

Contents

Start time	Submitter	Submission #	Main points highlighted in submission	Page No.
1.05 pm	Constance Phua	2	Chinese Language Week	3
1.15 pm	Jocelyn Hunt	19	Cobber Kain	6
1.25 pm	Ernslaw One Ltd (Lynette Baish & Linda Waddell)	17	Forestry Differential	8
1.35 pm	Kerin Ratima	44	Huntermville Tennis Net Request for Funding	14
1.45 pm	Murray Guy	47	Forestry Differential	16
1.55 pm	Robert Snijders	51	Varied	18
2.05 pm	5 minute break			
2.10 pm	Graeme Munro & Diane Brown	54	Campground Toilets	20
2.20 pm	Taihapa Squash Club (Daryl O'Hara)	55	Taihapa Squash Club Plans	22
2.30 pm	Taihapa Community Development Trust (Pania Winiata)	6	Housing	24
2.40 pm	Forest Owners Association (Glen Mackie)	9	Forestry Differential	25
2.50 pm	Carolyn Bates	12	Varied	32
3.00 pm	15 minute break			
3.15 pm	Grant Huwyler	18	Forestry Differential	34
3.25 pm	Interested Residents of Marton and Rangitikei (Simon Loudon)	13	Forestry Differential, and CCO	35
3.35 pm	Sally Patrick	58	Digital Development Plan	37
3.45 pm	Federated Farmers (Tim Matthews & Adrienne Cook)	59, & 4 - <i>Draft Rates Remission Policy</i>	Forestry Differential, and Rates Remission	40
3.55 pm	5 minute break			
4.00 pm	Jordie Peters	2 - <i>Draft Rates Remission Policy</i>	Rates Remission	43
4.10 pm	Waru Panapa	27	Hydrogen Fuel Plants	45
4.20 pm	Heather Thorby	7	Varied	47
4.30 pm	Paul Geurtjens	8	Forestry Differential	50



你好 Nǐ hǎo

New Zealand Chinese Language Week 新西兰中文周 2022

It's now less than six months to go until New Zealand Chinese Language Week 2022 kicks off and we're excited to outline plans for new initiatives and activities to celebrate this year.

The New Zealand Chinese Language Week (NZCLW) is being held 25 September to 1 October 2022. We want to involve people from all around the country, so this means we are asking the Council for three things:

- Someone who can be the liaison person for us to contact about activities in your area district
- A Mayoral video of support to be featured during the NZCLW week
- And a chance to present to your council's Annual Plan 2022/23 for a contribution to the week's activities in your area and events of \$2,000.

The New Zealand Chinese Language Week Charitable Trust is a New Zealand-driven initiative set up in 2014 to encourage the learning of Chinese language in New Zealand.

Our aim is to strengthen communities through inclusion and embracing diversity. What better way is there to understand another culture than through language?

A large part of the Trust's work is to recognise and celebrate the diversity of the community in New Zealand – Chinese people have been part of Aotearoa New Zealand's story for 180 years and have many important stories to tell. This is even more important now, with the new school curriculum focusing on local history within our country.





This year's New Zealand Chinese Language Week's theme is "Sharing our Stories", and we hope to hear a lot of the stories that make our community diverse and vibrant.

A large part of the Trust's work is to recognise and celebrate the diversity of the community in New Zealand – Chinese people have been part of Aotearoa New Zealand's story for 180 years and have many important stories to tell. This is even more important now, with the new school curriculum focusing on local history within our country.

This year's New Zealand Chinese Language Week's theme is "Sharing our Stories", and we hope to hear a lot of the stories that make our community diverse and vibrant.

As in previous years, we expect a lot of events to involve celebrations with food and drink and hospitality – all features of Chinese and New Zealand Māori and European cultures.

The Trust is committed to providing resources to enable different groups to share common experiences, and one of the ways we demonstrate this is by each year publishing a children's book in three languages – Mandarin Chinese (characters and pīn yīn), English, and te reo Māori.

The feedback we get on this book – which is distributed free to schools and public libraries – is unanimous about its value. Librarians and teachers around New Zealand tell us that readers, particularly children, love seeing themselves, their families, and their language in the books.

Your own library may well have been part of previous years' events and activities around New Zealand Chinese Language Week.

We want to ensure that more communities around New Zealand have the opportunity to take part in New Zealand Chinese Language Week, so we would like to have someone from your council be the contact point for us to share resources to enable your community to be involved. This may be someone on your public library staff, or a community development staffer.





Many communities around New Zealand have significant social, cultural, educational, and other links with China and Chinese people in their districts. New Zealand Chinese Language Week is an excellent opportunity to celebrate those.

We would also like to get a video of support to be featured during the NZCLW week from yourself as Mayor.

Your video plays an important part in the week. It shows a commitment to being a welcoming, open society that embraces all the many cultures that make up our society. Participants in NZCLW have been impressed and heartened by the depth and breadth of the support from local government during previous weeks.

Finally, we at NZCLW Trust would welcome the opportunity to submit to your council's Annual Plan Submission 2022/2023. We wish to apply for a \$2,000 grant to fund activities for New Zealand Chinese Language Week in your region and would like to appear in person to support this application.

Thank you for your consideration. We look forward to hearing how your council will celebrate New Zealand Chinese Language Week 2022 from September 25 to 1 October.

For more information, please don't hesitate to visit the NZCLW website: www.nzclw.com or email our Project Team at nzclw@nzclw.com

Many thanks and kindest regards

Jo Coughlan | Chair of New Zealand Chinese Language Week



Submission: 19

4/8/2022 6:32:01 AM

Ingoa/Name:*

Jocelyn hunt

Tōpūtanga/Organisation (if applicable):

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Waea/Phone:

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Would you like to speak to your submission:

Yes

Do you agree with our preferred options?

Should we introduce a Forestry Differential?

Do you have a comment about introducing a Forestry Differential?

Should we establish a new Marton Rail Hub related Council-Controlled Organisation (CCO)?

Do you have a comment about establishing a Marton Rail Hub CCO?

We want to hear from you about climate change...

Together, how can we immediately reduce the impact of climate change in Rangitīkei?

What resources are needed to better prepare Rangitīkei for the effects of climate change?

Anything else?

Seal cobber jain ave asap

Privacy Act 2020

Ernslaw One Limited Submission to the Rangitikei District Council Annual Plan 2022-2023

Ernslaw One acknowledges the road demand imposed by our log trucks on the Rangitikei District Council's low volume roads

Ernslaw One Limited (Ernslaw) owns 7,170 hectares of freehold land in Rangitikei District, and leases another 1,300 ha as Crown Forest Licence, of which 6,400 ha is stocked in plantation forest (radiata pine), the unstocked areas being either native forest biodiversity reserve areas or roading and landing infrastructure. Our annual harvest and hence road demand is around 158,296 tonnes, or approximately 5273 truck and trailer loads. The average cart distance on Council roads to the state highway or rail head is 13.6 km. Our forests areas are as follows:

	Total area (ha)	Net stocked area	Kilometres to state highway	Annual rates 2021-2022 (\$)	Annual harvest (tonnes)	Average truck/trailer loads p/yr
Parewanui	194	194	17	\$17,884.80	2,296	74
Pukehou	70	70	9			
Santoft (CFL)	1,295	1,032	10	\$61,889.90	39,000	1,258
Santoft	2,673	1,861	24			
Tree Farm	461	416	<1	\$4,336.65	42,000	1,355
Te Namu	3,772	2,824	8	\$32,395.50	75,000	2,586

Is the proposal to apply a targeted rate for plantation forestry equitable?

Ernslaw very strongly objects to the proposal flagged in Council's Annual Plan consultation document for a targeted rate to apply only to large forest owners, which reads as follows:

"The rate is targeted at land that is predominantly or solely in plantation forestry. Farmers who want to plant trees on small blocks on their properties can do so without worrying about the higher rate. The rates that would be collected under the differential would be additional to the proposed level of rates increase indicated in the Long-Term Plan, and only apply to properties classified as "forestry land".¹

This proposal is completely unequitable and is arguably ultra-vires. Private woodlot/production timber resource may have the potential to have proportionately more impact on roading infrastructure than larger scale operations, particularly where road pavement has not been designed for heavy vehicle loading. As an example, ten small farm woodlots of 40 hectares in area, would over 30 years generate an almost identical road demand to Ernslaw's Tree Farm plantation forest of 416 ha, and hence triggers an equivalent road demand.

¹www.rangitikei.govt.nz/files/general/Consultation-Documents/Annual-Plan-LTP-2021-2031-Year-2-Consultationweb.pdf

Ernslaw submits that any targeted rate would have to be implemented to apply equally to all owners of plantation forest, large and small. An exception would be where plantation forestry discharges log trucks directly onto the State Highway, therefore incurring zero demand on the District roading infrastructure. An example of this within the Ernslaw estate is Tree Farm Forest. Ernslaw submits that an exemption or remission should necessarily apply in such cases, pursuant to the Local Government (Rating) Act 2002.

Ernslaw submits that if Council is to proceed with a targeted rate (forestry) then it should adopt the existing definition of "Plantation forests" to establish what constitutes "Forestry Land", as established in the Resource Management (National Environmental Standards for Plantation Forestry) Regulations 2017. The NES-PF definition establishes a minimum area threshold (one hectare), and a minimum stand width (30m) to ensure that farm and horticultural shelterbelts are not captured, as follows:

plantation forest or **plantation forestry** means a forest deliberately established for commercial purposes, being—

- (a) at least 1 ha of continuous forest cover of forest species that has been planted and has or will be harvested or replanted; and
- (b) includes all associated forestry infrastructure; but
- (c) does not include—
 - (i) a shelter belt of forest species, where the tree crown cover has, or is likely to have, an average width of less than 30 m; or
 - (ii) forest species in urban areas; or
 - (iii) nurseries and seed orchards; or
 - (iv) trees grown for fruit or nuts; or
 - (v) long-term ecological restoration planting of forest species; or
 - (vi) willows and poplars space planted for soil conservation purposes

Ernslaw submits that any extra rate-take be hypothecated for upgrades of bridges and other constraints on roads that are, or will be, used by log trucks to enable the deployment of 50-max² and larger High Productivity Motor Vehicles (HPMV). Ernslaw understands the Turakina Valley Road has one or more bridges that currently prevent the use of HPMVs. Importantly, all rural sectors would be beneficiaries of bridge upgrades to accommodate HPMVs.

What are Council's duties under the Local Government Act?

It is Council's role to ensure that community assets and infrastructure are maintained to a usable standard over the life of each asset. Those assets, including roads, have a designed life, and a maintenance schedule that accordingly addresses pavement wear on roads.

That maintenance schedule must be funded from appropriate sources, as detailed in section 101(3) of the Local Government Act 2001...

² <https://www.nzta.govt.nz/commercial-driving/high-productivity/>

- (3) The funding needs of the local authority must be met from those sources that the local authority determines to be appropriate, following consideration of,—
- (a) in relation to each activity to be funded,—
 - (i) the community outcomes to which the activity primarily contributes; and
 - (ii) the distribution of benefits between the community as a whole, any identifiable part of the community, and individuals; and
 - (iii) the period in or over which those benefits are expected to occur; and
 - (iv) the extent to which the actions or inaction of particular individuals or a group contribute to the need to undertake the activity; and
 - (v) the costs and benefits, including consequences for transparency and accountability, of funding the activity distinctly from other activities; and
 - (b) the overall impact of any allocation of liability for revenue needs on the current and future social, economic, environmental, and cultural well-being of the community.

Pursuant to subclauses (i) and (ii), consideration must be made in respect of the community outcomes the activity contributes to, as well as the distribution of benefits between the community as a whole, any identifiable part of the community, and individuals. There is an implication therefore, that funding mechanisms are distributed with equivalency between primary beneficiaries of the asset, meaning therefore that it is an “equitable” allocation mechanism.

While the Local Government Act sets out the duties for Councils when setting rates, the Local Government (Rating) Act 2002 identifies the mechanisms by which that funding can be sourced from the beneficiaries of assets. These mechanisms include uniform charges, user pays, beneficiary pays, and ratings that are allocated to units based on either capital value, annual value and/or land value on an annual basis. Other mechanisms include financial contributions for environmental impacts, development contributions and public/private partnerships.

In many cases, local authorities charge annual rates based on land value. This means that for land-based activities, such as forestry, dairy farming or cropping, the scale of inputs and outputs is based on the area of land involved and its “Highest and Best Use” valuation. We understand that this has been the mechanism used to obtain rates from asset users by the Rangitikei District Council to date.

Who are the roading users in the Rangitikei District?

The Rangitikei District is fundamentally rural in character, with a small rate-payer base (less than 25,000³), and containing a diverse range of industries, mainly primary sector-based, including (not exhaustively):

Dairy	Water cartage
Drystock beef	Cropping and grains
Other livestock (deer, pigs, etc)	Waste materials
Forestry	Quarrying/aggregates
Fertiliser plants	Stockfeeds (including Palm Kernel)
Bioenergy (wood chip & pellets)	Meat processing
House relocation	Timber mills

³ A strategic aim for the Council is to boost population growth to 25,000 within the District.

All of the above industries would create road demand and hence an impact on pavement wear across both high volume and low volume roads in the District. Importantly, rural roads are not assets to be protected from wear; rather, they are assets that require maintenance to facilitate economic activity in rural areas and the economic multipliers arising from that.

In 2015, Local Government New Zealand (LGNZ), established a special interest group (SIG) for low volume roads to better understand cost allocation mechanisms for, and the management and maintenance of district roading networks supporting moderate volumes of heavy traffic. This SIG comprises roading engineers from various road-controlling authorities, although it is noted that Rangitikei District Council was not, at the time, among them. From its establishment, the SIG has benefitted from a number of specific reports including a 2017 report⁴ which established a method for councils to make rating allocation formulae, and to allocate to rating units the cost of pavement maintenance for low volume roads necessitated by industrial activity, including primary industries⁵, and to achieve this pro-rata to a particular industries level of traffic loading annually.⁶

A partnership report by TERNZ Transport Research, (*The Impact of Land Use on Pavement Wear (April 2017)*), aimed to fill a gap in knowledge as to the contribution by different industries to levels of impact on roading assets, as industry-specific information was at that time limited to forestry and quarrying.

All this information has benefitted local authorities, and industry groups, with increased understanding of mechanisms available to quantify the cost, operationally, to road controlling authorities, and to develop equitable mechanisms to respond to that cost, via robust and transparent processes.

If a local authority proposes any additional rate, including a targeted rate for roading under Section 16 of the Local Government (Rating) Act 2002, then these should be clearly articulated and specified. Section 17 of that Act requires that Council identify the categories of rateable land for setting targeted rate. Land in ownership by "large forest owners" as proposed by Council fails to satisfy Sections 16 and 17.

While the Rangitikei District Council has sought to understand the impact of forestry users on the District's roads, the same localised information has not been made available to ratepayers, (and appears not to have been commissioned), to quantify and understand roading impacts generally across the District, or amongst the other heavy vehicle traffic users from the range of industries within the Rangitikei.

It is well recognised that rating according to land value is a blunt instrument and is not the most accurate mechanism to allocate funding in an equitable, or pro rata way, amongst road users. For instance, dairy factories, meat processing units, timber mills and quarries, have a

⁴ Guidelines for Equitable Funding of Pavement Maintenance for Low Volume Roads. Road Controlling Authorities Forum (NZ) Inc. Special Interest Group on Low Volume Roads. (2017)

⁵ Guidelines for equitable funding of pavement maintenance for low volume roads. p V.

⁶ Ibid. p 6.

much higher road usage than the land area accorded to those rating units.⁷ Furthermore, Road User Charges (RUCs) are collected by Central Government and reallocated to District Councils based on the pavement wear impact of vehicles and their distance travelled, another costing mechanism to be rationalised with industrial road users.⁸

If the policy weights are all equal, a user pays approach is conceivably the most appropriate amongst the range of available options to apportion funding from roading users. However, different policy weight could, and perhaps should, be levied to account for 'distance', and 'production intensity' across multiple industry's benefiting from use of low volume roads, providing a closer fit to the "user pays" principle.⁹

Should a forestry differential be introduced?

Ernslaw cannot answer this question, as the Rangitikei District Council simply hasn't provided the information to support any consideration of the proposal, to comprehensively compare the options, or even to have any confidence that a targeted differential would result in a more targeted delivery by the Council of low volume road maintenance. The assessment of 'advantages' and 'disadvantages' is overly simplistic and in no way factors any evidence-based consideration of road users, or analysis of actual roading impacts.

It is not clear that the Council has considered any other alternatives to the two options presented. It is not demonstrated that the Council has considered the community outcomes to which the activity primary contributes, or the distribution of benefits across and within the community.

We submit that the local authority has not demonstrated a consideration of the extent to which the actions or inaction of particular individuals or a group contribute to the need to undertake the activity¹⁰, or of actual costs and benefits, including consequences for transparency and accountancy, of funding the activity distinctly from other activities.¹¹ Ernslaw therefore submits that, in the interest of time, the Rangitikei District Council would be best to adopt the status quo option and look to provide an evidence-based set of proposals at the next annual planning cycle, or before.

Finally, Ernslaw supports the submission by New Zealand Forest Owners Association (NZFOA), in particular, the submissions describing the rotational nature of production forestry, and the adoption of methods to calculate an equitable, and reasonable quantum of funding from industrial road users. For brevity, we do not repeat those points here.

⁷ The Impact of Land Use on Pavement Wear. TERNZ Transport Research. Prepared for The RCA Forum and New Zealand Forest Owners Association. April 2017. p 27.

⁸ Forest owners contract road transport operators to carry their goods and in doing so the contract rate includes costs to the operator such as fuel costs and RUC charges. The forest owners are in effect paying for the use of roads through RUC's and through payment of land rates.

⁹ Guidelines for equitable funding of pavement maintenance for low volume roads. p 22.

¹⁰ Section 101(3)(a)(iv) Local Government Act 2001.

¹¹ Section 101(3)(a)(v) Local Government Act 2001.

New Marton Rail Hub Council-Controlled Organisation

Ernslaw is very supportive of the proposed Marton rail hub and Council Controlled Organisation (CCO) to oversee its establishment. Although, due to the nature of Ernslaw log flows to our sawmill and pulp mill at Tangiwai in neighbouring Ruapehu District, we may not be a user or a direct beneficiary, we support the direction the Council is taking to improve the infrastructure and transport choices for forestry and other sectors in the District.

The proposed Marton rail hub will serve to reduce the length of log cart on the State Highway network thus freeing up log truck drivers to complete more short shuttles each day. Ernslaw becomes a beneficiary because our log cartage contractors also cart logs to ports for other owners, so the proposed rail hub will effectively increase the pool of drivers for all owners.

Further, given our Government's declaration of a climate emergency, we support rail to ports because that emits significantly less Carbon per tonne of log hauled noting that, for the moment, we do not have the option of running log trucks on synthetic diesel or biodiesel.

Thank you for the opportunity to make this submission. We would welcome the opportunity to speak to this submission should Council provide the opportunity.

Lynette Baish
Registered Member NZ Planning Institute
Tel. 027 880 2964

Address for service:

Ernslaw One Limited
31 Bridge Street
Bulls
4818

Submission: 44

5/5/2022 2:44:20 AM

Ingoa/Name:*

Kerin Ratima

Tōpūtanga/Organisation (if applicable):

Huntermville Community Sports Complex

Kāinga noho/Address:

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hcsc.turf@gmail.com

Waea/Phone:

273228462

Would you like to speak to your submission:

Yes

Do you agree with our preferred options?

Should we introduce a Forestry Differential?

Do you have a comment about introducing a Forestry Differential?

Should we establish a new Marton Rail Hub related Council-Controlled Organisation (CCO)?

Do you have a comment about establishing a Marton Rail Hub CCO?

We want to hear from you about climate change...

Together, how can we immediately reduce the impact of climate change in Rangitīkei?

What resources are needed to better prepare Rangitīkei for the effects of climate change?

Anything else?

We have been undertaking the mammoth task of raising funds to resurface the sports turf located at Hunterville School and well used by the whole community. We would be grateful if the council would assist to the value of \$20,000 to fund new portable tennis nets and frames, and hockey goals for use by both children and alike.

Thank you very much for your consideration.

Privacy Act 2020

Submission: 47

5/6/2022 1:22:10 AM

Ingoa/Name:*

Murray Guy

Tōpūtanga/Organisation (if applicable):

M&M Guy Trusts

Kāinga noho/Address:

774 Brandon Hall Road, Santoft, Bulls, Manawatu-Whanganui, 4894, NZL

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Waea/Phone:

274396390

Would you like to speak to your submission:

Yes

Do you agree with our preferred options?

Should we introduce a Forestry Differential?

other

Do you have a comment about introducing a Forestry Differential?

The proposal to target all forestry properties with a rating differential is inequitable and unfair. "One size does not fit all". There is a huge difference in roading requirements and costs between the predominant sand country forests in the south, compared to the northern hill country forests. A rating premise is to identify the exaserbators of the issue and consider their contribution to the solution, which I assume is the need for higher rates for the level of service(roading). A question posed in your plan is around how can we reduce the impact of climate change on the district. A logical answer is to encourage more forestry, with the inherit benefits of increased land stability,

increased carbon sequestration, and increased incomes. Is a targeted rate for forestry not counter-productive in case?

Should we establish a new Marton Rail Hub related Council-Controlled Organisation (CCO)?

Do you have a comment about establishing a Marton Rail Hub CCO?

We want to hear from you about climate change...

Together, how can we immediately reduce the impact of climate change in Rangitīkei?

What resources are needed to better prepare Rangitīkei for the effects of climate change?

Anything else?

Privacy Act 2020

Submission: 51

5/8/2022 2:22:43 AM

Ingoa/Name:*

Robert Snijders

Tōpūtanga/Organisation (if applicable):

Kāinga noho/Address:

5 Grey Street, Marton

Īmēra/Email:

moolookiwi@outlook.com

Waea/Phone:

210410001

Would you like to speak to your submission:

Yes

Do you agree with our preferred options?

Should we introduce a Forestry Differential?

Option 1*

Do you have a comment about introducing a Forestry Differential?

A Forestry Differential has always been required. Logging is creating damage to roads.

How will (1) the extra funding be held and targeted at roads affected by logging, (2) what is the projected annual revenue from this targeted rate, i.e. how many properties for example and (3) where is Horizons in all of this due to damage on structures from 'slash' for example.

Should we establish a new Marton Rail Hub related Council-Controlled Organisation (CCO)?

other

Do you have a comment about establishing a Marton Rail Hub CCO?

Another vehicle that includes independent oversight.

This consultation document provides no details like a business plan, governance structure, who will sit on the board, projected operating costs, development costs, revenue, ratepayer contributions and rules for example. This should be properly formulated and presented to the ratepayers as a separate consultation.

We want to hear from you about climate change...

Together, how can we immediately reduce the impact of climate change in Rangitikei?

As a starter, we should stop single occupancy use of council vehicles to travel from home to work on a regular basis. I see on a regularly basis council vehicles travelling to Marton from either Whanganui or Fielding. There is obviously a cost but also an unnecessary waste of fuel.

In addition, with all the development taking place in Marton for example, sustainable drainage and rainwater reuse policies should have been implemented and extended to existing property owners. This would go some way to solving the drinking water issue.

What resources are needed to better prepare Rangitikei for the effects of climate change?

Better well thought through policies.

Consultation documents that are unbiased

Anything else?

- 1) You should not highlight council's preferred option. It will naturally sway the result.
- 2) No rates remission incentives should be available to incentivise development. The money would be better spent making the towns the new development resides in more attractive.
- 3) The Development Contributions Policy should also be revised. Last year in June when it was revised the document stated that very little development was taking place and so no contributions were required. Quite the opposite. And what is it costing the ratepayers in infrastructure improvements for example and what will need to be provided for in the future. And should ratepayers subsidise developers' profits?
- 4) The council should provide a proper breakdown on all the costs highlighted in the Annual Plan, for example the \$11m earmarked for Marton's water supply. After the cost for a new bore there is much left for treatment.

Privacy Act 2020

Submission: 54

5/8/2022 4:28:30 AM

Ingoa/Name:*

Graeme Munro/ Diane Brown

Tōpūtanga/Organisation (if applicable):

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Koitiata campground

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Waea/Phone:

226905654

Would you like to speak to your submission:

Yes

Do you agree with our preferred options?

Should we introduce a Forestry Differential?

Option 1*

Do you have a comment about introducing a Forestry Differential?

Should we establish a new Marton Rail Hub related Council-Controlled Organisation (CCO)?

Option 1*

Do you have a comment about establishing a Marton Rail Hub CCO?

We want to hear from you about climate change...

Together, how can we immediately reduce the impact of climate change in Rangitīkei?

What resources are needed to better prepare Rangitīkei for the effects of climate change?

There is a major problem with an open drain that floods,

caused by rain and farm runoff which drains into estuary. The water in the estuary rises and floods the area adjacent to camp. The drain is situated along road to camp with non powered sites on one side and powered sites on the other side. Families camping with young children run the risk of a child falling in and drowning. Also the playground is in close proximity to drain as well. The drain is about 1 metre deep and has no outlet so floods often after rain. It has damaged the road to the camp and is not fenced. It is only a matter of time before we have a possible drowning.

Anything else?

The campground toilets/showers are in need of a complete makeover. We have been custodians for the last 4 years and the increase of travelers has tripled if not more over that time. Also day visitors to the beach have increased at about the same rate. The toilet/shower facility is a health and safety issue with wall linings rotting and falling off drains are sub standard sewage backs up in open drains when sump blocks. The number 1 comment we receive from campers is they love camping at Koitiata but don't want to use the ablution block because of the health hazards. We believe in excess of \$50000.00 at least

would have to be spent to bring it up to a satisfactory standard.

Privacy Act 2020

Submission: 55

5/8/2022 9:25:57 AM

Ingoa/Name:*

Taihape Squash Club Incorporated

Tōpūtanga/Organisation (if applicable):

Squash Club

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Would you like to speak to your submission:

Yes

Do you agree with our preferred options?

Should we introduce a Forestry Differential?

Do you have a comment about introducing a Forestry Differential?

Should we establish a new Marton Rail Hub related Council-Controlled Organisation (CCO)?

Do you have a comment about establishing a Marton Rail Hub CCO?

We want to hear from you about climate change...

Together, how can we immediately reduce the impact of climate change in Rangitīkei?

What resources are needed to better prepare Rangitīkei for the effects of climate change?

Anything else?

The Taihape Squash Club is well advanced with its expansion plans. The area we have currently been allocated by council unfortunately does not match the plans that we have received back from our architect. We were unaware of this issue until we began the resource consent process. We are seeking to show our plans and highlight the additional area that we require to accommodate our planned expansion. Given the funding windows that are in place and the positive responses we have received from these supporting organisations we require a streamlined process to meet the deadlines that we have been given. We look forward to discussing this with you and answering any questions you may have.

Privacy Act 2020



Taihape Community Development Trust

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#006

To Whom it May Concern,

Taihape Community Development Trust request

1. That Council explore the provision of shared accommodation for the over 65s in Taihape.
2. That Council set aside a sum of monies for the provision of CCTV cameras in Marton. This sum would only be required should funding requests by Taihape Community Development Trust to outside funders be unsuccessful.
3. That Council provides funding to purchase land in Taihape for the purpose of housing.

Representatives of the Taihape Community Development Trust would like to speak to these submissions.

Les Clarke
Chair

Submission

Rangitikei Framing 2022/23 Annual Plan Consultation Document

Submission to:
Rangitikei District Council
info@rangitikei.govt.nz

9 May 2022

Table of Contents

He aha to rirohanga whakamua mo Rangitikei.....	3
Introduction.....	5
Our Submission	5
Should we introduce a Forestry Differential?.....	5
Should we establish a new Marton Rail Hub related Council-Controlled Organisation (CCO)?	6
Note on making this submission public	7

He aha to tirohanga whakamua mo Rangitikei



He aha tō tirohanga whakamua mō Rangitīkei

Submissions close at 5pm Monday 9 May, 2022.

Your Details Ingoa/Name:

Glen Mackie
Technical Manager

Tōpūtanga/Organisation (if applicable):

NZ Forest Owners Association

Kāinga noho/Address:

Level 9,
93 The Terrace
Wellington

Īmēra/Email:

glen.mackie@nzfoa.org.nz

Waea/Phone:

027 445 0116

Would you like to speak to your submission: ☒

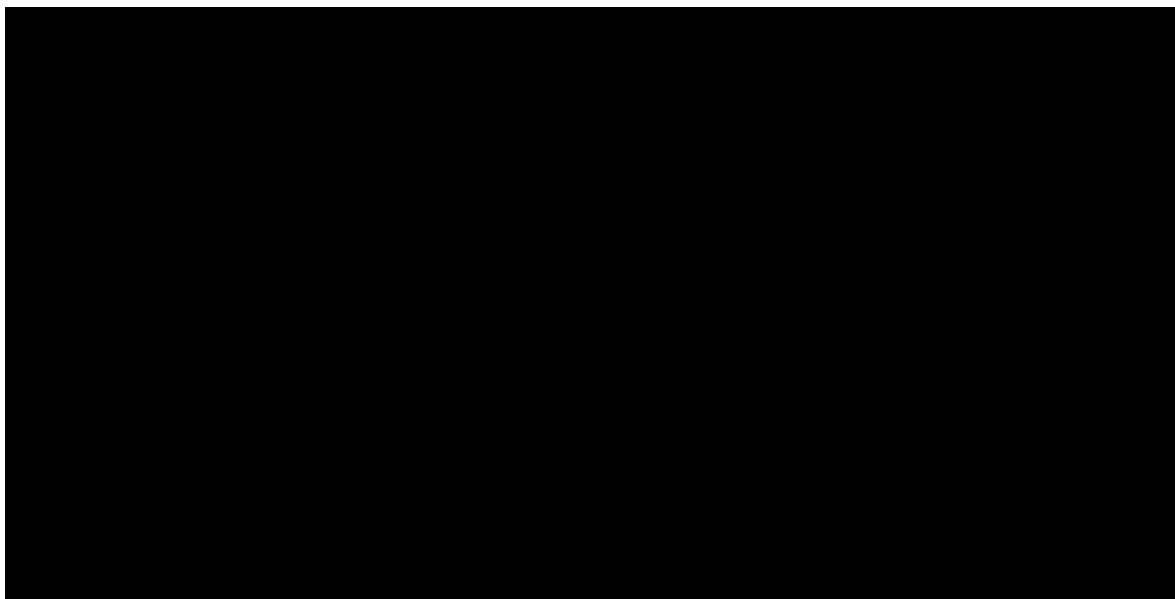
Yes I would like to speak to this submission.

FOA accepts this submission may be available to other parties.

Optional Demographic Information



This is kept confidential for analysis only.



Introduction

The New Zealand Forest Owners Association Incorporated (FOA) is the representative membership body for the commercial plantation forest growing industry. FOA members are responsible for the management of approximately 1.2 million hectares of New Zealand's plantation forests and over 80% of the annual harvest.

Our Submission

Should we introduce a Forestry Differential?

FOA is against the imposition of a Forestry Differential at this point as we do not consider the Council has taken account of the 30-year rotation for forestry crops and does not have accurate information on the impact on the roading network by the individual primary sectors – Forestry, Sheep & Beef, Dairy, Extractives.

If a differential rate is imposed, we strongly request the Council work with local forest industry companies to identify how to utilise the resources for the greatest benefit to the rate payers affected.

The forest sector (local with National support) is willing to work with Council to improve data and subsequent maintenance and upgrade planning.

The impact of Rotation:

Forestry pays rates every year. For the first 25-30 years the impact on Council Infrastructure is minimal. For a short harvest window access to appropriate roading assets is essential. Calculation of contribution to roading infrastructure versus use must cover the full rotation age for the forestry crop.

Calculation of Primary Sector Impact on Roads

The Forest Industry is able to provide a process improved by Ternz¹ that calculates the road usage by providers across the primary sector. This allows unbiased analysis of just what sectors are using the roads and how much. FOA will support the Council to run this system using TERNZ as the contractor.

This system is known as the “Equitable Funding Guidelines”. (FOA participated in the Road Controlling Authorities Forum’s Special Interest Group on Low Volume Roads (SIG-LVR) to develop guidelines that provide a method for councils to equitably allocate the cost of pavement maintenance for low volume roads to the (primary industry) users (rating units). This model was improved by TERNZ to give a workable model.

TERNZ is an independent research organisation that specialises in transport-related issues. Our mission is to improve the efficiency, safety, and environmental sustainability of the transport sector. We fulfil our mission by providing high quality, unbiased, independent information and analyses, to both the government and the private sector.

TERNZ was established in 1997 as a spin-off from Industrial Research Ltd, one of the Crown Research Institutes. It

is now completely independent and is a member of the [Independent Research Association of New Zealand \(IRANZ\)](#)

Log Transport Route Calculator

FOA has developed in conjunction with SCION (the Forest Industry CRI), a program that calculates log traffic over the harvest period down to the individual road level. This is invaluable to planners when scheduling upgrades or maintenance to the roading infrastructure. Calculator runs typically cost \$10-\$15,000 per run. FOA via the Forest Grower Levy Trust could substantially subsidise a run in the Rangitikei region.

Council Support

The Forest Industry typically works closely with Councils to assist in maintaining roads when harvesting commences or when adverse events arise. The recent East Coast floods are an excellent example where the industry supported Council and Community responses to these substantial events.

FOA encourages those harvesting to work closely with the relevant Council to protect the roading network.

Funds Raised from the imposition of a “Differential Rate”.

Any additional funds should be “ring-fenced” to ensure they are applied to roading improvements, not to meet road maintenance requirements. We request close liaison with local forest companies to identify the road improvement program.

Should we establish a new Marton Rail Hub related Council-Controlled Organisation (CCO)?

The FOA favours option one. The overriding reason being is it is essential Council is involved and supportive in initiatives such as the Rail Hub which have the potential to have significant positive impact as they develop. We are involved with other Councils that have taken a blocking position to forestry related investment in their region. This has limited and delayed the potential that the industry can offer.

Option 1

The Council establishes a new Rail Hub related CCO for the purposes of developing, operating and maintaining the Marton Rail Hub and associated assets.

This proposal involves the establishment of an entity (SPV) that will undertake development and future management of the Rail Hub. The Council's initial equity investment in the entity will comprise approximately \$10M, of which \$9.1M is Crown grant funding.

Advantages and Disadvantages

Advantages

- *The formation of the CCO is required for the efficient and effective establishment of the SPV.*
- *The SPV will provide market leadership for the operational success of the Rail Hub and associated third party infrastructure.*
- *The CCO could be used as a future source of Council income.*

Disadvantages

- *Through the SPV structure Council will have a lower level of control on the overall Rail Hub Project than if it were the sole funder of the project*

Note on making this submission public

The FOA is happy for this submission to be made public.



Glen Mackie

Technical Advisor

027 445 0116

Glen.mackie@nzfoa.org.nz

Carolyn Bates 7 Dalrymple Place, Marton setabac@gmail.com 021-342-524	I will attend Oral Submissions on 19 May 22. Please allocate me a time as late in the day as possible.
---	---

My thoughts on the Consultation Topics

Forestry Differential - I support Option One, that *Owners of 'forestry' classified rateable properties contribute more towards the cost of repairing the District's roading network that is caused primarily by forestry related activity. The rates reduction for other ratepayers.*

Rail Hub CCO - I would prefer to have this entity as a Not for Profit with any proceeds put back into the community to reduce rates. As the Board ought to be locals, there should be no need for any payments to board members other than necessary expenses.

Climate Change - Please answer these two questions:

Together, how can we immediately reduce the impact of climate change in Rangitikei?

I am disappointed to see the term immediately in the question - To me, RDC take far too long to achieve what the present as their aims, so for anything to happen in less than five years, I would be happy to be wrong to see the initiation of anything to support the provided Examples (which I do agree with):
Offsetting emissions, creating more cycleways, restoring waterways.

What resources are needed to better prepare Rangitikei for the effects of climate change?

I see that Flood Management, Erosion Barriers, New Technology, Educational Resources; should all have been on your actively happening list, so yes, they should be included.

Other Input

Drinking Water

At the risk of sounding like a squeaky wheel you are all aware that Marton's water is far from good and on occasions appalling. Talk of improvements have already taken far too long and I wonder what the likelihood is of improvements with the requirements of Three Waters.

Rates incentives

I would like that the Rates Reduction incentives be removed. I am aware of several people who have moved out of the District as they felt there rates were overly high. If **all** paid rates, that would mean the many existing residents would not be providing a subsidy / would have lower rates.

Input to Annual (and Long Term) Plans

I recommend that an option is provided for anyone to provide input at any time, not just the window of opportunity during the advertised / short timeframe.

Communication

As previously stated, RDC are not the best at communicating and then achieving what they plan eg:

- Development of Kensington Road - people think I mean Makirikiri Road when I talk about developments.
- Rail Hub - a variety of people still think this is to happen at the Railway Station!

I recommend when communicating outside of RDC, that less formal terminology is used eg:

- Instead of people **ENGAGING** with the Mayor = The Mayor is happy to **CHAT** or to discuss concerns.
- We will **CONSULT** with you = Please let us know what you think / Please share your ideas.

Residents Surveys

It seems every one is different - how do you reliably compare the results? Consistency would be more than helpful.

Available “clearly up to date” Documentation

As a regular user of the RDC website, I am regularly frustrated when trying to find some documentation. I have added this as I appreciate there will be a cost to improve the service provided.

- Most recently, trying to find information regarding the District Plan - I was unable to source information which was clearly the most up to date, I found several files with different dates which I have yet to confirm are the most up to date.
- If searching, I have been presented with results which are unclear as to when they came into effect as well as when looking for current information, I am presented with out of date files, not newer files.
- I appreciate there have been “improvements”, but sometimes not for the better, when users are more readily using digital options to source information on the District.

Continue to hold information sharing sessions

Online is good as it enables those not free at a specific time to still learn, plus it saves travel for many.

Continue to have Community Committees and Boards

They appear to have a place in the various communities.

The recently established Chair’s meetings, aids the sharing of ideas between the Committees and Boards.

Marton Developments / Civic Centre

As I have expressed previously I (and others) are frustrated at the lengthy investigations and consultation period before any decisions are made and actions taken. For example: Having lived in Marton since Nov 2013 I understand that there has been talk for many more years regarding the need for better working facilities at 46 High Street - I am amazed at the apparent lack of progress. I recommend that current and future projects are assessed, and that information is conveyed to ratepayers to overcome the (to me) apparent disinterest in residents to have confidence in new projects, when old ones fail to achieve progress in a realistic time frame.

As stated in previous submissions, I continue to have concerns regarding the pressure on infrastructure will increase as a result of the expansion of Ohakea as well as other developments in the district.

As I have previously raised - that Council is proposing more consultation and questions how much longer it will take (to complete the Marton Civic Centre). I do not agree with the current plan, but acknowledge, progress is required, but the apparent progress, to me is painfully lacking.

I have concerns that potentially affected residents are unaware of potential developments on the horizon, even if they are within the scope of the District Plan, the lack of information readily conveyed / available does not sit comfortably with me.

If anyone has any questions regarding this, I’m happy to be contacted: 021-342-524 / setabac@gmail.com.



Rangitikei District Council 2022/23 Annual Plan Submissions
Att: Democracy and Planning
Private Bag 1102
Marton 4741

9 May 2022

Tuia te rangi i runga
Tuia te rangi ki raro
Tuia te here tāngata
Ka rongo te ao,
Ka rongo te po,

Tēnā koe

Te Rūnanga o Ngā Wairiki – Ngāti Apa Submission to the RDC Annual Plan 2022-2023

Te Rūnanga o Ngā Wairiki – Ngāti Apa owns around 3,700 hectares of forestry land in the Rangitikei District. 700 hectares is licensed to Crown Forestry and around 2,500 hectares are subject to a license to Ernslaw One Limited. Around 500 hectares are owned and managed directly by the Iwi. Whilst our license holders generally have responsibility for the payment of rates, this is changing as we progressively resume ownership of trees in the Santoft Forest.

The Rūnanga submits against the charging of a forestry differential on the basis that there has been inadequate consultation with our Iwi Rūnanga over the proposal, and we perceive that this proposal impacts negatively on us. In our opinion, the proposed forestry differential is likely to disproportionately burden us as a large forest owner compared to other forest owners and land users whose activities also affect the District's roads. Also, in our case, we are a new forester, who is spending millions establishing forestry with no cashflow for the next 10 years, and now mature log harvest for 25 years, so our impact on local roads will be very minimal for quite some time to come.

Heoi anō

Grant Huwyler
Group CEO
Te Rūnanga o Ngā Wairiki – Ngāti Apa

Submission on the Rangitikei District Council Annual Plan 2022/23

To: Rangitikei District Council
info@rangitikei.govt.nz

Submitter: Interested Residents of Marton and Rangitikei
c/- Anderson Lloyd
PO Box 201
Queenstown 9348
Email: maree.baker-galloway@al.nz; sarah.schulte@al.nz;
simon.physioatbulls@xtra.co.nz
Phone: 03 335 1213

Introduction

- 1 Interested Residents of Marton and Rangitikei (**IROMAR**) wish to be heard in support of its submission.
- 2 The members of IROMAR are residents and ratepayers of Marton, who wish to see our district grow and flourish but not at the cost of the amenity and environment that make this area a special place to live.
- 3 Firstly we wish to provide some feedback about the consultation process. The Framing 2022/23 Annual Plan has been provided with little time (only 4 weeks) for ratepayers to consider it. The information presented online in the consultation document chose select issues to highlight, presenting options for people to select in an overly simplistic format with little supporting information.

Summary

- 4 This submission is made in **support** of the proposed:
 - (a) Introduction of a Forestry Differential
- 5 This submission is made in **opposition** to the:
 - (a) The establishment of a Council Controlled Organisation (CCO) and Special Purpose Vehicle (SPV)
 - (b) Proposed Rates increase;
 - (c) Proposed RDC Debt Levels

Forestry Differential

- 6 IROMAR **supports** a forestry differential rate of 1.5 on forestry land. However IRO-MAR considers what will be rated and collected will not be adequate to offset the costs to ratepayers to maintain our rural roads.

- 7 IRO-MAR supports Council to levy all aspects of forestry operations from forestry land; through harvesting and logging, log transportation by truck and log processing operated within the Rangitikei District. Forestry operations place significant costs on ratepayers and IRO-MAR advocates a user pays system with regards to Forestry.

Proposed Marton Rail Hub Council Controlled Organisation

- 8 The Proposed Marton Rail Hub and associated District Plan Change is before the Environment Court. IRO-MAR understands that there can be no pre-determination that this will be approved by the Court, and it is premature for ratepayers resources to be placed into such an organisation at this point.
- 9 There is inadequate information and supporting documentation provided on Council Controlled Organisations (CCO) and Special Purpose Vehicles (SPV) for ratepayers to consider and make an informed decision.
- 10 The Draft Annual Plan 2022/23 makes no reference to a CCO or SPV.
- 11 However, The Draft Annual Plan 2022/23 p 103 does state; in regard to 6) Economic Performance, Reasons and Financial Effects of Uncertainty, that...." Council will take a measured, evidence based and risk adverse approach to economic development initiatives..."
- 12 IRO-MAR opposes Council using a CCO and/or SPV.

Rates Increase/Debt Levels

- 13 Council forecast debt levels up to \$70 million in an economic climate of increasing inflation and increasing interest rates. Consequently the Councils LTP forecast capital expenditure will have significant costs to achieve and finance this. This is a significant risk to rate payers.
- 14 IRO-MAR believes Council will need to scrutinise its Capital Works programme; and its ability to manage the significant risks of cost increases. IRO-MAR wishes Council to maintain prudent and risk adverse fiscal management of rate payer funds.
- 15 Council should not be overspending and passing on excessive rate increases to its ratepayers.
- 16 IRO-MAR **Opposes** any rate increases beyond 5%.
- 17 IRO-MAR **Opposes** Council debt levels exceeding \$40 million.



Simon Loudon

On behalf of IROMAR

Dated: 09 May 2022

Submission: 58

5/9/2022 3:23:10 AM

Ingoa/Name:*

Sally Patrick

Tōpūtanga/Organisation (if applicable):

Kāinga noho/Address:

[REDACTED]

Īmēra/Email:

[REDACTED]

Waea/Phone:

[REDACTED]

Would you like to speak to your submission:

Yes

Do you agree with our preferred options?

Should we introduce a Forestry Differential?

Option 1*

Do you have a comment about introducing a Forestry Differential?

The differential should probably be higher. I note some local authorities have set it at 4 times the residential rate. To have the detail on how much we as ratepayers have paid to fix forest industry-damaged roads in our district over the last 5 years would be helpful for next year's AP, and following LTP.

Should we establish a new Marton Rail Hub related Council-Controlled Organisation (CCO)?

other

Do you have a comment about establishing a Marton Rail Hub CCO?

My comments relate to CCOs in general, as the future of the planned MRH is still to be confirmed.

CCOs offer advantages to Councils in specific circumstances. However, as the recent Royal Commission into Auckland's CCO model states, a CCO poses a number of risks to its constituent community, potentially

- *excessive focus on CCO objectives, at the expense of council-wide collaboration
- *need to monitor a CCO, whose overheads may increase service delivery costs
- *reduced ability to manage risks originating in a CCO
- *CCO's drive for organisational efficiency at the expense of community outcomes
- *fragmentation of council functions or services
- *diminished say by customers and residents over how a CCO delivers services.

How RDC would ensure effective monitoring of a CCOs's performance/outcomes, risks and diminished community consultation on future states of its core business would need to be addressed to the Rangitikei community's satisfaction prior to any such establishment.

We want to hear from you about climate change...

Together, how can we immediately reduce the impact of climate change in Rangitikei?

I'm surprised RDC hasn't offered a Draft Climate Change Strategy in advance of this year's AP process.

I support the statement in Last year's adopted LTP, p.20. Although this relates specifically to ensuring resilience of Council assets, the general sweep of its narrative reveals the Rangitikei-wide issues with which we as a community need Council to take the lead in mitigating (as mentioned: sea-level rise; extreme weather events; infrastructure breakdown; etc.) I support the continued work of the Council-employed Senior Strategic Planner (LTP p20) who's working on the Spatial Plan, which will consider the effect of climate change and the impacts it will have on the District.

I submit also that it is crucial to include the potential breakdown of communication networks within the considered mitigation measures.

What resources are needed to better prepare Rangitikei for the effects of climate change?

As above: a really good, funded strategy. I see Northland District Council has just adopted theirs <https://www.nzherald.co.nz/northern-advocate/news/northland-gets-nzs-first-region-wide-local-government-climate-change-adaptation-strategy/IYNGVS7BA2VWDX3Y>

Anything else?

Digital Development Plan

I submit that RDC establishes a strong Digital Development Plan that is dovetailed with existing Council Strategies and includes as key priorities

- * ensuring optimum connectivity for rural communities (exploring fibre as the ultimate solution) and
- *online presence/website development and support for local businesses, especially retail
- * mitigation of risks for digital communication networks associated with climate events and other disasters such as earthquakes

Housing

I also wish to commend RDC for its initial steps to remedy Rangitikei's housing crisis.

Ngā mihi nui

Sally Patrick

Privacy Act 2020

Remain_Private

Submission: 59

5/9/2022 3:52:48 AM

Ingoa/Name:*

Murray Holdaway and Adrienne Cook

Tōpūtanga/Organisation (if applicable):

Federated Farmers of New Zealand

Kāinga noho/Address:

PO Box 945, Palmerston North 4440

Īmēra/Email:

a.cook@fedfarms.org.nz

Waea/Phone:

274253303

Would you like to speak to your submission:

Yes

Do you agree with our preferred options?

Should we introduce a Forestry Differential?

Do you have a comment about introducing a Forestry Differential?

Please see our submission (word document sent via email).

Should we establish a new Marton Rail Hub related Council-Controlled Organisation (CCO)?

Do you have a comment about establishing a Marton Rail Hub CCO?

We want to hear from you about climate change...

Together, how can we immediately reduce the impact of climate change in Rangitīkei?

Please see our submission (word document sent via email).

What resources are needed to better prepare Rangitīkei for the effects of climate change?

Please see our submission (word document sent via email).

Anything else?

Please see our submission (word document sent via email).

Privacy Act 2020

Rates Remission Policy 2022

Submission:4

5/9/2022 4:41:15 AM

Name:

Murray Holdaway and Adrienne Cook

Organisation (if applicable):

Federated Farmers of New Zealand

Postal Address:

PO Box 945, Palmerston North 4440

Phone:

274253303

Email:

acook@fedfarm.org.nz

Do you support the amended Rates Remission Policy?

Comments:

Please see our submission to the Annual Plan and Rates Remission Policy Review (word document attached).

Additional information:

Do you wish to speak to your submission?

Yes_oral_submission

Special requirements

Privacy

Rates Remission Policy 2022

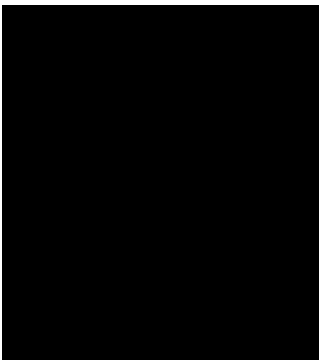
Submission:2

5/8/2022 5:07:51 AM

Name:

Jordie Peters

Organisation (if applicable):



Do you support the amended Rates Remission Policy?

No

Comments:

This amendment is disingenuous to those who have committed to making a significant investment in the Marton region. As someone who has committed to purchasing in the new Bredins Line Development, a key factor in my decision to do this was this incentive RDC had in place. Amending this policy will remove the ability for us all to actually realise these incentives through no fault of our own. We all committed to the purchase of land at this development in 2021, well before this proposed amendment was issued. This amendment should be changed to ensure that all developments or eligible situations with S&P agreements signed prior to 1 July 2022 are included in the incentive scheme, anything less than that should be considered a serious breach of trust by the council.

Additional information:

Do you wish to speak to your submission?

Yes_oral_submission

Special requirements

Privacy

Yes_details_private

Submission: 27

4/26/2022 5:12:50 AM

Ingoa/Name:*

Waru Panapa

Tōpūtanga/Organisation (if applicable):

Ratana Resident

Kāinga noho/Address:

12 Ratana Road, Ratana, Manawatu-Whanganui, 4581, NZL

Īmēra/Email:

Waru8@me.com

Waea/Phone:

273430405

Would you like to speak to your submission:

Yes

Do you agree with our preferred options?

Should we introduce a Forestry Differential?

Option 1*

Do you have a comment about introducing a Forestry Differential?

Should we establish a new Marton Rail Hub related Council-Controlled Organisation (CCO)?

Option 1*

Do you have a comment about establishing a Marton Rail Hub CCO?

We want to hear from you about climate change...

Together, how can we immediately reduce the impact of climate change in Rangitīkei?

Facilitate the transition from Dairy Farming to Hydroponics.

What resources are needed to better prepare Rangitīkei for the effects of climate change?

Develop Desalination plants to contribute to the reduction of rising sea levels.

Anything else?

Collaborate with Taupo and Taranaki to build hydrogen fuel plants.

Privacy Act 2020

Puka Tāpaetanga Submission Form

He aha tō tirohanga whakamua mō Rangitikei? Have your say on our 2022/23 Annual Plan

Submissions close at 5pm Monday, 9 May 2022.

Received 9 May 2022
#007

Your Details

Ingoa/Name: H J Thorby

Tōpūtanga/Organisation (if applicable): _____

Kāinga noho/Address: Brandon Hall Road, Bulls

Imēra/Email: _____

Waea/Phone: 06 3221508

☒ Please tick this box if you would like to speak to your submission at the Council Hearings on 19 May. Someone will contact you to confirm this.

☐ Please tick here if you want your details to remain private.

PLEASE NOTE:

Submissions on this Annual Plan are public information and your information and submission will be made available to the public as part of deliberations.

Your submission will only be used for the purpose of the Annual Plan process and will be held by Rangitikei District Council at 46 High St, Marton 4710. You may access the information and request its correction, if required.

Optional Demographic Information This is kept confidential for analysis only.

Do you agree with our preferred options?

RECEIVED

☛ Key Choice 1? (see page 9)

Introduction of a Forestry Differential

I prefer...

- ☐ Option 1*
☐ Option 2
☒ Something else

Comment: See attached A4 page.

☛ Key Choice 2? (see page 10)

New Marton Rail
Hub Council-Controlled Organisation

I prefer...

- ☐ Option 1*
☐ Option 2
☐ Something else

Comment: _____

Together, how can we immediately reduce the impact of climate change in Rangitikei?

Land Use - RDC get yourselves a good book/advice on SOILS.

Protect all viable high value soils.

Land on River silts to be kept for food production.

cluster industrial enterprises completely away from residential areas, for noise, smells, and risk factors to human health.

Retail & Commercial Zone kept on the main highways.

Retail in town centres, create happy & fun places to support retail and make it a pleasure for people to gather.

Please include more pages if required

What resources are needed to better prepare Rangitikei for the effects of climate change?

Mix all ages together in the Community. Don't allow gated "retirement villages" or elite gated living systems.

Keep all green spaces & parks. They are important for the well-being of people!

Mix all ages together in the Community.

Create a safe, quiet, slower traffic environment for people & pets residentially.

Please include more pages if required

Anything else? Long Term.

Develop the flat land at the end of Trickers Road (off Johnson St).

Residential development (not lifestyle blocks). The services, sewerage, water, power etc are already on that Road.

Add connecting through road via Viles Road onto Wangarei Highway.

This land is sheltered from west winds, free draining soils, and puts residential out of the "flood plain".

Please include more pages if required.

Submission Forms can be returned by:

🏠 **Posting** to Attention: Reply Paid: 172050, Democracy and Planning, Private Bag 1102, Marton 4741

✉ **Emailing** us at info@rangitikei.govt.nz

👍 **Dropping** off at one of our Offices, Libraries or Information Centres.

🗨 **Attending** one of our Drop-in sessions throughout the District.

Deliberate targeting of forestry plantation rate payers.

There is NO definition or map of where this "forestry land" is. Is it on size (hectares) or species (pine, eucalyptus, macrocarpa, natives, other). What happens if a forest fire destroys the asset?

Forestry returns relate to millable age trees eg. 25/30yrs for pinus radiata. RDC is proposing an annual tax on forestry - the returns that are yet to be realised by the landowner. No Public Meeting has been held.

Land use has always changed to suit Economic times.

What you are proposing will have an impact and whether owners change from forestry to other farming options.

The RDC driver of this Forestry Differential appears to be the cost and repair of the Districts rural road network.

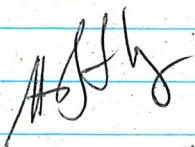
The placing of this burden on forestry landowners is completely unfair and not the answer.

Rural District RDC Roads. My road is Brandon Hall Road. It was tarsealed and upgraded to take the heavy loads in the 1960's.

In 1960's a heavy vehicle was around 16 tonnes. Today they are 52 tonnes. This applies to - (trailers incl.) stock trucks, milk tankers, silage trucks, fertilizer trucks, fuel tankers, specialised contracting vehicles ... as well as logging trucks. No wonder our rural roads are in poor condition! To blame logging trucks for all degradation of these roads is either ignorant or arrogant.

It was Central Government who introduced the 52tonne loadings which created the problem. The answer is to obtain a bigger share of their "user charges & mileages" already paid by all trucks.

District Councils, Local Government must work this out with Central Govt.



H J Thorby

06 3221508

5th May 2022
Rangitikei District Council
Submission



#008

The Full Council

Thank you for the opportunity to supply feedback regarding the proposed Forestry differential to be added to the rating system.

I cannot find any detail around what is regarded as forestry land.

There is no clarity around size, whether its land in permanent forest, whether it's forest in the emissions trading scheme or whether Farm Foresters are included or not regardless of size of their plantations.

It is already hard enough to absorb a 7.29% rate increase let alone a further 1.5% which in the Council information sheet has no ceiling on it after 2 years.

I have farmed in Brandon Hall Rd now for 37 years. I have 300 acres of which 100 acres is in permanent forest. Does that mean I will be rated or excluded?

I planted these plantations after taking advice and working with Horizons because the Dunes were erosion prone, low in fertility and returned little value to the balance sheet. However this land is valued the same as the better quality land under the rating system and rated accordingly. I have 10 plantations varying in size.

My rates for the RDC and Horizons total approx. 10k a year. Add to that my insurance which covers the forestry, it cost me \$300 dollars a week to live in my own home before buying a loaf of bread.

I harvest the forest after 30 years in which time I have planted, pruned to three levels and thinned in order to get an optimum finished crop all at my own expense.

When I harvest the crop, the Logging contractor takes approx. one third, the Haulage contractor takes approx. one third which leaves me with the balance one third. The IRD then steps in and takes one third of my return so any suggestion that forestry is a cash cow of money is rubbish.

During that 30 year period I have paid \$99K of rates on the forested land alone which over that same period I have received next to nothing in income so the suggestion that I now pay a further 1.5% does not sit well.

I believe that for \$99k I should be able to get my logs carted away without paying further penalty.

I suggest that the Council campaign more vigorously to Government to get a more proportional share of the Road User Charges that we already pay for the use and upgrade of our roads.

If you want to talk about fairness and using the Councils philosophy, does this mean in the future we can look forward to having every litre of milk and every lamb and cattle beast levied because the trucks carrying these when loaded are all the same weight. I would have more stock trucks visit my property over 30 years than logging trucks in that one 30th year of harvest.

Also with regard to fairness, the Council states in their submissions document under Option 2 that all ratepayers are required to contribute the extra costs associated with Forestry activity. As a Rural ratepayer, I contribute to a number of Council facilities and services that I

never can access ,use or are connected to under the GAC for example Swimming pools, libraries etc. I have heard the argument that they are there if I want to use them but sometimes distance and time restraint's make it impractical.

I don't believe the Council should be putting in any sort of barriers to Forestry or any other Businesses when they offer so many jobs, income and development in and to the Rangitikei Region

I therefore submit that the Council Retains Option 2 being the Status Quo

Yours Sincerely


Paul Geurtjens
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