

**BEFORE COMMISSIONER ON BEHALF OF
THE CENTRAL OTAGO DISTRICT COUNCIL**

IN THE MATTER of an Proposed Private Plan
Change 13 to the Central Otago
District Plan

BY **RIVER TERRACES
DEVELOPMENTS LIMITED**

Proponent

**EVIDENCE OF ANDREW RUSSELL ERSKINE ON BEHALF OF CENTRAL
SPEEDWAY CLUB CROMWELL INC (SUBMITTER 45)**

**GALLAWAY COOK ALLAN
LAWYERS
DUNEDIN**

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MAY IT PLEASE THE COMMISSIONER:**Introduction**

1. My name is Andrew Russell Erskine. I have been the President at Central Cromwell Speedway ("The Club") for a total of nine years (from 2007-2012, 2013-2016 and 2018 – present). My role is to oversee the general running and management of the Club which includes compliance with Speedway New Zealand's rules and regulations. Further, the role requires co-operation with fellow executive, club members and supporting volunteers to plan and run events.
2. I have been involved with the Club since 1987, when my father used to compete during the Easter and Christmas holidays. I started competing at the age of 16. I became a club member in 2004 and have remained a competitor since then. My wife and I were rewarded with life memberships in 2017 for services to the Club.

History of the Speedway

3. The Cromwell Speedway occupies the land legally described as Lot 1 DP403966. The land is owned by the Central Otago District Council and leased to the Central Speedway Club. The lease was recently renewed until July 2025.
4. The Club formed in 1983. The Club was the vision of the late Ron Sprigs. Ron applied for and obtained a specified departure for the establishment of the Speedway and stock car track on the current site. The specified departure was granted in September 1980 and has been the authority under which the Speedway continues to operate. At the time there was a clear understanding among both the Community and Council that this was the most appropriate location for a speedway activity. This has only been supported by the fact Highlands have established themselves next door. I **attach** a copy of the specified departure to this evidence as Appendix A.
5. Ron started the Club off and with significant support from local competitors and supporters who built the Cromwell Speedway into a

very popular venue renowned for exciting racing. It was his vision to provide a unique option for the community and visitors to enjoy. Since this time the Club continued to operate each season.

6. Daryl Ainsley, the immediate past president recently passed away. It was his aspiration to make the Cromwell Speedway the best small track in the Country. I replaced Daryl as the Club President and along with the Club Committee we shared his vision to create the best small track in the country.
7. In 2005 the Club celebrated 25 years of racing. Therefore, the next great milestone would be in 2030 celebrating 50 years of racing. So it would be great to be able to celebrate, with all the memories produced by the Club's 50 year old history which has involved and inspired so many people over the years.

Current Events

8. A key aspect of the Club is maintaining and improving quality. The Club has continued to invest heavily in their infrastructure. Investments have included track resurfacing, new concrete wall and safety fence around the perimeter of the track, new club rooms, lighting towers, pit area upgrades, irrigation system for the venue, establishment of corporate areas and toilet facilities. The costs of this work amounts to approximately 1.5 million over 15 years. Plan Change 13 ("PC13") raises uncertainty as to whether the Club can continue to invest into their infrastructure.
9. With the irrigation installed the venue provides a high quality area for spectators to sit and enjoy the racing. Pit area upgrades were required to cater for the increasing number of out of town competitors who want to participate in our races. We receive nothing but positive comments about the quality of the venue. It is common to get feedback such as "the track shape is unique which offers fast clean racing and the surface is the best in the country".
10. The Speedway generally operates 10 to 12 race events per year of varying sizes. The number of events can vary a bit of year to year (for example weather will be a factor). Generally there will be 4 small events

and up to 8 large events including a New Zealand Title event. Usually the events occur for 1 night although each New Year we run two events either side of the New Year and often have two events over Easter weekend. For clarity, larger events normally run for 2 days (Xmas, Easter, NZ Championship and Daryl Ainsley Memorial).

11. A complete calendar of events has been attached to this Evidence as Appendix B. The current contracted classes include:
 - (a) Sprintcars;
 - (b) Super Saloons;
 - (c) Saloons;
 - (d) Six Shooters;
 - (e) Production Saloons; and
 - (f) Youth Ministocks.
12. The Club has experienced huge growth since its original establishment. Big events in the 80's would have attracted 500 spectators. Now our large events attract in the order of 4000 spectators and around 200 competitors. Approximately 60% of the competitors come to Cromwell from outside the District. We estimate that that per season the Speedway generates between 1.5-2 million in revenue to the Cromwell Community.
13. Larger events are usually the running of a Speedway New Zealand Championship in any given class or the hosting of a round of the South Island Series for Sprint Cars or Super Saloons. These events bring thousands of visiting people to the region made up of drivers, families, supporters, volunteers, sponsors and spectators on a regular basis.
14. A typical race event will involve 21 individual races. These take place every 15 mins and typically last 5-7 minutes each. Each race can have up to 20 cars participating. During the events we have public announcements and commentary over the loud speakers and there is of course crowd noise and cheering.

15. The events generally have racing start at about 5.30pm. Although competitors arrive and begin their preparations sometime before that. We aim to finish racing by 10pm to minimise the effects on the surrounding community, although sometimes they can run a bit later than this. If events do run overtime, we can expect neighbours to keep us honest. Currently, there is a good relationship with those residents and we can usually keep them informed of our activities well in advance.

Community Events

16. There has been a focus on development motorsport within the community. We can achieve this by promoting events such as the Youth Ministocks. The Youth Ministock class was set up in the mid-2000s with a focus of introducing local youth from the age of 12 years old and giving them an opportunity to learn driving skills in a safe and controlled environment. Today the club sees numerous competitors in this grade travel from all over the South Island to compete. As an example of the growth we are seeing, next season we have a minimum of 3 new drivers joining the class with many more queries. This is a really positive area of growth for us. Some of which are travelling from Otago and Southland.
17. The Daryl Ainsley Memorial meeting was set up to honour Daryl and all the hard work he had put into the Club and speedway. It was an opportunity to celebrate the contribution he made to our community. As Daryl was a long-time local and participated in numerous sporting and work related activities within the community, the club decided it would be a great idea to involve the wider Cromwell community, not just speedway members and spectators. The event ended up running over the entire weekend, including activities such as shearing, squash, running, lolly scrambles and biking competitions. Given the support we received for this event, we expect this event to grow and become an annual event. A percentage of proceeds go towards a permanent memorial to recognise the contribution of both Daryl Ainsley and Ron Spriggs.
18. The Speedway has approximately 70 volunteers associated with the Club. Larger events normally require the assistance of up to 50-60 of those volunteers.

Future development

19. We have significant concerns that PC13 will also restrict future development of the Speedway. Revenue is largely created through ticket sales, so if events were ever restricted (in number or through reduction in quality), the ability to develop our product will be greatly inhibited. The Club has identified the following as potential developments:
- (a) Improved roading and terraced embankment for spectators safety;
 - (b) More planting and pedestrian pathways with lighting;
 - (c) Upgraded septic system;
 - (d) New track surface;
 - (e) Camera towers for televised events; and
 - (f) Hard surface to pit area.
20. All of these works require certainty that the Speedway can continue operating. PC13 introduces an environment that is incompatible with our activities and makes it incredibly difficult to justify further investment. The reputation we have built around being a quality venue is being jeopardised by PC13.
21. The Speedway currently operates under the 1980 planning consent, which contains no specific conditions relating to noise emissions, and does not restrict the number of days on which The Speedway can operate or restrict hours of operation. Given the opportunity, The Club could increase the number of events to meet demand or fund future development.

Noise Complaints

22. The Club has no conditions that require it to limit any noise generated. However it is regulated by Speedway New Zealand which restricts noise generated from each vehicle to 95 decibels. There are no methods that can be employed to mitigate the effects of noise on the outdoor amenity of residents. The noise levels they will be exposed to are too high for any mitigation methods to be effective. We simply cannot provide mitigation for residential activity at River Terraces.

23. The Club has received complaints in the past. In response to those complaints the Speedway Committee has put more emphasis on reducing the chance of events running overtime. Delays can sometimes be unavoidable due to technical, mechanical or even weather difficulties. I am member of that committee, and have dealt with the complaints process in the past, although over the last year there were no complaints received during any of our events. While complaints have decreased in recent times, this has come as a result of considerable community engagement and an understanding of how our operations can integrate with surrounding residents. We are committed to maintaining this relationship with the public but this becomes exponentially more difficult through the introduction of PC13.
24. Complaints are the fastest way to ruin a reputation within a community, and if PC13 goes ahead, we see no means of avoiding those.

Specific Concerns about Proposed Plan Change 13

25. There is an inherent incompatibility between motorsport activity and noise sensitive activities. Over recent years Western Springs Speedway in Auckland (90 years old) has experienced reverse sensitivity to the point that a plan has been implemented to remove the speedway activity from the venue. Nelson Speedway (51 years old) and Ruapuna Speedway of Christchurch (56 years old) have also experienced reverse sensitivity in the last couple of years which has left both clubs fighting for their existence and facing uncertain futures.
26. We work closely with Ruapuna Speedway to ensure that we do not have calendar clashes with their events. From this relationship we understand that they have had to engage and invest considerable resources in legal proceedings to respond to noise complaints. We seek certainty that PC13 will not put our Club in the same position.

No Complaints Covenant

27. The Club is a volunteer organisation. Therefore, we are really concerned about the possibility of having to enforce a no-complaints covenant. I do not think the Club has sufficient resources to do this and from social aspect would be very difficult as a community organisation to

be in conflict with other members of the community. Our vision is to generate community support rather than conflict.

28. Examples in other locations demonstrate that no-complaints covenants are not overly effective particularly as time passes and residents run out of patience. Having regard to other examples around New Zealand (Ruapuna, Western Springs etc.) the inevitable result will be that compromises will need to be made to ensure that residential and motorsport activities can co-exist. This often requires the upgrade of facilities, mitigation measures or reduction in activity. PC13 provides no protection on what mitigation measures will be required, and leaves us with uncertainty as to the future of the Speedway.

SUMMARY

29. Speedway is a significant contributor to Cromwell and Central Otago District. PC13 is entirely incompatible with not just the Speedway, but also Highlands and other surrounding rural land uses.
30. For these reasons, we consider that the application should be declined in its entirety.

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Dated 16th day of May 2019

Andy Erskine

Appendix 'A'

Spriggs 210


THAT THE APPLICANT OF RONALD JAMES SPRIGGS FOR PLANNING CONSENT TO CONSTRUCT A SPEEDWAY AND STOCK CAR TRACK AND ANCILLARY BUILDINGS ON APPROXIMATELY 12 HECTARES OF THE LAND DESCRIBED AS S.D. 3813 PART 17 CROMWELL TOWN ENDOWMENT (PART SECTION 17 BLOCK I CROMWELL SURVEY DISTRICT) LOCATED AT THE INTERSECTION OF SANDFLAT ROAD AND STATE HIGHWAY 6, BE DEALT WITH AS AN APPLICATION FOR CONDITIONAL USE PURSUANT TO SECTION 72 OF THE TOWN AND COUNTRY PLANNING ACT 1977 AND THAT THE APPLICATION BE GRANTED; THE REASONS FOR SUCH DECISION BEING THAT -

- (a) THE PROPOSED USES CAN BE DEEMED TO FALL WITHIN THE CATEGORIES OF CONDITIONAL USES SET OUT IN CLAUSE 2.2.2 (x) AND (xiv) OF THE CODE OF ORDINANCES OF THE DISTRICT SCHEME;
- (b) THE APPLICATION IS NOT IN CONFLICT WITH MATTERS OF NATIONAL IMPORTANCE AS SET OUT IN SECTION 3 OF THE ACT;
- (c) THE SITE IS SUITABLE FOR THE PROPOSED USES DETERMINED BY REFERENCE TO THE PROVISIONS OF THE OPERATIVE DISTRICT SCHEME, AND
- (d) ANY POSSIBLE ADVERSE EFFECTS OF THE PROPOSED USES CAN BE ADEQUATELY CONTROLLED BY THE MEANS OF APPROPRIATE CONDITIONS :

AND FURTHER THAT SUCH CONSENT BE GRANTED SUBJECT TO THE FOLLOWING CONDITIONS:-

- (1) THE APPLICANT MAY CONSTRUCT A SPEEDWAY AND STOCK CAR TRACK AND ANCILLARY BUILDINGS ACCORDING TO THE PLANS AND DESCRIPTIONS CONSIDERED AT THE HEARING OF THE APPLICATION;
- (2) ALL ACCESSORY BUILDINGS SHALL BE DESIGNED, SITED, CONSTRUCTED AND FINISHED TO THE COUNCIL'S APPROVAL AND SATISFACTION;
- (3) BEFORE CONSTRUCTION COMMENCES THE APPLICANT SHALL SUPPLY THE VINCENT COUNTY COUNCIL WITH AN ACCURATE PLAN SHOWING THE BOUNDARIES AND DIMENSIONS OF THE LAND TO BE LEASED FROM THE CROMWELL BOROUGH COUNCIL;
- (4) THERE SHALL BE NOT MORE THAN TWO POINTS OF VEHICULAR ENTRY TO AND EGRESS FROM THE SITE, TO BE LOCATED ON SANDFLAT ROAD TO THE SATISFACTION OF THE COUNCIL AND TO PROVIDE THE GREATEST POSSIBLE DISTANCE BETWEEN THE MORE NORTHERLY ENTRY AND EGRESS POINT AND THE JUNCTION WITH STATE HIGHWAY 6 AS IS CONSISTENT WITH THE PLAN OF OPERATION AS DESCRIBED AT THE HEARING OF THE APPLICATION;
- (5) AN ADEQUATE FENCE SHALL BE MAINTAINED ALONG THE ROAD FRONTAGES OF THE SITE EXCEPT FOR THE ACCESS POINTS DESCRIBED IN CONDITION (4) HEREOF;
- (6) TO PREVENT TRAFFIC CONGESTION ON PUBLIC ROADS, ADMISSION FEES TO ALL EVENTS CONDUCTED ON THE PROPERTY SHALL BE COLLECTED ONLY AFTER SPECTATORS' VEHICLES HAVE BEEN PARKED ON THE PROPERTY;
- (7) THERE SHALL BE NOT MORE THAN ONE SIGNBOARD ON THE PROPERTY, LOCATED AS NEAR AS PRACTICABLE TO THE JUNCTION OF SANDFLAT ROAD AND STATE HIGHWAY 6, PROVIDED -
 - (a) THAT THE SIGNBOARD INDICATE ONLY THE NAME OF THE PROPERTY AND THE NATURE AND DATE OF THE NEXT MEETING ON THE PROPERTY;
 - (b) THAT NO PART OF SUCH SIGNBOARD SHALL BE MORE THAN 5m ABOVE GROUND LEVEL;
 - (c) THAT THE DIMENSIONS OF THE SIGN SHALL NOT EXCEED 4m² IN AREA, AND
 - (d) THAT THE SIGN SHALL NOT BE ILLUMINATED OR REFLECTORISED;
- (8) THE SITE SHALL BE KEPT IN A TIDY CONDITION AT ALL TIMES TO THE ENTIRE SATISFACTION OF THE COUNCIL;
- (9) THE CONSTRUCTION AND MAINTENANCE OF SAFETY WALLS, FENCES AND BARRIERS; THE EMISSION OF NOISE, AND GENERAL CONDUCT OF ACTIVITIES ON THE PROPERTY SHALL AT ALL TIMES CONFORM TO STANDARDS SET BY THE NEW ZEALAND SPEEDWAY ASSOCIATION AND THE STOCK CAR ASSOCIATION;
- (10) WATER SUPPLY, DISPOSAL OF STORMWATER DRAINAGE AND SEWAGE, AND THE COLLECTION AND DISPOSAL OF LITTER SHALL BE CARRIED OUT TO THE SATISFACTION OF THE COUNCIL'S HEALTH INSPECTOR;
- (11) SHOULD ELECTRICITY OR TELEPHONE SERVICES BE REQUIRED ON THE PROPERTY, ALL RETICULATION SHALL BE CARRIED OUT WITHIN THE PROPERTY BY UNDERGROUND WIRING FROM THE NEAREST SUITABLE POINT OF SUPPLY."

Certified to be a correct copy of the decision of the Vincent County Council in the above matter:


H.L. Chandler,
COUNTY CLERK

29 September, 1980.

28421 / 277 / 00A

PLANNING APPLICATION - R.J. SPRIGGS:

Minutes 27/11/80

The County Clerk reported on an approach made by the Otago Central Electric Power Board, relative to difficulties envisaged in providing a full underground power supply to the speedway complex to be established on the Cromwell Flats by R.J. Spriggs. This development was subject to a notified planning application, consent for which was issued by the Council on 25th September, 1980, and included the usual condition pertaining to the installation of underground wiring of electricity and telephone services.

Councillor Felton reported that he had inspected the property in the company of an officer of the Power Board to assess the situation. In view of the difficulties and excessive cost of providing full underground reticulation, it was suggested that the Council might consider waiving the subject condition and allow the necessary reticulation to be provided by means of a temporary overhead power line.

RESOLVED, "THAT IT BE AGREED THAT CONDITION (11) OF THE PLANNING APPROVAL GRANTED TO R.J. SPRIGGS BE WAIVED AND THAT THE INSTALLATION OF A TEMPORARY OVERHEAD POWER LINE ON THE SUBJECT PROPERTY BE PERMITTED, SUCH ARRANGEMENT TO BE REVIEWED BY THE COUNCIL ON THE EXPIRATION OF A FIVE-YEAR PERIOD."

Appendix 'B'

CENTRAL OTAGO'S FASTEST FAMILY SHOW ON EARTH

2018-19 RACE CALENDAR

Oct 20 | Racing 6pm Gates 4pm

2018/19 Season Opener Labour Weekend Saturday

Nov 10 | Racing 6pm Gates 4pm

Mag & Turbo Super Cup S.I. Super Saloon Series (Rnd 2)

Dec 8 | Racing 6pm Gates 4pm

Valvoline Holden Trade Club Saloon Speedweek
(Rnd 6) Final

Dec 9 | Racing 4pm Gates 2pm

Central Otago Saloon Showdown

Dec 29 | Racing 6pm Gates 4pm

2018/19 Hydraulink Sprintcar War of the Wings
(Rnd 4), Xmas Champs & Southern Saloon Series

Jan 1 | Racing 6pm Gates 4pm

2019 New Year's Day Champs (Grand Prix Format) &
Southern Saloon Series

Jan 19 | Racing 4pm Gates 2pm

Club Champs

FEB 1 | Racing 6pm Gates 4pm

2019 CIVIL CONSTRUCTION NZ SPRINTCAR TITLE (Day 1)

FEB 2 | Racing 6pm Gates 4pm

2019 CIVIL CONSTRUCTION NZ SPRINTCAR TITLE (Day 2)

*Warning: If you don't take your family to these
two days (Fri & Sat), you will never be forgiven!!*

MAR 22 | Racing 6pm Gates 4pm

Daryl Ainsley Memorial Meeting

Friday night get together in the Central Motor Speedway Clubhouse
to celebrate the memory of popular club president Daryl Ainsley 1966 - 2018.

MAR 23 | Racing 6pm Gates 4pm

Daryl Ainsley Memorial Meeting (Day 2)

APR 19 | Racing 4pm Gates 2pm

2018/19 Hydraulink Sprintcar War of the Wings
(Rnd 9) Final & Easter Champs (Good Friday)

APR 21 | Racing 4pm Gates 2pm

2018/19 Sprintcar King of Cromwell & Ron Spriggs
Memorial Demo Derby (Easter Sunday)

SANDFLAT ROAD, CROMWELL

(OFF HIGHWAY 6 AT HIGHLANDS CORNER)

