

Your Comment on the Ōhoka Residential Subdivision

Please include all the contact details listed below with your comments and indicate whether you can receive further communications from us by email to substantive@fasttrack.govt.nz.

• Contact Details			
Please ensure that you have authority to comment on the application on behalf of those named on this form.			
Organisation name (if relevant)			
First name	Philip & Michelle		
Last name	Driver		
Postal address			
Home phone / Mobile phone		Work phone	
Email <i>(a valid email address enables us to communicate efficiently with you)</i>			

• We will email you draft conditions of consent for your comment			
Y	I can receive emails and my email address is correct	☐	I cannot receive emails and my postal address is correct

Please provide your comments below, include additional pages as needed.

1. Introduction

1.1. We, Philip and Michelle Driver, are New Zealand citizens who moved here from the United Kingdom in 2004 to bring up our two children. In 2012 we moved from Auckland to the Waimakariri District, initially to a lifestyle block in Loburn. After Philip completed military service and our children had left home, we moved to Ōhoka. We were looking for a home where we could keep the rural outlook we had enjoyed in Loburn and remain living there throughout our retirement.

- 1.2. We bought [REDACTED] in 2020. The property is surrounded on three sides by the farm the applicant proposes to develop, with Bradleys Road on the fourth side. We chose it because it was private, had no immediate residential neighbours and had open views across the surrounding fields (see Section 8 Photos).



Fig 1. Proposed Development Layout

- 1.3. This is the third formal planning process in which we have been asked to comment on substantially the same proposal. We are disappointed that, despite the very direct effect on our home, the applicant has not approached us to discuss the specific issues affecting [REDACTED]. Some matters we raised previously also remain unclear in the current plans, these are referenced in this submission.
- 1.4. We are not planning, transport or engineering experts. We rely on the technical information provided by the Council and their specialists and trust that they make the right decisions for the good of the whole district.
- 1.5. The Council has recently published a new District Plan that takes account of the district's growing housing requirements. It identifies areas within the Waimakariri District where housing can be added because infrastructure already exists or plans are in place to provide for new development. To us, this approach makes more sense than creating a development in a rural area that is completely misaligned with the new District Plan.
- 1.6. We do not intend to repeat the wider arguments that others are better qualified to address. Our comments focus on how this proposal would directly affect us and our property. For the reasons set out below, we ask the Panel to decline the application.

2. Infrastructure

2.1. Water Supply

2.1.1. Our water supply at [REDACTED] comes from bore M35/0305. Appendix 17(b) records that this bore is only 5.8 metres deep. It has supplied the property reliably, and we have the water tested annually to make sure it remains suitable for drinking. To date it has never failed to meet our needs.

2.1.2. We acknowledge that the applicant has included M35/0305 in its well-interference modelling and that the AEE concludes effects on existing groundwater users and water quality will be less than minor. Our concern is that we have not found a specific assessment of the drinking-water quality risk to our very shallow bore, or a clear plan for what will happen if our household supply is affected by the earthworks or development.

2.1.3. Reference: Appendix 29 Updated Water Supply Strategy and Appendix 17(b) Water Supply Well Interference Output

2.1.3.1. Section 2.5.4 of the updated Water Supply Strategy states:

2.1.3.1.1. *“According to the report by PDP titled Fast Track Application - 535 Mill Road, Ohoka - Water Supply Assessment of Environmental Effects, there are five (although one was not drilled) existing shallow bores located on the site which are authorised to take groundwater for irrigation purposes. The known depths of the bores that were drilled are: 9.4m, 12m and 12.5m below ground level. **Due to the shallow nature of these bores, they are not considered suitable to provide drinking water to the site due to the increased risk of those bores being impacted by surface contaminants.**”*

2.1.4. This statement does not prove that the proposed development will contaminate our bore. However, our drinking-water bore is even shallower than those referred to above. We believe this requires a property-specific assessment, baseline testing and a firm contingency before any earthworks begin.

2.1.5. **We request that:**

2.1.5.1. If the application is approved, the applicant must arrange and pay for baseline and ongoing testing of the quantity and drinking-water quality of M35/0305. If the development materially affects the bore, the applicant must immediately provide an alternative potable supply and either remedy the problem or connect [REDACTED] Road to the reticulated water supply at its cost. Alternatively, and our preferred option, is that we be offered connection to the proposed water and wastewater networks before those assets are vested, without the development-related connection costs being passed to us.

2.2. Shared Gravel Path

2.2.1. Reference: Appendix 23 Updated Urban Design and Landscape Masterplan. Section D6 Road and Boundary Interfaces

2.2.1.1. *The applicant states: "It is also proposed for a 2.5m wide shared gravel path to run the full length of both roads (Whites Road or Bradleys Road) to support active transport."*

2.2.2. We raised this issue in our previous submissions because there is very limited room at our frontage between Bradleys Road, the Council berm and drainage ditch, and our property boundary. Proposed condition 67(d) says the shared paths will be located on land to vest as road reserve, so we cannot say that the current plan definitely encroaches on our title. However, the words "full length" and the drawings leave the position at [REDACTED] unclear.

2.2.3. We request that:

2.2.3.1. The applicant must provide a surveyed plan and cross-section confirming that the path, drainage works, batters and construction area will remain outside [REDACTED]. If the path cannot be accommodated within road reserve at our frontage, the wording should be changed to make the exclusion clear.

D6 ROAD AND BOUNDARY INTERFACES

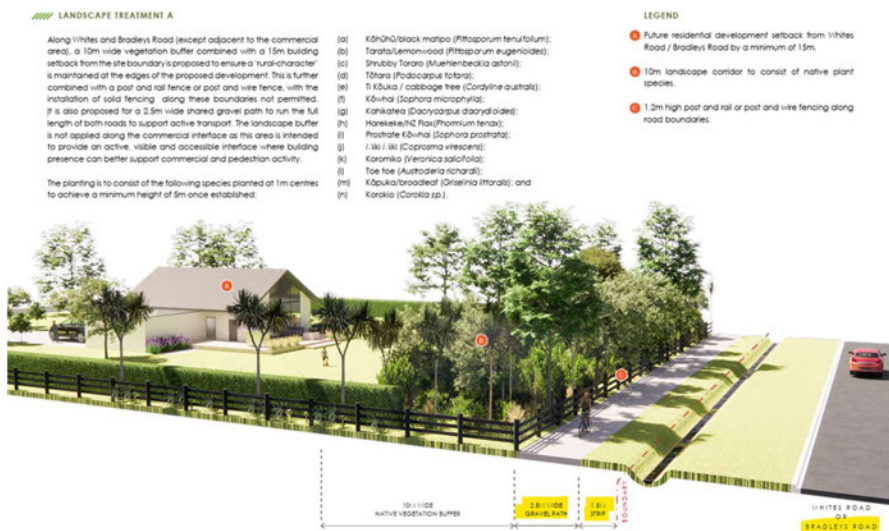


Fig 2: Proposed Road and Boundary Interfaces

E2 OPEN SPACE AND CONNECTIVITY PLAN



Fig 3: Shared Path Proposal



Photo 1: Boundary of [REDACTED] Road looking north

3. Rural Character and Amenities

- 3.1. When we moved back into the area in 2020, we could have chosen an urban development in Rangiora. We instead chose the rural setting at [REDACTED], an ex-farm cottage that still had privacy and expansive views across the neighbouring fields.
- 3.2. If approved, this development would surround the three landward sides of our property, with Bradleys Road on the fourth side. Our present outlook would be replaced by residential sections, planted screening (4 metres high, Landscape Treatment C), roads, paths and recreational areas. These may be described as improvements for the new development, but they are not what we chose when we bought a rural home. Planting may screen the new houses over time, but screening is not the same as retaining the existing rural character and openness.

3.3. At present, the only noise pollution we experience comes from traffic on Bradleys Road and normal rural activity. The proposal would add nearby residents, more traffic and activity associated with the polo ground. The AEE acknowledges that applying Sport and Active Recreation noise standards to the polo ground may allow noise above the Rural Zone limits at notional boundaries. We have not found a clear condition controlling event frequency, operating hours or amplified sound close to our home.

3.4. We request that:

3.4.1. If this proposed development is approved, the polo ground should have enforceable controls covering event frequency, hours, amplified sound, noise limits and a complaints process.

3.4.2. There is no mitigation for the loss of views from our property. How can there be when you are taking expansive views across open fields and replacing them with a 4-metre hedge? For this reason, we request that the Panel decline the application.

4. Transport

4.1. Polo Field Access

4.1.1. The proposed polo-ground access is one of our greatest concerns because it would be very close to our existing driveway on a high-speed road.

4.1.2. Reference: Appendix 34 Operative Waimakariri District Plan Compliance Assessment

4.1.3. Traffic Management – Vehicle Crossings, Rule 30.6.1.19 states:

4.1.3.1. *“30.6.1.19 The maximum number, spacing and width of vehicle crossings for all roads, other than State Highways where the posted speed limit is 70km/hr or greater, shall comply with Table 30.4.”*

4.1.3.2. The assessment then states:

4.1.3.3. *“Infringes. The proposed access to the polo ground is approximately 32 metres southwest of the access to the existing dwelling at [REDACTED].”*

4.1.4. The latest plan appears to us to place the polo field access even closer, at approximately 22 metres from our access. We accept that this is our measurement from the plan rather than a surveyed distance, so we ask the applicant to provide a dimensioned plan confirming the actual separation. Bradleys Road is a collector road. Table 30.4 indicates a separation of 105 metres at the current 100 km/h speed limit, or 70 metres if the applicant’s suggested 80 km/h limit is introduced. We have not found a proposal to reduce Bradleys Road to 50 km/h.

4.1.5. In the last five years we have witnessed three crashes directly outside our property. One involved a driver failing to recognise that our neighbour was indicating to turn into their property.

4.1.6. We are particularly sensitive to this issue because our daughter was previously rear-ended while turning into our former rural property. Her vehicle was pushed across the road into a hedge. Fortunately, no vehicle was approaching from the other direction. That experience showed us how serious a rear-end collision at a rural access can be.

4.1.7. We are therefore very concerned that the proposal relies on approval for an access that does not meet the normal spacing standard, while also adding substantial traffic to the surrounding road network.

4.1.8. We request that:

4.1.8.1. The polo-ground access should comply with the Table 30.4 spacing that applies to the existing posted speed limit, or any alternative speed limit that is formally approved and in force. At a minimum, the Panel should require a dimensioned plan and an independent road-safety review that specifically considers our existing access. Any speed reduction relied on in that review should be in force before the polo access opens.

4.2. Significant increase in vehicle movements

4.2.1. Because we live in a rural area without practical public transport, Philip rides a motorcycle to work in Christchurch. He has more than 40 years of riding experience and uses defensive riding techniques. Even so, additional traffic, turning movements and driver impatience increase the risk faced by a motorcyclist on the local road network, specifically Tram Road.

4.2.2. The AEE estimates that the completed development would generate about 6,046 vehicle trips each day across the road network. We are not suggesting that all of those vehicles would be commuting to Christchurch, but the increase would be significant. It may make motorcycle commuting no longer feel like an acceptable risk, forcing a change to car travel with extra personal and environmental costs.

4.2.3. We request that:

4.2.3.1. A full independent transport assessment is undertaken by the applicant regarding traffic commuting into Christchurch via Tram Road with the intention of identifying the infrastructure changes required to maintain the existing level of safety for current users. Any upgrades identified should be implemented at the applicant's cost.

5. Property Marketability

5.1. [REDACTED] is a Rural Lifestyle property. There is a trade-off between the open environment and the convenience of living in a serviced residential area. Our water comes from our bore, tank and pumps, which we maintain and test. Our wastewater is managed through an Oasis system and drip field, which we have inspected and maintained. We accepted these responsibilities when we bought a rural property.

- 5.2. The application does not rezone our property as residential. However, if it proceeds, [REDACTED] [REDACTED] would remain a self-serviced Rural Lifestyle property while being surrounded on three sides by an urban-scale development with reticulated services. When we eventually sell, a purchaser would inherit the responsibilities of a rural property without much of the rural setting. We do not have a formal valuation proving a loss, but we believe this mismatch is likely to make the property less attractive to some purchasers.

5.3. We request that:

- 5.3.1. If consent is granted, the applicant should offer the owners of [REDACTED] connection to both the proposed water and wastewater networks, with the development-related connection costs paid by the applicant. This would bring the servicing of our property in line with the neighbouring subdivision.

6. Security

6.1. Monitoring

- 6.1.1. Following concerns about security in the area, we accepted an offer from the local Police to assess our property. The officer explained that, because farmland surrounds three sides and has no general public access, the most likely approach to the house was from Bradleys Road. We therefore invested in security cameras facing the front of the property.
- 6.1.2. If the development proceeds, homes, paths and open-space areas would bring people much closer to our other boundaries. This changes the security and privacy position of the property and is likely to require further investment by us.

6.2. Secure boundaries

- 6.2.1. At present, vehicles generally pass our frontage at road speed. If the development proceeds, people using nearby roads and paths would have greater opportunity to see into or approach the property. We may need secure gates and additional screening to maintain our present level of security and privacy.
- 6.2.2. The northern boundary follows the Ōhoka Tributary Stream. On the opposite side there is currently a fenced paddock, which keeps farm livestock and our animals apart. Under the proposal, this area would change to planted and publicly accessible land. We would need a secure boundary to keep our animals in and prevent loose or poorly controlled dogs from entering our property.

6.3. We request that:

- 6.3.1. If consent is granted, the final treatment of every boundary adjoining [REDACTED] should be agreed with us and should include secure, durable and dog-resistant fencing where required. This work should be completed and paid for by the applicant before the adjoining land becomes publicly accessible.

7. Other

7.1. There is also an inconsistency worth noting: the high-level Fast-track project page mentions "[REDACTED]" in its project-location description, while the detailed AEE site table excludes our title.

7.2. For what reason did the applicant think it appropriate to name our property in their original application when:

7.2.1. They have no rights to the title of the property.

7.2.2. At no point since the original submission has the applicant had the decency to approach us to discuss how their plans affect us.

7.3. We request that:

7.3.1. The Panel confirm expressly that [REDACTED] is outside the application site and that no consent, condition or "as if zoned" provision applies to it.

7.3.2. The applicant explain why they thought it appropriate to include our address in the original application.

8. Photos



Photo 2: View South from [REDACTED]

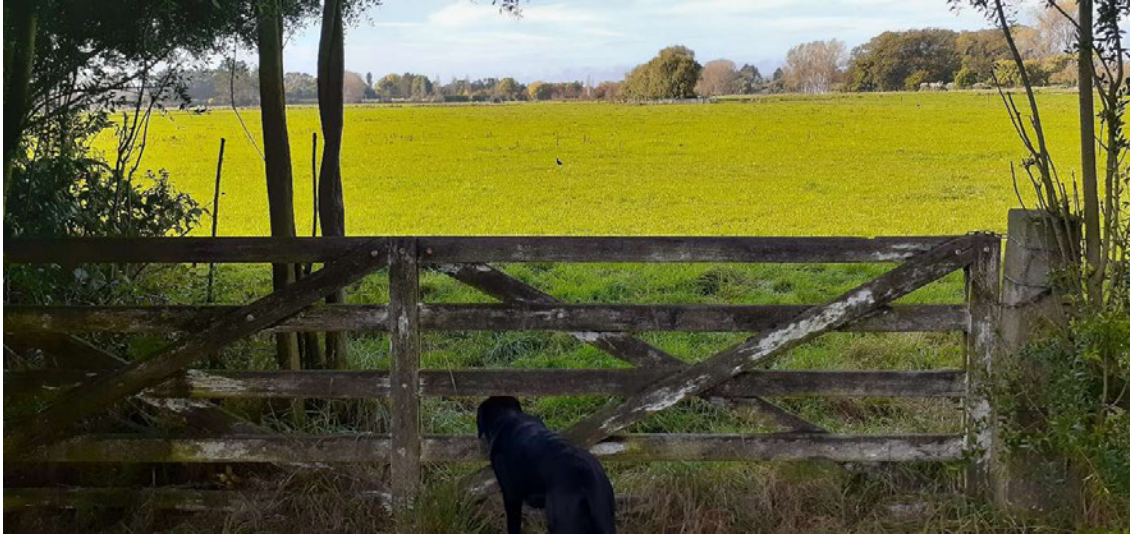


Photo 3: View East from [REDACTED]



Photo 4: View North from [REDACTED]

9. Summary and Decision Requested

- 9.1. We bought [REDACTED] [REDACTED] because it was a private rural home surrounded by open farmland. The proposal would place residential development, roads, paths, planted screening and the polo ground around three sides of our property. This would permanently change the character, privacy and day-to-day use of our home.
- 9.2. Our main concerns are the protection of our 5.8 metre drinking-water bore, the admitted non-compliance of the polo-ground access, the unresolved position of the shared path at our frontage, additional traffic and noise, and the effect of new public access on our privacy and security. These are not general objections to growth; they are direct effects on an existing home that sits within the proposed development area.
- 9.3. For these reasons, we respectfully ask the Panel to draw the same conclusion as the previous two independent panels and decline the application.
- 9.4. For the residents of Ōhoka, there is no way back if the decision contradicts these previous judgements. What we love and hold dear about the area will be lost forever. The applicant claims that Ōhoka is a desirable place to live. That desirability is based on what it is now, not what it would become if the development were approved.
- 9.5. If the Panel decides to approve it, we ask that the conditions clearly protect our water supply, require a safe and compliant access arrangement, keep all works outside our title, control polo-ground noise and events, and provide suitable planting and secure boundary fencing at the applicant's cost.
- 9.6. We would also like the opportunity to comment on any draft conditions that relate to [REDACTED] [REDACTED], the polo ground, our water supply, shared paths or boundary works.

How to Submit This Form

Your comments must be received by the Fast-track Team by 12 October 2026. Email is the preferred method — you can attach this completed form as a PDF or Word document.

Email (preferred): substantive@fasttrack.govt.nz — put “Ōhoka Residential Subdivision” in the subject line.

Post: Ōhoka Residential Subdivision Fast-track Application, Environmental Protection Authority, Private Bag 63002, Wellington 6140.

In person: Stewart Dawson's Corner, 366 Lambton Quay, Wellington 6011.