

Dear Commissioners,

In reply to the commissioner's allowing further comment I would like to thank the commissioners for listening to submitters regarding PNCC proposed Plan Change C (PC C).

Variation

Since the hearing I have spoken to and been approached by people from the Awapuni community and neighbours with reference to the variation. This also consists of members within the race training community including trainers, owners, and racing club committee members to name a few. I wish to thank the many people who have offered and continue to give support. I have been overwhelmed but not surprised that without exception (through conversations and letters) the training community are in disbelief that animal welfare and health and safety would be compromised by not dealing with the whole RTZ as a unit. These people 100% agree that just as the race training zone (RTZ) was created in the beginning as one zone, there is the expectation that it is disestablished as one zone. It should continue to be treated the same way now as it was when first initiated.

Given all the facts, I am still completely baffled as to why there is currently no variation to what is a massively incomplete plan change in its current form from a stakeholder identification perspective.

Furthermore, there are also a number of misleading facts, figures and descriptions feeding into this plan change. I have listened to (at the hearing) and read documentation (including those documents tabled at the hearing) that do not read accurately to someone who has extensive knowledge of horse training and has been part of the RTZ since day one. These documents are confusing and misleading at best.

There is an unequivocal and unwritten respect for each other on Te Wanaka Road due to safety for both people and horses. This etiquette is an unspoken feature of the training unit. This cannot be understated. As was mentioned at the hearing, one of my neighbours used the simple example of trying to put her rubbish bin out with minimal noise (as she and my other neighbours also understand that any movement and any noise can highly affect the state of a race horse). In this particular case, the rider fell off. This represents just one of the everyday activities within the zone that may seem unbelievable and difficult to imagine to any person who lives on a regular street.

Please see further detail concerning serious practicalities over the functioning of the training zone on page 2 below.

Intersection

Ever increasing traffic flows, particularly in recent months, along with driver behaviour make the intersection at Te Wanaka Road highly hazardous in its current form, even without any changes to zoning and additional traffic around the Te Wanaka Road area. During 'peak' times, you notice that driving behaviour is erratic or impatient – in the mornings many people are rushing to get to work and in the evening glazed eyes from a day's work make drivers less likely to react to the dangers of the intersection with increasing near misses and close calls. It's a dangerous intersection right now that residents treat with the upmost of care.

Also, what used to be a spike in traffic through quite specific times during the day has extended. I have observed that traffic now flows more consistently in both directions. This means that peak times are longer but are also not the only issues with the intersection because of swift moving traffic for much of the day too. Unfortunately, with a similar re-jig of the current layout it will not consciously slow down traffic and there needs to be infrastructure and a well-designed round-a-bout layout to purposely slow the merging triangle of traffic. This work needs to be done before any construction work starts on the training zone.

Kind regards



Neil Wright

Variance Functioning & Practicalities

As noted above, the variance to PC C regarding a full zone change to residential is the only option for the entire Race Training Zone. It is a myth that all training activities from West Te Wanaka Road use floats to the Racecourse for training. The whole point of Te Wanaka Road is that you can walk your horse safely to the track. If the western side of the road wanted to use their land for its intended purpose (race training with direct Racecourse access) then they could not do so under the Council’s current proposal to the zone because it is unsafe for people and horses.

Ultimately PC C is also anti-competitive because it blatantly disadvantages the west side from safe training operation. Currently people on the east side using land for horse training are paying well under market rent. If eastern land is no longer available for trainers then there is a gap in the market for well-priced stabling and training bases that provide safe and direct access to the racecourse for training.

As of the day I write to you, race training activities are taking place from the western side of Te Wanaka Road and there are trainers willing to relocate their training bases to the west side requiring the current council-owned walkway for Racecourse access. **Nevertheless, myself and others agree that the whole zone must be changed to residential at the same time due to the complexities of the zones functioning and to ensure that animal welfare and health and safety are not compromised.**

It is extremely important to keep the General Public away from horse training activities and photographs below demonstrate the high security required to maintain a safe race training environment.



RTZ has 8+m fenced horse walkway as part of safety corridor



Inter-regional Float takes large portion of loading corridor



Priority of Horse Race Training between 4:30am – 10:30am



Includes but not limited to cyclists, runners, joggers & dogs



Part of the security system required to keep people out and horses in the training zone which contains run-away horses.



Key pad security is a deterrent for any public using the Te Wanaka road safety corridor because it denies and restricts access to the public mixing with training activities.

THE WHOLE CORRIDOR IS UNDERMINED IF THERE IS ONLY A PARTIAL CHANGE TO DISTRICT PLAN UNIT 21.