

# Appendix J – Consultation Record





## HAMILTON URBAN DESIGN ADVISORY PANEL

Meeting Date:	12 May 2022
Project:	Te Rapa Racecourse (Plan Change 13)
Client:	Waikato Racing Club Incorporated
Architects:	Chow: Hill
Client Team:	John Olliver, Emily Patterson, Siva Balachandran (BBO); Stuart Mackie (Chow: Hill)
Panel Members:	Richard Douch (chair), Carolyn Hill, Judith Makinson, Margi Moore, Steve King
Apologies from:	Jo Soanes
Others Attending:	Mark Davey, Paul Bowman (HCC, City Planning)

### Background:

*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.*

GENERAL
The Panel thank the team for bringing the proposed development and appreciate the opportunity to be engaged at an early stage so that any feedback, thoughts and insights can be meaningfully considered. The timing of where the development currently is, will enable that to happen.
In particular, the Panel would like to thank John Olliver and Stuart Mackie for leading us through the proposal – it was pitched at the appropriate level.
Also, it is appropriate to acknowledge for context, that the proposal is for a plan change to rezone the land, rather than a specific detailed design or masterplan and that the NPS UD will drive a certain requirement, with the pending changes to the District Plan to give effect to this. As such, the Panels comments will aim to reflect that context.
The comments have been grouped into the following key theme areas:
BROADER CONTEXT / APPROPRIATE LAND USE RESPONSE
The site has a range of possible land use options available to it, being a buffer currently between land uses including residential, open space, commercial or light industrial. The proposed residential land use appears to be based primarily on a desire by the landowner to develop that land use.
The Panel notes that the site is well placed in terms of potential amenity and connectivity for future residents, with sports and swimming facilities, outdoor recreation, retail and public transport all in immediate proximity. However, we note that there is the potential for this area to be a 'residential island' in the future, particularly if the future land use of the racecourse differs.
The Panel would, therefore, encourage the applicant to undertake a robust planning assessment of alternative land uses for this site to determine the most appropriate from a broader town planning perspective.
The Panel also notes that the land use response chosen for this site may then determine the most appropriate response for the racecourse site in the future, as other land uses may conflict or no longer seem appropriate.
DENSITY / HOUSING TYPOLOGY
On the basis that residential development remains the preferred land use:
<ul style="list-style-type: none"> <li>The Panel would encourage the team to think about how the development is going to meet the needs of the city and local community, particularly considering government directives for higher residential densities in Tier 1 cities.</li> </ul>



- For example:
  - What is the demographic the residential housing is aimed at and how does the design support wellbeing and reflect their cultural, physical and economic needs?
  - Who would choose to live there and why – what are their motivations? In doing so there may be benefit in broader engagement with a range of other stakeholders that could assist with providing insights, including mana whenua.
  - How could higher density appropriate to the site location be proactively enabled by the proposal, as anticipated by the NPS-UD? Rather than an expectation for generic application of standard residential, albeit with MDRS in place.

- The document outlines that there will be a strong association between the WRCI and the residents. Consideration could be given to what changes and adjustments will need to be incorporated into the current facilities that consider this intention and for these to be incorporated in the design as appropriate.

- The Panel would recommend a 'sense check' for the development for a range of future proof options. Building on the first point of this memo, what if the surrounding area becomes light industrial, what if it is further residential, what if it becomes green space, what if racing disappears completely, etc. Does the development still stack up and able to adapt or respond to those?

- As mentioned in the panel conversation and above, we would support and encourage a higher density than has been suggested. This becomes even more important in our view if the scheme becomes an isolated residential 'island', surrounded by light commercial/industrial. We would recommend that the planning should allow for this now, as it is hard to create amenity for higher density after the building blocks and lots have been established. Progressing with a consolidated higher density gives the opportunity for more associated green space on the basis that the same yield is realised.

## CONCEPT PLAN RESPONSE

The Panel consider that there is a disconnect between the two designated development areas (to provide for the overland flow path). The area between is very wide and not integrated with the proposed housing. It would be good to see more over-lapping of the housing and green spaces, with the housing responding to the green spaces rather than being adjacent to it. A possible response is a central green space to the main development area, with the housing addressing this.

The Panel are of the opinion that the establishment of an actual racetrack shape, whilst a nice nod to the context, should be carefully considered as it presents visibility issues (especially with streetside trees as indicated) and raises the possibility of street racing. The Panel would recommend carefully considering how those matters will be managed / mitigated.

The Panel support the retention of as many well established trees and commend the response in the current concept plan which has attempted to achieve that.

The concept plan includes a noise sensitive area. This is supported. However, it is unclear why the western development area i.e. to the west of Ken Browne Drive and north of Empire Rose Drive is included.

## TRANSPORT

The panel encourages the applicant to centre the proposal on multimodal transport connectivity, with a focus on active and public transport, in line with the opportunities of the site location

The Panel note the intent for Ken Browne Drive to be the key focus for access, and that indirect access to Sir Tristram Avenue is allowed for. The indirect access is supported, but there needs to be a much stronger response to how this access via Ken Browne Drive is promoted and a much clearer articulation of the expected hierarchy of multimodal transport connections on site and to the surrounding area - particularly if the roading layout is going to form part of the rezoning.

The Sir Tristram Avenue connection to Te Rapa Road is complicated by the service lane and Council has recently undertaken some improvements at that point to try and simplify and better manage vehicle interactions at that point. The design report acknowledges that right turns at this



point are challenging. Thought should be given to how this is to be addressed and demonstrating whether Councils City Transportation Unit is on board with what is being proposed.

The Panel support the rear lane approach on a number of the lots as shown on the concept plan. There is, however, an opportunity to do something more, and different in terms of access and transportation (e.g. car free, shared parking, shared spaces, further laneways etc). The Panel would encourage innovation and different design responses, thinking about future travel choices and alternative travel options that will become available.

Please note that the above comments are advisory only and do not constitute a decision by Council. Recommendations from the panel will be incorporated into the officer's planning report, where applicable. All information before the panel is deemed to be confidential unless it is already part of the resource consent process.

TE HAA O TE WHENUA O KIRIKIROATRUST  
P.O. Box 13054, Hillcrest, Hamilton 3251

Mobile: 027-244 2179

Email: [rawiribidois@gmail.com](mailto:rawiribidois@gmail.com) / [robintoi@xtra.co.nz](mailto:robintoi@xtra.co.nz)

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Bloxam Burnett Olliver  
PO Box 9041  
HAMILTON 3240  
New Zealand

JN188

Attn: Sam Foster

10 November 2017

Tena koe Sam,

**RE: Proposed Private Plan Change – Te Rapa Racecourse**

Thank you for your letter of 13 September 2017 referring to your Job No. 144720 and the consultation we have undertaken since then. Te Haa O Te Whenua O Kirikiroa has perused, examined, critiqued all the information you have provided against its own and conclude that we are not now at different extremes of the environmental spectrum.

To this end Te Haa O te Whenua O Kirikiroa has resolved to support your application to the Hamilton City Council for the Plan change to amend the approximately 6.5 hectares of land owned by the racing club from Major Facilities Zone to a Medium Density Residential Zone.

Finally thank you for your consultation.

Nga mihi



Rawiri Bidois  
Manager



27 April 2022

Dear neighbour

### **Te Rapa Racecourse; Proposed Residential rezoning**

The Waikato Racing Club has for several years been considering options for the development and use of Te Rapa Racecourse land that is no longer needed for the operation of the racecourse.

The area between the grandstand carpark and the eastern boundary of the site, including the stables, has been under-utilised for some time. The stables were originally built to have enough capacity for bloodstock sales, which are no longer held at Te Rapa. They were also designed to be leased for training but there is only one trainer now based at Te Rapa and their stable facilities are located near Sunshine Avenue. The vast majority of racehorse training now takes place on facilities elsewhere around the Waikato.

Therefore, there is approximately 6.5 ha of land surplus to racecourse requirements. The land is currently zoned Major Facilities in the Hamilton City District Plan to allow for the operation of the racecourse.

The Racing Club has decided to apply to Hamilton City Council for a private plan change to rezone the 6.5ha area to a residential zoning so it can be developed for medium density housing.

This letter provides an introduction and brief description of the project.

The intent is to eventually see the land developed for high quality medium density housing. The concept is for the housing area to create an attractive gateway to the racecourse, and to integrate with it so as to provide views towards the track, and walking connections.

The Racing Club has commissioned technical investigations to confirm the suitability of the site and to help with the preliminary design. Key outcomes of those investigations include;

- The site has capacity for around 200 houses based on a mix of single dwellings, duplexes, terrace houses and apartments.
- A large stormwater wetland area is to be developed between the housing and the grandstand carpark to treat stormwater runoff from the new housing area and existing roads and buildings. This will result in an improved water quality of stormwater off the site, and will be an attractive open space feature.
- An area for potential extension of the stormwater wetland to treat some of the currently untreated stormwater off industrial land to the north. The wetland can be extended if agreement is reached with HCC for funding and connections to this additional infrastructure.
- A roading layout that includes 'slow speed' streets to discourage through traffic from using the development as a shortcut from Garnett Avenue to Te Rapa Road.
- The additional traffic using Sir Tristram Avenue will make the right turn out onto Te Rapa Road unsafe. Therefore, an upgrade of the Sir Tristram Avenue/Te Rapa Road intersection will prevent right turns out.
- Houses near the boundaries with Industrial-zoned land on Te Rapa Road and Garnett Avenue will incorporate acoustic treatment to mitigate the potential effects of noise from industrial neighbours. The same rules will apply to houses close to the racecourse and grandstand due to potential noise during events.
- The site will be fully fenced along all boundaries with industrial-zoned land.
- Location of houses in these areas around the edge of the site will also be controlled so they act as an acoustic barrier to the rest of the houses.

- The western part of the site to be rezoned is subject to flooding in a high intensity rainfall event (a 1 in 100-year event). The overland flow path for this event will be contained in open space and roads so no houses are affected.
- Footpaths from the site will be extended along Sir Tristram Avenue and to Ken Browne Drive creating walking connections to bus stops and commercial areas.
- Generally, houses will be up to 3 stories high but there will be flexibility to allow for some higher apartment-style buildings.

Attached is a plan showing the proposed layout of the development.

This zone change fits in well with the government's and Hamilton City Council's objectives to enable more housing of medium to high density within Hamilton. The government's National Policy Statement on Urban Development (2020) requires large cities (including Hamilton) to change their district plans to allow more medium density residential development throughout the city. The site is very well-suited to this as it is close to shopping facilities, bus routes and recreational facilities.

If the zone change is approved development will still need to secure subdivision consents and some resource consents, based on detailed design, before any building takes place.

We are coordinating closely with Hamilton City Council to make sure we are consistent with the plan changes they are currently working on to introduce higher density residential development into Hamilton.

We are planning to lodge our application to rezone the land with Hamilton City Council mid-2022.

Once we lodge it the Council will be responsible for the process from there, including notification, calling for submissions and a hearing if necessary.

Our planning consultants are Bloxam Burnett and Olliver and they are coordinating the rezoning application. If you have any questions or would like more information, please contact Emily Patterson [epatterson@bbo.co.nz](mailto:epatterson@bbo.co.nz) phone 027 845 4321 in the first instance. I would be happy to meet with you if needed, but please use Emily as the contact point.

Yours sincerely



Andrew Castles  
Chief Executive Officer



- LEGEND**
- OPEN SPACE
  - 200sqm RESIDENTIAL LOTS
  - 300sqm RESIDENTIAL LOTS
  - NOISE SENSITIVE AREA
  - ROADING
  - CARPARK
  - PROPOSED WETLAND
  - PROPOSED WETLAND EXTENTION
  - VIEWSHAFTS



Views Towards Race Track

notes:  
do not scale from drawings. all data to be verified on site prior to commencement of work.  
copyright:  
chow:hill architects limited ©  
original scale

rev	issue	date
B	Landscape Layout Update	12/04/2022

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

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**WAIKATO RACING CLUB**

**PROPOSED SITE CONCEPT PLAN**  
MARCH 2022

design ChowHill	scale 1:2000@A3	<b>CONCEPT DESIGN</b>
drawn ChowHill	approved	project no. 16704
check		sheet L80.09
<small>P:\2016 Project Files\167 URBAN DESIGN\16704 Te Rapa Racecourse Private Plan Change\09 Cad\9.1 Documentation\20170720 Concept_working file_v22 220323.jpg</small>		revision 2
		date printed 12/04/2022



# Minutes

## Te Rapa Racecourse Development – Traffic Matters

Time and date:	1:30pm, Wednesday 13 July 2022
Venue:	Teams Meeting (Hamilton City Council)
In Attendance:	Michael Thorne (HCC) Laura Galt (HCC) Simon Crowther (HCC) Janine Griarte-Bernardo (HCC) (Part of meeting only) Siva Balachandran (BBO)
Apology:	None

Item	Description	Actions
1	<b>Introduction</b> Following a review of the ITA by BBO supporting a housing development on part of the Te Rapa Racecourse site HCC officers identified significant road safety and traffic capacity issues. The purpose of the meeting was to identify potential solutions to the traffic issues.	
2	<b>Internal Layout</b> Siva presented the revised internal layout plan stating that internal roads would be 16 m wide road reserves. Michael and Simon had no objections in principle to the concept layout, subject to a detailed assessment.	
3	<b>Capacity at Garnett Ave/Te Rapa Road intersection</b> Michael explained that the key traffic movement is the right turn into Te Rapa Road south and that this is currently at capacity with a Sidra Degree of Saturation of around 97%. With the development flows this will go over 100% leading to either unacceptable delays and/or traffic re-routing.  There is no readily available safe route with spare capacity for south bound traffic to re-route along with priority right turns across Te Rapa Road being deemed unsafe and Forest Lake Road reaching capacity.  Congestion at the Garnett Ave/Te Rapa Road is likely to lead to motorists making unsafe right turns out of Sir Tristram Ave.	
4	<b>Sir Tristram Ave/Te Rapa Road Intersection</b> A discussion took place on the issues with this intersection. Along with vehicle safety there is also a need to address pedestrian and cycle safety at this access. The previously proposed kerb re-alignments are following subsequent reviews now deemed insufficient to resolve the main traffic issues	

# Minutes

5	<p><b>Active Modes and Public Transport</b></p> <p>Simon explained that the pedestrian route to the south bound bus stops was unattractive and would lead to pedestrians running across Te Rapa Road at Sir Tristram Ave. The proposed foot path along the service road would likely be used as a parking lot.</p> <p>Michael explained that the pedestrian route to the Comet high frequency bus service on Te Rapa Road would need to be both pleasant and direct, neither of which apply to the current proposals.</p> <p>The proposed footpath along the service road is not considered an acceptable solution for pedestrian access to the southbound bus stop.</p>	
5	<p><b>Potential Solutions</b></p> <p>The ideal solution would be for the applicant to purchase several of the industrial units opposite Home Straight and create a crossroads traffic signal intersection with access directly into the site. This is however unlikely to be a reasonably practical solution.</p> <p>Following discussion, it was considered that there might be merit in providing traffic signals at the Sir Tristram Ave/Te Rapa Road intersection to provide a safe right-turn south and safe pedestrian access to Te Rapa Road southbound bus stop. This is not straight forward and the interactions with existing traffic signals in close proximity and the retail access opposite will need to be taken into account.</p>	Siva to discuss with John Kinghorn and undertake modelling as appropriate.
6	<p><b>Conclusion</b></p> <p>Michael concluded the meeting by re-confirming that whilst much needed housing is generally welcomed, the significant traffic issues must be resolved before a plan change could be supported by the council. Both Michael and Simon are willing to help the applicant identify potential solutions to the traffic issues.</p> <p>Siva stated that he would revise the ITA which would then be further updated if and when a solution to the traffic matters is found.</p>	<p>Siva to continue to identify solutions to the traffic issues.</p> <p>Siva to issue revised ITA.</p>

**The meeting finished at 2:00pm.**

Emily Patterson

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From: Hannah Craven <Hannah.Craven@waikatoregion.govt.nz>  
Sent: Wednesday, 15 June 2022 3:14 pm  
To: John Olliver  
Subject: RE: Te Rapa Racecourse; Private Plan Change 13

Kia ora John,

Thank you for getting in touch regarding proposed private plan change 13. WRC appreciates the opportunity to be involved in pre-notification engagement.

At this stage, WRC has no particular interest in the proposal, however would appreciate receiving any further updates as the plan change develops.

Ngā mihi,  
Hannah

[Hannah Craven](#) | POLICY ADVISOR | Strategic and Spatial Planning, Science, Policy and Information  
WAIKATO REGIONAL COUNCIL | Te Kaunihera ā Rohe o Waikato  
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Private Bag 3038, Waikato Mail Centre, Hamilton, 3204

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From: Miffy Foley <Miffy.Foley@waikatoregion.govt.nz>  
Sent: Wednesday, 1 June 2022 12:37 pm  
To: Hannah Craven <Hannah.Craven@waikatoregion.govt.nz>  
Subject: Fwd: Te Rapa Racecourse; Private Plan Change 13

Hi Hannah

Would you mind having a look at this one please?

Thanks  
Miffy

Sent from my iPhone

Begin forwarded message:

[Miffy Foley](#) | TEAM LEADER - STRATEGIC AND SPATIAL PLANNING | Strategic and Spatial Planning, Science, Policy and Information  
WAIKATO REGIONAL COUNCIL | Te Kaunihera ā Rohe o Waikato  
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M: +6421592581  
F: [facebook.com/waikatoregion](https://www.facebook.com/waikatoregion)  
Private Bag 3038, Waikato Mail Centre, Hamilton, 3204

From: John Olliver <[jolliver@bbo.co.nz](mailto:jolliver@bbo.co.nz)>  
Date: 1 June 2022 at 12:26:15 PM NZST  
To: Miffy Foley <[Miffy.Foley@waikatoregion.govt.nz](mailto:Miffy.Foley@waikatoregion.govt.nz)>  
Subject: Te Rapa Racecourse; Private Plan Change 13

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Hi Miffy. I trust you are well.

I am currently working for Waikato Racing Club on a private plan change to rezone about 6.5ha of surplus land at Te Rapa Racecourse from Major Facilities zone to a residential zone.

The project started back in 2017 but was then placed on hold while some infrastructure issues were resolved and there was also a review of the NZ horse racing industry at that time, which included a review of the future of the racecourse.

It has now been reactivated. Attached is a brief summary of the project and a concept plan showing the layout of the development.

I am informing you about the project in case WRC has any interest in it and would like to be consulted further.

A subcatchment ICMP for the project has been prepared by Wainui Environmental but as all three waters management will occur via connection to existing HCC services WRC was not considered to be affected in relation to stormwater.

We are working closely with HCC to coordinate this rezoning with their own upzoning of residential zones to take into account the requirements of the RM (Enabling Housing Supply and Other Matters) Act 2021.

I would be happy to discuss this further as needed.

Kind regards

John Olliver **PRINCIPAL PROJECT PLANNER**  
BA, DipTP, PGDipMgmtSt, MNZPI, MRMLA  
Level 2, 143 Durham Street, PO Box 13027, Tauranga Central, Tauranga 3141  
R +64 7 838 0144 D +64 7 834 8502 M +64 27 482 2637  
E [johnolliver@bbo.co.nz](mailto:johnolliver@bbo.co.nz) W [www.bbo.co.nz](http://www.bbo.co.nz)

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