

I am speaking on behalf of the Upper Clutha Tracks Trust as a layperson rather than an expert witness.

Since 2006, UCTT has been instrumental in the development of tracks in the Upper Clutha basin delivering 95km of new tracks, and investing \$2.4m in these tracks and associated bridges.

Our purpose is for the Upper Clutha Community - to create a network of tracks that serves the needs of our residents, visitors, businesses, and natural environment. It is for public good not private gain.

We are in agreement and support the expert evidence from Ian Greaves Bike Wanaka.

In respect of the Mt Iron area, it should be noted that this is a recreation reserve and that tracks and trails are an anticipated activity in this designation. This should not be inhibited by the proposed limits in the landscape designation. The Trust supports the amendments proposed by Bike Wanaka.

We support the changes proposed by Bike Wanaka for the Mt Alpha zone as well. Unless altered this has the potential to stop the well-needed Glendhu Bay Track upgrade that may eventuate from the 2nd Star environment Court Appeal.

The difference in effects between a simple Mtb style track which potentially has negligible visual effects and a Grade 1/2 track which will potentially have a higher level of visual impact, although this is likely to be temporary in nature as the vegetation regrows, and can be further mitigated by careful design.

Track development will often only have a temporary effect on the landscape. A good example is the existing Glendhu Bay Track which was visible for a year or two after development but is now very hard to see.

I'd also like to note that these areas will have marginal strips and an unformed legal road whose specific purpose is to provide public access. Furthermore, the

RMA encourages the provision and improvement of public access to lakes, rivers, etc and the proposed limits on capacity on tracks and trails are counter to the intention of the Act.

The district plan also encourages the development of recreational walking and cycling access, and these are usually assessed as a positive outcome in planning applications and may be considered as environmental compensation to help offset other effects that cannot be substantially mitigated.

A further matter to raise would be the fact that tracks and trails are generally for the public good and are an enduring benefit to the public rather than most other types of development in these landscapes which are being developed for private gain.

Tracks and Trails should be considered as being intergeneration assets for the community.

It is imperative that the proposed landscape schedules do not restrict the ability to provide public access and public recreation and that the benefits and importance of recreation are valued.

Q: "specifically, what does UCTT want?"

A. That public access tracks are allowed to be assessed on the balance of their merits and impacts within any given landscape. Leave the door open for UCTT to do its great work.