

Ruapuna Speedway

RUAPUNA MOTOR SPORT PARK

CHRISTCHURCH SPEEDWAY ASSOCIATION PO

BOX 16-462, HORNBY, CHRISTCHURCH, NZ

EMAIL: WWW.RUAPUNASPEEDWAY.CO.NZ

SPEEDWAY NOISE MANAGEMENT PLAN (SNMP)

**In effect from
1st July 2016 and annually renewable**

**Relating to
RUAPUNA SPEEDWAY
CHRISTCHURCH, NEW ZEALAND**

Final Version 1.3

Revision number:	Date:	Responsible person/group:	Action item:
0.1 0.2	25/11/13	CSA	Drafted prepared Initial
0.3	30/11/13	Cavell Leitch	Draft for CSA
0.4		CSA	Draft for Cavell Leitch
0.5	02/12/13	Cavell Leitch	Draft for CSA
0.6	03/12/13	CSA	Draft for Cavell Leitch
	18/03/14	Chch City Council	Draft for Working Party Incorporated text from Quieter Please and general review on behalf of working party. Shown in track change. Track change to be removed once changes agreed by Working Party.
0.7	12/03/14	Cavell Leitch	Review draft and include agreed matters and tidy ups
0.8	30/07/16	Cavell Leitch	Further review following PC52 decision and Christchurch RDP process
0.9	04/10/16	CCC	Review and comment on draft
1.0	14/10/16	Cavell Leitch	Review and comment on CCC version 0.9
1.1	19/10/16	CCC	Further comments
1.2	25/10/16	Cavell Leitch	Draft sent to CCC for final comments
1.3	25/10/16	Cavell Leitch	Final to CCC

1. Purpose and Objectives

1.1 Purpose

To set out procedures to manage the noise impacts on local residents from activity at Ruapuna Speedway.

1.2 Objectives

- A) The speedway continues to operate in compliance with the noise limits in the Christchurch District Plan.
- B) The Christchurch Speedway Association ensures any adverse noise effects on the surrounding community and environment are effectively managed to not increase and, if practicable, are reduced.
- C) The Christchurch Speedway Association and local residents work together to become good neighbours.

This Speedway Noise Management Plan (SNMP) has been produced by the Christchurch Speedway Association Incorporated (*Speedway Association*) and provides the framework and mechanism for the management of noise relating to Ruapuna Speedway (*speedway*).

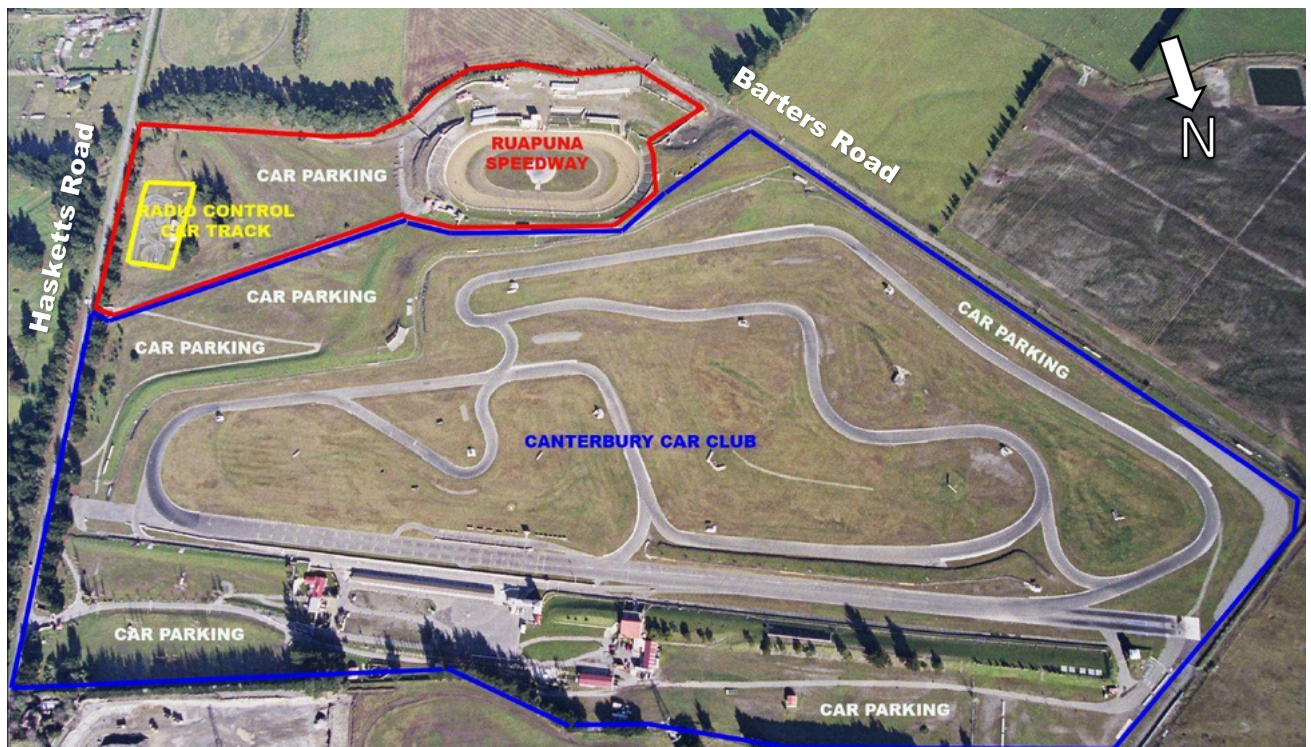
The Speedway Association is the leaseholder and operator of the speedway.

The primary aim in implementing this SNMP is to reduce the impact of speedway noise within the local community. In addition it provides that the necessary controls are imposed on all speedway related activities to ensure compliance with the requirements of the Christchurch District Plan.

This SNMP is intended to be a dynamic management control document to ensure continual improvement. It sets out the management procedures, processes and controls which cover all aspects of mitigating the impact of noise. The SNMP will be constantly reviewed in line with good operational practice and improvements in noise measurement techniques and noise mitigation measures. It is therefore subject to revised versions being published at the discretion of the Speedway Association or in accordance with the annual review process set out in Section 13 below.

2. Ruapuna Speedway Background

2.1 Activities The Ruapuna Motorsport Park (*the site*) is publicly owned and administered by the Christchurch City Council (*Council*). The part of the park that includes the speedway and radio control car track is leased to the Speedway Association. The remainder of the park includes the Mike Pero Raceway (*raceway*) and associated facilities and is leased to the Canterbury Car Club Incorporated (*Car Club*). The areas leased to each organisation are shown in the figure below.



The Speedway Noise Management Plan (*SNMP*) is operated by the Speedway Association and relates to the speedway. The Car Club operates a separate Raceway Noise Management Plan (*RNMP*) for the raceway. Both plans have consistent procedures and specify a combined Community Liaison Committee (*CLC*) as set out below.

The speedway has operated from the site since 1963. The Speedway Association holds a lease for the speedway that will not expire until 2053, at which time the Speedway Association expects that the lease will be renegotiated.

In the time since its establishment at the site, the speedway has been a dedicated speedway racing venue, with a season that runs from late October/early November to March/April. From a high point in the 1980's that saw around 25 race meetings and 5 practices per season, in the 1990's activity at the Speedway saw a gradual reduction to the current fixture schedule of 20 events per year made up of 3 practice events and 17 meetings (reduced under the Christchurch Replacement District Plan to 15 meetings per annum).

In some seasons the Speedway Association is granted the right to host New Zealand Championship fixtures. When these are run the Speedway Association is required to ensure that the meeting can be

completed, even if rain affected. The ability to host these New Zealand Championship race meetings is crucial to the viability of the Speedway Association and the speedway.

In 1987 the Council requested a variation to the Speedway Association's lease to allow for the installation of a "skid pad". Since its installation the skid pad has been used on an irregular basis and the Speedway Association has now formally discontinued its use and will no longer be involved in its operation.

In addition, a separate track was also installed on land leased to the Speedway Association by the Council for the Canterbury Remote Control Car Club track (RCCC). The Speedway Association has a sub-lease with RCCC over an area outside of the main speedway stadium. The RCCC currently has rights to access the site.

The Speedway Association is reviewing the arrangements for these alternative activities, which in any event are also covered by the SNMP.

2.2 Noise Effects on Residents

The main sound sources affecting local residents are race vehicles on the speedway, announcements and commentary on the public address systems, and associated traffic on local roads.

A simple Noise Log (Speedway/Car Club Noise Feedback Form) has been created to enable local residents to record the date, time and nature of noise annoyances. The completed Feedback Form can be returned to the Motorsport Park Manager and the information will be used by the Speedway Association to identify the types of events and activities that cause annoyance. The Speedway Association and Car Club propose to prioritise their initiatives and resources for noise reduction on those activities which cause the most annoyance. A copy of this form is attached as Appendix C.

3. Personnel

Outcome sought is for there to be a single point of responsibility for noise management.

3.1 Responsibility

The Christchurch Speedway Association Inc. Management is responsible for the implementation of this SNMP for the Speedway.

Where elements of the SNMP are reliant on actions by others such as the Council, Community Liaison Committee, Car Club and track hirers/users, the Speedway Association will work proactively with those parties to achieve the objectives of the SNMP. The Speedway Association maintains ultimate responsibility and if particular initiatives for noise reduction are unsuccessful then the procedures in the SNMP will be revised accordingly to use other methods to achieve the objectives.

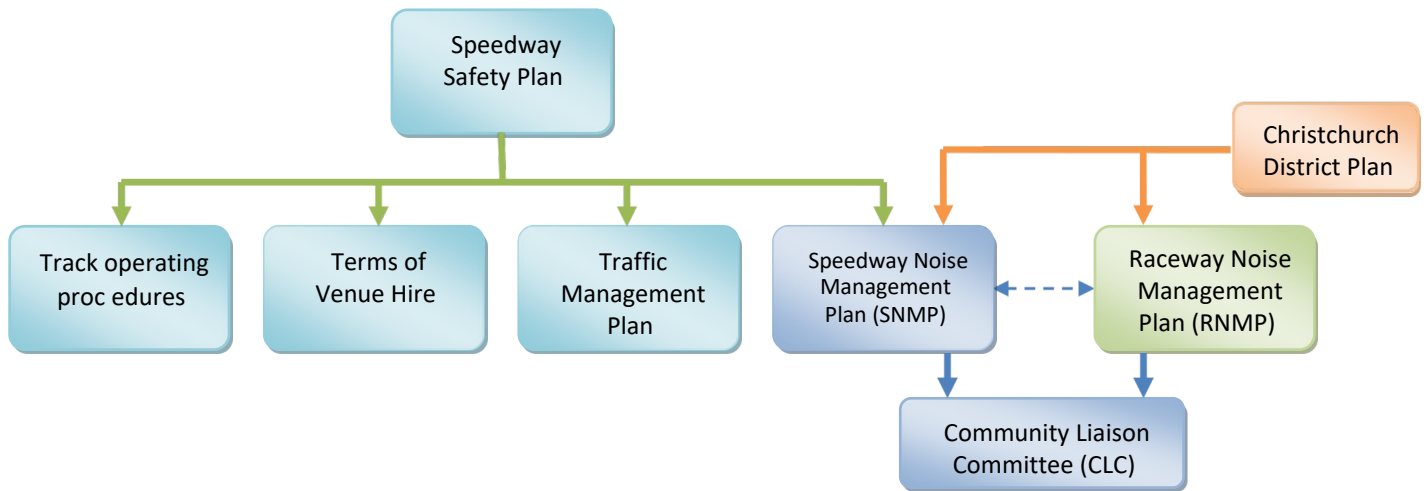
3.2 Contact details

Contact details for the Speedway Association President and other people relevant to the SNMP are provided in the following table.

	Organisation	Role	Phone	Mobile	Email
Allan Daly	Speedway Association	Vice President		027 535 8128	allan@runacres.co.nz
Rob Roxburgh	Speedway Association	President	n/a	027 434 2550	rob@equus.nz
John Alps	Council	Noise Monitoring	03 941 8822	n/a	John.alps@ccc.govt.nz

4. Operating Plans

The speedway functions under procedures covering all aspects of the operation. This SNMP fits into those procedures as shown in the following diagram. The figure also shows the relationship of the SNMP to the Christchurch District Plan.



5. Community Liaison

5.1 Committee

The Community Liaison Committee detailed in this section operates under both the SNMP and RNMP. Any amendments to this section of the SNMP must also be made to the corresponding section in the RNMP (and vice versa).

The outcome sought is for all stakeholders to identify activities causing noise disturbance together on an ongoing basis, and review effectiveness of controls implemented by the Speedway Association to address those noise effects.

5.1.1 Purpose

The Community Liaison Committee (CLC) shall provide a forum for local residents, the Car Club, Speedway Association, and Council to oversee noise management practices under both the RNMP and the SNMP.

5.1.2 Membership

In accordance with Rule 21.10.2.2.5(a)(i) of the District Plan, the CLC will comprise:

- Independent Chairperson – appointed by the Council
- 3 members – local Templeton residents (initially to be 2 members from the Templeton Residents Association and 1 member from Quieter Please)
- 2 members – Car Club
- 1 member – Speedway Association
- 1 member – Council

5.1.3 Membership Roles

- a. Chairperson
 - i. preside over committee meetings and ensure that time in meetings is used productively;
 - ii. provide overall leadership to the committee;
 - iii. manage any conflicts of interest; and
 - iv. ensure that good relations are maintained between the committee and the local community.
- b. Car Club
 - i. represent the raceway users who are responsible for the noise-generating activities at Ruapuna Motorsport Park; and
 - ii. present the views of the raceway users they represent.
- c. Speedway Association
 - i. represent the speedway users who are responsible for the noise-generating activities at Ruapuna Motorsport Park; and
 - ii. present the views of the speedway users they represent.
- d. Council
 - i. provide advice on Council processes;
 - ii. provide a link back to the Council through the Community Board i.e. sourcing any additional resources, reporting back, etc.

e. Local Templeton residents –

- i. present the views of the local residents and community (including neighbouring properties and special interest groups);
- ii. ensure resident and community views have a direct route into the noise management process; and
- iii. promote communication and understanding between the residents/community and Ruapuna Motorsport Park users, and providing regular feedback on the deliberations of the CLC.

5.1.4 Appointment of CLC members

Every two years the Car Club will put a notice in a suitable publication inviting expressions of interest for local residents to serve on the CLC. If there are more than three applicants the chairperson will select three to provide a balanced representation of the community around the raceway and speedway. The CLC can invite other people to meetings as required. For the avoidance of any doubt, invited persons will not have voting rights on CLC decisions.

The Car Club, Speedway Association and Council will advise the chairperson of their nominated representatives on the CLC, and of any subsequent changes.

Current CLC members are:

Name	Organisation	Phone	Mobile	Email
Laurie McCallum	Independent Chairperson			
Sara Harnett	Resident, Quieter Please			kikstra@xtra.co.nz
Peter Peterson	Resident, Templeton Residents Association	03 349 6672		
Garry Kilday	Resident, Templeton Residents Association			g_kilday@hotmail.com
Keith Cowan	Car Club	03 347 9064	021 222 7081	keithjcowan@gmail.com
Mark Wederall	Car Club	03 349 6003	021 240 1686	mark@canterburycarclub.co.nz
Rob Roxburgh	Speedway Association		027 434 2550	rob@equus.nz
Jimmy Chen	Council	03 342 8589	021 134 1673	jimmy.chen@ccc.govt.nz

5.1.5 Meeting Procedures

The Car Club will provide the secretariat.

The CLC will meet at least four times a year, unless otherwise agreed by the CLC. For each meeting the Car Club will submit a draft agenda and proposed date to the chairperson at least two weeks before the meeting, and once approved by the chairman will circulate these by email to all CLC members. Meetings will be held at the Car Club unless the Car Club arranges an alternative venue. The Car Club

will take minutes at meetings and will submit these to the chairperson for approval within one week of each meeting. Once approved the Car Club will circulate the minutes by email to all CLC members.

5.1.5 Dispute Resolution Procedures

In accordance with Rule 21.10.2.2.5(a)(iv) of the District Plan the following sets out the process for resolving disputes within the CLC.

The CLC serves an advisory function to the Car Club and Speedway Association, to identify, develop, prioritise and review their noise management actions. The CLC should operate by consensus, but in cases of disagreement the chairperson is responsible for resolving differences where practical, and ultimately setting out the position of the CLC to the Car Club and Speedway Association. If any members of the CLC remain dissatisfied whether the CLC is operating in accordance with the requirements of the District Plan, those issues should be raised directly with the Council's Head of Planning and Strategic Transport.

5.2 Public information

Outcome sought is for local residents to:

- have an understanding of activities conducted at the speedway,
- have advance warning of when events will be occurring,
- understand the processes in place for noise management, and
- have mechanisms/contacts to communicate with the Speedway Association and other stakeholders.

The methods to achieve these outcomes will be:

- The Car Club and Speedway Association will put a joint notice in a suitable publication such as the local community newspaper in September each year, providing:
 - a summary of the provisional programme of all activity for the season at both the raceway and speedway, including test days, and giving a link to an online listing of activity showing the times and noise category of each event.
 - links to the RNMP and SNMP online.
 - invite local residents to either attend a public open day at the raceway and speedway or offer free entry to an event.
 - The notice will include details of the CLC, resident contacts, and scheduled meeting dates. Contact details will also be given for the Council and the RNMP and SNMP noise complaint contacts.
- A process for regular updates about events will be determined by the Community Liaison Committee.
- The current version of the SNMP will be posted online.
Council boundary noise monitoring information will be available to the public as detailed in Section 6.2.
- Use of Noise Feedback Form (Appendix C below).

6. District Plan

6.1. Noise limits

The District Plan limits the use of the speedway. Activities may only occur in compliance with the parameters set out in the following table.

For the purposes of compliance with the noise limits in this table, the limitations on days, time and noise levels shall only apply to the vehicles falling within the specified category.

Category	Activity	Days per year*	Time	Boundary noise limits
A	Race events and Practices	15 race meetings 5 practice days (any day except Monday)	1800h – 2200h and 1200h – 1800h	80 dB LAeq 95 dB LAFmax
B	Remote Controlled Vehicles	Any day (electric vehicles only) & 50 racing days (non-electric vehicles) (any day except Monday)	0900h - 1800h	65 dB LAeq(15min) 90 dB LAFmax
C	Other activity	Unrestricted	0700h – 2200h and 2200h – 0700h	50 dB LAeq(15min) 75 dB LAFmax 40 dB LAeq(15min) 65 dB LAFmax

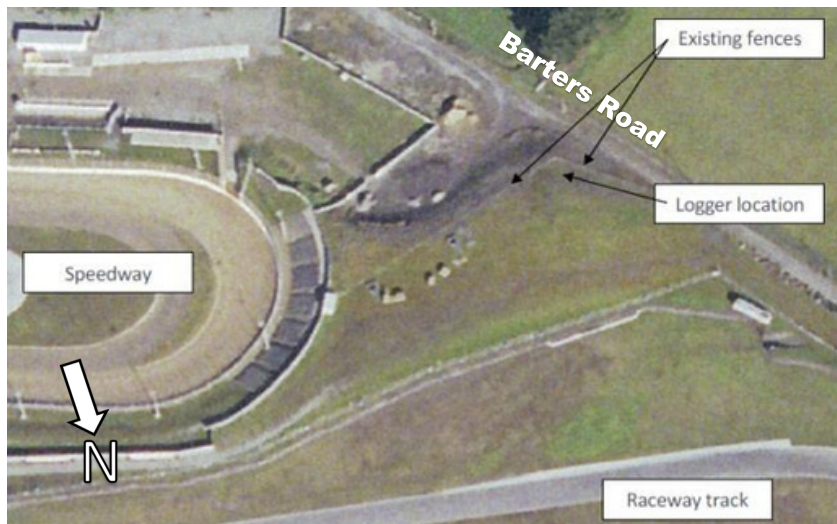
* Any activity at the Speedway exceeding 40dB LAeq(15min) and 65 dB LAFmax complying activity on: Good Friday, Easter Monday, ANZAC Day, Christmas Day, New Years Day and the days between and including 26 December – 31 December. Note also the exemptions to the above table, set out below.

The following exemptions to the District Plan will apply in certain circumstances:

1. Rule 21.10.2.3 shall not apply to emergency services vehicles;
2. The Rules in 21.10.2.3 and 21.10.2.2.1 will not apply:
 - a. Where the need to wait for a replacement ambulance to arrive on site causes the start or finish time of any activity on the track to be delayed, the hours of operation may be extended for up to an hour.
 - b. Where a New Zealand Speedway title event has experienced unavoidable delays, the hours of operation may be extended for up to an hour to complete the New Zealand Speedway title event on up to 4 occasions per year;
 - c. Where the Speedway race programme for a New Zealand Speedway title event is unable to be completed due to adverse weather conditions, the programme may be completed the following calendar day, and may commence from 2pm, on up to 4 such events per year.

6.2 Boundary noise monitoring

The Council own and operate a permanent noise logger at Ruapuna Park, for the purposes of monitoring compliance with the District Plan noise limits set out above. The logger is located within the raceway close to the boundary with the speedway as shown below.



To achieve reliable measurements of both the raceway and speedway the logger location is elevated and is closer to the tracks than the legal boundary where the District Plan noise limits apply. Testing has shown the noise logger records levels approximately 10 dB higher than that are actually generated by the speedway at the most exposed point on the boundary. All results from the logger should have a -10 dB allowance applied before comparison with noise limits, until further measurements are undertaken.

The logger consists of a Norsonic Nor140 Class 1 sound level meter, fitted with an outdoor microphone kit and powered by solar panels. Weather monitoring is included, giving wind speed and direction, temperature, and rainfall information. Council will perform a field calibration check on the logger at least every 6 months. The meter will be submitted for a full laboratory calibration every 2 years.

Data from the noise logger is automatically uploaded to the website, www.noiseandweather.co.nz every 15 minutes. The LAeq(15min), and LAFmax data is publicly available for under the site name "Ruapuna Speedway" with the password "race". Council will review this data following any complaints and at least once per month during the racing season. A summary report will be provided by the Council to the CLC prior to each of its meetings.

The logger is also set to record real-time audio if the noise level is within 5 dB of the District Plan limit. The audio data is saved to an SD card within the meter, and will be reviewed by Council staff if required. The purpose of the audio recording is to assist in positively identifying the cause of any exceedance of the noise limits. Audio recording can also be activated by the Council remotely by use of SMS messages. The logger automatically advises Council staff by SMS when the SD card is approaching capacity.

The Council will follow up any breaches of the District Plan noise limits, including reporting any breach to the Speedway Association within one week of discovery.

If the Council reports any exceedances of the noise limits to the Speedway Association on the basis of measurements by this noise logger, or any complaint will be dealt with accordance with the process described at Section 12 below and will be actioned as appropriate. If exceedances are found to be due to activity on the speedway the specific vehicles causing the exceedance will be flagged off the track and will not be allowed to use the track again until it makes modifications as discussed below.

7. Event/Activity Management

7.1 Track log

Outcome sought is for the requirements of the District Plan to be easily verified in terms of the numbers, types, and timing of events. It is also desired for there to be information to verify processes in Section 8, relating to trackside monitoring, are being followed.

The Speedway Association and Speedway New Zealand maintain logs of all activity at the speedway. The log will include:

- Date
- Event/activity organiser/hirer
- Named person responsible for noise management (SNZ Steward)
- Event category/categories
- Start/finish times
- Summary of noise levels recorded by the trackside monitor (SNZ will provide details of noise recordings from each meeting)
- Actions taken on vehicles exceeding trackside limits
- Complaints received and actions taken in response
- Summary of noise levels recorded by the Council's noise logger, located inside the boundary

The log will be formatted so the total number of days for each activity category can be readily determined. The log will be presented to each CLC meeting.

7.2 Bookings

Outcome sought is that activity is only booked at the speedway that fits within the District Plan restrictions, and that there is clear responsibility for noise management for each activity.

The following requirements apply to activities organised by the Speedway Association and any hirers of the speedway or associated facilities. When making any booking for the speedway the Speedway Association will:

1. Determine the activity category;
2. Check whether the activity can be undertaken in accordance with the District Plan restrictions; and
3. Establish the named person responsible for noise management during the activity, and provide training to that person about this SNMP as required.

7.3 Track hire

Outcome sought is that track hirers understand noise impacts and restrictions and apply effective noise management in accordance with this SNMP.

Hirers of the speedway (if any) will be responsible for noise management of their activity. The Speedway Association will include a requirement for hirers to operate in accordance with this SNMP as part of the Terms of Hire. The Speedway Association will provide training for each hiring organisation to include:

- Overview of this SNMP

- Restrictions on the speedway in the District Plan
- Potential noise effects on neighbouring residents
- Operation of the trackside monitor

Following each event/activity the hirer will submit a report to the Speedway Association with details to complete the track log.

7.4 Operating Procedures

Outcome sought is for the procedures in this SNMP to be consistently applied to all activities at the speedway.

During activities on the speedway involving motorised vehicles, the person responsible for noise management will:

- Ensure that trackside noise monitoring is conducted and acted upon in accordance with Sections 8.2 and 8.3
- Act on any noise limit exceedances at the boundary in accordance with
- Section 6.2
- Address any complaints received in accordance with Section 12.

8. Race Vehicles Noise Management

8.1 Vehicle noise limits

Vehicles using the Speedway are required to operate in accordance with Speedway New Zealand rules.

Rule S5/1 as per Speedway New Zealand Rule Book.

No vehicles shall exceed 95 dba LAFmax. Measured from 25m on the infield from pole line on fastest part of straight with meter held not less than 1m above the ground.

Rule S5/2 as per Speedway New Zealand Rule Book.

The SNZ Steward is responsible for insuring that no vehicle exceeds the sound level.

8.2 Monitoring at the Speedway

Outcome sought is for the Speedway Association, and speedway hirers, to verify that every vehicle using the track is complying with the trackside noise limit set out in Section 8.1.

The Speedway Association's governing body is Speedway New Zealand. They provide officials at all meetings to monitor noise levels as required in the Speedway New Zealand regulations. The noise monitor utilised is re-calibrated every year by Speedway New Zealand.

Speedway New Zealand will monitor noise levels 25 metres from the infield pole line (the fastest part of the straight), not less than 1m above the ground. The noise monitor utilised enables identification of individual vehicles and the noise they produce.

8.3 Action plan for Speedway

Outcome sought is for all vehicles on the speedway to be compliant with the noise limit in Section 8.1.

If any vehicles are measured to exceed 95 dB LAFmax the following actions will be taken under the direction of the person responsible for noise management of the activity:

- 1) Where a single vehicle is identified as producing over 95 dB LAFmax the course Steward will black flag the vehicle (i.e. it will be required to stop racing immediately or within the shortest possible time for safety purposes). The vehicle cannot rejoin the race and must remain in the middle of the infield until the race is completed (the time of stopping will be logged).
- 2) When a vehicle has been black flagged and removed from the racetrack for breaking the noise limit the following then occurs:
 - i) The vehicle that has produced more than the 95 dB LAFmax is given the opportunity to make modifications to the vehicle and allowed to start their next race. (Cars cannot be tested for noise in the pit area as they require push trucks to start them and also be in a safe environment so this needs to happen on the track at full speed.
 - ii) If the modification does not reduce the noise produced, the vehicle is again black flagged and cannot race for the rest of the meeting and a fine is issued by Speedway New Zealand.

8.4 Initiatives

Effect sought is a reduction in noise annoyance/disturbance from race vehicles for local residents.

The following have been identified as potential initiatives to reduce vehicle noise.

- Engage with speedway users and introduce this SNMP. Provide training and agree responsibilities and the actions during events.
- Investigate the installation of a permanent trackside noise monitor.
- Identify vehicles/classes that may cause greatest annoyance to residents.
- Advanced Muffler Systems: New muffler systems are currently being trialled to help reduce the level of noise being produced by vehicles racing at all speedways. This is a 'sport-wide' initiative and the new systems are being tested at race meetings whenever these cars are running. It is not possible to currently say what the overall potential decrease in noise produced might be but it is hoped that meaningful improvements will be achieved.

This list is not exhaustive, and it is the intention of the Speedway Association to extend these initiatives where practicable over time through further dialogue in a continuous process within the CLC. This process will include updating this list as required and transferred onto the table in Appendix B.

9. Track Facilities Noise Management

9.1 Public address systems

Outcome sought is to avoid and minimise noise annoyance/disturbance from the public address systems, and for any music from the public address systems to be inaudible at the nearest houses.

Permanent public address systems are installed at the speedway for:

- 1) Use as communication with drivers prior to meeting start.
- 2) Background music when gates open and kept to a low level.
- 3) During the running of the meeting.
- 4) Communication to the public regarding safety matters.

To limit disturbance from the public address systems:

- Loudspeakers by spectator areas will only be used during events and will be used only for voice announcements.
- Music played on the loudspeakers serving the pits will be at a background level that is not audible at the nearest houses.
- Public address systems will only be used during race events when they may be used between 1200h and 1800h (day meeting) and/or between 1800h and 2200h (night meeting), in accordance with Section 6.1 above.
- The public address system in the pits may be used for race administration during events.

9.2 Maintenance operations

The Speedway Association:

- 1) Employs a caretaker who maintains the grassed areas and the speedway facilities generally.
- 2) Utilises a water tanker during the week of a meeting as the speedway track must be watered. It is a clay track which requires watering to prevent dust and aid compaction of the track surface.
- 3) Requires access for service vehicles, St John Ambulance, a Grader, and Food vehicles.

Maintenance operations are not generally expected to generate any adverse noise effects or annoyance/disturbance for residents. However, as a precaution, all maintenance activities will be restricted to weekdays between 0800h and 1800h where practicable.

9.3 Initiatives for Facility Noise Generators

Effect sought is a reduction in noise annoyance/disturbance from public address systems for local residents.

The Speedway Association has invested in a modified PA for the speedway. This is being installed in consultation with an acoustic expert in order to minimise the noise escaping from the site.

The Speedway Association will keep a watching brief for appropriate changes to technology that may help with the reduction or mitigation of noise.

10. Spectator Noise Management

10.1 Traffic management

Outcome sought is to avoid and minimise noise annoyance/disturbance from traffic associated with a major event on public roads.

Spectator road-traffic associated with events has been reported as previously causing noise disturbance. This can be minimised by effective temporary traffic management.

The Speedway Association employs Traffic/Security Management and controls traffic coming into and leaving the venue (stadium) for special events. Such measures are not generally required for normal race meetings that generally attract less than 1000 spectators. However, events such as New Zealand Championship events can see crowds of up to 2000 in attendance.

The Speedway Association's intention is to prepare its own Traffic Management Plan to be implemented whenever a crowd of more than 1,000 spectators is expected at the speedway.

At the time of preparing its annual event schedule the Speedway Association will determine whether the Traffic Management Plan needs to be activated for any events.

The Speedway Association also informs the Police of all scheduled events at the start of the season so the Police can also monitor event related traffic as they consider appropriate.

The Speedway Association will encourage spectators to leave the grounds quickly and courteously at the end of an event.

The Speedway Association will manage the scheduling of races so that the main race will be the second to last event on each event day. It is anticipated that a large number of spectators will leave following the main race, while a portion of the spectators will remain until after the final race. The intent is that the impact of departing spectators on neighbouring traffic will be reduced, as the departure of spectator vehicles is staggered.

The Speedway Association is mindful that while it may endeavour to stagger departures of spectators, there are other constraints on how effective this will be, including:

- The Speedway Association is unable to control spectator activity on local roads and highways;
- The intersections at either end of Hasketts Road and at the Pound Road / Main Road intersection are outside the Speedway Association's ability to control; and
- Police involvement in the management of traffic cannot be guaranteed.

10.2 Spectators

The Speedway Association will employ a security firm to take care of crowd control at all meetings. The Speedway Association is not aware of any specific issues relating to adverse crowd behaviour but is committed to avoiding such behaviour if and when it occurs. Any complaints will be logged as for noise complaints and where perpetrators can be identified the Speedway Association will take any reasonably necessary action that might include ejecting the spectator and/or barring their attendance at future events.

On the specific issue of crowd noise, if this ever reached excessive levels (which has not been an issue in the past) the Speedway Association would seek to control by general announcements over the PA and by individual action by track and security officials to deal with specific situations.

The Speedway Association will make every reasonable effort to educate spectators of the need to be courteous of the neighbouring community as they drive to/from the site, but has no control over spectator's actions outside the site.

10.3 Initiatives

As noted the Speedway Association has not been made aware of specific spectator noise issues from the Speedway. If such issues are reported then the Speedway Association will take all reasonably necessary action to address them. These may also be addressed at the next meeting of the CLC (if required).

At this stage therefore, no specific initiatives, other than the above education/information supplied to spectators as they leave, have been identified for reducing spectator noise effects, apart from the impact of scheduling the main race as the second to last race on any given event day. This may have ancillary benefits where spreading out the departure of spectators vehicles may also reduce the concentration of associated vehicle noise during departure times.

11. Noise Reduction and Management

The principal initiatives that could assist in noise mitigation/reduction are the improvements to the PA and ongoing efforts to improve muffler technology. As noted these efforts are already underway. Progress on both can be a subject for review at meetings of the CLC and in future versions of the SNMP.

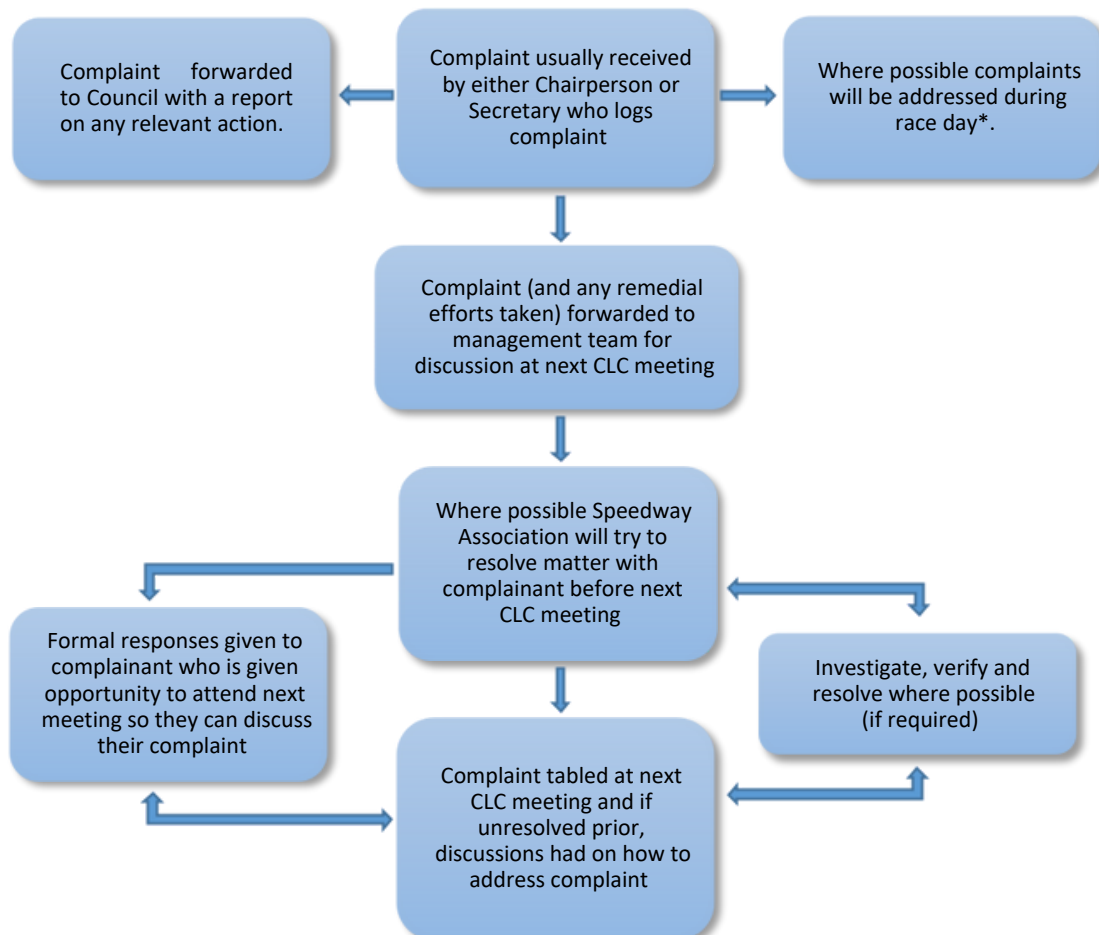
Trees have been planted around the entire circumference of the track fence, and are currently approximately 5.0m in height. These trees are being cared for and irrigated in order to speed their growth to assist with ongoing noise reduction efforts.

The Speedway Association has agreed to new noise limits as set out in section 6.1 above, which limit the number of days that events and practice take place, the noise levels at certain times of the day and the hours of operation of the site.

The Speedway Association, while making every reasonable effort to request spectators behave in a courteous manner, has no control over noise associated with other sources such as “boy racers” etc.

12. Complaint Procedures

Outcome sought is for complaints to be addressed quickly and, if the complaint relates to excessive or unreasonable noise, for the situation causing the complaint not to be repeated.



* active trackside monitoring is aimed at identifying vehicles that generate excessive noise and removing them from race meetings if they are unable to take corrective measures in order to meet noise limits.

13. Review

Outcome sought is for this SNMP to be continually improved, to achieve the objectives set out in Section 1.

In June each year, the CLC will review:

1. The speedway log
2. The complaints log
3. Noise feedback forms from residents
4. Trackside noise monitoring summary
5. Council noise monitoring summary
6. Outcome of any initiatives undertaken

The CLC will review this SNMP by the 1st of July each year, unless it determines a more frequent review is necessary. The reviewed SNMP to be issued by the Speedway Association by the end of 1st of July each year.

Note: The revised SNMP does not require recertification under the District Plan.

Under the District Plan (Rule 21.10.2.2.4) notwithstanding the process and timing for review of the Noise Management Plans specified in the Plans, the Council may review either one or both Noise Management Plans in consultation with the lessees and the CLC. The Council shall provide adequate notice and state the reasons for the review, and any reviewed plan shall be recertified by the suitably qualified and experienced person appointed by the Head of Planning and Strategic Transport.

Appendix A – Terminology

Abbreviations

Abbreviation	Full terminology
CLC	Canterbury Car Club Incorporated
Council	Community Liaison Committee
PC52	Christchurch City Council
Raceway	Plan Change 52 Ruapuna – Management of Noise
RNMP	Mike Pero Motorsport Park
SNMP	Raceway Noise Management Plan
SNZ	Speedway Noise Management Plan
Speedway	Speedway New Zealand
Speedway Association	Ruapuna Speedway
TMP	Canterbury Speedway Association Incorporated
	Traffic Management Plan

Definitions

Terms used in this SNMP have the same meaning where they appear (relevantly) in the Christchurch District Plan.

Appendix B – Summary of Noise Management Initiatives (as practicable):

The following is a record of completed initiatives and initiatives in progress.

Desired Outcome	Method/Initiative	Dates Trialled	Feedback from Residents	Actual Effect on Noise Measurements (if taken)	Comments from CLC	Implementation Yes/No
				Significant reductions in noise and improvements in monitoring capabilities	Existing initiatives have been in place sometime	Yes
Reduction of noise experienced by residents from PA system	Fixed volume PA to be installed				Ongoing	Yes
Reduction of noise experienced by residents from PA system	Speakers in pit area and main stadium to be pointed down to reduce noise experienced by residents				Ongoing	Yes
Improvements to monitoring	Maintain watching brief for changes to technology				Ongoing	

Improvements to sound reduction	Maintain watching brief for changes to technology				Ongoing	
Reduction of noise generated by racing vehicles	Promote drivers responsibility to ensure own vehicles avoid excessive noise generation	Ongoing			Ongoing	

Appendix C – Noise Feedback Form

RUAPUNA MOTORSPORT PARK
NOISE FEEDBACK

Feedback by..... (name optional)

My Address (address optional)

Please return after any event for which you have recorded feedback or at the end of a month to Speedway Association Vice President. Email: allan@runacres.co.nz

Post: Christchurch Speedway Association, P O Box 16462, Hornby (ChCh 8441)

Date	Time	Observations If you are able to add some description of the noise annoyance would be helpful eg: Extreme loudness Duration over the day Repeated noise pattern Public address system announcements