

*Ian Bertman, Submitter*

## **INTRODUCTION.**

This submission has been prepared for the commissioner, ODC, and relevant parties regarding the proposed creation of a new public road and subdivision.

This will assist users to make an informed decision on potential impacts of this on the people, environment, landscapes and the neighbouring properties Lot 1 DP8749 and Lot 1 DP545499. All relevant documentation has been thoroughly read.

I have lived in the area for 40 years, our family purchased our property 26 years ago with the view of raising a family in a peaceful, tranquil environment, who whakapapa to Upokorehe Rohe.

Within this Rohe we are surrounded by an abundance of natural resources, harbour, beach, bush and rivers which allows us to sustain our family through hunting, fishing, gathering and lead a self-sufficient lifestyle. I have vast knowledge and experiences of the area and people. Both from a Maori and Pakeha perspective.

### **General**

In light of this application and recent Ohiwa cove developments on the people/landscape/environment. This submission covers our personal views and observations not a professional document which has been covered by the planners.

As stated in Stilwell statement of evidence 32. In fact, the first I knew of the proposal was when Mrs Stilwell arrived at my door and asked me to sign written approval of affected person and a prepared proposal. Looking at email dates the process had been going on at least 5 months prior to this visit.

Our water supply covenanted on the Stilwell title travels along the proposed road to Onekawa road and on to our property is still undiscussed, which is unsatisfactory.

The authorised process quotes. For creating a new road under the RMA is to have the land vested as road upon deposit of the plan under section 238 of the act this requires the consent of any person with a registered interest in the land under section 224b of the act, this could be a potential legal issue.

This subdivision is only for the wealthier people and as such will bring further gentrification to areas of traditional gathering grounds. A direct conflict of values results of capital gain vs Living in harmony with the land which is not for sale. Pushing values up in a market driven economy and the cost to live on the land increases as a result.

To turn prime horticulture land into housing makes no sense with national policies on highly productive land made public in the next few days, this should be relevant. Quote the natural and built environments bill promotes the protection on highly productive land for inappropriate subdivision use and development.

With the cumulative effect of individual subdivision applications needs to be seen in the context of the whole area. Considering Ohiwa cove owns the land between this proposed subdivision site to the Ohiwa harbour.

Our opposition to inappropriate development is publicly well known.

### **ROADING**

To construct a new public road to get around councils access rules in an established, culturally sensitive neighborhood shows little regard or respect for the existing residents.

With Lot 8749, lot 545499 effectively becoming a peninsula between Ohiwa Harbour road and new road. And also the creation of another intersection if Onekawa Pa road is ever utilized opposite these titles,

Starting at the top of the water shed, the subdivision will create more hard surfaces.

Eg: roads, driveways which will create more run off increasing the chances of flooding which already occurs on Ohiwa Harbor road at the bottom of the hill.

The intersection of Onekawa road and Ohiwa harbor road was constructed and Onekawa road signposted and sealed with our permission to excavate lot 8749 the intention was to make it safer for all road users, not assist further subdivision from an improved line of sight compliance issue (Ref Attached photos). The council engineer Dave Reece assured us that the Onekawa road already had the maximum house lots and the road would need to comply with subdivision rules chapter 15 6 lots per access and 6m road width.

At present within 20 metres Onekawa road narrows to 4.7 metres at maximum. Therefore, 2 vehicles travelling in the opposite direction on Onekawa road cannot pass and more importantly traffic turning right cannot enter Onekawa road which leads to traffic congestion on Ohiwa harbour road and will be a major problem with 7-9 more lots and unknown amounts of vehicle movements. Since Onekawa road has been tar sealed there has been two accidents at the bottom of my driveway. This is due to the increased speed from vehicles accelerating up Ohiwa Harbour road and turning onto Onekawa road at speed and also the concealed location of my driveway.

There is evidence of speed and also increased traffic usage by the public and sightseers by signs erected and will only increase if new road is formed and tar seal is extended.

On the first corner there is indicated a 20degree radius bend which will encroach upon Onekawa road and is a steep embankment

On the second corner a public road will create access for Martin Bryans intended building site.

Which is a major privacy concern for both Lot 1 DP545499 & Lot 1 DP8749 because of its proximity to building sites.

Travelling further up the road the roading plan indicates it joining back up with Onekawa Pa road which could have future major repercussions in itself for lot 8749 lot 545499 i.e.: Ohiwa Cove access.

### **CONSEQUENCES**

- Potential crime
- Noise
- Loss of privacy
- Lights
- Increased Vehicle speeds
- Danger to children playing
- Sightseers
- Increased vehicle movements and congestion
- Increased public usage
- Uncontrollable access
- The uncontrollable variances of the individual lots, multiplied by 7 or 9
- No exit

### Privacy

Privacy is an essential aspect which we look for our rural lifestyle and wellbeing. Purchasing property which we believed would offer us peace and sanctuary to live a lifestyle of our choice. The words privacy is self-explanatory.

Once again the new road will potentially give access to Martin Bryans potential house site which is of great concern because of its close proximity to lot 545499 designated building platform, and lots 8749s potential building platform (Ref attached pictures).

Lot 8749 building platform looks directly into proposed lots 1-7 and vice versa (Ref attached photo).

All traffic traveling along proposed roads will look directly into house sites.

lot 8 and 14 being purchased at market value by neighbouring residents is evidence of wanting to secure their own privacy.

### Landscape

This subdivision is looking at building lots 10-12 (includes amended plan) on the most prominent ridgeline of the landscape as viewed from Ohope, Wainui and on to Ohiwa (Ref attached photo). This knoll is seen prominently between 2 native landscapes with no built forms on the surrounding skylines. A well viewed and admired natural scenic landscape view of the Opotiki side of the harbour and should be preserved as such. Lots 10-12 proposed are Built form in a row and on the same plane is unacceptable and any thin veil of landscaping mitigation simply won't work. If approved this will set a precedent as land scape is untouched.

Lots 1-7 represent bringing an urban street formation to a rural environment to be established on highly productive orchard land and soils. Also landscaping plans show once again a thin veil of planting to create privacy which won't work considering built form here can be up to 7m?

### Consequences

- Housing density
- No privacy

### Conclusion

This area has a unique history, landscape and environment that needs to be understood and preserved in perpetuity. The process has started with co-management of Onekawa pa regional park and tangata whenua community plantings and pest control. Future land development needs to reflect this.

This application attempts to blatantly ignore and undermine council plans, policies, objectives and set precedents. Existing Tangata whenua, long term residents in our case family who have had input into these documents have planned their lives and properties around these set rules. It will have catastrophic consequences if approved.

The application being declined will send a clear message for now and the future of council's intentions around subdivision in the Ohiwa area our people need to have faith that these processes are adhered to and enforced.

These preceding statements are why we want this subdivision declined.

Ian Bertram.

Intersection 1

Google  
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Intersection 2

Google  
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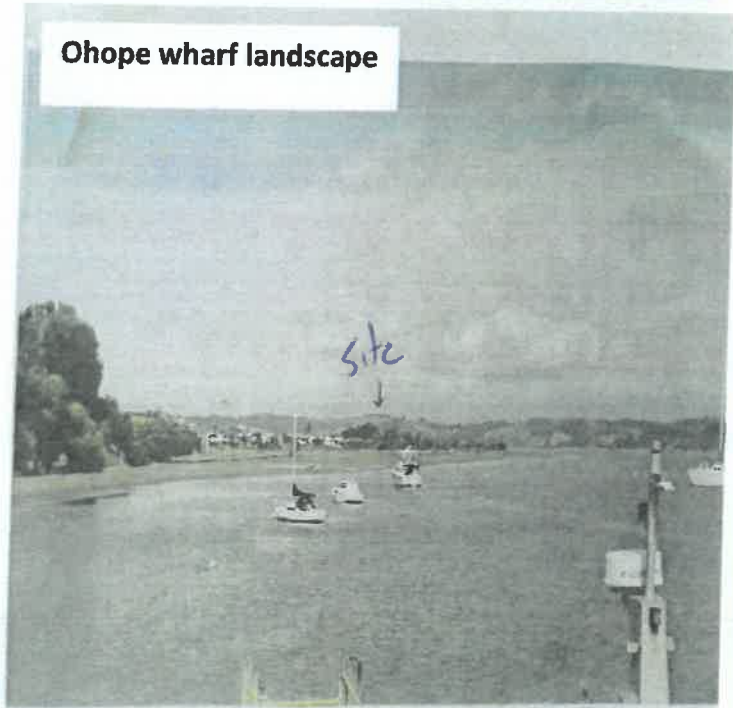
98 top view



Lot 1 view



Ohope wharf landscape



View to proposed Subdivision

