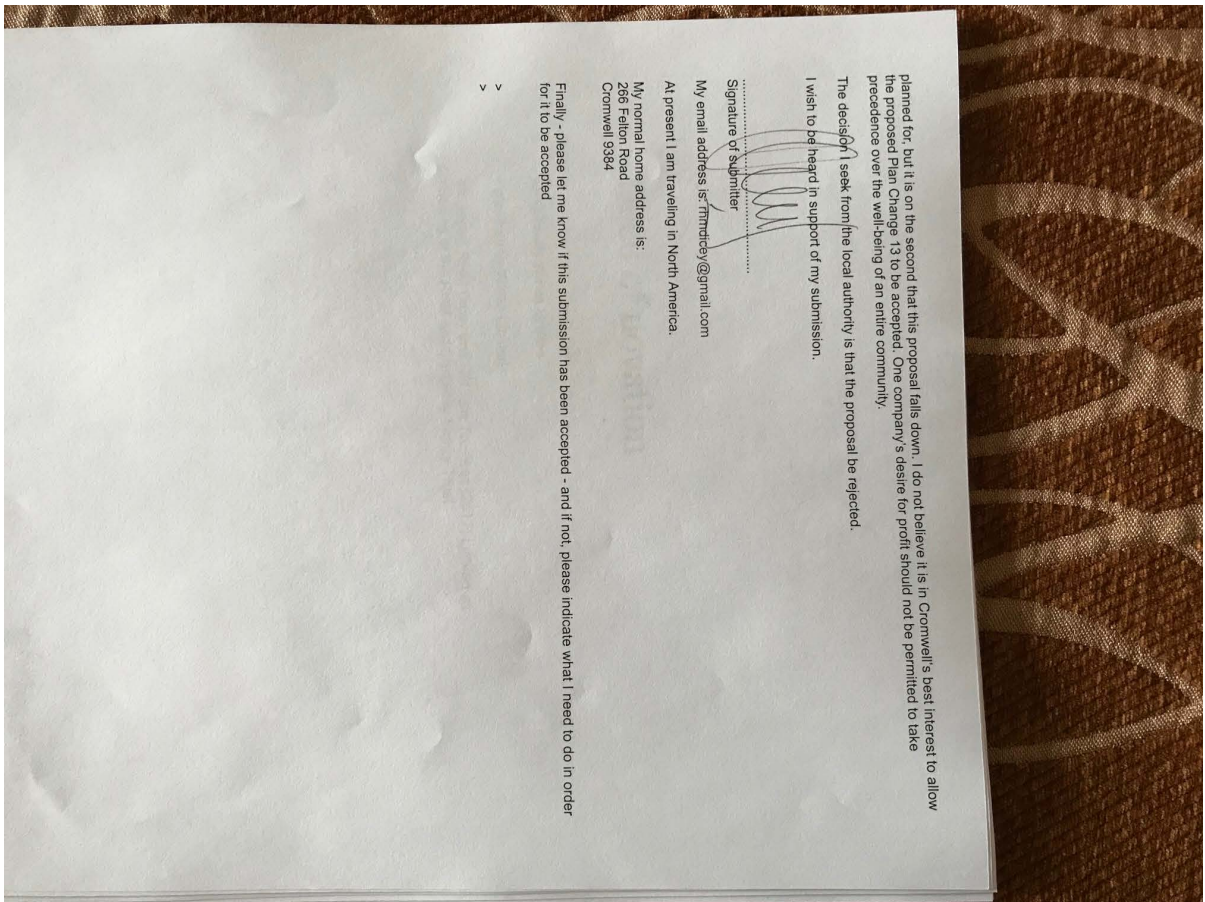


From: Robin Dacey
To: Robin.Dacey@centralogago.govt.nz
Subject: Submission by Plan Change 13
Date: Saturday, 16 June 2018 12:11:53 p.m.

TO WHOM IT MAY CONCERN

Please accept my submission below. If it is not in an acceptable format please let me know urgently so I have time to try to make any changes.
Robin Dacey



planned or, but it is on the second that this proposal falls down. I do not believe it is in Cromwell's best interest to allow the proposed Plan Change 13 to be accepted. One company's desire for profit should not be permitted to take precedence over the well-being of an entire community.

The decision I seek from the local authority is that the proposal be rejected.

I wish to be heard in support of my submission.

Signature of submitter

My email address is: rmdacey@gmail.com

At present I am traveling in North America.

My normal home address is:
2666 Felton Road
Cromwell 9384

Finally - please let me know if this submission has been accepted - and if not, please indicate what I need to do in order for it to be accepted

>



Fwd: Submission

1 message

Robin Dacey <rmdacey@gmail.com>

A : comforthmhc.cn322@gmail.com

To: Central Otago District Council

PO Box 122

ALEXANDRIA 9340

15 Jun 2018 at 16:34

My Name is: Robin Henry Mearns Dacey

This is a submission on proposed Plan Change 13to the Central Otago District Plan (the Proposal

I could not gain an advantage in trade competition through this commission.

I wish to see the proposal rejected by the CODC.

> The reasons that I wish to propose that the Plan Change 13 application be rejected are:-

>> There is sufficient land still available for housing needs in the Cromwell area until 2028. This is acknowledged in the Winstan Partners application. If this is so, then there is no need to proceed with a new subdivision at this time.
>> Cromwell has embarked on the creation of a Masterplan. This will include a detailed examination of future housing needs - both the amount and placement. This proposal needs to be held in abeyance until that Masterplan has been accepted by the local population. To introduce a complete new village during the formative stages of the Masterplan makes no sense at all.

>> The proposed use for housing of prime agricultural land in a location where it would be eminently feasible to grow a valuable crop - cherries - is a poor use of a resource. Cromwell is doing very well in the export of cherries, and these are vital export earnings, and the land described in Plan Change 13 essentially removes this opportunity.

>> The Cromwell Speedway, the Highlands Motorsport Park and adjoining orchards will inevitably be detrimentally affected by the proposed Plan Change 13. As an example, many years ago a wine company moved its vineyard operations out of Auckland to vacant farmland, with no chance of there being neighbors who may object to the agricultural aspects of grape-growing: noise, night operations during harvest and agricultural spraying. A developer sensed an opportunity to lure investors to a proposed subdivision with the promise of living next to a vineyard. Despite trying to put in place reverse sensitivity provisions for those buying houses near or next to the vineyard, objections to the issues will certainly be repeated if Plan Change 13 is approved. Horticulture and motor sports simply do not make for happy neighborly relations with housing - which is exactly why they are where they are. To now move housing next to and amongst them is a very poor idea.

>> The proposal highlights the fact that it is expected that a large proportion of the people who would live in the new subdivision would be working in Queenstown. This element of making Cromwell into a commuter - or dormitory - town for Queenstown, outlined as a positive in the application, then very strongly in the face of enhancing the values of the would not be locally - i.e Cromwell - oriented at all. Yet the local community would have to carry the cost of provision of essential services, with few of the benefits which accrue with integration.

>> Integration is further hampered by the proposed location: the town will only be able to be reached via a State Highway. With potentially 1000 cars accessing Cromwell daily, with only one exit point on to SH 6, there could be a serious safety issue here.
>> Going west, the Kawarau gorge road is likely to become a bottleneck with the increase in traffic which this proposal will generate
>> The town design as outlined strongly favors ghettoization.

> *The streets are very narrow,
> *The lot sizes are ridiculously small
> *There is hopelessly too little provision for car parking. Given that there is often more than one car per family, many times a boat as well, with only one car per lot allowed for in the proposal, parking will be very problematical. With these streets as narrow as the proposal indicates it will not be possible to have these parked next to the kerb. In any event in these streets any emergency vehicle would not be able to get through in a time of need.

> In summary, any proposal needs two essential elements to be acceptable: first it has to be profitable for the proposer; second, it must not be detrimental to the place where the proposal is planned for. I daresay the first element has been

A handwritten signature in black ink, appearing to be 'Robin Dacey', written over the end of the typed text.