

PC23 - Whisper Creek Residential

Submitter Details

Submission Date: 26/11/2025

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Preferred method of contact

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Resident or Ratepayer *

Which Area is your property in? *

*

I could not **Gain an advantage in trade competition through this submission**

directly affected by an effect of the subject matter of the submission that:

a. adversely affects the environment, and

I am not **b. does not relate to the trade competition or the effects of trade competitions.**

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Consultation Document Submissions

Provision:

Oppose

Decision Requested:

B) > ABILITY TO RIDE A HORSE SAFETY IN RURAL URBAN FRINGE ZONE Add/create a safe, allocated and sign posted specific horse riding route along Turners Road 'to and from' Chaney's Plantation.

Reason for Decision Requested:

Specific Provisions

A) > RATES B) > ABILITY TO RIDE A HORSE SAFETY IN RURAL URBAN FRINGE ZONE On LMM Investments 2012 Ltd NOVO (including) paragraph 71 page 25 C) > VEHICLE TRAFFIC The vehicle traffic created from Private Plan Change 23 Whisper Creek; with projected [modelled in QTP 4.2.1 Trip generation assumptions] LMM Investments 2012 Ltd NOVO Group [page 15 Table 7: Baseline Traffic Generation] LMM Investments 2012 Ltd NOVO Group [page 17 Table 8: Traffic Generation Rates & Resultant Traffic Generation] LMM Investments 2012 Ltd NOVO Group [66 on page 25] D) > SEWAGE PROCESSING

Reasons

As the owner of a 4.0478 Hectares property designated as a Lifestyle Block; at 62B Turners Road; for 22 years, that has been informed of this Private Plan Change 23 Whisper Creek; further up Turners Road (was called Semi-Rural) that is at this time is Rated at Rural Urban Fringe Zone. A) > RATES Since 2010 my Rates Invoiced has increased from \$3,876.94 to \$7,261.19 annually. Nearly doubled in 15 years. With Private Plan Change 23 Whisper Creek; to Residential New Neighbourhood Zone the local Rates changes will impact significantly me and other Local Property Owners. Rates will increase and therefore the ability to pay the further rates and therefore my / our ability to live in our homes. Without gaining any significant improvements or services provided to me; or current Ouruhia residents. B) > ABILITY TO RIDE A HORSE SAFETY IN RURAL URBAN FRINGE ZONE Living within Semi-Rural; Rural Urban Fringe Zone, provides me and my grazers the ability and choice to ride our horses from my address

(near the Ouruhia School) to Chaney Plantation; and return safely. There is 'no' inclusion or mention in the proposal of this ability to ride a horse safely in Rural Urban Fringe Zone to local Chaney's Plantation horse riding paths; as can and does exist at the present time with Turners Road Rural Urban Fringe Zone. There are many owners and grazers of horses in Ouruhia and locally, yet there has been no inclusion for us and our horses to ride locally safely in the proposed Private Plan Change 23 Whisper Creek. On LMM Investments 2012 Ltd NOVO Group (including) paragraph 71 page 25 which has overwritten any ability to safely ride a horse to Chaney's Plantation as it focuses on the proposed Whisper Creek residents and their desire to walk (pedestrian) and bike (cycle) links; whilst removing my ability to ride my horse safely to the forest riding paths; or go riding with a friend within the local neighbourhood. I believe safety of local horse riders and therefore a significant amount of local residents and their friends have been overlooked and in the future will be pressured out of our residences by this proposal that endangers those wanting to ride horses locally by the volumes of vehicle traffic created by the proposed Private Plan Change 23 Whisper Creek. C) > VEHICLE TRAFFIC The vehicle traffic created from Private Plan Change 23 Whisper Creek; with projected [modelled in QTP 4.2.1 Trip generation assumptions] > TOTAL DAILY TRIPS 1820 [620 'to and from' Golf Resort and 1400 'to and from' 800 Dwellings]. This is then increased to 2168 distributions of trips; as detailed [in table 5.1.3] traffic/trips 'to and from' Turners W of Teapes. With trip distribution information has not been summarised for the golf Resort scenario, paragraph 5.1.7 On LMM Investments 2012 Ltd NOVO Group [page 15 Table 7: Baseline Traffic Generation] a Daily Traffic figure for golf academy of 3,679 vehicles is stated [double counting with existing zoning]. On LMM Investments 2012 Ltd NOVO Group [page 17 Table 8: Traffic Generation Rates & Resultant Traffic Generation] a Daily Traffic figure for 800 dwellings of 6,560 vehicles Daily is stated. This is a total of 10,239 vehicles daily, without commercial and community area being included in the calculation. With 70% being determined by the CAST model to be going past my address on Turners Road, west of Teapes Road; which is an additional 7,167 vehicles a day. This tells me the CAST model predicts that between 7,167 and 10,239 vehicles/trips will be impacting me; and the Ouruhia Community; and the present Ouruhia School daily (which from reading this Proposal is 'not' the proposed Ouruhia Model School. As from a Facebook search the present Ouruhia School has 29 pupils at present; whilst looking for more students to fill their present site capacity. They will not have the capacity to include the future Families with Primary year 1 - 8 school children of the proposed 800 family dwellings). Wider Network Transport Effects [paragraph 61 page 22] that peak hour traffic generation will be 720 vehicles per hour. This is a difference of 348 trips a day. There is a wide range of vehicle traffic number differences the proposal is based or biased on. With the Turners Road to Marshland Road intersection not being changed until (stated) 700 Residential houses being completed. As per this proposal. On LMM Investments 2012 Ltd NOVO Group [66 on page 25] this intersection upgrade would need to occur prior to 701 dwellings being constructed. This is a huge difference in the amount of increased vehicle flow from now till 700 dwellings being constructed without upgrading the intersection which the previous accident data does not account for; or include horse riding safety in Ouruhia Rural Urban Fringe Zone. D) > SEWAGE PROCESSING Private Plan Change 23 Whisper Creek > Sewage processing proposal to be processed in Spencerville during a daily quantity has been stated that is within the Spencerville capacity; does this take into account the increased quantity of sewage required to be pumped and processed during a televised International All Blacks game of rugby at half-time and full-time toilet flushes? Or will this create a surge blockage and negate the Private Plan Change 23 Whisper Creek ability to function as stated without any future issues of capacity when the supporting televised sport residents relieve themselves and flush at similar times.
