

**FRAMING
2022/23
ANNUAL PLAN**

YEAR 2 LONG TERM PLAN 2021-31

and Simultaneous Documents

Tirohanga Whakamua - Look to the future



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13 April 2022

Received
#001

Peter Beggs
Chief Executive
Rangitikei District Council
info@rangitikei.govt.nz

Tēnā koe Peter

CLIMATE ACTION JOINT COMMITTEE SUBMISSION TO THE DRAFT 2022-23 ANNUAL PLAN

Thank you for the opportunity to engage with Rangitikei District Council through Annual Plan consultation. The Climate Action Joint Committee was formed to coordinate regional climate response and provide advice to councils. We are writing to all territorial authorities in the region to highlight the urgent need for action on climate change and its integration into in all council activities.

Together, we have made a start on tackling climate change in our region. We thank your Council for supporting Mayor Andy Watson's work as a member of the Joint Committee and for providing council staff to assist the work of the committee.

The Joint Committee is currently working on a regional action plan, drawing on the priorities identified by territorial authorities. The Regional Climate Action Plan is envisioned to provide a framework for coordinated action across the region. We aim to submit the regional action plan to you for consideration later this year. To be effective, it will rely on decisions by councils in the new triennium.

In the meantime, we urge you to consider what opportunities for action exist through your Annual Plan. Time is of the essence. We draw your attention to the recently released Intergovernmental Panel on Climate Change Working Group II's Sixth Assessment Report, *'Impacts, adaptation and vulnerability.'* Key messages of that report include:

- Evidence that climate change is caused by human activities is unequivocal.
- Government, business and communities in New Zealand have experienced major cost associated with extreme weather, droughts and sea-level rise.
- The amount of greenhouse gas emissions to limit global warming to as close as feasible to 1.5°C, the goal in the 2015 Paris Agreement is less than previously thought. Limiting warming to close to 1.5°C substantially reduces projected losses and damages related to climate change in ecosystems and human systems.
- Projected global warming under current global emissions and policies will likely leave many human and natural systems at very high risk and beyond adaptive limits. The more we emit, the harder it will be to adapt.
- Delay in implementing adaptive measures and emission reductions will result in more costly climate impacts. Long-term the ability to adapt becomes increasingly limited if emissions do not rapidly decline.
- We have made progress but are not adapting fast enough, implementation and funding is insufficient.
- Vulnerability of people and ecosystems differs substantially, the most vulnerable people and systems are disproportionately being affected.

- The most effective adaption is integrated across governance and is inclusive.
- Mātauranga Māori and collective action have a strong role going forward.
- There is potential for maladaptation, an inadequate response if actions are too narrow or short term focused.

The report highlights that a step-change is required in our response to climate change – and it is needed now. Any further delay will miss a brief and closing window to support a liveable future.

Transitioning to a resilient, low-emissions society will require leadership at all levels of government. Your council's contribution to the Joint Committee (and earlier signature of the Memorandum of Understanding to work together on climate change) are an expression of that leadership. We urge you to consider what other action you can enable through your Annual Plan – whether accounting for your organisation's carbon emissions, responding to the priority climate risks you have identified, enabling active transport in your district, or in other ways.

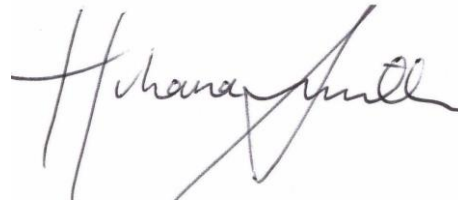
We look forward to continuing to work with you to respond to this challenge in the years ahead.

Nāku noa, nā,



Rachel Keedwell
CO-CHAIR CLIMATE ACTION JOINT
COMMITTEE

Nāku noa, nā,



Huhana Smith
CO-CHAIR CLIMATE ACTION JOINT
COMMITTEE



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

Jo Coughlan | Chair of New Zealand Chinese Language Week



5 May 2022

ROA 01 04
RBM:MJM

Peter Beggs
Chief Executive
Rangitīkei District Council
Private Bag 1102
MARTON 4741

By email only | info@rangitikei.govt.nz

Tēnā koe Peter

2022/23 ANNUAL PLAN – HORIZONS' SUBMISSION

Thank you for the opportunity to provide feedback on Rangitīkei District Council's (RDC) 2022/23 Proposed Annual Plan. Horizons Regional Council (Horizons) values the strong relationship it shares with RDC – the relationships between the region's local authorities will be vital as we work together to identify and realise opportunities to assist our communities in their recovery from the impacts of the COVID-19 global pandemic.

With regard to your proposal to plot a course for action to both mitigate and adapt to climate change, this is one of the most significant challenges facing New Zealand, our region, and our communities. Transitioning to a resilient, low-emissions society will require leadership at a local level. We point RDC to the recently released Intergovernmental Panel on Climate Change Working Group II's Sixth Assessment Report, '*Impacts, adaptation and vulnerability*.' That report notes that delays in implementing adaptation and emissions reduction measures will result in more costly climate impacts. Without deep reductions in greenhouse gas emissions in the near term, the goal of the Paris agreement to limit warming to 1.5°C will not be met. Limiting warming to as close as possible to 1.5°C substantially reduces projected losses and damages to the environment and people caused by climate change. Urgent action to transition to climate resilient low emission communities is required now.

We support RDC intent in the consultation document to identify ways RDC can reduce the impact of climate change in the Rangitīkei. To create a plan for adaptation and mitigation actions, and for RDC to set an example in reducing their own emissions, we recommend that RDC:

- account for their emissions by undertaking an annual organisation greenhouse gas emissions inventory in accordance with ISO 14064-1:2018 and aligning with sector best practice for emissions measurement and reporting,
- set an organisational emission reduction target and commit to developing a decarbonising roadmap to meet that target, and
- commit the necessary resources to create a climate action plan for the Rangitīkei District that will define the specific mitigation and adaptation actions RDC will take to address the threat posed by climate change to communities, the local economy and the environment. Information received through the annual plan consultation could be used to inform that plan.

Horizons does not wish to present its submission at the annual plan hearing. However, we are happy to arrange for a representative attend this or any other meeting with elected members or staff, if our contribution would be helpful.

Nāku iti noa, nā



Michael McCartney
CHIEF EXECUTIVE

Submission on the Rangitikei District Council Annual Plan 22/23

Date; 9 May 2022

#004

To; Rangitikei District Council Private Bag 1102, Marton. 4741	Submitter; Lynne Sheridan 289 Bryces Line Marton, 4788 Email; lynne.s@farmside.co.nz Phone; 06 327 5980
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RECEIVED
9 MAY 2022
BY: *Stale*

Introduction

As a resident of the Rangitikei I am interested in what the Council is doing for our District.

The proposed Council Controlled Organisation and the concept of a Special Purpose Vehicle outlined 'briefly' in the Consultation Document for the 2022/23 Annual Plan is of concern to me. The extent of information about these items is limited within the document and does not provide the community with a good understanding of the why and how these items have evolved, let alone what risks or benefits are associated with them.

Summary

The CCO does not appear to have been documented in recent Order Papers nor flagged in the draft Annual Plan 22/23.

It has not been presented and fully explained in detail to our community. How is it possible for Council to highlight the CCO as being a 'key choice' option in the draft Annual Plan 22/23, when it has not surfaced in recent Order papers or been presented to our community before?

Will Council be following it's Significance and Engagement Policy, before establishing a CCO?

Will Council undertake a Special Consultative Procedure?

Can Council please outline what a Special Purpose Vehicle (SPV) is, including it's risks and benefits?

I do not support the Council establishing a Council Controlled Organisation or a Special Purpose Vehicle, because there has been inadequate consultation and no supporting information from Council about Council Controlled Organisations or Special Purpose Vehicle's.



Lynne Sheridan

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.

#005

Your Details

Ingoa/Name: Ian Rae

Tōpūtanga/Organisation (if applicable): Tairāhapa Housing Steering Group

Kāinga noho/Address: PO Box 25, Tairāhapa

Īmēra/Email: ianrae450@gmail.com

Waea/Phone: (027) 296 2726

PLEASE NOTE:

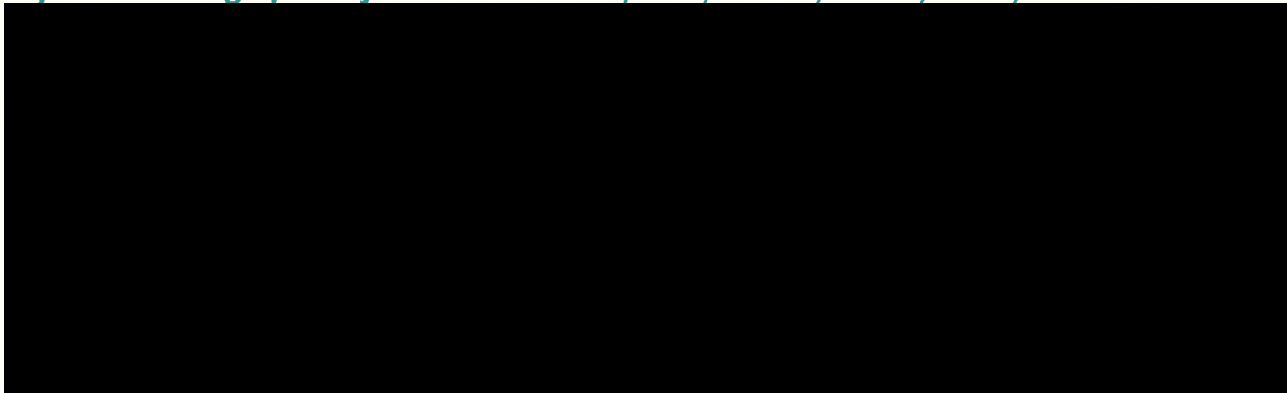
Submissions on this Annual Plan are public information and your information and submission will be made available to the public as part of deliberations.

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.

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.

Optional Demographic Information *This is kept confidential for analysis only.*



Do you agree with our preferred options?

👉 Key Choice 1? (see page 9)

Introduction of a Forestry Differential

I prefer...

- Option 1*
- Option 2
- Something else

Comment: _____

👉 Key Choice 2? (see page 10)

New Marton Rail Hub Council-Controlled Organisation

I prefer...

- Option 1*
- Option 2
- Something else

Comment: _____



Taihape Community Development Trust

102 Hautapu Street
PO Box 25
Taihape 4742
P +64 6 388 1307
E info@taihape.co.nz
W www.taihape.co.nz

#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

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.

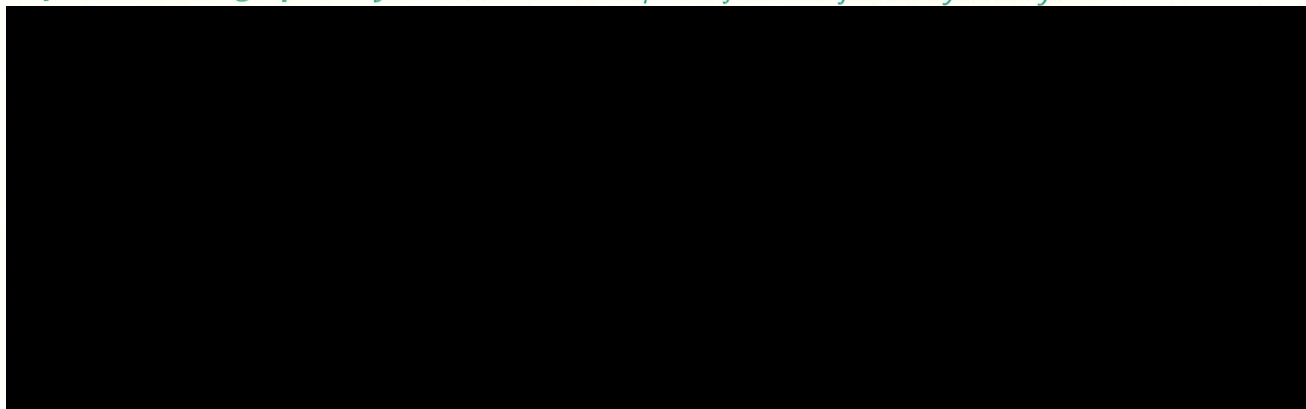
Please tick here if you want your details to remain private.

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: _____

👉 **Key Choice 3? (see page 11) We want to hear from you about climate change...**

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 roading network.

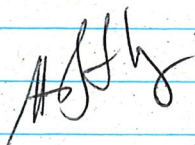
The placing of this burden on forestry landowners is completely unfair and not the answer.

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 52 tonne 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

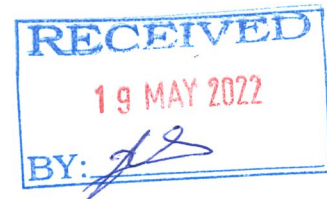
never can access ,use or are connected to under the GAC for example Swimming pools, libraries etc. I have heard the argument that they are there if I want to use them but sometimes distance and time restraint's make it impractical.

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
0272788223



Submission

Rangitikei Framing 2022/23 Annual Plan Consultation Document

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

9 May 2022

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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

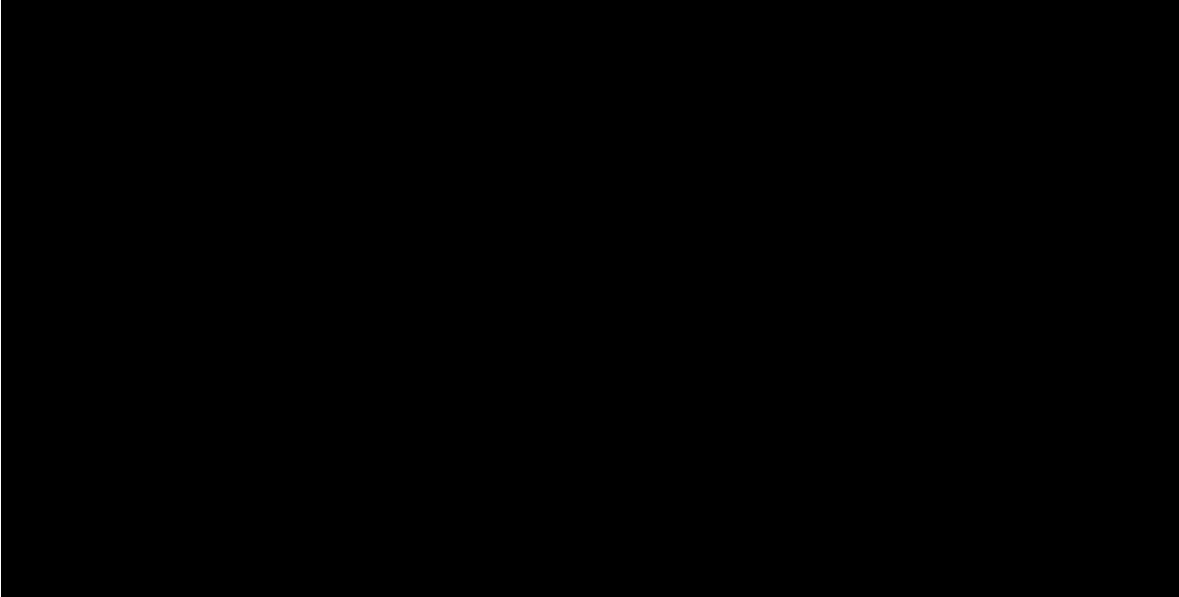
Would you like to speak to your submission:

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

Kezia Spence

From: info #010
Sent: Monday, 9 May 2022 3:46 pm
To: Submissions
Subject: FW: Annual Plan Submission

From: Mark Taylor <mark@ematx.net>
Sent: Monday, 9 May 2022 3:43 pm
To: info <RDCInformation@rangitikei.govt.nz>
Subject: Annual Plan Submission

To Who it may concern:

This email is a submission to the 2022/2023 Annual Plan.
(I do not have a copy of the form)

Mark Taylor
Chairman, Door of Hope Rangitikei Charitable Trust
157 Waimutu Rd
RD2 Marton 4788
0273 989800

- Key Choices 1, 2 & 3 - no comment

- Anything Else?

Funding for Social Housing in the Rangitikei
Subdivision of land for residential land, including social housing

Kind Regards
Mark Taylor

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.



Your Details

Ingoa/Name: ELISABETH RILEY

Tōpūtanga/Organisation (if applicable): _____

Kāinga noho/Address: 9 KOKAKO ST TAHAKE

Īmēra/Email: lisriley@xtra.co.nz

Waea/Phone: 021 1085 380

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.

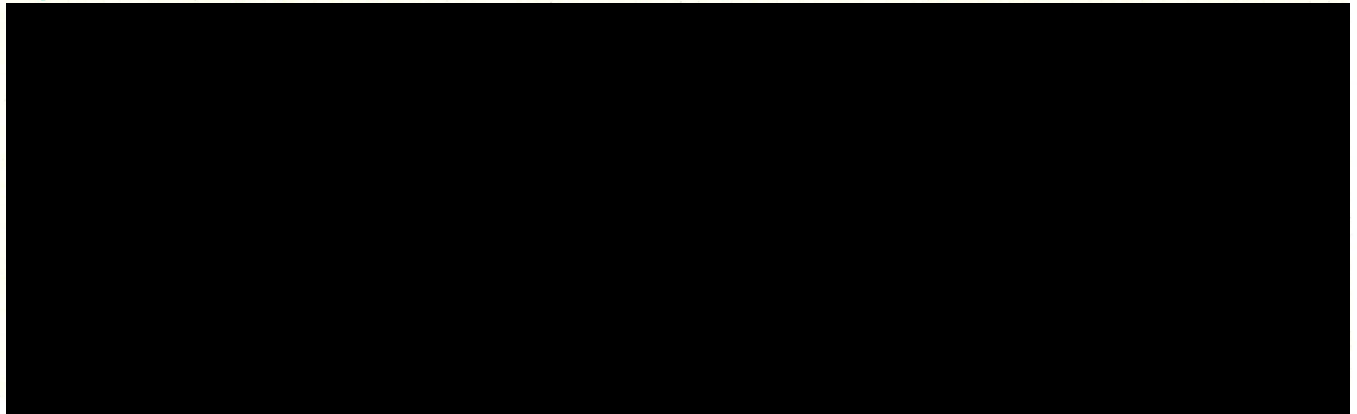
Please tick here if you want your details to remain private.

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?

👉 Key Choice 1? (see page 9)

Introduction of a Forestry Differential

I prefer...

- Option 1*
- Option 2
- Something else

Comment: _____

👉 Key Choice 2? (see page 10)

New Marton Rail Hub Council-Controlled Organisation

I prefer...

- Option 1*
- Option 2
- Something else

Comment: _____

👉 **Key Choice 3? (see page 11) We want to hear from you about climate change...**

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

Encourage natural bush on land not suitable for farming. Explore ways to use natural resources (plants) etc to keep our waterways clear of pollution.

📎 Please include more pages if required

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

Stormwater systems to re-route water to much needed areas

make resource consenting easier for projects involving water etc.

📎 Please include more pages if required

Anything else?

Council need to consider the issues in their region who are on minimum wage. Families are already struggling with paying bills & feeding their families. a rate rise of 7.29% is not in line with wage or benefit increases. This will really hurt these communities!!!

📎 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.

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.

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

John Turkington Limited
252 Broadway
MARTON 4741

#014

Monday 9th May 2022

Mayor Andy Watson
Rangitikei District Council
46 High Street
MARTON 4741

Subject: SUBMISSION ON 2022/23 ANNUAL PLAN

Dear Andy,

Thank you for the opportunity to meet with you on Thursday 5th May, to discuss the Rangitikei District Council's (the Council's) proposed rating differential for forestry land (the "differential"). Thank you also for the opportunity to submit on the Council's proposed implementation of this differential as part of the consultation process for the 2022/23 Annual Plan.

John Turkington Limited ("JTL") supports the implementation of a differential subject to the following considerations:

Targeted differential

We understand that the rationale for a differential is to address forestry-specific impacts (typically associated with log transportation) on the Council's roading network. We therefore note that any differential should only be applied as a targeted rate to roading charges for land classified as forestry. This is an important consideration for the fairness and proportionately of the rating method. For clarity, JTL does not support a differential on the general rate for forestry land.

'Ringfenced' fund

JTL supports the implementation of a targeted differential on the basis that funds will be 'ringfenced' within the Council's roading budgets and utilised on forestry-specific roading works. In instances where roading works may be to the benefit of other road users, we respectfully suggest that rating differentials on those land users may also be appropriate. JTL therefore expects that the funds from a targeted differential will be used on roading works where the predominate benefits accrue to forestry (with the exception of public safety).

Focus on improvement

To justify the rationale for a targeted differential on forestry land, against a backdrop of reduced central government funding for Council road maintenance, it is important that the differential is focused on improvements to the roading network and is not utilised simply to offset declining maintenance budgets. We consider that the Council should draw up a 10-year roading plan, identifying

priorities and specific projects and costs for the use of the differential and consult on this under the Council's Long Term Plan 2023-2033 (due next year). This would allow those affected by the differential to have a voice on the way the additional funding is spent by Council and which projects are prioritised.

Minimum area

It is understood that other Councils have successfully implemented roading differentials with a minimum size applied to the targeted land category. This approach would also be appropriate for the Rangitikei District in our view, as a minimum size threshold would: reduce the administrative burden on Council to manage a separate rating item across a large number of properties; and would focus on recovery from medium to large forests, for which the cumulative effects of harvesting cause the greatest roading impacts. We therefore propose that the differential apply to forest land that is greater than 20 hectares in size to avoid rating small, lower-impact, forestry operations such as farm woodlots.

Other considerations

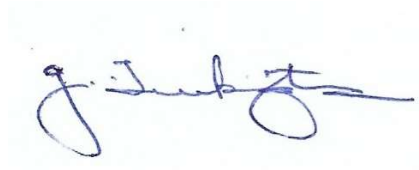
Other matters that we consider Council may like to address in their proposal:

Generally, the roading issues associated with forestry are confined to the Hill Country environment within the District. By comparison, forests growing and harvested in the sand country and lowland environments have substantially lesser impacts on the District's roading network, because: the roads are generally designed to a higher standard and sealed; there is a shorter distance from those properties to the State Highway network. As an alternative proposal, the Council may like to consider applying the targeted forestry differential to the Northern Community Ward in this case, to better target specific roading costs and issues; Or contemplate a unique roading differential for each of the Northern and Southern wards separately, to better apportion forecast costs.

It is understood that the rating differential will apply to land classified as forestry or predominately forestry under the Quotable Value system. The 'Rating revaluations handbook' (March 2011) used to assign land classes in the QV system requires that the land be classified according to "the highest and best use" for each separate property title. It is noted in the handbook that "any significant change in market dynamics has the potential to affect both values and property categories" (pg. 22). Therefore, valuation system relied upon by Council to classify land for the purposes of applying the differential, is a system that describes the highest and best land use of that land according to market conditions at the time and may not necessarily classify that land according to its *actual* use. It is a concern for us that the method proposed might inadvertently apply a targeted differential to land that is not in forestry, or *vice versa*.

Thank you for your consideration of our submission. I look forward to hearing from you.

Yours Sincerely,



John Turkington

Withdrawn

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.

#016

Your Details

Ingoa/Name: _____

Tōpūtanga/Organisation (if applicable): _____

Kāinga noho/Address: _____

Īmēra/Email: _____

Waea/Phone: _____

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.

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Optional Demographic Information *This is kept confidential for analysis only.*

Do you agree with our preferred options?

👉 Key Choice 1? (see page 9)

Introduction of a Forestry Differential

I prefer...

- Option 1*
- Option 2
- Something else

Comment: _____

👉 Key Choice 2? (see page 10)

New Marton Rail Hub Council-Controlled Organisation

I prefer...

- Option 1*
- Option 2
- Something else

Comment: _____

Key Choice 3? (see page 11) We want to hear from you about climate change...

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

Glad you saw sense like the Manawatu District Council
I are opening the Mangaweka Bridge earlier
than first announced. The extra kph's that the
livestock trucks were having to do longer than
was necessary just didn't make sense economically
or "environmentally".

Please include more pages if required

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

Please include more pages if required

Anything else?

Hunterville Community Sports Complex need \$20,000 for
sports equipment such as tennis nets & hockey
goals etc.

This committee have been working extremely hard to
fundraise for the replacement of the turf that is used
by both the school & the wider community. It would be great
to show your support to the Hunterville community
by providing them with this funding for the additional
equipment.

Thanks!

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.

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 (HPMVs). 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?

Enslaw 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 Enslaw 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, Enslaw 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



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: 19

4/8/2022 6:32:01 AM

Ingoa/Name:*

[REDACTED]

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?

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

Submission: 20

4/14/2022 2:53:37 AM

Ingoa/Name:*

[REDACTED]

Tōpūtanga/Organisation (if applicable):

Kāinga noho/Address:

[REDACTED]

Īmēra/Email:

Waea/Phone:

Would you like to speak to your submission:

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?

Focus all available resources on reducing climate change and preventing further damage to our environment

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

Money to plant and wildlife -related projects

Anything else?

Privacy Act 2020

Remain_Private

Submission: 22

4/24/2022 9:55:43 AM

Ingoa/Name:*

Emma Watson

Tōpūtanga/Organisation (if applicable):

Kāinga noho/Address:

Īmēra/Email:

Waea/Phone:

Would you like to speak to your submission:

Do you agree with our preferred options?

Should we introduce a Forestry Differential?

other

Do you have a comment about introducing a Forestry Differential?

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?

Put it on hold until theye cost of living crisis looks better

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

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

Curbside recycling

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

Curbside recycling

Anything else?

Increasing rates by 7.8% is alot for most right now - keep things as they are, Olans can wait. People are more important.

Privacy Act 2020

Submission: 23

4/24/2022 11:51:34 AM

Ingoa/Name:*

████

Tōpūtanga/Organisation (if applicable):

████████████████

Kāinga noho/Address:

Īmēra/Email:

Waea/Phone:

Would you like to speak to your submission:

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?

Anything else?

Privacy Act 2020

Remain_Private

Submission: 24

4/25/2022 3:53:45 AM

Ingoa/Name:*

Russell Bowen

Tōpūtanga/Organisation (if applicable):

Jane

Kāinga noho/Address:

Parewanui Roa

Īmēra/Email:

janenrussellbowen@gmail.co

Waea/Phone:

3220937

Would you like to speak to your submission:

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)?

other

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

Its the other 'assets' that concern me. The rail hub itself sounds ok but with my extremely limited knowledge or understanding of what is at stake I can only say that plastic is plastic not matter what material it is derived from. Better forestry by-products are out there. We are rural not backward. I'm guessing someone is trying to take advantage of our low population and open skies but there is only one sky.

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

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

Build up - smaller foot print, more green, less run-off

Encourage rain water catching -engage with plumbers and artists on how to catch water off sheds - then advertise - less run off, less infrastructure pressure

Work with Fed Farmers - hold open days at farms where the most efficient cultivation tools are used. Advertise.

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

Anything else?

Privacy Act 2020

Submission: 25

4/25/2022 11:35:50 PM

Ingoa/Name:*

Barbara Atkinson

Tōpūtanga/Organisation (if applicable):

Kāinga noho/Address:

24A Oxford St, Marton, 4710, NZL

Īmēra/Email:

barbara.berg@xtra.co.nz

Waea/Phone:

274587586

Would you like to speak to your submission:

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?

Look at different recycling options as soon as the problem of where the recycling will be sent is resolved.

Look again at providing recycling bins to houses, businesses etc.

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

Anything else?

Privacy Act 2020

Submission: 26

4/26/2022 3:12:06 AM

Ingoa/Name:*

Rodger Rangi

Tōpūtanga/Organisation (if applicable):

Kāinga noho/Address:

2438 State Highway 1, Hunterville, RD1 Marton, 4787, NZL

Īmēra/Email:

metek9@gmail.com

Waea/Phone:

64274257867

Would you like to speak to your submission:

Do you agree with our preferred options?

Should we introduce a Forestry Differential?

Option 2

Do you have a comment about introducing a Forestry Differential?

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

Option 2

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?

Reduce Dairy Farming.

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

Wind farms, Permanent Forestry.

Anything else?

Privacy Act 2020

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

Submission: 28

4/26/2022 6:48:17 AM

Ingoa/Name:*

Tim Whitehouse

Tōpūtanga/Organisation (if applicable):

Kāinga noho/Address:

203 Bridge Street, Bulls, Manawatu-Whanganui, 4818, NZL

Īmēra/Email:

whitehouse.tim.jo@xtra.co.nz

Waea/Phone:

272201167

Would you like to speak to your submission:

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?

Get on with it progress is very slow.

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

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

i know the council does not own bonny glen landfill any more .but i think the amount of rubbish that comes from out of the immediate area should stop. and some form of recycling /powersource

burning process to the rubbish needs to happen .we cannot just keep doing what is happening at the moment.

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

as above

Anything else?

Privacy Act 2020

Submission: 29

4/26/2022 7:02:03 AM

Ingoa/Name:*

Tim Whitehouse

Tōpūtanga/Organisation (if applicable):

Kāinga noho/Address:

Bridge St, Bulls, 4818, NZL

Īmēra/Email:

whitehouse.tim.jo@xtra.co.nz

Waea/Phone:

272201167

Would you like to speak to your submission:

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 tree owners whether they are the landowners or others should be paying some form of a tax or pay for damage that will occur to the local roads when logs are harvested.

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?

Anything else?

Privacy Act 2020

Submission: 30

4/26/2022 10:18:03 AM

Ingoa/Name:*

[REDACTED]

Tōpūtanga/Organisation (if applicable):

Kāinga noho/Address:

[REDACTED]

Īmēra/Email:

[REDACTED]

Waea/Phone:

Would you like to speak to your submission:

Do you agree with our preferred options?

Should we introduce a Forestry Differential?

other

Do you have a comment about introducing a Forestry Differential?

ditto

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?

CCOs need careful oversight to avoid high salaries among their CEOs and staff for little gain. You should have explained why Rangitikei once had a CCO and no longer does. Why is a CCO even needed? Why not keep it inside the Council? But a CCO is better than outsourcing the whole thing.

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

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

Plan for larger reservoirs. Build a proper path for walkers on Te Ara along SH3 and out to Koitiata. Probably need to plan for shifting Scotts Ferry and Koitiata but the locals will hate the idea. At least Rangitikei does not have much of a coastline - bonus.

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

Anything else?

The peak of planned debt is very high for the ratepayer base.

Better respect for and protection of historic buildings like the old Bulls Town Hall.

Bulls and Sanson need a proper bypass with a new bridge over the Rangitikei, I suggest well to the east of Bulls. Are you working with NZTA on that yet? If not, you should be. The traffic in Bulls and Sanson is bad - especially trucks blasting through 24/7 and many do use their engine brakes even though they are not supposed to.

Traffic light or other interim traffic management system at main intersection in Bulls. Bridge St in Bulls is a nightmare for pedestrians, which is a shame for a small town.

Does Marton have an electric car charging station? If not, this should be organised.

Privacy Act 2020

Remain_Private

Submission: 31

4/28/2022 12:42:53 AM

Ingoa/Name:*

Randall McIlwaine

Tōpūtanga/Organisation (if applicable):

[REDACTED]

Kāinga noho/Address:

[REDACTED]

Īmēra/Email:

[REDACTED]

Waea/Phone:

[REDACTED]

Would you like to speak to your submission:

Do you agree with our preferred options?

Should we introduce a Forestry Differential?

Option 2

Do you have a comment about introducing a Forestry Differential?

Harvesting is a one off event every 25 to 30 years. Forest owners still pay rates when they do not use the roads.

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?

A great move to encourage business in town and the Rangitikei

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

Remain_Private

Submission: 32

4/29/2022 12:04:15 AM

Ingoa/Name:*

Karen Kennedy

Tōpūtanga/Organisation (if applicable):

Kāinga noho/Address:

3A Ongo Road, Hunterville, Manawatu-Whanganui, 4730, NZL

Īmēra/Email:

karengailkennedy@gmail.com

Waea/Phone:

272853944

Would you like to speak to your submission:

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?

Can we please work rapidly towards a nil landfill outcome.

Urgently need to develop a plan on 100 percent recycling.

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

Recycling bin, all separated. Could we expand our local recycle centre to take all waste.

Could we look to set up composting centre to take all food waste.

Anything else?

Privacy Act 2020

Submission: 33

4/29/2022 4:04:47 AM

Ingoa/Name:*

Pete Galpin

Tōpūtanga/Organisation (if applicable):

Kāinga noho/Address:

Wellington Rd, Marton, 4710, NZL

Īmēra/Email:

pete@galpin.co.nz

Waea/Phone:

63268260

Would you like to speak to your submission:

Do you agree with our preferred options?

Should we introduce a Forestry Differential?

Option 2

Do you have a comment about introducing a Forestry Differential?

Loading forestry with additional costs for Roothing that may not be needed for 25 years is unfair

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?

Privately run and owned operation

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

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

What is the proven effect of climate change in the Rangitīkei? Apart from an increase in CO2 which aids in plant growth

If you must do something then reduce council wasteage

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

None

Anything else?

Can you justify a stand-alone council for so few ratepayers?

Please revisit amalgamation with Manawatu, at least they are efficient

Privacy Act 2020

Submission: 34

4/30/2022 9:53:30 PM

Ingoa/Name:*

Lynda Bradley

Tōpūtanga/Organisation (if applicable):

Kāinga noho/Address:

124 West Rd, Hunterville, 4785, NZL

Īmēra/Email:

lynda.stuart.bradley@gmail.com

Waea/Phone:

63228461

Would you like to speak to your submission:

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?

We are one of 3 residents on West Rd (gravel) At the end of our road are thousands of hectares of pine ready for harvest. Forestry have been removing trees and doing roading over the past two summers in preparation for fulltime logging due to start in July. We have had serious discussions with Ernslaw One and council with regard to the huge dust problem and damage to the road caused by logging and gravel trucks already. We have been told that there could be up to 40 truckloads a day on this road and logging will take 9 years. There are other blocks of trees also due to come on stream also. This will cause logistical problems for our farming operation but more importantly serious health issues if the dust problem is not addressed. Stuart suffers from asthma and our roof water is compromised as dust hangs in the whole valley. Provision for tarsealing should have been made years ago. How have forestry blocks been valued for rates?

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: 35

5/2/2022 12:07:33 AM

Ingoa/Name:*

Nerolie Goddard

Tōpūtanga/Organisation (if applicable):

Kāinga noho/Address:

89 Mill Street, Marton, Manawatu-Whanganui, 4710, NZL

Īmēra/Email:

ncbaines@hotmail.com

Waea/Phone:

6.4204141848e+11

Would you like to speak to your submission:

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 Rangitikei for the effects of climate change?

Better drainage. With the amount of water our drains cannot handle it and there is frequent road flooding leading to potential house flooding. It is not just a matter of keeping drains clear, oftentimes there is just too much water for the drains to handle.

Anything else?

Please stop assuming that the rise in house valuations means that the occupants salaries rise also. Just because my home is now worth over double what it was 2 years ago that does not mean my salary has matched. we are all still struggling to pay rates and increased living costs.

Privacy Act 2020

Submission: 36

5/2/2022 8:28:04 AM

Ingoa/Name:*

Kelsey Smith

Tōpūtanga/Organisation (if applicable):

Kāinga noho/Address:

42 Ongo Road, Hunterville, Manawatu-Whanganui, 4730, NZL

Īmēra/Email:

Kelsey.smith1973@gmail.com

Waea/Phone:

212649882

Would you like to speak to your submission:

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)?

other

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

Does not apply to Hunterville.

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?

That Rangitikei District Council support the work of the Hunterville Community Sports Complex by providing financial assistance towards the purchase of equipment (e.g. nets) needed as part of their work to upgrade the turf in Hunterville. I understand that a community group has completed a large proportion of the funds required for the upgrade and a contribution from RDC would contribute to supporting healthy communities.

Privacy Act 2020

Submission: 37

5/3/2022 2:13:34 AM

Ingoa/Name:*

██████████

Tōpūtanga/Organisation (if applicable):

Kāinga noho/Address:

Īmēra/Email:

Waea/Phone:

Would you like to speak to your submission:

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?

I agree with Option 1, I think it is fair. It should be monitored into the future to ensure it remains fair.

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?

- Sensible planning of concreting new development areas/roading and the impact this has on surface flooding.

- Waterway planting, protection, and restoration of nearby land.

- Stop allowing companies to reshape the Rangitīkei River in Bulls unless critical. Braided rivers are braided for a reason.
- Consider innovative connection solutions between local hubs e.g. Marton & Bulls cycleway/walkways, buses, transport sharing.
- Identify wetland areas and restore them.
- Assist and Incentivize landowners to replant non-productive land into native. Provide information about how biodiversity restoration has benefits for farmers.
- Provide information:
 - a) such as wellington city council and Auckland city council on eco-sourcing & climate friendly solutions.
 - b) about how small dwellings can make positive environmental choices such as eco-sourcing, pollinator plants, shade planting, root systems and surface flooding.
 - c) about the consequences of concrete compared to gravel on driveways.

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

Natural flood management.

Educational resources.

Resilience in infrastructure planning e.g. roading.

Anything else?

Privacy Act 2020

Remain_Private

Anything else?

Privacy Act 2020

Remain_Private

Submission: 39

5/4/2022 4:04:45 AM

Ingoa/Name:*

[REDACTED]

Tōpūtanga/Organisation (if applicable):

Kāinga noho/Address:

[REDACTED]

Īmēra/Email:

[REDACTED]

Waea/Phone:

[REDACTED]

Would you like to speak to your submission:

Do you agree with our preferred options?

Should we introduce a Forestry Differential?

other

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 rates increases proposed for the next 10 years are beyond ridiculous, who do you think can afford these increases, we are a small town and personal we have a limited income which is why we purchased in marton.

The water is discussing, and not fit for use.

Privacy Act 2020

Remain_Private

Submission: 40

5/4/2022 4:53:04 AM

Ingoa/Name:*

Mellisa Brown

Tōpūtanga/Organisation (if applicable):

Kāinga noho/Address:

17 Bruce Street

Īmēra/Email:

millybrown902@gmail.com

Waea/Phone:

272900566

Would you like to speak to your submission:

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?

I would like to submit for a massive fundraiser we are currently undertaking for the Hunterville Community. The Hunterville Community Sports Complex needs a replacement turf after 20 years of use. This complex is used every day of the year, widely by school students and many other sporting groups such as tennis, hockey, cricket and rugby. This is a very important hub of the community. We have tried to reinvent how to approach fundraising safely & relatively contactless with the current covid climate. We have already succeeded with a sheep crutching day and an online auction which raised close to \$15k. The total amount we need to raise is approx \$140,000. I am asking the council to consider funding for new sports equipment such as nets and hockey goals? The quotes we have obtained so far are approx \$20,000. Please take the time to consider this for a very worthy small and wider community asset.

Thank you.

Privacy Act 2020

Submission: 41

5/4/2022 9:15:11 PM

Ingoa/Name:*

Lyn Duncan

Tōpūtanga/Organisation (if applicable):

Kāinga noho/Address:

464 Wellington Road, Marton, Manawatu-Whanganui, 4710, NZL

Īmēra/Email:

misspiggy699@gmail.com

Waea/Phone:

63276269

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)?

other

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

Not if its a cost to the ratepayers

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?

RATES INCREASE

Privacy Act 2020

A rates rise at this time is unthinkable and would cause a great deal of hardship for many families. Many people are struggling to pay their rates now. Myself included.

Rents are at an all time high, a rates increase will cause more rent increases.

Grocery prices have risen to ridiculous heights and a rate rise is going to cause less food on the tables. Many are struggling to feed their families and depend on donations and foodbanks now.

Fixed Incomes.. where are these people going to find more money to pay more rates when there is no chance of getting more money.

Fuel prices have skyrocketed costing lots more for people having to travel to the cities for work. Less money for rates.

If there is such a shortage of cash why were the people building new homes in Marton offered free rates for a certain time. If they wanted to live in Marton they would still have moved here without current ratepayers having to subsidise them.

It is my understanding that some other councils charge land developers per section in a new housing subdivision. Is this happening in the Rangitikei and if not, why not. That would be bringing in more cash, maybe enough to cover the proposed Rates increase.

Please reconsider the proposed Rates increase. Thank you for your time
Lyn Duncan

Submission: 42

5/4/2022 10:08:16 PM

Ingoa/Name:*

Grant Wilson

Tōpūtanga/Organisation (if applicable):

Kāinga noho/Address:

143 Hendersons Line RD3 Martron 4789

Īmēra/Email:

grantwilson2@yahoo.com

Waea/Phone:

69270036

Would you like to speak to your submission:

Do you agree with our preferred options?

Should we introduce a Forestry Differential?

Do you have a comment about introducing a Forestry Differential?

Irrelevant to most in the Rangitikei District.- this should not have been included in the consultation process. Consultations should have been held with those directly affected.

What about a consultation question on water quality - more important surely!

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?

What is the railhub for? There are so many questions with this, and all the Mayor and Council can do is provide a confusing summary in the household flyer "2022/23 Annual Plan Consultation. The flyer should have provided details of where and how citizens can access further information on the railhub CCO. Just to give another example of the arrogant way the Mayor and Council treat the

Rangitikei Citizens - in December 2021 - I believe a governance team was appointed to this project. The members of that governance team or panel have never been announced to Rangitikei Citizens. The Mayor and Council are currently bringing the same levels of incompetence to this project as they so wonderfully displayed with the Bulls Community Centre Project.

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

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

Scrap the Rail Hub project and the industrial emissions activity that will go with it.

For instance a debarking plant puts out huge emissions - refer to New Scientist magazine for information on this.

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

A new team of councillors who are prepared to stand up and actively question why the present Mayor is so intent on bringing huge new emissions to our area.

I am using this space for other comments. Why in the box below is the council limiting comments

Anything else?

The proposed rates increases should have been included in this consultation. The fact that have not smacks of utter arrogance. The Mayor in the Facebook consultations blames the rise in property values for citizens increasing rates bills. Most of us get that, but what we don't get is why the Mayor does not appreciate why other rate rises affect people. For those renting - landlords costs go up, landlords put up rents to compensate, thus impacting directly household spending.

The flyer 2022/23 Annual Plan Consultation is another example of incompetence from the Mayor and Council. It is so short on detail on the actual "decisions" to be made. All in all it is a sloppy job - for instance in the flyer where does it actually say that submissions close at 5pm on Monday 9 May. It's just another example of a Mayor and Council out of their depth - Bulls Community Centre, Water issues, Rates rises -roll on the Local Body Elections.

Why is this box limited to 1000 characters

Privacy Act 2020

Submission: 43

5/4/2022 11:32:56 PM

Ingoa/Name:*

Lynette Thompson

Tōpūtanga/Organisation (if applicable):

Hunterville Community Sports Trust

Kāinga noho/Address:

46 Paraekaretu Street, Hunterville

Īmēra/Email:

LynetteT@crgrace.co.nz

Waea/Phone:

212228242

Would you like to speak to your submission:

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?

I am a committee member of the Hunterville Community Sports Complex. We are undertaking a fundraiser to replace the turf after 20 years of constant use by the school and community. This is the hub of the community. The school use the turf on a daily basis. I have used the turf for playing sports - ie - hockey, netball and tennis over the years. As a committee we have raised money locally. Due to the current covid restrictions we have worked very hard to raise these funds from our very supportive community. I would like to submit for funding of new sports equipment for the complex such as tennis nets, hockey goals, netball goal stands, etc. to the sum of \$20,000.00. Your consideration and help with this would be very much appreciated.

Privacy Act 2020

Submission: 44

5/5/2022 2:44:20 AM

Ingoa/Name:*

Kerin Ratima

Tōpūtanga/Organisation (if applicable):

Huntermville Community Sports Complex

Kāinga noho/Address:

Bruce Street, Huntermville

Īmēra/Email:

hsc.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 Rangitikei 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: 45

5/5/2022 5:44:09 AM

Ingoa/Name:*

[REDACTED]

Tōpūtanga/Organisation (if applicable):

Kāinga noho/Address:

Īmēra/Email:

Waea/Phone:

Would you like to speak to your submission:

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 2

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?

How can the rates this year not change from what was proposed in the ltp? Inflation has been more than any inflation used for ltps. You're essentially saying you can complete the same work for no additional cost although cost of services have risen more than what was planned, seems like there are some factors not being taken into consideration, I hope this means more debt is not being taken by council to find this shortfall.

Privacy Act 2020

Remain_Private

Submission: 46

5/5/2022 11:58:49 PM

Withdrawn

Privacy Act 2020

Withdrawn

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

Īmēra/Email:

m.guy@xtra.co.nz

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: 48

5/6/2022 3:06:04 AM

Ingoa/Name:*

Charlotte Oswald

Tōpūtanga/Organisation (if applicable):

Taihape playground group

Kāinga noho/Address:

5 Pukeko St, Taihape, 4720, NZL

Īmēra/Email:

char_lottie@hotmail.com

Waea/Phone:

64273223566

Would you like to speak to your submission:

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?

Better access to recycling

Warmer homes

Incentives for bike riding - more tracks and lanes

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

Anything else?

The playground needs updating. More help please on moving forward on this project.

Privacy Act 2020

Submission: 49

5/7/2022 12:56:05 AM

Ingoa/Name:*

[REDACTED]

Tōpūtanga/Organisation (if applicable):

Kāinga noho/Address:

[REDACTED]

Īmēra/Email:

[REDACTED]

Waea/Phone:

[REDACTED]

Would you like to speak to your submission:

Do you agree with our preferred options?

Should we introduce a Forestry Differential?

Option 2

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?

Make it beautiful even industrial environments can show some respect to the land they are on.

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

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

Carless days surely one can not use their vehicle for 1 day a week or fortnight.

Plant more trees.

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

Water pools, trees, flaxes

Anything else?

We really need to get that view of Maunga Ruapehu back up our Broadway - a subtle but an itegral part on a connection to the Rangitikei - Please reconsider your "panoramic view "policy in this case it is ridiculous. When people look up and say "Wow", "thats beautiful" "look" its sending great energy around our district.

Privacy Act 2020

Remain_Private

Submission: 50

5/7/2022 1:38:38 PM

Ingoa/Name:*

Charlotte Rowland

Tōpūtanga/Organisation (if applicable):

Kāinga noho/Address:

29 Harris Street, Marton, Manawatu-Whanganui, 4710, NZL

Īmēra/Email:

charlotteannie2013@gmail.com

Waea/Phone:

21894720

Would you like to speak to your submission:

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?

Safe cycle ways but more importantly better public transport - the Palmerston North bus is great if you work right in the city and 9 to 5, maybe find out if there is enough interest to have a bus that gets to Palmerston North much earlier and leaves later - I for one would use it.

Recycling collection from homes - it is so disheartening to see recycling in peoples rubbish. Recycling bins alongside rubbish bins in the town centres?

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 Rangitīkei?

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 Rangitīkei 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: 52

5/8/2022 2:36:22 AM

Ingoa/Name:*

[REDACTED]

Tōpūtanga/Organisation (if applicable):

Kāinga noho/Address:

[REDACTED]

Īmēra/Email:

[REDACTED]

Waea/Phone:

[REDACTED]

Would you like to speak to your submission:

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?

This survey was awful- the options were not clear or explained and where are the choices to make my concerns known about your planned rate increases. This is no way to run a democratic vote by your residents - in fact you seem to be making it harder than ever for us to have our say.

Privacy Act 2020

Remain_Private

Submission: 53

5/8/2022 4:23:20 AM

Ingoa/Name:*

Keith Gray

Tōpūtanga/Organisation (if applicable):

Koitiata Community

Kāinga noho/Address:

25 Omanu Street, Koitiata, Manawatu-Whanganui, 4581, NZL

Īmēra/Email:

kagbeach@gmail.com

Waea/Phone:

63273985

Would you like to speak to your submission:

Do you agree with our preferred options?

Should we introduce a Forestry Differential?

Do you have a comment about introducing a Forestry Differential?

No

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?

include 2 showers 2 toilets an open air kitchen area and a cleaners area. These facilities have gone well past their use by date and are no longer able to be kept to a hygienic standard. These facilities get used by hundreds of campers and the general public that visit the area. The first submission about this was put in in 2017 and now it is time for either a total rebuild or a total upgrade. There are more and more people using these facilities as Koitiata becomes more popular and 2 toilets and 2 showers are not enough. One other option with the total upgrade would be to install a permaloo dry vault toilet positioned near the access to the beach for public use however the existing facilities still need urgent attention. I look forward to hearing you response. Regards Keith Gray, Chairman of the Koitiata Residents Committee

Privacy Act 2020

Submission: 54

5/8/2022 4:28:30 AM

Ingoa/Name:*

Graeme Munro/ Diane Brown

Tōpūtanga/Organisation (if applicable):

Kāinga noho/Address:

Koitiata campground

Īmēra/Email:

gdmun@hotmail.com

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

Kāinga noho/Address:

12 Kokako Street

Īmēra/Email:

lascraft@hotmail.com

Waea/Phone:

6463880634

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 Rangitikei 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

Submission: 56

5/9/2022 3:06:53 AM

Ingoa/Name:*

Geoff Mills

Tōpūtanga/Organisation (if applicable):

Kāinga noho/Address:

45 Hawkestone Road, Marton, Manawatu-Whanganui, 4710

Īmēra/Email:

geoffmillsnz@gmail.com

Waea/Phone:

220441396

Would you like to speak to your submission:

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 forestry rate differential is too blunt an instrument because it does not reflect the impact of logging large areas of forestry land versus smaller blocks, To put this in perspective one of our recently logged 10ha block generated about 200 fully loaded truck and trailer units over a two month period - a once in a 27 year event .

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

Option 2

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

Marton Rail Hub - RDC has not provided a clear understanding of the concept.

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?

RDC is late to the party !

What is the RDC strategy for reducing the impact of climate change ?

Privacy Act 2020

Submission: 57

5/9/2022 3:22:20 AM

Ingoa/Name:*

Wayne Aldridge

Tōpūtanga/Organisation (if applicable):

Wayne Aldridge T/A Aldridge & Co

Kāinga noho/Address:

P.O.Box 130, Palmerston North

Īmēra/Email:

waldrige@infogen.net.nz

Waea/Phone:

64274429258

Would you like to speak to your submission:

Do you agree with our preferred options?

Should we introduce a Forestry Differential?

Do you have a comment about introducing a Forestry Differential?

I own a small property on West Road, Hunterville that will have a forestry differential applied to it. I've owned the property for nearly 30 years and have always paid a full roading rate. Apart from very occasional light vehicle visits I have placed no stress on the road during that time. It is totally unfair to charge a differential when I will only use the road for one year in thirty. Heavy vehicle visits to a conventional farm over 30 years would far exceed the movements to my property at harvest time. I TOTALLY DISAGREE WITH YOUR PROPOSAL!

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: 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:

Speak_yes

Age:

[REDACTED]

Ethnicity:

[REDACTED]

Gender:

[REDACTED]

Where do you live?

[REDACTED]

How did you hear about this Annual Plan consultation?

Website

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 wo

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?

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

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

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 Rangitīkei-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 Rangitīkei 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 ultim

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).

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SUBMISSION

TELEPHONE 0800 327 646 | WEBSITE WWW.FEDFARM.ORG.NZ



#59 and #4

To: **RANGITĪKEI DISTRICT COUNCIL**
46 High Street,
MARTON

Submission on: Rangitīkei District Council Annual Plan 2022/23, and Rates Remission Policy

Date: 18 May 2022

Contact: **MURRAY HOLDAWAY**
PROVINCIAL PRESIDENT MANAWATU/RANGITĪKEI
Federated Farmers of New Zealand

ADRIENNE COOK
POLICY ADVISOR (REGIONAL) (primary contact)
Federated Farmers of New Zealand
m: 027 425 3303 | e: acook@fedfarm.org.nz

1. The Manawatu/Rangitīkei Province of Federated Farmers (Federated Farmers) welcomes the chance to submit on the Rangitīkei District Councils (the Council) Annual Plan 2022/23, and Rates Remission Policy. We acknowledge any submissions made by individual members of Federated Farmers.
2. We would like to be heard in support of our submission.

SUBMISSION

3. We understand that during the long-term plan and this year's annual plan there has been considerable level of pressure due to external factors such as COVID, inflation, and central government implications on three waters and other reforms.
4. Rates are among the top ten operational expenses of a farming business. They are a source of considerable financial pressure for all farmers. Federated Farmers makes submissions on Annual Plans and Long-Term Plans to ensure councils exercise fiscal prudence, and consider

affordability, fairness, and equity issues when recovering rates (to the extent this is possible in land and capital value rating systems).

5. Our submission covers the following points:

- Forestry differential
- Roothing
- Fees and charges
- Rates Remission Policy
- CCO
- Climate change
- Rates

Key Issues

Targeted Roothing Rate Forestry Differential

6. Although the Council receives a subsidy from the New Zealand Land Transport Fund, this does not cover the total cost of transport. Therefore, the Council has to rely partly on other sources of funding, i.e. rates and 'depreciation reserves' (a.k.a. rates).
7. This has two implications, namely:
 - a) The choice of activities that the subsidy is spent on, affects how much else has to be funded by ratepayers, and how much 'bang' there is for each ratepayer 'buck'.
 - b) Without some checks and balances, the risk is that farmers would end up disproportionately funding the greater part of the Council's unsubsidised rural rooothing expenditure, because farms are bigger than other properties, and therefore rural rates (which are based on land value) would be higher.
8. For these reasons, Federated Farmers **support** the use of differentials for various industry sectors to redress unjust imbalances, e.g.: where a particular sector is causing more wear and tear on road infrastructure.
9. Forestry's impacts on rural roads are well known. During harvest operations rural roads receive a massive increase in vehicle numbers, which are generally larger and more load bearing on both sealed and unsealed rural roads. This is not limited to haulage trucks transporting the felled logs to port; but also includes all support/site vehicles, along with heavy equipment and machinery which is used to prepare the sites for felling, which contribute to the degradation of the road surface.
10. Federated Farmers **support** the rooothing differential proposed in the Annual Plan for forestry, which acknowledges the increased pressure placed on roads during harvest that impacts our rural rate paying members. We do however have some concerns around the "who is captured". The Council has stated that "Farmers who want to plant trees on small blocks on their properties can do so without worrying about the higher rate."

11. We seek **clarification** that this land captured under the Council’s definition of “forestry land” (predominantly or solely in plantation forestry). is classified as forestry exotic (FE), rather than forestry indigenous (FI) or forestry protected (FP).
12. We seek **clarification** on land which is classified as forestry vacant (FV), which is land identified as “suitable for planting”. We are unclear on how this land will be managed in relation to the targeted rate (how long is the lag time between land identified as FV, to then be planted and classified as FE, to then be captured within the targeted rate); and likewise for production land which is purchased and converted to forestry exotic (FE), during the 3-year period between QV registered valuations.
13. We seek **clarification** on the targeted rate noted on page 45 (of the draft annual plan) under “Community and Leisure Assets” which is listed as a new targeted rate of \$50,000 (we have cross checked the table on pages 62 and 63 and have found no targeted rate categorised under this section). We assume that this is potentially the forestry differential, but question why this is not reflected in the roading targeted rate? After speaking with Council officers, they confirmed the \$50,000.00 is the forestry differential, and that it should be listed under the roading section of the document. We also note that on page 71 of the draft Annual Plan, the forestry differential is quoted as \$180,466.00. We would like **clarification** on the exact amount expected under new forestry targeted differential and how many properties this would affect. Additionally, we would like to know if this difference has an impact on the calculations contained within the draft documents?
14. As we are unclear on the difference between the quoted amounts, we are unsure if the proposed targeted forestry differential of 1.5 will be enough to contribute substantially to the maintenance of rural roads, as a result of forestry operations.
15. Additionally, Federated Farmers **encourages** the Council to continue to improve and seal more of rural Rangitikei. Sealing improves road safety, reduces road damage and maintenance, and improves rural connectivity which helps support rural communities. Farmers pay a considerable amount to the roading rate and we wish to see additional value brought from the rate to rural Rangitikei.
 - **Federated Farmers supports the roading differential for land classified as forestry exotic (FE).**
 - **Federated Farmers seeks clarification on FV classified land, and the lag time between revaluation if land is reclassified.**
 - **Federated Farmers seeks clarification on the new targeted rate listed under “Community and Leisure Assets”, and the amount listed under “rate types”.**
 - **Federated Farmers encourages the Council to continue to improve and seal more Rangitikei rural roads.**

Roading

16. We note that on page 20 of the Draft Annual Plan, there is an increase of 3.2 million for roading debt, compared to what was proposed in the LTP for Y2 of the plan. Federated Farmers would like **clarification** on what project this additional debt would be funding. This is a significant variation on the proposed council debt amounts.
17. Federated Farmers would like to **highlight** that performance measures for roading does not provide for any indication on the condition of unsealed roads. We note there is a measure for re-metalling of unsealed roads; however, there are no mechanisms for reporting on user experience/concerns.
 - **Federated Farmers seek clarification on the proposed 3.2 million increase of roading debt.**
 - **Federated Farmers highlight the roading performance measures to do not capture user experience on unsealed roads.**

Fees and Charges 2022/23

18. Federated Farmers **acknowledge** the increase in costs associated with building control through the introduction of the Simpli portal, which is proposed to be recovered through a user pays costing regime. We would assume that over time productivity costs are reduced (through faster online administration processing), and potentially costs over time would be lower?
19. We note in the summary of information that all fees and charges have been adjusted for inflation at 3.3% (except for library charges, amusement devices, and liquor licensing). We **highlight** that farmers cannot transfer increase costs within their operations, and there are no additional revenue streams. Any increases are absorbed and taken out of their profits and results in a reduction of funds to spend on improving the footprint of the farming operation, and reduces the amount spent locally by the rural sector.
20. Additionally, we **encourage** the Council to update their website (under “Liquor licensing” - “Licensing Authority Reports”) to include the 2020 and 2021 Annual Report (as required under section 199) 5) of the Sale and Supply of Act 2012), as we are unable to ascertain if the liquor licensing function is operating within the budget covered by the current fees and charges regime.
 - **Federated Farmers acknowledges the increase in costs for Simpli portal, which is recovered through user pays regime.**
 - **Federated Farmers encourages the Council to include the 2020 and 2021 Annual Report under the Sale and Supply of Alcohol Act on their website.**

Rates Remission Policy

21. We **acknowledge** the strategic approach the Council is using by limiting the ‘Incentivising Residential Development’ in a particular area of the district. This is a tool that the Council uses

to encourage residential development in appropriate areas of the district. We **question** if the strategic approach of remitting rates to incentivise residential development/subdivision is a prudent way to encourage development (at the cost of established rate payers). Being that the Council has identified in its Annual Plan that large increases are because of additional demands on wastewater and sewerage, and improving the levels of service for stormwater and drainage.

22. Federated Farmers **oppose** the removal of the contiguous rating units under the Rates Remission Policy. Where ratepayers own multiple properties but run these as a single economic unit, it would be better to retain contiguous rating units. In this regard, income derived from productive use of land (and hence ability of ratepayers to contribute to rates revenues) may be quite unrelated to whether the land is held in different parcels under the same ownership. The Council should retain the ability to make appropriate distinctions about contiguous rating units in recognition of the fact the 'one size does not fit all'.
- **Federated Farmers questions the development incentives contained within the Rates Remission Policy.**
 - **Federated Farmers opposes the removal of contiguous rating units owned or leased by a single ratepayer in the Rates Remission Policy.**

Marton Rail Hub related CCO

23. Federated Farmers **prefer** that any work associated with the Marton Rail Hub CCO be funded by a targeted rate on rating units situated within the Marton township including residential properties, township commercial business, and visitor accommodation businesses who benefit from enhancing 'business' activity near transport facilities for businesses and visitors. Rural ratepayers get no direct benefit from funding this sort of activity.

Recommendation:

- **That Council fund work associated with Marton Rail Hub CCO with targeted rates on rating units within the Marton township.**

Climate change

24. Federated Farmers understands that many in local government want to do more to fight climate change and its effects. We think councils could do more to reduce their own emissions footprints, starting with taking stock of the Council's essential services going forward, and how these can be effectively funded without incurring wasteful and unnecessary ratepayer costs and reducing emissions footprints. Councils could influence greenhouse gas emissions more generally through their core role of planning and funding their transport infrastructure and services.
25. Federated Farmers recognises that councils will continue to have an important role in ensuring that their areas adapt to the varied and many expected localised impacts of climate change. New Zealand's favourable climatic conditions have enabled the agriculture sector to be one

of the most productive in the world, but these conditions cannot be relied upon into the future. Some regions will become hotter and drier, other regions will become colder and wetter, and extreme weather events will become more frequent and damaging.

Answers to targeted climate change questions:

Q1: Together, how can we immediately reduce the impact of climate change in Rangitikei? •

Examples: Offsetting emissions, creating more cycleways, restoring waterways.

26. Before spending money on arbitrarily chosen projects, the Council should undertake a cost benefit analysis to identify any benefit to citizens and ratepayers for future identified projects based on likelihood of actual use of such facilities. For example, cycleways may be a waste of ratepayer's money if these are not used (or barely used) over the asset lifetime.

Q2: What resources are needed to better prepare Rangitikei for the effects of climate change? •

Examples: Natural flood management, erosion barriers, new technology, educational resources.

27. The answer to this question depends upon which areas are at risk of climate-change related hazards, and what the level of that risk is. Areas likely to experience high or extreme risk of destruction/loss may need to be abandoned, rather than sinking large amounts of ratepayer resources into staving off inevitable destruction, especially where use of such at-risk land is limited, or where there is a risk of harm to life (including human life). On the other hand, infrastructure such as river/floodplain stop-banks, which have a 'high-payback' for investment where these enable economic utilisation of primary production land, from which revenue can be derived (including rates), and where there is little risk of damage to residential properties.

Rates

28. We **remind** the Council that the incomes of ratepayers will in no way increase to the same extent as the proposed increases in rates, with the implication that the costs the Council is imposing on its ratepayers, will squeeze out other areas of expenditure. This is especially so for farming, where, despite farm properties having higher land values than residential properties, the ability of farmers to pay rates is tied to their ability to productively farm the land, rather than relative or absolute wealth in land. While the total rates increase for the district is 7.29% (up 0.04% from the 2021 LTP) is significant, the reality is that for our members, rural ratepayers, the increase will have a real impact on their livelihoods.

About

Federated Farmers is a not-for-profit primary sector advocacy organisation that represents farmers, and other rural businesses. Federated Farmers has a long and proud history of representing the needs and interests of New Zealand's farmers.

The Federation aims to add value to its members' businesses. Our key strategic outcomes include the need for New Zealand to provide an economic and social environment within which:

- Our members may operate their businesses in a fair and flexible commercial environment.
- Our members' families and their staff have access to services essential to the needs of the rural community.
- Our members adopt responsible management and environmental practices.

This submission is representative of member views and reflect the fact that local government rating and spending policies impact on our member's daily lives as farmers and members of local communities.

Federated Farmers thanks the Rangitikei District Council for considering our submission on the Annual Plan 22/23, and Rates Remission Policy.

Submission: 60

5/9/2022 4:34:59 AM

Ingoa/Name:*

Erica Kinder

Tōpūtanga/Organisation (if applicable):

Southern North Island Wood Council

Kāinga noho/Address:

PO Box 143 Masterton

Īmēra/Email:

sniwoodcouncil@gmail.com

Waea/Phone:

273290498

Would you like to speak to your submission:

Do you agree with our preferred options?

Should we introduce a Forestry Differential?

Option 2

Do you have a comment about introducing a Forestry Differential?

SNIWC represents 36 members from the forestry, log transport, timber processing, log logistics and contractors in this region. Our members span many regions and our forest owner members are often submitting on decisions made by multiple district councils who appear to have little understanding of the contribution both economic and community that our sector represents for them.

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?

SNIWC is very supportive of the proposed Marton rail hub and Council Controlled Organisation (CCO) to oversee its establishment. This has encouraged future forest investment and growth into the Rangitikei region and is supported by all our members.

Further, given our Government's declaration of a climate emergency, and in support of any council Climate Change Action Plan, we support rail to ports because that emits significantly less Carbon per tonne of logs. This can be noted as a future saving on carbon in transport in a regional carbon measure.

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

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

Use more rail.

Measure your carbon emitters to set a bench mark for future reductions.

Map all possible areas for reforestation, and measure your forest resources now for future carbon storage.

Future proof your water resources for the district with planting of watersheds, and limiting stock and animal use near water resources for towns.

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

More data collected of current sectors that are contributing to positive climate change outcomes (forestry) and the contribution to the communities and economy. Measures.

Anything else?

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 fair, amongst road users. For instance, dairy factories, meat processing units, timber mills and quarries, have a much higher road usage than the land area accorded to those rating units. 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. We encourage the Rangitikei District Council to undertake a proper analysis of ALL primary sector groups on their roads and consider the future of carbon neutral sectors and their influence in a region that is accepting of them.

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Considerations regarding the Rangitikei District Plan

Forestry Roding

Points for consideration

- The Rangitikei District has large areas of forestry on the coastal belt, these areas are well roded with sealed roads requiring little in repairs. The dairy farm next door has far more truck movements over a 25 year tree cycle than the forest.
- On one of my sand properties I have 2 neighbours that have considerably more forestry than my 40 hectares but also large areas of farmland. I will be required to pay the extra rate but they with their 100's of hectares of trees will not, is this fair?
- There are carbon forests in the region that will never require harvesting do they also contribute to the rate increase?
- Land planted in plantation forestry helps to stop erosion of the land. This erosion of farmland and the resulting damage to infrastructure is a major roding cost, plantation forestry by controlling erosion minimises the damage to the roding infrastructure. Should farmers pay an additional roding rate for the potential erosion of their marginal hill country.
- New Zealand wants more marginal hill country planted in trees both for carbon and erosion control, will this increase in roding rates by the RDC and be seen by investors as a negative or a positive.
- Rates are already paid on these properties, usually there is no dwelling on it so they do not use rubbish collection, library services or anything else. The only thing they use is the road.
- The RDC could just charge a roding rate for production forests that then goes to roding expenses for these properties and not charge for the incidentals that are not used.

Peter Lissington

Forest Manager

NZ Pine Management Ltd.



Late

15 May 2022

Taihape Squash Club Expansion

To Council Members

The Taihape Community Board supports the Taihape Squash Club in their application for an extension to the area for which they have already acquired a lease from the Rangitikei District Council.

The extension required ensures that the area under lease will match the architect's plans.

The planned facility will not only enable sport at a national level with the associated benefits but a modern venue for public use.

The Board asks you to respond favourably to this application.

Yours faithfully

Ann Abernethy
Chair
Taihape Community Board

From: ruahinerookie <ruahinerookie@yahoo.com.au>

Sent: 16 May 2022 20:06

To: Dave Tombs <Dave.Tombs@rangitikei.govt.nz>

Subject: Re: ERWS

Hi Dave,

I would like to confirm that the Erehon Rural Water supply Committee has decided to increase the water rate for the 22/23 financial year by 25%.

Regards

Jock Stratton

Chairperson ERWS

SUPERSEDED

To:
Subject: RE: Water rate

-----Original Message-----

From: Jock Stratton <ruahinerookie@yahoo.com.au>

Sent: 26 May 2022 08:59

To: Dave Tombs <Dave.Tombs@rangitikei.govt.nz>

Subject: Water rate

Hi Dave,

This email is to confirm that after consultation with the farmer participants on the Erewhon Rural Water Supply scheme, a decision was made by the farmer representatives on the sub committee to increase the water rate for the 2022-23 year by 100%.

Any questions regarding this please feel free to contact me.

Regards

Jock Stratton

Chairperson, Erewhon rural water supply scheme.

Sent from my iPhone

To: Dave Tombs <Dave.Tombs@rangitikei.govt.nz>
Subject: RE: Confirm Rate Increase

Hi Dave

Yes that is correct, no increase to the rate this year.
Many Thanks
Sam

From: Dave Tombs <Dave.Tombs@rangitikei.govt.nz>
Sent: 26 April 2022 1:41 PM
To: Sam Weston <sam@ruralca.co.nz>
Subject: Confirm Rate Increase

Hi Sam

Just double checking – we need to confirm our Rates for 2022/23 in the next couple of weeks and your preference is for a zero rate increase. Is that correct?

Many thanks
Dave

Dave Tombs	Group Manager Corporate Services
46 High Street, Private Bag 1102, Marton 4741	www.rangitikei.govt.nz
06 327 0099 ext 890 or 0800 422 522	M 027 210 2267



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[REDACTED]

From: Matt Thomas <matt@ryanthomas.co.nz>
Sent: Wednesday, 11 May 2022 2:05 pm
To: Gill Duncan <Gill.Duncan@rangitikei.govt.nz>
Cc: Viv Tantrum <wakanuiconifers@xtra.co.nz>
Subject: Planned works - funding required

Dear Gill & Councillors

I am the treasurer for Friends of Taihape Charitable Society (FoT). We are a group of four committee (that either run businesses or were running businesses) and have a community army that improve community facilities for the benefit of Taihape and its users. We are currently working on many projects that are in a native reserve forest which the Hautapu River runs through in Taihape township. FoT are working to restore is a large area of mature kahikatea, totara, matai forest (classed as CL4 ecosystem type). This forest type is critically endangered and the area also includes some highly threatened grass species. This site has very high ecological values. We are working alongside Iwi, Horizons, RDC, DoC and the community to achieve common goals.

We have completed many tasks to date in Taihape from the lookout tower on mt Stewart reserve, removing willows and weeds from reserves, building and improving public tracks. Some professional video clips of completed tasks to date:

- [Local Focus: Epic local turnout for Papakai Park - NZ Herald](#)
- https://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11964950&fbclid=IwAR0MWPLRAfB-F1FMHeTN3FCvW6YFGbKeFwhbzYjL7Twsyh0xmX90Ozh-zTg

One of our current projects is to build 4 public access bridges across the Hautapu River. We have raised funds to complete bridge number 2 and will hopefully complete this over the 2022/23 summer.

We still require funds to complete building bridges 1, 3 & 4. We have had feasibility reports completed some time ago (please see attached plans, reports and a concept plan of the entire reserve).

I estimate the current prices to build the bridges are now 1.8x of what was in the feasibility previously supplied. This would be approximately:

- Final Plans, Inventory reports, & Tendering/Designer Building Inspections \$25,000 (this is not supplied in the report, but through history I know what the extra details costs)
- Bridge 1 \$79,000
- Bridge 2 – funding already sourced (\$90,000)
- Bridge 3 \$75,000
- Bridge 4 \$98,000

We already have Horizon's Consents in place for these bridges and have good access to the sites. RDC building consent is a relatively simple process as this is a permitted activity.

Other projects to fundraise for, which we provide cost estimate for:

- Killing and removing of weeds species trees in waterways and old river beds (like Willows and Sycamores) \$35,000
- Digital Mapping, signs and marketing \$37,000
- Resurfacing tracks with precipitation issues (~10,000m at \$8/m) \$80,000

These prices are GST exclusive. The charity is not registered for GST, and if the funds were to be donated to the charity extra allowance of 15% would need to be considered; though we have an account with RDC and if the funders are happy we conduct our business through RDC then any funding could be based on GST exclusive prices.

We would appreciate any support you could provide. Our time is purely voluntary, only contractors are paid for the projects completed. We are prepared to work with the funders if they have any other suggestions, alternatives or works that can be completed.

Kindly advise if you require any further information. We look forward to your reply in due course.

Regards

Matthew Thomas | Chartered Accountant | Partner

RYAN, THOMAS & CO

CHARTERED ACCOUNTANTS

P.O. Box 181, TAIHAPE 4742 | 8 Tui Street, TAIHAPE 4720 | New Zealand

P: [+64 6 388 0666](tel:+6463880666) | E: matt@ryanthomas.co.nz | W: www.ryanthomas.co.nz

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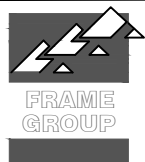
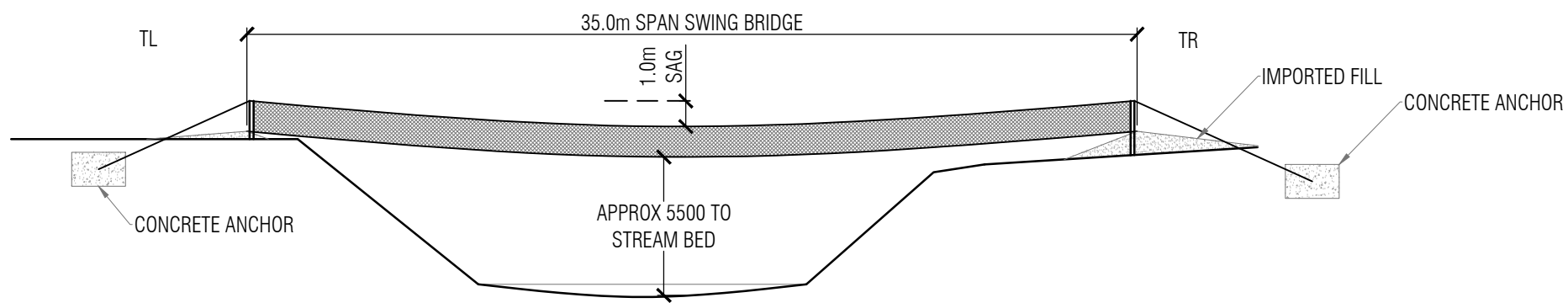
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02
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ELEVATION

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Frame Group Limited

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LEVEL 2, 16 COLLEGE HILL, AUCKLAND, NZ
PHONE: 09 638 7221
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PROJECT

TAIHAPE DOMAIN BRIDGES

TITLE

CONCEPT BRIDGE #1

SCALE

AS SHOWN

DATE

MAR 2019

DRAWN

SLM

DESIGNED

TB

FGL JOB

19/007

APPROVED

DRAWING

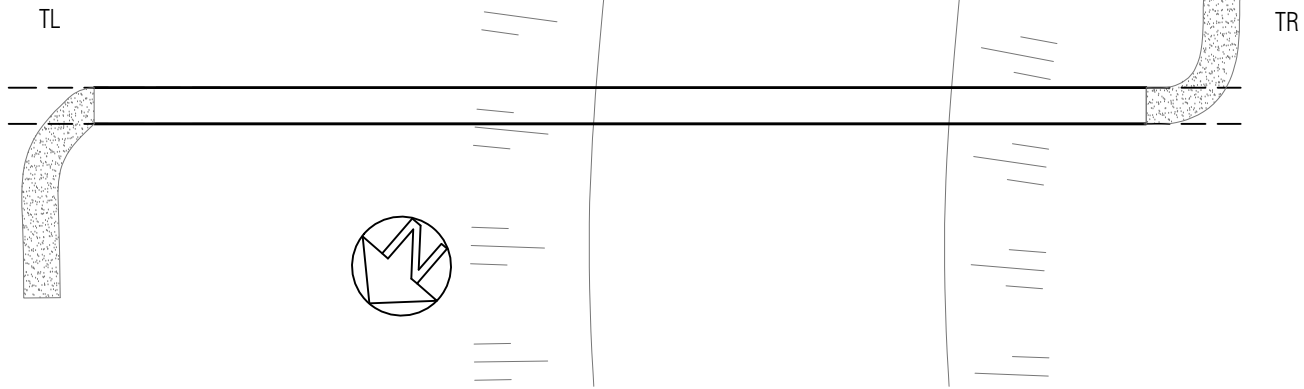
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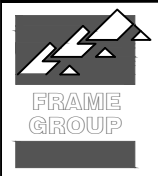
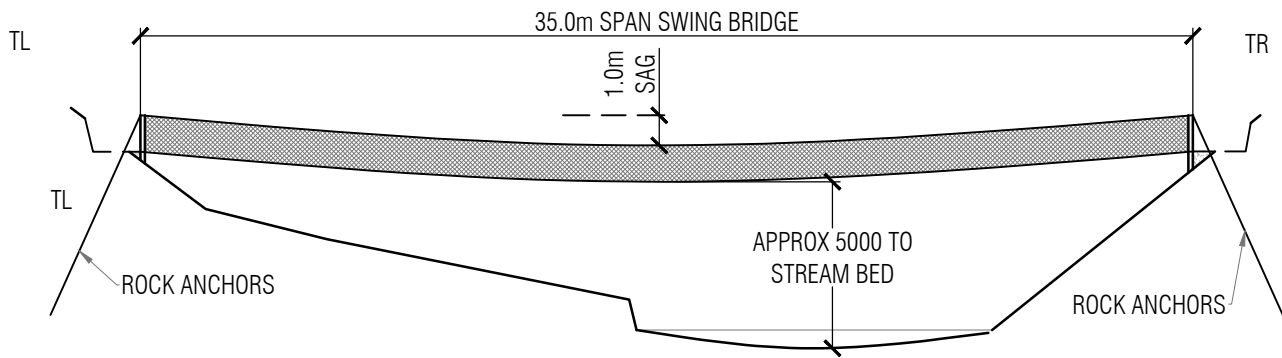
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05 PLAN
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06 ELEVATION
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PROJECT
TAIHAPE DOMAIN BRIDGES

TITLE
CONCEPT BRIDGE #3

SCALE	AS SHOWN
DRAWN	SLM
DESIGNED	TB
APPROVED	

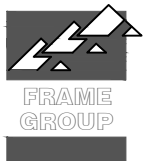
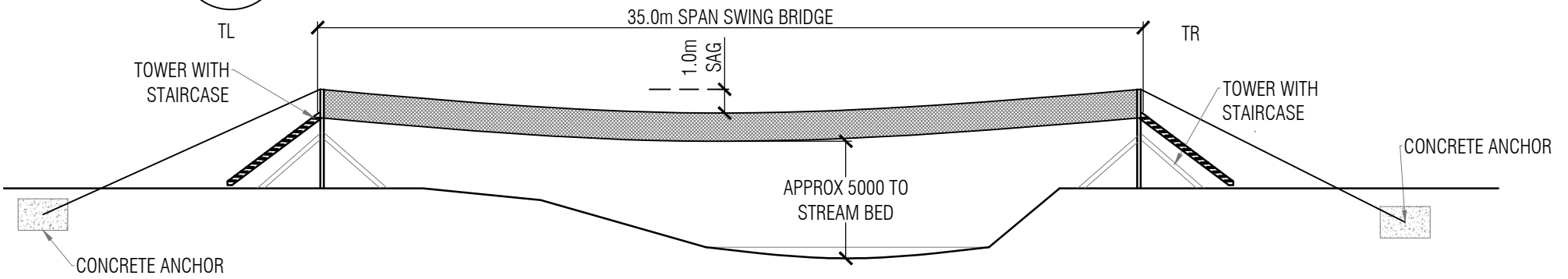
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Page	146
REV	P03

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07 PLAN
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08 ELEVATION
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PROJECT

**TAIHAPE DOMAIN
BRIDGES**

TITLE

**CONCEPT
BRIDGE #4**

SCALE

AS SHOWN

DATE

MAR 2019

DRAWNDRAWN

SLM

DESIGNED

TB

FGL JOB

19/007

APPROVED

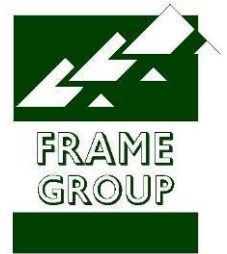
DRAWING

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REV

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Friends of Taihape Society
P.O. Box 181
Taihape 4742

18th March 2019
FGL File 19/007

Re: Taihape Domain Pedestrian Bridge Feasibility**1. Summary**

This brief report by Frame Group Ltd (FGL), commissioned by the Friends of Taihape Society (FTS) covers an investigation of the proposed construction of four pedestrian bridges across the Hautapu River in the Taihape Domain, east of the Taihape town centre. Analysis of flood flow and river level predictions indicates that the water level in the Hautapu River in this vicinity is likely to rise by 4.2m during a 100yr return period flood event. (ie 1% chance of being higher than this in any one year). To ensure the proposed bridges have a low risk of being destroyed by high flood flows, or by debris carried by floodwaters, it is recommended that they be constructed with at least 5.2m of clearance from the stream bed to the underside of the bridge deck.

Simple swingbridge type bridges are recommended for all four sites, each with a 35m long single span across the total river from bank to bank. It is necessary in some cases to raise the ends of the bridges to ensure they have the required clearance above the river, either by locating the ends of the bridges high on the river banks, or on earth mounds or on towers to provide additional height above the stream bed level. The proposed bridge configuration is shown in the appended photos and drawings. A deck width of 1.2m is recommended to enable space for persons walking in opposite direction and to allow space for wheelchairs and push-chairs to comfortably cross. It would be possible to adopt a narrower bridge deck (0.9m or 0.75m), but this may limit capacity and access for certain people.

The estimated construction cost for these four bridges is \$185,000 if they were to be built by an experienced contractor. This cost may be reduced if some materials and construction services can be supplied by donations. The construction of these bridges will require Building Consent and Resource Consent.

2. Background and Site Description

The FTS has been working with volunteers and donated services to improve the ecology and recreational potential of the significant area of Rangitikei District Council land near Taihape known as the Taihape Domain. The Taihape Domain occupies a significant tract of land on both sides of the Hautapu River extending from Memorial Park near the town centre, upstream to the Papakai Road bridge, and above here to include significant areas of podocarp forest on the low river flats. The Hautapu River meanders through the Domain in several tight bends, with papa mudstone bluffs exposed in several places.

A concept has been prepared for development in the Domain, showing four proposed pedestrian bridge sites that will become part of a network of walking tracks, some of which are intended for cycle use. This report is confined to the feasibility of the proposed bridges only.

3. Hautapu River

The Hautapu River has a catchment of approximately 300 sq km above the Taihape Domain, consisting mainly of open pastoral land, but including some areas of indigenous forest. The stream channel for much of its length is characterised by banks lined with trees, in many cases these being willow trees and other exotic trees with the potential for collapse into the stream channel, especially during high flood events. Flood flow data for various flood frequency events has been obtained from Horizons Regional Council and is also derived from the NIWA (Henderson/Collins) prediction model (corrected for catchment area). This data is tabulated as follows:

Table 1 - Hautapu River Flood Flow Predictions		
Return Period	Horizons Data	Derived from NIWA
20 Yr	134 cumecs	121 cumecs
50 Yr	189 cumecs	147 cumecs
100 Yr	243 cumecs	165 cumecs

The two predictions vary, with the Horizons data appearing to be more conservative than the data derived from the stream gauge on the Hautapu River, upstream at Alabaster’s gauging site.

If the more conservative Horizons data is used to estimate the flow velocity and the flow depth for various Return Period events, the following approximate results are obtained using the Mannings formula applied to a typical Hautapu River cross section within the Taihape Domain.

Return Period	Flow	Flow Velocity	Flow Depth
20 Yr	134 cumecs	2.9 m/sec	3.0m
50 Yr	189 cumecs	3.1 m/sec	3.5m
100 Yr	243 cumecs	3.4 m/sec	4.2m

The existing road bridge on Papakai Road has a length of approximately 24m and a clearance over the stream bed of at least 5.5m, and hence has a cross sectional area under the bridge of over 120 sq m. This bridge is capable of passing a flood with a 200yr return period, whilst maintaining a 1m clearance below the bridge beams.

Given that a light weight pedestrian bridge is likely to be destroyed by floodwaters, or floating debris if impacted during a flood event, it is necessary to ensure it is sufficiently high above the stream bed to be clear of all but most unlikely flood events. It is recommended that the lowest point of any pedestrian bridge structure be not less than 5.2m above the stream bed at the bridge crossing point. This will allow for the passage of a 100yr (1% annual exceedance probability) flood event with a further 1.0m of additional clearance to allow floating debris to pass under.

4. Bridge Type

To achieve a clearance above stream bed level of at least 5.2m, it is necessary to have a bridge that spans the full 30m or more from bank to bank, or has piers located across the stream flood channel. Given the high cost of construction of piers in a flood channel, and the risk of debris collecting on these during a flood, a single span type bridge is recommended for the proposed pedestrian bridges. To achieve a 30m or more clear span, a swingbridge or suspension type bridge is the most economic option.

Swingbridges have been commonly used to provide walking track bridges in New Zealand. The NZ Forest Service developed a standard NZFS Swingbridge that has a one person load capacity. This was used on many backcountry sites, and comprised of components that could be easily carried by foot to each site. In recent years, various designs for similar swingbridges have been developed for 5 person, 10 person and 20 person capacity, and based on improved equipment, materials and access conditions and modern construction techniques. Swingbridges have a deck that follows the sag of a draped cable between the anchor points. Hence it is lower at its mid-point than at the ends.

A suspension type bridge is similar to a swingbridge, in that the deck is supported by a sagging cable, but the ends of the cable are supported higher on towers. Suspender

hangers from the cables carry the horizontal deck below the draped cable. A suspension bridge can maintain the same deck level across the full length of the span, or can even arch upward to provide greater clearance at mid-span. Suspension bridges incur a higher cost for the towers and suspender hangers, and the anchors need to be placed a further distant from the bridge end. As a result, suspension bridges have a higher cost per linear metre than swingbridges of similar length and width.

For the proposed bridges, it is generally possible to site the bridge ends at least 5 metres or more above the stream bed. In some cases this may necessitate raising the ground on retained fill, or building an inclined boardwalk or staircase onto the bridge. For the proposed Taihape Domain pedestrian bridges, swingbridge type bridges are recommended. The cost of such bridges is very dependant on the load capacity that is provided for. Given the Taihape Domain is close to the Taihape town centre and its site is likely to be used by local and travelling family groups, it is recommended that the bridges be designed to have a 1.2m wide deck, and a capacity to carry up to 10 persons at a time. This will provide for comfortable two way pedestrian use, pushchair and wheelchair use, and if necessary, cycle use.

5. Site Recommendations

5.1. Site 1: Powerhouse Site

This site is located near the historic powerhouse, approximately 140m upstream of the Papakai Road bridge. The Hautapu stream is approximately 5m below the terraces on either side of the river at this point. A 35m span swingbridge will fully span from terrace to terrace. On the TR (Powerhouse side), the bridge end will need to be raised slightly on fill to ensure the required clearance of the bridge above the stream bed. The bridge ends will be set at least 4m back from the terrace edge. Cast in-situ Concrete deadman anchors would be used at both ends to anchor the cables. Refer to drawing 19/007/01P.

5.2. Site 2: Campground Site

This site is located adjacent to the proposed campground area and is approximately 120m downstream of the Papakai Road bridge. The Hautapu stream in this location has a terrace on the TL that is approximately six metres above the river bed level. On the TR however the ground is typically only three metres above river level and is prone to inundation in moderate floods. To avoid the risk of damage to the pedestrian bridge, it will be necessary to raise the ground on the TR by importing soil to create a mound of two to three metres height, on which the TR bridge end can be located. This mound would be

provided with a ramp at a suitable gradient down to the campground level for pedestrians to access. The river side of this mound could be supported by a retaining wall, whilst the other sides could be landscaped or planted. Alternatively, it would be possible to construct the TR end of this bridge on a raised tower and provide a staircase down to ground level, however this arrangement would prevent access for push-chairs, wheelchairs and cycles. Anchorages at this site would also consist of cast in-situ concrete deadman blocks.

A 35m span swingbridge would fully span the stream at this site with adequate set-back from the edge of the terrace on the TL and with sufficient distance from the stream to form the mound on the TR. Refer to drawing 19/007/02P

5.3. Site 3: Downstream of Camp Area

This site has a steeply sloping TR bank and a sloping terrace on the TL bank that becomes steeper from about 4m above river level. A 35m span swingbridge in this location would be sufficient to allow the bridge ends to be located high on the banks so that a clearance above the river of 5.0m is achieved. Both ends of the bridge would be located on quite steep ground and will require excavation of a bench into what is likely to be papa mudstone. Given the steep nature of the ground at these sites, and the likely presence of the papa, it is expected that drilled and grouted anchors of the bridge cables will be more appropriate than a concrete block deadman anchor.

5.4. Site 4: Memorial Native Reserve

This site has quite low banks on both sides for some distance back from the river edge. To achieve sufficient clearance above the likely flood level it will be necessary to raise each end of the bridge on a small tower at both ends. In this location, use of staircases to reach the end of the bridge may be the only practical means to achieve sufficient height. A 35m span swingbridge is likely to be suitable at this site, but a further timber staircase 3m to 5m long will be needed each end. Concrete block deadman anchors are likely to be the most appropriate anchor system for this site.

6. Consenting and Design

The proposed pedestrian bridges will require a Resource Consent from Horizons Regional Council, and a Building Consent from Rangitikei District Council. Depending on the zoning, and the earthworks volume required at each site, a Land Use Consent may also be necessary from Rangitikei District Council.

Detailed design structural will be necessary, complete with calculations, drawings and specifications for the purpose of obtaining Building Consent. This process has been simplified by selecting similar design span and bridge details for all four bridges. The estimated cost to prepare design drawings, calculations and a technical specification is \$14,000 excl GST.

7. Construction Details

The recommended construction details for the pedestrian bridges for the Taihape Domain consist of:

- Timber pole bridge end posts (typically 200mm diam, embedded in concrete filled foundation holes).
- Cast in-situ concrete anchor blocks or; steel anchor bars, grouted into drilled holes in the papa rock.
- Galvanised steel wire rope cables (16mm or 19mm diameter)
- Cable hardware (rigging screws, thimbles etc)
- Fabricated steel bridge hangers (galvanised after fabrication)
- Timber bridge decking (200x50 rough sawn, H3.2 treated, G8)
- Chain link wire mesh infill each side of the deck
- Timber staircases where necessary
- Timber retaining walls where necessary.

It is understood that the FTS has access to donated timber poles and ready-mixed concrete for this project, and there is a possibility that the services of the NZ Army may be available to assist with the bridge building. The recommended design will facilitate the use of these donated materials and services.

It is recommended that the bridge construction be supervised by a person with experience in swingbridge or suspension bridge assembly. The bridges can be constructed with minimal vehicle access to the bridge sites. The main construction activities consist of:

- Site preparation of the bridge ends (benching or filling to achieve the required level) using light earthmoving equipment such as a small excavator.
- Excavation of anchor holes or; drilling of embedded anchor bar holes.
- Augering for the installation of embedded timber end posts
- Casting of concrete deadman anchors (using pumped concrete if necessary)
- Slings the main bridge cables
- Attaching hangers and decking
- Installing barrier mesh.

8. Estimated Construction Cost

The estimated cost to construct the proposed suspension bridges is summarised in Table 3. This cost estimate is based on construction being undertaken by suitably experienced contractors at competitive rates. It includes all plant, labour and materials.

Table 3 – Estimated Construction Costs					
Bridge Site #1					
Item	Description	Unit	Rate	Quantity	Amount
1.1	P & G (estab, setout, safety)	LS	\$2,500	1	\$2,500
1.2	Earthworks and Foundations	LS	\$1,400	1	\$1,400
1.3	Concrete anchors	cu m	\$1,600	6	\$9,600
1.4	End posts and saddles	ea	\$650	4	\$2,600
1.5	Cables and hardware	lin m	\$55	90	\$4,950
1.6	Steel hanger frames	ea	\$250	28	\$7,000
1.7	Deck and barrier	lin m	\$450	35	\$15,750
	Estimated total				\$43,800
Bridge Site #2					
Item	Description	Unit	Rate	Quantity	Amount
2.1	P & G (estab, setout, safety)	LS	\$2,200	1	\$2,200
2.2	Earthworks and Foundations	LS	\$2,600	1	\$2,600
2.3	Concrete anchors	cu m	\$1,600	6	\$9,600
2.4	End posts and saddles	ea	\$650	4	\$2,600
2.5	Cables and hardware	lin m	\$55	90	\$4,950
2.6	Steel hanger frames	ea	\$250	28	\$7,000
2.7	Deck and barrier	lin m	\$450	35	\$15,750
	Estimated total				\$44,700
Bridge Site #3					
Item	Description	Unit	Rate	Quantity	Amount
3.1	P & G (estab, setout, safety)	LS	\$2,500	1	\$2,500
3.2	Earthworks and Foundations	LS	\$3,600	1	\$3,600
3.3	Drilled anchors	lin m	\$120	40	\$4,800
3.4	End posts and saddles	ea	\$850	4	\$3,400
3.5	Cables and hardware	lin m	\$55	90	\$4,950
3.6	Steel hanger frames	ea	\$250	28	\$7,000
3.7	Deck and barrier	lin m	\$450	35	\$15,750
	Estimated total				\$42,000

Bridge Site #4					
Item	Description	Unit	Rate	Quantity	Amount
4.1	P & G (estab, setout, safety)	LS	\$2,800	1	\$2,800
4.2	Earthworks and Foundations	LS	\$2,500	1	\$2,500
4.3	Concrete anchors	cu m	\$1,600	6	\$9,600
4.4	End posts and saddles	ea	\$650	4	\$2,600
4.5	Cables and hardware	lin m	\$55	90	\$4,950
4.6	Steel hanger frames	ea	\$250	28	\$7,000
4.7	Deck and barrier	lin m	\$450	35	\$15,750
4.8	Staircases with handrails	lin m	\$1,200	8	\$9,600
	Estimated total				\$54,800

A reduction in the above estimated construction cost may arise from donated materials and services that can be obtained by FTS. The actual savings will depend on the extent of the services and materials obtained. It will be important to ensure the donated materials are of the correct grade, type and are of suitable condition. The use of second hand components for critical items should be avoided (eg used cable, poles etc.)

The cost of design, consents, tendering and contract management are not included in the above estimates. The extent of these costs will depend on what components of these items can be undertaken directly by FTS volunteers.

9. Appendices

- 9.1. Example photos of pedestrian bridges
- 9.2. Concept drawings for each site



Trevor Butler; CPEng(civil,struct), BE(Hons)civil
 Engineer Consultant,
 Frame Group Ltd.



Typical swingbridge with timber deck similar to that recommended (Motu Trail)



Alternative narrower swingbridge option (Paekakariki Escarpment)



Alternative, very narrow option (Linklater Reserve, Palmerston North)



Alternative type option, suspension bridge. (The Timber Trail, Pureora)

Isthmus.

**Land.
People.
Culture.**

Content

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Isthmus.

Document record

Issue	Revision	Author	QA	Date
Draft	A	FH	LR	30.04.18
Final Draft	B	FH	SJ	30.07.18

The town of Taihape, located in the Rangitikei District Council along State Highway 1 is characterised by vast amount of forests, a dominant river that runs along natural cliffs and several amenities within close proximity. On top of that, Taihape has a strong local community group - the charity registered "Friends of Taihape Society" - that aims to strengthen the town's status as a destination. A destination not only popular for its annual gumboot festival, but also for its unique natural settings and rich cultural history.

Making these features accessible for both visitors and local residents in all ages is a task that requires the collaboration between various parties to increase the current state of courtesy.

Building on identified issues and opportunities, the current concept plan presents design ideas and key moves in order to develop a coherent vision for both Papakai and Memorial Park.

1.1 Issues & Opportunities

Issues

Challenges to inform overall concept/ management of parks. Plan and respond to environmental challenges due to increased visitors & other town centre projects.

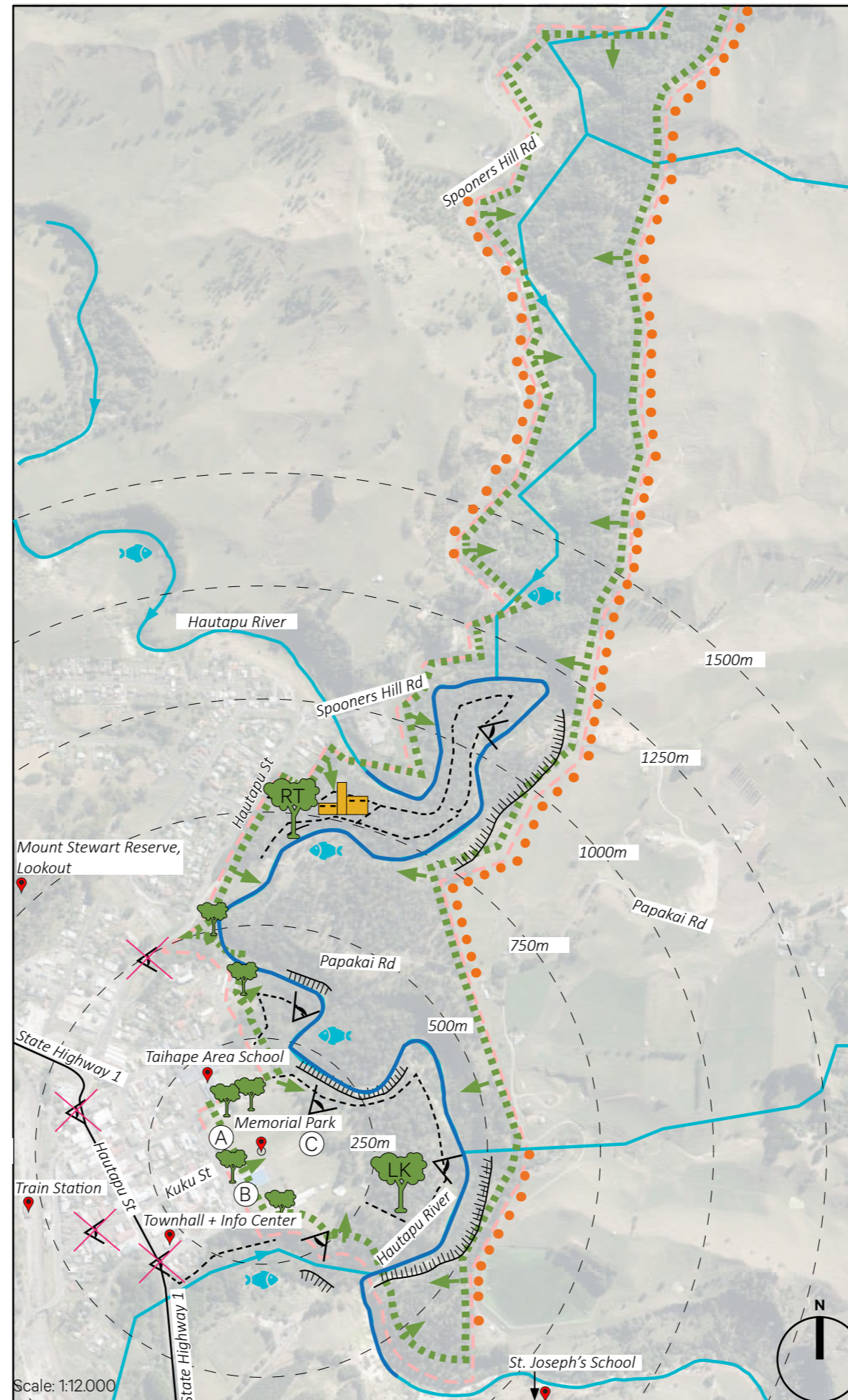
-  Animal and plant pests (e.g. blackberry, old mans beard)
-  Health and safety - cliff areas
-  Water quality of Hautapu River, potential flooding
-  Boundaries to park - public areas - not clear
-  Visibility from the town centre
-  Internal connections, overgrown/ incomplete
-  Building condition
A Grand Stand
B Sport Clubs
C Toilet facilities



Building condition e.g. Grand Stand







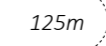

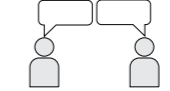


Water quality and potential flooding of Hautapu River



Opportunities

To build sense of place/ point of difference.

-  River
-  Cliffs as viewpoints and points of interest
-  Large kahikatea (LK), redwood trees (RT) & group of trees (District Plan)
-  Trout spawning area
-  Heritage structure, power plant
-  Heritage structure, Grand Stand
-  125m Proximity to town centre
-  Other attractions, events and amenities nearby and within 50 KM
-  Networking, close work with other parties such as DoC, HRC, community group or Rangitikei Environment Group, New "Word of Mouth"-communication tools



Cliffs



Redwood trees

1.2 Overall Design Idea & Key Moves

To guide the development of the concept plan.

The key move is to implement an overall strategy, initially using conceptual ideas.

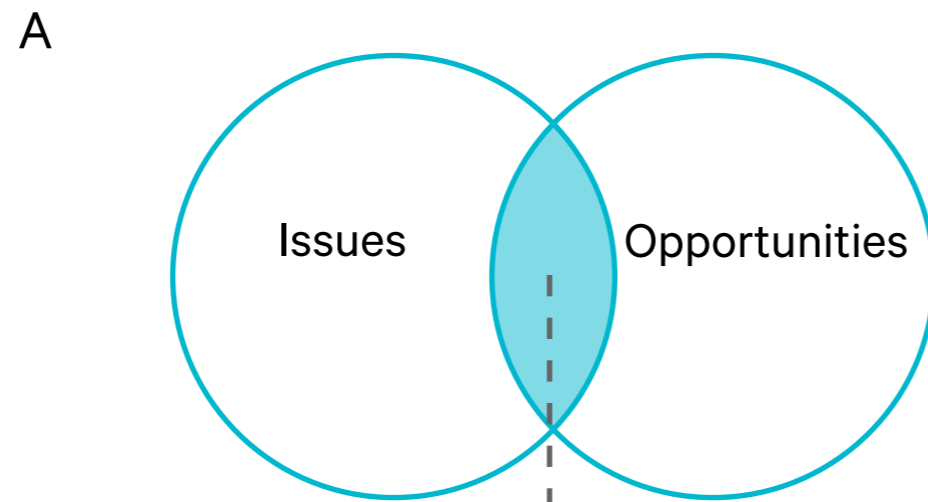
Looking at Taihape’s natural setting, it becomes clear that next to its vast forest areas and cliffs, water bodies play a significant role. It often symbolises the source of life and can be seen as an element of motion, transformation and renewal.

Respectively, the Hautapu River can be used as the overall guiding theme to connect Taihape’s natural features and strengthen its prominence. The so called “Hautapu River Parks” would act as a link between natural features, activities, as well as a regional attraction.

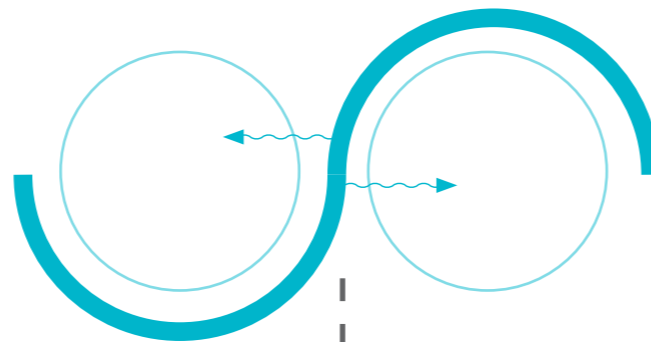
A strong collaboration between the District & Regional Council, the local community group “Friends of Taihape Society” and designers would guarantee that the desired outcome is achievable and realistic. Identified key moves will help realise this goal.

KEY MOVES

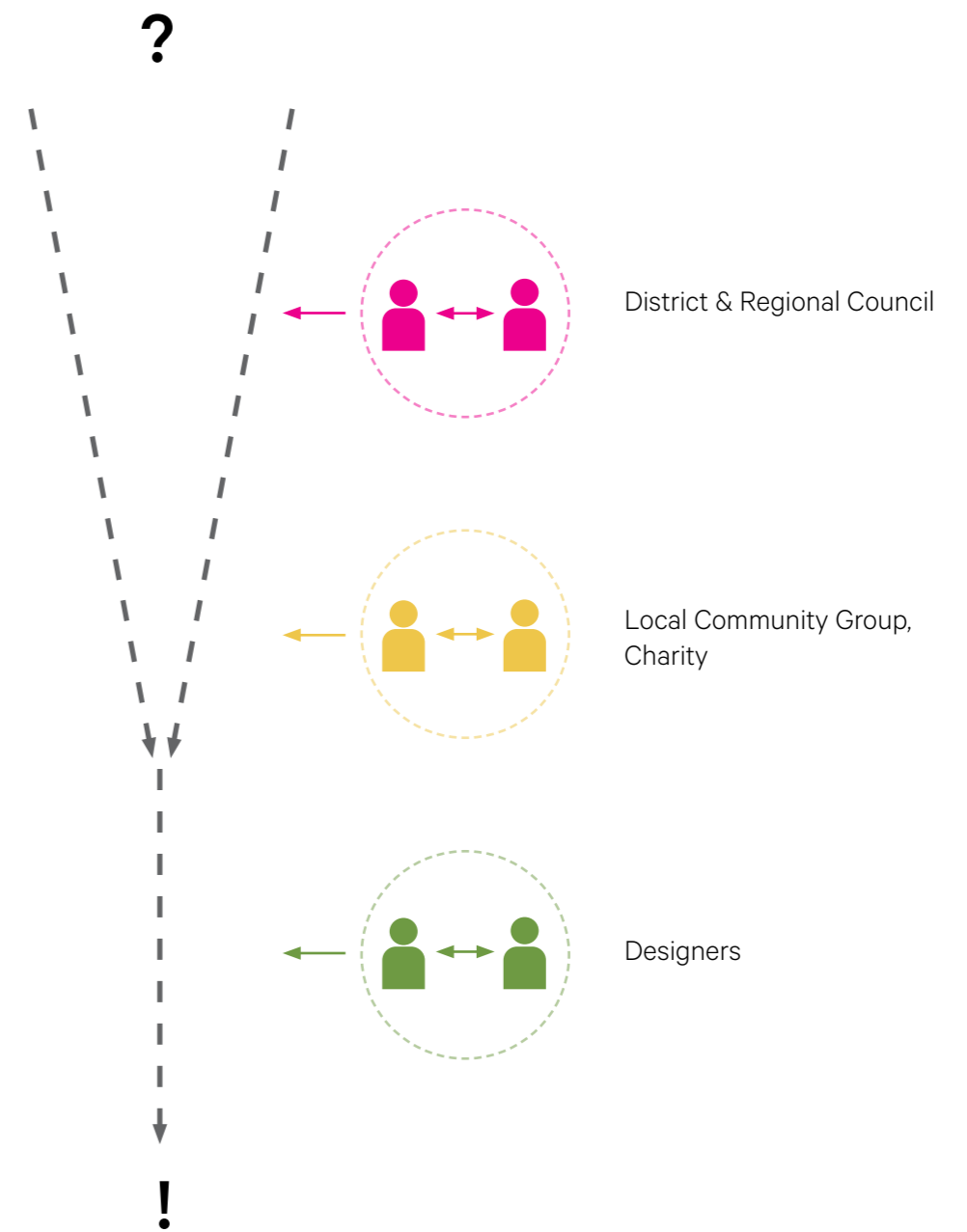
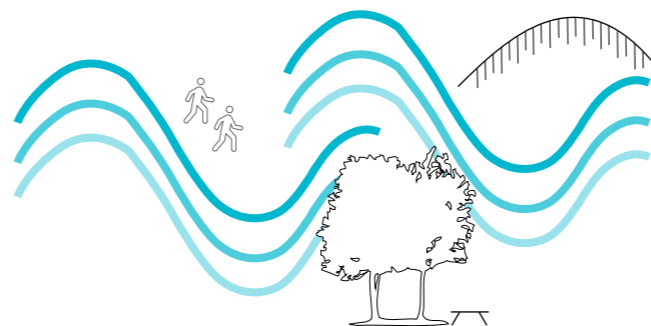
- Low cost campgrounds
- Network of tracks for different users
- River access
- Points of interest/ sequence of destinations



B Water as central theme



C Hautapu River Parks



KEY MOVES

- Low cost campgrounds
- Network of tracks for different users
- River access
- Points of interest/ sequence of destinations



1.3 Concept

Overall Concept Design

Legend

- Walking Track incl. Mountain Biking and Horse Riding
- Walking Track on Road
- Mountain Bike Track
- Horse Riding Track
- Redwood trees
- Podocarp Forest
- Large Kahikatea Trees
- Swimming Spots
- Camp Ground for Motorhome & Tents
- Camp Ground for Motorhome
- Proposed River Crossing
- Public Toilet
- Cliff Areas
- Lookout to view historic spillway for the power plant
- Lookout
- Steep - Possible steps needed
- Tree Planting along Streets to Connect the Town with the Green Spaces
- 1. Viewpoints
- A. Viewpoints Illustrations (refer to p.10)

- 1 Redwood Park
- 2 Memorial Native Reserve
- 3 Hautapu Ravine
- 4 Fisherman's Table
- 5 Horseshoe Valley
- 6 TAS Alley
- 7 Hautapu Camp
- 8 Papakai Park
- 9 Boshers Bush
- 10 Redwood Grove
- 11 Power Station Forest
- 12 Kahikatea Reserve



1.3 Concept

Existing Views



1.



2.



3.



4.



5.



6.

1.3 Concept

Concept Design Hautapu Camp & Papakai Park

Zoom-in Camp Ground



The concept design of the campgrounds is characterised by a simple layout that accommodates both motorhomes, smaller vehicles and tents. A new car park can facilitate visitors who are interested in day hikes. The site itself is well accessible via Papakai Rd. Being integrated within the greater network of tracks and roads within the area, Hautapu Camp and Papakai Park combine activities such as bird watching, swimming, picnicing and much more. Using the existing natural features is one of the key elements that can be done in the area.

1. Camp Ground Facilities & Shelter
2. Toilet
3. Car Park
4. Escarpment Planted with Native Vegetation
5. Open Drain
6. Camp Sites for Motor Homes Only
7. Proposed Bridge Connection
8. Camp Sites for tents, campers and small vehicles
9. Walking Tracks
10. Swimming Spot
11. Picnic Areas

1.3 Concept

Existing panoramic views of the site



1. Hautapu river and the future campsite for motor homes*




2. View over Hautapu river towards the future campground*

* Photos provided by "Friends of Taihape Society"

1.3 Concept


Illustrations Papakai Park & Hautapu Ravine



A.  Motorhome camping in Papakai Park

The future campsite “Papakai Park” uses its appealing natural setting along the Hautapu River to welcome people interested in day hikes as well as staying overnight. A recently installed toilet covers basic necessities. Various picnic areas along the river invite visitors and locals to pause and connect with each other, sharing knowledge about this distinctive landscape.



B.  Swimming spot and picnic area by Hautapu Ravine

Because of its unique setting along Hautapu River opposite of some of the largest cliffs within the area, Hautapu Ravine would act as the main destination. This area is characterised by lush vegetation and vast open space for activities such as picnicing and swimming in the river. The cliffs across the river emphasise this area even more, putting visitors in a unique natural setting for recreation. Hautapu Ravine is well integrated in the future network of tracks, making it easier for people to explore these distinct areas of Taihape.

Isthmus.