

Mulholland Farms Ltd own a number of properties in the area that will be adversely affected by the Hydro proposal and we therefore believe that the consents should be refused. If the consents are to be granted, we request that conditions be attached to such consents to address the issues raised in our submission.

Issues:

Transmission Line:

- Pole to be erected on our property – we have not granted consent for this
- Transmission Lines crossing our property which would adversely impact on our development work and general farming practices including the application Aerial pest control and fertiliser to these areas as legislation restricts the flight of any aircraft within a certain distance of power lines
- We currently have a plantation of pine trees very close to the proposed transmission lines, and are concerned that our ability to extract these trees when they are ready for milling will be restricted or prevented.
- Our property is comprised in a significant number of separate titles and we believe the proposed transmission pole and line will devalue some of those titles and adversely impact on the saleability of some or all of those titles.
- We are concerned that the development may adversely impact on the health of family and staff and do not believe that sufficient information is available to reassure us in this regard.

Land leased from Mawhera Corporation:

- Present access will be stopped because we use Council road and bridge to cross Coal Creek. An alternative access route will be required which we should not be required to fund
- Water supply presently comes from the land leased and travels along the side of the road. Lack of access to this will significantly adversely affect our farming operation. We will require an alternative water supply.
- Loss of production therefore creating loss of income
- Loss of grazing because of limited access to the pastures, creating another overhead as feed will have to be purchased in order to maintain the current condition of our herd
- This land is also the access point to our 70 hectare run off block on the Northern side of the Mokihinui river, and the proposal will therefore mean that our access to that land is stopped. An alternative access route will be needed.

Buildings and Sheds:

- The proposed road will be constructed right in front of our workshops, Calve sheds, Dairy shed, Parking and storage areas, Fuel tanks, stock transport trucks, and the lay-bye where our fertiliser is stored. The increased traffic movement will make use of these areas very unsafe for our staff and adversely affect our farming activities. Re-siting these activities elsewhere on our farm will involve significant cost both in capital expenditure and in the loss of other productive land.

- Our farming operations are conducted on a OSH –compliant basis. The cost of such compliance will markedly increase in trying to conduct our farming operations in a safe manner in such very close proximity to what is proposed to be a very very busy road. Some health and safety matters will be outside our reasonable control and expose us to considerable risk.
- The increased traffic is likely to bring an increased risk of crime (for example thefts) which will increase our insurance premiums and require us to upgrade our security at considerable expense. In addition, each theft of farm equipment is likely to adversely affect our farming activities until replacements can be found or repairs made.
- Electricity supply to our shed by the power pole in the middle of the lay-bye island is likely to be interrupted by the proposed works, which will have an adverse impact on our farming activities as this electricity supplies heat to our calving sheds, lights in our workshop areas and provides back up to our Dairy shed
- Our stock loading facility is also in this area and spans the entire width of the current quiet road when loading. An alternative stock loading location and facility will be required if the proposal proceeds, as the ability to load stock safely is an integral and essential part of our farming activities both for financial return and in maintaining our blood lines for good milking stocks.
- Our Bobby calf loading facilities are also in this area, and it is crucial that we are able to move stock without risk to the safety of stock, staff, working dogs or other traffic.

Dwellings:

- Main Farm House
 - Access in and out of the driveway onto what is proposed to become a very busy road would be very dangerous as most of the time we exit in reverse
 - Disturbance of personal surroundings, heavy vehicles, road vibration, road noise and loss of privacy, which will impact on us personally but also on our ability to properly run a busy farm.
 - The power supply to the main home runs underground across the main road presently and we are very concerned the proposed works will adversely affect that power supply.
 - The telephone supply cable runs alongside the main road and this is also attached to the main house telecommunication supply and we are very concerned the proposed works will adversely affect that supply.
 - A safe parking area is located at the front of our house. In the event that the proposal receives consent, when the proposed road is constructed this parking area will be lost, with consequential adverse effects on us personally and our business.
- Second Dwelling
 - This dwelling does not currently have any fencing in the front of the property. Heavy vehicle traffic usage under the proposal will make fencing the property essential for the safety of children and pets on the property.
 - The bus stop is only metres away from this house, and the area is subject to early morning mists. The proposed increased traffic will make this a very dangerous area.
 - The entrance to this house is on the corner of the cross road. Under the proposal the access will need to be moved to utilize our private property.

- The telephone pole will have to be moved if this road is to be expanded to carry the proposed heavy traffic, such movement to involve interruption of service and concern as to proposed location.
- The power pole will also have to be moved as this is on the property. This supplies power to our third dwelling and dairy shed as well as the effluent pumps, and any interruption of such power will have an adverse affect on the occupants of the dwelling and on our farming activities as it affects the complete operation of our Dairy Shed and the pumping of water to houses in the area, the water feed to all our live stock will also be affected, leading to dehydration of stock. In addition, whilst this power supply is not operational our electric fence will not be functioning therefore our stock control system is compromised severely limiting our ability to keep stock off the busy road.
- Third Dwelling currently tenanted
 - The telephone supply will be interrupted
 - The power supply will be interrupted

Fences and Raceways:

- All our fencing is electrified. Any interruption to our power supply puts our stock at risk, particularly given the proposed increase in traffic. This will also put road users at risk.
- While the fencing is being moved and erected, we will not not be allowed to operate on this property, under our present movement control status of stock
- We are required to move our stock in a rotational system. If there is a disruption in the rotating of paddocks (for example as a result of fencing issues) this will affect the condition and safety of our stock, adversely affecting that stock and our profitability.
- Affecting the pasture quality will also have an adverse effect on our milk production and therefore our profitability.
- Our existing races follow beside the current road, but the proposed road is broader and will be cutting into the existing raceways, this will lead to a major disruption and cost while raceways are reconstructed e.g. re-fenced, limiting access to different paddocks. Stock are trained to move along side fences and raceways - without this direction they simply don't know how to react or where to go, which would lead to dangerous situations.
- When moving the stock either to the Dairy shed or off to different paddocks, the intimidation of moving traffic, head lights and noise from all vehicles will stress the animals (including our working dogs). There is a significant risk that in such situations the animals may run or stampede, with the inherent dangers to those animals, our staff, working dogs and passing traffic.
- Crossing of side streets and main roads
 - We are required to keep the road clean of effluent, when stressed the cows make a lot more of a mess on the roads
 - The crossing are conducted under the local council driving stock bylaw and the required materials are used. By taking away the fences and disruptions to the race ways, the control of the stock will become much more difficult and potentially dangerous.
 - The traffic hold up while stock is crossing will eventually effect the timely delivery of goods to the proposed construction site, as our staff are required to

also clean the road after the animals have been successfully moved. The time factor involved will have an impact on both the construction site and individual time management and we are concerned that impatient drivers will put our stock and staff at considerable risk.

- We are required by law to have a competent driver in front and behind the mob of cows. If we are required to move stock in smaller mobs to ensure control, swift crossing etc, this will mean more mobs, which may lead to staffing increase so that all laws can be adhered to, having an adverse financial effect on us
 - At present we have 6 crossing points. At many of these crossing points we do not own the adjacent land but use paper roads and other access points.
 - It is our view that the only viable solution to some of the issues raised is the construction of an underpass – but we understand that this is a flood prone underlying area and it will be very difficult to obtain a permit and properly complete a usable underpass.
 - We are concerned at the risk of contamination of our paddocks and stock once the construction is in process as there are different chemicals and substances to be transported to the construction sites and our farm lies directly next to the main road, taking most of the debris

The disruption, increased costs and adverse effect on farm profitability during the proposed construction period could well jeopardize the financial viability of our company and our farm, leading not only to personal insolvency for ourselves but also adverse impacts on the local community as we are a major employer off staff in our Seddonville community

Water supply:

- The construction of this road will affect our water supply as currently the water is supplied through alkathine running through culverts, this water supply also supplies some of the domestic properties in Seddonville
- Some of the water supplies run along the side of the road, this area will be lost when the proposed road-widening occurs. We are concerned as to how our water supply will be protected and provided without interruption, as clearly the supply of water to our home and our business is absolutely crucial

Major Impacts of Removal of land:

- As noted before our farm consists of a number of sections (titles) of land, and the proposal will mean that the total land platform available to us for farming activities will be compromised by approximately 80 hectares
- This impact will mean that we will have to downsize our herd, leading to again a loss of finances and possibly jobs. We have spent a considerable number of years and a lot of capital in building up our herd and the capability of our farm to manage the herd load. We are subject to movement control status, and the downsizing of our herd whilst under this status will mean a very significant financial loss. An estimate of the extent of the loss is approximately 73000 milk solids at a current price of around \$7.00 equalling a gross loss of \$500 000per anum, plus the loss arising from the sale of the cows under the movement restriction.

- We are just completing a development of 40 hectares that is about to be added on to our milking platform. This has been a long-term investment and we are reliant on the milk solids that this will produce to cover the enormous capital outlay that it has cost us to complete. This piece of land is on the opposite side of the proposed road to our farm building infrastructure, affecting the total useable land of our farm if the proposed construction commences.
- By downsizing the farm as proposed by Meridian we will be losing a substantial market value as it is currently marketed as a 200 hectare dairy farm and once the proposed land is removed we will only be able to market it as a 120 hectare farm
- We would like to see Meridian define the road reserve through Seddonville, so the neighbours and ourselves can ascertain the impact this will have on private land and frontages

Extended Farm area grazing blocks

- We currently have 4 of these blocks
- The only access is to exit Seddonville via Mokihinui road which is the proposed road to be upgraded.
- Currently our stock are moved along this road during low traffic flow periods, however this will change dramatically should this proposed roading construction take place
- To transport these stock to these areas would involve huge cost as yarding and loading facilities will also have to be erected
- Permits will have to be obtained prior to any stock movement by a transport contractor.
- Staffing and man hours would quadruple, as the time taken to load stock, transport and unload, is significantly more than the cost of walking such stock the reasonably short distances involved.
- The unsettling of stock by the loading, transportation and unloading will be costly as this affects production
- Should this occur during late pregnancy it could lead to miscarriages and premature births, creating complication for us and the animals, and vet bills will be incurred. The need to avoid this will mean we will be constrained in what stock can be moved and when, and this will have an adverse impact on our farming activities.
- We have to cross the Mokihinui river to two of our extended farming blocks, at present river conditions permitting we can cross the river by either a motorbike, tractor. We are very concerned the proposed construction and subsequent dam will mean that the river level is liable to rise without warning meaning we are unable to risk such movements for fear of being stuck or flooded whilst moving stock. This will effectively mean that two of our four extended farming blocks will be unusable as we are unable to ensure safe access. This will have a considerable adverse impact on our farming activities.
- As there is not going to be a gravel flow in the river will the current condition remain or will the bed of the river eventually become deeper and un-crossable? This again will affect the value of our farm as during the off season these blocks become a very valuable asset

Safety of Children in the area:

- Our daughter is 14 years old at present and walks to the bus stop every morning. We are very concerned that the proposed increased traffic will adversely affect the safety of our daughter and others in using the bus service.

Resource consents and river erosion:

- Currently we have a resource consent to remove gravel from Coal Creek
- With the dam construction and the gravel flow going to be restricted, we are concerned that all gravel extraction from creeks down-stream of the dam will be stopped, with adverse consequences for us.
- We are also very concerned at the adverse impact the altered flow of the river may have by the erosion of our properties which border the river