

**Resource Management (Forms, Fees, and Procedure) Regulations 2003  
(as at 03 March 2015)**

**Form 33**

**Notice of person's wish to be party to proceedings**

*Section 274, Resource Management Act 1991*

**To the Registrar**  
Environment Court  
Auckland, Wellington, and Christchurch

The Oxford-Ohoka Community Board (**OOCB**) wishes to be a party to the following proceedings: ENV-2025-CHC-000064, an appeal by Rolleston Industrial Developments Limited (RIDL) and Carter Group Property Limited (CGPL) (together, the Appellants) against parts of the decision of the Independent Hearings Panel (Panel) adopted by the Waimakariri District Council (Council) on the proposed Waimakariri District Plan (the Decision).

The **OOCB** is a person who made a further submission on the subject matter of the proceedings.

The **OOCB** is not a trade competitor for the purposes of Section 308C or 308CA of the Resource Management Act 1991 (RMA).

The **OOCB** is interested in all the proceedings.

Without limiting the above, the **OOCB** is interested in the following particular issues:

- a. Drainage, Stormwater and Flooding:
  - (i) The view of the **OOCB** is that local drains already reach peak capacity during high rainfall events. Adding more surface water from impervious surfaces, if the development proceeds, would push local drainage beyond capacity.
  - (ii) Locals have limited confidence that the proposed stormwater system, particularly the proposed Stormwater Management Areas (SMAs), will work in practice. The high groundwater levels throughout Ohoka can be as high as just 140mm below the surface, which means that holes and depressions in the ground often fill before any additional surface water is added.
  - (iii) It is unclear to what extent the flooding that occurred in 2014, or more recent events in 2021 and 2022, have been taken into account. Such events appear likely to occur more frequently and with, potentially, greater intensity as a result of climate change. The development will focus on 'shifting' the impacts of flooding further downstream (through raising floor/ground levels similar to Silverstream), which is considered by the **OOCB** to be a real one, and such effects do not appear to have been sufficiently addressed.

- (iv) There is also concern, given the high water table, that the compaction of the land by subdivision will also impede subsurface flows.
  - (v) The impacts on drainage, stormwater flows, build-up and transfer, leading to flooding at Ohoka and further downstream, is probably the number one concern expressed by local residents.
- b. Water Supply
  - (i) It is understood that, while there may be limited effects on the current water supply, though, of course, that is yet to be thoroughly tested, the water supply from the proposed development is not intended to be integrated with the remaining Ohoka water supply.
- c. The proposal to deal with wastewater
  - (i) The **OOCB** is aware that constraints on the route for any new pipe to increase capacity could lead to additional costs, not to mention the likely inconvenience and impacts on roads and berms during construction.
  - (ii) Using the Rangiora Wastewater Plant to treat effluent from the proposed development must also logically utilise capacity that might otherwise be available closer to Rangiora, in more sensible locations for growth. This suggests that such a development at Ohoka would result in an opportunity cost for development elsewhere.
- d. The Power Grid
  - (i) The **OOCB** is unaware of any consideration having been given to bolstering the security of the electricity supply that would seem to be inevitably impacted by such intensification.
- e. Local Roads and Transport generally
  - (i) The potential impacts on the local roads are another critical concern for Ohoka locals.
  - (ii) There are already traffic issues experienced with commuter traffic within the District and inevitably to Christchurch from Ohoka. In addition, a significant percentage of middle and high school-aged children are also schooled in Christchurch.
  - (iii) There is no current or planned public transport route to or through Ohoka to further afield. The bus to Oxford through Tram Road has been discontinued, and, according to advice from Environment Canterbury, appears unlikely to be reinstated in the near to medium future. There are school buses for Kaiapoi and Rangiora High Schools; however, these cater for a relatively small proportion of the total number of students and certainly do not go as far afield as Christchurch.

- (iv) The effects on transport will also be impacted by the increase in intensity on account of the changing traffic environment and the impacts on local roads. These roads, which often currently boast wide grassed berms or are constrained by drainage ditches and power poles, are expected to change, at least in closer proximity to the proposed development.
- f. The Amenity and ‘feel’ of Ohoka
  - (i) Those roads do contribute to the feel and amenity of Ohoka. The very same grassed berm roads that are exemplified as contributing to the rural character of Ohoka are elsewhere in the application proposed to be widened due to the need to accommodate increased traffic. It is understood that amenity may be a lesser consideration in areas identified for urban intensification under the NPS-UD. But it seems to be drawing a long bow to suggest that the amenity of a rural village such as Ohoka, which has been identified as a feature and made the subject of efforts for protection, should be ignored in the assessment of whether this is an appropriate place for such intensification in the first place.
  - (ii) It is evident that Ohoka and its village 'feel' is something worthy of some protection. It provides a sense of place and is why many locals call Ohoka home. It is desirable to provide for a variety of housing typologies in the district, and infringement of urban-sized sections in the rural lifestyle zone diminishes this choice. Such a provision could be made more appropriately in an established urban area.
  - (iii) Ohoka is a place that still has some scope for development at a scale that will enable the values that have drawn people here to be maintained. The **OOCB** would like the essence of Ohoka to be something that people will continue to enjoy in the future.
- g. Impacts on Local Schools
  - (i) While, as noted, a significant number of high school-aged student residents study in Christchurch, the local primary school serves a good-sized local zone in which land sits at the centre. Pressure will inevitably increase on Ohoka School, and it is unclear if the Ministry of Education has been consulted or has plans to expand the school if the development is approved.
  - (ii) A new school might be preferable in such a circumstance so that, again, the feel of the local school as a rural school servicing a broad range of locals is something they value and would prefer not to lose.
- h. Potential reverse sensitivity effects on rural community members
  - (i) The potential for reverse sensitivity impacts is likely to increase given the more intensive development and, consequently, more receptors in the middle of rural land. The potential impacts on lifestyle block activities and farmers having to change their practices due to nuisance complaints from new residents with urban expectations, who are unaccustomed to the noises and smells of the rural zone, should not be underestimated. Conversely, established rural residential and

lifestyle block owners will also likely be impacted by the reverse sensitivity of urban activity, noise and light from development's residents.

- (ii) The **OOCB**, consistent with the views of locals, considers that there are several already identified and, in some cases, already planned for areas in which such development could be better accommodated and integrated, will be better serviced by public transport and efficient transport networks, will have access to urban scale services, and with little need for disruption or significant levels of uncertainty about the ability to deliver what's being considered.
  - (iii) Those areas around Rangiora, Kaiapoi, and Woodend/Pegasus should be developed and extended as planned. They are already approaching the scale of development that will see the labour force stay more local and reduce commuter traffic. In addition, they can be provided with interconnected public transportation and cycleways, which can also help reduce the commuter load.
- i. Impacts on Ohoka Heritage
    - (i) Ohoka has a long history and some heritage sites. It is presumed that these would remain protected, but with the level of intensification envisaged, places will likely lose a great deal of their context.
  - j. Potential to upset Ecological Restoration Works
    - (ii) Similarly, the **OOCB** is aware of areas of ecological restoration work that even include part of the subject land, which may be impacted by the level of intensification proposed. It is acknowledged that some additional mitigation in terms of waterways may be provided for. But it would seem that, again, with the proposed intensification level, there will be limits to what can be preserved, along with a heightened risk that ecological values in this rural area may be adversely affected.

The relief sought because—

The **OOCB** opposes the relief sought by the Appellants and seeks that the parts of the Decision under appeal are upheld, because:

- a. The decision correctly identified that it had not been demonstrated that there was a specific demand for housing in this particular location of the district, nor that the NPS-UD requires that a council must provide housing at this level of granularity.
- b. The decision correctly identified that the development proposed by the Appellants would be incongruous with the existing Ohoka settlement and the surrounding area.
- c. The decision correctly identified that the development proposed by the Appellants is not well-connected or accessible in respect of the rest of the District/Region, that future residents would likely be mostly reliant on private vehicles (even with the offered bus service) and that the area is not accessible to other urban areas by bicycle.
- d. The decision correctly found that the reliance on private vehicles is not consistent with the NPS-UD in respect of supporting reductions in greenhouse gas emissions.

- e. The decision correctly found that the proposed rezoning would not contribute to well-functioning urban environments and would not give effect to the NPS-UD.
- f. The decision gave appropriate regard to the CRPS and the proposed Waimakariri District Plan's proposed objectives and policies in respect to urban growth and development, and correctly found that the proposed rezoning would not give effect to these.

The **OOCB** does not agree to participate in mediation or other alternative dispute resolution of the proceedings.



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S Barkle

Chairperson of the **Oxford-Ohoka Community Board**

12/09/2025

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Date

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