	<p>Resource Management Act 1991 Christchurch City Council Christchurch City Plan Plan Change Section 32 Assessment</p>	<p>52</p>
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RUAPUNA MOTORSPORT PARK – MANAGEMENT OF NOISE

PART 1 INTRODUCTION

1. This report summarises the evaluation undertaken by the Council of proposed Plan Change 52 ('PC52') to the Christchurch City Plan in terms of section 32 of the Resource Management Act 1991 (RMA).
2. Section 32 of the RMA requires the Council to prepare an evaluation of the proposed option(s) in PC52 before adopting any objective, policy, rule or other method. A section 32 report is part of understanding the costs and benefits associated with a proposed plan change and determining the extent to which regulatory intervention is appropriate compared to other methods. Further evaluation, including the consideration and hearing of public submissions, is carried out prior to the Council making decisions on plan changes.

Purpose and Scope

3. Plan Change 52 has been drafted in response to noise management issues arising from the operation of the Ruapuna Motorsport Park ('Ruapuna'), located on Hasketts Road near Templeton. Ruapuna is in an area containing rural-residential activities and, further afield, Templeton, Yaldhurst, and Hornby residential areas.
4. The Council received a significant increase in complaints from local residents regarding the operation of Ruapuna around 2005. The Council established a working party to investigate options for addressing these concerns and this resulted in the resolutions made by the Council at its meeting of 25 June 2009. The resolution reflects the three pronged approach recommended by the working party - to initiate a plan change, to purchase seven residential properties affected by "unreasonable" levels of noise (as advised by the 2007 report by Marshall Day Acoustics ('MDA') and discussed later in this report), and to engage with the Car Club and Speedway Association to vary their current leases so as to introduce measures to control noise.
5. The resolution identified three areas of focus for the Plan Change:

Initiate a plan change to restrict the noise levels and frequency of events and track usage to limit the use of Ruapuna Reserve to the current levels;

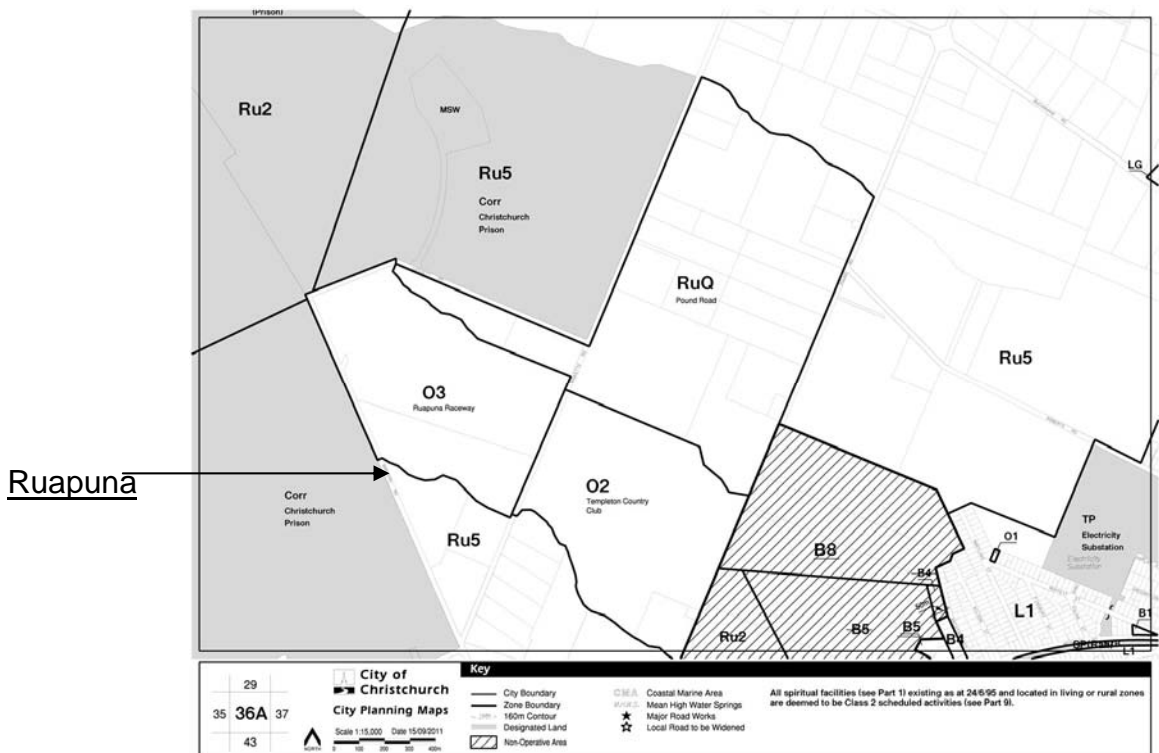
Widen the development setback from 400 metres to correspond with the 60dBA contour line as identified by MDA;

Investigate a plan change or other measures for placing restrictions on rural-residential development between the 55 and 60dBA noise contour lines through the City Plan.

6. Part 3 of this report describes the key proposed amendments.

Ruapuna Motorsport Park

7. Ruapuna Racetrack and Speedway are located on Ruapuna Motorsport Park, 107 Hasketts Road, Templeton. Ruapuna also includes a radio controlled car track. Ruapuna is located in the rural environment to the west of the City, and provides the City with a centre for a variety of motorsport activities. Ruapuna is 55ha of Crown Reserve administered by the Christchurch City Council. The use of the reserve for motorsport activities began when the speedway was established in April 1962 and the racetrack in November 1963.



8. The racetrack is leased to and operated by the Canterbury Car Club, with the lease due to expire on 30 December 2016. The Canterbury Car Club sub-lease to the Canterbury Motor Racing School Limited until 28 March 2017, who in turn sublease to Aristotle Enterprises Limited until 28 December 2016. The Council agreed to the subleases in 2002 and 2004 respectively. The racetrack is the larger of the two tracks and is located at the east of the site.
9. The speedway track, the smaller oval track at the west of the site, is leased by the Christchurch Speedway Association until 2020, with a right of renewal until 2053 (the original lessor was the Papanui County Council in 1987). The Speedway

10. The racetrack operates on an almost daily basis, though with a mixture of uses ranging from bicycle races to competitive motor-racing. Weekdays are generally practice sessions, driver training, or open hire days, with most events taking place in the weekends. The speedway has about 15 events per season, plus other activities on the skid pad.
11. The speedway has full night-time operation facilities but the racetrack does not. The radio control car club is considering installing lights to enable night-time operation.

Surrounding Environment

12. Ruapuna is zoned Open Space 3 and aside from the Templeton Golf Course to the east which is zoned Open Space 2, the land around Ruapuna is zoned Rural 2 (Templeton-Halswell), Rural 5 (Airport Influence), or Rural Quarry. Rural Quarry land, largely owned by Fulton Hogan in this area, adjoins to the east and north. Rural 2 land adjoins Ruapuna to the northwest and includes part of the land owned by the Department of Corrections and contains the men's prison. The remainder of the Corrections land and other land surrounding Ruapuna is zoned Rural 5. The prison land has an existing designation and the zoning would only be relevant if that designation was uplifted. The range of activities occurring in the area reflects the zoning pattern, with the predominant uses being rural-residential, corrections, quarrying, and small scale farming uses.
13. Ruapuna is located within the airport noise contours (as in the City Plan and PC1 to the RPS) and below the southern approach path for Christchurch International Airport. It is also between State Highways 1 and 73, and the main trunk rail line (Christchurch - Dunedin) which adjoins SH1.

Noise Management History

14. Motorsport activities at Ruapuna are a permitted activity, subject to compliance with rule 1.3.4 (Volume 3 Part 11) which sets noise and activity limits for various uses including those at Ruapuna.
15. The current rules for restricting noise at Ruapuna were first proposed in 1995, when the proposed City Plan was notified. The rule as notified limited activity to 120 days per year between 9am and 7pm, and not to exceed 65dBA L_{10} or 85dBA L_{max} at the notional boundary of occupied dwellings.
16. The Council received a number of submissions seeking to have the notified provisions relaxed. When the summary of these submissions was published, Council received one (further) submission relating to landscape, ecology and amenity. During the Hearing, the Commissioner was advised that 200 events per annum would occur at the racetrack and speedway combined. The Commissioners' recommendation was to relax the rules and Council adopted and publicly notified the decision in 1999. No appeals against the Councils' decision were lodged with the Environment Court.

17. The rule as made operative and as currently exists in the City Plan allow activity 365 days per year between the hours of 9am to 10pm and not to exceed 65dBA L₁₀ or 90dBA L_{max} at the zone boundary. Two exceptions were also provided, referred to as the 200 day and 5 day exceptions. The 200 day exception allowed noise up to 80dBA L₁₀ or 95dBA L_{max}, and for activity to continue to 11pm, or 12am on 15 occasions. The 5 day exception retains the 80dBA L₁₀ limit but provides that no L_{max} limit applies. The rule is now considered overly permissive and this plan change seeks to amend it to cap activity levels at Ruapuna.
18. Additionally, rule 2.5.3 (Volume 3 Part 4) controls the development of any new residential units within 400 metres of the OS3 boundary at Ruapuna. Outside the setback, subdivision and residential development in the surrounding Rural 2 and 5 zones are restricted to a four hectare minimum lot size/dwelling density while residences within the nearby Rural Quarry Zone are required to be for custodial or site management purposes only.
19. From 2005, the Council received an increased number of complaints regarding the noise created by motorsport activities at Ruapuna. The Council's Environmental Compliance Team undertook a programme of noise monitoring at Ruapuna from November 2005 until March 2006. The monitoring established that events at Ruapuna were operating within the noise provisions of the Plan.
20. The Council remained concerned, however, and commissioned Marshall Day Acoustics (MDA) to prepare a report to consider the noise issues associated with Ruapuna. Their report advised that noise levels received over 60dBA were unreasonable, and an inner noise boundary was prepared showing the extent of land likely to be subject to unreasonable noise. On this basis, the Council resolved to purchase seven residential properties on Hasketts Road. Six of the seven properties have been purchased by the Council. 40 Hasketts Road has been retained by Housing New Zealand.
21. More recently, the Council undertook further monitoring (over the 2010/11 season) and MDA compiled a second report in relation to the data collected. The monitoring programme was designed to inform this plan change (rather than assess compliance with the plan) and the key findings are discussed in the following section.
22. The Council also resolved to engage the Car Club and Speedway Association in formal discussions in an attempt to vary the current leases to reduce the maximum allowable noise limits. This could potentially include imposing restrictions on the operating hours, introducing noise free days, and placing limits on future expansion of the track.
23. It should be recognised that the lessees are not currently compelled to engage in lease discussions with the Council. The lease with the Canterbury Car Club does not expire until 2016, and the lease with the Christchurch Speedway Association does not expire until 2020, with a right of renewal until 2053.

Noise Analysis

24. The Council has received reports from MDA in 2007 and 2012 relating to the 2005/06 and 2010/11 monitoring respectively. The reports should be read together. The 2007 report found that:
- There is a significant gap between actual and permissible activity at Ruapuna Motorsport Park;
 - That noise receipt at a residence over 60dBA is 'unreasonable'. An inner noise boundary has been prepared to illustrate the area of land likely to be subject to unreasonable noise.
25. This led to the 2009 Council resolution as discussed previously. The 2012 report generally confirmed these findings except that:
- One drag racing event was monitored in 2010/11 and the noise levels recorded exceeded 95dBA L_{max} at the northwest logger site, thereby invoking the existing 5 day exception.
 - The Formula 5000 class were monitored twice in the 2010/11 season and were recorded at levels which exceed both 95dBA L_{max} and 80dBA L_{10} at the northwest logger site, not only invoking the 5 day exception, for L_{max} levels, but exceeding the highest L_{10} threshold.
26. It is also important to note that these two events form only a very small part of the overall activity at Ruapuna, and that further monitoring would be required to verify any non-compliance with the City Plan rules.

PART 2 STATUTORY CONTEXT

26. Section 74 includes the ‘Matters to be considered by territorial authority’ and sets out that a territorial authority shall prepare and change its district plan in accordance with its functions under section 31, the provisions of Part 2, a direction given under section 25A(2), its duty under section 32, and any regulations.
27. Section 31 of the Act prescribes the functions of territorial authorities, including (section 31(1)(d)):
- “The control of the emission of noise and the mitigation of the effects of noise”*
28. This section 32 assessment considers the issue of whether the existing City Plan provisions adequately address the duty imposed on the Christchurch City Council by section 31(1)(d) of the Act.
29. Before adopting any objective, policy, rule or other method within a proposed Plan Change, section 32(3) and (4) of the Act require the Council to prepare an evaluation of the Plan Change. Section 32(3) states that the evaluation must examine:
- (a) the extent to which each objective is the most appropriate way to achieve the purpose of the Act; and*
- (b) whether, having regard to their efficiency and effectiveness, the policies, rules, or other methods are the most appropriate for achieving the objectives.*
30. Further, section 32(4) states that for the purposes of the examination, the evaluation must take into account:
- (a) the benefits and costs of policies, rules, or other methods; and*
- (b) the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the policies, rules, or other methods.*
31. This is reflected in *Eldamos Investments Ltd v Gisborne District Council*. In addition, in *Suburban Estates Ltd v Christchurch CC* the Courts stated that settled objectives will be able to be assumed to meet the provisions of Part 2. Because PC52 does not seek to amend the objectives, except to the extent of amending explanation and reasons, they are considered to meet the provisions of Part 2. PC52 does propose to amend one policy and insert a new policy and these changes are assessed in this report.

Existing Use Rights

32. Section 10 of the Resource Management Act 1991 protects existing use rights. This is critically important in the preparation of the plan change. Section 10 reads as follows:

10 Certain existing uses in relation to land protected

(1) Land may be used in a manner that contravenes a rule in a district plan or proposed district plan if—

(a) either—

(i) the use was lawfully established before the rule became operative or the proposed plan was notified; and

(ii) the effects of the use are the same or similar in character, intensity, and scale to those which existed before the rule became operative or the proposed plan was notified:

(b) or—

(i) the use was lawfully established by way of a designation; and

(ii) the effects of the use are the same or similar in character, intensity, and scale to those which existed before the designation was removed.

(2) Subject to sections 357 to 358, this section does not apply when a use of land that contravenes a rule in a district plan or a proposed district plan has been discontinued for a continuous period of more than 12 months after the rule in the plan became operative or the proposed plan was notified unless—

(a) an application has been made to the territorial authority within 2 years of the activity first being discontinued; and

(b) the territorial authority has granted an extension upon being satisfied that—

i) the effect of the extension will not be contrary to the objectives and policies of the district plan; and

(ii) the applicant has obtained approval from every person who may be adversely affected by the granting of the extension, unless in the authority's opinion it is unreasonable in all the circumstances to require the obtaining of every such approval.

(...)

33. Section 10 is important because it provides at (1)(a) that a use may contravene a rule in the Plan if the use was lawfully established and occurring at a similar scale and intensity as before the rule was made operative.

34. If, then, the Council were to amend the existing rule such that the use of Ruapuna would be reduced, s10 provides that the use could continue at the same scale and intensity. The effect of this is that the plan change cannot reduce activity levels at Ruapuna.

35. A significant amount of consultation has occurred with the Canterbury Car Club, Christchurch Speedway Association, and the Canterbury Radio Control Car Club to ensure the rule does not inadvertently reduce activity levels.

PART 3 EVALUATION AGAINST THE REGIONAL POLICY STATEMENT AND THE DISTRICT PLAN

Regional Policy Statement

33. The Canterbury Regional Policy Statement 1998 (RPS) must give effect to the Act and it is assumed for the purposes of this assessment that as it has been through the relevant statutory processes and is now operative that it does so. There is also a draft Regional Policy Statement. The Commissioners recommendation have been accepted by the Council (ECan), but the document had not been made operative at the time of writing.
34. Further to this, proposed Chapter 6 (which was to contain Proposed Change 1 / Chapters 12A and 22) has not been included in the 2012 RPS as yet. Chapters 12A and 22 were made operative in the 1998 RPS by the Minister for the Canterbury Earthquake Recovery, but the judicial review brought by Independent Fisheries found against the Minister and Chapters 12A and 22 were set aside, and also reinstated PC1 and appeals. This situation, however, has little bearing on Ruapuna Motorsport Park or PC52.
35. The objectives and policies of the City Plan were prepared using the correct statutory process and are therefore deemed to give effect to operative RPS as required by S75(3)(c) of the RMA. For that reason the operative RPS is not considered further in this report.
36. The plan change must under s74(2)(a)(i) of the RMA have regard to Proposed Change 1 and the 2012 RPS. The following aspects of these documents are considered pertinent:
 - Residential activity on lots over four hectares are excluded from the definition of noise sensitive activities and can occur under the airport noise contours, within which Ruapuna and surrounds are located.
 - Settlement patterns in rural areas should enable people and communities to provide for their social and cultural wellbeing.
 - The site is under the revised 55dBA airport noise contour shown in the RPS.
 - Development should be located and designed to void conflict with incompatible activities.

City Plan – Proposed Amendments

37. As a preface to the evaluation, the key proposed amendments are briefly described below.

Volume 2 Part 14 14.4.1 Policy: Adverse Effects

38. Policy 14.4.1 is proposed to be amended to assist in managing the impact of incremental increases in scale and intensity of an activity. At Ruapuna, the activity has generally been compliant with the City Plan rules since they became operative, but the increase in the number of days the track is used has resulted in noise becoming a significant resource management issue in the area.

39. The amendment provides direction for noise rules in general, and specific to Ruapuna (Volume 3 Part 11 1.3.4).

Volume 2 Part 14 14.4.6 Policy: Motorsport

40. The proposed policy seeks to strengthen the policy framework in relation to the conflict between motorsport and noise sensitive activities. The policy would support the rules below, particularly where a resource consent application may be lodged for a residential activity in close proximity to Ruapuna or where consent is sought for a motorsport activity outside what is permitted by the rules. The proposed policy also requires that motorsport noise be appropriately managed and directs the relevant amended rule (Volume 3 Part 11 1.3.4).

41. The policy describes two clear goals: to manage the emission of motorsport noise; and to manage the growth of noise sensitive activities close to Ruapuna. Providing clear direction and a strong policy framework upon which to base rules and assess non-complying consent applications would assist the Council in protecting both residents and Ruapuna.

Volume 3 Part 4 Rule 2.5.3 Separation from special purpose areas (Rural 1, 2, 3, 4 and 5 zones)

42. Rule 2.5.3 as it exists currently imposes a 400m setback from the OS3 boundary at Ruapuna within which residential activity is a non-complying activity. MDA in 2007 defined 'unreasonable' as noise above 60dBA and have prepared an inner noise boundary to define the extent of unreasonable noise. Noise at or above this level extends beyond the 400m setback. It is therefore considered necessary to amend the rule to properly manage residential activities in this area.

Volume 3 Part 4 Rule 2.5.11 Residential units – Ruapuna Noise Boundary

43. While the noise environment has not been found to be 'unreasonable' between the inner and outer noise boundaries, a significant number of complaints demonstrates that it is sufficient to result in noise annoyance. It is therefore considered necessary to manage residential activities within the contours to minimise noise impact for new residences and to avoid further risk to Ruapuna from reverse sensitivity.

44. PC52 proposes that acoustic attenuation be required for new residences and specific additions within the outer noise boundary. There are currently no restrictions on development specific to noise from Ruapuna in relation to this area of land, although some attenuation is required in this area because of the air noise contour relating to the Christchurch International Airport.

Volume 3 Part 11 Rule 1.3.4 Special exceptions

45. The proposed amendments to Rule 1.3.4 seek to cap the level of activity at Ruapuna to prevent further issues with noise emission from motorsport activity at the site. The rule has sub-clauses (a) – (d) as described below.

- Subclause (a) controls non-motorised activities. The criteria include noise limits (to OS3 night-time standards), hours of operation, and use of the PA / amplified sound. These activities have few adverse effects and are managed accordingly.

- Subclause (b) controls quieter motorised activities, such as practice, driver training and some racing activities. The noise limits are as per the existing rule ‘any day’ provisions. Hours of operation, use of the PA / amplified sound, and days per year are controlled.
- Subclause (c) controls noisier activities and includes the amended ‘5 day exception’. The existing ‘200 day’ noise limits are used. Hours of operation, use of the PA / amplified sound, and days per year are controlled. A further control is included to limit racing to particular days.
- Subclause (d) requires that no motorised activity occurs on particular public holidays.

City Plan – Evaluation of Effectiveness

46. The evaluation of the proposed plan change against the City Plan is required by section 32 of the RMA to address effectiveness (s32(3)(b)), efficiency (s32(4)(a)), and the risk of acting or not acting if there is uncertain or insufficient information (S32(4)(b)).
47. Section 32 of the Act requires the Council to assess the effectiveness of these provisions in achieving the objectives of the City Plan. Table 1 below.

Table 1

Key City Plan Objectives	Evaluation of Plan Change Provisions
<p>Section 1 Overall Objective for Christchurch The sustainable management of the natural and physical resources of the Christchurch environment</p>	<p>Both Ruapuna and the surrounding land are significant resources and the City Plan as it exists currently has been shown to result in an unsustainable situation around Ruapuna. This is demonstrated by the extensive and sustained history of complaints, and also in modelling by MDA of the extent to which noise is ‘unreasonable’.</p> <p>The proposed rules seek to remedy the situation, insofar as section 10 of the Act allows, through capping activity at Ruapuna and managing residential development near Ruapuna.</p> <p>The proposed amendments seek to manage the motorsport resource and the potential rural-residential development land, and are considered to be effective in achieving this objective.</p>
<p>4.2 Objective : Amenity A pleasant and attractive City.</p> <p>4.2.9 Policy : Impacts of noise</p>	<p>Although motorsport activities at Ruapuna are established, protected by s10 of the RMA, and likely to continue into the</p>

<p>To achieve a low ambient level of noise in the City and the protection of the environment from noise that can disturb the peace, comfort, or repose of people to the extent necessary to avoid, remedy or mitigate unreasonable levels of sound.</p> <p>4.2.10 - 4.2.11 Policies : Sound levels</p> <p>4.2.10 In achieving satisfactory ambient sound levels, to take account of the receiving environment and its sensitivity to noise intrusion.</p> <p>4.2.11 To provide maximum acceptable sound levels to</p> <ul style="list-style-type: none"> • enable uses emitting noise to design activities, including at source noise attenuation structures, to reach the desired ambient levels, and • enable recipients to protect themselves against such levels. 	<p>forseeable future, these objectives and policies remain relevant.</p> <p>MDA has defined the extent of ‘unreasonable’ noise, as discussed in Plicy 4.2.9. The plan change seeks to avoid residents becoming subject to unreasonable noise by capping activity levels at Ruapuna and through management of residential activity.</p> <p>Policy 4.2.10 directs plan rules (and other methods) in relation to the receiving environment and its sensitivity. The plan change addresses this through management of the location of new residences and the requirement for acoustic insulation if new residences. Policy 4.2.11, however, is directed at the noise source. Maximum sound levels are provided in the proposed amendments to rule 1.3.4, within the constraints of s10 or the RMA. Advice from MDA is that noise attenuation structures (e.g. a bund) would provide little or no noise reduction for residents downwind of Ruapuna, and only minimal reduction for other residents.</p> <p>The plan change is considered to be effective in achieving these objectives and policies.</p>
<p>9.2 Objective : Metropolitan community facilities</p> <p>The provision of community facilities which serve metropolitan needs for educational, cultural and specialised services.</p> <p>9.2.4 Policy : Managing effects</p> <p>To ensure the effects of metropolitan community facilities are managed in a manner that ensures that the amenity values of adjoining land and the wider area are maintained.</p>	<p>Objective 9.2 promotes the provision of community facilities, including for recreation. Ruapuna is a regionally significant facility and could not easily be replaced. It meets the recreational needs of a segment of the community and provides economic benefits to the wider community. The plan change does not place the viability of Ruapuna at risk. Section 10 of the RMA protects lawfully established activities, including those at Ruapuna and is a significant factor in the preparation of the plan change.</p> <p>Policy 9.2.4 seeks to manage the effects of community facilities. The plan change addresses this policy through amendments to rule 1.3.4 to cap noise / activity levels, and to other rules to manage residential activity.</p>

	<p>The plan change is considered to be effective in achieving these objectives and policies.</p>
<p>Section 13 13.1 Objectives : The rural land and soil resource (a) That the rural land and soil resource be managed to:</p> <ul style="list-style-type: none"> • enable rural resources to continue to be used for a variety of rural activities while recognising their operational needs and the potential environmental effects of such activities; • provide scope for the appropriate establishment or extension of urban activities; and • retain the stability and character of rural soils, and the life supporting capacity of the soil resource, including the potential for primary production, and to safeguard natural values. <p>(b) That the open space character and low density of built form which distinguish the rural area be maintained and enhanced.</p> <p>13.1.4 Policy: Non-rural activities To ensure that activities not associated with rural resources or the Christchurch International Airport or urban expansion only occur on a scale or extent consistent with avoiding or mitigating adverse effects on rural resources and the character of the rural area.</p> <p>13.4 Objective : Rural amenity values That over the rural area as a whole, rural amenity values, including visual character, heritage values, cultural and recreational opportunities are maintained and whenever possible enhanced, and adverse effects of activities are recognised and controlled.</p> <p>13.4.3 Policy : Avoiding mitigating or remedying adverse effects To ensure that activities in the rural area, including pastoral, agricultural and horticultural farming, or intensive livestock management and forestry do not give rise to adverse effects (dust, noise, smell, airborne sprays and visual detracting) without separation or mitigation measures.</p>	<p>Motorsport generally occurs in rural areas across New Zealand and internationally. This is largely due to the need for large areas of land, and the lesser number of nearby residents. The objectives and policies in this section of the Plan are therefore relevant, particularly in relation to potential effects of activities in the rural area, and any impact on amenity.</p> <p>Although it is considered that the amenity of the area around Ruapuna is impacted adversely by motorsport activities, the proposed rules are considered to be as effective achieving the objectives within the constraints of s10 of the RMA.</p> <p>Capping activity at Ruapuna and managing residential development near the Park will avoid additional residents being exposed to the 'unreasonable' noise (from Ruapuna) and provide an appropriate indoor residential environment in new residences (or particular additions).</p>

Section 14

14.1 Objectives : Provision and diversity

- (a) Open spaces and recreational facilities that are equitably distributed and conveniently located throughout the City.
- (b) Diversity in the type and size of open spaces and recreational facilities to meet local, district, regional and nationwide needs.

14.1.5 Policy : Existing open space

To recognise the contribution of existing areas of open space to the City including private open space, and where appropriate maintain the open space function of such areas.

14.1.7 Policy : Metropolitan recreational open space and facilities

To develop or facilitate the development of metropolitan, regional or national recreational open space and facilities.

14.2 Objectives : Efficient and effective use

- (a) The efficient and effective use of open space and recreational facilities in meeting the recreational needs of the community.
- (b) Enhanced public awareness and enjoyment of the City's open spaces and recreational facilities.

14.4 Objective : Adverse environmental effects

That the establishment or development of open space and recreational facilities is undertaken in a manner which enables adverse effects on amenity values to be avoided, mitigated or remedied.

14.4.1 Policy : Adverse effects

To ensure that activities associated with open space and recreational facilities do not have the effect of giving rise to adverse effects (noise, glare, visual detraction) without separation or mitigation measures.

14.4.2 Policy : Local amenities

To ensure that building development in association with open space and

Ruapuna is a regionally significant facility and could not easily be replaced. It meets the recreational needs of a segment of the community and provides economic benefits to the wider community.

The proposed plan change seeks the continued operation of Ruapuna through the management of motorsport noise and of residential activity near Ruapuna.

Objective 14.4 and supporting policies relate to management of adverse effects. The plan change seeks to amend Rule 1.3.4 to manage the effects of motorsport activity at Ruapuna, and prevent an increase in levels of activity and therefore an increase in noise impact. within the statutory constraints of s10. The proposed changes to rule 1.3.4 are considered be effective in achieving these objectives and policies. .

The plan change also seeks to manage residential activity by avoiding locating residences in the inner noise boundary, and by requiring acoustic insulation of new residences. This approach reflects the need for the receiver to avoid noise annoyance from motorsport, where motorsport is likely to continue at a similar intensity and scale for the foreseeable future. The amendment is considered to be effective in assisting to achieve these objectives and policies.

recreational facilities maintains or enhances the amenity values of the local area.	
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48. The above evaluation demonstrates that the proposed plan change is effective in implementing the objectives of the Plan (within the constraints of s10 of the RMA).

City Plan – Evaluation of Efficiency

49. Section 32 of the Act also requires the Council to assess the efficiency of the proposed plan change in achieving the objectives of the City Plan. Table 2 below assesses the benefits and costs of the plan change.

Table 2

Benefits	Costs
Prevents an increase in activity levels as could occur under the current rules.	Restricts the ability for growth of motorsport at Ruapuna and in Canterbury.
Allows the Car Club and Speedway Association to continue existing activities.	Does not reduce noise impact for existing residents.
Appropriate acoustic treatment enables residential development to occur in areas which are predicted to be subject to moderate noise	Imposes additional building costs.
Maintains Ruapuna as a community facility.	Forced air ventilation required to achieve full benefits because of the effect of opening windows.
Maintains the financial viability of Ruapuna.	Does not address enjoyment of outdoor space for rural-residential properties.
The proposed noise rule would enable better City Plan administration.	Rules do not reduce the amount of racing or midweek practice / training at the racetrack or speedway.
Achieves some internal attenuation of noise for new residences.	
Discourages the establishment of new residences within the inner noise boundary Ruapuna avoiding unreasonable noise impact from motorsport and reverse sensitivity issues.	
Aligns with advice in terms of noise levels and the Council's purchase of properties within the inner noise boundary.	
Much of the area within the proposed noise contours where acoustic insulation would be required is also within the airport	

<p>noise contours where (a lesser degree of) acoustic insulation is required.</p> <p>Provides reasonable certainty for Ruapuna lessees.</p> <p>Closes the gap between existing uses at Ruapuna and what the City Plan rules allow.</p>	
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50. The above evaluation of the benefits and costs of the proposed plan change in respect to environmental, economic, and social perspectives demonstrates that it is moderately efficient overall. It is considered that benefits outweigh the costs over time.

RISK OF ACTING OR NOT ACTING

51. It is considered that there is sufficient information which might be relied upon as a basis for this plan change. It is not practical in terms of cost and time to prepare a perfect data set. Not acting or delaying action, however, would be to risk activities at Ruapuna increasing and becoming unreasonable for a greater number of people.

CONCLUSION

52. The amendments put forward by proposed Plan Change 52 have been assessed as the most appropriate package of rules in terms of s32 of the Act and have been determined to be the most efficient and effective way of achieving the objectives and policies of the City Plan and therefore the purpose of the Act. Significant consultation has occurred prior to and during the preparation of the plan change, including with the Canterbury Car Club, Christchurch Speedway Association, Templeton Residents Association, Quieter Please, Department of Corrections, Ministry for Social Development, and Fulton Hogan.

53. It is acknowledged that these amendments will not reduce the noise levels current residents in the area are exposed to, however, the Council cannot do this through the plan change process because of s10 of the RMA. The proposed lease re-negotiation will be pursued to address noise levels for these residents, and the Council was aware of this when initiating this plan change.