

**BEFORE THE INDEPENDENT HEARING PANEL ON PROPOSED PRIVATE PLAN
CHANGE 13 TO THE OPERATIVE HAMILTON CITY DISTRICT PLAN**

IN THE MATTER of the Resource management Act 1991 (the Act)

AND

IN THE MATTER of proposed Private Plan Change 13 to the Hamilton City
District Plan

Summary of evidence of Stuart A. Mackie on behalf of the Waikato Racing Club
Incorporated
Dated: 22 August 2023

MAY IT PLEASE THE INDEPENDENT HEARING PANEL

INTRODUCTION

1. My name is Stuart Anderson Mackie. I have previously given a statement of evidence in chief and a statement of rebuttal evidence in relation to the above matter, dated 26 July and 17 August 2023 respectively.

CODE OF CONDUCT

2. I re-confirm that I will abide by the code of conduct for expert witnesses, as set out in the Environment Court's Practice Note 2023.

SUMMARY OF EVIDENCE

3. As directed by the Hearing Panel, the following statement provides a summary of my evidence on behalf of the Waikato Racing Club Incorporated ("WRCI") in support of proposed Plan Change 13 to the Hamilton District Plan ("PPC13").

Development Context

4. WRCI was established on the original 400-acre site at Te Rapa in 1924. Since then, the city has expended around it, with more commercial and industrial uses developing to the east and north of the WRC site and more residential and open space uses emerging to the south.

Opportunities and Constraints

5. With reducing demand for space on the WRCI site for stabling and other associated uses, I was involved in the process from 2016 to consider how the site could be utilised differently. The preferred direction was to

examine how the site could be successfully developed for residential uses, with the appeal of living by the racecourse.

6. Numerous concepts were devised, which considered the physical characteristics of the site, the space required for WRCI purposes, the types of uses around the site boundary and the general aim of improving the setting for WRCI activities. This concept design work provided the basis for PC13.

Landscape Buffer

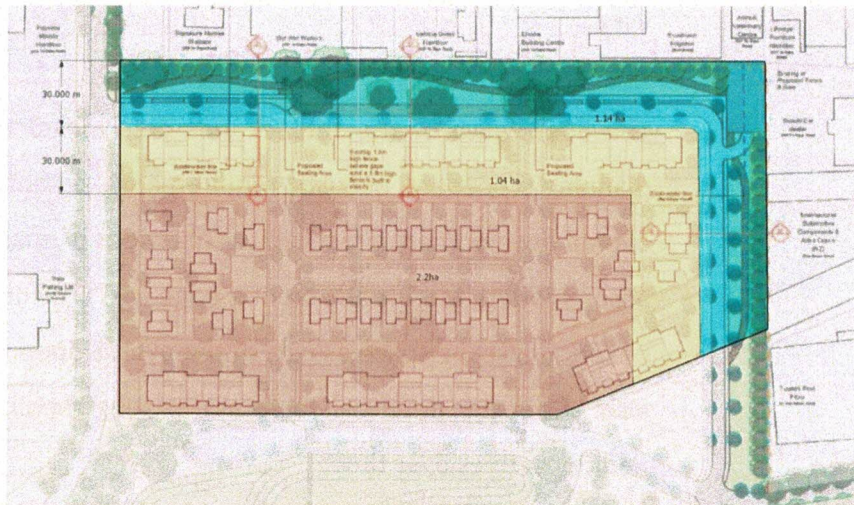
7. Following consultation with neighbouring landowners, it was determined that buildings should be setback from the eastern and southern boundaries in response to concerns of reverse sensitivity associated with residential uses being located next to existing industrial and commercial uses.
8. The 30m width of the setback was determined by a combination of planning precedent, acoustic requirements, potential for screening and overall development practicality. This width of space is wide enough to accommodate local roads on one edge and provide a meaningful width of soft landscape space as part of the overall open space provision. This also offers the potential to retain existing mature trees and provide additional ones over time.

Building setback

9. In all the concepts to date, the aim has been to achieve a fine grain neighbourhood that is well connected to the land, rather than a parkland setting for taller apartment blocks. That reflects the vision of WRCI in developing a high-quality and unique residential precinct.

10. Submissions have been received requesting that the proposed 30m setback on the eastern and southern boundaries of the site be increased to 60m. In my rebuttal evidence, I have considered the impact of this approach on the development potential of the site.
11. **Figure 1** provides an indication of how different setback relate to the development area on the eastern side of the site. The current 30m setback highlighted in blue represents about 26% of the total development area on this eastern part of the WRCl site adjoining neighbouring properties. If the setback was increased to 60m, with the addition of the yellow area in Figure 1, the setback would represent about 50% of the development area.

Figure 1 Alternative Buffer Dimensions



12. For the same level of development to be provided under each scenario, the scheme with a 60m wide setback would need to adopt a combination of higher site coverage and taller buildings compared to the outcome possible with a 30m setback. The nature of the scheme would be significantly different, with taller apartment buildings on the 2.2 ha area coloured orange, surrounded by a similar area of green space, roading or parking. Residents would mostly live above the site, rather than directly connecting with gardens or landscape space.

13. If developed to the permitted maximum height, the built environment could have more of an urban “inner city” feel, rather than the “garden city” character intended by WRCl to complement the racetrack and the wider residential neighbourhood to the south.
14. From a development perspective, the lower and more horizontal concept that relates to the PC13 proposals would likely be easier to stage over time. To support measures associated with the 30m landscape setback, there are also detailed building design strategies that can reduce the effect of nearby noise or glare issues.
15. In urban design terms, the 30m setback is preferable because it retains a higher proportion of the land for development use which allows for greater design flexibility in the future and the potential to achieve the neighbourhood outcome envisaged by WRCl.

Height Limit

16. I note in my rebuttal evidence that that compared to the proposed maximum 15m maximum building height, a 16m maximum building height would allow for five generous storeys, but would not be adequate for six storey building, with limited impact in terms of overshadowing. On this basis, I support the adoption of a 16.0m maximum building height.
17. Related to this, I also support the removal of reference to “4-storey” buildings to avoid confusion relative to building height.

Height in Relation to Boundary (“HIRB”)

18. The proposed HIRB control of 4m and 60 degree is adopted from the Medium Density Residential Standards. I do not support increasing the

height component of this because there will be little gained by any new development, but there will be greater impacts to neighbouring properties to the point where the HIRB has little or no benefit to them.

CONCLUSION

19. The Section 42A Hearing Report supports the proposed urban design approach of PC13. In terms of the submissions made, my view is that a reasonable change that could be made to PC13 would be to increase the maximum height from 15m to 16m and omit references to numbers of storeys.
20. The underlying urban design thinking that supports the precinct plan for the site incorporates a range of good practice urban design concepts. The plan also allows flexibility for the design and staging of different parts of the site over time. My view is that the proposed PC13 is positive for the future development of the WRCI site and will facilitate good quality urban design outcomes.

Stuart A. Mackie

Stuart A. Mackie
Dated: 22 August 2023