

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.

1. 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	Albert		
Last name	Brantley		
Postal address			
Home phone / Mobile phone		Work phone	
Email (a valid email address enables us to communicate efficiently with you)			

2. We will email you draft conditions of consent for your comment			
☒	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.

Submission Details

- My name is Albert Brantley, and I reside at [REDACTED] with my [REDACTED] and [REDACTED]. We have been resident at this address for 23 years.
- I make this submission as an Affected Party to Application FTA231 (Proposed Ohoka Subdivision - Carter Group Ltd.) under the Fast Track Approvals Act 2024 by virtue of our property being located immediately adjacent to the Application area. I make this as an submission on behalf of my family, although as a Member of the Ohoka Residents Association (the "Association"), I also support in full the Association's Submission to the Panel considering Application FTA231.

Flood Risk/Insurability Risk

- I submit that FTA231 should be declined on the grounds that the Applicant has not demonstrated that the proposed subdivision will not materially increase flood risk to existing residents and property. The Applicant has relied on the current flood modelling for the Ohoka

area undertaken by the Waimakariri District Council ("Council"), which has been proven to be inaccurate, based on documented current overland flooding on the Application site as well as immediately downstream of the site, which has been well-documented in the Submission of the Association. To illustrate the intensity of surface flooding at the proposed development site, I enclose photographs taken during a 2023 rainfall event as Appendix A to this submission.

6. In addition, there are several documented instances where reliance on the existing Council flood modelling has created significant issues for other local residences, such as that recorded in Mandeville and in the Silverstream residential development located downstream of the proposed development.
7. The Association has provided expert advice in support of its submission which has addressed the issue of potential groundwater discharge from the proposed development site and its potential impact on the extensive surface flooding observed at this site. This expert evidence raises questions about whether the studies supporting the Application have adequately considered the high water table at the development site, the presence of several known springs and the development of emergent springs and several surface flow channels after heavy rainfall events in the stormwater design for the project.
8. There has also been significant recent flooding events throughout New Zealand that have begun to raise publicity about potential insurability issues, particularly in flood prone development areas. Such insurability issues may extend to existing property owners in the Ohoka district should increased flooding materialise from the proposed development. If property owners were to face such insurability issues from increased flooding in the Ohoka area, then this could have an extreme adverse impact on local property values in the area, including my own property.
9. I submit that the current, unresolved approach to stormwater and wastewater servicing for this development is a potentially significant adverse effect. My view is reinforced by the Council itself, who has found the proposed development's stormwater concept unproven and the proposed wastewater method unsupported.
10. The photographic evidence of overland flooding in the catchment area immediately surrounding the proposed development during ordinary winter rainfall provided by Appendix A and the Association's submission clearly raises a significant question about the ability to manage stormwater without adverse impacts on existing property owners. This is a matter that should not be left for "later design", as has repeatedly been suggested by the Applicant.
11. The issue of wastewater management is even more crucial, as the Council has been categorical in recent statements that it will not allow this proposed "out-of-sequence" development to connect to existing facilities servicing Ohoka and the surrounding area.
12. The Applicant has suggested that several deep water bores will be required for the development's water supply. However, there are no specific information provided on the ability of the groundwater regime to provide sufficient water supply, nor any indication of the impact of potential drawdown effects on nearby properties which rely on bores for their own water supply, such as our property.
13. The studies undertaken by the Applicant in support of the proposed development has indicated a significant increase in vehicle traffic would result. The roading network surrounding the Village of Ohoka is not designed nor adequate for this increased traffic flow,

and will require significant upgrading, particularly at key intersection points on Mill Road, Jacksons Road, Bradleys Road and Tram Road.

14. At present, the public roads around the Ohoka Village are used for local foot traffic, and the road verges are often used for horse riding as well as for children riding or biking from the village to the local school, as well as other users. The use of the road verges around the Ohoka Friday Market is particularly intense (see photograph included as Appendix B). The significant increase in vehicular traffic will preclude the continued use of the local roads for these purposes.
15. I believe the economic assessment provided by the Applicant to support the proposed development systematically presents gross regional economic activity as if it were the net economic benefit attributable to consenting this specific site. There has been no consideration that the claimed economic benefit would be delivered by providing comparable housing development at Rangiora, Kaiapoi, or Woodend/Pegasus/Ravenswood, the three centres that the Council has identified as its primary focus for future housing growth.
16. If the same 875 dwellings and 250 retirement units were delivered instead at Rangiora, Kaiapoi, or Woodend/Pegasus/Ravenswood, substantially the same construction spend, wages and multiplier effects would occur, drawn from the same regional construction sector and the same prospective purchasers.
17. The Council has committed approximately \$700 million in infrastructure investment over the next 10 years, the majority of which has been directed at the growth locations the District Plan Review identified as appropriate.
18. The District Plan Review's rezoning around Rangiora, Kaiapoi, Oxford and Woodend has unlocked capacity for 14,000 to 17,000 further dwellings and was made on the basis that this infrastructure exists, or is already committed to, in support of this projected housing growth. None of that committed investment serves the proposed Ohoka development.
19. Approving FTA231 would not add a housing development to an infrastructure-ready location, it would divert a material share of the District's housing growth away from locations where the Council has already spent, or is already committed to spend, ratepayer and Crown funding to enable that growth, toward a location that instead requires an entirely separate, uncoded infrastructure build-out from close to a standing start. That is a real economic cost.
20. Clearly on the information provided, there does not appear to be a Net Economic Benefit to proceeding with the proposed development under Application FTA231.
21. I submit that FTA231 should be declined considering that substantially the same development, proposed by the same Applicant, has already been tested through two fully independent statutory planning processes under the Resource Management Act 1991, being declined on both occasions.
22. Rolleston Industrial Developments Limited ("RIDL"), a subsidiary of the Carter Group, applied to rezone approximately 155.9 hectares of Rural-zoned land at Ohoka (fronting Whites Road, Mill Road and Bradleys Road) to enable a master-planned residential and commercial development of up to approximately 850 households, together with a possible school, retirement village and commercial area — in essence, the same site and the same development now advanced as FTA231.

23. The application was publicly notified on 6 July 2022. The Council received 648 submissions and 8 further submissions; 93% of submitters opposed the Plan Change. An independent Hearing Panel heard the application over 3 to 10 August 2023, and identified the following as key issues:
- the rural character of Ohoka Village;
 - localised flooding effects, including groundwater and springs;
 - the feasibility and timing of water supply, wastewater and stormwater management;
 - the availability and provision of public and alternative transport; and
 - the scale and function of the proposed commercial centre.
24. The Panel subsequently recommended the Plan Change be declined. The Council accepted that recommendation and formally adopted the decision to decline on 5 December 2023.
25. RIDL appealed the Council's decision to the Environment Court on 8 December 2023.
26. RIDL and the Carter Group separately lodged a submission on the Proposed Waimakariri District Plan seeking, in substance, the same rezoning of the same site — from the Rural Lifestyle Zone proposed for the site to General Residential Zone (with an Education/Retirement Village Overlay), to enable approximately 875 dwellings.
27. This submission was heard as part of Hearing Stream 12D to the Proposed District Plan. The Independent Hearings Panel again recommended the rezoning be declined. The Council accepted all of the Hearings Panel's recommendations on the Proposed District Plan and publicly notified its decisions on 14 July 2025.
28. Council has been very public in stating that it took the step of making a submission on PC31 primarily because of drainage and transport concerns, and because of the significant change to rural character the proposal presented, concerns which remain in my submission as well as the Submission of the Ohoka Residents Association.
29. FTA231 is not a fresh assessment of an unknown site. It is a third attempt, by the same Applicant, to secure approval for substantially the same development on the same land, after two independent, evidence-based planning processes concluded the proposed development should not proceed.
30. The proposed Ohoka residential development site is zoned Rural under the Operative District Plan and, following the District Plan Review, Rural Lifestyle Zone under the now partially operative District Plan. This zoning anticipates large-lot rural lifestyle development, not an 879-lot urban subdivision with a commercial centre and retirement village.
31. This is not the product of the District Plan Review overlooking growth needs. To the contrary, the Council's Rural Residential Development Strategy, confirmed in 2019 following wide public consultation, identified four specific areas for further rural residential growth in the District, specifically, Swannanoa, Oxford, Ashley/Loburn and Gressons Road (north of Woodend). Notably, Ohoka was not among them.
32. The subsequent District Plan Review found capacity for up to approximately 17,000 further dwellings District-wide over the next 30 years, through a considered, district-wide assessment of where growth should occur — an assessment that specifically considered Ohoka and determined it was not among the locations appropriate for intensive urban development.

33. Ohoka is a small rural village, with a township of only around 110 dwellings, set within a rural and rural-lifestyle landscape of pasture, shelterbelts and large-lot living extending toward Mandeville and along Whites Road, Mill Road, Bradleys Road and Tram Road.
34. This character has been retained through a deliberate planning approach reflected in the site's Rural zoning under the Operative District Plan, and its intended Rural Lifestyle zoning under the revised and now partially operative District Plan, both of which anticipate large-lot rural living, not urban-density residential subdivision.
35. The proposal under FTA231 would add roughly eight times the number of dwellings currently within the entire Ohoka township, in a single development, immediately adjoining it.
36. I do not believe this is incremental growth consistent with the area's existing character — it is the wholesale conversion of open rural land into a discrete urban settlement, imposed on a village that has never been planned, serviced or resourced for that scale of population.
37. My family bought in Ohoka because of the rural character of Ohoka, with its Village feel, its proximity to nature, its birdlife, its majestic night sky and view of the Southern Alps, the ability to walk along the road verge to the Domain or the Friday Market and the peace and quiet of its rural surrounds. Amongst these amenities is the sense of “neighbourhood” in which we all look after each other, increasing a sense of security and of belonging. These are the amenities we all enjoy.
38. These amenities will be severely disrupted by significant increases in vehicular traffic, long term construction noise and dust, loss of local wildlife, loss of the current dark sky environment and uninterrupted views of the mountains and the significant population increase that will come with the extensive development proposed by the Applicant.
39. This change in character will not be experienced by the Applicant, nor by new residents who may purchase at the development. It will be experienced by existing Ohoka residents, who purchased or built in Ohoka in reliance on the area's rural zoning and character, and who will now live adjacent to an 879-lot urban subdivision, a retirement village, a commercial centre, with the traffic, lighting and built form that come with this development.
40. The impact of the proposed Ohoka Residential Development covered by FTA231 does not consider the impact of the significant population increase in the area on the 150 year old Ohoka Community School. This school is an integral part of the community, and the potential impact of the proposed development on the school cannot be overlooked, although the school has not been invited to comment as an Affected Party.
41. The Ohoka School Board has commissioned a review of the potential implications for the Ohoka School infrastructure and traffic considerations should the development proceed, and a copy of this review is attached as Appendix C for the Panel to consider in their assessment of potential loss of community amenity values.
42. I do not believe the amenity loss to Ohoka residents of the development proceeding is offset by a benefits case that withstands scrutiny. I submit that the site's distance from Christchurch (approximately 25km), Kaiapoi (approximately 9km) and Rangiora (approximately 9.5km), combined with the area's near-total reliance on private vehicles means the development cannot be considered as a well-functioning, connected urban extension.

43. It will instead function as an isolated, car-dependent urban enclave grafted onto a rural village, with amenity consequences for existing residents' rural outlook, traffic exposure and community character that follow directly from that isolation. I know that is what I am expecting to see happen.
44. More than 3,000 residents and concerned parties have signed a petition opposing the development being progressed through the Fast-Track process. I submit this represents sustained, public opposition as a result of the amenity value residents place on the area's existing rural character, and of the degree to which that value would be lost.

Impact on the Value of My Property

45. The Applicant has provided a letter from a director of Bayley's Real Estate Christchurch indicating a demand for residential property in Ohoka. The letter contains no modelling or stated methodology nor does it compare the housing demand and value that would be provided by the proposed Ohoka development with the alternative value of life style properties in the district, such as my property.
46. The Association has obtained conflicting expert opinion advice which indicates that the demand in Ohoka is for large lot, lifestyle type blocks that allow residents to enjoy the local amenities outlined previously, not for the subdivision style small lot properties that would be provided by the proposed development. A copy of this advice is provided in Appendix D.
47. I consider that property demand in Ohoka, and subsequently value, is significantly influenced by the current amenity values of the Ohoka district, which will be significantly adversely affected should this development proceed, and that this amenity loss would significantly impact my property value.
48. **In conclusion, I submit that the adverse impacts of the development proposed by FTA231 significantly exceed any claimed national or regional benefits for the proposal proceeding at Ohoka.**

Albert Brantley



Appendix A



Figure 1: Whites Road, approximately 150 metres south of the entry to my property looking onto the application site — sheet flooding across paddocks bordering the site after significant rainfall in 2023.



Figure 2: Development site, approximately 250 metres north of the entry to my property — overland flow across an area not mapped as a watercourse after 2023 rainfall event.

Appendix B



Figure 3. Friday Market Traffic at Ohoka, looking north along Whites Road, 100 metres south of property entry. Market is 400 metres north of spot phot is taken.

Ōhoka School Infrastructure and Traffic Impact Assessment

Community Impact Assessment and Board Statement Regarding FTAA-2606-1253
Prepared by the Ōhoka School Board (Data Analysis by Dr. Daniel Myall, Biostatistician) –
7th October 2026

Material Reviewed:

- Novo Group Integrated Transport Assessment (ITA) (May 2026)
- Waimakariri District Council (WDC) Letter to EPA (9 July 2026, EPA Completeness Memo Appendix 2)
- Ōhoka School Community Impact Survey (September 2026)

1. Executive Summary and Baseline Infrastructure Failure

1.1 Established over 150 years ago, Ōhoka School has served as the heart of our rural community for generations. The proposed fast-track development (FTAA-2606-1253) represents the single largest demographic and infrastructural change in the school's 150-year history.

1.2 The Ōhoka School Board strongly asserts that the transport and infrastructure assessments provided by the Applicant are fundamentally incomplete. The Applicant's Integrated Transport Assessment (ITA) explicitly acknowledges that Mill Road provides the primary access to Ōhoka School via Jacksons Road. However, upon reviewing the ITA (specifically Section 2 'Intersections' and Section 5 'Wider Effects'), we could not find any capacity or safety assessment of the Mill Road / Jacksons Road intersection. This omission introduces a fatal omitted-variable bias into their broader network capacity models by failing to account for the primary source of localised peak-hour variance.

1.3 By failing to model the daily peak-hour traffic movements associated with the Ōhoka School run, the application masks the true operational limits and safety hazards of the immediate school network. To provide the Expert Panel with accurate, on-the-ground operational data, the Board conducted a targeted Community & School Impact Survey. (*Note on Methodology: The cross-sectional survey was administered from 25/09/2026 to 02/10/2026 to the population of*

school households (N=153). We achieved a sample size of n=39 (a 26% response rate). Given this is a voluntary response sample, we acknowledge the inherent self-selection bias: respondents logically represent the most highly engaged and concerned stakeholders within the school community. Rather than inferring these point estimates represent the entire population, these figures empirically quantify the severe infrastructural friction already experienced daily by a quarter of our active school community.) The baseline empirical data from our respondents indicates that the local road network and school parking infrastructure are already heavily constrained and failing to safely accommodate active student transport.

1.4 Furthermore, the school is already operating at its maximum sustainable capacity. The Ministry of Education recently intervened to reduce the school's enrolment zone (refer to MoE advice dated 17/11/2025) specifically because current roll growth had become unmanageable against the school's estimated physical capacity of 223 students (with 224 students currently enrolled). Introducing 879 allotments plus up to 250 retirement units without front-funded, mandatory infrastructure upgrades will trigger an immediate health and safety crisis for our students, overwhelm the site's physical capacity, and substantially alter the school's historical character.

2. Current Traffic and Parking Exhaustion

2.1 The Applicant proposes a massive increase in local traffic volume without acknowledging the existing severe congestion during school drop-off and pick-up times, nor do their traffic distribution assumptions account for localised school commutes.

- **2.2 Severe Parking Failure:** 32 of 39 surveyed respondents (82%) confirmed there is not enough parking at Ōhoka School.
- **2.3 Network Congestion:** 13 of 39 respondents (33%) rate current traffic flow as either "very busy and hard to navigate" or experiencing "unsafe/severe congestion."
- **2.4 Community Experience:** Qualitative feedback from parents indicates the parking infrastructure is already failing. Respondents noted they must arrive as early as 2:30 PM to secure a park, frequently having to park on grass verges or far down the road. One parent summarised the situation: *"I genuinely feel that the parking is already at capacity... If the school grows substantially with this new development, parking will definitely be a huge issue."*

3. Active Transport and Student Safety Risks

3.1 The Fast-track Approvals Act requires the mitigation of adverse effects, yet the Applicant's proposal introduces heavy construction vehicles onto rural roads that are already deemed unsafe for pedestrians and cyclists.

- **3.2 Documented Safety Threat:** 24 of 39 families (62%) hold explicit health and safety concerns regarding their children traveling to and from school.
- **3.3 Hostile Active Transport Environment:** Parents report that many local roads have no safe space for kids to ride bikes or walk, and that speeding vehicles pose an immediate, daily threat.
- **3.4 Community Experience:** Parents highlighted the immediate danger to children

attempting to use active transport: *"Its busy at the moment, I live down a local road and barely can walk to school because people... don't slow down from 100km p/hour while passing a walker/biker."* Another parent noted: *"I'd prefer to send my kids by bike but without a clear cycle lane I don't feel it's safe enough to do so."*

- **3.5 Unfunded Mitigation:** The Applicant's ITA concedes that shared path upgrades on Mill Road from Whites Road to Ōhoka School are "Planned, but not funded". Adding continuous heavy transport and fill-hauling trucks to this unmitigated environment poses an unacceptable risk to student lives.
- **3.6 WDC Identified ITA Gaps:** Waimakariri District Council (WDC) has also noted gaps in the Applicant's ITA. In their 9 July 2026 letter to the EPA (Completeness Memo, Appendix 2, pp. 7–8), WDC identified missing data regarding walking and cycling access, trip generation across all modes, cumulative effects, and midblock crash modelling. This supports the Board's conclusion that the full impact and variance on the active transport network remain unquantified.

4. Community Voices: Adverse Effects on a 150-Year Legacy

4.1 The proposed development threatens to inflict unfunded capital costs upon the Ministry of Education and severely compromise the historical, rural educational environment that defines Ōhoka School.

- **4.2 Existing Capacity Limits:** The school is already facing severe capacity constraints. The Ministry of Education recently forced a reduction of the school's home zone because the current roll growth was deemed unmanageable. Adding an entire subdivision of in-zone students to a school whose geographical boundaries have just been shrunk to cope with capacity is an infrastructural impossibility without emergency capital intervention.
- **4.3 No provision for a school in the application:** The Applicant's consultation notes reveal a disturbing lack of commitment to educational infrastructure. The Applicant states that the planned retirement village could become a school, but admits the Ministry of Education "don't engage until things are consented." The Applicant is seeking fast-track approval for 879 residential allotments and up to 250 retirement units without any binding guarantee of a new school. If the MoE does not purchase the land post-consent, the Applicant will simply build the retirement village, leaving the historic Ōhoka School to absorb the huge roll growth alone.
- **4.4 Overwhelming Opposition:** 35 of 39 surveyed respondents (90%) are strongly opposed to the school roll growing over 2 times its current size.
- **4.5 Loss of Rural Character:** 22 of 39 respondents (56%) cited the loss of small rural school culture and community feel as their primary concern. This development is not a natural evolution of the township; it is an overwhelming urbanization of a 150-year-old rural institution.
- **4.6 Community Experience:** The qualitative responses uniformly demonstrate a deep fear of losing the school's identity and straining its resources. Parents stated:
 - *"Absolutely oppose this development. Ohoka is an already established unique rural community... It would be devastating for the area, and completely change everything we love about Ōhoka and Ōhoka School."*

- *"If the school were to grow by 2 or 4 times its current size it would lose its rural feel and I would imagine a lot of space the kids now use to run around and play would need to be used for new classrooms."*
- *"This development going ahead would cause huge health and safety issues for children travelling to school. It would also destroy the special rural character the school has."*

5. Requested Relief and Proposed Mandatory Conditions

In submissions to the panel, we request that people include that if the Expert Panel does not decline this application outright, that the following binding conditions are the absolute minimum required to mitigate the severe adverse effects on student safety and local infrastructure.

Please request that these conditions be attached to any resource consent or approval, complete with strict, stage-linked triggers:

Condition 1: School-Hour Construction Traffic Curfews

- **The Risk:** Continuous heavy vehicle movements on narrow rural roads pose an imminent threat to students.
- **The Rule:** A total prohibition on all heavy construction vehicles, fill-hauling trucks, and contractor parking on Jacksons Road, Mill Road, and Whites Road between the hours of **8:00 AM–9:00 AM** and **2:30 PM–3:30 PM** on all gazetted school days.
- **The Trigger:** Must be written into the mandatory Construction Traffic Management Plan (CTMP) prior to any earthworks commencing.

Condition 2: Front-Funded Active Transport Infrastructure

- **The Risk:** Adding 879 households and up to 250 retirement units to a network with limited dedicated cycle or pedestrian infrastructure forces children to share the carriageway with commuter and construction traffic. The Applicant admits the Mill Road shared path extension is currently unfunded.
- **The Rule:** The Applicant must fully fund and construct physically separated cycleways and pedestrian footpaths connecting the subdivision directly to Ōhoka School and all local roads that will experience increased traffic.
- **The Trigger:** These active transport routes must be completed and certified for use *prior* to the issue of the first residential code of compliance (Section 224c) for Stage 1.

Condition 3: Safe Drop-Off and Parking Mitigation

- **The Risk:** The school's current parking is already operating at failure capacity. The development's added traffic—and the lack of safety assessment for the Mill Road / Jacksons Road intersection—will result in unsafe, chaotic verge-parking and reversing

hazards.

- **The Rule:** The Applicant must provide funded mitigation for school frontage upgrades, including the construction of a dedicated, off-carriageway "drop-off/pick-up zone" to alleviate the congestion caused by their induced traffic demand.
- **The Trigger:** To be designed in consultation with the Waimakariri District Council and the School Board, and completed prior to the occupation of Stage 1 housing.

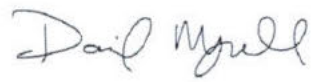
Condition 4: Mandatory Traffic Assessment and Upgrade of Mill Road / Jacksons Road intersection

- **The Risk:** We could not locate any capacity or safety modelling for the Mill Road / Jacksons Road intersection in the Applicant's ITA, despite it being the primary access point for Ōhoka School. By excluding this, the Applicant's models fail to capture the true peak variance caused by school commuting. Without this empirical data, the intersection poses an unquantified safety risk to students and commuters due to the massive influx of development traffic.
- **The Rule:** The Applicant must commission an independent, full traffic and safety assessment of the Mill Road / Jacksons Road intersection that explicitly models peak school-run traffic. The Applicant must fully fund any required safety and capacity upgrades identified by this assessment.
- **The Trigger:** The traffic assessment must be completed, peer-reviewed, and approved by the Waimakariri District Council prior to any earthworks commencing. All required physical upgrades to the intersection must be completed and operational prior to the occupation of Stage 1 housing.

Condition 5: Staged Alignment with Ministry of Education Capacity and Land Provision

- **The Risk:** The rapid influx of families will force unfunded emergency capital expenditure (e.g., temporary classrooms) and consume existing green space. A large proportion of the school's field space is land privately owned by a local resident and generously made available for the school to use; this land is not available for expansion. Furthermore, the Applicant explicitly admits their "plan" for a new school relies entirely on the MoE buying the retirement village site.
- **The Rule:** The Applicant must set aside and formally offer the designated "school/retirement village" land to the Ministry of Education for acquisition.
- **The Trigger:** Any later stages of the development must be explicitly tied to the MoE's published roll and capacity figures, ensuring progression only occurs when adequate educational capacity is confirmed at Ōhoka School or the new site.

On behalf of the Ōhoka School Board

A handwritten signature in cursive script, reading "Daniel Myall".

Dr Daniel Myall

Presiding Member

Ōhoka School Board



Appendix D

Harcourts Holmwood

FTA231 – PROPOSED ŌHOKA RESIDENTIAL SUBDIVISION

Market comment on demand for small residential sections in Ōhoka

Prepared by: Bridgette Andrews

Date: 22 September 2026

Re: FTA231 – Proposed Ohoka Subdivision (Carter Group Ltd) – Opinion on demand for the Ohoka area specifically, as opposed to Waimakariri

To: The Fast-track Panel

My name is Bridgette Andrews. I am an Auctioneer and Sales Consultant with Harcourts Holmwood, and have spent 20 years working in residential real estate in Canterbury, including sales in the Waimakariri District and in Ōhoka itself. I have personally conducted sales in Ōhoka, and I regularly work alongside Harcourts consultants selling residential and lifestyle property across the wider Waimakariri area. As an auctioneer, I have also overseen the sale of sections in a number of standard residential subdivisions across Canterbury.

Over the years I have been selling property in Canterbury, I have not seen demand for small (~400m²), standard subdivision-style residential sections in that specific location. In my professional experience, buyers looking to move to the Ōhoka area are typically seeking a lifestyle property on a larger block, rather than a compact subdivision section.

Buyers who want a standard subdivision-sized section within commuting distance of Christchurch, but who are not seeking a lifestyle property, generally look toward locations such as Rangiora, Kaiapoi, or Woodend/Pegasus - places that are well connected and already have an established level of amenity (schools, shops, and other services). In my experience, that demand is already being well served at those locations.

Having considered the proposed Ōhoka subdivision, it is my professional opinion that small, standard subdivision-style sections at this location would hold little appeal to the type of buyer I typically observe purchasing in Ōhoka, who is usually seeking a larger lifestyle block rather than a compact section.

This opinion is based solely on my own sales and auctioneering experience and market observation in the ordinary course of my business. I have no commercial or contractual relationship with the Ohoka Residents' Association, and no interest, financial or otherwise, in the outcome of this application.

In my professional opinion, based on 20 years of active experience in the Canterbury real estate market, including direct sales experience in Ōhoka itself, there is no unmet demand for small residential sections in the Ōhoka area that this development would respond to.

Yours faithfully,

Bridgette Andrews

Auctioneer, Sales Consultant

Harcourts Holmwood