

RESOURCE MANAGEMENT ACT 1991

FORM 5

SUBMISSION ON NOTIFIED PROPOSED PLAN CHANGE TO CENTRAL OTAGO DISTRICT PLAN

Clause 6 of Schedule 1, Resource Management Act 1991

To: Central Otago District Council
PO Box 122
ALEXANDRA 9340



Name of Submitter: REX EDGAR

(Full name)

This is a submission on proposed Plan Change 13 to the Central Otago District Plan (the proposal).

I could/could not* gain an advantage in trade competition through this submission.

(* Select one)

I am/am not* directly affected by an effect of the subject matter of the submission that-

- (a) adversely affects the environment; and
(b) does not relate to trade competition or the effects of trade competition.
(Delete entire paragraph if you could not gain an advantage in trade competition through this submission)

(* Select One)

The specific provisions of the proposal that my submission relates to are:

THE PLAN CHANGE IN ITS INTIRETY AS THE 10 YEAR PLAN SHOULD HAVE THIS "NOT BEFORE" NOTHING SHOULD CHANGE FROM ITS PRESENT STATE AS THIS WOULD MAKE THE PRESENT BUSINESSES FIND IT DIFFICULT TO OPERATE

(Please give details and continue on additional page if necessary)

My submission is:

TO OPPOSE THIS PLAN CHANGE

(Please include:

- whether you support or oppose the specific provisions or wish to have them amended; and
reasons for your views;
and continue on additional page if necessary)

I seek the following decision from the local authority:

TO COMPLETELY DENY THIS PLAN CHANGE

(Please give precise details)

I wish/do not wish to be heard in support of my submission.

(Please strike out as applicable)

If others make a similar submission, I will consider presenting a joint case with them at a hearing.
(Please delete if you would not consider presenting a joint case)

RE Edgar

Signature of Submitter

(or person authorised to sign on behalf of submitter)

(A signature is not required if you make a submission by electronic means)

17-6-18

Date

Electronic address for service of submitter:

info@centrallakesremovals.co.nz

Telephone No:

0274 316786

Postal Address:

*18 SANDFLAT RD
RD 2 Cromwell*

Contact Person:

Rex Edgar

(name & designation, if applicable)

**SUBMISSIONS CLOSE IN RESPONSE TO PROPOSED PLAN CHANGE 13 ON
WEDNESDAY 20 JUNE 2018**

Note to person making submission

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least 1 of the following applies to the submission (or part of the submission):

- it is frivolous or vexatious;
- it discloses no reasonable or relevant case;
- it would be an abuse of the hearing process to allow the submission (or the part) to be taken further;
- it contains offensive language;
- it is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

The district at this time does not have the resources to cope with approximately 2000-3000 extra people living in the area – roading, water, power, sewerage and transport.

With the number of vehicles presently travelling from Cromwell and beyond towards Queenstown in the morning and returning later in the day, vehicles travelling from the proposed developments at these times for work will have difficulties either merging with the flow towards Queenstown or turning right against the flow towards Cromwell, causing a gridlock. Also if a percentage of this traffic needs to turn from Sandflat Road and then turn right into Cemetery Road, there will be a queue backed up to Sandflat Road making it very hard to turn right at all.

Is there provision for a left turning lane into Sandflat Road and a merging lane from Sandflat Road left towards Queenstown on SH6.

When Highlands Motorsport Park has an event there, some weeks are 2 days long, the combined traffic will be absolute chaos. This will result in many accidents especially if SH6 from the Pearson Road/Ripponvale Road intersection to McNulty Road stays at 100km/h. As over the last few weeks with the inversion layer and fog being as bad as it has, the recipe for disaster is very great.

People wanting to travel into Cromwell township from the proposed development by walking or cycling will have no safe way of doing so as there isn't any land available to do this.

There is provision for a block of land for a school (Primary or Secondary?) but a lot of children will still need to travel to Cromwell College (does the college have the facilities to cope with the proposed increase in pupils?, will there be a school bus service (more traffic) also the weekend traffic will also be very heavy eg work, sports, recreational activities – more so in the summertime.

Emergency services may have difficulty accessing various addresses (retirement home, Highlands, school and the housing area in general) at times of high traffic flow.

Will this mean a different rate levy for “all” properties in the immediate area or only for the proposed housing development.

With retail, cafe/restaurants, care centre and community activities plus travellers, the rural aspect and peace will have gone completely especially with some activities starting early and finishing late.

The whole Terrace Development will have a severe impact on orchards in the area, especially during the different seasons starting with frost fighting at night using wind machines and helicopters, seasonal spraying with blast sprayers, bird shooting and scaring during the fruit season.

Although provision has been made in regard to the operations of both Highlands Motorsport Park and the speedway, it won't amount to much if a class action is taken against both of them.

Section sizes of 160m² is absolutely ridiculous, which in time will cause to become a slum like area.

Roading as stated will not meet council standards and should, as this is only being done to maximise the land area for sections, it will only impede traffic such as delivery vehicles, service vehicles if there are vehicles parked along the street making it unsafe.

Any costs in challenging the proposal should be met by the developer.

If properties are allowed to be only small in size it doesn't allow for many families. To have no minimum or maximum lot size shouldn't be allowed.