

3. CHRISTCHURCH KART CLUB

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Corporate Plan Output: New Assets Reserves Purchases	

The purpose of this report is to update the Committee on the issues relating to the Christchurch Kart Club at Carrs Road Reserve, Halswell.

BACKGROUND

The lease held by the Christchurch Kart Club gives exclusive rights of occupation to the club to use Carrs Road Reserve (Reserve 337 .1024 ha) for the specified purpose of a kart club, racing circuit and associated activity.

The lease which commenced on 1 February 1988 is for a term of 33 years and has a right of renewal for a further 33 years. On the expiry of the lease either after the end of the term or by sooner determination by the Council, the club is entitled to remove its improvements within a time specified by the Council but in any event the club is not entitled to compensation. The lease is issued under the provisions of the Reserves Act 1977.

The Wigram/Halswell area has been identified as being the most sustainable option for future urban development within Christchurch. Because of this, concerns have been raised in the past about the adverse effects the noise generated by the club's activities could have for future residents. It is inevitable that an increase in noise complaints will result as residential development takes place in the surrounding area.

As a consequence of this the Parks Committee in 1996 appointed a subcommittee to review the possibility of relocating the Christchurch Kart Club. Following full investigation of the matter including meetings with the club, the following recommendation by the subcommittee was adopted by the Council at its meeting on 28 August 1996:

1. That the club's lease of its existing site granted by the former Paparua County Council be left undisturbed to allow the Club to remain on its present site.
2. That no action be taken in the meantime by the Council to purchase the properties in Hasketts Road and/or Leggett Road.
3. That the submitters expressing an opinion on the possible relocation of the Kart Club be acquainted with the associated property information supplied to the subcommittee by Council officers.
4. That the Templeton Residents Association be advised of the Council's current position on the proposed relocation of the Kart Club and invited to meet with the subcommittee if necessary to discuss the background to the Council's decision.

With respect to point 2 it should be noted that the Council had obtained an option to acquire a property adjoining the Ruapuna Raceway at the time in which to relocate the Kart Club. However, as a consequence of the subcommittee's recommendation the purchase of the property was not confirmed. It should be noted that the property has subsequently changed hands at a price considerably greater than the Council could have secured it for.

CURRENT SITUATION

As indicated above the major concern to local residents is the noise generated by the Kart Club through its activities. With further residential development proceeding in the area it is anticipated noise complaints will increase to the point where it will be necessary to find a new location for the Kart Club.

LAND USE

There are currently two plans controlling land use in the area – the Paparua section of the Transitional Plan and the proposed City Plan each with its own zoning. The Council is required to have regard to both plans while the new plan is undergoing development. The Transitional Plan will cease to be of relevance once the new plan becomes operative in approximately two years.

PROPOSED PLAN

The proposed plan (as amended by decisions released in May 1999) zones the Kart and Greyhound Clubs as Open Space 3 (Metropolitan Facilities). The purpose of the zone is described as being one of providing for important community facilities for the city as a whole. It is noted that as sites in the zone attract large numbers of people it is important that the surrounding environment is protected from the adverse effects of these activities with provisions therefore taking into account such factors as noise, lighting, glare and traffic.

All the land surrounding the Open Space zone, that is all the land bounded by Wigram, Halswell Junction, Wilmers and Awatea Roads was rezoned Special Purpose (Awatea) Zone from Rural 2 with the release of decisions on the proposed plan in 1999. This zone essentially acts as an interim zone, one in which the previous rural provisions apply but where some indication is given to landowners in the community that the land will ultimately be rezoned for some range of urban purposes.

The final zoning pattern is to be decided through a variation which is currently in preparation. Land use in the area is likely to be mix of residential, industrial, open space and possible commercial use. The variation must be notified by October 2001 at which time the special purpose zoning will fall away to be replaced by this mix. The variation will investigate a number of issues affecting the zoning of this land including location of the speedway as a prerequisite to any living zone, ground water and stormwater, green space and corridors and contaminated sites and former landfills.

OPTIONS FOR RELOCATING KART CLUB

It is clear from the above that the continued occupation of the site by the Kart Club is nearing its end and that an alternative site is required. As a consequence of this discussions have been held with the owner of land adjoining the Ruapuna Raceway with a view to relocating the Kart Club to this site. Sound level monitoring of the Kart Club's existing activities indicate that provided a new site is engineered appropriately with the track placed below ground level and earth mounding above ground level then kart noise received at residential and non-residential sensitive land uses should be at reasonable levels.

It should be noted, however, that this will not necessarily mean that the noise is inaudible from time to time as the noise has a distinctive tone and it may carry further under certain wind conditions. However, it is most unlikely that the noise would be unreasonably intrusive at any premises including the residential areas of Templeton, Islington and Broomfield/Hei Hei.

At this point the discussions over the proposed new site have not been concluded and as such the officers are not in a position to report back to the Committee but it is expected that a full report concerning this matter should be able to be presented to the Committee in the New Year. There are a number of complex issues to be resolved with respect to the site before any firm conclusions can be drawn that it will be suitable for the purposes intended. The Committee can be assured, however, that the negotiations are continuing and it is confidently expected that satisfactory resolution will be reached.

Deputy Chairman's

Recommendation: That the information be received.