

## *Plan Change 48-A Ingram's Hearing speech*

My name is Alex Ingram and I live on the southern side of upper Wairau road – my property overlooks the applicant's land. We settled in Oakura by a fortunate turn of events when we first moved to NZ from the UK in 2006. We started our NZ adventure in a rental down on the beach front. What we envisaged as a short term location has led us to buying and putting down roots at our current home. During our search for a permanent home we looked all around Taranaki and the Tasman district of the South Island, but came to realise that Oakura had everything we were looking for.

We loved the low key, easy living, beachside small settlement vibe. We liked that we wouldn't need to drive into New Plymouth unless really necessary – with Shop/Pub/restaurants/cafes/petrol station within easy reach. We liked the very kiwi, relaxed easy to park / no controlled parking situations near the beach- with no limited time slots or fees. The same goes for the easily accessible community developed parks and walks.

There has been talk of the land availability and people wanting to downsize, cashing in etc. This is exactly how our home came about, by infill and the "big house" downsizing their plot. Our house and 4 others are built on one original plot – and we are still over 1000m<sup>2</sup>. It has also been discussed of the potential loss of 23 ha for Future Urban Development due to the plots being considered to hard basket with respect to building. There are many houses within Oakura built on challenging sites.

I fear for the loss of rural southern entrance corridor, especially if there is a considerably sized noise attenuation bund running along SH45 – proposed to be built just to enable the maximum lot yield of the available land.

Visual impact of the proposed development effects views from SH45 and to all overlooking properties along upper Wairau road, not only the Paddocks as suggested by Richard Bain's land impact assessment.

I feel the location of the proposed estate could really be seen as a tacked on suburb to the southern side of Oakura, given the size of the proposal and projected small lot sizes.

I believe there will be negative environmental effects due to the proposed location. The proposal feels very automobile dependent, given its large Cul-de Sac feel/design and far enough from beach and amenities to make an average person hop in their own transport to drive to the shops/school/beach.

I feel outlying newer developments are typically built on what was formerly farmland or forests, sometimes "leapfrogging" over existing natural urban boundaries and neglect to consider available closer sites or infill.

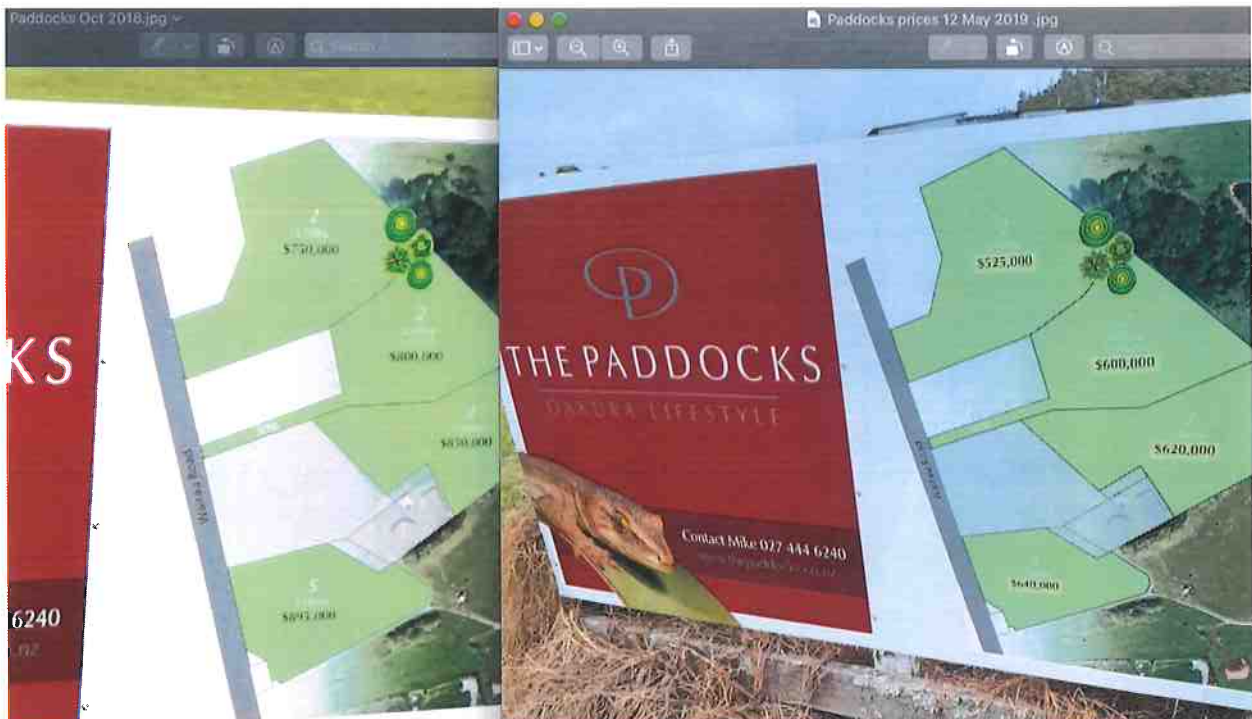
As much as the design of a development matters to the environment, its location can matter even more. The best, most compact and internally walkable design in the world is unlikely to overcome the impacts associated with leapfrog sites that pass over existing recognized urban zoned land to settle on locations even farther outside the existing footprint of a urban area.

Those impacts are many, but perhaps the most measurable is vehicle dependence and associated emissions of greenhouse gas. Research demonstrates that location is by far the most significant indicator of how much driving typically takes place to and from a given subdivision.

There has been talk of the demand for housing due to the development of a Green School – not very environmentally friendly if you need to drive 7km each way several times a day for the school run.

Community plans have already been developed over the years, lots of time, effort and community engagement has gone into this for ONE person to come along and tear it up. The proposal has talked of community benefits - but doesn't give examples of any benefits to the wider community beyond the estates own bridal ways.

The ONE owner situation has been tabled as a huge benefit, might I point out that it could also cause a huge issue with ONE entity controlling the release and/or availability of building Lots and also effect the local land and housing Market. I have already witnessed the Applicant drop prices of lots in The Paddocks by approximately \$225,000 between October 2018 and May 2019. Whether this was to try and shift the remaining lots to show it as successfully “sold out” I’m not sure.



The Applicants original submission said they must develop all of lot 29 or the farmland would not be economically viable – I would suggest the implied poor economic values of alternative options for the site should have been considered before The Paddocks development was carried out and the promises made that open space be retained over the balance allotment (Lot 29). I believe the intention since purchasing the farm has been to develop the entire area, and the concessions made to The Paddocks hearing commissioners were merely lip service.

On page 71 of the applicants original submission – “The funding of a stone carving with design arranged by local Iwi to be located on Upper Wairau Rd has been agreed by Oakura Farm Park Ltd.” We have now heard that funding has not been found – it seems OFP will not be funding the carvings – again is this just lip service. There does seem to be a pattern of seeming to promise what they think people want to hear, and then not really delivering.

With respect to finances, the community has had to pull together and raise tens of thousands of dollars to help make our case. On day one of this hearing the communities traffic expert (Mr Gladstone) had his status questioned – but how, as a community are we to project ourselves more professionally if we can’t call on local residents who have past careers in relevant fields?

As lay people we sometimes struggle to keep up with the paperwork and technical jargon.

I suggest use of existing Oakura allocated development plots first (West FUD and infill)– these have been planned for with regards to infrastructure etc – maybe revisit this request once these are completed – but I bet appetite for this proposal will be even less then due to changes in society. I also note these areas will not require a large Noise Bund – a significant structure and eyesore in itself and not to be considered lightly.

I must admit I had a slight giggle at Mr Comber’s suggestion that developing further back from the Ocean, due to sea level rising, was a good idea. While I’m not saying things aren’t changing, I don’t believe the FUD west zone is in imminent danger – if at all. May I also remind people of the Tornado path of 2007 – diagonally directly across the applicants land, and therefore suggest the West FUD a safer option !!

### Roading

Road funding issues, with respect to the proposed roundabout and other necessary roading upgrades in the village, funding will be extremely difficult – evident from other areas of the region and NP Mayors open letter to Minister of Transport in August 2018.

### Site coverage and lot size

I believe agreeing to let the minimum lot size of 300m<sup>2</sup> is in no way in keeping with the current or future plans for Oakura, and could set the wrong precedent for the village and rural Taranaki. In fact the original submissions Discretionary column mentions no minimum for allotment size? Even New Plymouth council state a minimum allotment size under the discretionary activity.

With the suggested reduced number of lots from the original 399 to 316, I believe that we are probably still looking at the same surface area of roofs / concrete for run off etc and the problems that these could lead to. Reduced lot numbers will probably lead to larger buildings to try and maintain the bang for buck the applicant seeks from the land. I also believe light pollution will still be considerable.

#### Community spirit

With the original submission – school/roading/infrastructure were not the applicants problem. Solutions and funding are to be achieved by other bodies.

I also reference a quote, in the Taranaki Daily News 6 May 2010, from Mr McKie “If community doesn’t agree with it’s probably best we don’t pursue it” He obviously doesn’t listen / respect community – pursuing the development of The Paddocks rigorously and taking a carrot and stick approach to get things through.

I believe I have read somewhere that to mitigate water run off environmental harm due to Car washing /boat cleaning etc that these activities will not be allowed. To protect native wildlife domestic cats will not be allowed – what type of “community” does he envisage– people ‘snitching’ on one another if someone is spotted cleaning their car on their driveway?

#### Future proofing

The original request includes a portion of land to be purchased from Powerco. Is the loss of Powerco land a little short sighted? will local grid capacity suffer in the future when everyone wants to charge their electric cars at home?

If farmland is removed and concreted over, it may well never return to a farm unit ever again. The same can be said with developing in such close proximity to the national park and potential side effects it may have on native flora and fauna.

We need to take a step back and think about the long term future, not just one entities gain in the short term.

People from outside Oakura may just see numbers and think what is the issue.....(Ministry of Education / NZTA / - just build more roads/school buildings/doctors/fire stations etc. I don’t believe this is the route Oakura should be taken.

I would like to finish by saying I object to this plan change request in its entirety.