



OFFICE USE ONLY

Submission number **252**

PROPOSED PLAN CHANGE TO THE UPPER HUTT CITY COUNCIL DISTRICT PLAN
Proposed Plan Change 50—Rural Review

The closing date for submissions is **Friday, 17 November 2023, at 5pm**

To Upper Hutt City Council
Submission on Proposed Plan Change 50 to the Upper Hutt City Council District Plan

Deliver to: Upper Hutt Civic Centre, 838 – 842 Fergusson Drive, Upper Hutt 5019

Post to: Planning Policy Team, Upper Hutt City Council, Private Bag 907, Upper Hutt 5140

Scan and email to: planning@uhcc.govt.nz

Details of submitter

When a person or group makes a submission or further submission on a Proposed Plan Change this is public information. By making a submission your personal details, including your name and addresses, will be made publicly available under the Resource Management Act 1991. This is because, under the Act, all submissions must be published to allow for further submission on the original submission. There are limited circumstances when your submission or your contact details can be kept confidential. If you consider you have reasons why your submission or your contact details should be kept confidential, please contact the Planning Team via email at planning@uhcc.govt.nz.

NAME OF SUBMITTER John + Margaret Ankcorn

POSTAL ADDRESS OF SUBMITTER 270 A Parkes Line Road, Maymorn, Upper Hutt 5018

AGENT ACTING FOR SUBMITTER (IF APPLICABLE) N/A

ADDRESS FOR SERVICE (IF DIFFERENT FROM ABOVE) N/A.

CONTACT TELEPHONE (04 526 9564) CONTACT EMAIL mar.jon@xtra-co.nz

I could gain an advantage in trade competition through this submission (please tick one ☐): yes ☐ / no

Only answer this question if you ticked 'yes' above:

I am / am not (tick one ☐) directly affected by an effect of the subject matter of the submission that:

- (a) adversely affects the environment; and
- (b) does not relate to trade competition or the effects of trade competition.

Details of submission

The specific provisions of the proposed Plan Change that my submission relates to are as follows:

1. We were not consulted effectively during the March/May 2020.
2. Council Roading plans.
3. Concern in regard to potential increased fire risk in the area.
4. Local schools and medical centres in the area already under serious pressure.

USE ADDITIONAL PAPER IF NECESSARY

My submission is that:

See attached document.

PLEASE STATE IN SUMMARY THE NATURE OF YOUR SUBMISSION. CLEARLY INDICATE WHETHER YOU SUPPORT OR OPPOSE THE SPECIFIC PROVISIONS OR WISH TO HAVE AMENDMENTS MADE, GIVING REASONS. PLEASE USE ADDITIONAL PAPER IF NECESSARY

I seek the following decision from the local authority:

1. Provide a document that explains the reasons for the change from the 2020 plan to the 2023 plan.
2. PC50 must include provisions to upgrade roading for Mangarua and Maymorn with a defined timeline and funding plan to improve the roads for width, footpaths and bridle paths. Roading upgrades must be initiated & completed in line with expected population growth.

Please indicate whether you wish to be heard in support of your submission (tick appropriate box ☐):

- I do wish to be heard in support of my submission.
 I do not wish to be heard in support of my submission.

Please indicate whether you wish to make a joint case at the hearing if others make a similar submission (tick appropriate box ☐):

- I do wish to make a joint case.
 I do not wish to make a joint case.

Signature and date

McAnkern John Ankeron

Signature of person making submission or person authorised to sign on behalf of person making submission:

SIGNATURE

McAnkern. John Ankeron. DATE 14.11.23.

I do wish to be heard in support of my submission.

my submission. I do wish to make a joint case.

I do not wish to make a joint case.

I do not wish to be heard in support of

Signature and date 14/11/23 McAnkora

Signature of person making submission or person authorised to sign on behalf of person making submission:

SIGNATURE	<i>McAnkora</i>	DATE 14.11.23,
	<i>John Ankoran.</i>	14/11/23.

①

Submission form 5.
proposed plan change to the Upper Hutt City
Council District plan.
proposed plan change - 50 - Rural Review.

My submission is this.

1. During the March/May 2020 original consultation the area under amendment to be changed from Rural to plan 50 was not explained to me that there would be mixed use zone upto industrial activities and I am opposed to this.
2. I am concerned that the impact of not only high density housing but also "mixed use zone upto industrial activities" will seriously impact on the character of this small piece of paradise. Such areas of peace and tranquility are sadly increasingly rare to find. Clearly this is why we and our neighbours chose this as our home.
3. We live on Parkes Line Road across the road from Maymorn Station, close to the proposed development yet there has never been a footpath to the station. This is not a ~~prop~~ problem with rural traffic but that would change with increased traffic from the development.
4. There have been large signs advertising cycle tracks and yet the road on the railway side above the culvert on Parkes Line Road is collapsing with fencing waving in the breeze. This we are led to believe belongs to council responsibility not railway responsibility. We are concerned that this poses a serious danger to both vehicles and pedestrians/cyclists but to date nothing has been done to rectify this even though council has been informed.

MCA. JA.

5. If the main road - Parker line and Maymorn Road is only built to accommodate rural traffic I fear there will be serious accident with the increased pedestrian/cycle and vehicle traffic. What is NZTA roading team's plan for managing this risk. The main access to state highway 2 at the dairy on Maymorn Road and the alternative exit via Maymorn Hill both have heavy congestion at Peak times. On Maymorn Rd this occurs at school pickup times but parking of vehicles on blind corners results in unsafe situations.

The heavy congestion existing Maymorn Hill junction is frequently scary since visibility of oncoming traffic is frequently blocked.

This congestion may well increase if there is additional traffic from Whiteman's valley if the proposed subdivisions & possible ^{at present} speed limits go ahead. The traffic we are seeing coming from this direction ^{at present} include loaded logging trucks heading for Wellington.

I don't think it is acceptable that the council is dismissing this risk by not working with NZTA to have plans in place for the roading given the problems that already exist and will only get worse with increase traffic.

6. I understand there is a plan for housing in the proposed plan, to be on the hillside. These dwellings will have tank water but not be connected to mains water. I am concerned that there will be an increased fire risk through

(2)

- out the year but especially during hot dry periods. Although the houses will be built with sprinkler systems the hillside has dry brush and scrub and will easily be set alight. A few years ago a brush fire ignited on the hill above the corner shop on Maymorn Road junction. Helicopters were able to douse the fire and there was no loss of life. However, with multiple houses on this hillside in Maymorn valley any outside fires / barbecues / fireworks could ignite the whole hillside and our homes and lives would be at risk - especially if there is standing hay in our fields. Outside hosepipes for these homes would be of little use. This is a serious risk and needs to be considered.

7. Both my husband and I and both our neighbours were under the belief that our properties were rural lifestyle rather than Rural production. I have never heard of the term rural production until today and so am unable to understand how this zoning term affects me and my lifestyle or in fact if a change in terminology affects the rates or how it qualifies me to have access to better pedestrian pavements or bus services which are lacking at present meaning that access to the station is also a risky endeavor given the roading situation.

8. The Parkes Line Road between 270 and the entrance to the Regional Forestry gate, Pakuratahi Forest is presently used by pedestrians with dogs, horses, runners, cyclists, vehicles, commercial and private parking there.

MCA SA

In the proposed development there is no provision for recreational user access to the entrance of the regional park. There will be increased traffic between these points, without any plans on how this can be managed.

McArdle
John O'Connell.