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SUBMISSION – Draft Long Term Council Community Plan 2009-19

LTCCP Project #244 – Relocation of Christchurch Kart Club facilities from Carrs Road.

YES – I wish to discuss the main points in my written submission at the hearings to be held between Monday 11 May 2009 and Monday 18 May 2009.

This submission is prepared on behalf of the Christchurch Kart Club Inc, representing a financial membership of 250. A much greater number of people are associated with the activities of the club.

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Date: 5 April 2009

Background

The Christchurch Kart Club has operated for 50 years on reserve land leased from the council in Carrs Road, Halswell. If renewal rights are exercised, the existing lease extends to 31 January, 2054. The club has a significant investment in the leasehold improvements, principally comprised an asphalt racing circuit, technical workshop and steward rooms and a clubhouse. Under Kartsport New Zealand rules, the circuit carries an "A" rating, which is renewed annually.

Relocation.

The Christchurch City Council has requested the Club to relocate its' activities. Relocation of the club has been discussed over many years, and on several occasions, budgetary provisions have been made, firstly by the Paparua County Council, and more recently by the Christchurch City Council. The current project commenced in 1994, when the club approached the Council requesting advice on a major upgrade at the Carrs Road site. The Council responded, requesting that the club be relocated.

The "Win Win"

Relocating the club represents a "win-win" for many community stake holders:

- For Halswell residents, the removal of a long standing facility that some regard as a noise nuisance.
- For the Council, relocation of the club allows rural land to be rezoned for residential purposes in the area identified by planners as the best location in South West Christchurch (Awatea) for residential development. If the club remains, the Council's most likely option is to rezone the immediate area as light industrial. The developing residential area will be adversely affected by both Kartsport and industrial activities.
- For the club, relocation will provide a base for Kartsport in Christchurch for the next 100 years. The club is likely to be relieved from current Resource Consent restrictions, and a new site will give space to allow the long term development of an internationally accredited racetrack facility
- Kartsport has significant economic impact within the region, providing jobs in Christchurch and attracting visitors from outside the region. Significant recreational opportunities in motorsport are provided for Christchurch residents,

Progress over the last 5 years

- A close liaison has developed between club representatives and Council Officers in the Strategy and Planning Group. Council Officers support the proposed relocation, and have contributed significant time and effort into planning, and identifying and assessing possible sites.
- In May 2004, Council Officers made a formal presentation to the Club's AGM, requesting that the club considers relocation, which represents the best outcome for both the club and the community. The club agreed in principle by formal resolution at this AGM to relocate, provided that all facilities were reinstated.
- In 2005, the Council agreed to co-ordinate funding for the relocation and reinstatement of the club on a site to be agreed. It was agreed that the facility as reinstated by the Council, will comply with the current requirements for Kartsport NZ "A" rated facilities. This is regarded as Phase I of the project. Sufficient area would be available for the longer term development by the club of an internationally accredited facility. This is regarded as Phase II. Initial resource consents would cover both phases, and would remain valid for 10 – 20 years to allow the completion of Phase II. While a simple "working concept" plan has been developed,

it is the Clubs' intention to commission recognised international designers to finalise the track layout to ensure that an extremely high standard of facility is developed. Whilst supporting local club activities, the fully developed facility will attract regional, national and international events to the city.

- In late 2007, legal opinions were successfully sought as to the use of reserve contributions for the relocation project.
- During 2006, 2007 & 2008, several possible sites were identified and investigated. Noise and water assessments were commissioned by the Council covering sites at Ruapuna and West Melton. A site at McLean's Island has subsequently been identified as the preferred option. The proposed site will be the subject of a resource consent application for both quarrying and the later establishment of the Kart Club facility. This facility is part of the proposed rehabilitation of the land after removal of the gravel resource. The site is within the Christchurch Airport noise corridor, and is unsuitable for residential use.
- In late 2008, a joint brief was developed with the land owners, to engage consultants to provide water and noise assessments for the West Melton site. This report is expected in May 2009.
- The agreed goal is the file resource consent applications by mid 2009.

Concerns

- It has come as a surprise to the Club that this project is currently shown in the draft LTCCP as "unfunded". It is disappointing that, given all the work that has been done with the Council's Strategy and Planning Group in recent years, this project is not already fully incorporated into the draft LTCCP.
- This has already been a very long term project that is currently building momentum towards successful planning outcomes. Funding should be allocated to allow completion. If resource consents are obtained by late 2009, quarrying will take place in 2010 and early 2011. Funding needs to be available from mid 2011.
- Project #244 covers the relocation of the kart club and renovation of the Carrs Rd reserve. It also covers developments at The Groynes and at the Travis Wetlands. It would seem appropriate to separate proposed developments at these locations in to separate projects.

Mark Errington
5 April 2009