of the Rural Residential Differential for Esk Hills residents, and the consequential application of the full proposed targeted transportation levy. Over the last 2 years we have endured an 86% increase in our rates and now a further 19.7%!! Council has provided no explanation or analysis to support the removal of the Rural Residential Differential for Esk Hills properties. Esk Hills residents do not benefit from the full range of services funded out of general rates revenue, most obviously from the portion of fresh water, storm water and wastewater costs which is not recovered from the targeted rates for these services. Council justifies a 0.85 differential for Rural properties for the proposed Transportation Rate as follows: “This is because rural roads receive a lower level of service than urban roads. For example, they lack footpaths and streetlights. Additionally, due to their land size and value, they pay relatively more than residential properties.” These factors all apply to Esk Hills: we have no footpaths or streetlights, a portion of the Esk Hills roads are privately owned and therefore not maintained by Council at all. Additionally we do not have ANY public transport that comes up to Esk Hills - yet another service that we don't have - so why are we having pay for it.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #274

Name: Maurice Field

Organisation: Left blank by submitter.

Hearings: Yes

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

NONE OF THE ABOVE Your having a laugh.....!!! 86% increase in the last two years and another 19.7% NOW!!! You have to be joking we are both on superannuation!!!!!!!!!!!!

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Do you think I won Lotto? !!!!

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Submission attached

Do you have any other comments on our Annual Plan 2026/27?

Get sensible and control spending

Attachment 1 – Submitted document

Submission on Napier City Council's Annual Plan 2026-27

We are property owners and ratepayers in the Esk Hills subdivision, where we have resided since 2009 17 Years.

Our primary submission relates to the proposed removal of the Rural Residential Differential for Esk Hills residents, and the consequential application of the full proposed targeted transportation levy. In summary:

Under Council's preferred option, Esk Hills residents will face an average increase in rates of circa 17%. This is in addition to an average increase of 86% over the past two years.

Council has provided no explanation or analysis to support the removal of the Rural Residential Differential for Esk Hills properties. Esk Hills residents do not benefit from the full range of services funded out of general rates revenue, most obviously from the portion of fresh water, storm water and wastewater costs which is not recovered from the targeted

rates for these services. (In the most recent complete year, 2024/25, Council reported a loss, after providing for depreciation but before financing costs, of $16m for its water supply, storm water and wastewater services. This shortfall was funded partially out of general rates revenue and partly by debt, which will in turn be financed and repaid from general rates revenue in future years.)

Council justifies a 0.85 differential for Rural properties for the proposed Transportation Rate as follows: "This is because rural roads receive a lower level of service than urban roads. For example, they lack footpaths and streetlights. Additionally, due to their land size and value, they pay relatively more than residential properties." These factors all apply to Esk Hills: we have no footpaths or streetlights, a portion of the Esk Hills roads are privately owned and therefore not maintained by Council at all, and the average capital value of an Esk Hills property of $2.26m means that even if the 0.85 differential were applied, the average Esk Hill property would still be paying a Transportation Rate of $968 per annum, vs the NCC average of $396. (Absent the differential the average Esk Hill resident will be paying a Transportation Rate of $1,158, nearly three times the Napier average.)

There is a strong case for increasing the Rural Residential differential – for example, to the 0.76 differential applied by Hastings District Council to similarly-situated ratepayers – but at a minimum Council should reverse its arbitrary and capricious decision to remove the differential altogether, and should apply the 0.85 Transportation differential to Esk Hills properties.

Maurice and Rebecca Field

P.O. Box 7

Bay View

Napier 4149

Hawke's Bay

Phone 021-942-913

Submission #275

Name: Mark Greer

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Submission on Napier City Council's Annual Plan 2026-27 I am a property owner and ratepayer in the Esk Hills subdivision, where I have resided since 2018. My primary submission relates to the proposed removal of the Rural Residential Differential for Esk Hills residents, and the consequential application of the full proposed targeted transportation levy. In summary: Under Council's preferred option, Esk Hills residents will face an average increase in rates of circa 17%. This is in addition to an average increase of 86% over the past two years. · Council has provided no explanation or analysis to support the removal of the Rural Residential Differential for Esk Hills properties. Esk Hills residents do not benefit from the full range of services funded out of general rates revenue, most obviously from the portion of fresh water, storm water and wastewater costs which is not recovered from the targeted rates for these services. (In the most recent complete year, 2024/25, Council reported a loss, after providing for depreciation but before financing costs, of $16m for its water supply, storm water and wastewater services. This shortfall was funded partially out of general rates revenue and partly by debt, which will in turn be financed and repaid from general rates revenue in future years.) · Council justifies a 0.85 differential for Rural properties for the proposed Transportation Rate as follows: "This is because rural roads receive a lower level of service than urban roads. For example, they lack footpaths and streetlights. Additionally, due to their land size and value, they pay relatively more than residential properties." These factors all apply to Esk Hills: we have no footpaths or streetlights, a portion of the Esk Hills roads are privately owned and therefore not maintained by Council at all, and the average capital value of an Esk Hills property of $2.26m means that even if the 0.85 differential were applied, the average Esk Hill property would still be paying a Transportation Rate of $968 per annum, vs the NCC average of $396. (Absent the differential the average Esk Hill resident will be paying a Transportation Rate of

$1,158, nearly three times the Napier average.) · There is a strong case for increasing the Rural Residential differential – for example, to the 0.76 differential applied by Hastings District Council to similarly-situated ratepayers – but at a minimum Council should reverse its arbitrary and capricious decision to remove the differential altogether, and should apply the 0.85 Transportation differential to Esk Hills properties. A couple of additional things: Per the second bullet point, the only comment I've found in the supporting material on the removal of the rural residential differential is this particularly uninformative piece here: Image I have requested a copy of this review from Council under the LGOIMA, but haven't received anything yet. While I'll further explain the analysis summarised in the second bullet, Council has previously conceded this point. If Council reinstated the 0.9 differential and applied the same 0.85 differential as rural ratepayers to the new transport levy, our average increase reduces from 17% to 5%.

Do you have any comments on our proposed fees and charges for 2026/27?

Submission on Napier City Council's Annual Plan 2026-27 I am a property owner and ratepayer in the Esk Hills subdivision, where I have resided since 2018. My primary submission relates to the proposed removal of the Rural Residential Differential for Esk Hills residents, and the consequential application of the full proposed targeted transportation levy. In summary: Under Council's preferred option, Esk Hills residents will face an average increase in rates of circa 17%. This is in addition to an average increase of 86% over the past two years. · Council has provided no explanation or analysis to support the removal of the Rural Residential Differential for Esk Hills properties. Esk Hills residents do not benefit from the full range of services funded out of general rates revenue, most obviously from the portion of fresh water, storm water and wastewater costs which is not recovered from the targeted rates for these services. (In the most recent complete year, 2024/25, Council reported a loss, after providing for depreciation but before financing costs, of $16m for its water supply, storm water and wastewater services. This shortfall was funded partially out of general rates revenue and partly by debt, which will in turn be financed and repaid from general rates revenue in future years.) · Council justifies a 0.85 differential for Rural properties for the proposed Transportation Rate as follows: "This is because rural roads receive a lower level of service than urban roads. For example, they lack footpaths and streetlights. Additionally, due to their land size and value, they pay relatively more than residential properties." These factors all apply to Esk Hills: we have no footpaths or streetlights, a portion of the Esk Hills roads are privately owned and therefore not maintained by Council at all, and the average capital value of an Esk Hills property of $2.26m means that even if the 0.85 differential were applied, the average Esk Hill property would still be paying a Transportation Rate of $968 per annum, vs the NCC average of $396. (Absent the differential the average Esk Hill resident will be paying a Transportation Rate of $1,158, nearly three times the Napier average.) · There is a strong case for increasing the Rural Residential differential – for example, to the 0.76 differential applied by Hastings District Council to similarly-situated ratepayers – but at a minimum Council should reverse its arbitrary and capricious decision to remove the differential altogether, and should apply the 0.85 Transportation differential to Esk Hills properties. A couple of additional things:

Per the second bullet point, the only comment I've found in the supporting material on the removal of the rural residential differential is this particularly uninformative piece here: Image I have requested a copy of this review from Council under the LGOIMA, but haven't received anything yet. While I'll further explain the analysis summarised in the second bullet, Council has previously conceded this point. If Council reinstated the 0.9 differential and applied the same 0.85 differential as rural ratepayers to the new transport levy, our average increase reduces from 17% to 5%.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #276

Name: Katherina Bamber

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Option 3 is the only acceptable option for Poraiti rural property owners. The proposal that we should pay for transportation is laughable, considering there is no access to a bus service in the area. The only services the Napier City Council provide for us are rubbish and recycling collections. There is no city water reticulation or city sewerage system. In Pineleigh Drive we are on a private street collective bore system for water by which we individually pay for the water we use and collectively for the upkeep of the system. We are all on septic tanks, the maintenance of which is entirely up to each individual property owner - no expense whatsoever to the Napier City Council.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #277

Name: Dan Scott

Organisation: Left blank by submitter.

Hearings: Yes

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

There is a real issue in Napier with housing affordability, and especially an issue in terms of affordable housing supply. I applaud the NCC for its brilliant move last year to allow for increased housing density so that we can increase our affordable housing supply by building more housing where it's sensible – concentrating it around our most-used transit corridors and near our community centres, rather than building out into even more flood-prone areas. Just allowing for that development isn't enough though – the Council needs to use the levers at its disposal to make sure urban density isn't just possible, but that it is actively incentivised. A crucial tool for this is to ensure that the Council primarily uses its rating system to charge based on land values rather than property values. Rating based on capital value provides a relative disincentive to develop land to hold more housing, as to do so would increase overall rates on the property. We should continue using a primarily land value-based rating system, as every step away from this lessens the incentive for affordable housing development in Napier, and gets us further away from fixing our housing affordability issues.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

While Napier residents benefit from reductions in nighttime break-ins and antisocial behaviour, it is clear that the greater benefit lies with the businesses set up in the area – and therefore, it is only fair that they should fund a greater proportion of the proposed monitoring. I want to note, though, that, should this programme go ahead, it is essential that it only be used to monitor genuinely antisocial behaviour and crimes with direct negative impacts on others. Too often, measures to reduce "antisocial behaviour" are set up in ways that punish rough sleeping, those struggling with substance abuse, or other vulnerable groups. I can't stress enough how important it is that NCC avoids this route.

Do you have any general comments on the Draft Revenue & Financing Policy?

A few general comments on revenue, largely building on my points around the importance of land-value rating. It is crucial that the council use the tools and powers at its disposal to make Napier a more affordable city. There are two primary rating mechanisms that would have huge effects here. One is to shift the land rating away from a flat rate, towards more of

a progressive, graduated approach, similar to income tax brackets. When applied as an aggregated rating system (ie, the land values of all properties held by an entity are combined for rating purposes), this keeps housing in the region more affordable by further incentivising development on land, and disincentivising accumulation of land by investors. Such an approach is taken by New South Wales. The other is that I would HEAVILY recommend a differential rate on vacant or unoccupied land – including on properties being used as primarily short-term rentals such as Airbnbs. Present settings incentivise land-banking, where either commercial property lies empty or houses are let out short-term rather than being available for long-term housing, as it is seen as more profitable. A differential rate that increases costs on landowners with vacant properties would lower rents on both residential and commercial properties, making Napier more affordable for everyone. Other TAs like Wellington City Council are looking at rates hikes on short-term accommodation providers in their current Annual Plan.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Firstly, thank you for raising rates to fund more infrastructure spending. This is an important part of building our city's resilience against extreme weather events, and reduces our spending in the long-term. I encourage the Council to resist the pressure they will no doubt receive to reduce the proposed rates increase, and would encourage them to increase spending on infrastructure maintenance even further. Our city has an absolutely colossal infrastructure deficit due to years of underinvestment in a bid to keep rates low and boost political support – that was a mistake, and that interest will only compound the longer we let our infrastructure lie neglected. I also want to note two things sorely missing from the plan. Firstly, there is no note in the plan of our homeless community. Since COVID, rough sleeping rates in Napier have skyrocketed, and the strongest response from the Council since then has been to sell off some of its community housing, at a time when Central Government investment in social housing is also stalling. There are brilliant initiatives around the city to address the issue, such as the incredible work of Āhuru Mōwai Night Shelter. However, more support from Local Government is needed. This is so often shrugged off as a "Central Government Issue" – but when they are neglecting the crisis, the onus falls on Local Government to provide for the wellbeing of our people. I'd call on the council to provide more support for our homeless whānau by increasing funding in housing first programmes, initiatives like Āhuru Mōwai, and working to build back our Council-owned community housing stock. Secondly, the Plan neglects to further mitigation efforts in the face of the climate crisis. Mitigation is like insurance – I appreciate you're trying to keep rates low, but a failure to invest in mitigation measures increases the long-term spending required on resilience and disaster recovery. I am a meteorologist. My Master's thesis was on changes in NZ's extreme rainfall – the evidence says that extreme rainfall is becoming more intense in Napier at a greater rate than anywhere else in the country over the past several decades. It's so crucial that there are common-sense investments from the Council that would meaningfully reduce emissions. I'd strongly encourage the Council to look at re-

allocating transport spending so that more of the budget is spend on the infrastructure for pedestrianisation, and public and active transport modes. I appreciate that public transport provision is the responsibility of Regional Councils – but it is the responsibility of TAs to provide sufficiently good infrastructure for high-quality service delivery. The Council needs to start using its powers in the urban planning space to meaningfully incentivise mode-shift in our city away from private vehicle use, and towards more sustainable modes.

Submission #278

Name: Claire Alexander

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I make this submission in strong opposition to the proposed reclassification of Jervoistown from Rural to Residential. This change is inappropriate because it would impose residential rates and charges on properties that do not receive, do not require, and do not use the full range of urban services associated with that classification. Jervoistown remains a semi-rural community with characteristics that are materially different from Napier's residential suburbs, and any rating change should reflect actual service delivery, infrastructure availability, and fairness to ratepayers.A number of residential and targeted rates should not be applied to Jervoistown properties unless the related service is actually available or connected. In particular, stormwater rates should not apply to rural properties, sewerage and water-by-meter charges should not apply where there is no reticulated connection, and other targeted urban service rates should not be charged where those services are not provided. Applying these charges in the absence of service access would be inequitable and inconsistent with the principle that rates should correspond to benefit received.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #279

Name: Maria Cooper

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I am a property owner and ratepayer in the Esk Hills subdivision, where I have resided since 2018. My primary submission relates to the proposed removal of the Rural Residential Differential for Esk Hills residents, and the consequential application of the full proposed targeted transportation levy. In summary: Under Council's preferred option, Esk Hills residents will face an average increase in rates of circa 17%. This is in addition to an average increase of 86% over the past two years. · Council has provided no explanation or analysis to support the removal of the Rural Residential Differential for Esk Hills properties. Esk Hills residents do not benefit from the full range of services funded out of general rates revenue, most obviously from the portion of fresh water, storm water and wastewater costs which is not recovered from the targeted rates for these services. (In the most recent complete year, 2024/25, Council reported a loss, after providing for depreciation but before financing costs, of $16m for its water supply, storm water and wastewater services. This shortfall was funded partially out of general rates revenue and partly by debt, which will in turn be financed and repaid from general rates revenue in future years.) · Council justifies a 0.85 differential for Rural properties for the proposed Transportation Rate as follows: "This is because rural roads receive a lower level of service than urban roads. For example, they lack footpaths and streetlights. Additionally, due to their land size and value, they pay relatively more than residential properties." These factors all apply to Esk Hills: we have no footpaths or streetlights, a portion of the Esk Hills roads are privately owned and therefore not maintained by Council at all, and the average capital value of an Esk Hills property of $2.26m means that even if the 0.85 differential were

applied, the average Esk Hill property would still be paying a Transportation Rate of $968 per annum, vs the NCC average of $396. (Absent the differential the average Esk Hill resident will be paying a Transportation Rate of $1,158, nearly three times the Napier average.) · There is a strong case for increasing the Rural Residential differential – for example, to the 0.76 differential applied by Hastings District Council to similarly-situated ratepayers – but at a minimum Council should reverse its arbitrary and capricious decision to remove the differential altogether, and should apply the 0.85 Transportation differential to Esk Hills properties.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #280

Name: Greg Macklow

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

As above

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

The bulk of the service protects the interests of the commercial area and should be funded by them. In our rural area we pay a direct fee to a service provider for CCTV and so should the CBD occupants nd businesses

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Submission on Napier City Council's Annual Plan 2026-27 I am a property owner and ratepayer in a rural based subdivision, where I have resided since 2014 My primary submission relates to the proposed removal of the Rural Residential Differential for our area residents, and the consequential application of the full proposed targeted transportation levy. In summary: Under Council's preferred option, our residents will face an average increase in rates of circa 17%. This is in addition to an average increase of 86% over the past two years. I have previously submitted and appeared in person on this point on two previous occasions. The sentiment is still the same. This area does not receive anywhere near the same services and this should not have to pay the uniform rate to reflect this. The nominal 10% reduction was a small recognition of this. · Council has provided no explanation or analysis to support the removal of the Rural Residential Differential for our properties. Our subdivion residents do not benefit from the full range of services funded out of general rates revenue, most obviously from the portion of fresh water, storm water and wastewater costs which is not recovered from the targeted rates for these services. (In the most recent complete year, 2024/25, Council reported a loss, after providing for depreciation but before financing costs, of $16m for its water supply, storm water and wastewater services. This shortfall was funded partially out of general rates revenue and partly by debt, which will in turn be financed and repaid from general rates revenue in future years.) · Council justifies a 0.85 differential for Rural properties for the

proposed Transportation Rate as follows: “This is because rural roads receive a lower level of service than urban roads. For example, they lack footpaths and streetlights. Additionally, due to their land size and value, they pay relatively more than residential properties.” These factors all apply to Our are : we have no footpaths or streetlights, a portion of the our roads are privately owned and therefore not maintained by Council at all, and the average capital value of our area property of $2.26m means that even if the 0.85 differential were applied, the average local property would still be paying a Transportation Rate of $968 per annum, vs the NCC average of $396. (Absent the differential the average locall resident will be paying a Transportation Rate of $1,158, nearly three times the Napier average.) · There is a strong case for increasing the Rural Residential differential – for example, to the 0.76 differential applied by Hastings District Council to similarly-situated ratepayers – but at a minimum Council should reverse its arbitrary and capricious decision to remove the differential altogether, and should apply the 0.85 Transportation differential to our properties. A couple of additional things: Per the second bullet point, the only comment I've found in the supporting material on the removal of the rural residential differential is this particularly uninformative piece here: image.png I have requested a copy of this review from Council under the LGOIMA, but haven't received anything yet. While I'll further explain the analysis summarised in the second bullet, Council has previously conceded this point. If Council reinstated the 0.9 differential and applied the same 0.85 differential as rural ratepayers to the new transport levy, our average increase reduces from 17% to 5%. Any increase is unjustified. At the last revaluation council including the then mayor and councillor Price advised the community at George’s Hall public meeting to appeal the over inflated land values following the Cyclone but then council refused to allow for late valuations. We have continued to be charged a disproportionately higher amount of rates and this latest proposed increase is just a further injustice.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #281

Name: Graeme Clinton

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

I am totally against changing the calculations to capital value. The change would mean that the more a ratepayer improves their property, the more the have to contribute. CV based is an incentive to make no improvements, but rather leave properties as they are and not contribute to making the city/area a better place.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Leave it as it is and work within the constraints.

Do you have any general comments on the Draft Revenue & Financing Policy?

Not everything can be improved every year. Council needs to work like any corporate body would and create priorities each year and carry out work within the finances available.

Do you have any comments on our proposed fees and charges for 2026/27?

Council have the wrong attitude to the proposal for the coming year. It is not acceptable to keep asking ratepayers to continually increase the rates they pay. Expenditure has to be reduced to the level where Council is running the city on the previous year's rates, plus the current rate of inflation. The Government's proposal of a maximum of 4% per year is a preferable benchmark. To achieve this, things need to be eliminated or delayed. Council needs to look at what they are spending their money on and make decisions which will not impact on their ratepayers.

Do you have any other comments on our Annual Plan 2026/27?

I am aware you would have spend a great deal of time and effort to establish the Annual Plan, but the reality is that the resources are not unlimited and the level of expenditure must be redefined.

Submission #282

Name: Sean Harvey

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

I oppose changing our area from residential/rural to residential. As we do not have, or want, wastewater and water connections to town supply. I've have spent thousands installing these, except there will be yearly maintenance on these systems. This makes us rural.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I oppose any fee increases. I voted for Richard McGrath on that promise of no rate increases.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #283

Name: Jason Ranston

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

Capital-value rating more fairly reflects the benefit each property draws from Council services and smooths the rates shocks that follow three-yearly revaluations, particularly in an uneven market where land values move at different rates across different parts of the city. My property at 11 Heipipi Drive has a land value of $1.18m against a capital value of $2.04m, a CV/LV ratio of approximately 1.7. Commercial properties, utilities, and multi-unit residential dwellings typically have much higher ratios. Under the current LV system, these categories under-contribute relative to their total property value and their consumption of Council services, which is the distortion Option 3 corrects. If Council does not adopt Option 3 and instead proceeds with Option 1, I submit that the 0.85 transport differential be applied to Esk Hills properties on the same grounds Council uses for Rural properties: no footpaths, no streetlights, partially private roads, and larger sections with higher capital values already producing higher absolute contributions. Without this, Esk Hills ratepayers will pay a transport rate roughly three times the Napier average, which is neither proportionate to benefit received nor consistent with Council's own stated reasoning for the Rural differential.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Commercial ratepayers should bear a greater share of inner-city CCTV costs because the benefit of this service is concentrated in the commercial core. Residential ratepayers outside the CBD receive minimal direct benefit and should not subsidise a service that primarily protects commercial premises and their customers.

Do you have any general comments on the Draft Revenue & Financing Policy?

My primary submission relates to the Revenue & Financing Policy, specifically the proposed removal of the 10% Rural Residential differential and its treatment of Esk Hills properties. I own and reside at 11 Heipipi Drive, Eskdale, in the Esk Hills subdivision. Council has published no analysis supporting the reclassification of Rural Residential properties as Residential. The sole justification offered, that these properties' primary purpose is residential, does not engage with the distribution-of-benefits test in section 101(3) of the LGA 2002. Esk Hills properties: - Have no footpaths - Have no streetlights - Include roads

that are privately owned and not maintained by Council - Have larger sections and higher capital values, meaning ratepayers already contribute disproportionately on any rating basis These are precisely the characteristics Council uses to justify the proposed 0.85 Rural transport differential. The same reasoning supports retention, and arguably strengthening, of the Rural Residential differential. Hastings District Council applies a 0.76 differential to comparable ratepayers. A LGOIMA request for the review said to underpin the reclassification has been lodged by a neighbour and remains outstanding. In the absence of that review, submitters and elected members cannot meaningfully test whether Council has genuinely engaged with the section 101(3) factors, as required. I request that Council: - Retain the Rural Residential differential for general rates. - Release the review underpinning the proposed reclassification before any decision is made. - Defer any change to this differential until that review is public and has been the subject of genuine consultation. - Consider strengthening the Rural Residential differential in line with Hastings District Council's 0.76 approach. The combined impact of removing the Rural Residential differential and recovering transport costs without an Esk Hills carve-out produces a rates increase of approximately 17% for Esk Hills properties, nearly double the 8.8% Napier-wide average, on top of cumulative increases of circa 86% over the past two years. That outcome is neither proportionate to the benefits Esk Hills ratepayers receive from Council services, nor consistent with the principles Council is required, by statute and by the Supreme Court, to apply.

Do you have any comments on our proposed fees and charges for 2026/27?

I note that Council's proposed 2026/27 fees and charges sit alongside a rates package that delivers Esk Hills ratepayers an increase of approximately 17%, nearly double the Napier-wide average, on top of cumulative increases of circa 86% over the past two years. Against that backdrop, I urge Council to apply discipline to every discretionary fee and charge increase proposed for 2026/27 and to justify each one against: - The actual cost of delivering the service - The benefit received by those paying the fee - The cumulative burden already being carried by ratepayers, particularly those in categories where Council is simultaneously proposing to strip existing differentials Fees and charges are a legitimate tool for user-pays cost recovery. They become something else when they are layered on top of aggressive rates increases as a general revenue exercise. Council should be able to demonstrate, transparently, that each proposed increase falls into the first category and not the second.

Do you have any other comments on our Annual Plan 2026/27?

I support Council's openness to a full capital-value rating system and encourage the timely move to Option 3 once the central government reforms (rates cap, Local Water Done Well) provide clarity. I also ask Council to publish, alongside this consultation and for future Annual Plans: 1. The analysis supporting any proposed change to rating differentials, at the time of consultation rather than on request after the fact. 2. Worked examples showing cumulative rates impacts over multi-year periods for affected ratepayer categories, not just single-year percentages. 3. Clear reasoning where benefit-based and value-based principles

diverge, so ratepayers can engage with the trade-offs. Transparent publication of this information at consultation time would produce better submissions and stronger decisions.

Submission #284

Name: pamela lane

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 1: Use a property's capital value to calculate Transportation charges.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

No Change - with a safe CBD we all benefit

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Broadly supportive albiet i would like to see funds allocated to continue Emerson st revitalisation and some funds to refurbish Dalton st paving which is tired / 40 years old and in need of streetscape improvements

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #285

Name: Wendy Apperley

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

They should pay more as they are more risk of having damage done to their property and being burgled, their properties are more vulnerable to being targetted.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Rates for my property are now going be in line with the rest of Napier. Where I live is classed as rural but despite this you are now asking me and other people who live in rural areas to pay the same rates as someone who lives say in the CBD or other suburbs of Napier. We dont get sewage, water, adequate street lighting, or footpaths and even to use public transport the nearest bus stop is about a km walk away. This is our choice for living in these areas but why should we be paying or contributing to things that we do not get or benefit from. If we are now required to pay rates on an equal basis with other rate payers in Napier then the Council now needs to provide us with the facilties we are paying for and dont have or we should be paying reduced rates to reflect what we do not benefit from. Also land in rural areas should be allowed to be subdivided on the same basis as people are allowed to in the rest of Napier.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #286

Name: Alison Ritchie

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

We suffered over 100% rise in rates last time they were changed. Now another large increase! The Council is treating us as a cash cow, as we have no mains sewerage and other facilities that town houses have. We are on a private road. Reassigning us as Residential from Rural Residential seems just a means of charging more rates.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #287

Name: Terri Coats

Organisation: Spex Eyewear

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

The whole community benefits from these CCTV cameras therefore a significant stainable funding source needs to be found before targeting Napier CBD businesses to fund.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

We support the status quo option for night time monitoring of the CCTV cameras in the Napier CBD until a suitable option can be agreed on. The cameras support a safer city for all Napier residents and visitors to our beautiful city.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #288

Name: zita thursfield

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Rural residential ratepayers category removed. Since we are on bore water not town supply. Will we be connected to the water supply and waste water

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #289

Name: Terry Hale

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

We have no need for Transportation cost as we do not use it. no bus stops are close.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I do not agree with this 9% rate increase at these uncertain times of this current economy in New Zealand. As we are reliant on earning a living through contracting, when we see Watties and McCain's are closing their factories, which gives us limited option for the future and growing crops for these people. We have no benefits as we supply our own water and sewage. This rate increase is just another cost that we will not be getting full benefits out of. If the Napier city Council is putting its rates up, does this mean Regional Council is too increase.

Do you have any other comments on our Annual Plan 2026/27?

You are allocating new expenses, where you need to be minimising the cost to the rate payers

Submission #290

Name: Dennis Hall

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Please see attached

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Should be Option 1

Do you have any general comments on the Draft Revenue & Financing Policy?

Please see attached

Do you have any comments on our proposed fees and charges for 2026/27?

Please see attached

Do you have any other comments on our Annual Plan 2026/27?

Please see attached

Attachment 1 – Submitted document

To the Mayor and Councilors'

My wife and I have lived in Hawke's Bay since 1981 when we relocated from the Manawatu. We have always enjoyed living in the Bay. The facilities and the lifestyle afforded residents of this region are second to none nationally.

My wife and I are ratepayers of NCC and have owned land in the Esk Hills Subdivision since 2007. We have resided in the Esk Hills Subdivision since 2012 upon completion of our build project.

My primary submission relates to the proposed removal of the Rural Residential Differential for Esk Hills residents, and the consequential application of the full proposed targeted transportation levy.

Residential properties in Napier have the following features: are located in a 30, 40, 50 or 70km/hr speed zone; have road marking; have footpaths; have streetlighting; have a

stormwater collection system operated by the local authority; receive mail and courier deliveries; have easy access to transportation services; do not pay any corporate fees.

You may not be aware but the Esk Hills Subdivision is a 100km/hr zoned suburb with no street marking, no street lighting, no footpaths, no sewerage system, no water supply (which is supplied by HDC and metered) supplemented by tanks that we have installed, no mail delivery, no courier delivery, no council road sweeper, no council Parks & Recreation mower mowing our reserves and no public transport links.

On our section we also collect all of our rainwater and stormwater to tanks situated on our property. There is adequate permeable area as NCC dictated that no more than 10% of our total land area could be non-permeable surface.

We also, as Esk Hills Residents, pay levies that contribute to the upkeep of reserves and walking tracks and a tennis court in the subdivision that are available to all visitors to our community.

In addition to these facilities the Esk Hills Residents Society maintain our own stormwater detention dam system so do not rely on any regulatory authority for this service.

Under Council's preferred option, Esk Hills residents will face an average increase in rates of circa 17%. This is in addition to an average increase of 86% over the past two years. Please see attached for the impact on my own property – although the increase is modest this year I have seen an increase of 192% in the past ten years compared to the average increase of 81% for Napier as an average.

Council has provided no explanation or analysis to support the removal of the Rural Residential Differential for Esk Hills properties. Esk Hills residents do not benefit from the full range of services funded out of general rates revenue, most obviously from the portion of fresh water, storm water and wastewater costs which is not recovered from the targeted rates for these services. (In the most recent complete year, 2024/25, Council reported a loss, after providing for depreciation but before financing costs, of $16m for its water supply, storm water and wastewater services. This shortfall was funded partially out of general rates revenue and partly by debt, which will in turn be financed and repaid from general rates revenue in future years.)

Council justifies a 0.85 differential for Rural properties for the proposed Transportation Rate as follows: "This is because rural roads receive a lower level of service than urban roads. For example, they lack footpaths and streetlights. Additionally, due to their land size and value, they pay relatively more than residential properties." These factors all apply to Esk Hills: we have no footpaths or streetlights, a portion of the Esk Hills roads are privately owned and therefore not maintained by Council at all, and the average capital value of an Esk Hills property of $2.26m means that even if the 0.85 differential were applied, the average Esk Hill property would still be paying a Transportation Rate of $968 per annum, vs the NCC average of $396. (Absent the differential the average Esk Hill resident will be paying a Transportation Rate of $1,158, nearly three times the Napier average.)

There is a strong case for increasing the Rural Residential differential – for example, to the 0.76 differential applied by Hastings District Council to similarly-situated ratepayers – but at a minimum Council should reverse its arbitrary and capricious decision to remove the differential altogether and should apply the 0.85 Transportation differential to Esk Hills properties

I hope this submission is given the consideration that I believe is required to show that our elected Mayor and Councillors are listening to their ratepayers.

Yours faithfully

Dennis Hall

Lot 47, 37 Esk View Road, Eskdale.

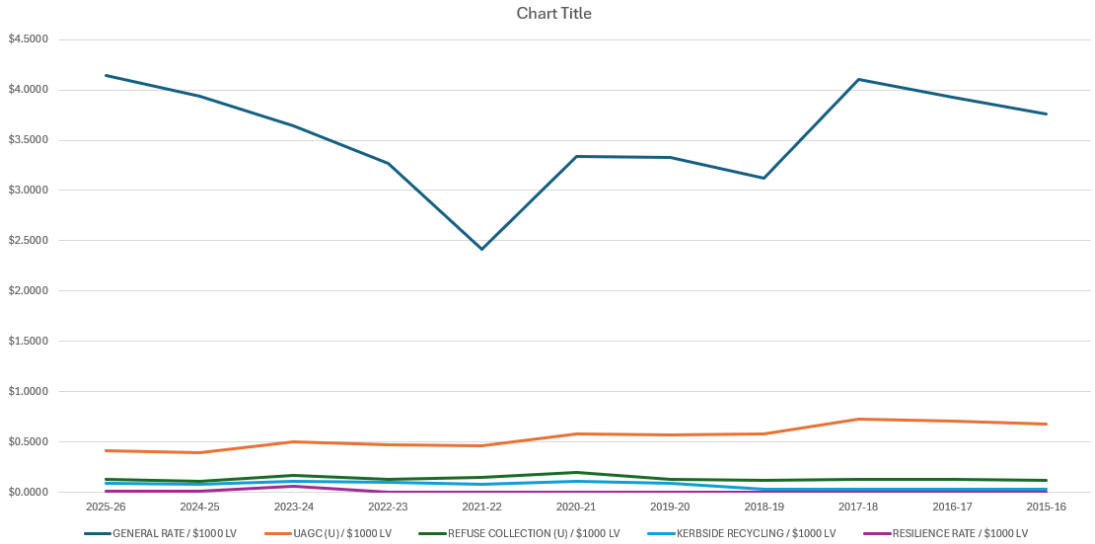
Attachment 2 – Submitted document

NAPIER CITY COUNCIL RATES - 37 ESK VIEW ROAD, ESKDALE (VALUATION NUMBER 0978006145)

QV	LAND VALUE	$1,400,000	$1,400,000	$910,000	$910,000	$910,000	$650,000	$650,000	$650,000	$500,000	$500,000	$500,000
QV	IMPROVEMENTS	$1,710,000	$1,710,000	$1,740,000	$1,740,000	$1,740,000	$1,450,000	$1,450,000	$1,450,000	$1,130,000	$1,130,000	$1,130,000
QV	**CAPITAL VALUE**	**$3,110,000**	**$3,110,000**	**$2,650,000**	**$2,650,000**	**$2,650,000**	**$2,100,000**	**$2,100,000**	**$2,100,000**	**$1,630,000**	**$1,630,000**	**$1,630,000**
TYPE	DESCRIPTION	**2025-26**	**2024-25**	**2023-24**	**2022-23**	**2021-22**	**2020-21**	**2019-20**	**2018-19**	**2017-18**	**2016-17**	**2015-16**
001	GENERAL RATE	$5,799.92	$5,509.28	$3,317.31	$2,978.61	$2,195.74	$2,167.49	$2,166.58	$2,028.65	$2,051.50	$1,963.50	$1,879.90
002	UAGC (U)	$578.70	$551.50	$454.00	$433.00	$424.00	$375.00	$368.00	$380.00	$366.00	$352.00	$340.00
007	REFUSE COLLECTION (U)	$182.63	$158.76	$155.40	$119.00	$133.00	$130.00	$83.00	$75.00	$66.00	$64.00	$61.00
020	KERBSIDE RECYCLING	$125.60	$116.10	$102.00	$94.00	$73.00	$70.00	$58.00	$19.00	$18.00	$18.00	$17.00
025	RESILIENCE RATE	$17.50	$14.60	$59.00	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	CALCULATED RATES LEVY	**$6,704.35**	**$6,350.24**	**$4,087.71**	**$3,624.61**	**$2,825.74**	**$2,742.49**	**$2,675.58**	**$2,502.65**	**$2,501.50**	**$2,397.50**	**$2,297.90**
	TOTAL RATES LEVIED PER NCC	**$6,704.35**	**$6,350.24**	**$4,087.71**	**$3,624.61**	**$2,825.74**	**$2,742.49**	**$2,675.58**	**$2,502.65**	**$2,501.50**	**$2,397.50**	**$2,297.90**
	ANNUAL INCREASE $	$354.11	$2,262.53	$463.10	$798.87	$83.25	$66.91	$172.93	$1.15	$104.00	$99.60	
	ANNUAL INCREASE %	5.58%	55.35%	12.78%	28.27%	3.04%	2.50%	6.91%	0.05%	4.34%	4.33%	
	NCC AVERAGE ANNUAL INCREASE %	8.90%	19.95%	9.70%	9.80%	8.00%	4.80%	6.40%	5.20%	4.90%	3.59%	
	NCC CUMULATIVE ANNUAL INCREASE %	81.24%	72.34%	52.39%	42.69%	32.89%	24.89%	20.09%	13.69%	8.49%	3.59%	
	CUMULATIVE INCREASE $	$4,406.45	$4,052.34	$1,789.81	$1,326.71	$527.84	$444.59	$377.68	$204.75	$203.60	$99.60	
	CUMULATIVE INCREASE %	191.76%	176.35%	77.89%	57.74%	22.97%	19.35%	16.44%	8.91%	8.86%	4.33%	

Disaster recovery takes the place of resilience

QV	LAND VALUE	$1,400,000	$1,400,000	$910,000	$910,000	$910,000	$650,000	$650,000	$650,000	$500,000	$500,000	$500,000
001	GENERAL RATE	$5,799.92	$5,509.28	$3,317.31	$2,978.61	$2,195.74	$2,167.49	$2,166.58	$2,028.65	$2,051.50	$1,963.50	$1,879.90
	GENERAL RATE / $1000 LV	$4.1428	$3.9352	$3.6454	$3.2732	$2.4129	$3.3346	$3.3332	$3.1210	$4.1030	$3.9270	$3.7598
002	UAGC (U)	$578.70	$551.50	$454.00	$433.00	$424.00	$375.00	$368.00	$380.00	$366.00	$352.00	$340.00
	UAGC (U) / $1000 LV	$0.4134	$0.3939	$0.4989	$0.4758	$0.4659	$0.5769	$0.5662	$0.5846	$0.7320	$0.7040	$0.6800
007	REFUSE COLLECTION (U)	$182.63	$158.76	$155.40	$119.00	$133.00	$130.00	$83.00	$75.00	$66.00	$64.00	$61.00
	REFUSE COLLECTION (U) / $1000 LV	$0.1305	$0.1134	$0.1708	$0.1308	$0.1462	$0.2000	$0.1277	$0.1154	$0.1320	$0.1280	$0.1220
020	KERBSIDE RECYCLING	$125.60	$116.10	$102.00	$94.00	$73.00	$70.00	$58.00	$19.00	$18.00	$18.00	$17.00
	KERBSIDE RECYCLING / $1000 LV	$0.0897	$0.0829	$0.1121	$0.1033	$0.0802	$0.1077	$0.0892	$0.0292	$0.0360	$0.0360	$0.0340
025	RESILIENCE RATE	$17.50	$14.60	$59.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
	RESILIENCE RATE / $1000 LV	$0.0125	$0.0104	$0.0648	$0.0000	$0.0000	$0.0000	$0.0000	$0.0000	$0.0000	$0.0000	$0.0000


Chart Title
$4.5000
$4.0000
$3.5000
$3.0000
$2.5000
$2.0000
$1.5000
$1.0000
$0.5000
$0.0000
2025-26
2024-25
2023-24
2022-23
2021-22
2020-21
2019-20
2018-19
2017-18
2016-17
2015-16
GENERAL RATE / $1000 LV
UAGC (U) / $1000 LV
REFUSE COLLECTION (U) / $1000 LV
KERBSIDE RECYCLING / $1000 LV
RESILIENCE RATE / $1000 LV

Submission #291

Name: Jaclyn Hankin

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Council justifies a 0.85 differential for Rural properties for the proposed Transportation Rate as follows: "This is because rural roads receive a lower level of service than urban roads. For example, they lack footpaths and streetlights. Additionally, due to their land size and value, they pay relatively more than residential properties." These factors all apply to Esk Hills: we have no footpaths or streetlights, a portion of the Esk Hills roads are privately owned and therefore not maintained by Council at all, and the average capital value of an Esk Hills property of $2.26m means that even if the 0.85 differential were applied, the average Esk Hill property would still be paying a Transportation Rate of $968 per annum, vs the NCC average of $396. (Absent the differential the average Esk Hill resident will be paying a Transportation Rate of $1,158, nearly three times the Napier average.)

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

A Rural Residential rating differential should remain in place. By design Rural Residential areas do not receive many of the foundational services from Council, or receive them at a much lower operational standard. Conversely, there is a case for increasing the Rural Residential differential. A 0.76 differential is applied by Hastings District Council to similarly-situated ratepayers as one local example. Council should investigate rezoning areas where services or infrastructure has spread through development rather than taking a blanket approach. If Council has investigated alternative options, is should be proactive and transparent in sharing this information with affected stakeholders.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #292

Name: Mary Campbell

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

What transportation!! Why am I forced to tick a box to submit

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Why am I forced to tick a box to submit My opinion!!

Do you have any general comments on the Draft Revenue & Financing Policy?

Why am I forced to tick a box to submit my opinion

Do you have any comments on our proposed fees and charges for 2026/27?

I make this submission in strong opposition to the proposed reclassification of Jervoistown from Rural to Residential. This change is inappropriate because it would impose residential rates and charges on properties that do not receive, do not require, and do not use the full range of urban services associated with that classification. Jervoistown remains a semi-rural community with characteristics that are materially different from Napier's residential suburbs, and any rating change should reflect actual service delivery, infrastructure availability, and fairness to ratepayers. A number of residential and targeted rates should not be applied to Jervoistown properties unless the related service is actually available or connected. In particular, stormwater rates should not apply to rural properties, sewerage and water-by-meter charges should not apply where there is no reticulated connection, and refuse, recycling, fire protection, and other targeted urban service rates should not be charged where those services are not provided. Applying these charges in the absence of service access would be inequitable and inconsistent with the principle that rates should correspond to benefit received.

Do you have any other comments on our Annual Plan 2026/27?

I cannot believe you are proposing to increase rates. My pension does not cover any such increase!!!

Submission #293

Name: Ian Richardson

Organisation: H.B.Woolworld

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Submission on Napier City Council Annual Plan 2026/27 To: Napier City Council Subject: Opposition to the merger of "Rural Residential/Lifestyle" into the "Residential" Rating Category Owner of 149 Awatoto Road - H.B.Woolworld Valuation 0991062400 As the owner of 149 Awatoto Road, which is currently under appeal for General Industrial rezoning in the The Environmental Court and a property Council have already agreed to be able to use our land for soft industry. We oppose the shift of transportation costs from Land Value to Capital Value. This model disproportionately impacts properties in development phases where high capital improvements do not immediately equate to increased road usage, it is flawed for storage-heavy industrial sites with low vehicle trip generation compared to high turnover retail sites. Grounds for Objection 1 Rating/Zoning Inconsistency (The "Double Standard" Argument): While Council is changing my rating category to "Residential" the property remains zoned as Rural Lifestyle/Rural Production, under the District Plan. This creates a fundamental disconnect: I am being asked to pay the same rate as urban residents, yet I am legally prohibited from the development rights (density and subdivision) that give urban residential land its value. It is inequitable to bill a property based on an urban status that Council's own zoning rules deny. 2 Disproportionate "User - Pays Burden": The Residential rating category is designed to fund services that my property does not receive at an urban level. This includes: 3 Infrastructure: Lack of curb-and-channeling, footpaths, and streetlighting. Three Waters: My property relies on septic/bore and does not place the same demand on the city's reticulated networks as a high - density urban lot. By moving me to a category with a higher

differential, I am effectively subsidising urban infrastructure that provides zero benefit to my lifestyle land. 4 Erosion of the "Benefit Principle": Local government rating is supposed to be based on the Benefit Principle - those who benefit most should pay the most. As a rural lifestyle owner, I face reverse sensitivity issues, noise, dust, and agricultural/commercial activity from neighboring farms/commercial industries that urban residents are protected from. Charging me an urban residential rate ignores the lower level of amenity and service inherent to my location. 5 Financial Hardship via Capital Value (CV) Weighting: Because lifestyle properties typically have higher Capital Values due to land size (not because of urban service proximity), moving us into the Residential category creates a massive, unjustified "rate shock". This is not a reflection of increased service use, but a purely administrative change that ignores the physical reality of the land. 6 Lack of Urban Amenities My property on Awatoto Road lacks the basic infrastructure that defines a "Residential" area. There are no footpaths, meaning residents must walk on the road shoulder, and there is zero street lighting as well as it being a 80mh/h speed limit. By moving me to a Residential category, Council will be charging me for an urban lifestyle that it is not providing. I will be billed for the walkability and safety of an urban street while living on a dark rural road. Awatoto Road is an arterial route not an urban road. Unlike urban residential properties we do not fall under the 400-500 meter safe walk or 5min drive to parks, schools, supermarkets etc 7 Sub standard Drainage Infrastureture Unlike standard Residential streets which feature kerb and channeling and piped stormwater, my property relies on open roadside drains and swales. These do not offer the same level of flood protection or aesthetic value as urban infrastructure. It is unrealistic to apply a residential rate to a property that still relies on a basic rural drainage system. Taking all of these points into play the logic you are suggesting for moving my property into a Residential category is unrealistic on these grounds. It is like having a petrol car and being charged for diesel rucks. We are aware that you are wanting to have fewer categories and suggest you place properties like ours into the rural category where it is better aligned with. Sincerely H.B. Woolworld Ian Richardson & Wendy Prattley

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #294

Name: Christine Marwick

Organisation: Left blank by submitter.

Hearings: Yes

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

If we, as rural - residential ratepayers have to pay more for current existing services then that is unfair and unjust, if the council is planning on fixing up the roads/footpaths/etc where we immediately live then that is fairer/just.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

On behalf of my husband and I, we totally disagree with the proposal to charge rural-residential rate payers as residential ratepayers! Our reasons are (1)Why are we paying for a service/s that we do not have or can not connect to (Water/Sewerage/footpaths/streetlights/decent road that are safe enough for our children to bike on or walk on to Taradale/no broadband/poor drainage/lack of cleaing/clearing being done to drains/ditches)? (2) Are you planning on having these available or to be able to to connect into in the very near future as in the next year or 2? (3)The rates keep rising but the services either are not there or the value of what services we receive are not increasing with the value of the increased rates cost. Why is this? (4)When we had a severe storm in November 2022 we had major flooding blocking our road and causing damage to our driveway/property entrance and surrounding areas and the council did not even know that there was a drain under the road by our driveway going into the neighbour's property over the road. It was not even on their plans. How is this a service? Obviously we have had major flooding since with Cyclone Gabrielle,and although the weather can not be controlled - maintenance of drains/ditches etc can be better managed and actioned. We do our best, as does our neighbours to ensure our surrounding ditches are clear when there is severe weather warnings. (5) How are we expected as rate payers to continuously pay more and more rates for services? We understand that costs go up and things cost more - but as rate payers we expect the council to be financially responsible with our money. The previous

council and the current council have not done that. Example being with new multi-million dollars being spent on new council and library premises when an existing safe building could be used and that money could be spent on much more important infrustructure. The majority of ratepayers disagreed with your spending on this matter but to no avail. (6) As mentioned in point one, we do not have town/council water or sewerage. We pay for our own water tanks/maintenance/buying in water when needed/insurance on all the fixtures, same as for sewerage we pay for our own maintenance/repairs/insurance/flood damage etc etc. Why should we as rural residential ratepayers be paying the same as residential ratepayers and they get those services provided in their rates already? Can the council please explain this reasoning to us? This is unfair and unjust.We do not have access to these services and should not be charged as such. (7) I am aware that there is a "general rates" charge. This charge should cover those services that we all recieve and the residential rate payers should be charged more as per the services they recieve such as stormwater/water/sewerage, and the rural-residential rate payers that do not have those services should not be charged. (8)What is the proposed "transportation charge" going to cover and is this the same for all ratepayers irrelevant of zoning and what services we receive based on our location? (9)I/we would like to be present if possible when the hearing is to be held on the 27/28 May. This is a matter we feel very strong about. I would also appreciate a response to say this has been received before 5pm on the 24/04/26. I/we would also like a response to our questions, we would be more than happy if a council planner would like to meet us in person. Regards, concerned and frustrated Mr and Mrs Rural-Residential Ratepayer.

Do you have any other comments on our Annual Plan 2026/27?

Where is the accountability of the Councillors when they are campaigning to be voted in ? When they don't keep their promises are you willing to be accountable for your overspending even though the ratepayers have unanimously disagreed with your decisions on how our money is spent?

Submission #295

Name: Brendan Knauf

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #296

Name: Craig Stranaghan

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

If Council reinstated the 0.9 differential and applied the same 0.85 differential as rural ratepayers to the new transport levy, our average increase reduces from 17% to 5% which is more acceptable to me.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

The Esk Hills subdivision we live in is looking at an average per household increase in rates of 14-17% from the 2025-26 year which I find totally unacceptable. This is in addition to an average increase of 86% over the past two years. Council has provided no explanation or analysis to support the removal of the Rural Residential Differential for Esk Hills properties. Esk Hills residents do not benefit from the full range of services funded out of general rates revenue, most obviously from the portion of fresh water, storm water and wastewater costs which is not recovered from the targeted rates for these services. (In the most recent complete year, 2024/25, Council reported a loss, after providing for depreciation but before financing costs, of $16m for its water supply, storm water and wastewater services. This shortfall was funded partially out of general rates revenue and partly by debt, which will in turn be financed and repaid from general rates revenue in future years.) Council justifies a 0.85 differential for Rural properties for the proposed Transportation Rate as follows: “This is because rural roads receive a lower level of service than urban roads. For example, they lack footpaths and streetlights. Additionally, due to their land size and value, they pay relatively more than residential properties.” These factors all apply to Esk Hills: we have no footpaths or streetlights, a portion of the Esk Hills roads are privately owned and therefore not maintained by Council at all, and the average capital value of an Esk Hills property of $2.26m means that even if the 0.85 differential were applied, the average Esk Hill property would still be paying a Transportation Rate of $968 per annum, vs the NCC average of $396.

(Absent the differential the average Esk Hill resident will be paying a Transportation Rate of $1,158, nearly three times the Napier average.) There is a strong case for increasing the Rural Residential differential – for example, to the 0.76 differential applied by Hastings District Council to similarly-situated ratepayers – but at a minimum Council should reverse its arbitrary and capricious decision to remove the differential altogether and should apply the 0.85 Transportation differential to Esk Hills properties.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #297

Name: Jane Harrison

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Submission on Napier City Council Annual Plan 2026/27 To: Napier City Council Subject: Opposition to the merger of "Rural Residential/Lifestyle" into the "Residential" Rating Category Owner of 133 Awatoto Road Valuation 0991062500 As the owner of 133 Awatoto Road, which is currently under appeal for General Industrial rezoning in the Environmental Court and a property Council have already agreed to be able to use our land for soft industry. We oppose the shift of transportation costs from Land Value to Capital Value. This model disproportionately impacts properties in development phases where high capital improvements do not immediately equate to increased road usage, it is flawed for storage-heavy industrial sites with low vehicle trip generation compared to high turnover retail sites. Grounds for Objection 1 Rating/Zoning Inconsistency (The "Double Standard" Argument): While Council is changing my rating category to "Residential" the property remains zoned as Rural Lifestyle/Rural Production, under the District Plan. This creates a fundamental disconnect: I am being asked to pay the same rate as urban residents, yet I am legally prohibited from the development rights (density and subdivision) that give urban residential land its value. It is inequitable to bill a property based on an urban status that Council's own zoning rules deny. 2 Disproportionate "User - Pays Burden": The Residential rating category is designed to fund services that my property does not receive at an urban level. This includes: 3 Infrastructure: Lack of curb-and-channeling, footpaths, and streetlighting. Three Waters: My property relies on septic/bore and does not place the same demand on the city's reticulated networks as a high - density urban lot. By moving me to a category with a higher differential, I am effectively subsidising urban infrastructure that

provides zero benefit to my lifestyle land. 4 Erosion of the “Benefit Principle”: Local government rating is supposed to be based on the Benefit Principle - those who benefit most should pay the most. As a rural lifestyle owner, I face reverse sensitivity issues, noise, dust, and agricultural/commercial activity from neighboring farms/commercial industries that urban residents are protected from. Charging me an urban residential rate ignores the lower level of amenity and service inherent to my location. 5 Financial Hardship via Capital Value (CV) Weighting: Because lifestyle properties typically have higher Capital Values due to land size (not because of urban service proximity), moving us into the Residential category creates a massive, unjustified “rate shock”. This is not a reflection of increased service use, but a purely administrative change that ignores the physical reality of the land. 6 Lack of Urban Amenities My property on Awatoto Road lacks the basic infrastructure that defines a “Residential” area. There are no footpaths, meaning residents must walk on the road shoulder, and there is zero street lighting as well as it being a 80mh/h speed limit. By moving me to a Residential category, Council will be charging me for an urban lifestyle that it is not providing. I will be billed for the walkability and safety of an urban street while living on a dark rural road. Awatoto Road is an arterial route not an urban road. Unlike urban residential properties we do not fall under the 400-500 meter safe walk or 5min drive to parks, schools, supermarkets etc 7 Sub standard Drainage Infrastureture Unlike standard Residential streets which feature kerb and channeling and piped stormwater, my property relies on open roadside drains and swales. These do not offer the same level of flood protection or aesthetic value as urban infrastructure. It is unrealistic to apply a residential rate to a property that still relies on a basic rural drainage system. Taking all of these points into play the logic you are suggesting for moving my property into a Residential category is unrealistic on these grounds. It is like having a petrol car and being charged for diesel rucks. We are aware that you are wanting to have fewer categories and suggest you place properties like ours into the rural category where it is better aligned with. Sincerely Jane and Shane Harrison

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

453

Submission #298

Name: Maraenui Trust

Organisation: Maraenui Trust

Hearings: No

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

we oppose the rate increase of 9% for this block of land. we were always told this block of land was never going to change from rural to residential, is this still possible from the Council? has own sewage, water, security. no street lights, on a 80 K road no close bus stops. not enough people living along this road to use transportation costs We do not getting any extra amenities supplied for this proposed rate increase when New Zealand is not in a good economical state. Do the town residential face this increase to? 9%, or is it just this new zoning (Rural Residential)

Do you have any other comments on our Annual Plan 2026/27?

Every pensioner council village should be charged full market rates per unit as this is rate payer money to house these people.

Submission #299

Name: Wayne Leadbetter

Organisation: Hawke's Bay Vintners Limited

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 2: Commercial and Residential ratepayers pay the same.

CCTV comment

The above boxes were selected as it is mandatory to complete the form. We have no relevant views on the transport of CCTV

Do you have any general comments on the Draft Revenue & Financing Policy?

No

Do you have any comments on our proposed fees and charges for 2026/27?

- Hawke's Bay Vintners (HBV)are a new business that has picked up the operations from the closed down HB Wine Company on this site - The state of HB Wine Industry resulted in far less wine for custom crushing these past few years. We are significant employers through the vintage and year round contribute a significant amount of trade waste to the Pandora flow as cleaning at the winery is critical. - We are paying $126,000 as a general rate in addition to the already extremely high trade waste costs. - We do not believe that the proposed increase is reasonable in the sense that it is being levied after businesses have made capital and employment decisions based upon the facilities and charges in place here. It is paradoxical that the city has determined to capture past investment capital in this area while the businesses that have established in Pandora have no such option - It is difficult to submit a complete tender when the final shape the increase plan takes is not being disclosed. However we are certain enough that what is being proposed is going to reduce business investment in this area and consequential opportunity for recovery and growth - Insofar as allocation of the increases go it would be fairer to view industrial waste as one investment category - as residential is. A general trade waste increase of 16.6% would not impact any single area unduly and would achieve the same collection Thank you for considering our perspective. We look forward to further discussion once a decision is made on the interim step and the longer term objectives can be shared and reviewed.

Do you have any other comments on our Annual Plan 2026/27?

No

Submission #300

Name: Simone Stranaghan

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Yes as follows: Under Council's preferred option, Esk Hills residents, (which I am) will face an average increase in rates of circa 17%. This is in addition to an average increase of 86% over the past two years. Council has not provided an explanation or analysis to support the removal of the Rural Residential Differential for where we live in Esk Hills. Esk Hills residents do not benefit from the full range of services funded out of general rates revenue, most obviously from the portion of fresh water, storm water and wastewater costs which is not recovered from the targeted rates for these services. (In the most recent complete year, 2024/25, Council reported a loss, after providing for depreciation but before financing costs, of $16m for its water supply, storm water and wastewater services. This shortfall was funded partially out of general rates revenue and partly by debt, which will in turn be financed and repaid from general rates revenue in future years.) In addition we have no street lighting, we maintain all the walking tracks and bush areas ourselves in Esk Hill. We have no immediate public transport (the bus stop is a good 30 minute walk away).

Do you have any other comments on our Annual Plan 2026/27?

No increase to rates at this hard economic time. In the future think long and hard about big capital expenses eg the new library which is being constructed and new buildings for the Council staffe. We already have a good library in Taradale and how many people use a library these days. What was wrong with the current Council buildings? Why did Council require new buildings?

Submission #301

Name: Kelvin Watts

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

Everyone's use of the roads is irrespective of the value of one's house. Land value continues therefore to be a fairer method.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #302

Name: Richard Hale

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

1. We note this year's annual plan proposes a wopping 9.1 % increase in our rates for 2026/27. 2. This increase comes on the back of actions taken by Council over the last three years to align rural and residential rates over the period (as we understand it, we were rural but are now zoned residential). 3. On the face of it we will have significant rate increases, unrelated to the origination of any costs. These include: a. No sewerage b. No water (waste, storm, drinking) c. No footpaths d. No street lighting e. No transport f. No broadband 4. Rates have simply continued to increase. And it is hard not to draw the conclusion that we are receiving rates increases on top of rates increases. 5. Rates affordability is now a deeply challenging issue, particularly for anyone engaged in, and looking to grow in, the productive sector. It does not take much to understand the impact these fixed charges have, particularly in the current business cycle and its impact on the New Zealand economy. 6. This is a stressful time for the local and global economy. Nevertheless we are endeavouring to generate value to contribute and add valueal economy. 7. This is the problem for rates. Council's plan should demonstrate clearly that it can understand the impact fixed charges have the ability to pass these increases on.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #303

Name: Chris Rendall

Organisation: Woolworks New Zealand Limited

Hearings: Yes

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Please see attached letter which provides further comment - some of its content is duplicated below. Woolworks New Zealand Limited objects to the proposed increase and seeks that the Napier City Council do not increase the trade waste fee. It would be more appropriate to consider changes to trade waste fees once the actual reasonable costs of managing these discharges are understood with the information on costing and charging completed and the associated consultation has been undertaken. Woolworks New Zealand Limited has significant concerns with the proposed increase in the fees and charges proposal relating to trade waste. While the Awatoto Charge Per cubic metre increase of 5c from $0.34 - $0.39 per m3 may seem minor, but the operational cost implications for this are significant and may, especially when combined with the likely further increases proposed later in the year, result in the need to scale back or cease operations. This cost, especially alongside other cost increases, will likely make the business non-viable and result in its closure (this would avoid the discharge but also a significant reduction in funds available for the Council to operate and maintain the system). • Woolworks Awatoto site currently generates up to 180m3/h. If operating 24/7 the current proposed increase would be nearly $80,000 per annum increase with the total annual fee going from ~$500,000 to ~$600,000 per annum. If the same approach is taken once the research has been undertaken to recoup 100% costs this may total ~$800,000 per annum. Woolworks notes that the proposed approach and fee increase is inconsistent with both the Council's own trade waste and wastewater bylaw, the associated bylaw manual and the associated methodology for setting fees and charges. It is unclear the purpose of these documents if

they are not applied by the council. o Are these to be revoked? If the process in the bylaw is not to be followed, then Woolworks seeks that council considers alternative charging approaches. A negotiated fixed amount/ contribution may be a more sustainable and proportionate approach. Consideration should be made regarding the relative 'complexity' of processing differing 'waste' streams, for example this may have a high volume, but it also has a moderately consistent known profile. It also is not treated in the same manner as domestic wastewater and we understand very limited processing actually occurs, given this a decrease in the fee may be appropriate? Woolworks is currently investigating and trialling new technology to reduce the load in its discharge. Napier City Council is aware of what we are doing and have been supportive to date. Increased charges also reduce funds available to undertake on site improvements – especially if there is no charging differential based on the complexity/load of the discharge. • To understand if the costs being passed on are reasonable Woolworks would like to understand what the council has implemented to reduce their operational costs of conveying and treating trade waste, please provide a detailed overview of the existing costs and rationale. Woolworks would also appreciate information on how the Council separate these out costs from 'domestic' wastewater processing conveying and treating. Woolworks would also appreciate information on how the Council is ensuring their processes are efficient and effective and what consideration and changes have been put into altering processes to reduce costs. Woolworks supports differentiation of rates based on catchments and associated operational costs of conveying and treating trade waste Woolworks is also interested in obtaining the terms of reference provided to the consultant to develop a trade waste charging model. Was this opportunity listed through GETS? What is the proposed process for trade waste users to review the report - Woolworks is keen to be provided the opportunity to be involved in those discussions.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Attachment 1 – Submitted document (see next page)

PDF page 1 of 3

WoolWorks New Zealand Limited
Hawkes Bay Woolscourers
11 Waitangi Road, Awatoto, Napier
+64 6 834 1421
tonyc@woolworks.co.nz

23 April 2026

To whom it may concern

Napier City Council proposed trade waste charges increase

Woolworks NZ Ltd operates New Zealand's only commission wool scouring facilities in Napier and Timaru. We operate large industrial manufacturing sites and directly employ in excess of 165 FTE's across the business.

The proposed Napier City Council trade waste charge increases will put significant pressure on the ongoing viability of the business. We are a proactive company and invest significantly in ensuring our activities are socially and environmentally sustainable this is evidenced by our ongoing commitment to reduce our Green House Gas emissions.

The exit of the business in the Hawkes Bay alone would impact up to 3,500 jobs, across support services for the business on top of the lost wages and overall economic contribution in excess of $50M PA.

We ask that Napier City Council seriously considers the regional economic implications if the charges result in another key industrial activity in Hawkes Bay shutting down. We understand that budgets must be balanced but we hope that Council factors in the implications of 'balancing the books' in a context broader than a + b = c, and recognises the real world impacts and implications, which may, if the changes are implemented, in this instance result in significant financial implications for trade waste users, those who work in affected industries and the broader community if jobs are lost.

In addition, there would be significant implications to the New Zealand wool industry if Woolworks were to shut down operations. The international and domestic supply chain for the provision of scoured wool on the New Zealand wool industry would no longer be available in New Zealand. Currently 75% of all greasy wool grown in New Zealand is scoured in New Zealand by Woolworks prior to shipment to the textile supply chain globally.

- Woolworks New Zealand Limited objects to the proposed increase and seeks that the Napier City Council do not increase the trade waste fee. It would be more appropriate to consider changes to trade waste fees once the actual reasonable costs of managing these discharges are understood with the information on costing and charging completed and the associated consultation has been undertaken.
- Woolworks New Zealand Limited has significant concerns with the proposed increase in the fees and charges proposal relating to trade waste. While the Awatoto Charge Per cubic metre increase of 5c from $0.34 - $0.39 per m^3 may seem minor, but the operational cost

462

implications for this are significant and may, especially when combined with the likely further increases proposed later in the year, result in the need to scale back or cease operations. This cost, especially alongside other cost increases, will likely make the business non-viable and result in its closure (this would avoid the discharge but also a significant reduction in funds available for the Council to operate and maintain the system).

- Woolworks Awatoto site currently generates up to 180m^3/h. If operating 24/7 the current proposed increase would be nearly $80,000 per annum increase with the total annual fee going from ~$500,000 to ~$600,000 per annum. If the same approach is taken once the research has been undertaken to recoup 100% costs this may total ~$800,000 per annum.
- Woolworks notes that the proposed approach and fee increase is inconsistent with both the Council's own trade waste and wastewater bylaw, the associated bylaw manual and the associated methodology for setting fees and charges. It is unclear the purpose of these documents if they are not applied by the council.
    - Are these to be revoked?
- If the process in the bylaw is not to be followed, then Woolworks seeks that council considers alternative charging approaches. A negotiated fixed amount/ contribution may be a more sustainable and proportionate approach. Consideration should be made regarding the relative 'complexity' of processing differing 'waste' streams, for example this may have a high volume, but it also has a moderately consistent known profile. It also is not treated in the same manner as domestic wastewater and we understand very limited processing actually occurs, given this a decrease in the fee may be appropriate?
- Woolworks is currently investigating and trialling new technology to reduce the load in its discharge. Napier City Council is aware of what we are doing and have been supportive to date. Increased charges also reduce funds available to undertake on site improvements – especially if there is no charging differential based on the complexity/load of the discharge.
- To understand if the costs being passed on are reasonable Woolworks would like to understand what the council has implemented to reduce their operational costs of conveying and treating trade waste, please provide a detailed overview of the existing costs and rationale. Woolworks would also appreciate information on how the Council separate these out costs from 'domestic' wastewater processing conveying and treating. Woolworks would also appreciate information on how the Council is ensuring their processes are efficient and effective and what consideration and changes have been put into altering processes to reduce costs.
- Woolworks supports differentiation of rates based on catchments and associated operational costs of conveying and treating trade waste
- Woolworks is also interested in obtaining the terms of reference provided to the consultant to develop a trade waste charging model. Was this opportunity listed through GETS? What is the proposed process for trade waste users to review the report - Woolworks is keen to be provided the opportunity to be involved in those discussions.

PDF page 3 of 3

Woolworks welcomes the opportunity to discuss the above submission with Council representatives and represent at the upcoming hearings later in the year.

Yours Sincerely



Tony Cunningham
Chief Executive Officer – Operations
WoolWorks New Zealand Ltd

464

Submission #304

Name: Catriona Eagles

Organisation: Unison Networks Limited

Hearings: Yes

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

see attached document

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

No

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Attachment 1 – Submitted document (see next page)

PDF page 1 of 8

Ref: 26014

24 April 2026
Napier City Council
Submitted online

Tēnā koutou

SUBMISSION TO NAPIER CITY ANNUAL PLAN 2026/27
INCREASE IN RATES AND INTRODUCTION OF A SPECIFIC TRANSPORTATION RATE

Submission

Unison Networks Limited (Unison) and Centralines Limited (Centralines) submit in opposition to the proposed introduction of a Targeted Transportation Rate based on Capital Value as it applies to utility infrastructure located within road corridors. Unison wishes to be heard at any hearing held relating to this matter and welcomes further discussion on its submission prior.

Unison's position is this proposal is unjustified, unsupported by evidence, and will operate as an inequitable reallocation of roading costs onto utility consumers. Unison questions the legal ability Napier City Council has under the Local Government Act to impose this Targeted Transportation Rate on utilities within the road corridor.

Utility providers deliver essential services which benefit the community and bear their share of costs to the road network through established methods. Any additional rating costs may be passed on to the network users resulting in double charging.

This rating proposal raises issues of fairness (shifting general road funding burdens onto a narrow base), economic efficiency (charging beyond actual costs and potentially discouraging infrastructure investment), and consistency with the established legislative intent for managing utilities in road corridors.

Background

Unison and Centralines are consumer-owned electricity distribution companies operating in Hawke's Bay, Taupō, Rotorua and Central Hawke's Bay. This submission responds to Napier City Council's consultation on the proposed increase in rates and the introduction of a Targeted Transportation Rate. Our submission focuses specifically on

466

the application of a Transportation Rate to utility infrastructure located within road corridors. We remain neutral on the overall level of the proposed general rate increase; however, we are in opposition to the design and application of a specific Transportation Rate as it applies to utility networks.

As consumer-owned electricity distribution companies operate in trust for the enduring benefit of their communities. Strategic planning is focused on delivering sustainable, reliable, and efficient network services, maintaining a balance between affordability and responsible investment. These initiatives prioritise consumer interests while ensuring compliance with regulatory requirements and supporting New Zealand's transition to new energy solutions.

As a community-owned infrastructure service provider, Unison faces many of the same pressures currently confronting local government, including escalating input costs that are increasing faster than general inflation, alongside rising policy, regulatory, and compliance expectations that add further cost. Like Council, Unison must manage how these costs are absorbed and passed through to a community that is already experiencing broad-based cost pressures across housing, transport, and essential services. It is precisely in this environment that efficient, transparent, and well-targeted cost recovery becomes most important. When costs are recovered in ways that are not aligned with use, benefit, or cost causation, consumers are deprived of clear price signals and are less able to make informed decisions about service levels and consumption. In our view, this makes it especially important that any changes to rating structures are carefully designed to ensure costs are allocated fairly and efficiently, consistent with legislative intent and long-term community outcomes.

Unison's network comprises of 51% overhead and 49% underground. On this basis a significant portion of the network is maintained and upgraded without the need to excavate or damage roads. No analysis is provided in the annual plan proposal to assess the extent of road usage to which Council proports that utility providers contribute or the damage incurred , no analysis is provided to assess the economic impact of the proposed Targeted Transportation Rate, nor does there appear to be any regulatory analysis of the legislative parameters that utility providers work within. Council requires better analysis on this matter prior to making any decision on this Targeted Transportation Rate.

Introduction

Our position is guided by three principles: fairness, economic efficiency, and consistency with legislative intent. While we recognise the need for Council to fund and maintain essential transport infrastructure, we consider that applying a capital-value-based

Transportation Rate with a high differential to utility infrastructure raises issues that are distinct from general rate setting and warrants clear reconsideration.

Fairness

We acknowledge Council's rationale for exploring a capital value-based Transportation Rate, namely, the view that higher-value properties and certain sectors (like utilities and other commercial ratepayers) benefit more from, or place greater demands on, the transport network. However, we submit that applying a significant rates burden to utility infrastructure in the road corridor is not fair or proportionate to any benefit those assets receive from the roading system. Utility networks (electricity lines, telecommunications cables, water, and gas pipes, etc.) exist within road corridors primarily to deliver essential services to homes and businesses. They do not "consume" typical council services, and their presence in the road does not equate to heavy personal or commercial use of roads in the way a large freight depot or shopping centre might.

Under the proposal (Option 1 in the consultation), utility network rating units would face a 2.6 differential on the new Transportation Rate calculated on capital value. This would increase the share of roading costs allocated to utilities. In effect, utility providers, and by extension their customers, would be funding a greater portion of local road maintenance and upgrades, even though those roads are a public good serving all residents and businesses. Furthermore utility providers deliver an essential utility service without which communities and businesses cannot grow, develop and flourish.

We consider this unfair for the below reasons:

- **No direct service benefit**: Utilities in the road corridor do not benefit from streetlights, footpaths, or road paving in any direct sense; they are infrastructure, not end-users. The Local Government (Rating) Act 2002 emphasises that rates should relate to services provided to, or used by, the ratepayer. Here, the ratepayer is a network that does not drive trucks on the road daily or enjoy council facilities, it simply occupies a small linear portion of the subsoil or airspace by statutory right to serve the public.
- **Disproportionate burden on utility consumers**: If utilities are charged more, they will recover these costs through their pricing. Napier residents pay, but not in a way that aligns with their use of council services. It effectively moves general roading costs (which should be broadly shared among all who benefit from roads) onto a specific subset of the community: those who pay utility bills. This cross-subsidy means a typical Napier household would pay for roads not just through their normal property rates, but also through higher electricity or telecommunication charges; an inequitable outcome, especially compared to residents in other districts without such a targeted levy on utilities.

- **Double charging and precedent**: For council-owned utilities (if any, such as water infrastructure still on Council's books), a targeted rate would be an internal transfer that ratepayers fund twice (once via water service charges, once via the new rate). For external utilities, it sets a precedent that utilities are a convenient class to single out for additional revenue, despite their statutory role in providing essential services. We question whether this aligns with the benefit principle in section 101(3) of the Local Government Act 2002, as the benefit of well-maintained roads accrues to the whole community and economy, not uniquely to utility companies.

In summary, fairness dictates that the costs of the transport network be borne by those who use and benefit from that network. Utilities facilitate benefits to the public; they are not heavy users in themselves, the use of the road network for maintenance or upgrade is to deliver an essential service to communities and businesses not to reap commerical benefit. Charging Unison extra via a Transportation Rate is, in our view, not a fair reflection of either usage or benefit.

Economic Efficiency

The proposal also fails to demonstrate grounded decision making on economic efficiencies and sound infrastructure cost allocation. In a period of heightened cost pressure for both councils and households, inefficient cost allocation risks compounding affordability challenges without improving service outcomes. Under New Zealand's existing regulatory framework, utilities already pay their way for any impacts they have on the local roading network.

When utility operators install, maintain, or upgrade infrastructure in the road corridor, they must:

- Obtain a Corridor Access Request (CAR) permit and comply with all conditions set by the Council (as road corridor manager), including traffic management plans.
- Pay administrative fees for the permit process and any required inspections.
- Provide traffic management at their own cost to mitigate disruption (e.g., signage, cones, alternate routes during works).
- Reinstate any excavation or disturbance to the road or footpath to the Council's required standard, at the utility's expense.
- Coordinate works with other utilities and Council under the national Utilities Access Act 2010 and its Code of Practice, to minimise repeat disruptions and pavement damage.

These requirements mean that the direct costs that utility activities impose on roads are already internalised by the utility company rather than by Council or the general ratepayer. For instance, if a utility must dig up a section of road, it pays for the repair; if its

work temporarily slows traffic, it funds the traffic control. This is economically efficient: the party causing the cost bears the cost, incentivising careful planning and minimisation of road use impacts.
Imposing an additional, ongoing Transportation Rate on utilities goes beyond recovering actual costs, it becomes a form of overhead charge unrelated to specific work or damage. From an economic perspective, this will lead to:

- Higher consumer prices without added benefit (as noted, utilities will pass through the cost to consumers, raising utility bills locally).
- Distorted investment signals: if operating a network in Napier carries extra annual charges, a utility might defer upgrades or seek alternative routings (where feasible) to reduce rateable assets in the city, potentially leading to less efficient service outcomes, impacting on economic growth within the community.
- Inefficient cost recovery: the Council will be recovering money from utilities above what is needed for any utility-related roading expenditure (since those are covered by the direct mechanisms described above). The surplus effectively subsidises other road costs that should rightly be covered by general taxation (general rates or user charges like fuel tax/road user charges which everybody pays).

Crucially, the rationale for charging by capital value with a high differential is to capture a perceived greater impact on, or benefit from, the roading network. We submit that this rationale is misapplied in the case of utilities. Unlike a commercial property with high traffic generation, a utility network's "impact" on roads is sporadic maintenance work or emergency works, again, fully mitigated and paid for when it occurs, and its "benefit" from roads is simply that roads host the infrastructure that serves everyone. There is no continual strain on or use of council resources caused by the mere existence of lines or pipes along a road.

Thus, layering a hefty Transportation Rate onto utilities will introduce allocative inefficiency, charging far above the marginal cost of the utility's presence in the road. It is a charge divorced from actual road maintenance attributable to that presence. The long-term efficiency consequences include higher infrastructure costs for the community and potentially reduced infrastructure investment in Napier, outcomes at odds with the Council's and central government's goals for affordable, reliable utility services and well-planned infrastructure and communities.

Consistency with Legislative Intent

The legislative framework for utility corridor management in New Zealand is intended to facilitate coordinated and non-discriminatory access for utilities, while enabling councils to recover direct costs and impose reasonable conditions. Key points of that framework include:

- The Utilities Access Act 2010 and the mandatory National Code of Practice for Utility Operators' Access to Transport Corridors. These establish that utilities have a right to access the road (transport) corridors for their infrastructure, and in return must comply with standard conditions and cost-recovery mechanisms (like those noted under Economic Efficiency). The intent was to create a consistent, nationwide approach, avoiding ad-hoc barriers or charges.
- Amendments to sector legislation (Electricity Act 1992, Gas Act 1992, Telecommunications Act 2001) made alongside the 2010 Act. These prohibit councils from charging utilities rent or license fees for use of road space, reinforcing that the only charges should be for actual services provided (e.g. processing a permit) or damage done. While those Acts allow utilities' networks to be rated in relation to land parcels owned by them, the spirit is that councils should not treat utility occupation as a revenue source beyond recovering genuine costs.
- Local Government Act 2002 (LGA) rating and fiscal management principles. Section 101 and related provisions require councils to consider fairness, who benefits, and who causes costs when setting rates or targeted rates. Targeted rates should have a clear logic linking the rate to the service or activity funded.

Given this legislative context, introducing a Targeted Transportation Rate that disproportionately impacts utilities contravenes the legal framework's spirit. It effectively sidesteps the constraints of the Utilities Access regime by using rating powers to extract additional funds from utility providers. We do not agree this is consistent with the intended balance of responsibilities. The Council's legitimate role as a road corridor manager is to oversee safety and coordination (with cost recovery for those functions), not to impose additional taxation on corridor users over and above general community funding of transport infrastructure.

Moreover, if every Council were to follow suit, it would fragment the nationally consistent approach Parliament sought to achieve. Utility companies operating across multiple districts would face a patchwork of extra local charges, complicating their pricing and investment decisions – an outcome the 2010 reforms aimed to avoid.

In plain terms, the legislation anticipates that utility contributions to road costs are managed through direct cost recovery and broad-based funding (like fuel taxes and general rates that everyone pays), rather than targeted rates on utilities in road corridors. The introduction of a special Transportation Rate that captures utilities in a high differential runs counter to that model and could be viewed as inconsistent with the purposes and reasoning of the existing laws.

Pricing Implications for Napier Residents

As a final and very practical point, we note that adopting the proposed Transportation Rate, especially with the significant differential on utilities, may have a direct impact on Napier consumers. Under the cost-reflective pricing principles we operate by (consistent with the regulatory guidance from the Electricity Authority and others), any new council rates levied on our network are a cost specific to serving Napier. We will face the challenge of how to recover that cost from customers in Napier, as part of their utility bills. The result is that Napier residents may pay higher electricity (and/or telecommunication) charges than they otherwise would, or than comparable consumers in other districts, purely because of this local rates policy.

This is an undesirable outcome: it undermines the consistency of utility pricing across different regions and places an extra financial burden on Napier households and businesses, without a corresponding local benefit in utility service levels. In effect, Napier ratepayers may pay more and "get" the same electricity or phone service as a Hastings or Central Hawke's Bay ratepayer. This consequence further underscores that the Council's objectives in funding roads should be met in ways that do not single out essential service networks for additional charges.

Conclusion

In conclusion, we oppose the introduction of a specific Transportation Rate (calculated on capital value with a heavy utility differential), when applied to utility infrastructure in road corridors. It raises issues of fairness (shifting general road funding burdens onto a narrow base), economic efficiency (charging beyond actual costs and potentially discouraging infrastructure investment), and consistency with the established legislative intent for managing utilities in road corridors.

Outcome Sought

We require Napier City Council to more clearly research and analyse this rating change as it relates to utilities in road corridors. We require Napier City Council to reconsider this aspect of Napier City Annual Plan 2026.

If additional revenue is required for the transport activity, it should be raised in a manner that equally distributes costs in line with transport network use and benefits, or through targeted rates that reflect specific, measurable extra demand by certain sectors; not through a blanket reclassification that disproportionately impacts utility networks.

We respectfully request that Option 2 (status quo funding via the general rate on land value) or other funding tools that do not unfairly penalise utilities better maintain the balance envisaged by national policy and ensure that Napier's residents are treated equitably.

We appreciate the opportunity to provide this submission and wish to engage further on this matter. We are able to provide any additional information that may assist the Council in its decision-making process.

We do wish to speak at any hearing held on this matter.

Nāmāua noa, nā

Jason Larkin / Tarryn Butcher
GM COMMERCIAL AND REGULATORY / REGULATORY MANAGER

Submission #305

Name: Rachael Hinchco

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

No change is realistic for anybody.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

No roading should be based on a home value. Only land value. With either value my about address will raise my rates by $500+ which is completely unrealistic for any family. This is similar to HBRC change which has not gone down well.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #306

Name: Adrienne Kaye Pollock

Organisation: Left blank by submitter.

Hearings: Yes

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Please see attached document.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Please see attached document.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Attachment 1 – Submitted document (see next page)

Submission on Napier City Council's Annual Plan 2026-27

I am a property owner and ratepayer in the Esk Hills subdivision, where I have resided along with my husband since 2011.

My primary submission relates to the proposed removal of the Rural Residential Differential for Esk Hills residents, and the consequential application of the full proposed targeted transportation levy:

- Under Council's preferred option, Esk Hills residents will face an average increase in rates of approximately 14%. This is in addition to an average increase of 86% over the past two years. As retirees, these increases impact heavily on our ability to enjoy quality of life.
- Council appears to have provided no explanation or analysis to support the removal of the Rural Residential Differential for Esk Hills properties. Unlike residents in Napier city, Esk Hills residents do not benefit from the full range of services funded out of general rates revenue, for example:
    - ◊ Fresh water supply: we collect our own rainwater off the roof and into two tanks. Thus, we have incurred the initial cost of purchasing and installing water tanks and the required filtering system. We also incur servicing and maintenance costs; and the running costs, in particular the cost of power to pump the fresh water into the house for drinking, washing, laundry, toilets etc. As we all know, power costs alone are becoming increasingly challenging to service, particularly for retirees on fixed incomes.
    - ◊ Wastewater: We have incurred the cost of installing our own sewerage/wastewater system which also requires annual servicing at an additional cost to ourselves.
    - ◊ Stormwater: The Esk Hills estate has a stormwater system that collects the water in detention dams. Napier City Council has charged Esk Hills Residents Society (EHRS) with the management and servicing of these dams. These costs incurred by EHRS are then passed on to the residents, by way of annual levies, yet another additional cost to us.

  In summary, it seems discriminatory and unfair that Esk Hills residents should have to incur the **added** burden of paying for Council services that are not actually available to them.

- Council justifies a 0.85 differential for Rural properties for the proposed Transportation Rate as follows: "*This is because rural roads receive a lower level of service than urban roads. For example, they lack footpaths and streetlights. Additionally, due to their land size and value, they pay relatively more than residential properties*." In fact, all of these factors apply to Esk Hills estate: We have no footpaths or streetlights, and a portion of the Esk Hills roads are privately owned and therefore not maintained by Council at all. Furthermore, the average capital value of an Esk Hills property is $2.26m, meaning that even if the 0.85 differential were applied, the average Esk Hills property would still be paying a Transportation Rate of $968 per annum, vs the NCC average of $396. Indeed, if the differential is removed, the average Esk Hills resident will be paying a Transportation Rate of $1,158, which is nearly three times the Napier average.

  There is actually a strong case for increasing the Rural Residential differential, for example, to the 0.76 differential applied by Hastings District Council to similarly-situated ratepayers.

  We strongly request that the Council reverse its decision to remove the differential altogether, and apply the 0.85 Transportation differential to Esk Hills' properties.

Kind regards
Adrienne Kaye Pollock and Gary Alexander Pollock

Submission #307

Name: Robin Morton

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

We have chosen Option 3: Capital Value as a basis for rates calculations as this is closest to "Market Value" and in some way may indicate the owners ability to pay, whereas Option 1 assumes properties of greater value have more occupants driving more cars causing more wear and tear on our roads.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

My wife and I built our home in the Esk Hills Subdivision, moving in in 2019. The first rateable value set for the property was $1.20million (land value $520,000) and the rates that attracted were approx. $2,200. We have recently had our 7th anniversary in our house and endured the rates take on our property climb to over $6,600 - a 300 percent increase, with a extraordinary 76 percent increase in 24/25 over 23/24 largely resulting from QV lifting our land value by 85 percent. Total rates for our property now exceed $8,650 and we believe Option 3 would result in a fairer distribution of the rates take. Interestingly, a similar property in the EskRidge development would pay Hastings Council Rates of around $3,000 to $4,000

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #308

Name: Mark Cleary

Organisation: The Napier Pilot City Trust

Hearings: Yes

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

That is the fairest way.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

While needs to be a partnership it's largely about protecting inner city property.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Totally support using fees and charges to improve the quality of live for all in Napier

Do you have any other comments on our Annual Plan 2026/27?

We are very keen that the Council confirm its support and commitment for Maraenui Community Centre – Te Piringa. Maraenui is one of the most vibrant, progressive communities in our city. Over the last four years there have been a significant number of community developed initiatives that are dramatically improving the lives of those who live in this community. The time is right to recommit to Te Piranga as there are a number of progressive, community minded groups who will ensure the building is well designed and utilised. It is essential that the City continue to support our Whanau Pounamu (rough sleepers). Āhuru Mōwai has clearly demonstrated that interventions can work to move whanau from the street to permanent housing with positive outcomes across a range of factors. Council must continue to support Āhuru Mōwai until such a time that central government recognises its responsibilities. The Council can also investigate making the Marine Parade i-Site showers available on set days and set times. Orange Sky will support this, supplying and washing towels. The Council should also provide lockups where rough sleepers can leave possessions safely during the day. There is also scope for the provision of portable sleeping pods.

Officer comments

Te Pihinga was put on hold during previous Annual Plan deliberations. Reasons were the delay in land acquisition, Maraenui community was not comfortable with the proposed design of the Community Hall, capital funding constraints and the planned Halls review. This review has started and the delivery of the project will be guided by the outcome of the Halls review. Council identified the need to re-engage the Maraenui community as part of the Halls review and future progression depending on the outcome.

Submission #309

Name: Helen Hastings-Benard

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I am a property owner and ratepayer in the Esk Hills subdivision. My primary submission relates to the proposed removal of the Rural Residential Differential for Esk Hills residents, and the consequential application of the full proposed targeted transportation levy. In summary: Under Council's preferred option, Esk Hills residents will face an average increase in rates of 14%. This is in addition to an average increase of 86% over the past two years. · Council has provided no explanation or analysis to support the removal of the Rural Residential Differential for Esk Hills properties. Esk Hills residents do not benefit from the full range of services funded out of general rates revenue, most obviously from the portion of fresh water, storm water and wastewater costs which is not recovered from the targeted rates for these services. (In the most recent complete year, 2024/25, Council reported a loss, after providing for depreciation but before financing costs, of $16m for its water supply, storm water and wastewater services. This shortfall was funded partially out of general rates revenue and partly by debt, which will in turn be financed and repaid from general rates revenue in future years.) · Council justifies a 0.85 differential for Rural properties for the proposed Transportation Rate as follows: "This is because rural roads receive a lower level of service than urban roads. For example, they lack footpaths and streetlights. Additionally, due to their land size and value, they pay relatively more than residential properties." These factors all apply to Esk Hills: we have no footpaths or streetlights, a portion of the Esk Hills roads are privately owned and therefore not maintained by Council at all, and the average capital value of an Esk Hills property of $2.26m means that even if the 0.85 differential were applied, the average Esk Hill property

would still be paying a Transportation Rate of $968 per annum, vs the NCC average of $396. (Absent the differential the average Esk Hill resident will be paying a Transportation Rate of $1,158, nearly three times the Napier average.) · There is a strong case for increasing the Rural Residential differential – for example, to the 0.76 differential applied by Hastings District Council to similarly-situated ratepayers – but at a minimum Council should reverse its arbitrary and capricious decision to remove the differential altogether, and should apply the 0.85 Transportation differential to Esk Hills properties.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #310

Name: Mark Cleary

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Believe that the Council need to address: 1 The reinstatement of the Onslow Road Step 2 And support for Maraenui Community Centre – Te Piringa 3 Continue to support community initiatives for our homeless including: -Continue to support Āhuru Mōwai - Make free showers available at the i-Site facilities Marine Parade -Provide portable sleeping pods and day lock up facilities

Submission #311

Name: Maxine Boag

Organisation: Grey Power Napier

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

No comment, See attached

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

No comment, see attached

Do you have any general comments on the Draft Revenue & Financing Policy?

No

Do you have any comments on our proposed fees and charges for 2026/27?

Yes see attached

Do you have any other comments on our Annual Plan 2026/27?

Yes, see attached

Attachment 1 – Submitted document (see next page)

GREYPOWER
NAPIER ASSOCIATION INC

Submission to NCC Annual Plan 2026

Tēnā koutou katoa

Grey Power Napier Association Inc is an advocacy group for Napier's senior citizens. We currently have close to 1,000 members and our monthly meetings usually attract 80-120 people. Grey Power Napier held two well-attended Candidates' meetings before the Local Body elections last year, and congratulate all those elected.

We publish three newsletters each year and appreciate NCC's input.

We have a positive, active relationship with NCC Elected Members (Cr Mawson is our official link) and staff, with our Deputy Chair, Maxine Boag, co-chair on the Age Friendly committee, alongside our president Bruce Carnegie who also represents us on the HB Positive Aging Trust.

What are the facts about Napier's seniors? (source: Chat GPT)

- **A rapidly ageing population**
- 20–21% of Napier residents are 65+ (well above national average)
- Projected to rise to ~26% by 2040
  - Napier is ageing faster than most NZ cities

- **Limited incomes, high vulnerability**
- Majority live on **$15,000–$30,000 annually**
- Heavy reliance on NZ Super
  - Highly exposed to **rent, rates, energy, insurance and health cost increases**

- **Housing pressure is critical**
- One-third live alone
- Strong demand for **affordable, secure, age-appropriate housing**
  - Council and community housing play a vital role

- **Health and support needs are significant**
- Over half live with a disability
- Falls are the leading cause of injury
  - Increasing demand for **accessible housing, transport, and 24/7 health services**

- **Risk of isolation**
- High proportion living alone
- Many located far from central services
- Digital access not universal
  - Social connection and transport are key issues

- **Major community contribution**
- 80% engaged in unpaid work (volunteering, caregiving)
  - Seniors are **contributors, not just service users**

Comments on the Annual Plan and NCC's consideration of older citizens

- **Napier's accreditation as an Age-Friendly City.** This brings with it responsibilities and at this stage, we are pleased with the formation of an Age-Friendly committee and initiatives to relieve isolation like the Silver Screen series and International Day of the Older Person. We appreciate also the commitment to further research that Council has undertaken. However, **we would like the Age-Friendly lens to be applied more widely to Council's decision making, in a similar manner to your consideration of the effect of Climate change in any proposals.**

- **Fees and charges:** while any increase in these is not welcome in our current ever-deepening Cost of Living crisis, we appreciate you have **retained lower charges for seniors at some facilities** – the Aquarium, the Aquatic Centre, and at Ocean Spa.

- **Rates increases:** all rates increases penalise those on fixed incomes whether they are ratepayers or not. However, we agree with Deputy Mayor Graeme Taylor whose article in HB Today on 18 April explained that inflation costs and government mandates (eg Local Water Done Well) are costly; as are essential asset renewals and investments in water assets after years of underinvestment. Insurance, roads, three waters and resilience costs climb much faster than inflation every year and as former Deputy Mayor Brosnan said in an article in our last newsletter "Rates Caps Wont fix the Problem", rates caps of 2 to 4 per cent "do not fix what is broken".

- **Advocacy to Central Government:**
  1. **On the Accommodation Allowance:** With the increase in rents for Council tenants one of the mitigating factors was that they could apply for the Accommodation Allowance to subsidise their rents. Unfortunately, this Allowance has very low and unrealistic asset and savings thresholds, ($8,1000 for singles and $16,200 for couples) – set in 1993 - making it almost impossible for seniors who have put aside modest savings to qualify.

     Ageing is costly, with high medical and dental bills, saving for a funeral, replacing whiteware, car repairs and so on. Those who have been prudent and have saved more than the threshold allows will not qualify for the Accommodation Allowance which is unrealistically out of date.

We would like you to write to the Minister of Housing, and Deputy Prime Minister Nicola Willis, cc Katie Nimon, to ask that this threshold be raised considerably in order to help people struggling to pay rent on a fixed income – including those in your pensioner flats.

  2. **Health services in Napier:** Napier residents have to go a long way for the free, 24/7 emergency care Hastings residents can access at ED. Any medical attention at the Wellesley Road Medical Centre (when available) is very costly. Our members raise this regularly as a pressing issue.

We would like your advocacy to Central Government in expanding medical services for Napier residents, and reducing the costs to make them affordable.

We look forward to maintaining and strengthening our relationship with NCC in the coming year.

Bruce Carnegie
Chair, Grey Power Napier

Maxine Boag
Deputy Chair

Submission #312

Name: Vanessa Moon

Organisation: Left blank by submitter.

Hearings: Yes

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Comments are in an attached file.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Attachment 1 – Submitted document (see next page)

SUBMISSION: NCC ANNUAL PLAN 2026-27

Submitter: Vanessa Moon

Firstly, I wish to endorse the submission to the NCC Annual Plan made by my partner (resident at the same address) on Wednesday 22nd April. I have copied this below:

> *I wish to object to the removal of the (004) Rural-Residential Differential Category from the Rates Policy.*
>
> *This category was introduced in 2021 and, to quote from your own press release of the time:*
> *"The decision to amend our original proposals was a direct result of feedback from affected residents who live semi-rurally. We acknowledge their viewpoint that rural residential properties are not the same as suburban properties," says Napier Mayor Kirsten Wise.*
> *"Rural Residential has been introduced as a transitional category. We plan to consult with our community on whether to use land value or capital value as a basis for rating properties in the future. This transitional category can be considered again at that time."*
>
> *So, the differential category was introduced as a result of feedback from residents, yet there has been no consultation with residents this time around now that it is being removed.*
>
> *Reconsidering the Rural-Residential category was to be predicated on the change to using Capital Value for rating; this is not being done, as that is the rejected Option-3 in the proposed rating changes options.*
>
> *The purpose of the differentials is to "reflect the relative benefit received and share of costs those groups of ratepayers should bear", and although the connection to city water & sewerage is used as a determinant of rural-residential status (these are infact separately levied), it is actually an indirect indicator to reduced services, particularly transport and stormwater, that these properties enjoy.*
> *As your prefered Option-1 continues to be based on Land Value and now has the transport rating separated out, there is a strong case continuing the differential, and for applying a significant differential to the transport levy and the stormwater levy.*

Both my partner and I were unaware of the changes being made and proposed in 2021 (probably because we were dealing with the aftermath of our home being flooded during the extreme weather event in early November 2020). Note: our home was also flooded during Cyclone Gabrielle in 2023 and we now live with the knowledge that it is only a matter of time before our home floods again given the pace at which the climate is changing, bringing increasingly frequent and more devastating storms, compounded by the lack of oversight of the stormwater system in Jervoistown over a number of decades (i.e. many properties have had their associated open drains piped and filled in, which has decreased the holding capacity in Jervoistown during heavy rain).

Based on recent posts on the Jervoistown residents FB page, it seems that a large number (if not most) of the residents of Jervoistown (many of who have moved here in the last few years) were similarly unaware of the changes made in 2021, and of the indication from the then Mayor that "This transition category [Rural Residential] can be considered again at that time" (see my partner's submission above).

Surely this “consideration” should have included specific consultation with the residents who now live in Jervoistown, rather than a unilateral decision being made by Council to scrap the Rural Residential category. Ideally, there should have been the opportunity for a face-to-face meeting, with relevant NCC staff members and the community, to discuss this during the consultation period given the ramifications this change has for the Jervoistown community.

A further consideration is that Jervoistown is currently designated as a Precinct with restrictions not applicable to other residential areas. (036.-Recommendation-Report-Jervoistown-Precinct.pdf)

Submission #313

Name: Ben Milner

Organisation: AFFCO New Zealand

Hearings: Yes

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

AFFCO recognises Council's objective to move toward a more transparent and cost-reflective charging model, however, we wish to formally note the following matters and seek Council's views: 1. Timing and basis of proposed increases The proposed increases are being advanced ahead of completion of the underlying charging model. As noted in your letter, the Annual Plan figures represent an interim step toward approximately 60% cost recovery, with the detailed methodology still under development. In our view, this creates a degree of uncertainty for customers, as: * the allocation of costs between catchments and users has not yet been fully substantiated; * the relationship between operational and capital cost recovery remains unclear; and * the extent to which charges reflect actual discharge characteristics (volume vs load) is not yet defined. We consider it important that any increases are clearly linked to a transparent and evidence-based methodology. Alternatively, we would welcome confirmation as to whether Council intends to review the proposed charges once the charging model has been finalised. 2. Equity and cost allocation The information provided indicates that different catchments face materially different increases (up to 21.2% for Pandora). While we understand the rationale relating to infrastructure and treatment costs, we note: * the extent to which current users should bear legacy infrastructure costs requires careful justification; * there is a risk of cross-subsidy or inequitable cost allocation in the absence of a fully resolved model. 3. Implementation pathway We note Council is considering phased implementation. Given the scale of potential increases and the uncertainty around the final model, we strongly support: a staged or transitional approach; alignment with customers' budgeting cycles; early

engagement on the detailed charging framework before full implementation; and reconsideration and further engagement once the Annual Plan and/or any subsequent LTP processes have been finalised. 4. Alignment with consent framework (critical) AFFCO currently has an outstanding consent application. Since lodgement, we have reached out to Council on several occasions and understand that the application remains under technical review. However, no clear timeframe for determination has been provided. In this context: it is important that any revised charging regime aligns with the discharge parameters and constraints under which we are required to operate; delays in progressing consent outcomes create uncertainty in both compliance and cost exposure. 5. Ongoing engagement We welcome the indication that a further, more detailed consultation on the trade waste charging model will occur later in 2026. We would expect to engage closely through that process.

Do you have any other comments on our Annual Plan 2026/27?

Conclusion AFFCO supports the development of a robust, transparent and equitable charging framework. However, we consider that the current proposed increases should be viewed as provisional pending consultation on the underlying methodology, and should be aligned with resolution of outstanding consent matters. We would welcome the opportunity to be heard in support of our submission.

Submission #314

Name: Julian Goodbehere

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Attachment 1 – Submitted document (see next page)

Napier City Council – Annual Plan 2026/27
Proposed CCTV Night Monitoring Targeted Rate

Introduction

I am a business owner and tenant operating within Napier's CBD.

I do not support the proposal for CBD businesses and residents to fund the full cost of CCTV night monitoring (approximately $240,000 per year).

Option 3 – Status Quo (as an interim measure)

This is to remain in place until a sustainable, alternative funding source is identified for night-time CCTV monitoring.

Reasons for Opposing the proposed targeted rate:

1. The CCTV monitoring has no direct benefit to us. We operate from an upstairs tenancy with no street frontage
2. As almost any business within the CBD will say, trying to make a dollar post-COVID, post-Cyclone Gabrielle, substantial general rates/insurance/rent/electricity increases, continual road works, economic downturns and the current overseas turmoil affecting everyone - business is hard. Having yet another cost added will make it that much harder

Recommendations

I recommend that Napier City Council:

1. **Reject the proposed targeted rate**
   Do not proceed with requiring CBD businesses and residents to fund CCTV night monitoring
2. **Fund CCTV through general rates**
   Recognise CCTV monitoring as a city-wide public good and fund it across all Napier ratepayers or access funding through policing

Conclusion

24/7 CCTV monitoring should be treated as a whole of city-wide benefit and therefore funded as such through a broader mechanism. The current Emerson Street - The Squares underground infrastructure upgrades is a classic example. The buildings, businesses and

residents in the immediate area will directly benefit the most from (hopefully) not getting flooded in adverse weather events but presumably are not directly levied to cover the cost.

Everyone appreciates Napier City Council trying to minimise escalation of general rates however this particular service is a public good.

I enjoy being part of the CBD community on a daily basis but I know of a handful of similar sized businesses who doubt they will renew their leases when they next come up for renewal. Yet another cost may just be the straw that breaks the camel's back.

Submission #315

Name: Michael Fenwick

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I disagree with changing Poraiti (Longview Road) from Rural Residential to Residential. This is an increase in rates that is not welcome as we do not get the benefit of many residential items like street lighting, footpaths, water, sewerage, bus services and the like. We are a rural community and should be treated so. We also don't want a lot of infill building that this might make available.

Do you have any other comments on our Annual Plan 2026/27?

I disagree with changing Poraiti (Longview Road) from Rural Residential to Residential. This is an increase in rates that is not welcome as we do not get the benefit of many residential items like street lighting, footpaths, water, sewerage, bus services and the like. We are a rural community and should be treated so. We also don't want a lot of infill building that this might make available.

Submission #316

Name: Angela Brown

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

While I understand the principle of heavy vehicles causing more wear and tear, I don't believe now is the time to put more costs onto business. We need businesses to stay in HB and employ people. I also understand the benefit for rural residents and support that logic. However, because you have lumped together this issue with the CBD CCTV issue in the rates impact figures, the financial impact for each ratepayer category is not clear. Therefore, I have to remain with the status quo until clearer figures are presented.

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Business, especially retail, is under extraordinary economic pressure at this time and cannot keep absorbing increased charges; alternatively, consumers cannot keep paying more and more. Either way, more CBD businesses will close which is not good for Napier.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

You say that the total rates take does not increase under your proposed redistributions, yet the Average Rates Impact for your preferred options has Residential and Commercial/Industrial increasing significantly and only Rural decreasing slightly. More detailed figures should be provided, including dollar totals so that we can verify this statement (page 10). You state that CCTV night-time monitoring cannot be funded long term from the Parking Reserve Fund. (page 14) Why not?

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #317

Name: Angela Taylor

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

CCTV monitoring in the inner city is a targeted service that primarily provides security and asset protection for commercial premises. In line with the principle that those who receive the most direct benefit should bear the greater portion of the cost, we support a model where commercial ratepayers contribute more to this specific service.

Do you have any general comments on the Draft Revenue & Financing Policy?

The Draft Revenue & Financing Policy lacks the necessary transparency and rigorous analysis required to justify the significant shifts in the rating burden. Specifically: Failure to Comply with Section 101(3) of the LGA: The policy fails to clearly demonstrate how the 'distribution of benefits' has been assessed. For residents in non-urban subdivisions like Esk Hills, the policy creates a scenario where we are subsidizing urban infrastructure (freshwater and wastewater shortfalls) from which we receive zero benefit. Lack of Evidence for Removing Differentials: The removal of the Rural Residential Differential appears arbitrary. No supporting analysis has been provided to explain why properties with no streetlights, no footpaths, and private roading should suddenly be rated at the same level as fully-serviced urban properties. Need for Regional Alignment: We urge the Council to review the rating models of neighboring authorities, such as the Hastings District Council, which maintains a much more equitable 0.76 differential for similar properties. Transparency Concerns: The absence of a timely response to LGOIMA requests regarding the data behind these policy changes is disappointing. Ratepayers cannot be expected to accept record-breaking increases without being provided the underlying evidence and 'fairness' assessments used to justify them.

Do you have any comments on our proposed fees and charges for 2026/27?

I wish to submit my strong opposition to the removal of the Rural Residential Differential for the Esk Hills area. The move to charge Esk Hills residents the full urban rate is logically inconsistent with the level of service we receive. We lack streetlights, footpaths, and

Council-provided water or waste services. By your own admission, these factors justify a lower rate for rural properties; however, Esk Hills is being penalized with a Transportation Rate of over $1,100 per household. Furthermore, a significant portion of our general rates is being diverted to fund the $16m deficit in urban water services—services we do not use. I propose the following: Reinstate the 0.90 Rural Residential differential for the 2026/27 year. Conduct a transparent review of how general rates are allocated to ensure rural residents aren't paying for urban-only benefits.

Do you have any other comments on our Annual Plan 2026/27?

Given the unprecedented cumulative rates burden of over 100% in three years, we urge the Council to implement a 'back-to-basics' spending model. Non-essential capital projects should be deferred until the core infrastructure deficits in water and roading are stabilized without requiring triple-digit rate hikes for residents

Submission #318

Name: Maxine Boag

Organisation: Tū Tangata Maraenui Trust

Hearings: Yes

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

No comment

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

No comment

Do you have any general comments on the Draft Revenue & Financing Policy?

No

Do you have any comments on our proposed fees and charges for 2026/27?

no

Do you have any other comments on our Annual Plan 2026/27?

Yes see attached letter, and hard copy of petitions delivered to Customer Service Centre 24 April

Attachment 1 – Submitted document (see next page)

Officer comments

Te Pihinga was put on hold during previous Annual Plan deliberations. Reasons were the delay in land acquisition, Maraenui community was not comfortable with the proposed design of the Community Hall, capital funding constraints and the planned Halls review. This review has started and the delivery of the project will be guided by the outcome of the Halls review. Council identified the need to re-engage the Maraenui community as part of the Halls review and future progression depending on the outcome.

Submission to NCC Annual Plan 2026-27

Tēnā koutou katoa

Tū Tangata Maraenui Trust has been registered as a charitable trust since 2014, so we are nearly 12 years old. Born out of the housing crisis which saw over a hundred housing units demolished and took many of us down to Parliament to protest, we are now focused more widely. Our Kaupapa (main reason for being) is to support Maraenui and anything that enhances the well-being of its people.

We meet monthly, at EIT Maraenui, and have a wide range of people attending, including the local Police, school staff/principals, kaimahi from local providers and government agencies, EIT Manager, Sport Hawkes Bay, local residents, people with a connection and affection for Maraenui and council staff. We have a Facebook page with over 2,000 followers.

In the last three years we have organised and run two large whole-community annual events in the Shopping Centre: Mānawatia a Matariki in June/July, when schools and the community come together to remember those who have passed and celebrate the Māori New Year. Then in November we have our own Maraenui Xmas in the Park, which is another highly successful event with local musicians, groups, bouncy castles, and stalls from a wide range of agencies and companies. Our chair, Mary Mohawk, has been running a weekly food distribution programme, Kai Oha, to help mitigate the food insecurity experienced by many.

NCC has always supported us with these events which are very popular and run by volunteers. Thank you for that.

Why we are submitting

This is not the first time we have submitted to an Annual or Long Term Plan, as reporting back to Council is something we like to do as active partners.

First of all, we want to thank Council staff for the ongoing maintenance and improvements to the Shopping Centre Reserve. The installation of a Shade Cloth over the stage has made it more usable in both summer and winter. The Backyard Motivation free exercise class held twice a day outside at the Pod (a container full of gym equipment beside the stage) uses it regularly, as we do with our community events. Traffic calming installations have improved safety around the Reserve.

Particular thanks to Parks and Reserves staff for the recent addition of handrails on the steps up to the stage, making it safer and more accessible for kaumātua and those not so mobile.

The BBQ area (under shade cloth) and associated Splash Pad have transformed the Shopping Centre Reserve, providing an attractive, whānau-friendly environment for people to relax, to use the free BBQs, and for children to play safely.

Which brings us to the main reason for this submission – Te Pihinga; a community hub which was part of Council's Activate Maraenui plan and intended to be the second stage, after the Splash Pad was built.

The land was bought, the community engaged and consulted, concept plans drawn up, money allocated for the building to start in 2023, then.... nothing.

Te Pihinga – Maraenui's community hub - timeline

The need for a community hub was first discussed in 2018.

July 2020 – NCC bought land from Kainga Ora specifically for a community Facility on opposite corners of Darwin and Bledisloe, right opposite the Shopping Centre.

2021-31 LTP Te Pihinga consulted on and agreed that it would be built (cost $11.5 million) starting 2023.

2022 – establishment of project steering group and development of procurement strategy. Concept plan drawn up by Jacob Scott.

2023 – Plans for Te Pihinga fell by the wayside and have been dormant ever since.

Why a community hub?

Te Pihinga was part of an urban development plan for Maraenui that would "grow the city's prosperity by providing facilities that focus on employment, training and entrepreneurship" (from adoption of 2021-31 LTP).

Maraenui is the Napier suburb with the highest levels of deprivation in the city. Its people are connected and resilient but many struggle with high health needs, low educational achievement, high unemployment and family harm. A community hub won't solve those issues, but looking at a similar community – Camberly – their community centre provides:

- Social, exercise, learning and support programmes
- Adult Education classes (cooking, sewing etc)
- Fitness and well-being classes
- For young ones: after school programmes, breakfasts, holiday programmes
- Employment hub, food distribution
- Social connections eg young parents, kaumatua
- Meeting spaces and training opportunities

What are we asking for

We're asking that you put Te Pihinga into the 2027-2037 Long Term Plan, to build on what is already done, to go back to the community and determine what they want, to use the land you already own for the purpose for which you bought it – a community facility.

Maraenui is very aware of the importance of financial prudence in Council spending and may decide that a more modest building than the previous plan could be a good starting point.

All we want is for a place-holder to go into next year's LTP, and for you to allocate some staffing resource to look at the feasibility of such a project, in conversation with the community.

Tū Tangata Maraenui Trust would like to contribute to the NCC Halls Review later in the year.

In the meantime, we have attached a letter of support from Sport HB and hundreds of signatures and comments from people supporting Te Pihinga, all of which were collected in a short period of 8 days. People of all ages, and from across the city, are keen to see Te Pihinga back in Council's LTP.

Ngā mihi

Mary Mohawk (chair) *Maxine Boag (secretary)* *Tū Tangata Maraenui Trust*

Attachment 2 – Submitted document

SPORT HAWKE'S BAY

Sport Hawke's Bay
480 Gloucester Street
Taradale
Napier
4112
20 April 2026

To whom it may concern,

This letter is to support Tu Tangata Maraenui Trust's submission to Napier City Council's Annual Plan seeking that the Maraenui Community Hub planned to start in 2023 and dropped after consultation, architectural plans and inclusion in the Long term Plan occurred, be made a priority for the 2027-37 Long Term Plan.

Sport Hawke's Bay's purpose is to enhance the oranga of Hawke's Bay by influencing, enabling and supporting our communities to have a lifelong love of physical activity. We do this in a number of ways including working with partner organisations to increase the number of people participating in play, active recreation and sport throughout Hawke's Bay, with a specific focus on 5 Geographical Priority Communities – **Maraenui**, Takapau, Tamatea, Hastings West and Wairoa. Our focus for these communities is to reduce inequities for tamariki and rangatahi to access quality play, active recreation and sport opportunities.

Sport Hawke's Bay works in partnership with a number of organisations to achieve our purpose and have a strong relationship with Tu Tangata Maraenui, The Meke Foundation, The Hope Next Door and EIT all based in Maraenui. In addition to this we support Maraenui Bilingual School, Henry Hill School, Richmond School, Te Awa School and Marewa School all being Healthy Active Learning Schools. Maraenui is an important community for us, and we continue to prioritise them along with our other 4 Geographical Priority Communities.

A community hub in Maraenui would provide a place for the community to come together for play, active recreation, sport and other wānanga. We currently work alongside Hastings District Council and the Camberley Community Centre for a number of activities. These include Kaumātua group exercise classes, cooking with kids' classes, hui with community members, Active Hubs and gardening. With a similar Community Hub in Maraenui we envisage being able to provide more opportunities for the community of Maraenui similar to those we deliver in Camberley.

Sport Hawke's Bay fully supports this submission and will continue to work alongside Tu Tangata Maraenui Trust to support any projects to help improve the wellbeing of the Maraenui wider whānau.

For any further information please don't hesitate to get in touch.

Ngā mihi nui

S N Smith

Sue Smith
General Manager

Attachment 3 – Submitted document

PDF page 1 of 1

SUPPORT TE PIHINGA – MARAENUI COMMUNITY HUB

We support **Te Pihinga Community Hub** and ask Napier City Council to make it a **priority in the 2027-37 Long Term Plan.**

Council has already committed to this kaupapa by purchasing land (corner Darwin and Bledisloe) and including it in previous plans.
Now it's time to make it happen.

Te Pihinga will:

- Create a safe, welcoming space for our community
- Support rangatahi and whānau
- Bring services, training, and opportunities into Maraenui



This is an investment in our people and our future.

Your support will help show Council this matters to our community.

By completing this form you are giving:

Consent *(Required)*
☑ agree for this submission to be presented to Napier City Council.

Reference Info:

- From adoption of 2021-31 LTP: (on Napier City Council website)

Te Pihinga is part of an urban development plan for Maraenui that will grow the city's prosperity by providing facilities that focus on employment, training and entrepreneurship. Council is proposing to continue with Te Pihinga, but defer construction until around 2023, to give time to develop the design, operating model, partnerships and funding sources, and to develop a social procurement plan to achieve jobs and training for locals.

- Te Pihinga – construction will begin in 2023, pending receipt of a feasibility study, additional consultation confirming the need and other details

From Chief Executives report, 10 March 2022 - Te Pihinga Community Space: Summary: Officers are in the early stages of developing a procurement strategy – investigating progressive procurement approach. Further informal community consultation is ongoing. Next immediate milestones: Establishment of project steering group (including community partners and key stakeholders) and development of a procurement strategy are in progress. Tender documents for detailed design component (which may be a design and build contract) need to be prepared.

Privacy Notice:
Information collected will be used to support advocacy for Te Pihinga Community Hub and presented to Napier City Council as part of Long Term Plan submissions, in line with the Privacy Act 2020. Information will not be used for any other purpose. By signing, you consent to this use.

Petitioner name: Maxine Boag on behalf of Tū Tangata Maraenui Trust

A hard copy of the petition was received on 24 April 2026 and the Petitioners' Prayer reads as follows:

'We support Te Pihinga Community Hub and ask Napier City Council to make it a priority in the 2027-37 Long Term Plan'.

There are 1005 signatories to the petition (made up of 363 electronic signatures and 642 signed signatures).

Submission #319

Name: Lindsay Taylor

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

I support Option 2. A move to a Capital Value-based system (Option 1 or 3) would be inherently unfair for Esk Hills. Our properties have high capital values, but we receive a lower level of service than urban areas—lacking footpaths, street lighting, and Council-maintained roading in many parts of the subdivision. Using CV would force us to pay a premium for infrastructure we don't have.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

CCTV monitoring in the CBD is primarily a security and asset-protection tool for retail and commercial premises. It is only fair that those who receive the direct commercial benefit of this surveillance—and who are the primary drivers of the need for it—contribute a higher share. This aligns with the principle that rating should be tied to the specific benefits received by a group of ratepayers.

Do you have any general comments on the Draft Revenue & Financing Policy?

I believe the current draft fails to meet the requirements of the Local Government Act regarding the 'distribution of benefits.' A significant portion of general rates revenue is being used to cover the $16 million shortfall in urban water and wastewater services. Since Esk Hills residents are not connected to these services and pay for our own infrastructure independently, the policy essentially forces us to subsidize urban residents. The differential should be reinstated to reflect this clear difference in service levels.

Do you have any comments on our proposed fees and charges for 2026/27?

I am writing as a resident and ratepayer of Esk Hills (residing here since 2012) to formally oppose the removal of the Rural Residential Differential. Under the current proposal, our community faces a 14% increase this year, compounded on top of an 86% increase over the previous two years. My objection is based on two primary financial inequities: Subsidy of Urban Services: Council data suggests that roughly 30% of general rates revenue is used to cover shortfalls in water, wastewater, and stormwater services—amenities that Esk Hills is not connected to and receives zero benefit from. It is fundamentally unfair to ask us to subsidize urban infrastructure while we pay separate levies to the Hastings District Council

and our own Residents' Society for these same services. The Transportation Levy: Council acknowledges that rural roads offer a lower level of service (no lighting or footpaths), yet by removing our differential, you are asking Esk Hills residents to pay an average of $1,158 for transport—nearly triple the Napier average. I urge the Council to reinstate the 0.90 differential or reclassify Esk Hills as "Rural" to align with the actual services provided.

Do you have any other comments on our Annual Plan 2026/27?

The proposed rates increase, coming on the back of an 86% rise over the last two years, is simply unsustainable for many households. Before finalizing this Annual Plan, I urge the Council to conduct a more rigorous 'affordability' assessment for the community. A cumulative increase of over 100% in a three-year period suggests a need for a total reprioritization of Council projects, focusing strictly on essential infrastructure rather than discretionary spending or new initiatives.

Submission #320

Name: Brendon Parker

Organisation: Left blank by submitter.

Hearings: Yes

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Not any the above options!! Find this form misleading as you can pick from above options and no other options available!!

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I support the submission put in by Peter Goss the chairman of EHRS. Our rates have increased over 100% in two years at EskHills! Interesting to note that I am a rate payer for HDC properties less than 300mt from Eskhills and pay significantly lower rates than those applying to Eskhills!

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #321

Name: Mike Doesburg

Organisation: Jack Brownlie Investments Limited

Hearings: Yes

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

The shift to assessing transportation costs on capital value will increase the rating burden for rural properties where improvements have been made. For instance, a farmhouse, horticultural buildings, or other rural structures are captured in capital value but do not reflect any greater use of, or benefit from, the roading network. In other words, it increases the rate burden shared by rural properties, without changing the benefit they receive from services. Furthermore, as well as subjecting rural residential properties to the same general rating differential as residential properties, they will also be subject to capital value assessment for transportation. This is inappropriate as it unfairly increases the contribution such properties make to transport rates, despite a considerably reduced level of service. Rural residential properties typically lack footpaths, streetlights, public transport and other urban amenities funded through the transportation rate. JBI seeks that the status quo is retained (Option 2 in the Annual Plan 2026/27 Consultation Document) for both rural and rural residential properties. Regardless of the option that Council adopts, it must recognise the lower level of transportation services provided to rural residential properties. It is not appropriate to charge these properties the same transport costs as urban residential properties, which benefit from significantly higher levels of service.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

General comments regarding the Draft Revenue & Financing Policy are set out in the attached submission, particularly regarding the removal of the rural residential differential.

Do you have any comments on our proposed fees and charges for 2026/27?

Please see attached submission for comments in full.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Attachment 1 – Submitted document

PDF page 1 of 4

SUBMISSION ON NAPIER CITY COUNCIL ANNUAL PLAN 2026/2027

JACK BROWNLIE INVESTMENTS LIMITED

INTRODUCTION

1. This submission on Napier City Council's Annual Plan 2026/2027 is made on behalf of Jack Brownlie Investments Limited ("**JBI**"). It addresses two proposed changes to the rating system that will materially increase the rates burden on rural and rural-residential landowners, in a way that is neither fair nor equitable.

2. In summary JBI:

   (a) Opposes the proposal to remove the rural residential rating category and recategorise those ratepayers as Residential; and

   (b) Opposes the proposal to assess transportation costs on capital value, which will disproportionately increase rates for rural landowners without any corresponding improvement in the transport services they receive.

ABOUT THE SUBMITTER

3. JBI and related entities own and are involved in substantial land interests in Napier City, including orchard land and land suitable for residential and rural residential development. For example, JBI owns the site at 68 Franklin Road, Bay View, which has been zoned Rural Settlement Zone and is subject to resource consent for a 59-lot subdivision.

4. JBI knows first-hand the different services that Napier City Council provides to rural and rural residential properties, compared with urban properties. The proposed rating changes directly affects JBI and will affect many other rural and rural residential landowners in the City.

PARTICULAR CONCERNS ABOUT REMOVAL OF RURAL RESIDENTIAL LAND DIFFERENTIAL

5. The Council proposes to abolish the rural residential rating category entirely and to reclassify those properties as residential. This means that rural residential ratepayers would to pay the full residential differential rate — an increase of 10 percentage points.

6. Under the current system, rural residential properties attract a differential of 0.9. This recognises that by comparison, rural residential properties enjoy fewer services and therefore make a lower contribution to the costs of running Napier City Council.

7. The Council's stated justification for the change is that the primary purpose of rural residential properties is residential. However, that reasoning fails to address the central point: these properties do not receive the same level of service as urban residential properties. Furthermore, rural residential landowners are generally constrained in the uses that their land can be put to – under the Resource Management Act 1991, the subdivision and development of rural residential land is constrained. This is a directly relevant factor under Schedule 2 of the Local Government (Rating) Act 2002 (**LGRA**) when defining categories of ratable land.

8. JBI seeks that the rural residential differential is retained, at a factor of 0.9 of a residential unit.

CONCERNS ABOUT THE PROPOSAL TO USE CAPITAL VALUE TO ASSESS THE TRANSPORTATION RATE

9. The shift to assessing transportation costs on capital value will increase the rating burden for rural properties where improvements have been made. For instance, a

farmhouse, horticultural buildings, or other rural structures are captured in capital value but do not reflect any greater use of, or benefit from, the roading network. In other words, it increases the rate burden shared by rural properties, without changing the benefit they receive from services.

10. Furthermore, as well as subjecting rural residential properties to the same general rating differential as residential properties, they will also be subject to capital value assessment for transportation. This is inappropriate as it unfairly increases the contribution such properties make to transport rates, despite a considerably reduced level of service. Rural residential properties typically lack footpaths, streetlights, public transport and other urban amenities funded through the transportation rate.

11. JBI seeks that the status quo is retained (Option 2 in the Annual Plan 2026/27 Consultation Document) for both rural and rural residential properties.

12. Regardless of the option that Council adopts, it must recognise the lower level of transportation services provided to rural residential properties. It is not appropriate to charge these properties the same transport costs as urban residential properties, which benefit from significantly higher levels of service.

WHAT THE RATE CHANGES MEAN FOR RURAL RESIDENTIAL LANDOWNERS

13. The practical implications of the proposed changes are significant. The Council is proposing an 8.8 per cent across-the-board increase in rates revenue for 2026/27. This indicative figure translates to a large burden on previously rural residential landowners as it means they on average face an 8.8 per cent increase on top of a 10 per cent increase caused by the reclassification.

14. However, these headline figures mask significant variations depending on individual property characteristics. The consultation document shows that former rural residential properties, such as Bay View Rural Residential, face increases ranging from 7.8 per cent to 14.5 per cent under the preferred Option 1. This represents a material additional burden attributable directly to the recategorisation from rural residential to residential. There is no change of service, no other benefit – just a higher than average increase to the rates bill due to recategorisation.

15. The removal of the rural residential differential lifts the base rate, while the introduction of a capital value–based transportation rate increases the charge attributable to any improvements on the land. The result is that ratepayers like JBI, who have invested in their land and community over decades, are penalised for the very improvements that Council planning encourages, without seeing any improvement in services in return.

16. The financial impact is not trivial. In many cases, the additional annual cost will run to thousands of dollars — a meaningful sum for rural property owners who already meet significant costs for self-supplied services that urban ratepayers receive from the Council, such as water supply, wastewater disposal, and stormwater management, which are funded through targeted rates from which rural properties are often excluded.

WHY THE RURAL RESIDENTIAL RATING DIFFERENTIAL SHOULD BE RETAINED

17. The case for retaining a distinct rural residential rating differential is grounded both in principle and in law and keeping the category for rural residential is the most fair and equitable approach.

18. Owners have very few options to manage the increased burden. Unlike urban residential landowners, rural landowners are generally unable to subdivide their land to limit their rates burden. The practical consequence is that some landowners may be forced to sell or abandon their properties — an unjust outcome that is directly attributable to the proposed reclassification.

19. As noted above, Schedule 2 of the LGRA sets out the matters that a local authority may use to define categories of rateable land for the purpose of setting differential rates. These include, among other things, the use to which the land is put, the area of the land, the provision or availability of council services, and the geographic location of the land within the district. The purpose of differential rating, as reflected in the Council's own Revenue and Financing Policy, is "to ensure that the amount payable by groups of ratepayers reflects Council's assessment of the relative benefit received and share of costs those groups of ratepayers should bear". This supports the retention of the rural residential differential.

Differences in service provision and the principle of benefit

20. Rural residential ratepayers (like rural ratepayers) in the Napier City district receive a markedly different — and lower — level of service than their urban residential counterparts. Rural roads receive a lower level of service than urban roads, lacking footpaths, streetlights, and controlled intersections — a fact the Council itself expressly acknowledges. In these circumstances, Schedule 2 of the LGRA plainly supports the continued application of a differential that reflects the lower level of benefit received by rural ratepayers.

21. Section 101(3) of the Local Government Act 2002 requires the Council, in determining funding sources, to consider the distribution of benefits between the community as a whole, any identifiable part of the community, and individuals. Rural ratepayers are an identifiable part of the community who receive materially fewer direct benefits from the transportation network and from the Council's broader infrastructure services. To rate them at the same level as urban residential ratepayers is to ask them to pay for services they do not receive and cannot fully use. This is inequitable and inconsistent with the “benefit principle” that underpins the rating system.

22. Rural residential properties were defined for rating purposes as properties that would otherwise be classified as residential but are not connected or able to be connected to either the city water system or the city sewerage system. That defining characteristic has not changed. The mere fact that the properties are used for residential purposes does not alter the reality that they do not receive the same services as urban residential properties. To collapse them into the residential category is to ignore the very distinction that Schedule 2 of the LGRA is designed to accommodate.

23. JBI strongly encourages the Council to retain the rural residential category at its current differential of 0.9. If the Council proceeds with a capital value–based transportation rate, the differential applied to rural and rural residential properties should be set at a level that genuinely reflects the lower benefit received — not simply carried over from the current land value–based model without adjustment.

Council is not bound by the decisions of previous Council

24. It is understood that the decision to subsume the rural residential differential into the residential category was a decision of the previous Council. JBI respectfully submits that the current Council should reconsider this decision. The Council is entitled, and indeed obliged, to exercise its own judgement, free from any sense of obligation to follow the decisions of a previous Council.

25. It is a well-established principle of local government law that no council may bind a future council in the exercise of its democratic decision-making powers. Each elected council derives its authority independently from the Local Government Act 2002 and must make its own decisions on rating policy in the interests of its community. The previous Council's resolution to remove the rural residential differential is a policy decision of that council alone. It does not bind the current Council, which is free to revisit, amend, or reverse it as part of its own annual plan process, having regard to the principles of fair and equitable rating under the LGRA.

26. To hold otherwise would be to undermine the democratic mandate conferred upon each elected council by its ratepayers and would be contrary to the fundamental principle that councils must retain the flexibility to respond to changing circumstances and community needs.

CONCLUSION

27. JBI acknowledges the Council's responsibility to manage rates fairly and transparently. However, the proposed removal of the rural residential category and the shift to a capital value–based transportation rate will, in combination, impose a disproportionate burden on rural and rural residential ratepayers. That is inequitable and unjust when these ratepayers receive fewer services and place less demand on the transportation network in return.

28. JBI urges the Council to:

    (a) Retain the rural residential differential category, to ensure that the rural differential properly reflects the lower level of service delivery to rural ratepayers;

    (b) Reconsider the fairness of basing a transport rate on capital value, as this valuation on rural and rural residential properties does not align with transport costs generated from such properties; and

    (c) Have regard to the matters in Schedule 2 of the Local Government (Rating) Act 2002 and section 101(3) of the Local Government Act 2002 in making its final determination.

On behalf of
Jack Brownlie Investments Limited

Contact details for submission

Mike Doesburg
Wynn Williams
mike.doesburg@wynnwilliams.co.nz
021 0300 307

Submission #322

Name: barry parsonson

Organisation: Left blank by submitter.

Hearings: Yes

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

We have no public transportation further north than Bayview. As pensioners and living where we do, and given the current bus timetable, there are no benefits to us of increasing transport costs.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Commercial ratepayers pay more

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

As rural delivery dwellers, we installed and pay costs to maintain, our water (own tanks plus water bore) and our sewage treatment plant (on site) so we do not not understand why we pay water or sewage disposal rates and, further, why these rates should be increased for us or our neighbours.

Submission #323

Name: Peter Goss

Organisation: Esk Hills Residents Society

Hearings: Yes

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Council does not present a particularly well-reasoned case for change - putting commercial ratepayers to one side, there is no reaon to expect transportation-related benefits to residential ratepayers to be more highly correlated with CV than LV.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

See the attached submission.

Do you have any comments on our proposed fees and charges for 2026/27?

See the attached submission.

Do you have any other comments on our Annual Plan 2026/27?

See the attached submission.

Attachment 1 – Submitted document (see next page)

Peter Goss
Chair
Esk Hills Residents Society

Submission on Napier City Council's Annual Plan 2026-27

I am a property owner and ratepayer in the Esk Hills subdivision, where I have resided since 2018. I am also currently Chairman of the Esk Hills Residents' Society. Under Council's preferred option, Esk Hills residents will face an average rates bill of over $6,600 per household in 2026/27,[1] an average increase of circa 14% over 2025/26. This is in addition to an average increase of 86% over the past two years.

My primary submission relates to the proposed removal of the Rural Residential Differential for Esk Hills residents, and the consequential application of the full proposed targeted transportation levy.

In summary:

- Council has provided no explanation or analysis to support the removal of the Rural Residential Differential for Esk Hills properties. Esk Hills residents do not benefit from the full range of services funded out of general rates revenue, most obviously from the portion of fresh water, storm water and wastewater costs which is not recovered from the targeted rates for these services. (In the most recent complete year, 2024/25, Council reported a loss, after providing for depreciation but before financing costs, of $16m for its water supply, storm water and wastewater services. This shortfall was funded partially out of general rates revenue and partly by debt, which will in turn be financed and repaid from general rates revenue in future years. $16m equates to approximately 32% of 2024/25 general rates revenue and borrowings funded from general rates revenue.)
- Council justifies a 0.85 differential for Rural properties for the proposed Transportation Rate on the basis that "… rural roads receive a lower level of service than urban roads. For example, they lack footpaths and streetlights. Additionally, due to their land size and value, they pay relatively more than residential properties." These factors all apply to Esk Hills: we have no footpaths or streetlights, a portion of the Esk Hills roads are privately owned and therefore not maintained by Council at all,[2] and the average capital value of an Esk Hills property of $2.26m means that even if the 0.85 differential were applied, the average Esk Hill property would still be paying a Transportation Rate of $968 per annum, vs the NCC average of $396. (Absent the differential the average Esk Hill resident will be paying a Transportation Rate of $1,158, nearly three times the Napier average.)

I propose Council take the following steps:

1. For 2026/27, either reinstate the Rural Residential differential of 0.90, or reclassify Esk Hills properties (and potentially other properties without Council-provided stormwater services) as Rural.

[1] In comparison, a Hastings District Council ratepayer located within 200 metres of Esk Hills with an LV and CV equal to the Esk Hills average will pay $3,900 in 2026/27 (net of the HDC water charge, which Esk Hills ratepayers separately pay to HDC).
[2] 34 out of 52 Esk Hills properties front onto private roads for which Council bears no funding or maintenance responsibility.

2. Beyond 2026/27:

    a. revisit the approach to setting targeted rates to ensure the assessed rates comply with the Council's Rates Policy, by fully recovering both operating and capital costs.

    b. undertake a detailed assessment of the extent to which the benefits from activities funded from general rates accrue to residents outside Napier's urban boundary, and adjust the rating differential accordingly. Among other things, this assessment should examine how Hastings District Council has arrived at a rating differential of 0.76 for ratepayers in a similar position to Esk Hills ratepayers.

Esk Hills

Esk Hills is a 52 section subdivision established in the mid-2000s. Esk Hills residents are not connected to the Napier City freshwater, wastewater or storm water infrastructure, which Council acknowledges by not charging targeted rates for those services. Approximately 34 of the 52 Esk Hills properties front onto private roads and lanes, for which Council bears no responsibility for maintenance. I am not aware of Council having incurred any costs whatsoever, other than on weed spraying, in recent years on the maintenance of our public roads.

Hastings District Council provides fresh water to Esk Hills, at a base charge of $762 per household per annum (increasing to $811 in 2026/27), plus $1.20 per cubic metre for usage in excess of typical usage.

All Esk Hills residents are required to be members of the Esk Hills Residents Society, which charges $970 (on a cost-recovery basis) for services largely equivalent to services provided by Council to urban residents, with the most significant costs related to maintenance and development of our reserves, used by both our residents and the broader community for recreation.

Removal of the Rural Residential Differential

The draft Annual Plan states on page 15 that "A review of the Revenue & Financing Policy has been conducted, with adoption to occur in June 2026. The temporary Rural Residential differential has been removed."[3] No explanation is provided in the draft Plan, or has otherwise been provided to affected residents, on why the differential has been removed, or on the analysis undertaken by Council to inform this decision.[4]

---

[3] I have not seen the Rural Residential differential characterised as 'temporary' in any document other than the Draft Plan.

[4] I requested a copy of the review under the LGOIMA on 8 April, and asked that my request be treated as an urgent request given the 24 April deadline for submissions on the Annual Plan. I have not received any response to that request or to a follow-up status query beyond an initial acknowledgement of receipt. I also requested any analysis prepared by Council officers in relation to the removal of the Rural Residential differential, including Council's assessment of the proposal against the requirements of the Local Government Act 2002 as described on pp.1-2 of the Draft Revenue and Financing Policy March 2026 document, and have also not received any response to that request. The minutes for the Council's 3 March 2026 meeting note that Council had "agreed previously" to the removal of the rural/residential differential, but I have not been able to find a record of that decision in minutes of Council meetings in 2025 or 2026.

It is disappointing, to say the least, that Council has decided to remove the Rural Residential Differential without undertaking any prior consultation with affected residents, and without even providing an explanation of its reasoning or demonstrating how it has evaluated the removal against the criteria set out on pp.1-2 of the Draft Revenue & Financing Policy.

Benefits to Esk Hills residents from activities funded from general rates

Per Council's Revenue & Financing Policy, I assume that in deciding to remove the Rural Residential differential, Council has undertaken an assessment of "the distribution of the benefits [from activities funded from general rates] between the community as a whole, identifiable parts of the community and individuals," and has concluded there is not any material difference between the benefits received by Esk Hills residents to those received by other identifiable parts of the community, such as urban residents. If so, that conclusion is not correct.

In particular, as much as 30% of general rates revenue goes to funding the shortfall in the full cost of Council-provided water supply, stormwater, and wastewater services relative to targeted funding for those services. Esk Hills residents do not benefit from any of these services.

This estimate is based on analysis of the most recently available accessible information from the 2024/25 Annual Report:

- The detailed Funding Impact Statements record a total operating surplus of $6.071m across the three services. As noted in the Statements, the Operating Surplus excludes depreciation recovery and financing costs, and is therefore equivalent to earnings before interest, tax and depreciation, or EBITDA, for a for-profit business.
- Total depreciation for the three services was $22.134m, nearly identical to capital expenditure of $22.34m. On deducting total depreciation from the total operating surplus we arrive at a loss, before financing costs, of $16.063m. Since a portion of Council's debt should be attributed to these services the associated financing costs should also be attributed, so the fully-costed loss was in excess of $16m.[5]
- In 2024/25 Council reported revenue from general rates, uniform annual general charges, and rates penalties of $50.941m. No breakdown is provided, but I understand it is reasonable to assume circa $40m of this balance relates to general rates revenue.
- Council also reported an overall deficit before tax of just over $10m and an increase in debt of $10m.
- The $16m shortfall in targeted charges for water supply, stormwater and wastewater was funded, either directly or indirectly, from the circa $50m of general rates revenue and additional borrowings. The financing and repayment of the additional debt will ultimately be funded from general rates, absent a specific mechanism to achieve a different outcome, so it is reasonable for the purposes of this indicative analysis to conclude that circa 30% of general rates revenue (current and future) went to funding services which Esk Hills residents do not benefit from.[6]

[5] This outcome is also materially non-compliant with Council's Rates Policy, which provides that "targeted rates are charged to fund both operating and capital expenditure" (https://www.napier.govt.nz/assets/Document-Library/Policies/Rates-Policy.pdf , p.3). Noting $1.2m of capex was funded from development and financial contributions, the net shortfall in targeted rates was still at least $15m relative to the policy.

[6] While this analysis is indicative and no reliance should be placed on the precise result, among other reasons because I have no visibility over the relevant forecast values for 2026/27 and because of the need to adjust for

Benefits to Esk Hills residents from Council's transportation activities

Council proposes an average transportation charge to urban residents of $396. Council accepts that rural residents receive fewer benefits than urban residents from Council-provided transport services, noting for example the lack of footpaths and streetlights. It follows that Council accepts it should be charging residents – including Esk Hills residents – who do not benefit from footpaths, streetlights and other urban amenities an average amount of less than $396. Under Council's proposed policy, however, Esk Hills residents will face an average Transportation charge of $1,139, nearly three times the urban average. This average charge clearly bears no relationship whatsoever to the benefits received by Esk Hills residents from Council's transport services.

Conclusion

Removal of the Rural Residential Differential (and even its retention at 0.90) will result in Esk Hills residents, together with other ratepayers not provided with water, wastewater or stormwater services by Napier City Council, paying the Council a significant amount for services we do not receive. Council proposes that the average Esk Hills resident pay $5,500 in general rates and transportation charges in 2026/27, and per the analysis above it appears well in excess of $1,100 (or 20%) of this amount will go directly to funding water, wastewater and stormwater services. Further, the proposal that Esk Hills ratepayers not benefit from the Rural Ratepayer adjustment factor in the calculation of our transportation charge will further exacerbate the inequity of charging us significantly more than urban residents.

I propose Council take the following steps to address this situation:

1. For 2026/27, either reinstate the Rural Residential differential of 0.90, or reclassify Esk Hills properties (and potentially other properties without Council-provided stormwater services) as Rural.
2. Beyond 2026/27:
    a. revisit the approach to setting targeted rates to ensure the assessed rates comply with the Council's Rates Policy, by fully recovering both operating and capital costs.

    b. undertake a detailed assessment of the extent to which the benefits from activities funded from general rates accrue to residents outside Napier's urban boundary, and adjust the rating differential accordingly. Among other things, this assessment should examine how Hastings District Council has arrived at a rating differential of 0.76 for ratepayers in a similar position to Esk Hills ratepayers.

I wish to present this submission in person.

---

non-cash items (noting however that capex equalled depreciation in 2024/25 and is likely to exceed it in future years), it is difficult to see how a more comprehensive assessment could conclude that less than 25% of general rates revenue was used to fund services which provided no benefit to Esk Hills residents.

Submission #324

Name: Sandra Firman

Organisation: Left blank by submitter.

Hearings: No

A change to how we recover transportation (roading) costs

Option 2: Don’t change how we calculate Transportation charges [status quo].

Transportation comment

The disadvantages outlined are significant

A change to how we charge inner city CCTV monitoring

Option 3: Status Quo

CCTV comment

Any of us can face a security issue in the CBD therefore the businesses cannot bear the cost alone. The emphasis should be on attracting more people to the CBD and stop the increasing number of empty shops. Even parking meters are a hindrance to going into the city. The cost should be part of the general rates as we all benefit from a secure CBD. Having said that, many residents have their own camera monitoring over their properties, general crime in the city, not just the CBD is an ongoing issue.

Do you have any general comments on the Draft Revenue & Financing Policy?

Put on hold the 'nice to haves' and concentrate on the essentials like the water issues etc...

Do you have any comments on our proposed fees and charges for 2026/27?

I notice one of your strategic priorities is 'Nurturing authentic relationships'. How do you manage this? Apart from the meeting last Monday (20 April) I have not heard of any other forums where citizens can meet with their councillors. Can we make appointments like our parliamentary representatives? Secondly, what exactly are the obligations under the treay of Waitangi? Surely the treaty made all citizens of NZ equal, each community can, and all do - Chinese, Indian... - maintain their own cultural traditions and language. There is no obligation under the treaty to separate the races, any race. Ditch any activities aimed at a specific racial group and save some money in the process.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #325

Name: Gill BASS

Organisation: Left blank by submitter.

Hearings: Yes

A change to how we recover transportation (roading) costs

Option 2: Don't change how we calculate Transportation charges [status quo].

Transportation comment

Left blank by submitter.

A change to how we charge inner city CCTV monitoring

Option 1: Commercial ratepayers pay more.

CCTV comment

i dont see why I have to pay more because of heavy trucks and large commercial vehicles using our roads with the wear and tear, causing large pot holes & needing regularly repairs, costing money & time.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

I only accept your changes if there is a benefit to us and our property. eg. What additional services can I expect from council? 1. Are council prepared to add a safe & usable bike track along the main freeway north from Kaimata Road entrance into town.(Saving residents high cost of petrol so using bikes would be a good option finacially and good health) 2. Are roads going to be prepared and completed with products that will be hard wearing and more future proof rather than the usual years of bogging pot holes in our roads which seem to be continually redone throughout the year and not seeing an end to road fixing which is an unnecessary expense to ratepayers. 3. I am a sustainable property, growing a small fruit collection of trees plus enjoy growning my own vegetables. I am reliable to help pay for the upkeep of our private road, my independant water and wastewater/sewerage systems etc. Am I now expected or have a choice of changing to mains supply? My question is what can I expect to benefit agreeing to any change at all by calling us residential rather than rural which in fact we are? We are responsible for our own maintenance ,spraying obnoxious weeds, fencing, gates, mowing, etc Can I expect council to keep Kaimata Rd mown regularly, attend to large overgrown trees, attend to our road etc. Does it seem fair to increase yet again our rates when we have to pay seperately for other services we are not getting from council.?

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

519

Submission #326

Name: Mark Cleary

Organisation: Napier Ahuriri Homeless Shelter Slociety

Hearings: Yes

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

NA

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Important to have.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

Left blank by submitter.

Do you have any other comments on our Annual Plan 2026/27?

Yes. In light of the ongoing outstanding success of Āhuru Mōwai we seek an ongoing financial commitment from the Council to support rough sleeping homeless whanau remain save and to support them move onto independence. See attached.

Attachment 1 – Submitted document (see next page)

napier.homeless.shelter@gmail.com

Napier City Council Annual Plan 2026-27

The Napier/Ahuriri Homeless Shelter Society thanks the NCC for your financial support in the previous financial year. It enabled us to start up our Shelter in 2025 and provided leverage for other substantial grants.

Our shelter Āhuru Mowai opened in July 2025 and has been operating successfully since then, with 28 men staying with us over that time, 12 of whom have successfully moved into independent living. Our report to you in February this year outlined our progress and demonstrated the success of the model we are using.

In the recent April State of Emergency, and the previous February yellow weather event, Āhuru Mōwai sheltered 18 homeless, providing them with a safe place to sleep, eat, shower and stay warm and dry.

We are extremely grateful to the many individuals, organisations and businesses which have provided supplies, donations and voluntary time to keep us going.

However, as we face our second year of operation, we are struggling to find sustainable funding to continue. Our requests to central government - some through MP Katie Nimon - have fallen on deaf ears, with their funding targeting other areas.

We are continually sending in funding applications, but as yet have no guaranteed funding after May this year. We are sorry we were not up and running in time to make an application to NCC's Three Year partnership fund.

As well as work within Āhuru Mōwai, other local initiatives are supporting the whānau pounamu. These are outlined in the attached Outreach report.

In conclusion, the Society is asking NCC to:

1. Write to Ministers Chris Bishop and Tama Potaka asking that Napier, in particular the Napier/Ahuriri Homeless Shelter Society, receive funding to continue operating `Āhuru `Mōwai; and

2. Consider allocating further NCC funding for the Society, in light success of the Āhuru Mōwai programme and the society's proactive responses during severe weather events.
3. a) find a place for suitable locker storage for those on the street, so they do not need shopping trundlers for their possessions; and

   b) make public showers available, at certain times of the day or week, for free, to enable those living on the street to access them.

Thank you for your support and we welcome any questions.

Mark Cleary

Chair, Napier Ahuriri Homeless Shelter Society

Attachment 2 – Submitted document

PDF page 1 of 2

Homeless Outreach Programmes: Key Insights and Needs

Presentation to Napier City Council and Supporters

We are seeking input and support from council along with service providers who work directly with people experiencing homelessness in Napier. The following figures and information highlight our outreach efforts and the current challenges faced in our community.

1. Service Use and Outreach Efforts

- Between July 2025 and March 2026, we provided food and essential support to individuals living on the streets, the foreshore, and other locations near the city centre.
- Our mobile van served over 60 people, delivering breakfasts six mornings a week and hot dinners four nights a week.
- The number of people receiving meals fluctuated between 5 and 20 per serving, averaging about 15 per session. Not all unhoused individuals accept food, but we strive to meet them where they are and respond to their needs.

2. Impact of Outreach Centre Closure

- Since the Outreach Centre closed in July 2025, unmet needs among people experiencing homelessness have increased.
- Previously, WITT's Outreach Centre in Clive Square operated during the day, providing meals, assistance with service providers, housing support, and social connections.
- Volunteers now work with over 30 different people, typically assisting 2–5 individuals daily with appointments, court, and probation support. Activities and outings are entirely volunteer-funded, including costs for transport and food.

3. Shelter, Volunteer Support, and Vulnerability

- Āhurui Mōwai provides overnight shelter for 8–10 men, but there is no daytime support (8 am - 6 pm), leaving residents vulnerable when back on the streets.
- During these hours, individuals are exposed to risks such as drug dealers and may revert to unsafe behaviors.
- Since July 2025, it is estimated that more than 100 people are living on the streets, in cars, or in temporary accommodation like garages, on couches and in spare rooms.

4. Demographics and Trends

- No significant changes have been observed in age groups, gender, or family structures among those seeking support.
- There is an increase in antisocial behavior, unmet mental health needs, and more women without housing.

5. What Is Working Well

- The shelter at Āhurui Mōwai is effective and food assistance via churches and mobile van distribution continues to make a positive impact.
- Volunteer support for services, court, outings, probation, and banks is valuable but relies entirely on unpaid individuals, making long-term sustainability uncertain without funding.
- Orange Sky laundry services are also helping to meet basic needs.

- The Open Door, in which volunteers provide evening meals three times a week and breakfast once a week, from the Trinity Methodist Church – unfunded but with food from Nourished for Nil and other donors.

6. Key Challenges

- Insufficient public housing and mental health support for those experiencing homelessness.
- Targetted support for homeless women.
- Lack of daytime programmes or funded assistance to support, feed, and occupy unhoused individuals.
- Lack of a drop-in centre for daily support for whānau pounamu
- Drug-induced violence, addiction, and antisocial behavior threaten community safety.
- Erratic and inaccessible banking services; cost of public showers and lack of locker storage leading to reliance on shopping trolleys for belongings.
- Vulnerability to theft, violence, and drug dealers, especially during unsupervised hours.

7. Conclusion and Call to Action

Our outreach efforts are making a difference, but challenges remain.

We urge Napier City Council, Central government and supporters to consider how to provide sustainable funding for outreach, shelter, and mental health services, as well as expanded daytime support programmes.

Continued collaboration is essential to address the growing needs of our community and ensure that those experiencing homelessness receive the support and dignity they deserve.

Pete Findlay

Attachment 3 – Submitted document

PDF page 1 of 1

Napier City Business Inc
23 Dickens Street
Napier

13 April 2026

To Whom It May Concern,

Napier City Business Inc. (NCBI) strongly supports the ongoing vision and mahi of the Napier Homeless Shelter Society (NHSS) in continuing a sustainable, centrally located night shelter for those experiencing rough sleeping and chronic homelessness in our city.

This initiative directly aligns with several of NCBI's strategic priorities. As an organisation committed to championing CBD community causes, we recognise that addressing homelessness is critical to fostering a safe, inclusive, and vibrant city centre for all. Supporting the well-being of our most vulnerable is not only a moral imperative but one that enhances community cohesion and public confidence in our urban spaces.

The NHSS is offering a different approach. Ahuru Mowai provides a compassionate and practical response to a visible and complex challenge. We fully support its focus on:

- Offering a safe, warm, and secure overnight environment for individuals currently living without shelter.
- Building trusted relationships to enable pathways towards stability and long-term support.
- Demonstrating the values of *manaakitanga* and fairness that underpin Napier's identity.

We know this model works for our people — the data proves it. Twenty-eight men have been supported, with twelve successfully moving into housing. This is not charity; this is prevention.

Shelters like Ahuriri Mōwai need long-term, multi-year, sustainable funding to continue their vital work.

We welcome the opportunity to continue supporting this kaupapa, where appropriate and within our capacity.

Ngā mihi nui,

Pip Thompson
General Manager
Napier City Business Inc.

Attachment 4 – Submitted document

PDF page 1 of 2

Eastern & Central Community Trust

21 April 2026

To Whom It May Concern,

On behalf of the Eastern & Central Community Trust (ECCT), I am pleased to provide this letter of support for Napier Ahuriri Homeless Shelter Society and its innovative overnight shelter service, Āhuru Mōwai.

ECCT has been proud to support this organisation with a $100,000 grant in July 2025, contributing to its initial pilot programme to affect a tangible and positive difference for men experiencing chronic homelessness in Napier.

Āhuru Mōwai addresses a critical gap in the local homelessness response by providing a safe, respectful, drug- and alcohol-free overnight environment, operating seven nights a week. The service goes well beyond offering a bed for the night; it is grounded in principles of manaakitanga, whanaungatanga, and mana motuhake, creating a calm and stable space where individuals are treated with dignity and supported toward longer-term recovery and housing outcomes.

Since commencing operations in July 2025, the outcomes delivered by Āhuru Mōwai speak strongly to the effectiveness of its model. As of March 31st 2026, 28 men have been supported, with 12 successfully transitioning into permanent housing. The service has achieved 100% occupancy from its ninth week of operation, demonstrating both the level of need in the community and the trust placed in the service by those it supports. Residents are reconnecting with health services, stabilising their lives, and taking meaningful steps toward independence and wellbeing.

The shelter contributes not only to improved outcomes for individuals but also to broader community benefits, including enhanced public safety, reduced pressure on emergency services, and a stronger, more coordinated local response to homelessness.

We recognise that Āhuru Mōwai is a proven model that now requires sustained, multi-year support to ensure its long-term viability. Continued investment will allow the organisation to maintain consistent operations, strengthen pathways into permanent housing, deepen partnerships with health and social service providers, and plan confidently for the future.

ECCT values organisations that demonstrate clear impact, strong governance, and a deep understanding of community needs. Napier Ahuriri Homeless Shelter Society exemplifies these qualities, and we commend the organisation for its leadership, commitment, and compassion.

PDF page 2 of 2

We strongly support their ongoing work and encourage other funders and partners to invest in this service, which delivers real, preventative solutions and contributes to safer nights, stronger lives, and a safer city for Napier.

Yours sincerely,

David Clapperton
Chief Executive | Tumuaki
Eastern & Central Community Trust (ECCT)

Eastern & Central Community Trust
Growing thriving communities
wwww.ecct.org.nz

Attachment 5 – Submitted document

PDF page 1 of 2

MANA AHURIRI TRUST

170a Waghorne Street Ahuriri, Napier 4110
PO BOX 12076, Napier 4144
0508 00 6262
info@manaahuriritrust.com

20 April 2026

To Whom It May Concern

Subject: Letter of Support – Āhuru Mōwai / Napier-Ahuriri Homeless Shelter Society

Mana Ahuriri Trust (MAT) is the mandated mana whenua entity for Ahuriri, representing our seven hapū and working to advance the wellbeing of our people, our communities, and our whenua.

We are pleased to continue our strong support for the Napier-Ahuriri Homeless Shelter Society and the ongoing operation of Āhuru Mōwai.

Since its establishment, we have seen first-hand the impact this kaupapa is having in our community. Āhuru Mōwai is not simply providing a place to sleep, it is restoring dignity, stability, and connection for those experiencing chronic homelessness. The model, grounded in manaakitanga, whanaungatanga and mana motuhake, aligns strongly with our own values and aspirations for whānau wellbeing.

The outcomes achieved to date are significant and speak to a model that is working. Since opening in July 2025, the service has supported men experiencing homelessness into safer living conditions, with residents reconnecting to health and social services and progressing toward longer-term housing solutions. Importantly, the service has maintained full occupancy and demonstrated a clear pathway from crisis to stability.

From a Mana Ahuriri perspective, this is the type of community-led, values-driven response that makes a real difference. It contributes not only to individual wellbeing, but to wider community outcomes including improved safety, reduced pressure on emergency services, and stronger pathways out of homelessness.

However, it is also clear that while the model is proven, its future is not yet secure. Continued reliance on short-term funding creates uncertainty for a service that our community now depends on. Sustained operational funding is critical to ensure continuity, allow for long-term planning, and strengthen the pathways already being created for those most in need.

PDF page 2 of 2

Mana Ahuriri Trust strongly supports the Napier-Ahuriri Homeless Shelter Society in seeking ongoing and multi-year funding from central government, local government, and philanthropic sources. We encourage funders to recognise both the demonstrated impact of Āhuru Mōwai and the importance of maintaining this essential service within our community.

This is not simply a social service, it is an investment in prevention, dignity, and the long-term wellbeing of our people.

We are proud to stand alongside this kaupapa and support its continuation and growth.

Nāku noa, nā



Parris Greening
General Manager

Officer comment

Council previously provided discretionary funding to Āhuru Mōwai through the Council Projects Fund, ($100,00 across two funding years) which is designed for seed funding on one-off community projects that are not eligible for other Council funding mechanisms. Council recently supported the Society with $6,000 from the Community Initiatives Fund.

The Society notes that it has no guaranteed funding beyond May 2026 and that applications to central government agencies have been unsuccessful to date.

Whilst the shelter demonstrates positive outcomes and addresses a clear community need, the current request represents a shift from one-off project funding to ongoing operational funding, which does not align with the intent of the Council Projects Fund or the broader Grants and Funding Framework. Funding is available through Council's Three-Year Partnership Agreements however this Fund was opened in early 2025 and does not become available until 2028. This is acknowledged by the Trust.

Officers recommend that Council does not provide further operational funding at this time but supports advocacy to central government, provides support through Council's Funding Advisor on potential not yet considered Funding streams and requests further officer work on the feasibility of lockers and shower access.

Policy and Funding Framework Considerations

Council's Grants and Funding Framework (January 2025**)** sets clear distinctions between:

- One-off or seed funding (e.g. Council Projects Fund), and

- Ongoing service delivery, which is normally considered only through contestable multi-year Community Partnership Agreements.

Key considerations for elected members include:

- Āhuru Mōwai has already received Council Projects Fund support; repeat funding for ongoing operations would be inconsistent with the Fund's purpose.
- The framework places strong emphasis on contestability, equity, transparency, and long-term sustainability.
- Core homelessness, housing, and mental health services primarily sit within central government mandates, with Council's role focused on facilitation, partnership, and targeted community investment.
- Continued ad hoc operational funding presents sustainability and precedent risks.
- Council Emergency Management were engaged with Āhuru Mōwai during Cyclone Vaianu and further conversations are underway with WITT to ensure there is a Community Hub available for the Homeless community during Emergency Events, this may not necessarily be at Āhuru Mōwai, but currently it provides a perfect place.

Assessment

Āhuru Mōwai addresses a genuine community need and aligns with Council's strategic priority of supporting a resilient city. However, the current request represents a change in funding intent that does not align with the Council Projects Fund or other existing Council funding mechanisms at this time. The non-financial requests (advocacy, lockers, and showers) may be more appropriate actions for Council to consider, subject to feasibility, cost, and policy alignment.

Options for Council Consideration

Option 1: Support advocacy and practical initiatives (recommended)

That Council:

- Agrees to write a letter of support to relevant Ministers outlining the outcomes achieved by Āhuru Mōwai and encouraging consideration of sustainable central government funding.
- Requests officers to investigate the feasibility, cost, and risks associated with providing secure locker storage and limited free access to public showers for people experiencing homelessness, and report back.
- Notes that no further Council Projects Fund funding is recommended for ongoing operations.
- Notes the submission and advises the Napier Ahuriri Homeless Shelter Society that it may consider applying through any future contestable Community Partnership Agreement funding rounds, subject to eligibility, sustainability, and alignment with Council priorities.

- Request the Community Funding Advisor to support the Society to explore funding sustainability options, including capability-building support or referrals to external fundraising expertise (such as Funding HQ or similar providers).

Option 2: Note the submission and decline further operational funding
That Council notes the submission and the outcomes achieved by Āhuru Mōwai, acknowledges previous Council Projects Fund support, and does not provide further operational funding, consistent with the Grants and Funding Framework.

Submission #327

Name: Andrew Hollywood

Organisation: Left blank by submitter.

Hearings: Yes

A change to how we recover transportation (roading) costs

Option 3: Use a property's capital value for all rates calculations.

Transportation comment

I request to be able to speak to these two points at the consultation meeting

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Left blank by submitter.

Do you have any general comments on the Draft Revenue & Financing Policy?

Left blank by submitter.

Do you have any comments on our proposed fees and charges for 2026/27?

1. The Removal of the rural residential rating change is an increase levied without the addition of services or infrastructure to merit it. The dismissal of a the option of using a properties capital value, and the lack of communicated reasoning for the dismissal, is a perpetuation of a , mostly surpassed, rating calculation that has a minimal consideration of high intensity or small land value/high capital value options.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.

Submission #328

Name: Douglas John Evans

Organisation: Left blank by submitter.

Hearings: Yes

A change to how we recover transportation (roading) costs

Left blank by submitter.

Transportation comment

Need detailed information from Cncl.S/be Option 4. Proper Status Quo
$4108.78
$365.68
Mayors +8.9% advice $365.68
= $4474.46
The options provided by NCC are not realistic and do not reflect what was pledged.
The proposed transportation should not be a stand alone component + stay the General Rate. Differential rating based on CV is not democratic and rate payers deserve a breakdown of councils calculations and not just a flippant reference to an 'average' of 8.9% increase which makes a 60% increase in 4 yrs a large proportion of ratepayers are on the pension and are already struggling to meet their rates bills and the Mayor pledged to Grey Power magazine back in September last year that he would keep rates to a minimum by a back to basics approach.

A change to how we charge inner city CCTV monitoring

Left blank by submitter.

CCTV comment

Should be further option, Option 4. Extend CCTV to include the boy racer hotspots so offending cars can be identified and taken off the road & prosecuted and funded by Commercial & Residential ratepayers

Do you have any general comments on the Draft Revenue & Financing Policy?

Where is councils application to the IFF fund for long term payback. When will we see annual financial report from AIM to see how they are performing

Do you have any comments on our proposed fees and charges for 2026/27?

None of the 3 options advised comply with last years rates + the advised rise from the Mayor of 8.9%. Eacg ratepayer deserves to be advised the itemised break down of calculation of each individual component so we can see where the council is coming from.

Do you have any other comments on our Annual Plan 2026/27?

Left blank by submitter.