

## Submission on Proposed Plan Change 13

20 June 2018

To: Central Otago District Council, PO Box 122, Alexandra

Name of Submitter: Ian Anderson, 13 Sunhaven Cove, Cromwell,



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

### **Restrictive Covenants:**

One of the reasons I relocated to Cromwell was the double attraction of the Central Speedway and the Highlands Motorsport Park. They are both fantastic assets in the region and draw many people to the area.

I query whether the proposed restrictive no-complaint covenant with regards to the Central Speedway, and Highlands Cromwell Motorsport Trust Limited, will actually be enforceable and effective in stopping residents complaining to Council.

A covenant can be lifted from a title on application to a District Court. Those with deep pockets can do this, then complain ad nauseum about noise and traffic until finally CODC would have no choice but to impose very restrictive conditions on their consents/lease or close down these iconic businesses. The Speedway and Highlands can generate noise that can be heard in Cromwell depending on wind direction but they are integral to attracting visitors to town, and are not daily occurrences. I don't want a repeat of what has happened in Auckland at Western Springs Stadium where a Plan Change by the Auckland Council has forced a close down of the Speedway because of new noise restrictions.

### **Visual Amenity:**

This area is currently zoned for 2 ha lifestyle blocks and would look absolutely awful if it was crowded with tiny sections with 2 story houses sitting side by side. It is an entirely inappropriate use of the land and should not be rezoned to high density housing.

### **Traffic:**

As an emergency services volunteer and having attended many crashes at intersections I am concerned at the proposed increase in volume of traffic that will be using the highway intersection with Sandflat Road. If there are events on at Highlands, there is always some form of temporary traffic management at the intersection, but what effects will there be from a daily increase at this intersection, especially as it is on a 100 kph stretch of highway.

Was there any traffic analysis done on the effects of the proposed increase in volume of residential traffic trying to cross SH 6 to head north? I read a brief line about putting in a de-acceleration lane to enter Sandflat Road from Cromwell but couldn't find anything from NZTA in the application to back this up.

### **Air:**

This has not been mentioned at all in the proposal, apart from a small one-liner stating that the proposal will meet ORC's Air Plan. Re air quality in Cromwell, which already regularly breaches NES standards, would it not be prudent for Council, if the Plan Change is approved, to insist the

same conditions as at Lake Hayes Estate; that there are no domestic or commercial fires at all, and that heating is only from electricity, diesel or gas?

**Infrastructure effects**

I am very concerned about the extra burden put on ratepayers providing infrastructure to the proposed development. Can existing treatment/pumping stations etc handle the extra loading and if not who pays for the upgrading of facilities.

If the plan change goes ahead it will create another "Rolleston " satellite area with its own shopping, schooling etc. This will totally devastate and fragment Cromwell's current planning and development.

I am opposed to the application and wish for Council to consider the matters I have raised when considering the request. There are no positive environmental effects of the proposed Plan Change 13.

I do wish to be heard.

Ian Anderson  
0274557391

A handwritten signature in black ink, appearing to read "Ian Anderson", written in a cursive style.