



Ōtorohanga Community Board

# AGENDA

WEDNESDAY 2 DECEMBER 2020

**4.00pm**

Members of the Ōtorohanga Community Board

Board Member Neville Gadd (Chair)  
Board Member Kat Brown-Merrin  
Board Member Alan Buckman  
Councillor Katrina Christison  
Board Member Peter Coventry  
Councillor Rodney Dow

Meeting Secretary: Miss. Natasha Martinsen

# ŌTOROHANGA COMMUNITY BOARD

WEDNESDAY 2 DECEMBER 2020

Notice is hereby given that an Ordinary meeting of the Ōtorohanga Community Board will be held in the Council Chambers, 17 Maniapoto Street, Ōtorohanga on Wednesday 2 December 2020 commencing at 4pm.

30 November 2020

**Tanya Winter**  
**CHIEF EXECUTIVE**

## AGENDA

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**ITEM 59                   CHAIRPERSONS REPORT – VERBAL**

**ITEM 60                   OTOROHANGA MOTORHOME FRIENDLY TOWN PROPOSAL**

**TO:                       THE CHAIRPERSON AND MEMBERS OF THE ŌTOROHANGA COMMUNITY BOARD**

**FROM:                   COMMUNITY & ECONOMIC DEVELOPMENT MANAGER**

**DATE:                   2 DECEMBER 2020**

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**Relevant Community Outcomes**

- Promote the local economy and opportunities for sustainable economic development
- Ensure services and facilities meet the needs of the community
- Manage the natural and physical environment in a sustainable manner

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**Executive Summary**

A recommendation is sought from the Ōtorohanga Community Board as to whether Ōtorohanga should become a Motorhome Friendly Town as defined by the NZ Motor Caravan Association, to encourage Certified Self Contained travelers to visit, stay and spend in the Ōtorohanga District whilst providing them with a free public facility to safely and appropriately dispose of their waste and refill their water containers.

**Recommendation(s)**

It is recommended that the Ōtorohanga Community Board;

1. Support the proposal to pursue achieving the status of being a Motorhome Friendly Town in Ōtorohanga, and;
2. Support the installation of a free public dump station on Council owned land off the end of Rangipare Street, Otorohanga, as per the site photo provided in this report and;
3. Support an amendment to the current Traffic Bylaw or the development of a Freedom Camping Bylaw or Policy to enable Freedom Camping in designated areas around the district, and;
4. Support the acceptance of the funding offered by NZ Motor Caravan Association of \$12k to cover the installation of the dump station, and;
5. Support the acceptance of the offer from NZ Motor Caravan Association to fund up to \$3k towards the first 3 years of operational costs, and;
6. Support the acceptance of the offer from NZ Motor Caravan Association to supply to Council free of charge the certified pre-cast waste unit along with all the appropriate signage for users, and;
7. Support the approval for the ongoing operational costs of the dump station beyond the period of cover from the NZ Motorhome Association funding, at an estimated cost of \$800-\$1000 p/a to be funded from the public conveniences operational budget, subject to Long Term Plan financial considerations and adoption of such.

**Background**

At the Council meeting held on 17 September 2019 staff presented a report to Council to consider Kawhia and Ōtorohanga becoming 'Motorhome Friendly Towns' to encourage and welcome travelers to visit, stay and spend in the district whilst enabling positive economic outcomes.

After much discussion and consideration, Council resolved the following;

- 1) That Council approve investigating a 'Motorhome Friendly' town status for Otorohanga and Kawhia in two stages, with stage one being Otorohanga and Stage two being for Kawhia subject to
  - I. necessary amendments required to the current traffic bylaw to accommodate this.
  - II. Identify suitable dump station site in Otorohanga along with costs of installation potentially funding options.
  - III. Identify and ongoing operational costs associated with MFT status.
- 2) That a report is brought back to Council for final discussion on a MFT status.

## **Discussion with Ōtorohanga Community Board 7 October 2020**

On 7 October 2020 staff presented to the Ōtorohanga Community Board on the Ōtorohanga Motorhome Friendly Town Proposal in acknowledgement of the Delegations to the Ōtorohanga Community Board which define their interest in the Ōtorohanga urban area (see attachment 1).

Staff included in the report all the information required by the previous Council resolution, however the discussion with the Board was largely focused on the dump station aspects of achieving the MHFT status. Concerns raised by Board members were predominantly about the dump station being funded by ratepayers, both for the installation and the ongoing costs, they felt that rather than it being a public amenity funded by ratepayers it should instead be a 'user pays' system – despite this not meeting the criteria of being a MHFT. Some members also had reservations with the preferred location behind the library, concerned that there may be potential clashes between vehicles and library users or even with fire service vehicles.

There were also 7 members of the community that had asked to speak to the proposal in the public forum, 5 of these were against it, 2 were in support of it. The 5 members against it, collectively had a number of reservations, ranging from cost to ratepayers, not agreeing with the proposed location and doubts about the actual economic benefits in achieving the MHFT status. The 2 speakers that supported the proposal were both local ratepayers and business owners, one was also a NZMCA member. Both strongly recommended the proposal be supported by the Board based on the wide reaching benefits (in their views) to the Ōtorohanga community by increasing visitor numbers to the main town centre.

### Community Board's Concerns

#### **Funding of Public Dump Station**

Since this matter went before the Ōtorohanga Community Board on 7 October 2020, and concerns were raised about ratepayers funding the dump station, Council has successfully secured external funding from the NZMCA for \$12k towards the installation of the dump station, along with \$3k towards up to 3 years' worth of operational costs to support Council in pursuing the benefits of being a MHFT. In addition to the funding, NZMCA have agreed to supplying to Council, free of charge, the \$1200 pre-cast waste unit along with all the relevant signage to aid appropriate use of the dump station.

Beyond the \$3k funding for operational costs from NZMCA, the ongoing operational costs of the dump station which is estimated at \$800-\$1000 p/a could be funded from the Public Conveniences operational budget, however this would need to be considered through the next Long Term Plan budget discussion for the subsequent years.

#### **Dump Station Location**

Staff had investigated several locations for the proposed dump station and had selected a preferred site on Council owned land behind the Library and near the former Red Cross shed. However, when this matter was heard by the Ōtorohanga Community Board on 7 October 2020, some members raised concerns about the preferred location being unsuitable with library users frequenting the site and potential clashes with Fire Service vehicles.

To address these concerns, further investigations to find a more suitable site were carried out by staff, with the Council owned car park on Whittington Lane being suggested as a potential better location (see picture of Whittington Lane site below).

Although the suggested new location on Whittington Lane, did appear on the surface to be a good one, there were concerns from staff that this site could be more complicated and costly for a dump station installation. Due to these concerns, Council's engineering design team were engaged to complete a full site analysis for the installation of the dump station at the Whittington Lane car park and to give an engineer's estimate of costs for the installation.

The results of these investigations revealed the site was indeed very complicated with underground power cables and gas lines, along with being a reasonable distance away from the closest, suitable waste line connection. The engineer's estimation of costs is \$30k which well exceeds the funding available for the project.

## Site investigated at Council owned car park off Whittington Lane, Ōtorohanga



### Further site recommendations by staff

Due to the lack of practicality and expense relating to installing a dump station site at Whittington Lane, staff have gone back to review their analysis of all of the sites that have been in consideration since this was first discussed by Council in 2019.

The large turn around area at the end of Rangipare Street (near the polocrosse pens and stopbank pathway) is considered to be one of the most suitable sites, along with the area previously mentioned between the library car park and Turongo Street (which the Board did not favour). The only reason why staff had not originally recommended the Rangipare Street turnaround area was due to it being a bit further away from the main street shopping area. However, in further discussion with NZMCA who have studied the behaviours of Caravan and Motorhome users, they strongly advised that close proximity between the main CBD and the dump station were not necessary as people generally managed their ablutionary functions at different times to shopping and dining. The trend is for people to either empty their waste on arrival to a new town, before setting up and going exploring or emptying their waste as they leave town, having already been exploring, shopping and dining in the town.

**Preferred site - turnaround area off the end of Rangipare Street, Ōtorohanga (Island Reserve)**



Representatives from four of the main user groups of the Island Reserve area by the Rangipare Street turnaround have been spoken with in regard to this proposal. The collective feedback was, that as long as consideration is given to other users when Council is planning the layout of the dump station area and assurance can be given as to the capacity of the waste systems to handle the additional volume that will result from the installation, they are all in support of the proposal.

Based on the fore written information and in consideration of the Board's concerns about the rear of the library site, staff recommend the installation of the dump station occurs at Rangipare Street turnaround.

Staff have previously calculated the costs for installing a dump station at either the library site or the Rangipare Street site to include providing a water connection and hose, a concrete pad, water meter and signage to be around \$6200. This falls well within the funding from NZMCA.

As far as ongoing operational costs, these would be very minimal and have been calculated at \$800-\$1000 p/a as previously stated.

**All locations considered**

Other sites that were considered are listed in the table below along with how they measured against the relevant 7 criteria.

Potential sites investigated and rated on Very Poor, Poor, Good, Excellent against criterion							
Location	1.Land status	2.Easily Accessible	3.Close waste connection	4. Potable water available	5. Central to CBD	6. Minimal residential impact	7. Practical, suitable, and cost effective for installation
Turnaround at end of Rangipare Street, (Island Reserve)	Good	Excellent	Excellent	Good	Poor	Good	Good
Layby area on roadside at Mair Street	Good	Good	Good	Good	Poor	Poor	Good
In front of Council Depot (Progress Drive)	Good	Good	Good	Good	Poor	Excellent	Good
Bob Horsfall Reserve	Excellent	Good	Poor	Good	Poor	Excellent	Good
Behind Library	Excellent	Excellent	Excellent	Good	Excellent	Good	Excellent
Councils main waste connection on SH3 by Gray's Construction Yard	Poor (not Council owned)	N/A	N/A	N/A	N/A	N/A	N/A
Whittington Lane car park	Excellent	Excellent	Very poor	Poor	Excellent	Excellent	Very poor
Huipūtea Reserve	Good	Good	Good	Good	Good (although poor walking access)	Excellent	Good, although could be considered a culturally and environmentally inappropriate site.

## Considerations

### 1. Significance and Engagement

This proposal is assessed as being of low significance and as such does not trigger any consultation requirements under Council's Significance and Engagement Policy.

It is however acknowledged that there are divergent views in the community on this subject, with a small group of ratepayers that have expressed their opposition to the proposal. The negative effects of the proposal on them and other ratepayers is expected to be low, particularly now that external funding has been secured to complete the dump station installation.

### 2. Policy and Plans

A Bylaw amendment will be required under the LGA.

### 3. Legal

There are no special legal requirements relating to this proposal.

### 4. Financial

Since this matter went before the Ōtorohanga Community Board on 7 October 2020, and concerns were raised about ratepayers funding the dump station, Council has successfully secured external funding from the NZMCA for \$12k towards the installation of the dump station, along with \$3k towards up to 3 years' worth of operational costs to support Council in pursuing the benefits of being a MHFT. In addition to the funding, NZMCA have agreed to supplying to Council, free of charge, the \$1200 pre-cast waste unit along with all the relevant signage to aid appropriate use of the dump station.

Beyond the \$3k funding for operational costs from NZMCA, the ongoing operational costs of the dump station which is estimated at \$800-\$1000 p/a is to be funded from the Public Conveniences operational budget, which currently has an annual budget of \$85k.

Significant savings have already been identified for this opex budget due to the decrease in international visitor numbers (and the resulting reduction of water used at Wahanui toilets), in addition to this, recently the new cleaning contract was awarded and came in well under budget. These savings can be used for the dump station opex costs in 20/21 (if required) while newly calculated figures can be considered in the next Long Term Plan budget discussion for the subsequent years.

### 5. Iwi

The land proposed for the dump station site, although in Council ownership is part of the original maori township area and falls under the area of interest of the Nehenehenui Regional Management Committee (RMC) mandated by the Maniapoto Maori Trust Board. Recognising their interest in the area, staff have spoken with a representative of the RMC who expressed no concerns over this particular site to be used for this purpose.

Positive environmental outcomes are of particular interest to iwi and as the provision of dump stations are designed to protect public health and the environment by ensuring the proper disposal of wastewater from recreational vehicles, this proposal aligns with iwi environmental values.

## Assessment of Options

**Option 1:** The Board supports the proposal to progress achieving the Motorhome Friendly Town status for the Ōtorohanga township to encourage visitors and to enable positive economic outcomes for the district.

The advantage of this option is that;

- Council is seen to be enabling positive economic outcomes for the district.
- Council is seen to be supporting the marketing and promotion of the main town centre.
- Ōtorohanga is seen as a place that welcomes visitors to stay and spend in the district.
- By achieving MHFT status, Ōtorohanga can then be considered for hosting large NZMCA rally events.
- The community can benefit economically and socially from the increased visitor numbers as a result of being a Motorhome Friendly Town.
- The Council and district are promoted across New Zealand (and internationally) as being Motorhome Friendly.
- The town amenities, services, pathways and natural environments along with local attractions are showcased and promoted through the Motorhome Friendly Town website and by tourism operators.

The disadvantages are;

- Council is providing at no cost, a service (as a public amenity), that two local businesses currently receive income from.
- Some community members may question the economic benefit to be gained by accommodating this sector of visitors to the town despite the statistical evidence to support it.
- If by becoming a Motorhome Friendly Town (which will require an amendment to the Bylaw to accommodate Certified Self Contained vehicles camping in designated areas) generates a surge of non-compliance to the Bylaw, Council may be under resourced to manage any enforcement measures required.

**Option 2:** The Board does not support the proposal to progress achieving the Motorhome Friendly Town status for the Ōtorohanga township.

The advantage of this option is that;

- Some members of the community who oppose the proposal may be satisfied by this outcome as no ongoing costs are incurred by having a dump station.

The disadvantages are;

- Council is not seen to be enabling positive economic outcomes for the district.
- Council is not seen to be supporting the marketing and promotion of the main town centre.
- Ōtorohanga is not seen as a place that welcomes visitors to stay and spend in the district.
- Large NZMCA rally events will not be held in Ōtorohanga and other nearby towns may benefit instead.
- Council loses the opportunity to use the funding from NZMCA to support achieving the MHFT status.
- The opportunity for additional turnover for local businesses as a result of this proposal could be lost.

## Preferred option and reasons

It is the preferred option of staff for the Board to support Council to progress achieving the Motorhome Friendly Town status for the Ōtorohanga township to encourage visitors and to stay and spend in the district. This also provides our community with the additional opportunity of being the future host of large NZMCA rally events which will bring money, culture and vibrancy into the town and support positive economic and social outcomes.

Staff have taken on board the feedback from the Ōtorohanga Community Board at their meeting in October and have tried hard to identify a solution which addresses the concerns raised by the Board in the most advantageous way possible whilst still meeting the NZMCA requirements of a motorhome friendly town?

Staff believe the preferred option also aligns with the LTP Community Outcomes; 'Promote the local economy and opportunities for sustainable economic development', 'Ensure the services and facilities meet the needs of the community' and 'Manage the natural and physical environment in a sustainable manner'.

Patricia Ambury

**COMMUNITY & ECONOMIC DEVELOPMENT MANAGER**

**Attachment 1** – OCB Report 7 October 2020 – Otorohanga Motorhome Friendly Town Proposal

## OTOROHANGA MOTORHOME FRIENDLY TOWN PROPOSAL

**TO:** CHAIR AND MEMBERS OF THE OTOROHANGA COMMUNITY BOARD  
**FROM:** COMMUNITY & ECONOMIC DEVELOPMENT MANAGER  
**DATE:** 7 OCTOBER 2020

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### Relevant Community Outcomes

- Promote the local economy and opportunities for sustainable economic development
  - Ensure services and facilities meet the needs of the community
  - Manage the natural and physical environment in a sustainable manner
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### Executive Summary

A recommendation is sought from the Otorohanga Community Board as to whether the Otorohanga District Council should pursue the status of being a Motorhome Friendly Town in Otorohanga, acknowledging that the Otorohanga township is within the Board's area of interest.

### Recommendation(s)

It is recommended that the Board;

1. Support the proposal to pursue achieving the status of being a Motorhome Friendly Town in Otorohanga, and;
2. Support the installation of a free public dump station on Council owned land, and;
3. Support an amendment to the current Traffic Bylaw to enable Freedom Camping in designated areas, and;
4. Support the funding of the dump station up to the value of \$5k from the 20/21 Annual Plan, Public Conveniences Budget, and;
5. Support that any additional funding required to achieve the Motorhome Friendly Town status is sought from other external sources, and;
6. Support the ongoing operational costs of the dump station which is estimated at \$800-\$1000 p/a to be funded from the public conveniences operational budget.

### Background

At the Council meeting held on 17 September 2019 staff presented a report to Council to consider Kawhia and Otorohanga becoming 'Motorhome Friendly Towns' to encourage and welcome travelers to visit, stay and spend in the district whilst enabling positive economic outcomes (see Attachment 1).

The proposal, which was initiated by the New Zealand Motor Caravan Associated (NZMCA) was also supported by the Otorohanga Business Association and Otorohanga ratepayers who are also members of the NZMCA. Three individuals representing each of these groups addressed the Council in support of the proposal, however one independent business owner also spoke against it. The business owner, who wasn't in support of the proposal, felt that as part of the criteria to become a Motorhome Friendly Town (MHFT) meant making available a free public dump station, that this could result in competition to her business which has the provision for a 'user pays' dump station.

After much discussion and consideration, Council resolved the following;

- 1) That Council approve investigating a 'Motorhome Friendly' town status for Otorohanga and Kawhia in two stages, with stage one being Otorohanga and Stage two being for Kawhia subject to
  - I. necessary amendments required to the current traffic bylaw to accommodate this.
  - II. Identify suitable dump station site in Otorohanga along with costs of installation potentially funding options.
  - III. Identify and ongoing operational costs associated with MFT status.
- 2) That a report is brought back to Council for final discussion on a MFT status.

## The MHFT Scheme

The MHFT scheme was introduced into New Zealand in 2010 which now includes 56 participating towns from across New Zealand. Promotion of Motorhome Friendly Towns by NZMCA also includes information on local amenities and services, a listing of popular activities in the area, a listing of walking & cycling trails and a listing of various events. The scheme offers significant economic benefits to small communities and, in return, assures visitors in certified self-contained motorhomes or caravans of a warm welcome.

To qualify for being a MHFT, participating Councils are required to have the following things in place;

1. A Freedom Camping Bylaw or a Traffic Bylaw that allows for Freedom Camping for Certified Self Contained vehicles in designated places within the urban areas and wider district
2. A public dump station owned by Council (on public land)
3. Access to potable water at the dump station site
4. Refuse and recycling facilities nearby
5. Access to medical facilities nearby
6. A general shopping area for groceries nearby
7. A vehicle service centre nearby

To achieve the MHFT status in Otorohanga, Council would need to;

- amend the Traffic Bylaw to allow freedom camping in suitable, designated areas within the township, and;
- install a dump station as a public amenity which is free for public use (and on public land).

## Dump Station Location

Staff have investigated several locations for the proposed dump station and have selected a preferred site on Council owned land behind the Library and near the former Red Cross shed (see Attachment 2) based on the following criteria;

1. The land is Council owned
2. The site is easily accessible for large vehicles
3. The site is on the reticulated waste system
4. The site provides easy connection to potable water supply
5. The site is central to the business district for visitor spending
6. The site is not in a condensed residential area
7. The site provides for a practical, suitable and cost effective dump station installation

Other sites that were considered are listed in the table below along with how they measured against the above 7 criteria.

<b>Other potential sites investigated and rated on Poor, Good, Excellent against criterion (above)</b>							
Poor, Good, Great.	1.Land status	2.Easily Accessible	3.Close waste connection	4. Potable water available	5. Central to CBD	6. Minimal residential impact	7. Practical, suitable, and cost effective for installation
Turnaround area behind Tigers Club Rooms	Good	Excellent	Good	Good	Poor	Good	Good

(Island Reserve)							
Layby area on roadside at Mair Street	Good	Good	Good	Good	Poor	Poor	Good
In front of Council Depot (Progress Drive)	Good	Good	Good	Good	Poor	Excellent	Good
Bob Horsfall Reserve	Excellent	Good	Poor	Good	Poor	Excellent	Good
Behind Library	Excellent	Excellent	Excellent	Good	Excellent	Good	Excellent

The only disadvantage to using the preferred site behind the library is there is one residential property in close proximity. However, if the proposal receives Council support to be progressed, staff will meet with the property owner to discuss any 'nuisance mitigation' that might be required, such as privacy planting/screening.

Staff have calculated the estimated costs for installing a dump station at the preferred location along with the ongoing running costs. The installation costs also include providing a water connection and hose, a concrete pad, water meter and signage and are expected to be around \$6200.

As far as ongoing operational costs, these would be very minimal and have been calculated at \$800-\$1000 p/a based on the following considerations;

1. Regular inspections
2. Annual water consumption UG \$100 plus \$1.50 m3 estimate 50m3 a year.

Examples of other similar consumption in town are;

- NZMCA campground uses 40 m3 of water p/a
- Jim Barker Memorial Playground uses on average 280 m3 of water p/a
- Wahanui Toilet uses approximately 2500 m3 of water p/a (calculated on post lockdown figures)
- Hanging baskets use 285 m3 water p/a with an additional cost of \$100 per 10 water metres (total average opex cost of \$1427 p/a)

### Bylaws

In regard to an amendment of Council's current Traffic Bylaw to achieve the MHFT status, although we currently don't have a Freedom Camping Bylaw nor do we have the freedom camping pressures to justify developing one yet, we can accommodate Certified Self Contained (CSC) vehicles freedom camping in designated locations within the townships with an amendment to the First Schedule of the Traffic Bylaw under Parking Restrictions, 'Camping Vehicles'. Under the Local Government Act the schedule of the Traffic Bylaw can be amended by Council resolution without any further formal consultation process. Consideration would also need to be given to 'Designated Areas' within the Bylaw - along with whether the need exists to add a separate vehicle type under Section 3 to accommodate freedom camping. For instance, the addition of the definition of a 'Certified Self Contained Vehicle' could provide clarity around the difference between this and a 'Camping Vehicle' which is defined in the current Bylaw (and which isn't necessarily certified as self-contained). By only allowing Certified Self Contained vehicles in designated areas for freedom camping would avoid any pressure on Council to provide any extra amenity facilities than what we currently have.

NZMCA are well resourced and willing to assist us with progressing towards a Motorhome Friendly Town status and have offered the assistance of their National Policy and Planning Manager to support us with a Bylaw amendment. NZMCA have also expressed that they would consider contributing funding towards the establishment of a public dump station should we wish to progress this further.

## Considerations

### 6. Significance and Engagement

This proposal is assessed as being low significance and as such does not trigger any consultation requirements under Council's Significance and Engagement Policy.

### 7. Policy and Plans

A Bylaw amendment will be required under the LGA.

### 8. Legal

There are no special legal requirements relating to this proposal.

### 9. Financial

Council has set aside \$5k in the adopted 20/21 Annual Plan under the Public Conveniences capital budget for the dump station installation pending a decision from Council. NZMCA are prepared to contribute \$1200 by funding the pre-cast unit which is designed and built according to NZ Safety Standards.

The ongoing operational costs of the dump station which is estimated at \$800-\$1000 p/a is to be funded from the Public Conveniences operational budget, which has an annual budget of \$85k for 20/21 FY. Significant savings have already been identified for this opex budget due to the decrease in international visitor numbers (and the resulting reduction of water used at Wahanui toilets), in addition to this, recently the new cleaning contract was awarded and came in well under budget. These savings can be used for the dump station opex costs in 20/21 while newly calculated figures can be considered in the next Long Term Plan budget discussion for the following years.

### 10. Iwi

Although the whole of the original Māori township area is of significance to Maniapoto, the proposed location of the dump station is not a site of any additional significance to iwi.

Positive environmental outcomes are also of particular interest to iwi and as the provision of dump stations are designed to protect public health and the environment by ensuring the proper disposal of wastewater from recreational vehicles, this proposal aligns with iwi environmental values.

## Assessment of Options

**Option 1:** The Board supports the proposal to progress achieving the Motorhome Friendly Town status for the Otorohanga township to encourage visitors and to enable positive economic outcomes for the district.

The advantage of this option is that;

- Council is seen to be enabling positive economic outcomes for the district.
- Council is seen to be supporting the marketing and promotion of the main town centre.
- Otorohanga is seen as a place that welcomes visitors to stay and spend in the district.
- By achieving MHFT status, Otorohanga can then be considered for hosting large NZMCA rally events.
- The community can benefit economically and socially from the increased visitor numbers as a result of being a Motorhome Friendly Town.

- The Council and district are promoted across New Zealand (and internationally) as being Motorhome Friendly.
- The town amenities, services, pathways and natural environments along with local attractions are showcased and promoted through the Motorhome Friendly Town website and by tourism operators.

The disadvantages are;

- Council is providing at no cost, a service (as a public amenity), that two local businesses currently receive income from.
- Some community members may question the economic benefit to be gained by accommodating this sector of visitors to the town despite the statistical evidence to support it.
- If by becoming a Motorhome Friendly Town (which will require an amendment to the Bylaw to accommodate CSC vehicles) generates a surge of non-compliance to the Bylaw, Council may be under resourced to manage any enforcement measures required.

**Option 2:** The Board does not support the proposal to progress achieving the Motorhome Friendly Town status for the Otorohanga township.

The advantage of this option is that;

- Some members of the community may support Council's decision not to pursue the Motorhome Friendly Town status.

The disadvantages are;

- Council is not seen to be enabling positive economic outcomes for the district.
- Council is not seen to be supporting the marketing and promotion of the main town centre.
- Otorohanga is not seen as a place that welcomes visitors to stay and spend in the district.
- Large NZMCA rally events will not be held in Otorohanga and other nearby towns may benefit instead.

### **Preferred option and reasons**

It is the preferred option of staff for the Board to support the proposal to progress achieving the Motorhome Friendly Town status for the Otorohanga township to encourage visitors and to stay and spend in the district. This also provides our community with the additional opportunity of being the future host of large NZMCA rally events which will bring money, culture and vibrancy into the town and support positive economic and social outcomes.

Staff believe the preferred option also aligns with the LTP Community Outcomes; 'Promote the local economy and opportunities for sustainable economic development', 'Ensure the services and facilities meet the needs of the community' and 'Manage the natural and physical environment in a sustainable manner'.

Patricia Ambury

**COMMUNITY & ECONOMIC DEVELOPMENT MANAGER**

### **BOARD MEMBER UPDATE**