

RESOURCE MANAGEMENT ACT 1991

FORM 5

SUBMISSION ON NOTIFIED PROPOSED PLAN CHANGE TO CENTRAL OTAGO DISTRICT PLAN

Clause 6 of Schedule 1, Resource Management Act 1991



To: Central Otago District Council
PO Box 122
ALEXANDRA 9340

Name of Submitter: BRIAN NEIL SCOTT

(Full name)

This is a submission on proposed Plan Change 13 to the Central Otago District Plan (the proposal).

I could/could not* gain an advantage in trade competition through this submission. (* Select one)

I am/am not* 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.

(Delete entire paragraph if you could not gain an advantage in trade competition through this submission)

(* Select One)

The specific provisions of the proposal that my submission relates to are:

THE ENTIRE PROPOSED PLAN CHANGE 13 INCORPORATING HIGH DENSITY RESIDENTIAL DEVELOPMENT

(Please give details and continue on additional page if necessary)

My submission is:

I AM THE OWNER OF PIT LANE APARTMENT NO. 1 IN THE HIGHLANDS MOTORSPORT PARK PRECINCT

LOCATED OPPOSITE THE SITE IN SANDFLAT ROAD, CROMWELL.

I OPPOSE THE PLAN CHANGE 13 ON THE BASIS SET OUT ON THE ATTACHED PAGES TO THIS

SUBMISSION.

(Please include:

- whether you support or oppose the specific provisions or wish to have them amended; and
reasons for your views;
and continue on additional page if necessary)

I seek the following decision from the local authority:

THAT THE PROPOSED PLAN CHANGE 13 IS NOT APPROVED AS THE HIGH DENSITY INTENDED IS NOT

COMPATIBLE WITH THE RURAL AREA, THE ADJACENT HORTICULTURAL USAGE AND THE ADJACENT

HIGHLAND PARK TOURIST OPERATION.

(Please give precise details)

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

(Please strike out as applicable)

If others make a similar submission, I will consider presenting a joint case with them at a hearing.
(Please delete if you would not consider presenting a joint case)



.....
Signature of Submitter

(or person authorised to sign on behalf of submitter)

(A signature is not required if you make a submission by electronic means)

14TH JUNE 2018
.....

Date

Electronic address for service of submitter: admin@scopemgt.com.au

Telephone No: +61-402 55 77 88

Postal Address: PO BOX 694

MT GRAVATT QLD 4122

AUSTRALIA

Contact Person: BRIAN SCOTT (OWNER)

(name & designation, if applicable)

SUBMISSIONS CLOSE IN RESPONSE TO PROPOSED PLAN CHANGE 13 ON
WEDNESDAY 20 JUNE 2018

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.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that a least 1 of the following applies to the submission (or part of the submission):

- it is frivolous or vexatious;
- it discloses no reasonable or relevant case;
- it would be an abuse of the hearing process to allow the submission (or the part) to be taken further;
- it contains offensive language;
- it is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

ATTACHMENT TO SUBMISSION OF BRIAN NEIL SCOTT OF 14TH JUNE 2018.

I oppose the proposed plan change 13 to the Central Otago District Plan, for the following reasons:-

1. INTEREST IN PLAN CHANGE 13

I am the Owner of the property at 1 Pit Lane Cromwell (Lot 1 DP480166) and will be impacted by proposed Plan Change 13.

2. IMPACTS ON HIGHLANDS AND CROMWELL

Highlands Motorsport Park is more than a Motorsport event facility. It is a tourist destination attracting visitors to Cromwell every day of the week.

Any approval of Plan Change 13 would impact on the operation of the Highlands Motorsport Park.

This would have the likely effect of Cromwell's main tourist venture being limited in its operations to Motorsport only on the few weekends a year that are currently allowed.

This would lead to lower tourist numbers.

This would have the effect of impacting on existing businesses in Cromwell such as accommodation providers (Hotels / Motels / Holiday Parks) and food outlets (Restaurants, Cafes etc.).

This would have a flow on effect to employment in these areas.

Owners like myself were attracted to invest in Cromwell by the Highlands Facility and now contribute to the overall benefit of Cromwell.

3. EXISTING USAGE PROTECTION

The properties adjacent to the site are horticulture – orchards, rural farms and the tourist facility at Highlands

The conditions required to be applied to any approval would be significant in the following areas:-

- 3.1** Noise impacts to be negated by building designs for both Motorsport traffic movement and Orchard operations (including high impact guns and helicopter operations)
- 3.2** Protection of the horticulture usage from the impact of domestic occupation including animals intrusion and impacts of gardening / non organic sprays.
- 3.3** Operation of a retail service centre in a rural area suitable for a population of 2,000 people (i.e. 40 per cent of the existing population) is not a suitable use for the rural area.

Any approval would require such stringent conditions to protect the existing usage that they would be almost impossible to comply with. The enforcement of this compliance would be the responsibility of the Central Otago District Council.

The cost of this enforcement will be a significant impact on the Council on an ongoing basis.

4. IMPACT OF HIGH DENSITY POPULATION

The proposed development of 850 Lots would lead to a residential population of approximately 2,000 people.

A future population of 2,000 is 40 per cent of the existing population of Cromwell (i.e. 4,880 at June 2017) located in one concentrated location.

It is not realistic for this to occur.

The effect on the existing infrastructure such as roads, water, drainage, sewerage etc. would in all probability require the creation of a Satellite Town on the perimeter of Cromwell.

The Central Otago District Councils obligations to provide the necessary infrastructure could not be met without a severe financial impact to rate payers (i.e. existing treatment plants would need to be duplicated for water / sewerage and the connections from Sandflat Road to the various existing facilities installed).

The Developers contributions and any conditions which could be imposed on them are unlikely to offset the cost of providing the infrastructure services and their ongoing maintenance and operation.

Traffic management / road structure

- The existing Sandflat Road would not be capable of supporting this development.
- There is a potential for at least 1,000 cars a day to use Sandflat Road in both directions.
- Traffic management on surrounding roads, Sandflat Road and its intersections with other local roads to Cromwell would require a complete upgrade to allow alternate access.
- Traffic management and reconstruction of the Highway intersection with Sandflat Road
 - the current intersection would require a complete upgrade to current standards due to its location and potential usage of an extra 2,000 vehicle movements a day.
 - the Developer would need to do this upgrade at their cost.

NOTE: People will die there otherwise

5. AMENITY

Cromwell is currently a Country Town with a low visible impact on the Central Otago area with previous developments being compatible and of lower density. The impact of a 40 per cent population growth in one area at the entrance to the Town will be to its detriment.

Attachment to Submission of Brian Neil Scott of 14th June 2018 cont...

6. CONCLUSION

The proposed Plan Change 13 cannot be approved.

It seems illogical that a developer would propose such a development in Sandflat Road given the existing usage.

The scale of development is too large and too dense.

The impacts and risks are substantial on adjacent Landowners and Cromwell as a Town.

The Central Otago District Councils obligations would be a substantial impact on existing Rate payers for provision and maintenance of infrastructure services and for ensuring compliance by the developer and any future residents of their obligations contained in any approval.

Signature:



BRIAN NEIL SCOTT

Date:

14th June 2018