



Mahere ā-Tau Annual Plan 2025/26

Year two of the LTP



He taiiao mauriora
Healthy environment

He hapori hihiri
Vibrant communities

He ōhanga pakari
Strong economy

Kia tau iho ngā manaakitanga a te wāhi ngaro ki runga ki a tātou katoa, tae atu rā ki te Arikinui Kuini Nga Wai Hono i te Po kua eke ki te tūranga i mahue mai i a Kiingi Tuheitia. Koia rā i whakataukīngia ai te kōrero,
*‘ko Tuheitia ki te rangi,
ko Nga Wai Hono i te Po ki te whenua.’*
Paimārire.

Nō reira, kei te Kiingi, te ika nui o te tau, e tangihia tonuhia ana e tō iwi. E te hunga mate, koutou i haohia i te kūpenga o Taramainuku, haere ki tua o Paerau, haere ki te iti o kahurangi, okioki ai.

Ka huri ki a tātou, ki te hunga ora. Nō reira, e ngā maunga whakahī, e ngā wai whakaterere taniwha, e ngā karangatanga maha puta noa i te rohe, ko te Kaunihera ā-Rohe o Waikato e mihi atu nei ki a koutou tēnā koutou, tēnā koutou, tēnā koutou katoa.

May the providence of the unseen realm cascade upon all of us, especially upon the Maaori Queen Nga Wai Hono i te Po, who recently ascended the throne. As the saying goes,
*‘Tuheitia is in heaven,
Nga Wai Hono i te Po is on earth.’*
Peace and good will.

Therefore, the King, the pre-eminent member of those who have been caught up in the net of Taramainuku, your people continue to grieve. Depart, with all our deceased to the next world, to the stars.

To those living in the Waikato region, we acknowledge you, your ancestral mountains, your water bodies, your people and your communities. Warmest regards from Waikato Regional Council.

Takatū Waikato

Making a stand for the Waikato

Matawhānui

Our vision

Waikato mārohirohi: Manaaki whenua, whakamana tangata.

The mighty Waikato: Caring for our place, empowering our people.

Aronga

Our purpose

Working together for a Waikato region that has a **healthy environment, vibrant communities** and **strong economy**.

Ngā aronga nui

Our strategic priorities



Wai
Water



Takutai moana
Coastal and marine



Rerenga rauropi, tiakitanga taiao
Biodiversity and biosecurity



Hononga hapori
Community connections



Hanganga tauwhiro
**Sustainable development
and infrastructure**



Whakaheke tukunga
**Transition to a low
emissions economy**

A focus on wellbeing and how we respond to climate change is woven through all our priorities.

Mō te mahere ā-tau

Why we're consulting

Every three years, all councils prepare a long term plan (LTP).

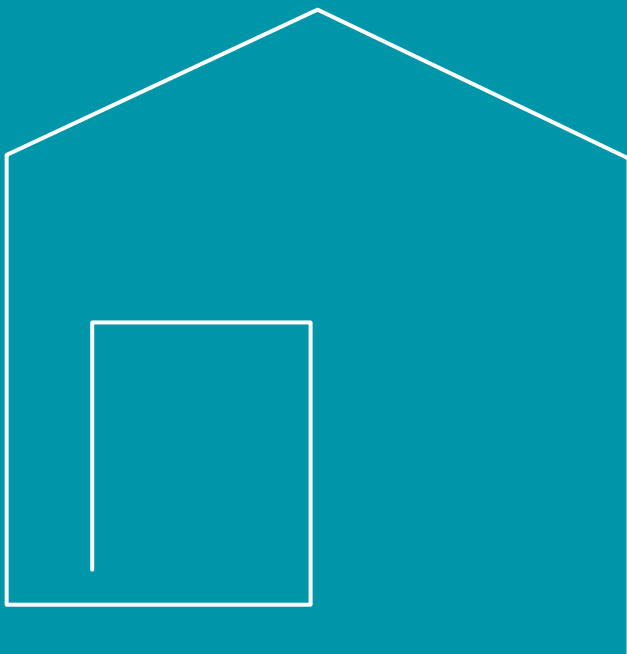
The LTP is our major planning document. It sets out the range of activities proposed over the next 10 years and how they will be funded, with a focus on the first three years.

The community has an opportunity to provide input into the setting of priorities and direction for the decade ahead. Our last LTP was adopted in June 2024 for the period 2024-2034.

Annual plans are companion documents that are prepared in the years between each LTP.

While some changes are proposed in this annual plan, it will be consistent with the strategic setting of the *2024-2034 Long Term Plan*.

For more on the *2024-2034 Long Term Plan*, go to [waikatoregion.govt.nz/ltp](https://www.waikatoregion.govt.nz/ltp)



Our proposals



Ka whakanuia ō whakaaro

Your views matter

We love where we live in the mighty Waikato and we want to make it even better, with you.

Our annual plan sets out what we're going to do in the year ahead, the money we'll spend doing that and the impact this will have on rates.

It's largely determined by our LTP, although strategic adjustments are required to ensure planning remains responsive to near-term opportunities and challenges.

Where adjustments are considered significant, we consult with the community.

For 2025/26, we've opted to stick closely to the programme we signalled in our *2024-2034 Long Term Plan*, adopted in June last year; however, we are proposing some key changes.

This document outlines the four changes we're consulting on. Through consultation, you can have your say on what we're proposing.

You'll find the contact details for the councillors who make the final decisions on page 20 and information on how to make a submission on page 21.

He aha, hei āwhea rānei ngā mahi?

What's happening and when?

1-30
April

Consultation

Consultation is open for you to tell us what you think about our proposals.

19-22
May

Hearings and decision making

You can speak to councillors about your feedback in person or via video link (if you wish).

Details will be available online at waikatoregion.govt.nz/council-meetings.

Councillors will make decisions on the 2025/26 Annual Plan.

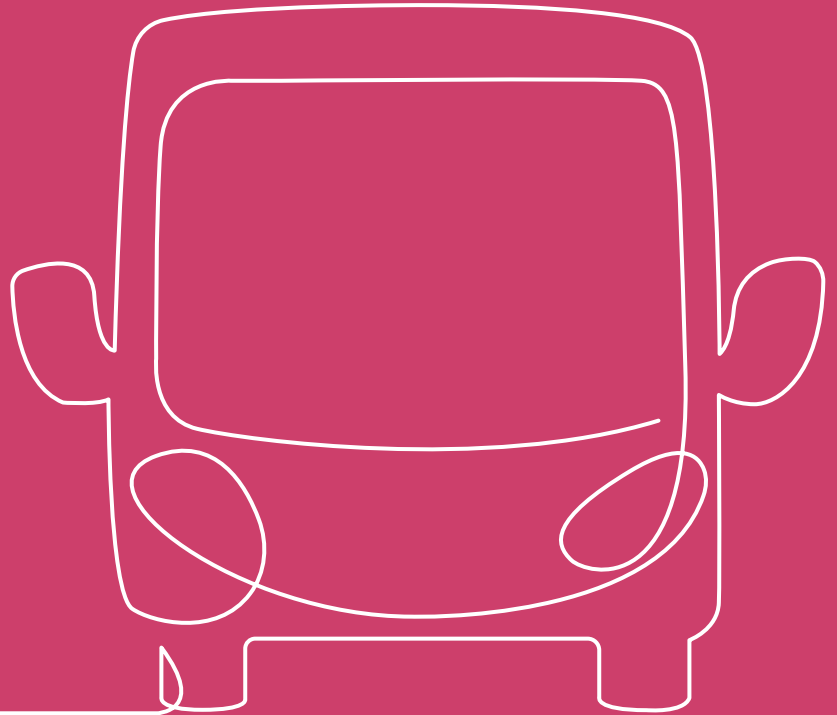
Your feedback will be taken into account along with other submissions from across the region. All meetings are open to the public.

24
June

Final decision

The 2025/26 Annual Plan will be adopted.

A copy will then be made available online at waikatoregion.govt.nz/annualplan.



Te kōhi reiti mō ngā waka tūmatanui

Simplifying public transport rating

Our public transport services provide access to education, employment, recreation, healthcare and more. For some they are a matter of choice, for others they can be the only real option.

Our services also benefit the wider community, helping to cut congestion, improve road safety, reduce carbon emissions and give businesses access to a wider pool of workers.

This wide range of benefits is part of the reason these services are funded through a range of sources, including fares, advertising, retail leasing, NZ Transport Agency Waka Kotahi funding and regional rates.

As part of the *2024-2034 Long Term Plan*, the council consulted on collecting rates for public transport region-wide from 1 July 2025 rather than have district councils collecting rates for this purpose. We are currently the only region in New Zealand to work in this way and in line with the popular consensus (57 per cent of public submissions), councillors agreed to pick up the rating for public transport from all districts in 2025/26. This means district councils will no longer need to collect rates to fund public transport.

The change simplifies legacy funding arrangements that evolved over time and were more complex and expensive to administer than they needed to be.

We also sought feedback on two possible rating models – two different ways of collecting rates for public transport – but, owing to a lack of strong public support for either of these models, our councillors were keen to explore more options in partnership with local councils.

The options developed since then take into account the views of local councils and the community.

What we're proposing

A simplified, region-wide approach to public transport rating

We want to ensure the way we collect rates for public transport services is as fair, simple and efficient as possible. So we're proposing a model that acknowledges different levels of access to a range of community and public transport services throughout the region.

Based on the level of access to bus services, we're proposing five different rating categories across three geographical areas. The rating cost to properties in these areas is based on the level of public transport services available.

The proposal does not impact the total amount of rates collected across the region for public transport. So, while it may result in some households paying slightly more, others should pay slightly less. The only change is to how we collect the part of public transport funding that comes from rates.

For Hamilton, we're proposing two options. This acknowledges that around 80 per cent of bus services are within Hamilton, so these ratepayers pay considerably more than other parts of the region for public transport.

Option two is for the rate in Hamilton to be based on the capital value of a property. This recognises that currently Hamilton's public transport rating is based on a property's capital value, so option two is less likely to be a significant change to the current rates that you pay.

Council's preferred option is for every household in Hamilton to pay the same because it keeps things simple and will provide a consistent approach across the region. This is option one.

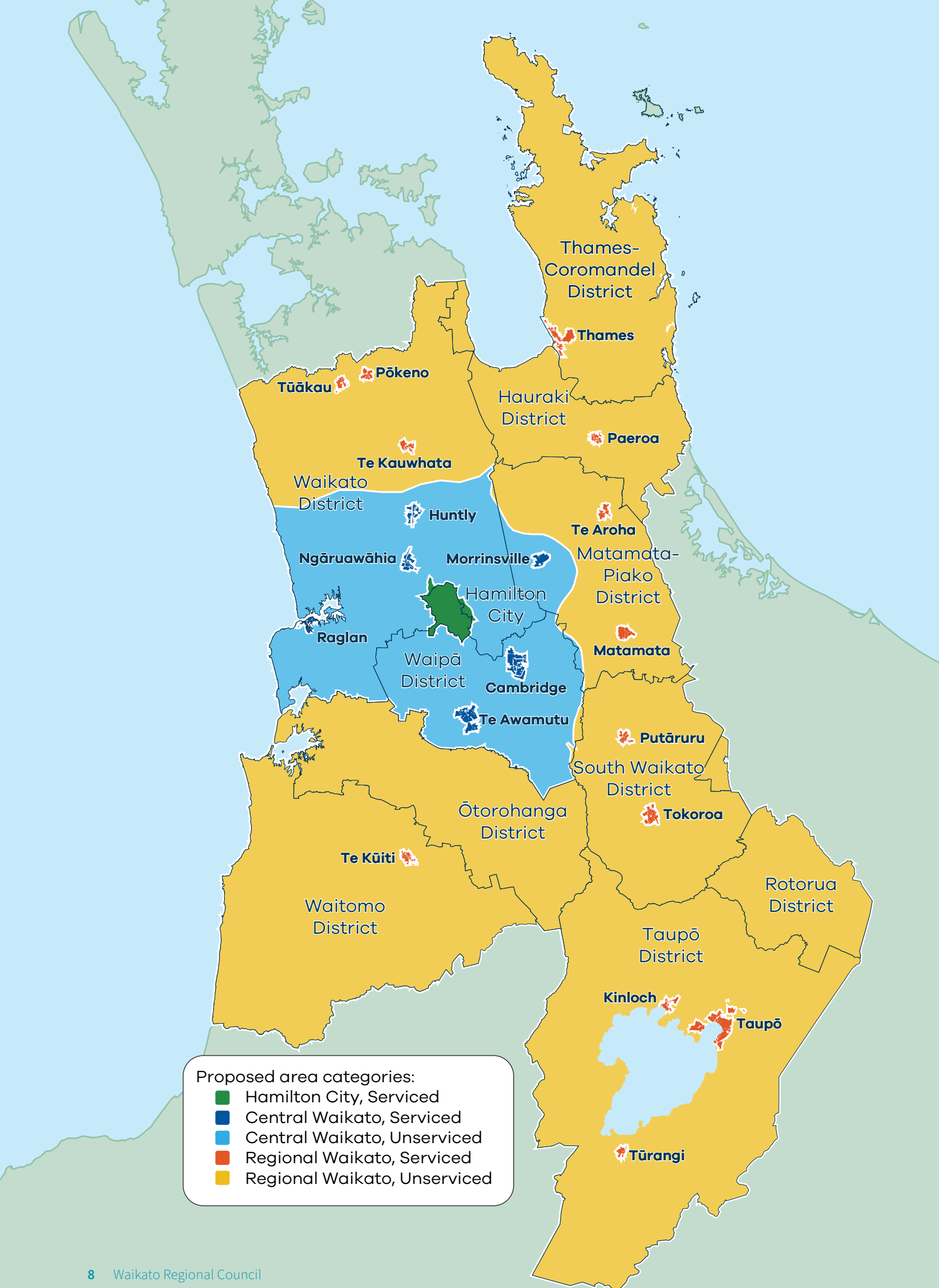
What will the regional public transport rate fund?

- **Bus services** – the rate contributes to funding all public bus services in the region. Overall funding for these services comes from a range of sources, including fares and NZTA funding. For more information on our bus services, visit busit.co.nz.
- **Total Mobility services** – enabling eligible people – people with disabilities or long term impairments – to benefit from access to transport through a 50 per cent subsidised door-to-door service. The subsidy is funded between our council (49 per cent of that subsidy) and NZTA (51 per cent of that subsidy). For more information on Total Mobility services, visit busit.co.nz/total-mobility.
- **Community transport** – supporting operators to provide transport services to people whose needs are not met by the public transport network, such as those living rurally or who have specialist medical and accessibility needs. For more information on community transport, visit waikatocommunitytransport.org.nz.

The total amount we would collect through rates to fund these services is \$23.2 million in 2025/26. This is \$3.6 million less than what we had budgeted for in year two of our *2024-2034 Long Term Plan*, due to less than expected match funding being provided by NZTA.

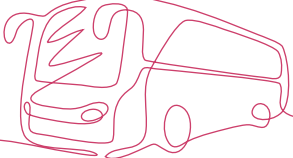
| Area | Category | Access to community transport and Total Mobility | Public transport access |
|------------------|------------|--|---|
| Hamilton | Serviced | ✓ | Almost all properties in Hamilton have access to bus services and often have several choices. |
| Central Waikato | Serviced | ✓ | Urban parts of this area are serviced by at least one public bus route, including direct links to Hamilton, for example, Cambridge, Huntly, Ngāruawāhia, Morrinsville, Raglan and Te Awamutu. |
| Central Waikato | Unserviced | ✓ | Rural parts of this area are not directly serviced by public bus routes. |
| Regional Waikato | Serviced | ✓ | Urban parts of this area are serviced by a public bus route, for example, Matamata, Paeroa, Taupō, Thames and Tokoroa. |
| Regional Waikato | Unserviced | ✓ | Rural zones in this area are not serviced by public bus routes. |

To see what rating area category would apply to your property, visit waikatoregion.govt.nz/annualplan.



- Proposed area categories:
- Hamilton City, Served
 - Central Waikato, Served
 - Central Waikato, Unserved
 - Regional Waikato, Served
 - Regional Waikato, Unserved

How should we rate for public transport services?

| Preferred option | OPTION 1 | OPTION 2 |
|------------------|--|---|
| | <p>Within the described rating categories, every property pays the same.</p> <p>> Impact on levels of services: No impact</p> <p>> Total cost to ratepayers: 2025/26: \$23.2 million</p> <p>No change to the current total costs, but the way we collect funds will change, and the cost may change for individual households.</p> <p>> Impact on rates: See the table below</p> <p>> Impact on debt: Nil</p>  | <p>In central and regional Waikato, within the described rating categories, every property pays the same.</p> <p>Within Hamilton, the rate is based on property capital value (lower value properties pay less, higher value properties pay more).</p> <p>> Impact on levels of services: No impact</p> <p>> Total cost to ratepayers: 2025/26: \$23.2 million</p> <p>No change to the current total costs, but the way we collect funds will change, and the cost may change for individual households.</p> <p>> Impact on rates: See the table below</p> <p>> Impact on debt: Nil</p> |

How the options impact rates

| Preferred option | OPTION 1 | | | | |
|------------------|---|-----------------|------------|------------------|------------|
| | Within the described rating categories, every property pays the same. | | | | |
| | HAMILTON CITY | CENTRAL WAIKATO | | REGIONAL WAIKATO | |
| | SERVICED | SERVICED | UNSERVICED | SERVICED | UNSERVICED |
| | Per property rate | | | | |
| | \$278.88 | \$76.69 | \$38.35 | \$26.84 | \$11.50 |

| Preferred option | OPTION 2 | | | | |
|------------------|--|--------------------------|------------|------------------|------------|
| | In central and regional Waikato, within the described rating categories, every property pays the same. Within Hamilton, the rate is based on property capital value. | | | | |
| | HAMILTON CITY | CENTRAL WAIKATO | | REGIONAL WAIKATO | |
| | SERVICED | SERVICED | UNSERVICED | SERVICED | UNSERVICED |
| | Per \$100,000 of capital value | Per property rate | | | |
| | \$26.81* | \$76.69 | \$38.35 | \$26.84 | \$11.50 |

*For example, a \$500,000 property will pay \$134.05, a \$1 million property will pay \$268.10 and a \$1,500,000 property will pay \$402.15.

To see how your property would be rated and the impact of the council's preferred rating option, visit waikatoregion.govt.nz/annualplan.



He reiti e tiaki ai a Wharekawa i ngā waipuke

Wharekawa Coast (Kaiaua) rating

We're proposing a new river and catchment programme for the Wharekawa Coast to improve the community's resilience to extreme weather events.

The severe flooding that impacted the western coastline of the Firth of Thames in January 2018 saw the Wharekawa Coast community come together looking for action. The result is the *Wharekawa Coast Community Plan*, a non-regulatory plan completed in 2023 that recommends actions and steps the community would like to see implemented to adapt to natural hazards and climate change risk.

The community plan supports the introduction of a formal river and catchment management programme on the Wharekawa Coast. The absence of services for this area is inconsistent with other parts of the region. A river and catchment management programme would enhance the natural ability of rivers to retain and transport water, and mitigate the frequency and impact of flood events in the area.

For more information on the *Wharekawa Coast 2120 Community Plan* and the *Wharekawa Coast 2120 Wider River Flood Assessment*, visit waikatoregion.govt.nz/wharekawa-coast.

What we're proposing

A river and catchment management programme for the Wharekawa Coast (Kaiaua)

We want to improve the community's resilience to extreme weather events by providing active and ongoing river and catchment management activities on the Wharekawa Coast. This would include:

- upper catchment stability control through planting and erosion control
- general river management works, including clearing of blockages in streams and culverts, and works to improve channel stability and capacity
- stream mouth clearance/opening
- technical advice to landowners on management techniques
- works in the coastal marine area that may include estuarine wetland protection and enhancement, and natural erosion measures.

The programme is estimated to cost \$150,000 per annum over 10 years and we're proposing to fund most of this through a new targeted rate. This would allow this work to commence in July 2025.

As with similar programmes in the region, there would also be a contribution made through the general rate to recognise the wider public benefits of the work such as improved river stability and reduced sedimentation of river and coastal environments.

The programme will also benefit sites that contribute to the regional economy and lower the risk of disruption from flooding on essential lifeline services (such as roads and telecommunication).

We're therefore proposing a funding split that would mean that 70 per cent of the cost is recovered via a targeted rate paid by the Wharekawa community, and 30 per cent paid for through the general rate. The 70 per cent targeted rate contribution reflects the funding approach of similar river and catchment programmes in other parts of the region.

For ratepayers outside the Wharekawa community, the cost equates to around 2 cents per \$100,000 of capital value (CV). So, a property with a CV of \$500,000 would only pay 10 cents more per year.

We're seeking feedback on how we should fund the 70 per cent targeted rate component paid for by the Wharekawa community.

Council's preferred option is that properties in the low-lying flat coastal plains will contribute more to the targeted rate component. This acknowledges that the low-lying flat coastal plain is more susceptible to flooding and associated hazards, so properties in this area will derive a direct benefit from the programme. Whilst these properties are more susceptible to flooding, we also recognise that inland catchment areas influence river flows. Therefore, properties in the hilly/inland areas will contribute to the targeted rate but pay less because they will derive a more indirect benefit from the programme.

View the maps on the following page to see the direct and indirect beneficiary areas.

- Direct beneficiaries are ratepayers in the low-lying coastal plains.
- Indirect beneficiaries are ratepayers in the hilly/inland areas.



Do you support the establishment of a river and catchment management programme for the Wharekawa Coast?

If a river and catchment management programme is established, which rating option would you prefer?

Preferred option

OPTION 1

A river and catchment management programme for the Wharekawa Coast, 70 per cent funded by a targeted rate on the Wharekawa community, and 30 per cent funded by the general rate.

For the targeted rate component, there are two rating areas, both rated based on capital value:

- Direct beneficiaries will pay more (70 per cent of the targeted rate component).
- Indirect beneficiaries will pay less (30 per cent of the targeted rate component).

> Impact on levels of services:
No impact

> Total cost to ratepayers:
2025/26 onwards: \$150,000 per annum

> Impact on rates:
See the table on page 13

> Impact on debt:
Nil

Proposed rating areas:
■ Direct benefit area
■ Indirect benefit area

● Towns
 — State highway
 — Rivers and lakes
 — Regional boundary
 — Ocean

OPTION 2

A river and catchment management programme for the Wharekawa Coast, 70 per cent funded by a targeted rate on the Wharekawa community, and 30 per cent funded by the general rate.

For the targeted rate, there is a single rating area with all properties rated based on capital value.

> Impact on levels of services:
No impact

> Total cost to ratepayers:
2025/26 onwards: \$150,000 per annum

> Impact on rates:
See the table on page 13

> Impact on debt:
Nil

Proposed rating area:
■ Rating area

● Towns
 — State highway
 — Rivers and lakes
 — Regional boundary
 — Ocean

How the options impact rates

Preferred option

OPTION 1

- 70 per cent of the programme is funded by targeted rates, with two rating areas, both rated based on capital value.
 - Direct beneficiaries will pay more (70 per cent of the targeted rate component).
 - Indirect beneficiaries will pay less (30 per cent of the targeted rate component).
- 30 per cent of the programme is funded through general rates.

| GENERAL RATE | TARGETED RATE FOR PROPERTY IN THE DIRECT BENEFIT AREA | TARGETED RATE FOR PROPERTY IN THE INDIRECT BENEFIT AREA |
|---------------------------------------|---|---|
| Per \$100,000 of capital value | | |
| \$0.02 | \$18.10 | \$4.86 |

OPTION 2

- 70 per cent of the programme is funded by targeted rates, with a single rating area and all properties rated based on capital value.
- 30 per cent of the programme is funded through general rates.

| GENERAL RATE | TARGETED RATE FOR PROPERTY IN THE DIRECT BENEFIT AREA | TARGETED RATE FOR PROPERTY IN THE INDIRECT BENEFIT AREA |
|---------------------------------------|---|---|
| Per \$100,000 of capital value | | |
| \$0.02 | \$9.95 | \$9.95 |

To see what rating area category would apply to your property, visit waikatoregion.govt.nz/annualplan.





Ngā take ahumoni
Financial matters

Ngā utu Fees and charges

Based on the proposed budget for 2025/26, we've reviewed the fees and charges set for regulatory services and information gathering. There have been some price adjustments to reflect increases in our year-on-year costs and we've made some updates to ensure consistency with changes to legislation.



We're also proposing the inclusions below:

- **A new section outlining the charges relating to our involvement in consent processes administered by other agencies**

We may need to engage in specified aspects of consenting processes administered by the Environmental Protection Authority (EPA) and the Environment Court. In these scenarios, the *Resource Management Act 1991 (RMA)* enables us to recover the actual and reasonable costs incurred from the consent applicant.

We have also referenced the new *Fast-Track Approvals Act*. This act enables us to charge for our involvement in fast-track processes. These charges will go through the EPA. The EPA may then recover the costs from the applicant.

We have included this section to give a more complete picture of our fees and charges, but we note that they are already provided for by legislation.

- **A new section that outlines the new charging mechanisms proposed in the *Resource Management (Consenting and Other System Changes) Amendment Bill***

This bill is intended to enable more cost recovery mechanisms for local authorities, including the costs incurred for monitoring compliance with permitted activity rules (e.g. certain farming activities that are permitted under our Regional Plan, so do not require a resource consent). These costs would be passed onto the person undertaking the permitted activity.

We have included this section in anticipation of the legislation being passed in 2025. However, if these provisions are not passed into law, we will not apply them.

- **An additional reference to section 33R(a)-(d) of the *Maritime Transport Act 1994***

This is to clarify that our charges cover the processing of oil transfer site marine oil spill contingency plans and the subsequent auditing of those plans. An oil transfer site includes any site or facility that is used for the transfer of oil. This is already covered in our LTP, but we've added this reference to clarify that we can charge for these services.

➤ Visit waikatoregion.govt.nz/annual-plan to read the schedule of fees and charges

Do you have any feedback on the proposed changes to our fees and charges?

Te kaupapahere tuku reiti Rates remission policy

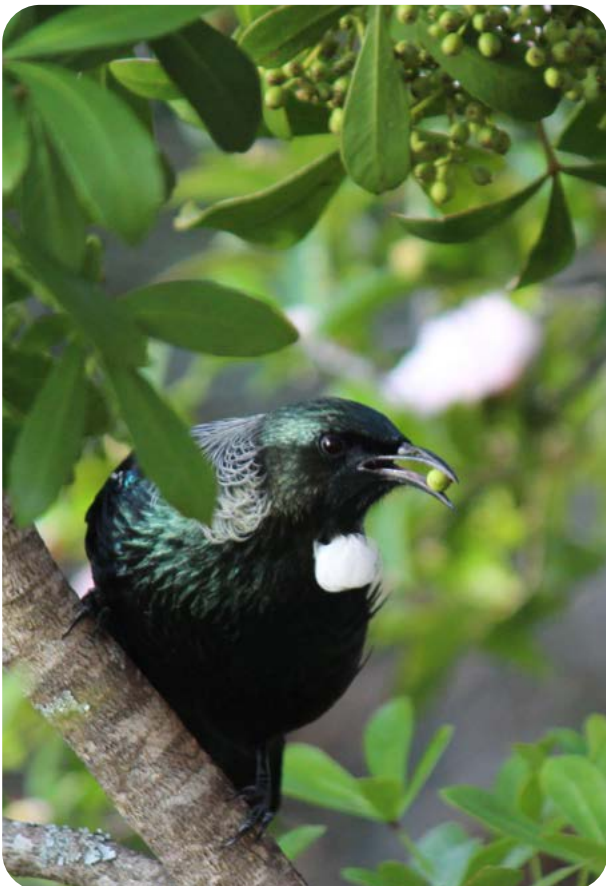
We're proposing a change to the remissions we offer, introducing a new remission policy for the primary industry compliance rate.

The primary industry compliance rate was introduced through the 2024-2034 Long Term Plan to ensure the greater cost of our primary industry compliance and engagement activities is borne by those that use the services, with less of the cost borne by general ratepayers. The targeted component of the rate applies to properties 20ha or greater.

We recognised that properties subject to the targeted rate that were covered in large areas of bush would not benefit from our primary industry compliance activities. We have been using our general remissions policy since the rate was introduced to ensure those properties are not unfairly targeted.

We're now formalising this approach through a specific primary industry compliance rate remission.

This remission will give a full discount on the primary industry compliance rate for any portion of land that's covered in bush.



Statement of proposal for new rates remission policy

14. Remission of primary industry compliance rate

14.1 Objective

To allow the council to act fairly and reasonably in applying the primary industry compliance rate, acknowledging that properties covered in bush will not be undertaking the activities that the rate is set to fund.

14.2 Criteria and conditions

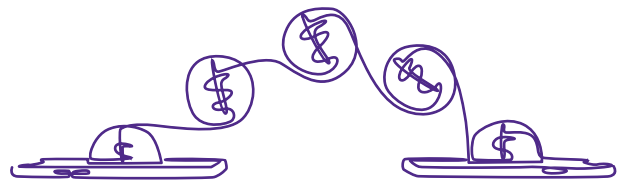
The remission applied will be calculated on the area of bush-covered land as a proportion of the total property area.

Criteria

- Applications for remission under this provision must be made in writing by the ratepayer.
- Applications will be reviewed using tools such as the Land Cover Database and aerial photography.
- Plantation forestry land is specifically excluded from eligibility for remission.
- Applications for remission under this policy will be determined by officers of council, acting under delegated authority from the council, as specified in the delegation's resolution.

Conditions

- Where bush clearance is undertaken, ratepayers receiving remission are required to notify the council of this activity. Periodic auditing of remissions will be undertaken based on updated aerial photography.
- If the property becomes eligible for any other rates remission from the council (for example, remission for biodiversity), the remission of the primary industry compliance rate will cease.



To read about all of our rates remission and postponement policies, visit [waikatoregion.govt.nz/remission-and-postponement-policies](https://www.waikatoregion.govt.nz/remission-and-postponement-policies).

Do you support our proposed rates remission policy?



Hei whakamōhio atu **Keeping you informed**

We don't ask for your feedback on everything in our annual plan because not every decision requires consultation or provides options to gain your feedback on.

However, we want to let you know about some upcoming changes to our transport fares. We also want to keep you informed about our prior year surplus.

Ngā utu waka tūmatanui Public transport fares

Public transport fares are increasing nationwide, driven by a combination of the rising costs of delivering services and direction from the coalition government to increase the portion of cost that's covered by the fares paid by public transport users.

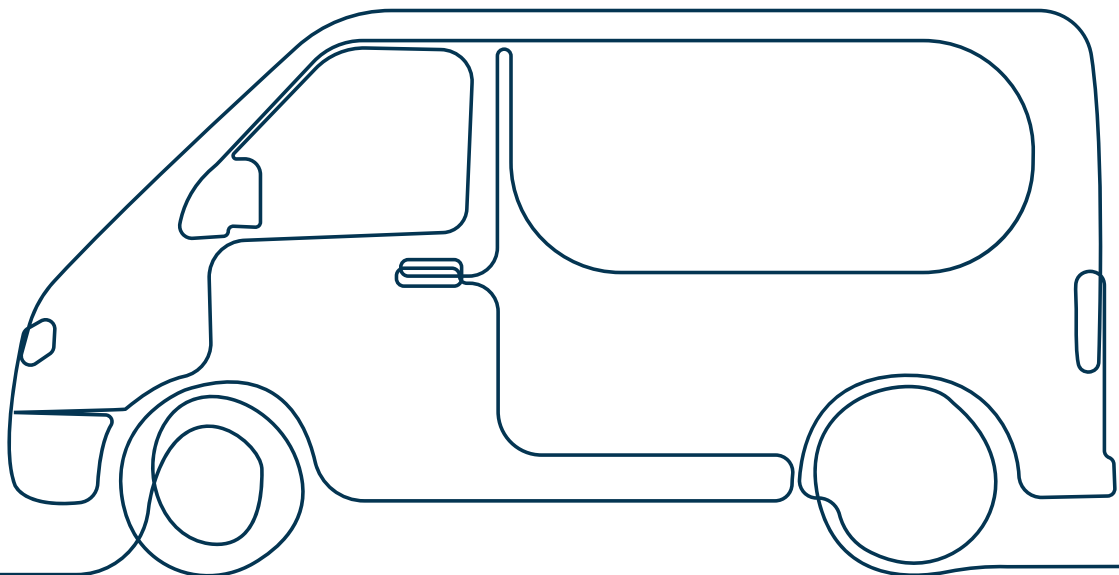
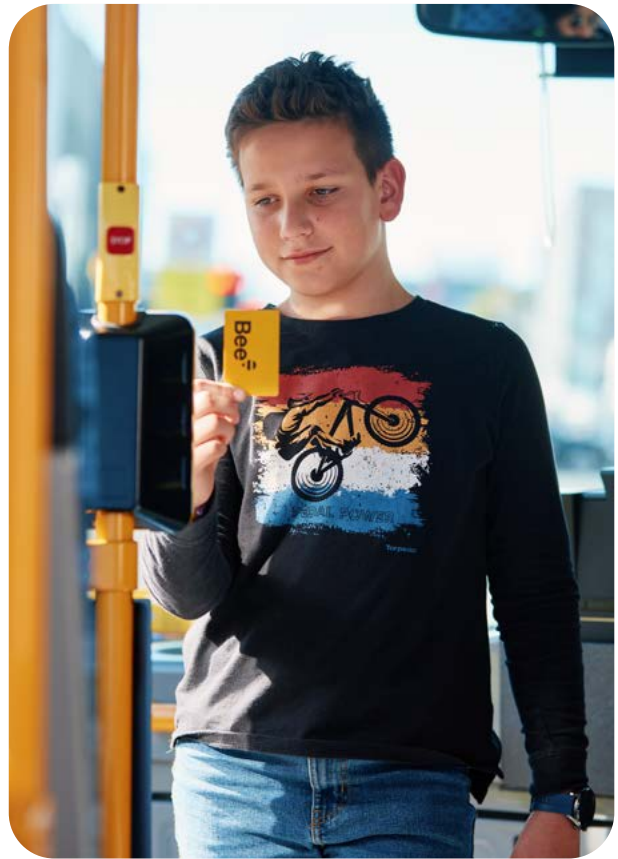
For these reasons, we will be increasing our fares by 11.4 per cent in 2025/26. This includes:

- a 6.4 per cent rise to reflect inflationary increases in our public transport operating costs
- an additional 5 per cent increase to progress towards the private share targets recently set by the NZ Transport Agency Waka Kotahi (NZTA).

Fares will then increase by a further 10 per cent per annum in the following four years.

Our councillors are aware of the ongoing cost-of-living pressures and acknowledge that the changes council has been asked to make will bring further costs to some households. They are also mindful of the environmental and road safety impacts of disincentivising public transport use through higher prices.

We will be doing all we can to ensure our public transport is run in the most effective, efficient and sustainable way possible, so the Waikato region maintains a quality system that continues to meet the needs of our communities.



Te pūtea tuwhene mai tērā tau

Prior year surplus

At the end of the 2023/24 financial year, we reported an accumulated operating surplus of \$6.04 million.

Operating surpluses arise from differences between budgeted and actual revenue and expenditure. This may be due to operational savings or through changes in our operating environment, such as the rapid changes to the Official Cash Rate (OCR) seen over the last two financial years – a trend that is now in reverse.

Previously these surpluses have allowed us to respond quickly to one-off costs that arise due to rapid changes in our operating environment. Through the 2024 – 2034 Long Term Plan, we were able to progress some key strategic projects without the need to increase rates as we were able to fund these activities through prior year surpluses.

As part of the development of the 2025/26 Annual Plan, we've already allocated \$1.55 million towards key pieces of work, such as protecting the region from the further spread of invasive freshwater clams.

Before finalising the annual plan in June, councillors will decide how to make use of the remaining \$4.5 million from that surplus. This may include returning these funds to ratepayers through reduced rates. Alternatively, we could follow the usual process of using the prior year surplus for one-off strategic investments.

If council was to apply all the available prior year surplus funds to offset rates in the 2025/2026 financial year, this would result in a one-off reduction in the general rates charged of about \$1.90 for every \$100,000 of a property's capital value.

For a \$500,000 property this would mean a one-off reduction of \$9.50, and for a \$1.0 million property a reduction of \$19.00.

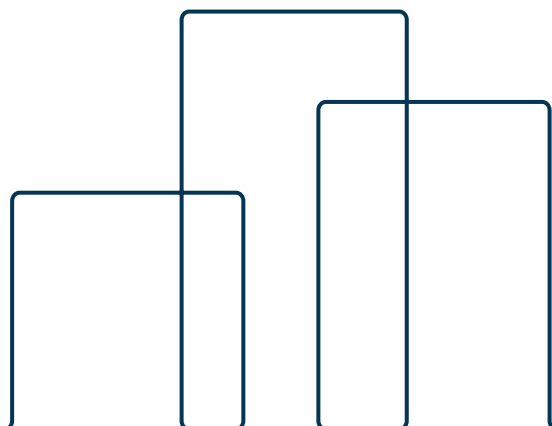
While using it to offset rates in 2025/26 would reduce the rates payable for that year, it would mean rate increases in the following year would need to be higher than currently signalled through the LTP.



Protecting the Waikato region from the further spread of invasive freshwater clams (*Corbicula fluminea*)

The ongoing spread of invasive freshwater clams presents a range of environmental and economic risks to our region, as well as operational risks for the council. We're doing our part by investing in gear, equipment and storage facilities to minimise the risk of our activities spreading these invasive freshwater clams.

An investment of \$414,000 was allocated for this purpose from our prior year surplus.



Whakapā atu ki ō kaikaunihera

Contact your councillors

If you have any questions about what we're proposing, please get in touch with your councillor.

Waikato



Pamela Storey
Chairperson

027 245 4006

Pamela.Storey@waikatoregion.govt.nz



Noel Smith

021 240 7921

Noel.Smith@waikatoregion.govt.nz

Hamilton



Bruce Clarkson
Deputy Chairperson

027 437 6820

Bruce.Clarkson@waikatoregion.govt.nz



Chris Hughes

021 956 476

Chris.Hughes@waikatoregion.govt.nz



Jennifer Nickel

027 310 3233

Jennifer.Nickel@waikatoregion.govt.nz



Angela Strange

021 375 606

Angela.Strange@waikatoregion.govt.nz

Thames-Coromandel



Warren Maher

021 679 925

Warren.Maher@waikatoregion.govt.nz

Ngā Hau e Whā



Tipa Mahuta

021 919 398

Tipa.Mahuta@waikatoregion.govt.nz

Ngā Tai ki Uta



Kataraina Hodge

027 450 8905

Kataraina.Hodge@waikatoregion.govt.nz

Waihou



Robert Cookson

021 679 304

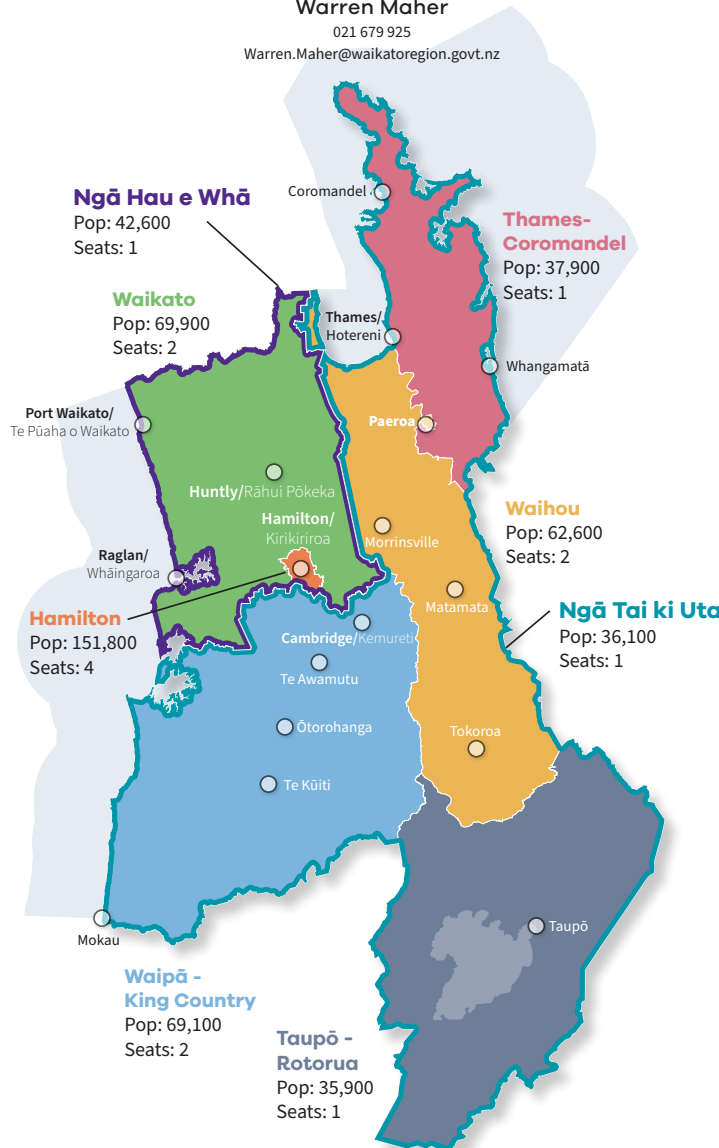
Robert.Cookson@waikatoregion.govt.nz



Ben Dunbar-Smith

021 396 766

Ben.Dunbar-Smith@waikatoregion.govt.nz



Waipā-King Country



Clyde Graf

021 674 378

Clyde.Graf@waikatoregion.govt.nz



Stu Kneebone

021 943 055

Stu.Kneebone@waikatoregion.govt.nz

Taupō-Rotorua



Mich'eal Downard

021 227 8027

Mich'eal.Downard@waikatoregion.govt.nz

Homai ōu whakaaro

Share your views

>> Consultation closes at 4pm
on Wednesday, 30 April 2025.

It's important that our councillors know what you think about the proposals outlined in this consultation document.

This is your chance to influence their decision making. You can pick up a copy of this consultation document at any Waikato Regional Council office or email haveyoursay@waikatoregion.govt.nz and we will post one to you.

How you can give us your feedback

> **Online:** go to waikatoregion.govt.nz/annual-plan-202526

Should you require more information, a range of resources are also available on this page to give you a detailed insight into the financial impacts of the proposals.



> **Email:** haveyoursay@waikatoregion.govt.nz



> **Want to submit but don't have access to a computer or the internet?**

Your feedback can also be:

Posted to

Corporate Planning
Waikato Regional Council
Private Bag 3038
Waikato Mail Centre
Hamilton 3204

Delivered to one of our offices

Hamilton Office
160 Ward Street

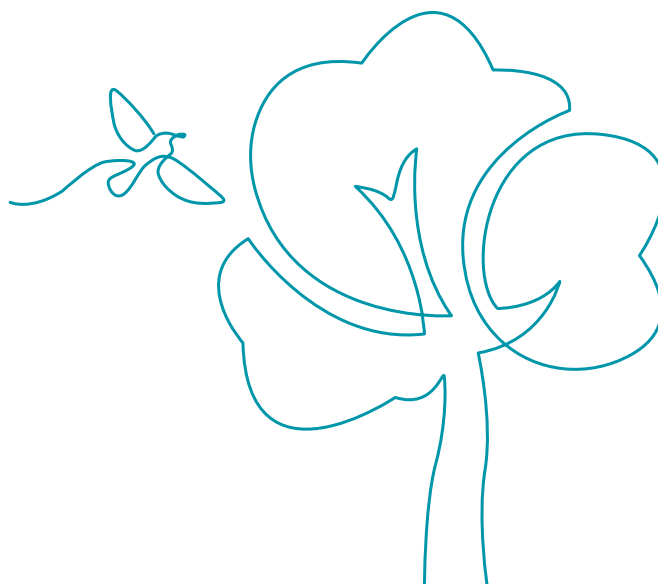
Paeroa Office
13 Opatito Road

Taupō Office
100 Horomatangi Street

Whitianga Office
33-35 Albert Street



Your feedback and any information you include is considered public information and will be available in reports and documents relating to this process, in addition to being published on our website. On the following pages are the questions we're consulting on for your consideration.



Submission form

Please tick the option box of your preference. A section is included for additional comments and, if necessary, you may add additional pages of feedback.

Your details

| | |
|---|-------------------------|
| Title (please circle): Dr Mr Mrs Miss Ms | Other (please specify): |
| First name: | Surname: |
| Organisation/group submitting (if applicable): | |
| Email (please print): | |
| Address (full address, including rural delivery): | |
| | |
| | |
| Postcode: | |
| Phone (day time): | Mobile: |

You are invited to speak to councillors about your feedback during hearings.

If you/your group would like to attend, please indicate here: **Yes** **No**

Public information

All submissions (including your name and contact details) will be provided to council staff, for administration and analysing feedback, and to those who are involved in decision making on the consultation. All submissions, including submitter names (unless you request otherwise) but not contact details, will be made publicly available online. The council is subject to the *Local Government Official Information and Meetings Act 1987* and a request for official information may cover your submission, including your address and other contact details.

You are welcome to answer only the questions that are of interest to you. You are also welcome to use your comments to suggest ideas outside of the options listed.

Simplifying public transport rating

How should we rate for public transport services?

- Option 1 (preferred option)
- Option 2

Comments

Wharekawa Coast (Kaiaua) rating

Are you a ratepayer or resident of the Wharekawa Coast?

- Yes No

Do you support the establishment of a river and catchment management programme for the Wharekawa Coast?

- Yes No

If a river and catchment management programme is established, which rating option would you prefer?

- Option 1 (preferred option)
 Option 2
 Do not support

Comments

Fees and charges

Do you have any feedback on the proposed changes to our fees and charges?

Rates remission policy

Do you support our proposed rates remission policy?

- Yes No

Comments

Do you have any other comments?



He taiao mauriora ▲ **Healthy environment**

He hapori hihiri ▲ **Vibrant communities**

He ōhanga pakari ▲ **Strong economy**

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Private Bag 3038, Waikato Mail Centre,
Hamilton 3240, New Zealand
0800 800 401 waikatoregion.govt.nz