

4th March 2012

Tasman District Council,
Private Bag 4,
Richmond,
Nelson 7050

Dear Sir/Madam

RE: Adcock and Donaldson Hearing March 19-21 March 2012

I am writing as I have been called overseas on urgent business and will not be back in time to present against my submission dated 4th February 2011. Please accept my apologies for being absent.

I have reviewed my submission and if I were able to attend in person from March 19th, I would have liked to emphasise the following points made within it.

- Noise levels resulting from large numbers of access vehicles and racing vehicles *will be excessive and a serious infringement upon local residents' privacy, enjoyment of their property and a spoiling of the natural surroundings in which they invested in when buying their property. These are contrary to objectives in the TRMP chapters 5 & 7. Furthermore, unless any noise level estimates are independently carried out they should be considered by the hearing.*
- The proposed 203 hectare property comprises prime agricultural land adjacent to Stanley Brook, it would be much better if used for food production given rising global demand for food and the importance of agriculture to the national economy. It makes no sense to build a motorsport park on good agricultural land.
- The fact that the proposed Regional Motorsport Park undermines both regional and national policy designed to promote the sustainable economic development of New Zealand.
 - At regional level the application is not consistent with: the Tasman Resource Management Plan policy 7.4.3.4: To exclude from rural areas, uses or activities (including rural-residential) which would have adverse effects on rural activities, health or amenity values, where those effects cannot be avoided, remedied or mitigated. (*The effects could be avoided/remedied by relocating the motorsport component of the application elsewhere.*)
 - At national level the Regional Motorsport Park contravenes:
 - *The NZ National Tourism Strategy to 2015*, a key outcome of which is that 'The tourism sector¹ contributes to a whole-of-New Zealand approach to ensure that New Zealand's environment will continue to be enjoyed by future generations and visitors'. This means that :-

¹ This strategy includes both domestic and international tourism

- “The tourism sector leads the way in introducing initiatives that will reduce carbon emissions and increase the energy efficiency of transport within and en route to New Zealand”
- “The tourism sector improves its energy efficiency, energy conservation, and use of renewable energy at all levels”
- “Tourism businesses have the capability and knowledge to take a leading role in protecting and enhancing the environment”

Significant amounts of taxpayers’ money have been invested in promoting the 100% Pure New Zealand brand internationally. The brand has been extremely successful for New Zealand tourism. It has helped define how NZ and the products NZ export are viewed around the world. Tourism is now NZ’s largest export sector. International visitors contribute \$8.3 billion to the economy each year, which accounts for 19.2% of export earnings². The motorsports component of the application by Adcock and Donaldson Properties Ltd runs counter to the successful 100% Pure New Zealand brand and economic achievements of NZ tourism.

- *Environmental Policy*; New Zealand is committed to cutting carbon emissions and the New Zealand Emissions Trading Scheme is a key economy-wide mechanism to reduce New Zealand’s emissions. The hearing should note that it will become more expensive to behave in ways that increase emissions, such as motor racing and flying or driving to motor racing events.

This scheme also undermines the NZ Energy Efficiency and Conservation Strategy that aims to achieve a sustainable energy future across eight broad areas, including transport with goals to reduce the need for travel, and to control and reduce greenhouse gas emissions.

With the latter points in mind I wish to submit expert evidence in the form of an article that recently appeared in the globally respected science journal ‘*Nature*’. This article affirms that the global oil production has peaked. Conventional crude oil production has not risen to match increased demand since 2005. The inelasticity of oil supply is closely linked to increasingly frequent fuel price spikes. Such spikes can cause economic crises and contributed to the one the world is now recovering from. The economies of countries reliant on fuel imports, such as New Zealand, will be increasingly vulnerable as fuel prices increase. Bearing in mind probably significant increased in oil price and the impact this is likely to have on the economy of NZ, building motorsport parks at this juncture makes little sense in terms of NZ’s economic outlook or its carbon footprint.

Yours faithfully



Tim Leyland, Director Lifestock inc. Ltd

² Tourism Satellite Account 2006, Statistics New Zealand