

STAFF REPORT

TO: Environment & Planning Subcommittee

FROM: Jack Andrew

REFERENCE: RM080583

SUBJECT: **NELSON DRAG RACING ASSOCIATION - REPORT EP09/04/14 -**
Report prepared for meeting of 27 April 2009

1. INTRODUCTION - APPLICATION BRIEF

1.1 Proposal

The Nelson Drag Racing Association has applied for consent to hold up to four drag racing events per year accommodating up to 3,000 people at the Motueka aerodrome. In the Tasman Resource Management Plan the Motueka aerodrome is designated for aerodrome purposes(D209) with an underlying zoning of Rural 1 and subject to schedule 16.11A (being the Motueka Aerodrome height controls).

The four drag racing events occur on Saturdays between 10.00 am and 4.00 pm. Some events may be extended until 5.00 pm if circumstances beyond the control of the applicant arise (e.g. major breakdowns of race monitoring equipment, landings and take-offs of aircraft, and weather delays). Two of the four annual events may be transferred from the scheduled Saturday to the following day (Sunday) if there is unsuitable weather. The applicant is seeking a 10 year term of consent or a lesser period if the use of an alternative venue can be secured during this period.

The applicant currently holds resource consent for the above activities (RM980181 and RM980181V1) which expired on 31 January 2009 but which can legally continue through the time frame needed for Council to decide on the current application.

The Nelson Drag Racing Association has undertaken drag racing events at the Motueka Aerodrome since an inaugural trial in April 1998. An application was made for resource consent on 18 May 1998 with consent granted in January 1999 for 10 years. The consent RM980181 was subject to 14 conditions. These conditions made the consent personal to the Nelson Drag Racing Association, limited the number of race days to four Saturdays in any one year between 10.00 am and 4.00 pm. Onsite car parking, sanitary health, signage and screening of pit activities from Queen Victoria Street were also covered by conditions.

Subsequently following a notified application for a change of consent conditions RM980181V1 a Planning Commissioner changed condition 3 of the consent on 20 November 2000 to allow:

“A maximum of four events to be held in any one year, each event shall accommodate a maximum of 3,000 people. The events shall only be held on Saturdays between 10.00 am and 4.00 pm.”

The event may be extended to permit racing from 4.00 pm to 5.00 pm on Saturdays, due to consequences of the days racing beyond the control of the Association, ie: Major breakdowns of race monitoring equipment, flight landings or take offs, a light shower of rain. The club is to supply a written report to the Tasman District Council detailing the reasons for the one hour extension to racing on that day within two weeks of the event.

This report is to be made available to any member of the public that requests to view it at the Tasman District Council offices.

Racing may be transferred to the next day (Sunday) if the previous days programme has been postponed as a result of inclement weather for either the full day or part day as follows:

In the event that a full race programme is required to be cancelled on the Saturday such a decision being made prior to 10.00 am, the Association can transfer the entire race programme of two hours trial, one hour lunch break, three hours race programme to the next day Sunday.

In all other cases that part of the event of the race programme that is required to be transferred to the following day (Sunday) must not commence before 1.00 pm and is to finish at 4.00 pm.

If the event is transferred to the following day (Sunday) the club is to make every effort to advise immediate neighbours on the Saturday of the postponement.”

The present application seeks to retain the consent for up to 10 years with a change to condition 3 and to delete condition 13.

The applicant proposes modifying condition 3 so that the transfer to Sunday only applies to two meetings (the Easter meeting and the national point's race meeting) instead of all 4 meetings.

Condition 13 required screening of the pit area from Queen Victoria Street. Screening from Queen Victoria Street is considered to be redundant as the Pit area is now sited west of the runway and Queen Victoria Street is closed during race meetings mitigating traffic safety problems on Queen Victoria Street.

A copy of all the current resource consent conditions is attached as **Appendix One** to this report.

1.2 Location and Legal Description

The Motueka aerodrome is located at the corner of Queen Victoria Street and College Street in Motueka (see Map One attached which is titled “Written Approvals and Submissions”).

The legal description is Lot 2 DP 18903, Certificate of Title NL 12C/338.

1.3 The Setting



Start Area Motueka Drag Racing 17 January 2009

The aerodrome covers approximately 27.5169 hectares. Drag racing uses the sealed runway, with spectator activity and race starts located at the northern end of the aerodrome by the intersection of Marchwood Park Road and Queen Victoria Street. Access into the spectator area, pit is and racing official's area is from Marchwood Park Road. Car Parking is provided on the aerodromes grassed area and in the adjoining A&P Showgrounds with supervising wardens in attendance at the carparks and at two road closure controls on Queen Victoria Street. The public pay to attend the drag racing events.

The races occur on the main sealed runway from the north to the south-west with a temporary safety crash barrier placed at the southern College Street end of the runway. Typically vehicles warm their tyres before the start of a race. Tyre warming usually creates a short burst of noise and smoke although some racers carry with it on and engulf the starting area with tyre smoke. The races are over 250 metres at very high speed and then vehicles slow down and pull off to the west and then either drive, or are towed back to the pit is.

The eastern boundary of the airport fronts Queen Victoria Street and the southern boundary fronts College Street. Within the aerodromes south eastern sector and along both these road frontages there are a range aerodrome associated buildings and businesses. On the opposite side of Queen Victoria Street there are mainly orchards and a few dwellings with at least two properties having a "Scotsmans grandstand" with spectators and refreshments on racedays. There is relatively extensive residential development on the southern side of College Street and about the intersection of Queen Victoria and College Streets.



Scotsmans Grandstand Motueka Drag Racing 17 January 2009

1.4 Zoning and Consent Requirements

The subject property is zoned Rural 1 under the Tasman Resource Management Plan.

Drag racing is a recreational activity which does not comply with permitted activity rule 17.5.2.1(d) which relates to the Rural 1 zone noise standard. The application is a Discretionary Activity under rule 17.5.2.3 of the Tasman Resource Management Plan. Council has not restricted the matters it can consider. The main resource management effects generated by this application are outlined and discussed in Part 5- The Assessment of Effects.

2. CONSULTATION

In accordance with Section 104(3)(b) of the Resource Management Act 1991 the Council cannot consider any adverse effects on persons, that would normally be considered to be potentially adversely affected by a proposed activity, who have given written approval to the activity. Ninety – three (93) written approvals were lodged with the application. Those approvals that included an address of a property located close to the drag racing venue are shown in yellow highlight on **Map One** attached to this report.

3. NOTIFICATION AND SUBMISSIONS

3.1 The application was publicly notified on Saturday, 23 August 2008. Submissions closed on Friday 19 September 2008.

The submissions have been summarised into the tables below:

3.2 Submissions in Support (175)

Submitter and Submission number	Reasons	Decision
1. Robert Thomas Hovenden (145 Queen Victoria Street, Motueka)	It is a good thing for the club to continue and for it is supporters; It brings variety and visitors to the area that might not otherwise come; The club has helped the Aerodrome runway maintenance; It is only four days per year.	Approve The submitter does not wish to be heard.
2. Russell Clark Thomas (53 Queen Victoria Street, Motueka)	I live very close to the airport and have no objections to the drags held at the airport; It brings positive support to our region.	Approve The submitter wishes to be heard.

Submitter and Submission number	Reasons	Decision
3. Evan Heywood (255 Whakarewa Street, Motueka)	It is only four days per year; the aerodrome should be able to be shared between the current users and the NDRA.	Approve The submitter does not wish to be heard.
Kwirai Wikitoria Katane (93 Whakarewa Street, Motueka)		Approve The submitter does not wish to be heard.
5. Marcus Reid (69 College Street, Motueka)	The drag racing event is great for motor sport in Motueka and an excellent place for the young kids to race their cars in a safe and controlled environment. I hope this will continue in the future. I only wish the sky diving plane was a bit quieter because it flies right over the house.	Approve The submitter does not wish to be heard.
6. Clive Milton Thomas (9A College Street, Motueka)	The more people that use the aerodrome the better; Sharing the aerodrome for other events other than sky diving and flying events is good.	Approve The submitter does not wish to be heard.
7. Ross David Troughton of TNT Helicopters (PO Box 393, Motueka)	I fully support the drag racing as the meetings are extremely well run and with little or no adverse impact on the aerodrome and its surroundings; If approved it would be helpful to be able to depart and arrive in my helicopters to my hangar beside the aviation college	Approve The submitter wishes to be heard.
8. Roger Edward Knapp (63B College Street, Motueka)	I support the NDRA in their application and survival as a club so they will help in the creation of a combined motorsport venue; Supporting sporting and cultural meetings benefit communities and everyone must be given a go.	Approve The submitter does not wish to be heard.
9. Errol Allan Higgs (55 College Street,	I support the NDRA if safety for road users is improved;	Approve The submitter

Submitter and Submission number	Reasons	Decision
Motueka)	Wish to see the ribbon extended to the fuel tanks (opposite Wood Wrights) as there have been one or two near misses with cars parking on the grass verge and on the opposite side of College Street.	does not wish to be heard.
10. Kaye Primmer (75 King Edward Street, Motueka)	I have no objection to their racing as it is only periodic.	Approve The submitter does not wish to be heard.
11. Pam Barrett (109 King Edward Street, Motueka)	The community needs other things to do other than pubs; it would bring money into the town on those weekends (food, accom, petrol etc) family friends and spectators attracted by event; if granted I wish for there to be a police presence after the race to prevent local hoons.	Approve The submitter does not wish to be heard.
12. Craig Adam (119 King Edward Street, Motueka)	I have lived very close to the drag racing event for the last 23 years and I think these events are the best thing that have happen in this area of town, they are organised and well run; My children enjoy the racing, too many motorsport activities are taken away from the younger generation which encourages illegal activities	Approve The submitter wishes to be heard.
13. Chistopher David Drummond (RD 3 Motueka)	The effect four days of event is of very little inconvenience for any existing users; I am a nearby orchardist and pilot who uses the airport who supports the application.	Approve The submitter does not wish to be heard.
14. Christopher Patrick Whalan and Kaye Denise Whalan (5 Faraday Rise, Richmond)	Let them race until another venue is found; Helps to keep the racers off the street; Council are all negative against racing and the more they can do to help NZDRA and keep the hoons of the street.	Approve The submitter does not wish to be heard.

Submitter and Submission number	Reasons	Decision
15. Mark James Lee (28 Alfred Street, Nelson)	Allow the drag racing in the wider Nelson area to continue until an alternative venue can be secured.	Approve he submitter does not wish to be heard.
16. Dudley Ross McNabb (172 Queen Victoria Street, Motueka)	Support the application if they do not close the road of Queen Victoria Street from Whakarewa street to King Edward Street, this does not allow traffic from Motueka to travel south to Lower Moutere;	Approve The submitter does not wish to be heard.
17. Nathan Stuart John (406 Main Road Riwaka)	It is a good family day out; It brings money to the community and keeps young people off the street It does not harm anyone.	Approve The submitter does not wish to be heard.
18. Peter Hermens (12A Edwin Chambers Drive)	Good day out for family; Brings people to the town.	Approve The submitter does not wish to be heard.
19. David James Elley (76 Wildmans Road, Motueka)	It is already been proven that this is a very popular and well supported event from both local and surrounding areas and people; It is great to have an event like this in a small town	Approve The submitter wishes to be heard.
20. Ron Gubb (681 Westbank Road, Motueka)	Support the local community, it is the only facility that can provide this service in the area and it brings money into the community.	Approve The submitter has not indicated whether he wishes to be heard.
21. Karen Clearwater (681 Westbank Road, Motueka)	Support the local community, it is the only facility that can provide this service in the area and it brings money into the community; It is a safe and controlled outlet for people and discourages and helps prevent drag	Approve The submitter has not indicated whether she wishes to be heard.

Submitter and Submission number	Reasons	Decision
	racing on the street.	
22. Barry Allan Fothergill (82 Trewavas Street, Motueka)	Keep the drag racing on the airstrip until such time as a drag strip can be built; Drag racing is not allowed on road because of the damage to the seal so the airport is an ideal and practical place to race, good crowd control and safety measures; Good for businesses in Motueka.	Approve The submitter does not wish to be heard.
23. Golden Bay Hot Rod Club (C/- 82 Trewavas Street)	Drag racing is strong in this area with a NZ champ in the club and a good following It draws crowds and therefore extra business; The club looks after the runway, cleans up afterward and contributes to it is maintenance. The club should be given consent to continue until a new strip is built.	Approve The submitter does not wish to be heard.
24. Richard Stevenson (4 Vivian Place, Tahunanui)	The drag racing at the Mouteka aerodrome has a positive benefit for the Motueka region as well as the greater Nelson area; As a small business owner I see the beneficial spin offs from the weekend of races.	Approve The submitter does not wish to be heard.
25. William James Lusty (9 Wharepapa Grove, Motueka)	As a V8 enthusiast I support the drag racing, the safe and controlled atmosphere that the event provides allows like minded enthusiasts to partake; The event attracts lots of people and wit would be a great loss to the community if it ended.	
26. Terrence John and Shirley Mary Frater (130 King Edward Street, Motueka)	Good to have events in Motueka, it attracts local and visiting participants. If consent is granted we would like to see the following condition: 1. racing to be completed by 4.00 pm; 2. event not be planned for or on the Christmas and new year stat holidays; 3. The loud speaker volume be under the noise limit is	Approve The submitter wishes to be heard.

Submitter and Submission number	Reasons	Decision
27. Brent Tahi Maru (86 Wildmans Avenue, Motueka)	Support the consent for a 10 year period; Unique event to Motueka that attracts 200-3000 people from through our region and some case countries; I acknowledge the commitment and dedication of the NN drag racing association.	Approve The submitter does not wish to be heard.
28. Anthony Michael O'Brien (152 Whakarewa Street, Motueka)	I submit in support of the NDRA	Approve The submitter does not wish to be heard.
29. Rose Rowe (64 College Street, Motueka)	I support the proposal but ask that conditions of consent ensure that the racing does not go on into the night.	Approve The submitter does not wish to be heard.
30. Shane Evans (379 Whakarewa Street, Motueka)	I support the racing continuing.	Approve The submitter does not wish to be heard.
31. Knapp Investments (c/- Greg Knapp, 227 Thorp Street, Motueka)	Great for Motueka Area, businesses and service groups; Good use of the Aerodrome.	Approve The submitter does not wish to be heard.
32. Wendy Parker (23 College Street, Motueka)	Great for Motueka economy, somewhere for boy racers to have a go – noise is no problem.	Approve The submitter does not wish to be heard.
33. Arthur Edward Woodcock (121 King Edward Street, Motueka)		Approve The submitter does not wish to be heard.

Submitter and Submission number	Reasons	Decision
34. Chris Philip John Taylor (36 Sanderland Drive, Motueka)	Support the continuation of the drag racing on selected days; It is a good activity for the area.	Approve The submitter does not wish to be heard.
35. Christine Laura Taylor (36 Sanderland Drive, Motueka)	Support the continuation of the drag racing on selected days; It is a good activity for the area.	Approve The submitter does not wish to be heard.
36. Martin De Vries (53 King Edward Street, Motueka)	I fully support what they are doing.	Approve The submitter wishes to be heard.
37. Our Town Mouteka (C/- Howie Timms PO Box 347, Motueka)	Our Town Motueka supports appropriate events that draw people to Motueka, the drag racing is a unique event that is of benefit to the local economy both directly and indirectly , they are also well attended by local residents; Local groups are able to fundraise at the event, adding further benefit to the wider community; We understand agreement is in the process of being reached between the aerodrome and the NDRA to reduce the effect of the drag racing on the other aerodrome tenants.	Approve The submitter does not wish to be heard.
38. Mrs Margaret Beaurepaire (46 Queen Victoria Street Motueka)	It is appears to be a well run event and very popular; We are always notified of a coming drag race date; Noise has affected us in the past, it not continuous though which is good.	Approve The submitter does not wish to be heard.
39. Roger Kelling (21B Wainui Street, Nelson)		Approve The submitter has not indicated whether he wishes to be heard.

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40. Vicki Longstaff (34B Paremata Street, Nelson)	The events are considered a highlight of the national racing calendar, racers come at their own expense to Nelson to compete and the club is respected national wide as a safe and well run meeting; The meeting provide a safe place for the boy racers to show off without annoying anyone.	Approve The submitter does not wish to be heard.
41. Tristan Scalmer (48 Lord Auckland Road, Wakefield)	The drag racing has only positive benefit to the region, the racers spend money in the area and the club supports local community groups; Impact on other users is minimal considering the timeframes involved.	Approve The submitter wishes to be heard.
42. Motueka A&P Association (C/-Trish Palmer PO Box 177, Motueka)	We support the continuance for the drag racing as they are seen as positive activity by our association and have caused no issues for Marchwood Park or the A&P association and members.	Approve The submitter does not wish to be heard.
43. Hayden Hugh Ellis (225 High Street, Motueka)	I am concerned at the arrogance shown by some of the other airport users – wanting to be the only ones able to use the public facilities at the aerodrome; If a local survey was undertaken regarding the noise levels they may be shocked at the level of support by the local public.	Approve The submitter does not wish to be heard.
44. Belinda Jane Simkin (98A Thorp Street, Motueka)	Drag racing brings people into Motueka, the hotels, hops and whole community would miss out if they were cancelled.	Approve The submitter does not wish to be heard.
45. Desiree Elley (76 Wildman Road, Motueka)	It brings good to the community and is a great day out for the families, it allows me to race my car in a safe and well controlled environment; It is great to see the younger generation out there as well as the older generation;	Approve The submitter wishes to be heard.
46. Shane McNabb (486 Halwell Road,	A Great sport.	Approve The submitter

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Christchurch)		does not wish to be heard.
47. Ian Brereton (13 Eginton Street, Motueka)	The noise is no more obnoxious than the noise of aeroplanes everyday; It seems to attract quite a few interested people, some of whom spend money while they are here; If granted I wish to see sufficient safety measures at he far end of the strip.	Approve The submitter does not wish to be heard.
48. Robert James Bullock (38 Hastings Street, Nelson)	I endorse the current situation, I see no objection to a further extension to the consent and no change in conditions required.	Approve The submitter does not wish to be heard.
49. John Stacey (24 Huffam Street, Motueka)	I support the drag racing.	Approve The submitter does not wish to be heard.
50. Richard Charles Horrell (202 Queen Victoria Street, Motueka)	I like to see motor sport, and as a neighbour of the airport four meetings per year will disturb no one and be great to watch.	Approve The submitter does not wish to be heard.
51. Louise Elizabeth Horrell (C/- 202 Queen Victoria Street, Motueka)	The drag racing has been operating under the existing consent without major problems, and I am a landowner at 204 Queen Victoria St.	Approve The submitter does not wish to be heard.
52. William Alexander Hill (2 Thomason Avenue Motueka)	I support the extension for another 10 years; I consider the aerodrome as a community resource to be used by the community as a whole and do not think a Nelson skydive company have the right to demand sole access to the aerodrome.	Approve The submitter does not wish to be heard.

Submitter and Submission number	Reasons	Decision
53. Shirley England (57 King Edward Street, Motueka)		Approve The submitter does not wish to be heard.
54. Lorraine Ann Boyd (Flett Road, RD 2 Upper Moutere)		Approve The submitter does not wish to be heard.
55. Colin Darryl Boyd (Flett Road, RD 2 Upper Moutere)	I have participated in the drag racing at the Motueka Aerodrome since it first started and would like to see this continue; Myself and other car enthusiasts enjoy these events that are held four times a year; It is difficult to get access to other tracks around the country and would like to see the racing stay in the area.	Approve The submitter does not wish to be heard.
56. George and Nigel Pratt (45 Chamberlain St, Motueka)	The event brings large number of visitors to this region and a good revenue earner for the town and surrounding area; If granted please ensure adequate control are in place on Whakarewa and Chamberlain Streets to detect speeding vehicles.	Approve The submitter does not wish to be heard.
57. Ross Edwin Burnett (196 Queen Victoria Street, Motueka)		Approve The submitter does not wish to be heard.
58. Ross Salve (136 King Edward Street, Motueka)	The top of the south needs motor sport both for entertainment and the possible revenue it brings. Until a permanent venue can be found this is ideal. I live near by and find it a good and well run event.	Approve The submitter does not wish to be heard.
59. Phillip Robert Howell (PO Box 230 Motueka)	Great to watch the serious racers use a safe and controlled environment, where else can they go? It is an important local event centre for the	Approve The submitter does not wish

Submitter and Submission number	Reasons	Decision
	drag racing, other tracks are too far away and it may encourage more to return to street racing.	to be heard.
60. Gary Roy Griffith (28 Moffat Street, Motueka)	Support Motor sport; Utilising full use of a airport for ratepayers.	Approve The submitter does not wish to be heard.
61. Dion Griffith (20A Old Wharf Road, Motueka)	Good for Motueka; Gets boy racers off the road.	Approve The submitter does not wish to be heard.
62. Aaron James Sharkie (15 McGlashien Street, Motueka)	A necessary venue for the public and dedicated racers; Not other place except for Christchurch and Invercargill.	Approve The submitter does not wish to be heard.
63. Philip James Sharkie (15 McGlashien Street, Motueka)	Best thing for the town, bring big crowds like nothing else. Good to see airport used for other purposes. No other venue within 400 kms in the south island and Masterton is the closest venue in the North Island so a top of the south venue is mandatory.	Approve The submitter does not wish to be heard.
64. Warren Rex Cook (111 Lodder Lane, Riwaka)	Good for the region. A fan of Motor sport.	Approve The submitter does not wish to be heard.
65. Louise Chitton (5A Oxford Street, Richmond)	Good for the region. A fan of Motor sport.	Approve The submitter does not wish to be heard.
66. Donna Griffith (15 Lionel Place, Mapua)	Great day out for the kids.	Approve The submitter does not wish to be heard.
67. Ulva Kin Cameron	I enjoy these events, they are good for the	Approve

Submitter and Submission number	Reasons	Decision
(80 Old Wharf Road, Riwaka)	community; Gives everyone the chance to have a go in a supervised area, especially younger set who have been unfairly victimised at times.	The submitter does not wish to be heard.
68. Jane Elizabeth Boyes (5a Courtney Street, East Motueka)	I enjoy watching the events; It brings people to town and has been a very well organised and safe event in the past.	Approve The submitter has not indicated whether she wishes to be heard.
69. Jodi Park (52 Poole Street, Motueka)	Enjoy watching these event. Good for community. Gives everyone a chance to have a go in a controlled and supervised area.	Approve The submitter does not wish to be heard.
70. Robert Errol Spence (Dehra Doon Road, Riwaka)	Enjoy watching these event. Good for community. Gives everyone a chance to have a go in a controlled and supervised area.	Approve The submitter does not wish to be heard.
71. Robyn Margaret Hitchcock (49 Woodlands Avenue, Motueka)	Enjoy watching these event. Good for community. Gives everyone a chance to have a go in a controlled and supervised area.	Approve The submitter does not wish to be heard.
72. Bruce Allan Cameron (80 Old Wharf Road, Riwaka)	Enjoy competing and racing and watching. All sports are healthy for social reasons and community get-togethers. It is an enjoyable day that we look forward to. If granted then it would be good to have the day extended if needed or changed to a Sunday if weather is unsuitable.	Approve The submitter does not wish to be heard.
73. Todd Scott Cameron (80 Old wharf Road, Motueka)	I enjoy racing at these events, it is an enjoyable day for all involved. Good for the community. Gives boy racers an opportunity to do their thing.	Approve The submitter does not wish to be heard.

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74. Bruce Renwick (10 Toru Street, Mapua)	What a great event.	Approve The submitter has not indicated whether he wishes to be heard.
75. Kevin Morris Watt and Gloria Ann Pegg (for 105 College Street, c/-146 Queen Victoria Street, Motueka)	Support all aspects of the consent.	Approve The submitter does not wish to be heard.
76. Gloria Ann Pegg and Brian Maxwell Pegg (146 Queen Victoria Street, Motueka)	Support all aspects of the consent.	Approve The submitter does not wish to be heard.
77. Greg Eden (47 West Street, Pukekohe, Auckland)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
78. Stuart Mytton (53C Salisbury Road, Richmond)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
79. Johny McIver (53C Salisbury Road, Richmond)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
80. Andre Evans (389 Main Road Stoke)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.

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81. Jens Petterson (37 Point Road, Monaco)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
82. Dale Eden (389 Main Road Stoke)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
83. Rewa Eden (389 Main Road Stoke)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether she wishes to be heard.
84. Craig Brill (52 Allport Place, Nelson)	Carry on with the drags so everyone can enjoy a good day out.	Approve The submitter does not wish to be heard.
85. Jeff Darrin Wray (10 Franklyn Close, Wakefield)	I enjoy the day of racing and would like to see it continue as it is a good family day out and brings money in the local community.	Approve The submitter does not wish to be heard.
86. Craig Wray (151a Waimea Road, Nelson)	I support the continuation of the drags at the airport until suitable venue is established. It is a great family event and it brings people to the region to race and spectate.	Approve The submitter does not wish to be heard.
87. Janette Audrey Rodkiss (RD1 Brightwater)	I support the NDRA as a worthy community activity.	Approve The submitter does not wish to be heard.
88. David Andrew Rodkiss (RD1 Brightwater)	I support the continued use of the Motueka aerodrome as a local venue that brings people to the area to compete and spectate.	Approve The submitter does not wish to be heard.

Submitter and Submission number	Reasons	Decision
89. Pamela Mary Ferguson (4/4 Chings Road, Wakatu)	Good family fun in a good safe place.	Approve The submitter does not wish to be heard.
90. Chris Gosling (219 Hill Street, Richmond)	Good fun, great day out with family watching fast things.	Approve The submitter does not wish to be heard.
91. Mike Cathro (266 Coster Street, Wakatu)	Good safe fun that helps stop younger people doing it illegally.	Approve The submitter does not wish to be heard.
92. Gary Francis Riddell (1/14 Polstead Road, Stoke)	I am in favour of the consent being grated as it is an activity which myself and my children enjoy watching.	Approve The submitter has not indicated whether he wishes to be heard.
93. Gareth Martyn (373 Queen Street, Richmond)	I would like consent to be granted as I enjoy a day watching the racing and my son loves it too.	Approve The submitter does not wish to be heard.
94. Kala Leanne Wray (151a Waimea Road, Nelson)	I would like to see it continue until a suitable venue is sorted. A great family day out, great place for the boy racers to race where it is safe.	Approve The submitter does not wish to be heard.
95. Shona Margaret Wray (12 Malthouse Crescent, Brightwater)	I would like consent to be granted as I enjoy a day watching the racing and my son loves it too.	Approve The submitter does not wish to be heard.
96. Lionel Wray (12 Malthouse Crescent, Brightwater)	Enable the NDRA to continue to provide top class entertainment to a large following of Tasman People up to 2000 per meeting. To provide a professionally run sport for all classes of petrol heads, including boy racers.	Approve The submitter does not wish to be heard.

Submitter and Submission number	Reasons	Decision
97. Wendy Healey 284 Nayland Road, Nelson)	To continue annual race events until another suitable place is found.	Approve The submitter does not wish to be heard.
98. Julia Ferguson (52 Allport Place, Nelson)	Carry on the event as it is good fun and an event which attracts people and puts money into the community.	Approve The submitter does not wish to be heard.
99. Andrew Healey 284 Nayland Road, Nelson)	To continue annual race events until another suitable place is found.	Approve The submitter does not wish to be heard.
100. Mike Cross (52 Allport Place, Nelson)	I enjoy the drag racing meetings held at the aerodrome and would like to see them continue. Good family day out. Brings money to the local community.	Approve The submitter does not wish to be heard.
101. Rose-lyn Fleming (10 Franklyn Close, Wakefield)	I would like to see it continue as an event that attracts people for the community to come together for fun and bring back money into the region.	Approve The submitter does not wish to be heard.
102. Gypsy Rose Lindquist (7 Coleman Street, Richmond	I support the drag racing events at the Motueka Aerodrome.	Approve The submitter does not wish to be heard.
103. Nicole Wilson (26 Waverly Street, Richmond	I support the drag racing events at the Motueka Aerodrome.	Approve The submitter does not wish to be heard.
104. David Szentpeteri (105 Salisbury Road, Richmond)	I support the drag racing events at the Motueka Aerodrome.	Approve The submitter wishes to be heard.

Submitter and Submission number	Reasons	Decision
105. Rudi Tamati-Ruopp (22 Griffin Street, Richmond)	To support the continuation in holding drag racing event and activities at the Motueka Airport.	Approve The submitter does not wish to be heard.
106. Sherrie Nicola Szentpeteri (31a green Street, Nelson)	I support the drag racing events at the Motueka Aerodrome.	Approve The submitter wishes to be heard.
107. Raymond Ronad Clifton Mockler (6 Seaton Street, Atawhai, Nelson)	To support he community in holding drag racing event and activities at the Motueka aerodrome.	Approve The submitter does not wish to be heard.
108. Amrlene Althea Mockler (6 Seaton Street, Atawhai, Nelson)	To support the community in holding drag racing event and activities at the Motueka aerodrome.	Approve The submitter does not wish to be heard.
109. Neville Stafford (105 Salisbury Road, Richmond)	To support the drag racing events at the Motueka aerodrome.	Approve The submitter has not indicated whether he wishes to be heard.
110. Janice Stafford (105 Salisbury Road, Richmond)	To support the drag racing events at the Motueka aerodrome.	Approve The submitter does not wish to be heard.
111. Joshua Bond (26 Waverly Street, Richmond)	To support the drag racing events at the Motueka aerodrome.	Approve The submitter does not wish to be heard.
112. Carl Andrew Burnett (7 Coleman Street, Richmond)	To support the drag racing events at the Motueka aerodrome.	Approve The submitter does not wish to be heard.

Submitter and Submission number	Reasons	Decision
113. Karl Marshall (26 Waverly Street, Richmond)	To support the drag racing events at the Motueka aerodrome.	Approve The submitter has not indicated whether he wishes to be heard.
114. Jonathan Graeme Stevens (7 Coleman Street, Richmond)	To support the drag racing events at the Motueka aerodrome.	Approve The submitter does not wish to be heard.
115. Gary Barrow (23 Huffan Street, Motueka)		Approve The submitter does not wish to be heard.
116. Glenda Lovell (6 Taylor Avenue Motueka)		Approve The submitter does not wish to be heard.
117. Dustin Owen Church (520 Westbank Road, Motueka)		Approve The submitter does not wish to be heard.
118. Luke Allen Creighton (63 King Edward Street, Motueka)		Approve The submitter has not indicated whether he wishes to be heard.
119. Alexander Francis Corbett (23 Motueka Quay, Motueka)		Approve The submitter does not wish to be heard.
120. John Corbett (23 Huffan Street, Motueka)	Everyone benefit is from this event, local business etc. It brings money into Motueka.	Approve The submitter does not wish to be heard.

Submitter and Submission number	Reasons	Decision
121. Karl Ryan Paterson (6 Hursthouse Street, Motueka)	I fully support the NDRA	Approve The submitter has not indicated whether he wishes to be heard.
122. Jason Allan Higgs (441High Street, Motueka)	It is brings money into the local community and also the TDC for the use of the aerodrome. It allows people to test the performance of their vehicles in a controlled area. It keeps racing to a minimum on public roads.	Approve The submitter has not indicated whether he wishes to be heard.
123. Robin Noel Walker (21 McGlashen Street, Motueka)	It gives local youth and out of town youth a place to legally try out their modified vehicles in safe environment. It bring lots of people and their money into the Tasman District. It would be a great disappointment to a lot of people if consent was refused.	Approve The submitter does not wish to be heard.
124. Vincent Francis Doherty (31 Anderson Road, Brooklyn, Motueka)	I fully support the NDRA, it is an awesome event that brings lot of people into town putting both motor sport and the district ton the map. It brings revenue to the district and would be shameful if refused.	Approve The submitter has not indicated whether he wishes to be heard.
125. Thomas Julia Saunders (198 Thorp Street, Motueka)	I support the activity because it: 1. brings income to the tdc. 2. unique activity from Motueka. Provides controlled area for people to test the performance of their vehicles off a public road.	Approve The submitter does not wish to be heard.
126. Shaun Ross Brereton	I support the activity because it: 1. brings income to the tdc. 2. enables kids to see a great range of cars and it is a great family day out. 3. better environment for youth to try out cars than on public roads. 4. makes good use of the runway and keeps it maintained. 5. brings people to the area , supports the town.	Approve The submitter has not indicated whether he wishes to be heard.

Submitter and Submission number	Reasons	Decision
127. Ross A Duncan (297 Central Road, Lower Moutere)	Should be ability for a range of people taking advantage of the airstrip not just a precious few.	Approve The submitter does not wish to be heard.
128. Douglas Anan Clark (43 Green Lane, Motueka)	This allows people to test their skill in car racing in an off road situation.	Approve The submitter does not wish to be heard.
129. Philip Maurice Ray Evans (C/- 125 Umakuri Road, RD 3, Riwaka)	In support because: 1. It is a safe and controlled environment 2. Revenue for tdc and local economy. 3. The only event like it in the top of the south island.	Approve The submitter does not wish to be heard.
130. Roger Denis William Brereton (194 Queen Victoria Street, Motueka)	In support because: 1. Income for tdc and local community. 2. unique activity to Motueka. 3. Provides a controlled area fro people to test the performance of they vehicle off public roads.	Approve The submitter does not wish to be heard.
131. Shannon Dale Rea (3B Vosper Street, Motueka)	I support drag event at Motueka airport.	Approve The submitter wishes to be heard.
132. Carl Marshall (Pamarilea Street, Motueka)	A good family outing and a lot of local business and people benefit from the drags, brings in out of towners.	Approve The submitter does not wish to be heard.
133. Ryan John Leppien (89 Queen Victoria Street, Motueka)	As a close neighbour the events have not caused issues since they prevented parking on Queen Victoria St. Four times a year is no problem to work around.	Approve The submitter does not wish to be heard.
134. Glenda Rowling (12 Sanderland Drive, Motueka)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka.	Approve

Submitter and Submission number	Reasons	Decision
	It brings competitors and spectators from all over NZ to the area.	The submitter has not indicated whether he wishes to be heard.
135. Don Kinnaird (348 Westbank Road, Motueka)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
136. Michael Walls (15 Hursthouse Street, RD 2, Motueka)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
137. J Fry (1 Hampton Place)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
138. Jonathan Horrell (32 Moutere Highway, RD2)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
139. Jarrod Rogers (Blackmore Form Road, Motueka)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
140. Peter Stalker (24 Pamrika Street, Motueka)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
141. G Park 50 Edens Road,	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good	Approve

Submitter and Submission number	Reasons	Decision
RD 2)	for business in Motueka. It brings competitors and spectators from all over NZ to the area.	The submitter has not indicated whether he wishes to be heard.
142. Marion J Horrell (250 Queen Victoria Street, Motueka)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether she wishes to be heard.
143. Kevin Sturgeon (Motueka Valley RD 1, Motueka)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
144. Doreen Margaret Sturgeon (244 Umukuri Road, Brooklyn)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
145. Donald George Sturgeon (244 Umukuri Road, Brooklyn)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
146. Chris Ahearn (41 Poole Street, Motueka)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
147. C Storm (24 Huffam Street, Motueka)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
148. Craig Beatson (Ngatimoti RD 1)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good	Approve

Submitter and Submission number	Reasons	Decision
	for business in Motueka. It brings competitors and spectators from all over NZ to the area.	The submitter has not indicated whether he wishes to be heard.
149. David Adams (14 Courtney Street, Motueka)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
150. K Horrell (250 Queen Victoria Street, Motueka)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
151. Karin Vrij (26 Poole Street, Motueka)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
152. C Geary (428 High Street, Motueka)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
153. Jane Waters (Brooklyn Valley, RD 3 Motueka)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
154. George Sturgeon (416 Main Road, Riwaka)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
155. Trevor Lummis (86 Poole Street,	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good	Approve

Submitter and Submission number	Reasons	Decision
Motueka)	for business in Motueka. It brings competitors and spectators from all over NZ to the area.	The submitter has not indicated whether he wishes to be heard.
156. Brett Stevens (398 High Street, Motueka)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
157. Bryce Parish (10 Thomason Avenue, Motueka)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
158. Aaron Geary (188 Kina Peninsula, RD Tasman.)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
159. Mury Stalker (24 Pamrika Street, Motueka)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
160. Daniel Horrell (32 Moutere Highway, RD 2 Upper Moutere)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
161. Craig Watson (66 Holdaway Road, Upper Moutere)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
162. Troy Norriss	I support the application as it is the only venue in the top of the south island that is	Approve The submitter

Submitter and Submission number	Reasons	Decision
(142 Thorp Street, Motueka)	available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	has not indicated whether he wishes to be heard.
163. Sam Pascoe (Brooklyn Valley, RD 3 Motueka)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
164. Holly Norriss (142 Thorp Street, Motueka)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether she wishes to be heard.
165. Lindsay Bradford (142 Thorp Street, Motueka)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
166. Miki Hendren (97 Thorp Street, Motueka)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
167. Barry Westrupp (5 Harry Rankin Street, Motueka)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
168. Brad Thomas 2/17a Brunner Street, Nelson	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
169. Mike Thomas	I support the application as it is the only venue in the top of the south island that is	Approve The submitter

Submitter and Submission number	Reasons	Decision
(34 Goodman Drive, Motueka)	available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	has not indicated whether he wishes to be heard.
170. Gregory Inwood (SH60 RD1, Ableby Nelson)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
171. L Wright (6 Hau Road)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
172. Maryann Hobbs (21 York Street)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
173. Kevin Hendrickson (4 Tillson Crescent)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.
174. Peter Dodeshun (Chamberlain Street, South 342)	I support the application as it is the only venue in the top of the south island that is available for drag racing events. It is good for business in Motueka. It brings competitors and spectators from all over NZ to the area.	Approve The submitter has not indicated whether he wishes to be heard.

3.3 Submissions in Opposition (26)

Submitter and Submission number	Reasons	Decision
175. Adrian Garth and Jacqueline Ann Trewavas (138 King Edward Street, Motueka)	Adverse effects from the noise, smell and extra traffic, road closure and loud speaker. Boy racers that speed away from the venue at excessive speed creating noise down King Edward Street, Queen Victoria Street posing a high risk to young children in the neighbourhood.	Decline The submitter does not wish to be heard.
176. Irene Trewavas (138 King Edward Street, Motueka)	Noise – loud speaker and vehicles revving and racing. Danger – extra traffic in King Edward Street a danger to young and old, some racing and speeding. Inconvenience having Queen Victoria Street closed.	Decline The submitter does not wish to be heard.
177. Motueka Aero Club Incorporated (PO Box 103 Motueka)	The duration should be five not 10 years, the NDRA have already had 10 years of operation five years should be sufficient to enable the club to find another venue. Should be maximum of three events per year including one national event. Support the modification of condition 3 to forego transfer of two events to Sunday. If granted then activities should be coordinated to include operation of flight on race days, consent should be for five years with a maximum of three events a year.	Decline The submitter does not wish to be heard.
178. Skydive Abel Tasman C/- Stuart Bean (Hangar 1 16 College Street, Motueka)	The airport is no longer a suitable venue, it creates unreasonable disruption to airport development and activities. A new consent will remove urgency for a new and appropriate site to be developed. Aircraft safety has been compromised by serious drag crashes causing damage to airport. The income from the drag racers is not consistent with the cost to the airport. If granted we wish to see the following condition: 1. The airport to remain open to resident operators. 2. not be allowed consecutive Easters (only one every second Easter).	Decline The submitter wishes to be heard.

	<p>3. Three meets a year and only one rain day.</p> <p>4. maximum three year consent.</p> <p>5. Adequate safety procedures to ensure safe operation of aircraft after events.</p>	
<p>179. Stuart William Bean (2 Moutainview Place, Motueka)</p>	<p>The airport is no longer a suitable venue, it creates unreasonable disruption to airport development and activities. The TDC had indicated that at the end of the current consent drag racing would cease at the airport. Drag racing was never intended to close the airport. A new consent will eliminate urgency for a new drag racing venue. The racing is delaying development of the airport. If granted we wish to see the following condition:</p> <p>1. The airport to remain open to resident operators.</p> <p>2. Three meets a year and only one rain day.</p> <p>3. maximum three year consent.</p> <p>4. Adequate safety procedures to ensure safe operation of aircraft after events.</p>	<p>Decline</p> <p>The submitter wishes to be heard.</p>
<p>180. Andy Lynes (84c Staples Street, Motueka)</p>	<p>Safety, foreign objects on the runway. Closed airport, loss of work.</p>	<p>Decline</p> <p>The submitter has not indicated whether he wishes to be heard.</p>
<p>181. Adam James Bennett (210 Thorp Street, Motueka)</p>	<p>Danger of debris, high risk to aircraft. Noise. Airport closed loss of business and wages to tenants. Damage to runway. Airport not suitable venue as much busier than when consent was first granted.</p>	<p>Decline</p> <p>The submitter has not indicated whether he wishes to be heard.</p>
<p>182. Julie Winchcombe (35 Tudor Street, Motueka)</p>	<p>Airport is much busier than when original consent was issued 10 years ago. Staff of airport tenants loose wages. Danger of foreign objects left behind - risk to aircraft. If approved then limit to three meets per year and work with other operators.</p>	<p>Decline</p> <p>The submitter does not wish to be heard.</p>
<p>183. Michael Beeden (35 Tudor Street, Motueka)</p>	<p>Airport no longer a suitable venue. Shuts down businesses around the airport. Damages the run way and grassed areas. Rainy days created problems for airport tenants and their forward bookings. If granted ensure appropriate safety t ensure no risk to airport, runways or aircraft and</p>	<p>Decline</p>

	three meets per year with no rain days.	The submitter does not wish to be heard.
184. Russell Wayne Stronach (13 Heritage Crescent Richmond)	The airport is not a suitable venue for drag racing, it is busy and the racing shuts down a number of businesses and private users. The noise from the racing is disruptive. Drag racing along with other motor sports need to be held in remote rural areas. If granted it should be limited to a maximum of two meets per year on specified dates only: Airport must stay open, racing to be continued to limited periods on each day and appropriate safety measures to be provided to ensure other business can stay in operation.	Decline The submitter does not wish to be heard.
185. David Andrew Kenlock (39 Ellis Street, Brightwater)	Not consistent with other airport activities and places undue constraints on current users. Bring no real benefit to Motueka. Creates much noise and air pollution which is unacceptable in the era of global warming. Can damage the run way and cause problems to current users. If granted should be kept to max three days per year, no rain day options, applicant to meet all the safety standards to ensure safety of airport users and the facilities to the airport provide.	Decline The submitter does not wish to be heard.
186. Laura Gentle (6 Pinehill Road West RD 1 Upper Moutere)	Skydive staff loose wages, if rained off booking get cancelled and messed about. Always litter and objects left behind on runway. Skydivers get blamed for the noise. If granted don't allow to roll onto the next day when rained off.	Decline The submitter does not wish to be heard.
187. Vincent Roy Gardner (210 Thorp Street, Motueka)	Four rain days re top much, resulting in lost revenue for businesses. 10 years of racing already damaged the run ways which are now unsuitable for certain aircraft. Foreign objects are a danger. If granted should be a maximum of two days in a year, no rain days and the airport should be closed to visiting aircraft but open to local operators using an established communication procedure.	Decline The submitter does not wish to be heard.
188. Matthew Reid (301 B High Street,	The airport is no longer suitable location for the drag racing. Increase aviation activity at the airport since drag racing first	Decline

Motueka)	commenced. Effect on income of other users of s airport during racing. risk to aircraft and the runway from object left behind. If granted should be limited to maximum of three race days per year with no rain days and ensuring race days the airport to stay open for all aviation activities.	The submitter wishes to be heard.
189. Johanna Howie (2 Mountview Place, Motueka)	The airport is no longer suitable venue as aviation activity has increased so greater losses for airport businesses and their employees. Debris left behind is always a danger. If granted we'd like to see no more than three meetings per year, no rain days, other airport users and businesses to stay operating, more safety procedure put in place to ensure minimal debris left behind.	Decline The submitter does not wish to be heard.
190. Dale Elizabeth Bachelor and Alan Dones (40 Queen Victoria Street, Motueka)	The road closures lead to unsuspecting motorists entering from the other end and doing "u" turns which tears up the berms. Illegal parking and trespassing through property. Rubbish left behind on surrounding streets. Noise emissions unlikely to comply with noise standards, this noise is additional to aerodrome noise. Attracts boy racers types and associated antisocial activities.	Decline The submitter does not wish to be heard.
191. Avondale Farm Limited (59 College Street, Motueka)	Ten year recourse is too long and will not encourage the drag racing committee to look for an alternative site. If granted then the tenure should be looked into at 12 monthly intervals or twp years according to the growth of the airports normal activities	Support in short term until their own facility is found. The submitter does not wish to be heard.
192. Rosalynd Kay Hart (59 College Street, Motueka)	Living at the southern end of the runway we get the full blast of rubber fumes when northerly blowing. The congestion of traffic in college street is of concern as well as the youngsters doing burn outs after the drags. Concerned for ultimate damage to our property through racing accidents. If granted then a shorter term than 10 years should be applied.	Decline The submitter does not wish to be heard.
193. Keith Broady (4 Edwin Chambers Drive, Motueka)	If granted would like to see: Limit number of race days to three. No rain days other than for national event.	Decline

	Aerodrome to remain open for aircraft operating. Easter meeting on alternative years.	The submitter does not wish to be heard.
194. Christopher Edward Painter, 29 Wilkie Street Motueka)	Airport no longer suitable venue as much busier now. Closing airport causes loss of business. Danger of damage to runway. If granted should be limited to three meetings per year, no rain days. Airport should stay open. Appropriate safety practises to ensure no risk to airport.	Decline The submitter has not indicated whether he wishes to be heard.
195. Yuki Sugawara (181 Motueka Quay, Motueka)	Airport no longer suitable venue as much busier than 10 years ago. When airport closed it shuts down tenants businesses, employees lose wages. Danger from runway and grass damage, foreign objects left behind. Rain day mean problems for forward bookings. If granted should be limited to three meetings per year with no rain days, keep airport open with co-ordinated events, safety practises upgraded.	Decline The submitter does not wish to be heard.
196. Thomas Zahradka (181 Motueka Quay, Motueka)	Airport no longer suitable venue as much busier than 10 years ago. When airport closed it shuts down tenants businesses, employees lose wages. Danger from runway and grass damage, foreign objects left behind. Rain day mean problems for forward bookings.If granted should be limited to three meetings per year with no rain days, keep airport open with co-ordinated events, safety practises upgraded.	Decline The submitter does not wish to be heard.
197. Maryann Ewers Bush and Beyond Guided Walks (PO Box 376, Motueka)	We rely on Abel Tasman Air to bring our clients back to Motueka from Karamea on a regular basis, bookings made months in advance so the drag racing events do effect our business and bookings. If granted the airport must remain open for all flying operations at all times.	Decline The submitter does not wish to be heard.
198. Alison Donna D'Ath (30A Courtney Street, Motueka)	Safety of low time students who now use the airport. History of tyres blown on landing 24 hour after drag racing ceases, impossible to remove all shards of fibreglass from runway. Runway upgrade has already been delayed until the drag racing RC ran out.	Decline The submitter does not wish to be heard.

	Level of care taken by drag racing organisers is disappointing.	
199. Ace Aviation (NZ) Ltd (PO Box 2025 Kuripuni, Masterton)	The drag racing causes disruption to my flight training business run from Masterton (safety, crowd control, access to operational areas and added stress to students). A loss in income for users even when airport open as some students refuse to fly during the drags, safety also wind dependent. To run both at once on seal and grass runways would pose great danger, greater separation required.	Decline The submitter does not wish to be heard.
200. Vincent and Alison D'Ath Abel Tasman Air (PO Box 125, Motueka)	I have been involved in extensive discussions and historical meeting regarding the drag racing in the last 10 years. Concerns with drag racing at the airport, misreporting and downplaying of events. If granted then: 1. Airport shall stay open to aviation. 2. No more than three meetings per season, only the national points meeting to have rainy days. 3. A definite end date of no later than December 2010.	Decline The submitter wishes to be heard.

3.4 Neutral Submissions (one)

Submitter and Submission number	Reasons	Decision
201. Penelope MacKay (Nelson Aviation College Po Box 157 Motueka)	Over the years there have been major problems between the aerodrome tenants and the NDRA namely due to NDRA not adhering to consent conditions which compromises safety and increases risk of other aerodrome users. Seal of runway gets damaged, rubber deposit is and foreign objects left behind compromise aircraft safety at takeoff and landing. NDRA activity prevents further development of the airfield and affects the ability of tenants to attract new aviation users to the airfield. If granted the current conditions need to be added to cover safety and risk aspects on the current users	Neutral / Grant with conditions The submitter wishes to be heard.

3.5 The Main Issues Raised in Submissions For Include

- well organised and safe venue for Drag Racing until a permanent venue is found
- provides entertaining events for the local community and visitors
- contributes to Motueka's economy
- multiple use of the airport and drag racing only occurs a few times a year.

3.6 The main issues raised in submissions against and the neutral submission include

- noise effects
- smell effects
- roading effects
- effects on other airport users

3.7 Principal Issues associated with the application

- a) Noise effects
- b) amenity effects
- c) land productivity
- d) airport effects

These principal issues are discussed in **part 5 “Assessment of Effects”** of this report.

4. STATUTORY CONSIDERATIONS

4.1 Resource Management Act

The application is for a **discretionary activity** and is subject to scrutiny through Sections 104 and 104D of the Act. Section 104 is subject to Part 11 of the Act which contains 4 sections.

4.1.1 Part II Matters

In considering an application for resource consent, Council must ensure that if granted, the proposal is consistent with the purpose and principles set out in Part II of the Act. Part 11 of the Act covers sections 5 to 8 inclusive and I comment briefly on them as follows:

Section 5

Section 5 sets out the **purpose** of the Act which is to promote the sustainable management of natural and physical resources. “Sustainable management” means:

“Managing the use, development and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while -

- *sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations. and*
- *safeguarding the life-supporting capacity of air, water, soil, and ecosystems. and*
- *avoiding, remedying, or mitigating any adverse effects of activities on the environment.*

Comment

Section 5 is enabling, providing for development which is undertaken in a manner which recognises the needs of future generations and safeguards the life-supporting capacity of the land, air and water, and avoids, remedies or mitigates any adverse effects of activities on the environment.

Granting consent to the drag racing activity on four occasions for an additional interim period of up to 10 years will help provide for the social (recreational) wellbeing of the community in a manner which in my opinion will not compromise the sustainable management of natural and physical resources. The viability of the airport designation and the long-term productive potential of the land resource will not be compromised by an interim use of the airport runway on four occasions a year while the drag racing association seek to secure a permanent base elsewhere in the Tasman District. On the basis of past experience conditions can be imposed which will avoid, remedy or mitigate the adverse effects on the environment.

Sections 6, 7 and 8 set out the **principles** of the Act:

Section 6 of the Act refers to matters of national importance that the Council shall recognise and provide for in achieving the purpose of the Act.

Comment

There are no matters that are considered to be relevant to this application.

Section 7 of the Act identifies other matters that the Council shall have particular regard to in achieving the purpose of the Act. Those matters relevant in this case include:

- (b) the efficient use and development of natural and physical resources.
- (c) the maintenance and enhancement of amenity values.
- (f) maintenance and enhancement of the quality of the environment.
- (g) any finite characteristics of natural and physical resources.

Comment

The proposal will promote the efficient use and development of the land resource. The area of land is currently used for aerodrome purposes servicing the wider Motueka area. As such, the ability to maximise its productive potential is limited as the area of land available is limited due to its size and proximity to the landing strip and there is residential development on land adjacent to the aerodrome.

The frequency, duration and location of the proposed activity are issues that need to be taken into account in the consideration of the maintenance and enhancement of the amenity values of the area. The event is only proposed to be held up to four times a year. The amenity of the area and the quality of the environment are already somewhat compromised by the presence of the aerodrome. The recommended conditions attached to this report aim to reduce the adverse effects to an acceptable level.

It is considered that the finite characteristics of the Rural 1 land resource are compromised by the aerodrome and will not be further compromised by the proposed development.

Section 8 of the Act shall take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).

Comment

No submission has been received by iwi in regards to this application.

4.1.2 Section 104

Subject to Part II matters, Council is required to have regard to those matters set out in Section 104. Of relevance to the assessment of this application, Council must have regard to:

- Any actual and potential effects of allowing the activity to proceed (Section 104 (1)(a)).
- Any relevant objectives and policies in the Tasman Regional Policy Statement and the Tasman Resource Management Plan (Section 104(1)(b)).
- Any other relevant and reasonably necessary matter(s) to determine the consent (Section (1)(c)).

Section 104B sets out the framework for granting or declining consent based on the status of an activity as set out in the relevant Plan and provides:

After considering an application for a resource consent for a discretionary activity or a non-complying activity,, a consent authority—

(a) may grant or refuse the application. and

(c) if it grants the application, may impose conditions under section 108.

The relevant principles for a discretionary application were summarised in *AHN and LIM v Christchurch City Council*, where the Environment Court stated:

“... a discretionary application may be granted in respect of an activity which has effects which are more than minor. From time to time the Court grants a discretionary activity in circumstances where there are both significant effects and significant benefit is of an activity.

Identifying an effect of a discretionary activity as being more than minor is not a jurisdictional bar, nor is identifying it as less than minor. Similarly, it is difficult to conceive a discretionary application that would be contrary to the objectives and policies of this plan, although it may be significantly inconsistent with one or more. The degree of consistency or inconsistency with that plan would be a factor the Consent Authority or Court would take into account in assessing the proposal, but again is not a jurisdictional bar to its grant. Thus, even if a discretionary activity was contrary to the objectives, policies and other provisions of a plan, this would not necessarily preclude the grant of consent. However, we note that issues of inconsistent administration and integrity of the plan may well arise.”

5. ASSESSMENT OF EFFECTS

Pursuant to Section 104(1)(a) of the Resource Management Act, the following assessment of environmental effects is undertaken:

5.1 Noise

Please refer to the attached report from the Council’s Coordinator Regulatory Services, Graham Caradus.

5.2 Amenity

Amenity values, as defined in Section 2 of the Resource Management Act 1991, mean:

“Those natural or physical qualities and characteristics of an area that contribute to people’s appreciation of it is pleasantness, aesthetic coherence, and cultural and recreational attributes.”

Motorsport is a recreational activity followed by many New Zealanders. It is often undertaken from sites located in rural and urban fringe areas on sites that are easily accessible for local and visiting drivers and spectators/enthusiasts.

Because of the noise, traffic, and fumes that Drag racing generates and also the inherent danger through crashes and the amount of space required it is not easy to find a perfect site for most motorsports that is also accessible to its supporters.

While several motorsports including the Nelson Drag Racing Association are actively looking for a combined motorsport venue where current restrictions on the frequency and duration of operations could be relaxed a combined venue has yet to be established.

In relation to the application for continuance of drag racing at the Motueka Aerodrome site the most significant amenity elements are noise, smell and traffic.

The most significant of the amenity matters is the noise generated by the drag racing vehicles. However the Motueka Aerodrome is already an inherently noisy environment and the noise generated by the proposed activity is not totally out of character with the existing noise environment of the area. The area to the west, north and east of the aerodrome has a predominantly rural character with much of it being in orchards. The development and maintenance of orchards involves the use

of horticultural machinery which is excluded from complying with the Rural 1 noise standards.

Drag racing and in particular the tyre warming undertaken before a race can produce a cloud of tyre burnout smoke which drifts over the start area and then depending on wind conditions spreads onto nearby properties. This can produce a noticeable smell for a few moments and creates a nuisance that to some degree detracts from the neighbourhood's pleasantness. While the tyre warm up is a spectacle that greatly interests spectators it needs to be controlled by the Nelson Association particularly when wind conditions result in neighbours receiving the fumes. Some submitters (eg 134) have raised fumes as one of the concerns in their submissions. I would recommend that the Association consider some further internal management measures so that fumes from the tyre warm up phase are reduced especially when air movement is likely to carry it onto and into residences.

With the closure of Queen Victoria Street and traffic supervision by club wardens on drag racing days traffic is well managed. One submitter (16) is concerned that Queen Victoria Street is closed for drag racing event days but in my opinion this is an inconvenience that on balance is outweighed by the benefit is to traffic safety and management that is achieved by the closure.



Road Closure Queen Victoria Street 17 January 2009

Some submitters have been concerned at some spectators imitating racing driving on local roads after events (eg submissions 58, 29, 61, 134). This copy cat behaviour is beyond the ability of the Nelson Drag Racing Association to regulate. I contacted the Tasman Areas Senior Sergeant for traffic police and he advised that to date they have not noticed increased incidences of dangerous driving behaviour following drag racing events. He suggested that any future concerns about dangerous driving following events are best brought to the attention of the NZ Police at the time it is occurring. Other submitters consider that the drag racing provides a safe controlled off road outlet for boy racers to demonstrate their vehicles abilities and driving skills (eg 16, 41, 67, 74).

5.3 Land Productivity

Apart from the sealed airstrip, the site is flat and currently in pasture. The site is classified as having Class A soils. The proposed activity will not have an adverse effect on the long term productive potential of the land resource should it ever be reclaimed for food production. The drag racing activity essentially involves using the aerodrome for temporary parking and racing and spectator facilities that are erected and then removed on race days.

5.4 Aerodrome

The RMA focus through a consent application is on the management of cross boundary environmental effects and not on resolving internal aerodrome issues such as time allocation of the runway to any potential user group.

The matter of the use of the sealed runway and aerodrome land by the Nelson Drag Racing association conflicting with the use of the same resource by existing and future potential aerodrome dependant activities is essentially a form of competition for the use of the aerodromes runway. Resolving competing uses for the sealed runway is a matter for the aerodromes owner/management to resolve internally with it is lessees. Overall the debate on the time, if any, that is to be allocated for the exclusive use/occupancy of the sealed runway is one for the aerodrome management committee, which is the Tasman District Councils Enterprise Committee to resolve.

5.5 Summary of Assessment of Environmental Effects

Overall, the environmental effects of undertaking the proposed drag racing activity on four occasions in a year will, in my opinion, not be out of kilter with the environmental character of the Motueka aerodrome. The cross boundary environmental effects on the amenity of the surrounding area will be less than minor in respect of noise and fumes/smoke from tyre warming. The latter effects from fumes/smoke should be capable of being reduced by sound management practice on days when wind drift is likely to carry it over or into residential dwellings. Closing Queen Victoria Street does cause traffic inconvenience effects for some. However that inconvenience is a matter of degree and the closure coupled with the traffic management exercised by the association's traffic wardens is politely done and maintains traffic safety during events.

6. ASSESSMENT OF PLAN OBJECTIVES AND POLICIES

Pursuant to Section 104(1)(b) of the Resource Management Act, the following assessment of Plan Objectives and Policies is undertaken:

6.1 Tasman Regional Policy Statement

The Regional Policy Statement seeks to achieve the sustainable management of land and coastal environment resources. Objectives and policies of the Policy Statement clearly articulate the importance of protecting land resources from inappropriate land use and development.

Because the Tasman Resource Management Plan was developed to be consistent with the Regional Policy Statement, it is considered that an assessment under the Proposed Plan will satisfy an assessment against the Regional Policy Statement principles.

6.2 Tasman Resource Management Plan (TRMP)

The most relevant Objectives and Policies are contained in: Chapter 5 “Site Amenity Effects”, Chapter 7 “Rural Environment Effects” and Chapter 11 “Land Transport Effects”. These chapters contain Council’s key objectives: To ensure land uses do not significantly adversely affect local character, to provide opportunities for a range of activities in rural zones and to ensure land uses do not significantly adversely affect the safety and efficiency of the transport system.

The most relevant Rules which follow from these imperatives are contained in Chapter 17.5.2 “Rural 1 Zone Rules”.

Details of the assessment of the proposed activity in terms of these matters are set out in the chapters following.

6.3 Relevant Objectives and Policies of the TRMP

The following Policies and Objectives have been considered as the most relevant Objectives and Policies of the TRMP for this proposal:

OBJECTIVES AND POLICIES
<p>CHAPTER 5 SITE AMENITY EFFECTS</p> <p>5.1.2 Objective Avoidance, remedying or mitigation of adverse effects from the use of land on the use and enjoyment of other land and on the qualities of natural and physical resources.</p> <p>Policies</p> <p>5.1.3.9 To avoid, remedy, or mitigate effects of: (a) noise and vibration. (b) dust and other particulate emissions. (d) odour and fumes. (g) vehicles. (h) buildings and structures. (i) temporary activities. beyond the boundaries of the site generating the effect.</p> <p>5.1.3.14 To provide sufficient flexibility in standards, terms and methods for rural sites to allow for the wide range of effects on amenities which are typically associated with rural activities, and which may vary considerably in the short or long term.</p> <p>5.2.2 Objective Maintenance and enhancement of amenity values on site and within communities</p>

OBJECTIVES AND POLICIES

throughout the District.

Policies

5.2.3.1 To maintain privacy in residential properties, and for rural dwelling sites.

5.2.3.8 To avoid, remedy or mitigate the adverse effects of traffic on the amenity of residential, commercial and rural areas.

CHAPTER 7 RURAL ENVIRONMENT EFFECTS

7.1.2 Objective

Avoid the loss of potential for all land of existing and potential productive value to meet the needs of future generations, particularly land of high productive value.

Policies

7.1.3.2 To avoid, remedy or mitigate the effects of activities which reduce the area of land available for soil-based production purposes in rural areas.

7.2.2 Objective

Provision of opportunities to use rural land for activities other than soil-based production, including papakainga, tourist services, rural residential and rural industrial activities in restricted locations, while avoiding the loss of land of high productive value.

Policies

7.2.3.1 To enable activities which are not dependent on soil productivity to be located on land which is not of high productive value.

7.2.3.5 To ensure that activities which are not involved or associated with soil-based production do not locate where they may adversely affect or be adversely affected by such activities.

7.4.2 Objective

Avoidance, remedying or mitigation of the adverse effects of a wide range of existing and potential future activities, including effects on rural character and amenity values.

Policies

7.4.3.2 To provide for rural activities which may involve levels and types of effects, including noise, dust, smoke and odour, that may be permanent, temporary or seasonal, and that may not meet standards typically expected in urban areas.

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.

OBJECTIVES AND POLICIES

CHAPTER 11 LAND TRANSPORT EFFECTS

11.1.2 Objective

A safe and efficient transport system, where any adverse effects of the subdivision, use or development of land on the transport system are avoided, remedied or mitigated.

Policies

11.1.3.2 To ensure that land uses generating significant traffic volume:

(a) are located so that the traffic has access to classes of roads that are able to receive the

increase in traffic volume without reducing safety or efficiency.

(b) are designed so that traffic access and egress points avoid or mitigate adverse effects

on the safety and efficiency of the road network.

11.1.3.3 To avoid, remedy or mitigate adverse effects of high traffic-generating land uses on the community cost of the road network resource of the District.

11.1.3.4 To avoid, remedy or mitigate adverse effects of traffic on amenity values.

11.1.3.7 To ensure that adequate and efficient parking and loading spaces are provided, either on individual sites or collectively, to avoid or mitigate adverse effects on the safety and efficiency of the road network.

11.1.3.11 To ensure that signs do not detract from traffic safety by causing confusion or distraction to or obstructing the views of motorists or pedestrians.

6.4 Summary of Relevant Objectives and Policies

Chapter 5 outlines the objectives and policies with respect to site amenity. These aim to guide development in a manner which avoids, remedies or mitigates any adverse effects of an activity on the use and enjoyment of other land and on the qualities of natural and physical resources. The proposed activity will not be contrary to the objectives and policies in Chapter 5, the frequency and duration of events is such that any adverse effects will only be of a very short duration.

The proposed activity is not contrary to the objectives and policies concerning rural environment effects in Chapter 7. The activity will not compromise the productive potential of the land resource and will utilise the sealed runway and grassed area of the Motueka aerodrome resource without adversely affecting adjoining orchards. In this regard it is in accordance with objective 7.2.2 and its associated policy 7.2.3.5. Objective 7.4.2 highlights the need to avoid, remedy or mitigate the adverse effects of activities on rural character and amenity values. Policy 7.4.3.2 provides for rural activities which may involve levels and types of effects, including noise, dust, smoke and odour, that may be permanent, temporary or seasonal, and that may not meet

standards typically expected in urban areas. It is understood that the noise levels generated by the proposed activity will exceed the permitted standard in the Rural 1 zone. However, as already mentioned the Motueka Aerodrome is inherently noisy and the noise levels from drag racing on four occasions in a year are not completely out of character with the existing environment.

Chapter 11 outlines Councils objectives and policies with regard to land transport effects. Provided consent is subject to the recommended conditions, the proposed activity will not have an adverse effect on the traffic safety environment. The aerodrome site has good access and ample off road parking that does not detract from the amenities of area. Ample off road parking is needed as the drag racing is a popular spectator and participant motorsport.

Given the conditions proposed in the application and having observed some drag racing events it is my opinion that the proposal is consistent with the relevant objectives and policies of the Plan.

7. SUMMARY

Overall my assessment is that with the exception of noise and tyre warming emissions the actual adverse effects on the environment are minor and the proposal is generally consistent with the objectives and policies, and matters of discretion in the Plan. The noise effects are more than minor and normally such a noisy recreation activity that also generates a lot of traffic is best located well away from residential areas. However the exception exists here as the nearby residential area has an atypically noisy setting because of the presence of a busy airport. The site is also accessible from major roads which help to mitigate potential traffic safety and disruption for nearby residential areas. Without these factors one might have expected residents to band together to resist an additional noisy activity being located at the edge of their community. However this has not been the case and there appears to be a good deal of goodwill and support from the local community for the continued interim use of the airport on four days of the year by the local residential community (refer written approvals and submissions in support as outlined in Map One). It is also true that finding a site that is suitable for drag racing until such time as a purpose built regional motorsport venue is available is difficult. Striking an acceptable balance between the needs of the local residential community, the airport users and those whose recreation is drag racing is also a difficult proposition. Using the sealed runway at the Motueka aerodrome for four events in any one year, seems to be the only practical interim solution.



Spectators 17 January 2009

8. RECOMMENDATION

Having considered the application in detail, and having visited the site, it is my view that the adverse environmental effects of the proposed activity will be no more than minor. In respect to each application I recommend that consents be granted with conditions as follows:

Personal Consent

1. The consent shall be personal to the Nelson Drag Racing Association.

Other Approvals

2. The consent holder shall obtain formal approval from the Councils Enterprise Committee and the A&P Association before any events commence.

Events

3. A maximum of four events shall be held in any one year, each event shall accommodate a maximum of 3,000 people. The events shall only be held on Saturdays between 10.00 am and 4.00 pm.

The event may be extended to permit racing from 4.00 pm to 5.00 pm on Saturdays due to consequences of the days racing beyond the control of the Association, ie: Major breakdowns of race monitoring equipment, flight landings or take offs, a light shower of rain. The club is to supply a written report to the Tasman District Council detailing the reasons for the one hour extension to

racing on that day within two weeks of the event. This report is to be made available to any member of the public that requests to view it at the Tasman District Council offices.

For two race days of the four race day season being.

- i) the National Race event. And
- ii) Easter Saturday

racing may be transferred to the next day (Sunday) if the previous days programme has been postponed as a result of inclement weather for either the full day or part day as follows:

In the event that a full race programme is required to be cancelled on the Saturday such a decision being made prior to 10am, the Association can transfer the entire race programme of two hours trial, one hour lunch break, three hours race programme to the next day Sunday.

In all other cases that part of the event of the race programme that is required to be transferred to the following day (Sunday) must not commence before 1.00 pm and is to finish at 4.00 pm.

If the event is transferred to the following day (Sunday) the club is to make every effort to advise immediate neighbours on the Saturday of the postponement.

General

4. The activity shall be undertaken in general accordance with the documentation and plans submitted with the application.

Monitoring

5. The resource consent holder shall advise Council when the activity this consent authorises commences so monitoring of conditions can be programmed.
6. The consent holder shall provide Council with written notice of any event at least two weeks prior to such event taking place.

Car Parking

7. An area sufficient to accommodate a minimum of 1,000 on-site parking spaces shall be provided. Parking wardens shall direct traffic movements on and off the site and shall encourage people not to park on either College Street, Queen Victoria Street or Marchwood Park Road.

Waste Disposal

8. Sufficient refuse containers shall be provided on site to the satisfaction of the Councils Coordinator Regulatory Services. All litter from on-site activities shall be collected on each event day and disposed of in a manner to the satisfaction of the Councils Coordinator Regulatory Services.

Ablutions

9. Toilet accommodation shall be provided on site to the satisfaction of the Councils Coordinator Regulatory Services at a ratio of one toilet per 150 people.
10. Hand-washing facilities shall be provided on site on each event day to the satisfaction of the Councils Coordinator Regulatory Services.

Air Emissions

11. The consent holder shall undertake all necessary steps to ensure that dust, **smoke and fumes** created by the activity does not emanate beyond the site boundary.

Signage

12. One sign may be erected in accordance with the dimensions shown in the application. This sign shall not be on or overhanging the Road Reserve and shall be located a minimum of 10 metres from the intersection of College Street and Queen Victoria Street.

Review

13. The Council may review under Section 128 of the Resource Management Act 1991 any of the consent conditions by giving notice of its intention to do so at any time within the period commencing 1 September each year and expiring nine months thereafter. The purpose of such review would be to deal with any adverse effect on the environment which may arise and which is appropriate to deal with at a later stage because it is not presently anticipated, or to require the consent holder to adopt the best practical option to remove or reduce any adverse effect on the environment.

ADVICE NOTES

Council Regulations

1. The Consent Holder shall meet the requirements of Council with regard to all Building and Health Bylaws, Regulations and Acts.

Tasman Resource Management Plan

2. Any activity not referred to in this resource consent must comply with either:
 1. a relevant permitted activity rule in the Tasman Resource Management Plan (TRMP).
 2. the Resource Management Act 1991. or
 3. the conditions of a separate resource consent which authorises that activity.

Monitoring

3. Monitoring of this resource consent will be undertaken by the Council as provided for by section 35 of the Act and a one-off fee has already been charged for this

monitoring. Should the monitoring costs exceed this fee, the Council reserves the right to recover these additional costs from the Consent Holder. Costs can be minimised by consistently complying with conditions, thereby reducing the necessity and/or frequency of Council staff visit is.

Volunteered Conditions

4. All the conditions of this consent were volunteered by the Nelson Drag Racing Association as part of their application RM080583. The phrase “**smoke and fumes**” has been added to Condition 11.

J R Andrew
Co-ordinator Land Use Consents

**CURRENT CONSENT CONDITIONS FOR NELSON DRAG RACING ASSOCIATION
RM980181**

DECISION

That pursuant to Section 105 of the Resource Management Act 1991, acting under authority delegated by the Council, the Commissioner, Mrs A P Lewis, grants consent to the Nelson Drag Racing Association for a period of 10 years subject to the following conditions:

Conditions

1. The consent shall be personal to the Nelson Drag Racing Association.
2. The consent holder shall obtain formal approval from the Motueka Aerodrome Management Committee and the A&P Association before any events commence.
3. A maximum of four events shall be held in any one year, each event shall accommodate a maximum of 3,000 people. The events shall only be held on Saturdays between 10.00 am and 4.00 pm.

The event may be extended to permit racing from 4.00 pm to 5.00 pm on Saturdays due to consequences of the days racing beyond the control of the Association; ie: Major breakdowns of race monitoring equipment, flight landings or take offs, a light shower of rain. The club is to supply a written report to the Tasman District Council detailing the reasons for the one hour extension to racing on that day within two weeks of the event.

This report is to be made available to any member of the public that requests to view it at the Tasman District Council offices.

Racing may be transferred to the next day (Sunday) if the previous days programme has been postponed as a result of inclement weather for either the full day or part day as follows:

In the event that a full race programme is required to be cancelled on the Saturday such a decision being made prior to 10.00 am, the Association can transfer the entire race programme of two hours trial, one hour lunch break, three hours race programme to the next day Sunday.

In all other cases that part of the event of the race programme that is required to be transferred to the following day (Sunday) must not commence before 1.00 pm and is to finish at 4.00 pm.

If the event is transferred to the following day (Sunday) the club is to make every effort to advise immediate neighbours on the Saturday of the postponement.

4. The activity shall be undertaken in general accordance with the documentation and plans submitted with the application.
5. The resource consent holder shall advise Council when the activity this consent authorises commences so monitoring of conditions can be programmed.
6. The consent holder shall provide Council with written notice of any event at least two weeks prior to such event taking place.
7. An area sufficient to accommodate a minimum of 1,000 on-site parking spaces shall be provided. Parking wardens shall direct traffic movements on and off the site and shall encourage people not to park on either College Street, Queen Victoria Street or Marchwood Park Road.
8. Sufficient refuse containers shall be provided on site to the satisfaction of the District Environmental Health Officer. All litter from on-site activities shall be collected on each event day and disposed of in a manner to the satisfaction of the District Environmental Health Officer.
9. Toilet accommodation shall be provided on site to the satisfaction of the District Environmental Health Officer at a ratio of one toilet per 150 people.
10. Hand-washing facilities shall be provided on site on each event day to the satisfaction of the District Environmental Health Officer.
11. The consent holder shall undertake all necessary steps to ensure that dust created by the activity does not emanate beyond the site boundary.
12. One sign may be erected in accordance with the dimensions shown in the application. This sign shall not be on or overhanging the Road Reserve and shall be located a minimum of 10 metres from the intersection of College Street and Queen Victoria Street.
13. The consent holder shall erect a solid screen during events between the pit area and Queen Victoria Street. The height and length of this screen shall be adequate to screen any pit activities from Queen Victoria Street.

NOTATION: The primary purpose of this screen at this stage is to discourage car parking and roadside spectators in an area which would be popular with spectators. No requirements are made as to specific dimensions as this screen may need to meet any Civil Aviation requirements. However, it may be that depending on the noise effect on the neighbouring environment this screen may also be required to attenuate noise behind the pit area. The consent holder should bear this in mind when erecting the screen.

14. The Council may review under Section 128 of the Resource Management Act 1991 any of the consent conditions by giving notice of it is intention to do so at any time within the period commencing 1 September each year and expiring nine months thereafter. The purpose of such review would be to deal with any adverse effect on the environment which may arise and which is appropriate to deal with at a later stage because it is not presently anticipated, or to require the consent holder to adopt the best practical option to remove or reduce any adverse effect on the environment.

MAP ONE Written Approvals and Submissions



KEY

- Written Approval Properties (includes some submitters in support)
- Submitters in support (excludes those submitters in support who also gave their written approval)
- Submitters in opposition properties and airport users

NOISE LEVEL SURVEY OF DRAG RACING EVENT MOTUEKA AERODROME

Location of Event: Motueka Aerodrome.

Weather Conditions: Fine, clear sky, initially sou west breeze turning to sea breeze late morning. Breeze <2 m/s unless stated. Monday 9 March light southerly <2 m/s

Time of Measurements: 10.50 a.m. through to 3:08 p.m. on Saturday 7 March 2009 during the event and 2.58 p.m. to 3: 32p.m. Monday 9 March 2009 for aircraft only.

Equipment Used

Meter Used: Rion NL-18 Precision Integrating Sound Level Meter (SLM), serial number 00360034.

Calibration Due Date: 6 April 2009 (Last completed by Rion Service Centre Co Ltd).

Acoustic Calibrator: Bruel & Kjaer type 4230, serial number 1206832.

Calibration Due Date: 20 May 2009 (last completed by ECS Ltd).

Anemometer: Lutron AM-4203.

SLM Operator: Graham Caradus

A microphone wind shield was used for the duration of the survey for each environmental measurement. For each result recorded, the sound level meter was set on a tripod at approximately 1.5 metres above ground and suitable clearance from reflective surfaces was achieved. The SLM was initially calibrated, and not shut down until re-calibrated at the end of each sequence of measurements. Calibration level limits were within 0.5 of 93.8 dBC and therefore complied with.

Measurement Sites

Site 1: 46 Queen Victoria Street, (near the north east end of the runway) in the back yard adjacent to the clothes-line.

Site 2: 138 King Edward, in the back yard in the centre of the lawn on the north side of the house.

Site 3: 59 College Street, (near the southern western end of the runway) by the driveway, middle of the lawn near the flag pole.

Site 4: Road side berm on corner of Queen Victoria Street and Green Lane.

Comment on Weather

Southerly breeze during the first three measurements had the effect of making site 1 down wind (as evidenced by smoke from burn-outs reaching measurement position) and site 2 and 3 upwind from the activity. In the early afternoon the sea breeze was evident and some gusts were measured in excess of 5m/s, which exceeds normal operating limits for accurate sound level measurement. Result 7 should therefore be regarded with some suspicion, and the possibility that recorded levels have been elevated by the breeze noted. Subsequently the breeze dropped substantially and did not influence other measurements.

Results Table: For 7 March 2009

Measurement number	Site Number	Measurement time min: sec	Start time	Finish time	L _{eq} in dBA	L _{max} in dBA	L _{min} in dBA	L ₁₀ in dBA	L ₉₅ in dBA	Comments Include Apparent Noise Source
0	1		10:50							Calibrate 93.7 dBC (start)
1	1	10:00	10:53	11:03	65	85	51	66	53	Practice runs, traffic on adjacent road (L _A 63 dBA), cicadas, household noise, P.A system.
2	2	10:00	11:15	11:25	46	64	38	48	40	Practice runs, traffic on adjacent road (L _A 63 dBA), cicadas, household noise, P.A system.
3	3	10:00	11:32	11:42	58	81	39	61	41	Practice runs, traffic on adjacent road (L _A 66 and 80dBA), cicadas, household noise, P.A system, nearby orchard machinery.
4	1	10:00	11:50	12:00	50	65	41	52	43	Practice runs, traffic on adjacent road (L _A 57 dBA), cicadas, household noise, P.A system (L _A 50 dBA).
5			12:05							Calibrate 93.8 dBC (finish)
6			1: 17							Calibrate 93.7 dBC (start)
7	3	10:00	1:25	1:36	63	79	41	66	45	Competition runs street cars: barely audible, traffic on adjacent road, cicadas, noise from flag in breeze. NB wind exceeds 5m/s in some gusts. Movement of car in driveway filtered from measurement.
8	2	10:00	1:52	2:02	54	73	38	57	41	Competition runs: barely audible, traffic on adjacent road, cicadas, neighbourhood noise, aircraft noise. Wind <2m/s
9	1	6:01	2:15	2:23	52	67	41	54	43	Competition runs: barely audible, traffic on adjacent road, cicadas, neighbourhood noise, helicopter noise filtered from measurement. Measurement

Measurement number	Site Number	Measurement time min: sec	Start time	Finish time	L _{eq} in dBA	L _{max} in dBA	L _{min} in dBA	L ₁₀ in dBA	L ₉₅ in dBA	Comments Include Apparent Noise Source
										ceased as event temporarily stopped.
10	1	5:59	2:24	2:30	48	62	40	50	41	No racing or aircraft movements: Background noise only.
11	1	10:00	2:32	2:43	55	72	42	56	44	Competition runs: traffic on adjacent road, cicadas, neighbourhood noise, aircraft (Fletcher?) take-off (L _A 72 dBA). Short period filtered from measurement when event temporarily stopped.
12	4	10:00	2:55	3:05	69	88	47	71	52	Competition runs motor cycles and street legal cars, traffic on adjacent road, cicadas, chatter from nearby people, P.A system.
13			3:08							Calibrate 93.8 dBC (finish)

Result Table for 2.58 pm to 3.32 pm on 9 March 2009

Measurement number	Site Number	Measurement time min: sec	Start time	Finish time	L _{eq} in dBA	L _{max} in dBA	L _{min} in dBA	L ₁₀ in dBA	L ₉₅ in dBA	Comments Include Apparent Noise Source
1	3		2:58							Calibrate 93.7 dBC (start)
2	3	10:00	2:59	3:09	66	86	43	68	46	Traffic on adjacent road (up to L _A 78 dBA), cicadas, three airplane take-offs (up to 84 dBA) two helicopter take-offs. Aircraft audible in the distance most of the time.
3	3	10:00	3:10	3:20	65	83	39	68	43	Traffic on adjacent road, cicadas, two airplane take-offs (up to 83 dBA) two helicopter take-offs. Aircraft audible in the distance most of the time.
4	3	10:00	3:21	3:31	63	86	43	61	46	Traffic on adjacent road, cicadas, three airplane take-offs (up to 85 dBA) two helicopter take-offs and considerable time hovering. Aircraft audible in the distance most of the time.
5	3		3:32							Calibrate 93.7 dBC (finish)

Rounding of Results

All results are rounded to the nearest whole number, with 0.5 rounded up.

Discussion of Results

There is little surprise that some of the race vehicles used in this type of event generate significant levels of noise. The mitigating factor is that each run is typically of short duration. There appeared to be a very loose correlation between the level of noise generated by a vehicle and the duration of the noise. The more extreme vehicles with large motors running into unsilenced exhaust systems were also generally more powerful, and consequently, the duration of the run was shorter. However, even a somewhat tardy performance sees vehicles complete their quarter mile run in about 10 or so seconds. A burn-out period prior to the race is used by some vehicles to heat tires. This period was a similar time, typically not greatly more than 10 seconds, and frequently much less. Noise levels during the burn-out were similar to the race.

The L_{10} compliance levels are 55dBA for day time and 40 dBA for night time. In addition, during night time an L_{max} of 70 dBA is applicable. These levels apply in the residential zone, and at the notional boundary of a residence in the rural zone. The night time levels are of relevance as they apply during the day on both Sundays and public holidays. It can be seen that the day time L_{10} compliance levels of 55dBA are exceeded on all but all but three occasions at site 1 during the event and in all but one at site 2. It is note worthy that the night time L_{10} compliance level of 40dBA is exceeded on all occasions, including occasions during which no intrusive noise was coming from the race event. Subjectively, site 1 appeared to be most affected by noise from racing activities, but paradoxically the L_{10} levels recorded at sites 2 and 3 were with one exception greater than the day time L_{10} compliance level, whereas at site 1. all but one of five measurements complied. Those L_{10} levels recorded at sites 2 and 3 are generally considered to have been attributable to noise generated from sources other than race related activities.

Also worthy of note is the fact that at site 3, the L_{10} levels recorded were substantially similar when the airport was operating as when the drag racing was occurring. L_{max} levels were slightly higher during aircraft movements than during drag racing, but in general terms in the same order of magnitude.

Comment

There is little doubt that the drag race meeting at which monitoring of sound levels occurred, was poorly attended, with only four competition cars and three competition motor cycles being reported in the newspaper coverage. The remainder of the relatively small field was made up of street cars and bikes (albeit some of which appeared quiet specialized and customized vehicles). There were some specialist competition vehicles being run, and sound levels were recorded while their runs were made. A larger number of such vehicles could attend future meetings and would cause the L_{10} level to approach the L_{max} levels recorded. There is no data or logical reason to suggest that those L_{max} levels would be greatly exceeded. The highest L_{max} level recorded was 88dBA (Site 4: on the boundary to the residence nearest the burn out area/start line). Given that the total period that noise would be emitted at that level during any day of racing totaling minutes and not hours, there can be no concerns about possible hearing damage to residents

(such daily exposure estimated to be approximately 0.5 pascal-squared hours in the worst case where 1.0 pascal-squared hours is the maximum exposure for unprotected ears).

The concern therefore exists only with the intrusive nature of the noise generated by the drag races. Those properties most affected by the drag racing activity (by virtue of proximity to the runway) are also, for the same reasons of proximity, most affected by aircraft movements to and from the runway. As that drag race noise is in the same order of magnitude to the noise associated with aircraft movements at the airport, there is likely to be some general acceptance that the degree of intrusion does not greatly differ with the drag racing activity. Coupled also with the limited occasions that drag racing events occur each year, it can be argued that the noise is not (for the location near the airport) unreasonable.

Zone Rules

Finally, I make the observation that the airport at Motueka is zoned Rural 1. An exemption exists in the noise rule for Rural 1 zoned land that states:

Except that this condition does not apply to all noise from any intermittent or temporary rural activity...

It could be argued that the specified noise levels do not apply to this “temporary rural activity” of drag racing. However, there is considerable advantage in Council being clear on what limits may or may not apply to any particular noise generating activity, as any limits imposed by Council assist staff to assess what may be considered “reasonable” or “excessive noise” as it is dealt with by the provisions of the Resource Management Act 1991.

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