



Comfort Inn Baie-Comeau <comfortinnbc.cn322@gmail.com>

Fwd: Submission

1 message

15 juin 2018 à 16:34

From: Robin Dicey <rhmdicey@gmail.com>
To: comfortinnbc.cn322@gmail.com

To: Central Otago District Council
PO Box 122
ALEXANDRA 9340

My Name is: Robin Henry Maguire Dicey
This is a submission on proposed Plan Change 13 to the Central Otago District Plan (the Proposal

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

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 Winston 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 described above ultimately became such a problem for the company that they sold the vineyard and moved away. This 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, flies very strongly in the face of enhancing the values of the Cromwell community. People tend to strongly relate to their place of work, and a lot of the social aspects of their lives 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 the 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

From: Robin Dicey
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Subject: Fwd: Submission
Date: 15 June 2018 16:34
Sorry about this - I received a spelling mistake. Please replace the first page of the attached email with the one I thank you