

## Appendix 4: Submitter information (maps of submission locations, late submissions and issues raised in submissions)

### Content:

1. Late submissions received by Council
2. Issues raised in submissions and summary points per topic
3. Maps of submission locations

## 1. Late submissions received by Council

**Table 3: Late submissions (received after submission deadline closed)**

There were 9 late submissions made on PPC18/00048 which were received after the deadline for when submissions had been closed. These submissions have been recorded and included by Council.

Submitter & Submission Point Number	Plan Provision	Support/ Oppose	Summary of Submission	Decision Requested
<b>S427 John Newton</b>				
427.01	General – Wairau Estate Oakura	Oppose	The submitter opposes due to overcrowding.	Reject/decline the Plan Change in its entirety.
<b>S428 George Newton</b>				
428.01	General – Wairau Estate Oakura	Oppose	The submitter opposes the Plan Change.	Reject/decline the Plan Change in its entirety.
<b>S429 Lee Newton</b>				
429.01	General – Wairau Estate Oakura	Oppose	The submitter opposes the Plan Change.	Reject/decline the Plan Change in its entirety.
<b>S430 Louis Newton</b>				
430.01	General – Wairau Estate Oakura	Oppose	The submitter opposes the Plan Change.	Reject/decline the Plan Change in its entirety.
<b>S431 Paul Frederick Bishop</b>				
431.01	General - the Plan Change in its entirety	Oppose	<p>The submitter believes the proposed plan will have significant adverse environmental consequences to the Wairau Stream and the Oakura beach that it runs into. The submitter is concerned that the intense urban zone with small lot sizes will increase water runoff to the stream. The runoff will not be clean and will pollute the stream and popular beach just downstream.</p> <p>The submitter also opposes for the reasons outlined in Pro Forma Submission PF1 (refer Table 1 above).</p>	Reject/decline the Plan Change in its entirety.

<b>S432 Toby Dixon</b>				
432.01	General - the Plan Change in its entirety	Oppose	The submitter opposes for the reasons outlined in Pro Forma Submission PF1 (refer Table 1 above).	Reject/decline the Plan Change in its entirety.
<b>S434 Fiona Ann Tait</b>				
434.01	General - the Plan Change in its entirety	Oppose	<p>The submitter believes that there is insufficient infrastructure to support this venture currently. The schools and preschools are full; there is no supermarket; there are very few public toilets available. Beach and park freedom camping and high summer use bring problems of public members using parks/fields as toilets and this is dreadful! When crime occurs, or police needed, there are few resources on which to call. More resources should be put in before you increase the population to a point where the 'Paradise found feel of Oakura becomes paradise lost'.</p> <p>The submitter opposes for the reasons outlined in Pro Forma Submission PF1 (refer Table 1 above).</p>	Reject/decline the Plan Change in its entirety.
<b>S435 Karen J White</b>				
435.01	General – Wairau Estate Structure Plan Zoning	Opposed	<p>The submitter is strongly opposed to the rezoning by development of upper Wairau Road. There is a lack of infrastructure to support the proposed development e.g. school, road into town, lack of sufficient parking throughout the community. Concern is given that the proposal will lead to debasing by changing the fabric and tone of the township the submitter bought into.</p> <p>Infill housing and its detraction – traffic, pressure on amenities and especially water and sewerage. 400 houses doubles the village population. Destroying rural views will decrease the value of properties. The submitter details that they pay huge rates to live in a semi-rural coastal village – not suburbia.</p> <p>Future housing in Oakura should be incremental – organic in growth matching supply and demand. New housing sections should be on Lower Wairau Road – as there is three access options – it is not so visible and is on the sea side of Oakura creating less parking demands on the beach areas (walk to beach).</p>	Reject/decline the Plan Change in its entirety.

**S436 Charles Jonathan Cotton**

436.01	General - the Plan Change in its entirety	Opposed	<p>The submitter believes that:</p> <ul style="list-style-type: none"><li>○ There are too many houses in the proposed plan. This will result in too many people and cars.</li><li>○ Excess housing capacity will adversely effect prices of existing property.</li><li>○ There will be years and years of construction traffic.</li></ul> <p>No provisions for horses (e.g. bridle ways).</p>	Reject/decline the Plan Change in its entirety.
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## 2. Issues raised in submissions and summary points per topic

## Issues raised in submissions and summary points per topic:

### Issues raised in submissions

<b>Issues raised in submissions</b>	
Support for the Private Plan Change	<ul style="list-style-type: none"> <li>• Retain Proposed Rural Lifestyle Area</li> <li>• Retain Equestrian Lifestyle Lots</li> <li>• Support Agreement to Ongoing Monitoring of Wetland Birds</li> </ul>
Neutral comments on the Private Plan Change	<ul style="list-style-type: none"> <li>• Ensure Adequate Supply of Electricity and Gas</li> <li>• Placement of Trees in Relation to Infrastructure</li> <li>• Major Change to Ground Level</li> <li>• Give Effect To Regional Policy Statement</li> <li>• Better Illustrate Gas Pipelines</li> <li>• Change Land Use Zoning of All Land Traversed by Gas and LPG Pipelines</li> <li>• Protect and Enable Gas Network</li> <li>• No Direct Access to Rural Lifestyle Lot Containing Equestrian Arena</li> </ul>
Support/ Oppose in Part the Private Plan Change	<ul style="list-style-type: none"> <li>• Shared Esplanade Strip along the Wairau Steam</li> <li>• Creation of a Pony Club</li> <li>• Stock limits on Lifestyle Equestrian Lots</li> <li>• Relocation of the Bridal Trail</li> <li>• Consider Moving Access to SH45 Instead of Wairau Road</li> <li>• Reduce Lot Numbers</li> <li>• Impose Maximum Section Sizes</li> <li>• Amend Structure Plan to Show Noise Barrier and End Return Sections</li> </ul> <ul style="list-style-type: none"> <li>• Amend Policy to Recognise Existing Infrastructure</li> <li>• Insert Rule Outlining Requirements for Acoustic Treatment</li> </ul>

	<ul style="list-style-type: none"> <li>• Consider Resilience of Infrastructure</li> <li>• Agreement with NZTA, developer/ applicant and Council</li> <li>• Ensure Planting and Fencing is Covenanted</li> <li>• Ensure Proposal Aligns with Previous Community Consultation</li> <li>• Less Small Residential Lots</li> <li>• Clear Right of Way Signals</li> <li>• Pedestrian Crossings for Multiple Users</li> <li>• Increased Village Facilities</li> </ul>
<p>Opposition to the Private Plan Change</p>	<ul style="list-style-type: none"> <li>• Access – Usability of Space for All Users</li> <li>• Access – Esplanade Strip Access For Horses</li> <li>• Lot Sizes – Opposition to 300sqm Sections</li> <li>• Impacts On Kaitake Ranges Viewshaft</li> <li>• Suitability Of Land For Intended Use – Loss of Productive Land</li> <li>• Pressure On School Capacity</li> <li>• Impacts on The Environment</li> <li>• Impacts on Culture</li>   <li>• Concern Over Negative Effect on Village Character</li> <li>• Population Density Concerns</li> <li>• Existing Planning Processes</li> <li>• More Suitable Land For Subdivision Elsewhere</li> <li>• Concern over Traffic Effects on Wairau Road Intersection and Main Highway</li> <li>• Roundabout Lack of Room or Practicality</li> <li>• Proposed Noise Bund Concerns</li> <li>• Extra Traffic Generation</li> <li>• Parking Effects from Proposal in Town and Near Beach</li>   <li>• Pressure on Existing Services Infrastructure – Inability to Cope</li> <li>• Concerns Regarding Additional Pressure on Oakura School</li> <li>• Potential Flooding Issues with Extra Curbing and Stormwater Runoff</li> <li>• Increased Pest Effects and Retraction from Past Predator Work</li> </ul>



	<ul style="list-style-type: none"> <li>• Light Pollution Effects</li> <li>• Development's Proximity to Mount Egmont National Park</li> <li>• Effect on Cultural and Iwi Relevance of Area</li> <li>• History and Scale of Oakura will be Negatively Impacted</li>   <li>• Concern with Development Overriding Existing Plans Including Oakura Development Plan</li> <li>• Effect on Quality of Life and Small Town Feel</li> <li>• Concern Over Loss of Village Character</li> <li>• Concern that the Scale and Size of Proposed Growth is too big. Smaller Scale More Desirable.</li> <li>• Concern over Loss of Agricultural Land.</li> </ul>
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### Topic Submission Summary

<b>Submissions Summary per Topics</b>	
<i>The appropriateness of rezoning the Rural Environment Area land to a mixture of zoning</i>	<p><u>The points raised in opposition included:</u></p> <ul style="list-style-type: none"> <li>• There is already land allocated for development and subdivision in Oakura. There is not a need to rezone land if there is already an approved sub division on this land. This includes plenty of plant available on the sea side of the main road (S3.01, S20.01, S54.01, S59.01, S93.01, S107.1, S110, S112.1, S126.1, S 147.1, 157.1, S183, S250.01).</li> <li>• To create even more sub-dividable land without the known effects of existing potential development is irresponsible (S54.01)</li> <li>• The Taranaki rural ring plain should remain free of urban development. To allow residential development on this scale in rural areas is irresponsible (S54.01).</li> <li>• Our rural landscape must remain in some form of primary industry without unnecessary intrusion of urban development. Land subject to plan change is alluvial, north facing land, which has multiple use options that would be more appropriate next to the National Park e.g. bike tracks, organic or alternative agriculture. (S54.01, S117.1).</li> <li>• The ring plain is a significant landscape and its uniqueness must be protected. Loss of rural amenity, proposal will degrade landscape values. This is all at a time when there is an increasing need to preserve and maintain the wealth and health of our national park and the rural community. (S41.01, S54.01, S163.1, S175.2).</li> </ul>

- A change of plan will allow further inappropriate development in rural areas. The application will set precedence across the district to allow urban development where it is totally inappropriate, including further development of an intensive nature that would irreparably change the environment (S37.01, S54.01).
- Planning with foresight would maintain the uniqueness of the Taranaki landscape and the rural/urban distinction (S54.01).
- The proposed plan change to rezone rural land to residential is not necessary, and further, it overrides the generations of planning and community input that make up the existing district plan (e.g. New Plymouth Coastal Strategy, The Oakura Structure Plan, The Oakura Engagement Project Report 2014/16, The Kaitake Community Plan and various NPDC Annual Plan processes). Both the existing district plan and the proposed district plan show this land zoned for rural use (S59.01, S126.1, S250.01).
- The Draft District Plan specifies under Policy SUB – p4 #4 “that the site must avoid subdivision in the Rural Zone which reflects the patterns of development more typical of an urban zone” (S61.01).
- The development of the ‘Future Residential’ area identified within Lot 29 might be acceptable in light of the above concerns, but the rest of Lot 29 must remain in the Rural Environment Area as outlined in the conditions of the earlier subdivision report (S61.01, S104.1, S153.1).
- Residential subdivision should be managed or encouraged to be provided within the confines of the existing residential zones, and definitely on the seaward side of SH43 (S110).
- All residential zones should adhere to the long-term village plan prepared by Oakura Community Board (S110).
- Having medium density residential development next to the QEII Open Space Covenant identified as ‘open space’ will result in negative effects upon the covenant area (S119.1).
- Not convinced that the Rural Lifestyle Area will be effective in promoting sustainable management of rural resources (S121.3, S127.3).
- Changing the zoning to both Residential D and Rural E (and to lesser extent Business C) noise sensitive activities will be established within 80m of SH45 (S136.3).
- The submitter stresses that restrictions should be placed on extent of residential development in Oakura (S148.1, S150.1, S154).
- Reverse sensitivity effects on existing farming activities with the proposed residential zoning (S174.1).
- The submitter is concerned that the intense urban zone with small lot sizes will increase water runoff to the stream (S431.01).

The points raised in support or which were neutral included:

	<ul style="list-style-type: none"> <li>• The 1-2ha lot size is very suitable for equestrians and, together with the bridle trail and arena, will be in hot demand. The typical 10-acre lifestyle block is outdated, being too large and difficult to sell. The 1-2ha lot size is very suitable for equestrians and, together with the bridle trail and arena, will be in hot demand. (S1.01, S2.01, S4.01, S5.01, S6.01, S10.01, S46.02, S57.01, S104.1, S123.1, ).</li> <li>• The submitter holds no concerns regarding border between Open Space Covenant and the Proposed Rural Lifestyle Area (S119.2).</li> <li>• Change to land use zoning of all land traversed by gas and LPG pipelines (and overlaid with easement) to open space with rules to restrict subdivision and land use activity. Bridle track could also be zoned open space(s130.2).</li> </ul>
<p><i>Traffic, parking and access</i></p>	<p><u>Submission points in opposition included:</u></p> <ul style="list-style-type: none"> <li>• Raised concerns in regard to the increased traffic volumes anticipated from the plan change and the increased adverse effect on safety and efficiency of transport network, particularly in regard to traffic congestion through main street and roads to town and traffic safety for children going to school. (S11.01, S19.01, S125.1,S126.1, S132.1,S144.1, S147.1, S175.2, S182.1, S216.01, S231.01, S234.01, S236.01, S243.01, S251.01, S253.01, S278.01, all Pro Forms,S34.01, S54.01, S56.01, S64.01, S66.01, s81.01, S82.01, s91.01, s112.1, s114.1).</li> <li>• There is not enough room to build a roundabout that milk tankers and other large trucks that often drive along the coastal road can easily drive through (S3.01).</li> <li>• There is no consideration for mitigation of the effects that the additional population will have on traffic flow through the village, parking and traffic safety near the school, at the shops and at the beach (S37.01).</li> <li>• Oakura School is directly off SH45, making access for children, whether in cars, walking or biking already dangerous. The influx of traffic would escalate the dangers surrounding the Donnelly Street crossing; on-street parking for school drop offs/pick-ups would also be adversely affected (S144.1, S145, S208.1, S250.01, S47.01, S56.01, S59.01, S100.01 ).</li> <li>• Concern with traffic survey methodology (S88.01).</li> <li>• Roads are already considered busy through the village, concern raised on how the safety of road users will be managed with huge increase in traffic volumes (S131.1, S137.1)</li> <li>• It is not clear the costs to NZTA, Council and ratepayers for proposed infrastructure (S127.1, )</li> <li>• Concern of adverse traffic effects on Messenger Terrace/ Tasman Parade/ Lower Wairau Road intersection as traffic flow through village to avoid the busier South Road (S133.1)</li> <li>• Concerns re a future lack of parking, both in town and at the beach. The beach will be a key destination for future residents in the plan change area. Also concern re lack of parking in village and beach as it is (S133.1, S141.1, S146.1, S152.1, S251.01, S21.0, S109.1 ).</li> </ul>

- Concerned regarding physical effect of excess traffic on Wairau Road. The traffic will cause damage to surfaces and make it extremely unsafe on a road that only has a foot path on one side and is already cracked/damaged (S208.01).
- Existing safety concerns in Oakura will be exacerbated. Already safety concerns in village, particularly for children, elderly, and cyclists, due to “requested 50km/h” speed limit through village and location of the Main Road running directly through our “pedestrian” orientated village (S156.1, s54.01 ).
- Increased traffic safety issues due to increased pedestrian and vehicle movements at beach including due to proximity of playground/ skate park to beach and the need to cross the road (S131.1, S141.1, S147.1 ).
- Belief that increased traffic generation is detrimental to quality of life and village atmosphere (S146.1, S208.1).
- Having one road access for approximately 395 new dwellings is unacceptable (S55.01).
- Having the access onto Wairau Road will create huge traffic volumes on Wairau Road which cannot cope, and flow on effects to village and beach, with difficulty getting onto SH45 already. Traffic at Wairau Road and SH45 intersection a big issue. Already roading issues and increased traffic movement from ‘The Paddocks’. The increased traffic will make living on Wairau Road unbearable and dangerous (S3.01, S21.01, S24.01, S59.01, S135.1, S141.1, S146.1, S147, S157.1, S201.1, S208.1, S231.01, S239.01, S255.01, S15.01, S41.01, S52.01, S61.01, s93.01, ).
- Having entire proposal as a cul-de-sac means traffic on Wairau Road intersection will be huge , which could limit service and emergency vehicle access and school buses (S177.1).
- Lack of safe crossing at intersection of Wairau Road/ South Road, nearest pedestrian crossing is Donnelly Street. Children have to cross road to get to school from paved side of Wairau Rd, either at Donnelly Rd (no marked crossing) or at junction of Wairau Rd and SH45 which is unsafe. There have been numerous accidents and one fatality there. In addition, 50km speed limit sign is only 20m from intersection and cars come past sign before they slow down. Developments on Wairau Rd and SH45 already increase traffic dangers. Also, safety concern of underpass at night (S152.1, S177.1, S12.01, S100.1, S103.1, S114.1 ).
- Does not believe pedestrian underpass is a viable option as only suits those walking down walkway/ bridle path, not those walking on Wairau Road (S152.1, )
- Concern the proposal will significantly increase traffic flows on SH45 (S168.1).
- Wairau/South Road is already dangerous, roundabout may make it safer but not likely to happen for years (S152.1)

	<ul style="list-style-type: none"> <li>• Access should be off SH45, further south of the development. The foresight would be to put the roundabout further south and provide for adjacent development too (S55.01, S152.1).</li> <li>• Access for equestrian users wanted off the road both in the esplanade strip and the underpass (S163.1, S46.01)</li> <li>• Traffic at school is bad enough at school now, on Donnelly Street (S58.01, S197.1).</li> <li>• A roundabout at Wairau Road/ SH45 intersection won't solve high traffic during the development period and subsequent traffic generated by home owners (s55.01, s62.01).</li> </ul> <p><u>Submission points in support include:</u></p> <ul style="list-style-type: none"> <li>• Supported including methods into proposal that recognise growth and how this will affect traffic volumes, increase in pedestrian traffic and active transport modes across SH45 (S136.4).</li> <li>• The inclusion of a roundabout is supported and the pedestrian underpass on SH45. However, there is absence of information re when construction of new roundabout/pedestrian underpass will be required. Applicant needs to provide information with specific details re threshold to be reached that triggers installation of roundabout/underpass. If information is not provided, then a matter of discretion must include impact/s on safety and efficiency of SH45 (S136.4).</li> </ul>
<p><i>Landscape value and amenity</i></p>	<ul style="list-style-type: none"> <li>• The area's amenity values will be seriously compromised by the plan change. The plan is disproportionate to existing size and scale of Oakura – will result in changes to character and amenity of village (S16.01, S59.01, S101.1, S105.1, S121.1, S127.1, S128.1, S138.1, S147.1, Pro Forma)</li> <li>• The bunding proposed along SH45 would remove views of the Kaitake ranges from passing traffic and will destroy the rural outlook and feel of the area (S59.01, S104.2).</li> <li>• The Kaitake Ranges viewshaft will be affected by housing (S32.01, S99.01, S175.01, S183.1, S184.1, S192.1, S424.01, 425.01, 426.01).</li> <li>• The small sections will ruin the view that submitter's house and many other houses have (S42.01).</li> <li>• Concern over loss of privacy, property value and rural outlook for existing properties on Wairau Road and The Paddocks development, amplified by Medium Density Housing along Wairau Stream. Applicant's own landscape architect report confirms high and medium adverse effect. (S152.1, S167.1, S179.1).</li> <li>• Concern that the consideration for properties on the south side of Wairau Road appears to have been dismissed in the application (S106.1).</li> <li>• The loss of the rural outlook from the village towards the ranges takes away huge amenity value and replaces it with an unwanted suburban view in the middle of a village (S59.01, S99.01, S152.1, S175.2, ).</li> </ul>

	<ul style="list-style-type: none"> <li>• The developer agreed to leave the piece of land in question as undeveloped rural land as part of the consent process for his Paddocks subdivision. Relaxing or over-ruling this makes a mockery of the RMA process (S59.01).</li> <li>• It will degrade the site's landscape values, including the loss of open space, the loss of a rural Southern Entrance Corridor to Oakura (an open green area that generally slopes up to the Kaitake Ranges), and will cause potential loss of views to the Kaitake Ranges (Outstanding Natural Landscape) caused by the attenuation bund (2m+ in height) along SH45/site interface. Site not capable of absorbing change without adverse visual impact. (S59.01, S138.1, S159.1, S156.1, S163.1, S175.2).</li> <li>• Potential adverse effect on Outstanding Landscapes – the proposed development's proximity to the National Park is also of concern. Any expansion should be on north side of SH45 to protect Kaitake Ranges. (S59.01, S167.1, S175.2).</li> <li>• The development will have a major effect on the landscape in terms of visual pollution, light and noise pollution. This is a unique narrow passage of land – green space on the edge of a pristine mountain range and bordering a “blue flag” beach (S62.01).</li> <li>• There will be a reduction of residential amenity due to increased traffic, density of development and percentage of coverage changes. The Oakura Structure Plan suggests max site coverage of 35% and min 600m<sup>2</sup> lot size. The proposed lot size down to 300m<sup>2</sup> and increased site coverage of up to 55% goes entirely against the structure and makeup of the community. Minimum lot sizes of 300m<sup>2</sup> not in keeping with rural environment, or existing sections nearby. (S11.01, S59.01, S104.3, S121.2, S141.1, S152.1, S179.1).</li> <li>• Concern that not all Hapu representative were present at two of the meetings with local Hapu, particularly considering the potential effects of development on Kaitake Ranges (Outstanding Natural Landscape) and surrounding environment (S153.1).</li> <li>• Applicant previously also said that The Paddocks subdivision would “protect the open landscape and views of the Kaitake Ranges”, which would now be impeded by this proposal (S158.1).</li> <li>• Believes there should be bigger sections in order to fit visually in the landscape and physically with the growth capacity of Oakura. A larger plot size will mean the future owners will plant more shrubs and trees eventually moderating the development. Small plot size inevitably means no larger shrubs or trees in the gardens (S11.01, S254.01).</li> </ul>
Noise	<p><u>Submitter raised the following concerns in regard to noise:</u></p> <ul style="list-style-type: none"> <li>• The significant negative effects of additional noise during construction (which is to be phased and therefore be of significant duration) and thereafter will have a permanent negative effect on these existing and future residents and their lifestyles (S37.01,</li> </ul>

	<p>S62.01,S76.01, 91.01, S97.01, S99.01, S128.1,S146.1, A148.1, S149.1, S150.1, S152.1, S154, S172.1, S173.1, S182.1, S209.01, Pro Forma).</p> <ul style="list-style-type: none"> <li>• Submitter does not wish to listen to traffic noise all day (S166.1)</li> <li>• The proposal is inconsistent with the New Plymouth District Plan due to the noise effects over construction period being more than minor (S175.2).</li> <li>• Single storey, 200m<sup>2</sup> dwellings on the sections they will have average boundary setback and will be anything but idyllic in terms of noise (S179.).</li> <li>• Increased traffic noise along Wairau Road from building and proposed subdivision (S208.1).</li> </ul> <p><u>Some support was given for the proposed noise bund in part:</u></p> <ul style="list-style-type: none"> <li>• Need to avoid effects of reverse sensitivity on these activities. NZTA support 3m high noise barrier parallel with SH45 and the requirement for activities within 80m of SH45 to have acoustic treatment to achieve internal acoustic amenity (S136.2).</li> </ul>
<p><i>Service Infrastructure and Stormwater</i></p>	<p><u>Pressure on Services:</u></p> <ul style="list-style-type: none"> <li>• Pressure on infrastructure and services from the proposed subdivision. The proposal allows for a significant increase in population without providing any firm commitment to equivalent improvements in services (Pro Forma, S37.01, S45.01, 97.01, S128.01, S167.1, s182.1, S387.01,S205.01).</li> <li>• Intensive development should be in areas that can accommodate large growth from an infrastructure and services point of view. The New Plymouth District Plan identifies areas for higher density housing in established areas to accommodate growth. Oakura is not suitable place for this type of development (S147.1, 157.1).</li> </ul> <p><u>Stormwater:</u></p> <ul style="list-style-type: none"> <li>• Stormwater already a problem for the village with runoff running straight through pipes that dispose of it onto the beach and out to sea. One of the key factors determining sand accretion on the beach is the management of storm water. NPDC's approach to most stormwater along Messenger Terrace has been to pipe it under an accessway and let flow directly onto the beach. This undermines the dune toe, pedestrian access and creates wet sand that does not build sand. This increases health and environmental risks to people and animals (S58.01, S97.01, S54.01, S58.01,S74.01, S97.01, S98.01, S111.1, S1331.1 )</li> <li>• Plan change lacks comprehensive assessment of carrying capacity of resources (S127.1).</li> <li>• New rules, if needed, should promote sustainability and resilience for such aspects as stormwater (S127.2).</li> </ul>

	<ul style="list-style-type: none"> <li>• The additional stormwater runoff into the two streams will be a problem and long-term the streams will not be able to cope (S48.01).</li> <li>• As the grassland is converted into concrete and other residential type surfaces, the surface detention for runoff will change, resulting in much greater peak flows to these streams. This will result in landslides and large amounts of sediment into the sea. Erosion of stream banks and destruction of aquatic habitats (S48.01).</li> <li>• In the short term, during construction, there will be large sediment loadings to these streams and the sea which will have a large negative impact. Hazardous chemicals stored in residential areas will inevitably make their way into these waterways. The fact that the streams in this area are short means that they are currently healthy and home to a diverse aquatic ecosystem. This will easily be destroyed by the proposed development, leaving another polluted waterway as is so common in NZ in this era (S48.01).</li> <li>• The proposal will create more stormwater in priority water bodies. At the moment if the Waimoku and Wairau streams wander, upstream properties flood when a high tide meets the outgoing storm water, and the dune toe and beach frontages erode substantially. NPDC does not carry out stream straightening regularly or in a timely manner to manage these events. Any upstream subdivision would need to consider stormwater retention at source (S54.01).</li> <li>• Any upstream subdivision would need to consider on site stormwater settlement in processing (S54.01).</li> <li>• The Wairau Stream already floods and the proposed development will make it worse, increasing flooding and flooding effects on existing property boundaries along Wairau Road and Stream (S70.01, S77.01, S85.01, S88.01, S167.1 ).</li> <li>• By adding a road onto these sections/properties will add additional pressure on the stormwater runoff, which could cause severe flooding to the submitter's property with subsequent damage to the submitter's property (S88.01).</li> <li>• Stormwater risks – risks to downstream properties from adverse weather events as intensity of rainfall increases due to climate change (S424.01, 426.01).</li> </ul>
<p><i>Oakura School Capacity and community infrastructure</i></p>	<ul style="list-style-type: none"> <li>• Concern regarding the extra pressure with additional pupils at the school and with no expansion area. The additional dwellings far exceed the existing and potential student capacity at Oakura School. Current expansion allows for one new classroom (30 students) and potentially 2 further classrooms in the future. Any further classrooms exceed land capacity and would mean existing playing field space would be used for classroom development. (This matter was raised in the majority of submissions).</li> <li>• The school is already at capacity and requires another school to be built if this goes ahead. Queries raised as to who would fund this and where the land would come from (S20.01, S48.01, S56.01, S 100.01).</li> </ul>



	<ul style="list-style-type: none"> <li>• Intermediate School must stay in Oakura and the school must be kept a small village school for a local community and children (S21.01, S 58.01, S56.01, S59.01, S112.1).</li> <li>• Concern regarding effect of the proposal on school parking (S23.01, S109.1).</li> <li>• Traffic safety near the school a concern including Children’s safety as they travel to and from school along the Highway which does not have a footpath or barriers (S37.01, S47.01, S51.01, S56.01, S59.01, S 100.01, S103.1, S109.1, S114.1, S 126.1).</li> <li>• The school fields are used for multiple sports, general play and many other activities. Apart from Corbett Park these are the only sports fields in Oakura. Losing part of these fields would have a significant effect on the entire community (S56.01, S59.01,).</li> <li>• Ministry of Education owns land which Oakura School and Playcentre are situated on. If school rapidly expands with new development, it will need extra space to cope. Playcentre site is therefore in jeopardy of being lost as ministry would use Playcentre site for school expansion. Members of community would have to travel significant distances to get the same opportunities/services/education (S114.01).</li> <li>• The submitter believes that there is insufficient infrastructure to support this venture currently. Medical Centre already at capacity and this plus retail would also be overwhelmed, strain on local businesses. There is no supermarket, very few public toilets available, when crime occurs there are little resources on which to call. Health and social services will struggle to meet the increased need (S41.01, S175.2, S177.1,S183.1, S228.01, S208.1, S434.01).</li> </ul>
<p><i>Environmental Impacts</i></p>	<ul style="list-style-type: none"> <li>• Submitters raised concerns in regard to potential light pollution from the development and street lighting. This is in relation to increased dwelling numbers with the current night sky being remarkably clear which will be negatively affected. The effect of lifestyle blocks in particular has contributed noticeably to night light pollution across the ring plain. Any more development such as this plan change will escalate the degradation of our night sky. (S18.01, S48.01, S54.01, S62.01, S76.01, S 151.1, S172.1, S173.1, S175.2).</li> <li>• Concerns regarding adverse effects from noise and dust over the extensive construction period (S62.01, S76.01, S99.01, S175.1).</li> <li>• Potential pollution flows into the surrounding Wairau Stream and waterways. Concern also for water pollution from dust and excavation to the local water catchment which locals rely on further up Surrey Hill Road (S52.01, S179.1).</li> <li>• Increased traffic pollution and use of fuels concerning (S99.01, S141.1).</li> </ul>

	<ul style="list-style-type: none"> <li>• The proposed subdivision will have a devastating effect on wildlife with the likely increase in pests (animals, cats, rats, dogs) that the area is working hard to reduce. Undermines the Regional Plan to be pest free and see the return of native flora and fauna. The animal pest control initiatives of Project Mouna will be compromised. Also provides opportunities for many ornamental plants to become plant pests. The issue of cat control will cause the most damage to fauna in our National Park. The government is spending million to eradicate pests in the Kaitake ranges. This subdivision will introduce 100's of cats making it a costly pointless exercise. Need to control pets close to the National Park, and other urban disturbances to wildlife associated with intensive housing close to the National Park. Community is trying to restore Park assets through organisations such as Predator Free Taranaki (S54.01, S 63.01, S117.1, S 119.1, S 142.1, S2018.1, S209.01, S378.01).</li> <li>• The submitter believes the proposed plan change from rural to residential not advised because of potential health impacts on infants, children, and pregnant mothers due to concentrations of pesticides in residential runoff and impacts on Wairau Stream Catchment to Oakura Beach (S116.1).</li> <li>• Impact of increased water flow and flooding in Wairau River (S141.1).</li> </ul>
<p><i>Social Impacts</i></p>	<ul style="list-style-type: none"> <li>• Keep the village like a village (S390.01).</li> <li>• To increase the number of houses by 30-45% in one go is ill thought through and will destroy the village feel and unique character. Loss of village character of Oakura. The subdivision will alter the vibe, feeling and special character of the village. This is the main reason why the submitter and others choose to live and raise families here. (S14.01, S27.01, S44.01, S53.01, S56.01, S59.01, S62.01, S70.01, S78.01, S81.0, S82.01, S87.01, S91.0, S95.01, S109.01, S112.01, S113.01, S124.01, S129.01, S135.01, S148.01, S150.01, S154.01, S161.01, S166.01, S183.1, S212.01, S235.01 S236.01, S256.01, S257.01, S378.01, S392.01).</li> <li>• This village will increase in population over time, that is without doubt. This growth should be 'controlled' at an organic rate. If NPDC is styling itself as the lifestyle capital of New Zealand, then surely this development flies in the face of that sentiment (S48.01).</li> <li>• The submitter's definition of a village population is that you know everyone by sight - there is an overwhelming sense of community when the resident population knows each other in this way. This contrasts when the population reaches overwhelming levels and there is a</li> </ul>

	<p>McDonalds on every corner, and money lenders, car salesmen and real estate agents triumph over simple human values (54.01).</p> <ul style="list-style-type: none"><li>• The proposal will negatively affect the recreational values of Oakura Beach. Oakura beach has to be the most popular beach in the district (S54.01).</li><li>• Concern that the development will lead to overcrowding in the village (S225.01).</li><li>• The scale of this subdivision is inconsistent with the Oakura village environment and would have environmental effects on the community that are more than minor (S377.01).</li><li>• PPC48 will change the current equestrian friendly activity character of Oakura village making equestrian activity a high risk one because of increased traffic (S378.01).</li><li>• Social impact – impact upon the current residents of Oakura, many whom have purchased properties for the unique social characteristics the village now possesses (S424.01, 425.01, 426.01, ).</li><li>• Destroying rural views will decrease the value of properties. The submitter details that they pay huge rates to live in a semi-rural coastal village – not suburbia (S435.01, ).</li><li>• The subdivision of around 30 lots is suitable in size and in line with Oakura’s vision of steady growth to maintain a quality village lifestyle. The proposal is to create a development that will double the size of a small coastal village right next to a National Park Boundary. This proposal if accepted will have a huge impact on the quality of life in the village. (S20.01, S64.01).</li><li>• The subdivision is too close to the National Park and will destroy the look and feel of Oakura. The beautiful mountain views and rural vistas will be permanently affected and the feel of a small sea side village will be lost. It will increase the population to a point where we will no longer be a ‘village’ but an extension of New Plymouth (21.01, S58.01).</li></ul>
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### 3. Maps of submission locations







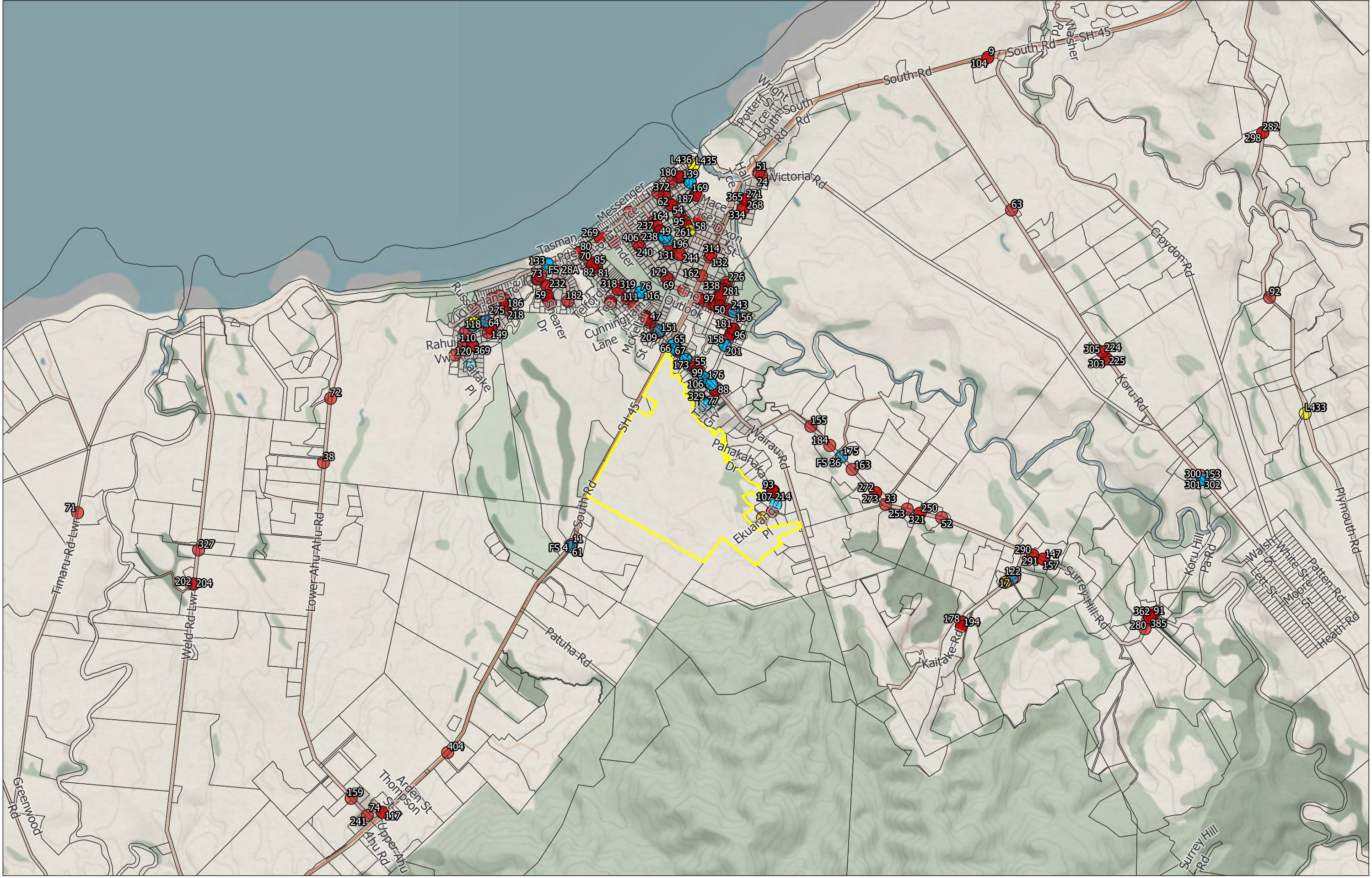












1:20,000 @ A3

Data Sources: LINZ, NPDC

Projection:

**Legend**

- Original Submissions
- Further Submissions
- Late Submissions
- Plan Change Site Boundary
- Parcels

**PROJECT NAME**  
 Submission Locations Wider: 8 of 10

Date: 30 May 2019 | Revision: 0

Plan prepared by Boffa Miskell Limited  
 Project Manager: hamish.wesney@boffamiskell.co.nz | Drawn: MDU | Checked: AST

**DRAFT**



