

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: Ross & Karen Lindsay
(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

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

My submission is:

see attached

(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:

The entire request for Plan Change 13 be declined.

(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)

Ross Lindsay

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)

20/06/18

Date

Electronic address for service of submitter:

rossl@kiwilink.co.nz

Telephone No:

027 2300889

Postal Address:

17 Melmore Tce
Cromwell

Contact Person:

Ross Lindsay
(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 at 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.

Special provisions of the proposal my submission relates to are:

All key elements of the proposed Plan Change 13 to the Central Otago District Plan

Overarching my specific concerns is the fact this proposed change is being processed during the development of the District Plan which I understand won't be completed until 2019.

Hence I submit that decisions be deferred until after the District Plan is completed on the basis they will undermine the value of community consultation.

My submission is:

1/ Proposed Plan Change 13 is being processed at the same time as development of the District Plan which I understand won't be completed until 2019. On the basis of undermining meaningful community consultation and input, Proposed Plan Change 13 should be deferred until the District Plan is completed and fed into the Master District Plan.

2/ Proposed Plan Change 13 is inappropriate for reasons of established adjacent and nearby land use...

i/ Orchards (namely Jones Family Orchard and Sarita) seem to be downplayed by River Terrace Developments for their potential impact on residents and their importance to local and national economies. Jones Family Orchard alone accounts for 7% of New Zealand Cherry exports. With their noise (wind machines and low level helicopters using rotor downdraughts to displace rainwater) and spray over-drift, orchards are not a compatible fit with high density housing. Caveats about noise, overspray, etc. would almost certainly prove toothless when put to the test. Orchards would be forced to close down and their land used for yet more housing development.

ii/ Motorsport (namely Highlands Motorsport Park and Central Motor Speedway) is inescapably noisy and crowd attracting.

a/ Highlands is a \$32million private investment in daily operation that has had a massive and positive impact on Cromwell and the whole of Central Otago (and well beyond). It certainly contributes to local accommodation (Harvest at The Gate, motels and campgrounds), retail and other businesses.

b/ Central Motor Speedway is not just a spectator and participation asset for Cromwell but for the whole of Central Otago. Opened at the beginning of 1981 it is hugely popular, especially among families, and being regarded as one of the country's top speedway tracks not only brings legions of visitors into Cromwell but also many fans and car owners have invested in Cromwell housing. Meetings are held from late afternoon to 10pm some 10 to 12 times from October to Easter. Whereas speedway could have once been perceived as a bit rough around the edges it is now very much family orientated through spectators to drivers and crews. Speedway drivers range in age from 12 to 70 plus. The fact is speedway generates noise and depending on track conditions, dust.

My overriding concern for the future of Highlands and Central Motor Speedway is that caveats lack teeth and can be easily manipulated (example, having friends lodge noise complaints). Equally the agreement made by council to allow the speedway to operate until 2025 could be overturned. The loss of either or both driven by NIMBY's would not just impact the local community but also the Central Otago region and beyond.

3/ Proposed Plan Change 13 is divisive in terms of changing the physical and cultural character of Cromwell by creating a self-contained satellite with the proposal of dwellings, shops, school and retirement living. This satellite would I feel impact adversely on plans to revitalise the town centre around The Mall. It also leapfrogs commercial development leaving nowhere for it to go. I understand Queenstown values the ease of building commercial buildings in Cromwell and the towns 'hub' status on transport routes. Commercial development in Sandflat Road would seem far more compatible with existing use and also create employment.

4/ Proposed Plan Change 13 calls for dwellings on sections that will be as small as 160 square metres with only one car park; the second vehicle (the norm for the vast majority of Cromwell and New Zealand homeowners) and boats, caravans and trailers to be parked on what I understand will be narrow roads. This raises issues that include fast and easy access by emergency services. Motor vehicles, boats, caravans and trailers would immediately create the cluttered, crowded look of an urban ghetto so very out of place in the wide open spaces of Central Otago.

4/ Proposed Plan Change 13 would appear to ignore that Cromwell already has large housing projects in the pipeline (Top 10, Wooing Tree, Shortcut Road area, Gair Avenue) that in themselves will be putting incredible stress on infrastructure eg Wastewater ponds capacity. Housing development on this large scale also creates issues such as entertainment facilities for its residents (Central Motor Speedway is the only true family entertainment along with the very small Arthurs Cinema.). This large scale housing boom also puts pressure on and would likely require increases in emergency services, policing and social services. There are also issues of transport and potential for Frankton-style traffic congestion on the Highway 6 straight and in the Kawarau Gorge.