

# **Section 21: Race Training Zone**

## **Table of Contents**

<b>21.1</b>	<b>Introduction.....</b>	<b>21-3</b>
<b>21.2</b>	<b>Resource Management Issues .....</b>	<b>21-3</b>
<b>21.3</b>	<b>Objective and Policies .....</b>	<b>21-3</b>
	Objective 1.....	21-3
	Policies.....	21-4
<b>21.4</b>	<b>Methods.....</b>	<b>21-4</b>
<b>21.5</b>	<b>Environmental Results Anticipated .....</b>	<b>21-4</b>
<b>21.6</b>	<b>Rules: Permitted Activities .....</b>	<b>21-5</b>
	R 21.6.1 Permitted Activities .....	21-5
<b>21.7</b>	<b>Rules: Discretionary Activities (Restricted).....</b>	<b>21-6</b>
	R 21.7.1 Discretionary Activities (Restricted).....	21-6
<b>21.8</b>	<b>Rules: Discretionary Activities (Unrestricted) .....</b>	<b>21-7</b>
	R 21.8.1 Discretionary Activities (Unrestricted).....	21-7
<b>21.9</b>	<b>Rules: Noise .....</b>	<b>21-7</b>
	R 21.9.1 Noise .....	21-7



## 21. RACE TRAINING ZONE

### 21.1 Introduction

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On land adjacent to the rear of Awapuni Racecourse is an area of long-established race training establishments centred on Te Wanaka Road. Training is an integral part of the racing industry which itself makes a significant contribution to the local economy. The trainers are located in this area due to the convenient access that is available to the Racecourse - which is a major training track. The close location of the trainers reduces the number of vehicle and horse movements to and from the race track. Access to the racecourse is of particular concern because many of the vehicles and horses would make use of State Highway 56 for access, often early in the morning when sight distances are poor. The Manawatu Racing Club has already instituted internal horse tracks and large berms are maintained on Te Wanaka Road, to allow horses to be moved to and from the racing track without using public roads.

It is therefore important that the land in and around Te Wanaka Road remains at the heart of the race training community. Being on the periphery of the City also offers an attractive option for rural-residential expansion, and it is important therefore that any controls simultaneously reinforce the race training activities in the Zone and discourage activities such as rural-residential activities. This attractiveness for rural-residential living is reinforced by the small number of residential sized lots which already exist on Te Wanaka Road.

### 21.2 Resource Management Issues

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The following resource management issues have been identified for the Race Training Zone:

1. The particular requirements of the race training community.
2. The traffic safety issues related to movements to and from Te Wanaka Road.
3. The potential attractiveness of the area for other than race training activities.
4. Reinforcement of the on-going role of the Zone as the centre of race training in the City.
5. Reduction in the potential for adverse traffic effects on the State Highway from vehicles and horses travelling to and from the Awapuni Racecourse.

#### ***Explanation***

*The resource management issues above largely reflect the existing unique character of the Zone and the necessity to preserve that character.*

### 21.3 Objective and Policies

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Within the broad framework of the City View objectives in section 2 the following specific objectives and policies have been identified for the race training zone:

#### **Objective 1**

**To encourage and promote the long term use and development of the land in the vicinity of Te Wanaka Road for race training activities.**

## Policies

- 1.1 To enable the establishment and operation of a range of race training and related activities.
- 1.2 To discourage activities from establishing in the Zone, which are not related to race training activities.
- 1.3 To recognise established residential uses in the Zone.
- 1.4 To avoid, remedy or mitigate any adverse effects on any residentially used properties in the Zone.
- 1.5 To maintain the safe and efficient operation of the roading and state highway network with regard to movements of vehicles and horses within the Zone.
- 1.6 To recognise the specialised requirements for access to the Awapuni Racecourse on race days and the potential for conflict between high speed traffic, other vehicles and horses on the State Highway.
- 1.7 To avoid, remedy or mitigate any adverse effects on the roading and state highway network arising from activities operating within the Zone.

### **Explanation**

*The Zone has been created to cater for the race training activities in the Te Wanaka Road area and must strongly reflect the particular character and role of the Zone while discouraging activities which might undermine that character and role. However, there is some residential activity already established in the Zone on sites too small to use for race training purposes and these must be provided for. Equally, such residential dwellers must also accept that the nature of the Zone is such that disturbance from the movement of horses etc., must be expected on a daily basis.*

## 21.4 Methods

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- District Plan Rules

The small size of the Zone and the importance of retaining its race training role, make a strict regulatory approach the only appropriate and effective approach to managing the land.

## 21.5 Environmental Results Anticipated

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It is anticipated that the objectives, policies and methods of this section will achieve the following results:

- Reinforcement of the ongoing role of the Zone as the centre of race training in the City.
- Reduction in the potential for adverse traffic effects on the State Highway, from vehicles and horses travelling to and from the Awapuni Racecourse.

## 21.6 Rules : Permitted Activities



### R 21.6.1 Permitted Activities

#### **NOTE TO PLAN USERS:**

The Manawatu Catchment Board By-Law 1988

This bylaw states requirements for the protection of stopbanks and waterways and incorporates controls relating to interference with defences against water. Plan users are advised to consult with the Manawatu-Wanganui Regional Council if an activity or development is to be undertaken near a stopbank.

**The following activities are Permitted Activities provided they comply with the specified performance conditions:**

- (a) Race horse training and agistment facilities.
- (b) Race horse stabling.
- (c) Horse aquatic facilities.
- (d) Staff accommodation.
- (e) Horse walkways.
- (f) Accessory buildings including sand/sawdust rolls.
- (g) Offices ancillary to a permitted activity.
- (h) Training tracks.
- (i) Residential accommodation ancillary to a Permitted Activity.
- (j) Veterinary clinics.
- (k) Horse cartage depots.
- (l) Dwellings legally established as at 31 May 1995.

#### **Performance Conditions**

##### **(a) Separation Distances**

- (i) All buildings except those intended to house animals shall be located not less than 3 metres from any boundary with a residentially used site.
- (ii) Any building intended to house animals either temporarily or permanently shall be located not less than 5 metres from any boundary with a residentially used site.

##### **(b) Height**

- (i) Maximum height for Dwellings and Accessory Buildings is 9 metres; and
- (ii) Proposed dwellings or accessory buildings shall comply with the height recession requirements of Rule 10.7.1.1(a) on any boundary with a residentially used or zoned property.

**(c) Storage**

No stable or other animal wastes shall be stored within 8 m of a site used for residential purposes.

**(d) Parking**

Compliance with Rules

20.3.7.1 Parking for People with Disabilities;

20.3.7.2 Parking Provision for All Zones Except Inner Business Zone;

20.3.7.7 Formation of Parking Spaces.

**(e) Loading and Access**

Compliance with Rules:

20.3.8.1 Loading Space Standards;

20.3.9.1 Access Standards.

**(f) Hazardous Substances**

Compliance with the provisions of Section 14: Hazardous Substances.

**(g) Noise**

Compliance with R 21.9.1.

**(h) Signs**

Compliance with Rule 6.1.5.1.

**21.7 Rules : Discretionary Activities (Restricted)****R 21.7.1 Discretionary Activities (Restricted)**

**Any activity, building or structure which cannot meet the Permitted Activity performance conditions with respect to:**

**(i) Separation Distances**

**(ii) Height**

**(iii) Storage**

**(iv) Parking**

**(v) Loading and Access**

**shall be a Discretionary Activity (Restricted) with regard to:**

- **Effects on Residentially Used Properties**

- **The Safe and Efficient Operation of the Roothing Network**
- **The Provision of Car Parking**

In determining whether to grant a consent and what conditions to impose, if any, Council will, in addition to the City View objectives in section 2 and the Race Training Zone objective and policies, assess any application in terms of the following further policies:

- To avoid, remedy or mitigate the effects of noise or other environmental disturbance on any adjoining site used solely for residential purposes.
- To avoid, remedy or mitigate the adverse effects on the roading network of any parking, loading or access requirements not met on the site.
- To ensure that the design and appearance of any building or structure is in character with and complementary to the ambience and amenity values of any adjoining property solely used for residential purposes.
- The further policies in Rule 20.3.7.3 of the Transportation Section.

**Explanation**

*At times an activity or structure may not be able to fully meet the standards set. In this case each application must be assessed in terms of the effects it may have on the surrounding environment.*

## **21.8 Rules : Discretionary Activities (Unrestricted)**

### **R 21.8.1 Discretionary Activities (Unrestricted)**

**Any building or activity not provided for as a Permitted Activity or Discretionary Activity (Restricted) shall be a Discretionary Activity (Unrestricted).**

**Note to Plan Users:** Also refer to Rule 23.7.1 – Radiofrequency Field Exposure

## **21.9 Rules : Noise**

### **R 21.9.1 Noise**

**Sound emissions from any activity when measured within the boundary of any land used for rural or residential purposes in the Race Training Zone shall not exceed the following:**

<b>5:00 am to 8:00 pm</b>	<b>50 dBA L<sub>10</sub></b>
<b>8:00 pm to 5:00 am</b>	<b>40 dBA L<sub>10</sub> and 80 dBA L<sub>max</sub></b>

**Explanation**

*The nature of this Zone means that there is the potential for noise effects very early in the morning when most training activities commence. Consequently the noise standards used are similar to those in the Rural Zone, and the daytime hours in which they apply commence earlier in this Zone and correspondingly finish earlier. This allows a noise standard which reflects the nature of the Zone.*