

Appendix D – Urban Design Report



Plan Change 13: Te Rapa Racecourse Medium Density Residential Plan Change Urban Design Concept

Waikato Racing Club Incorporated

September 2022



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Te Rapa circa. 1960

Introduction

Waikato Racing Club Incorporated (WRCI) has been located at its current Te Rapa site since 1924. With changing patterns of use at the site, the intent is now to facilitate development on under-utilised areas of the land holding.

New development is intended to be residential in nature and must successfully complement the ongoing use of the wider site for racing activities and other events.

Existing Development Context

Since its establishment at Te Rapa, the area surrounding WRCI has changed from a rural landscape to an urbanised one.

The western edge of the site is defined by the main trunk railway line, beyond which is industrial and commercial development and Stage Highway 1. Industrial and commercial uses also border the northern and eastern edges of the site.

Immediately to the west of Ken Browne Drive, the site is located next to the rear boundary of Forest Lake Gardens Retirement Village. This existing development also fronts onto race track on its western side. The southern boundary of the race track is next to a new retirement development which also fronts the race track.

Existing Site Features

The WRCI property is generally a flat open landscape, with some localised mounding around the edges of the track. The area of land identified for redevelopment is located on the eastern side of the grandstand buildings, to the south of Sit Tristram Avenue. This land has some undulations and supports a number of mature trees.

The main buildings on the property are the grandstands located on the eastern side of the track. A cluster of low rise stable buildings are further to the east of the grandstands.

Planning Context

The whole WRCI site is within the Major Facilities Zone. Land immediately to the north, west and east is generally designated Industrial Zone. The land immediately to the south is designated General Residential Zone and Destination Open Space Zone.

Current Site Operations

WRCI racing events are spread through the year. Depending on the particular event, these can attract in the range of 2000 - 5000 people.

Car parking is primarily provided for on the open spaces at the northern and southern ends of the grandstands. This is accessed in roughly equal proportion from either Sir Tristram Avenue to the north and Ken Browne Drive to the south. Horse floats and other racing related vehicles park at the existing stables allowing them to be close to the parade ring.



Vision

At the outset of the design process, a visioning workshop was undertaken with WRCI, to identify key aspects that would inform the design. The outcomes of this process, including future aspirations for different stakeholders, were as follows:

Proposed Development

- The intent is to facilitate a residential development on the eastern site of the site.
- The mix and values of properties within the scheme will relate to market expectations, acknowledging that there is strong demand for stand-alone houses.
- Value will relate to the availability of views and proximity to neighbouring industrial uses.
- It is important to consider the arrival experience of the neighbourhood and racing club environment, as people approach the new development.
- On this basis, the southern approach from Ken Browne Drive is considered the most appealing way to arrive at the new development and should be thought of as an extension of the experience.
- Housing that has frontage to the track is considered a desirable aspect, where possible.
- Following the principle of "Density on Amenity", it would make sense for such housing to be of a higher density than other parts of the development.
- Similarly, this supports the idea that there should be a variety of typologies and density across the site.

Waikato Racing Club Incorporated

- There should be great theatre in the way that events are staged.
- There should be the capability / facilities to hold events in the coming decades.
- There should be economic stability.
- Site development and activities should support / subsidise racing activities.
- Future development should support stakeholder interests, including owners, trainers and the wider public.
- WRCI should be self-sufficient and independent.
- There is no wish to simply wait for racing industry movement.
- In the future, WRCI should be able to provide a much better community asset with improved facilities.
- Other events can be considered as long as core racing activities are not impacted upon.
- Development offers the opportunity to enhance the profile of WRCI.
- A higher value offering is desirable.

Site Users

- WRCI should be a place of choice for particular events, including small meetings and conferences.
- The venue should be capable of supporting great events, as well as smaller events.
- There should be a sense of arrival and place.

Future Residents

With respect to the people envisaged to be living on the redeveloped site in the future:

- There should be a strong association between residents and WRCI.
- There should be a strong sense of attraction and style relative to living within the WRCI precinct.
- The association with WRCI and the history of the site and its rural / open space character and horse racing connection should be conveyed in the design.
- There could be some form of connection or complementary relationship between WRCI and residents.
- This may relate to club membership.
- There should be a timeless feel that reflects the green character of the site and its special amenity.
- There could be short-term accommodation for visitors that is different to hotel or motel options.
- WRCI could serve as a community hub, taking into consideration its existing facilities.
- Equestrian or rural ideas could potentially inform design outcomes.
- The development should be loved by people for its quality.

Neighbours

- WRCI should be seen as a good neighbour.
- The race course site should be a good quality facility for the benefit of the community.
- The site should be seen as a place where events are held.
- The racing club and its activities should be visible and relevant to the community.
- WRCI should be acknowledged for its all-weather track and night-racing capability.
- WRCI displays positive branding and coordination of this with different events.

Site Movement

- Consideration needs to be given to the conflict of traffic movement between different uses and from different places.
- Right hand turns out of Sir Tristram Avenue onto Te Rapa Road can be difficult, confusing and may need improvement.
- Although the main approach to the site may be from Ken Browne Drive, discrete access from Sir Tristram Avenue has some merit.
- The proposed development could be a slow-speed environment that discourages the site being used to short-cut the wider traffic network.
- The proposed design should accommodate over-spill car parking.
- The use of laneway access could be considered, possibly as a way of separating different uses.

Infrastructure

- The development needs to take into account the existing drainage reserve that cuts through the site.
- Site geology and stormwater issues may have a bearing on the site layout.

Acoustics

- The form of the development needs to take into account the possibility of noise from existing industrial / commercial uses around the perimeter of the site.
- This may be achieved through site planning, the configuration of buildings and the detailed design of buildings.



Concept Plan Development

The proposed development concept for the site has gone through a number of design iterations. These have also evolved in response to feedback received from adjacent landowners and from the Hamilton Urban Design Advisory Panel in May 2022.

From an urban design perspective, the key features of the proposed concept that address the Panel recommendations are as follows:

- The scheme is proposed for residential development, while allowing flexibility in how other parts of the WRCI site could be developed in future.
- The proposed concept allows for a range of different dwelling typologies and densities to be adopted.
- The scheme is conceived of as having a principal area of open space at its centre for amenity and stormwater management purposes, with the WRCI buildings and new residential development facing into it.
- A wide landscape margin on the southern and eastern boundaries maintains the green character of the site, while also providing separation between different land uses and allowing retention of existing trees.
- The indicative street network is configured to encourage slower speeds.

The proposed concept plan, as shown on the following pages, can be described as follows

Extent of Development

The core racing operations of WRCI need to be maintained through any redevelopment of the site. Consequently, the proposed extent of the redevelopment allows ongoing vehicular access from north and south.

In addition, the proposal allows for central open space to accommodate periodic event activities, as well as being an attractive outlook space. Provision is also made for a wetland, as part of the stormwater management strategy for the site.

The land proposed for building development comprises two areas which frame the central open space. The first area is at the southern end of the existing grandstand buildings. The western extent of this area is limited by sight-lines of the racetrack from the grandstand. The eastern edge is defined by the northern extension of Ken Browne Drive and its northern extent provides for separation from the southern end of the grandstands. This gap allows for an open space relationship between the racetrack and the new development. In addition, it allows for a sightline to the south-west from the new development.

The second and principal area of redevelopment is defined on the eastern side by the rear boundaries of neighbouring commercial properties. The area is defined on its western side by the extension of Ken Browne Drive and more approximately by the existing main wastewater drain on the western side. The northern edge is limited by Sir Tristram Avenue.





Structure and General Arrangement

The overall arrangement of the proposed concept is based on the following principles:

Built Form

- A strong building frontage will be presented to the streets and open spaces associated with WRCl, where such buildings may be generally higher than other parts of the development, potentially up to 4-storeys.
- Buildings are generally anticipated to be of 2-3 storeys.
- Buildings at corners and the ends of vistas are expected to be distinctive and could be up to 3-4 storeys in height.
- The buildings which front the proposed landscape margin on the eastern boundaries need to be designed to address the potential for noise generated on the existing commercial sites to a permitted level. This may require private open space to be accommodated at the front of dwellings and for buildings to incorporate appropriate ventilation strategies to address external noise.
- While such buildings would front the surrounding streets, the layouts allow for private open spaces or balconies on the western sides, facing away from any sources of noise from the east.

Vehicle movement

- A permeable road layout will be adopted that is edged by building frontages
- Car parking will be provided for on-street and on-site.
- An indirect through-route from Ken Browne Drive to Sir Tristram Avenue is incorporated into the design.

Pedestrian Movement

- The scheme incorporates the potential for good pedestrian permeability.
- Elements of open space are built into the design to support an attractive urban landscape character.

Sight Lines and Vistas

- The layout will allow for views from the public spaces of the new development areas to the WRCl site.
- Vistas within the development will align with key buildings or open spaces.

Street Hierarchy

- The scheme will incorporate a hierarchy of streets and more minor shared driveways and laneway spaces where appropriate.

Open Spaces

- Open spaces and amenity spaces associated with streets will be incorporated to convey a sense of greenness within the design.

Landscape Features

- Where possible, existing trees will be incorporated into the design and as part of the central open space and landscape margin on the eastern boundary.

The proposed scheme is illustrated in the attached set of concept design drawings.

Hamilton City Design Guide VISTA

“The Design Guide outlines Hamilton’s expectations for better environments. The guide highlights key urban design principles considered fundamental to Hamilton’s development as a dynamic prosperous, memorable and sustainable city.”

design quality

sense of place

access

public space

lifestyle

sustainable
environments

DESIGN QUALITY :
function : vision : fit : expression : proportion : inspiration

Buildings and spaces should be appropriate to their purpose and setting, contributing to a coherent city form.

The existing racing club site is characterised by wide open spaces that are largely green in nature. The eastern side of the site supports a number of existing trees, while the western side of the site is clearly associated with the racetrack and associated grandstand buildings. The eastern side of the site is only occasionally utilised for events associated with the race track. On this basis, this part of the site has been identified for redevelopment.

The intent is to build on the character of development associated with Ken Browne Drive to the south and its surrounding residential neighbourhood. By integrating the new neighbourhood areas with elements of open space, the proposed scheme is intended to frame the open spaces around the racing club. In addition, there is the potential for this new catchment of residents to utilise the facilities offered by the racing club.

Development should articulate a clear and integrated concept or vision.

The broad intent is for new development to provide a strong built edge to a central park space between the main grandstand facilities and the new residential area. This approach is also proposed where new development adjoins open space, with new buildings anticipated to both provide good quality frontages and exploit the opportunities for overlooking and long range views. In addition, the proposed development incorporates generous open space connections to support a green character and offer sight-lines to the race track to the south-west.

The expression of buildings and spaces should possess timeless qualities of proportion, harmony, scale and rhythm appropriate to the context.

At the detailed level, it is expected that the design of buildings will reflect their local context in terms of frontage, corner location and articulation. The proposed dwellings are expected to be contemporary in nature while meeting the aspirations of attractive proportion, complementary designs, appropriate scale and a suitable degree of animation and variety.

The scale and proportion of buildings and spaces should consider the surrounding development and recognise the “grain” of the neighbourhood.

The current proposals for the site provide indicative building forms for the development. In principle, the scale of buildings relates to the scale of the streets or open spaces to which they relate. Buildings are generally proposed as 2-3 storeys through the body of the site. Where they edge the larger spaces, building are proposed up to 4 storeys to provide a stronger built edge.

Buildings and spaces should provide inspiration and delight for those who use them or pass by.

The proposed development is intended to be identifiable with the Waikato Racing Club Incorporated. Consequently, it is desirable that the design enhances the setting during significant racing events or during quieter periods.

A SENSE OF PLACE :
character : identity : heritage : context : culture

Development should seek to celebrate Hamilton’s unique sense of place and special features.

Within the architecture, urban design and landscape architecture, the detailed expression of the scheme should be unique to the location and reflect the horse racing history of Te Rapa.

Development should respond to local context - natural and built.

The site’s layout is a key influence on the urban design form. The arrangement of the buildings and the associated spaces are derived from the existing built and natural features of the site, including grandstands, movement patterns and existing vegetation and topography. At a more prosaic level, the layout has accommodated existing below -ground infrastructure that needs to be retained.

Development should respond to special character precincts.

The race track land is presently zoned as Major Facility. As mentioned, the scheme has been developed to respond to this and support a clear sense of place for the site that is distinctive from anywhere else.

Development should be of appropriate scale and intensity for its setting.

The proposed development has been designed to strike a balance between the residential intensities to the south and the scale of the site which can support more intensive outcomes. There is an awareness that the development needs to be considered in the context of the city as a whole, where very intensive outcomes would most naturally occur in the city centre. However, the proximity to commercial areas supports more intensity on the site.

Corners and special sites should provide landmarks to improve the distinctiveness of the city.

Special dwelling types and treatments to corner sites are proposed as part of the development. It is expected that this aspect is addressed as building designs are developed further.

Artworks and design features which reflect local stories or features are encouraged.

The history of the site lends itself to the incorporation of appropriate artwork and story-telling into the detailed aspects of the design.

Pedestrian circulation should be safe and accessible to all ages and physical abilities.

The existing contour of the site is relatively flat and all paths will be accessible and clearly visible. The overall pedestrian network of the new development is intended to integrate with the racing club and with the surrounding neighbourhood to the north and south.

Integration of vehicles and pedestrians should be carefully considered with priority given to pedestrians and public spaces are not compromised.

The layout has been designed to be well-connected for future residents and for the wider community. As part of this, the indicative design of the street network is aimed at encouraging slower vehicle speeds.

New street linkages should connect to provide safe pedestrian and service access.

The scheme connects to Sir Tristram Avenue to the north and Ken Browne Drive to the south. The site might be attractive as a short-cut for traffic to avoid the signalised junction at Garnett Avenue and Te Rapa Road. To limit this the scheme has avoided creating a very direct and visible connection between Sir Tristram Avenue and Ken Browne Drive.

Site and building design should encourage the use of public transport, walking and cycling.

The permeable nature of the site and the range of options available for movement are intended to encourage walking and cycling. Bus services are available at Garnett Avenue and Te Rapa Road, connecting to the wider area.

Pedestrian activity and quality pedestrian amenity should predominate at street level.

The houses have been designed to actively engage the street by having front entrances that directly face the street. The provision of a new street and pockets of open space supports pedestrian amenity.

Streets should be designed to create a pleasant thoroughfare and reflect Hamilton’s special character.

The proposed streets on the site incorporate landscape spaces in the form of berms and pockets of green space. This is intended to support a relatively green and leafy character to the neighbourhood.

Open spaces should be defined by buildings, with logical movement routes and congregation spaces.

Any public open spaces on the site are edged with buildings frontages and the proposed road layout connects to the wider existing street network. The scale of the buildings and their anticipated configuration has been shaped to address spaces appropriately and also provide an appropriate edge.

Public open space should be thoughtfully designed for the climate and appropriate to the anticipated use.

Public open space has been designed to take into account the needs of both Waikato Racing Club Incorporated, future residents and the general public. The principal areas of public open space are associated with the existing grandstands.

There should be clear definition between public and private spaces.

The overall layout has been designed to allow for layering of landscaped spaces from public to private.

Development should encourage street-level activity, surveillance and enhance the sense of community stewardship.

This has been accommodated through the design of building frontages and front landscape spaces. This aspect would be followed through in the detailed design of dwellings, where living spaces such as dining, kitchen or living rooms face the street to allow for passive surveillance.

The quality of landscape design, planting and materials should reflect the importance of the space.

The overall quality of the landscape is considered an essential aspect of the scheme as a whole. As well as supporting quality residential development, the scheme also provides a setting for the racing club and it is important that there is consistent quality.

Development should embrace best practice crime prevention principles and incorporate clear view lines and avoidance of entrapment spaces.

The configuration of buildings and open space, in combination with the provision of active edges, will support this aim. Spaces that could entrap people have been avoided and the site will be highly permeable for pedestrians. Night-time lighting will be an important consideration for the scheme and living spaces fronting onto the street will provide enhanced surveillance for the community.

Maintenance and renewal should be considered at the design stage.

There is a focus on durability and ongoing maintenance in order for this scheme to be affordable long term. Materials used in this design will be long lasting and have low maintenance requirements. The site will be managed and responsibilities will include a diverse range of functions such as maintenance and repairs of landscaping, gardens and property within the communal areas.

Integrated approach to land use planning is necessary to ensure public spaces are appropriate, meaningful and supportive of community activity.

The community spaces front the street and will provide accessible urban amenity for the future residents.

LIFESTYLE : mixed use : diversity : 24-hour : adaptable : lively

Streets and districts should accommodate a variety of uses, integrating areas of business, retail and housing.

This project is primarily a residential scheme. However by increasing the residential intensity of the area, local shops and businesses will benefit. In addition, there is the potential for new residents to engage with the various activities that occur at the racing club.

Different activities should be designed to work well together and minimise disruptions.

There are not considered to be any incompatible activities on the site.

Places should offer a high quality of urban amenity and work at all hours of the day and night, for users and passersby.

Consideration will be given to how the scheme functions for users and passersby at all hours of the day, specifically after dark. Lighting will be used to increase safety to the street and community spaces, as well as enhancing the amenity value of the spaces. Living spaces facing the streets will also increase security of the development into the evening.

Spaces should be flexible to appeal to all types of people and accommodate special occasions.

The scheme will accommodate a range of different housing types. In combination with the variety of external spaces and local amenities, the scheme offers a good range of choices.

There should be an appropriate and sufficient density of occupants to support local services and passenger transport.

The proposal will increase the local population and consequently increase the user base of local services.

Housing should be adaptable to accommodate a range of household types, abilities and ages.

A range of different housing types and sizes can be accommodated on the site.

Development should reflect and celebrate Hamilton’s cultural diversity.

The proposed design approach provides for a wide range of typologies and will encourage social interaction between residents.

SUSTAINABLE ENVIRONMENTS :
energy : water : adaptive : efficient : green

New buildings should seek to incorporate ‘green building’ measures to reduce energy, water consumption and waste production.

Specific features will be considered at the detailed design stages of the project.

Buildings, public spaces, and carparks should incorporate low impact urban design practices.

The relatively flat existing contour of the site means earthworks will be kept to a minimum during construction and the proposal intends to minimise disruptions and avoid modification to existing services with a view of retaining where possible. The buildings are arranged on the site and planned internally for beneficial solar orientation.

External spaces and streets provide opportunities for stormwater filtration and treatment. The proposed central wetland area is proposed to address issues of stormwater management and treatment.

Development should take into account the underlying ecology and landscape features.

The landscape proposals have allowed for the retention of existing trees where possible, as well as implementing plans for planting of new trees.

Buildings and spaces should be designed to be adaptable to future uses, particularly in town centres and the City Heart.

The houses have been designed to be robust enough to accommodate numerous different configurations of living.

The conversion of existing buildings and redevelopment of inner urban sites is encouraged.

The proposed concept involves the redevelopment of an urban brown field site.

Efficient refuse management should be considered for both construction and operation of buildings.

Construction waste can be appropriately managed and recycled during the construction process. The management of waste during the residential occupation will be determined once the details of the project are developed further. There is potential for green waste and suitable service areas will be provided for the individual dwellings.

DESIGN DRAWINGS





KEY



Site Location



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project consultant list:

structural	mechanical
#Structural Engineer	#Mechanical Engineer

chowhill
135 Broadway, P.O. Box 109169, Newmarket,
Auckland, New Zealand
t: +64 9 522 6460 f: +64 9 522 6461
i: www.chowhill.co.nz

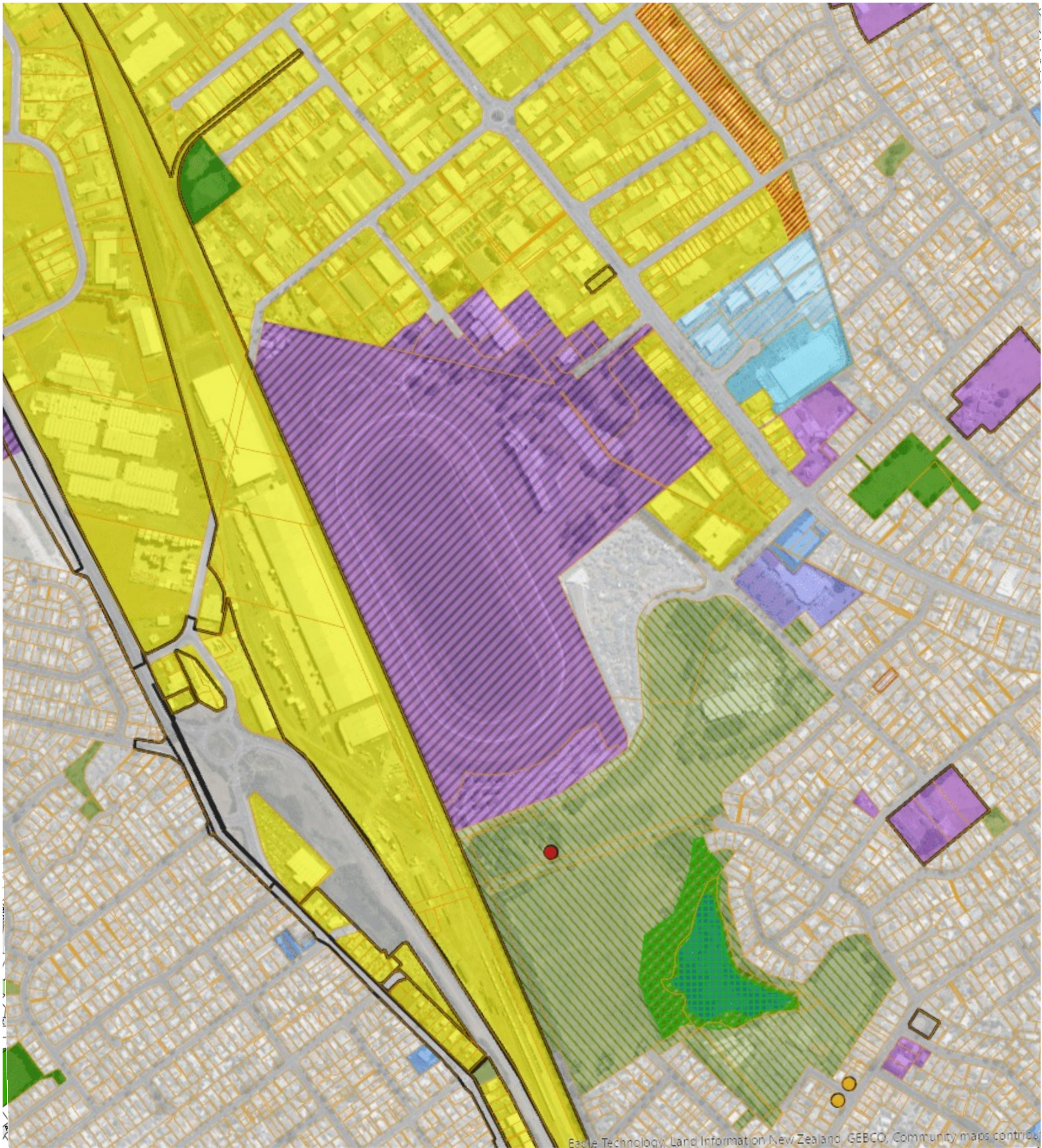


WAIKATO RACING CLUB

SITE LOCATION PLAN
MARCH 2022

design ChowHill scale 1:10000@A3
drawn ChowHill
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District Plan Features

- Built Heritage
 - Built Heritage - A Ranked Heritage Item (Schedule 8A)
 - Built Heritage - B Ranked Heritage Item (Schedule 8A)
 - Significant Archaeological Sites
- Group 1
- Group 2
- Designations (Schedule 26.3 - Volume 1)
- Notice of Requirements
- Designations
 - Significant Natural Areas (Schedule 9C)
 - Significant Trees (Schedule 9D)

District Plan Zoning

- Areas
 - Ruakura Interface Design Control Area
 - Residential Enclave Buffer Area
- Zoning
 - General Residential Zone
 - Large Lot Residential Zone
 - Medium Density Residential Zone
 - Residential Intensification Zone
 - Special Residential Zone
 - Special Heritage Zone
 - Special Natural Zone
 - Peacocke Character Zone
 - Rototuna North East Character Zone
 - Temple View Zone
 - Industrial Zone
 - Te Rapa North Industrial Zone
 - Industrial Amenity Protection Area
 - Ruakura Industrial Park
 - Logistics Zone
 - Business 1 Zone - Commercial Fringe
 - Business 2 Zone - Events Facilities Fringe
 - Business 3 Zone - Sub-Regional Centre
 - Business 4 Zone - Large Format Retail
 - Business 5 Zone - Suburban Centre Core
 - Business 6 Zone - Neighbourhood Centre

- Business 7 Zone - Frankton Commercial Fringe
- Sports and Recreation Open Space Zone
- Neighbourhood Open Space Zone
- Natural Open Space Zone
- Destination Open Space Zone
- Ruakura Open Space
- Natural Open Space - Waikato River and Lakes
- Central City Zone
- Community Facilities Zone
- Future Urban Zone
- Knowledge Zone
- Major Facilities Zone
- Rototuna Town Centre
- Transport Corridor Zone

HAMILTON CITY DISTRICT PLAN
18 FEBUARY 2022



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project consultant list:
structural mechanical
#Structural Engineer #Mechanical Engineer

chowhill
135 Broadway, P.O. Box 109169, Newmarket,
Auckland, New Zealand
t: +64 9 522 6460 f: +64 9 522 6461
i: www.chowhill.co.nz



WAIKATO RACING CLUB

OPERATIVE DISTRICT PLAN
MARCH 2022

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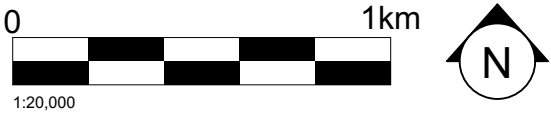
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Road Hierarchy Layers

- Transport Corridor Hierarchy
- Major Arterial Transport Corridor
 - Minor Arterial Transport Corridor
 - Collector Transport Corridor
 - Central City Transport Corridor
 - Proposed Major Arterial Transport Corridor
 - Proposed Minor Arterial Transport Corridor
 - Proposed Collector Transport Corridor

 Site Location



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project consultant list:

structural	mechanical
#Structural Engineer	#Mechanical Engineer

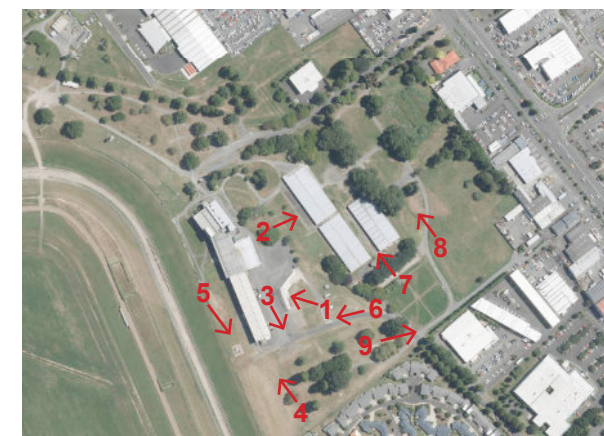
chowhill
135 Broadway, P.O. Box 109169, Newmarket, Auckland, New Zealand
t: +64 9 522 6460 f: +64 9 522 6461
i: www.chowhill.co.nz



WAIKATO RACING CLUB

EXISTING ROAD HIERARCHY
MARCH 2022

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project consultant list:

structural

#Structural Engineer

mechanical

#Mechanical Engineer

chowhill

135 Broadway, P.O. Box 109169, Newmarket,
Auckland, New Zealand

t: +64 9 522 6460 f: +64 9 522 6461
i: www.chowhill.co.nz

i: www.chowhill.co.nz



WAIKATO RACING CLUB

EXISTING SITE PHOTOGRAPHS 01
MARCH 2022

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Location Diagram



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project consultant list:
structural mechanical
#Structural Engineer #Mechanical Engineer

chowhill
135 Broadway, P.O. Box 109169, Newmarket,
Auckland, New Zealand
t: +64 9 522 6460 f: +64 9 522 6461
i: www.chowhill.co.nz

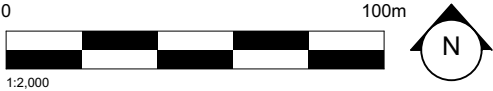
Te Rapa
Waikato Racing Club

WAIKATO RACING CLUB

EXISTING SITE PHOTOGRAPHS 02
MARCH 2022

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structural mechanical
#Structural Engineer #Mechanical Engineer

chowhill
135 Broadway, P.O. Box 109169, Newmarket,
Auckland, New Zealand
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i: www.chowhill.co.nz



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NOTES

Site survey based on BBO drawing 144720/00/P /0101, dated 06.03.2017, revision A



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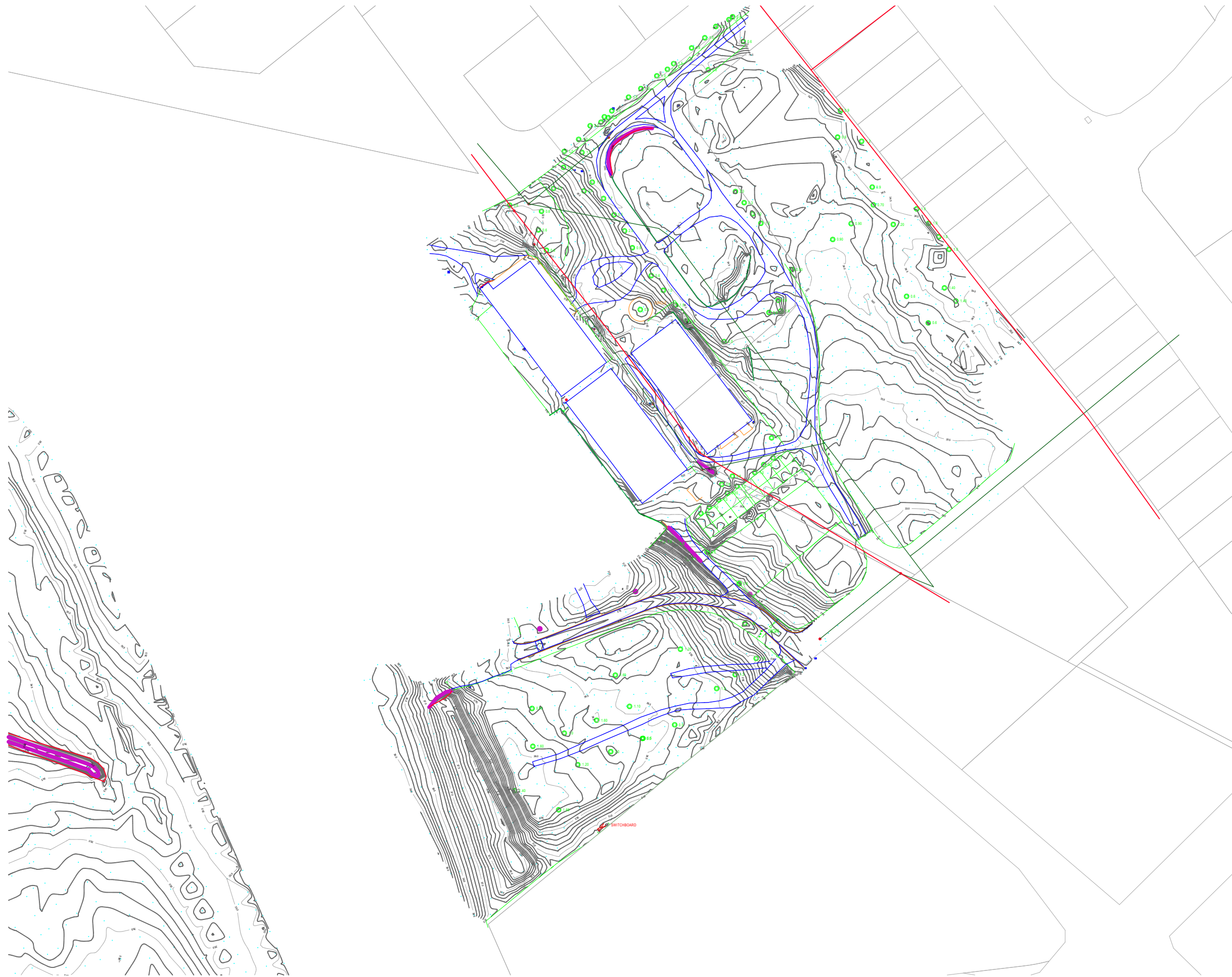
structural	mechanical
#Structural Engineer	#Mechanical Engineer

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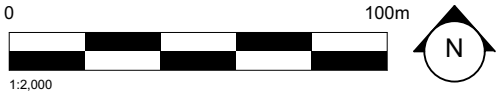
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EXISTING SITE SURVEY 01			
MARCH 2022			
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drawn	ChowHill		
check		approved	
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CONCEPT DESIGN			
project no.	sheet	revision	
16704	L80.07	B	
date printed	18/07/2022		



NOTES

Site survey based on BBO
drawing 144720/00/P /0101,
dated 06.03.2017, revision A



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#Structural Engineer	#Mechanical Engineer

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EXISTING SITE SURVEY 02
MARCH 2022

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16704	L80.08	B
date printed	18/07/2022	



- LEGEND**
- OPEN SPACE
 - RESIDENTIAL USE
 - NOISE SENSITIVE AREA
 - TYPICAL STREET
 - MINOR STREET
 - REAR LANEWAY
 - EXISTING NEIGHBOURING VET CARPARK
 - PROPOSED WETLAND
 - PROPOSED WETLAND EXTENSION
 - FOOTPATH
 - REAR LANEWAY MEDIUM BARRIER
 - VIEWSHAFTS
 - POSSIBLE CONNECTION TO NEIGHBOURING DEVELOPMENT
 - ACCESS POINT
 - PLAYGROUND

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PROPOSED SITE CONCEPT PLAN
MARCH 2022

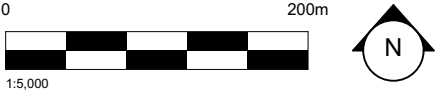
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project no.	sheet	revision
16704	L80.09	B2
date printed	18/07/2022	



LEGEND

- OPEN SPACE
- RESIDENTIAL USE
- NOISE SENSITIVE AREA
- TYPICAL STREET
- MINOR STREET
- REAR LANEWAY
- EXISTING NEIGHBOURING VET CARPARK
- PROPOSED WETLAND
- PROPOSED WETLAND EXTENSION
- FOOTPATH
- REAR LANEWAY MEDIUM BARRIER
- PLAYGROUND



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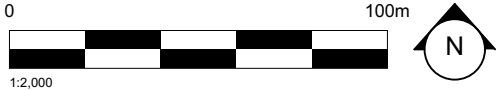
PROPOSED CONTEXT PLAN
MARCH 2022

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project no.	sheet	revision
16704	L80.10	B
date printed	18/07/2022	



- KEYS**
- PEDESTRIAN ACCESS POINTS
 - PEDESTRIAN ROUTES
 - REAR LANEWAY ROUTES
 - MINOR VEHICLE ROUTE
 - VEHICULAR ACCESS POINTS
 - VEHICLE ROUTES
 - SURFACE CAR PARKING
 - PROPOSED OPEN SPACE
 - PROPOSED WETLAND
 - PROPOSED WETLAND EXTENTION
 - PLAYGROUND



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project consultant list:

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PROPOSED OPEN SPACE AND SITE ACCESS NETWORK
MARCH 2022

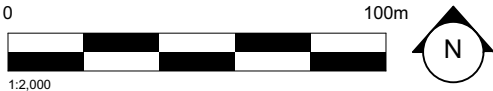
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scale 1:2000@A3

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16704	L80.11	B
date printed	18/07/2022	



- LEGEND**
- PROPOSED TREES
 - EXISTING TREES
 - PROPOSED WETLAND
 - WETLAND EXTENTION
 - EXISTING BUILDINGS
 - ROADING
 - INTERNAL ROADING
 - MAIN UNDERGROUND STORMWATER LINE
 - PLAYGROUND



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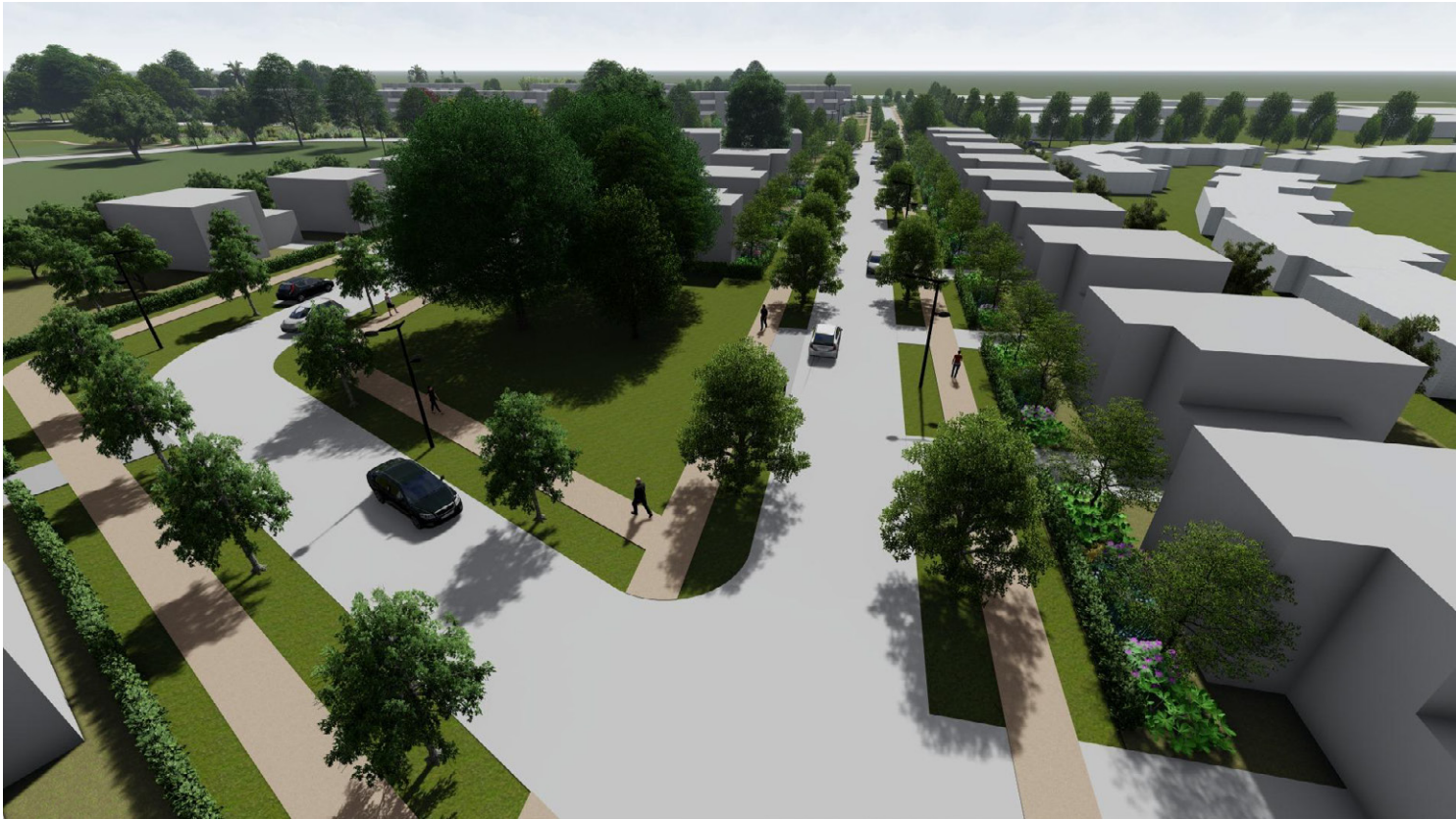
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PROPOSED LANDSCAPE CONCEPT PLAN
MARCH 2022

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check	approved	date printed	18/07/2022	revision	B



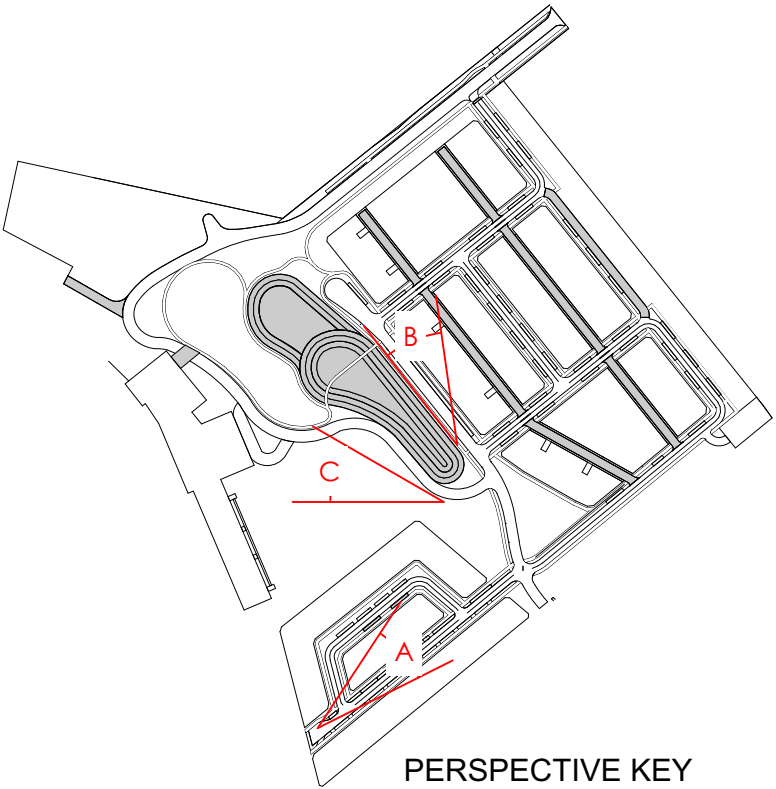
PERSPECTIVE A



PERSPECTIVE C



PERSPECTIVE B



PERSPECTIVE KEY

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project consultant list:

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INDICATIVE PERSPECTIVE VIEWS 01
MARCH 2022

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drawn	ChowHill	approved		project no.	sheet	revision
check				16704	L80.13	B
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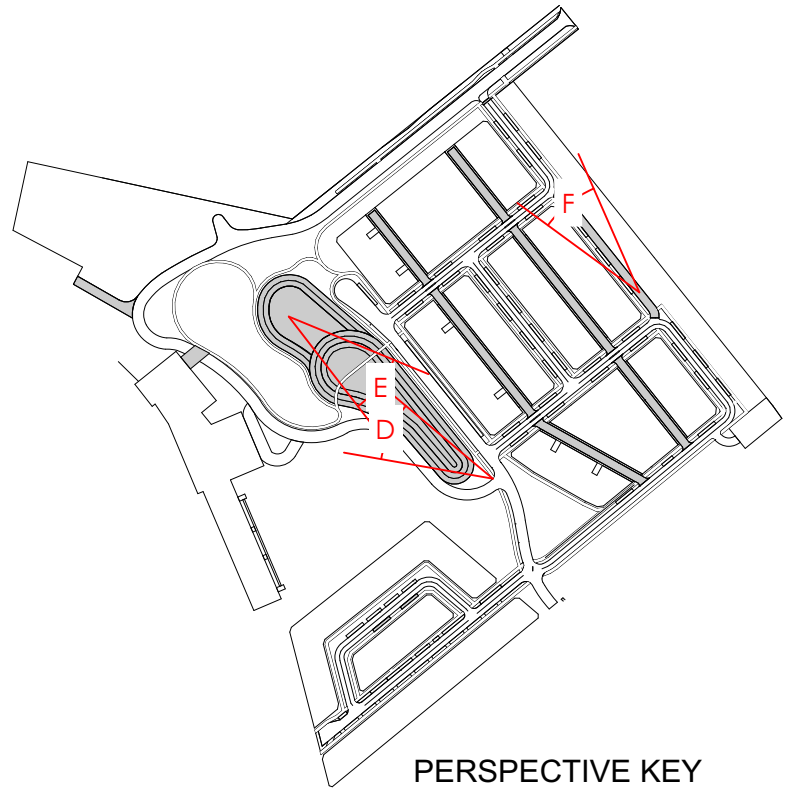
PERSPECTIVE D



PERSPECTIVE F



PERSPECTIVE E



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project consultant list:
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#Structural Engineer #Mechanical Engineer

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t: +64 9 522 6460 f: +64 9 522 6461
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Waikato Racing Club

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INDICATIVE PERSPECTIVE VIEWS 02
MARCH 2022

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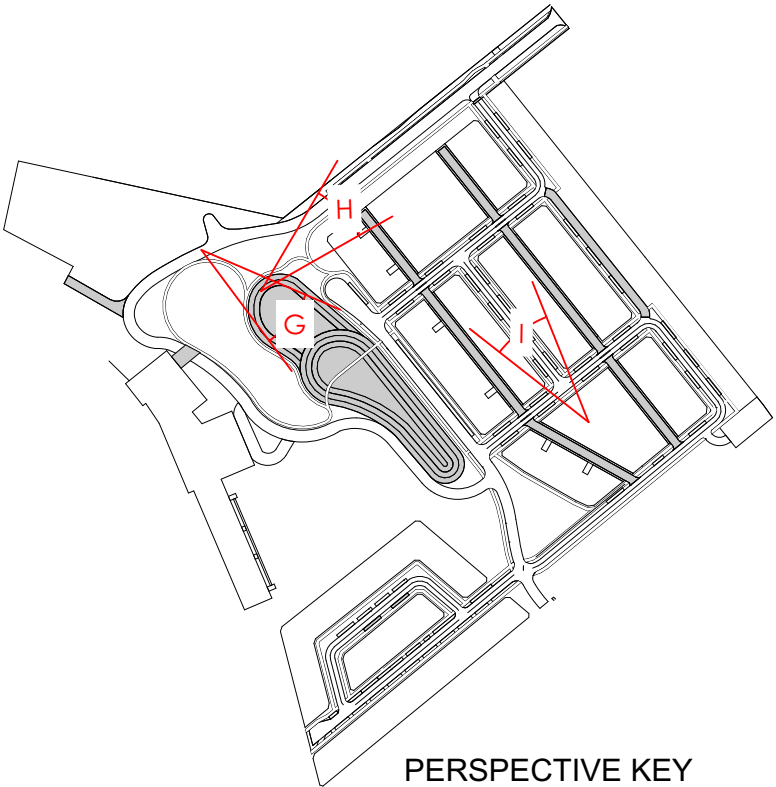
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PERSPECTIVE I



PERSPECTIVE H



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project consultant list:
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Waikato Racing Club

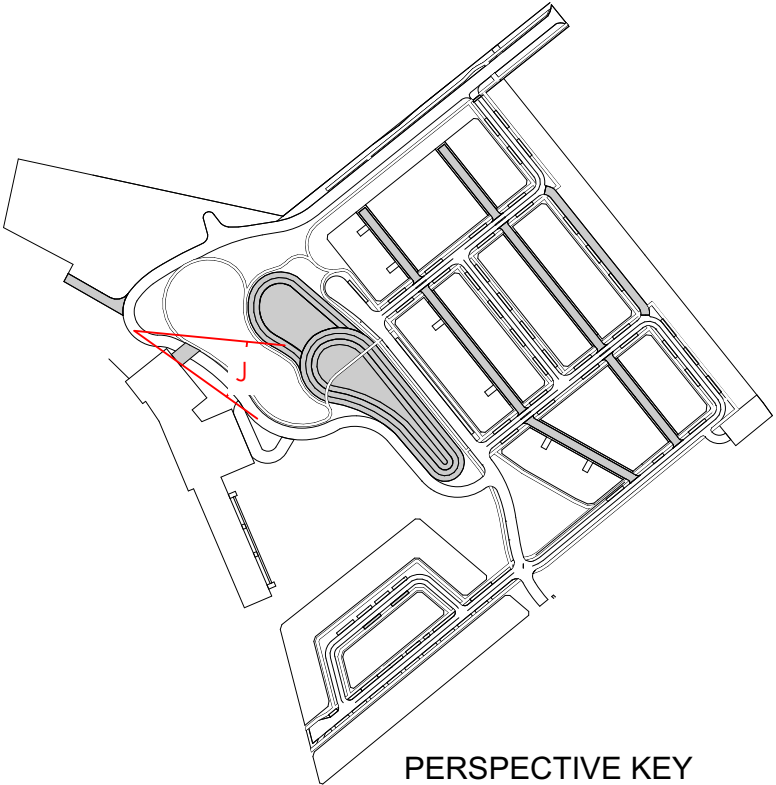
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INDICATIVE PERSPECTIVE VIEWS 03
MARCH 2022

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				date printed 18/07/2022			



PERSPECTIVE J



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project consultant list:
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#Structural Engineer #Mechanical Engineer

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INDICATIVE PERSPECTIVE VIEWS 04
MARCH 2022

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INDICATIVE AERIAL VIEWS
MARCH 2022

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check		approved	
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