



Prepared for:
HNZC
Date:
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Concept Framework

Avondale Racecourse

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Avondale Racecourse (ARC) - owned and operated by the Avondale Jockey Club (AJC) - is located in the West Auckland suburb of Avondale. The size of the land owned by AJC is approximately 37ha.

Background

The government recently commissioned an independent assessment of the New Zealand racing industry. The 'Messara' report concludes that the "New Zealand's racing industry is in a state of serious malaise, and requires urgent reform." The review also warns thoroughbred horse racing is at a tipping point of irreparable damage. Of the 48 thoroughbred tracks that currently hold race meetings, the report recommends the closure of 20, with their land being sold and the proceeds going towards bringing the remaining 28 courses to an acceptable standard. ARC is amongst the 20 racecourses recommended for closure.

Brief

HNZC are looking for large development sites in the Auckland area to help fulfil the housing need (state, KiwiBuild, market) and have commissioned a high level framework plan for the development of the ARC land.

Site

Avondale Racecourse is located in the Auckland suburb of Avondale, to the south west of the city centre. The site is approximately 11km from the central city and sits beside a key transport artery leading from the central city to New Lynn. The Avondale Racecourse site is approximately 37ha and bound by suburban streets to the north and south, to the east is the Avondale shops and to the west is Whau Creek which runs into the Waitemata Harbour. Avondale Racecourse provides one of the key open spaces in

the Avondale / New Lynn area. The infield is leased to Auckland Council as sports fields for local sports teams in both winter and summer which helps to address the shortage of sports fields in West Auckland. There are several pockets of green space surrounding the racecourse and a green belt along the Whau Creek to the south west of the site.

Current Situation

The Avondale Racecourse currently consists of

- Horse Racing Track
- Parade Ring
- 3 Training Tracks
- 3 Car Parking Areas
- Public Sports Fields
- Public Grandstand
- Members Grandstand

The site is currently used for many different activities by many different groups within the West Auckland community. As well as horse racing and horse racing associated activities the main facilities bordering Ash Street are used for the Avondale Market and Avondale Antique Fair every Sunday. The infield area is utilised by Auckland Council as a public sports ground catering for cricket, kilikiti and touch rugby in summer and soccer, rugby and rugby league in winter.

Access to the site by both pedestrians and vehicles can be gained on three sides from Ash Street, Elm Street, Racecourse Parade and Wingate Street. Pedestrian access to the infield area can be gained across the track with vehicle access from the east of the Members Grandstand.

Social Infrastructure

Avondale Racecourse is located close to many key community facilities including schools, shops, churches and medical centres. Significant Community facilities

include :

- New Lynn White Cross Accident and Medical Centre
- Avondale College
- Avondale Primary School
- Avondale Kindergarten
- Rosebank School
- St Mary's School & Preschool
- Avondale Shops
- Avondale Community Library

Proposed Community developments

Panuku Unlock Avondale

Panuku Development Auckland identified Avondale as an area of major opportunity and we plan to revitalise and intensify Avondale over the next 15 years. Revitalisation will be driven by a focus on the town centre and working with Auckland Council and developers to create quality residential neighbourhoods, new open spaces and purpose-built community facilities. This change is widely supported by the Whau Local Board and mana whenua. (from Panuku website)

New Lynn Urban Plan

The New Lynn Urban Plan proposes several projects which will improve the amenity of Avondale Racecourse. The Plan proposes a bridge between Delta Avenue and Wingate Street over the Whau Creek which would dramatically improve access to the New Lynn Town Centre. The Plan also calls for the opening up of the Whau Creek as a green link, creating a linear recreational space along the creek's edge. However in the medium to long term The Plan views the Racecourse as a strategically important development opportunity and proposes a new main street or avenue through the site and over the Whau Creek.

Refer to 'Other relevant documents' on the following page.

Concept Framework

The document begins with a context analysis and review of relevant planning documents.

The framework seeks to respond to the existing as well as evolving context by integration and synthesis.

HNZC's focus is on the delivery of housing and with this in mind the document suggests a spatial framework for the development of the ARC land.

Successful integration of the new neighbourhood would require good connections to the existing context.

Properties outside the ARC land which would be required to achieve these linkages are identified.

The framework also looks at the wider context – in particular the open space network – and suggests connections to that.

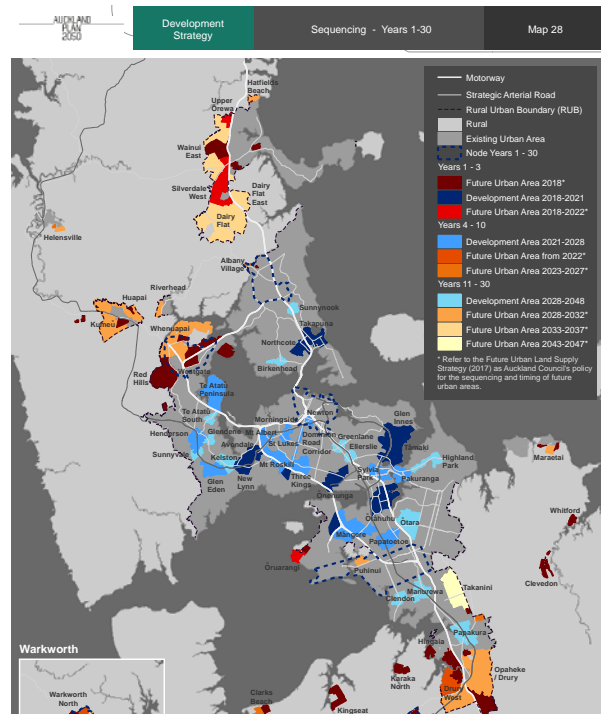
ARC exists since the late 19th century and is a defining part of the suburb. It feels adequate to retain a memory of the racecourse and embed it into a future development pattern.

To this end the framework proposes a street loop which follows the original racetrack. A portion of the inner field would also be retained for active and passive recreation.

Two edges of the ARC land - on the eastern side towards the town centre, and Ash Street frontage to the north – would accommodate other uses appropriate to their location, supporting Avondale's ongoing regeneration.

Other relevant documents

Auckland Plan



5 June 2018

Development Area – Avondale, New Lynn, Kelston and Glen Eden

Avondale is an established town centre located on the western rail line with significant development potential, particularly when combined with adjacent New Lynn.

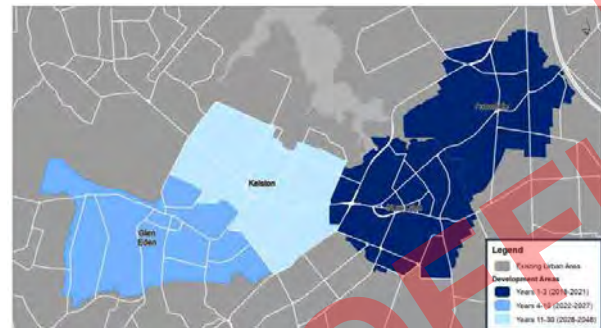
Key transport and wastewater infrastructure projects will help support its development. The City Rail Link will improve access to the city centre. The central interceptor will ensure there is capacity in the wastewater network to meet planned growth.

Avondale is an attractive development location given its central-west location and planned transport improvements. There is current development interest in the area with Auckland Council actively involved in residential development projects.

New Lynn has had major council investment and there is current development interest from the private sector and Housing New Zealand. The area is well connected via rail and bus with the New Lynn rail station and when the City Rail Link is complete, it will be a 23 minute journey to the city centre.

Kelston and Glen Eden will be a 30 minute rail journey from the city centre once the City Rail Link is complete. This will increase its attractiveness as an area for redevelopment with potential spill-over from development already occurring at New Lynn and Henderson. Present market interest in the area includes a development of 168 apartments near the Glen Eden rail station and plans for the redevelopment of the Kelston Shopping Centre.

These areas together have a feasible capacity of approximately 3,520 dwellings.



	Avondale	New Lynn	Kelston	Glen Eden
Anticipated household growth 2018-2048	2,440	6,850	1,150	1,550
Anticipated population growth 2018-2048	7,470	18,130	2,490	3,480
Anticipated employment growth 2018-2048	150	4,860	40	-20
Average no. jobs accessible within 45min morning peak public transport by 2026	Over 300,000	200,000-	150,000-	150,000-
Enabled housing capacity *does not include centre and mixed use zones	11,620	300,000	200,000	200,000
Feasible development capacity 2017	980	280	990	1,270
Phasing / Sequencing	1-3 years	1-3 years	11-30 years	4-10 years

Whau Local Board Plan



3.1 Whau Neighbourhood Greenways Network

Introduction
The draft Whau Neighbourhood Greenways Network as shown on this map has been divided into ten maps over the following pages to allow the map information to be shown at a larger scale.

The information on the maps includes the network of Greenways that have existing walking and/or cycling provision but that could be improved and/or promoted as Greenways (bold dark green lines or blue if coastal) as well as the proposed Greenways where there is currently no walking or cycling provision (dashed dark green lines or blue if coastal). The overall Greenways Network is an aspirational, and will be reviewed on a regular basis as routes are developed, and as other related projects are completed.

Also shown on the maps is the draft Auckland Cycling Network (ACN). It is worth noting that the Greenways do not often overlap with the ACN's 'trunk' or 'connector' routes, as these are predominantly on busy roads, where opportunities for the amenity, recreational and ecological improvements envisaged as part of the draft Greenways Network are very difficult to achieve. Greenways overlap with the ACN's 'trunk' routes much more closely, and are included in Auckland Transport's definition of a feeder route. These routes are usually on low traffic volume, 'minor' streets or in open spaces.

It is also of note that the ACN is currently in draft, and a process to better align and add to the 'trunk' routes as shown on the various Local Board's Greenways Plans is currently underway. It is intended that both the ACN and the Greenways Plans are 'live' documents, which will be updated at regular intervals. The draft ACN shown on these maps was current as of October 2013.

The draft Greenways Network maps also show key destinations for the Greenways to connect to. These include schools, parks, train stations, community facilities and ecological areas.

Panuku 'Unlock Avondale' High Level Project Plan



7.3 MOVE 3: STRENGTHEN CONNECTIONS WITH THE TOWN CENTRE

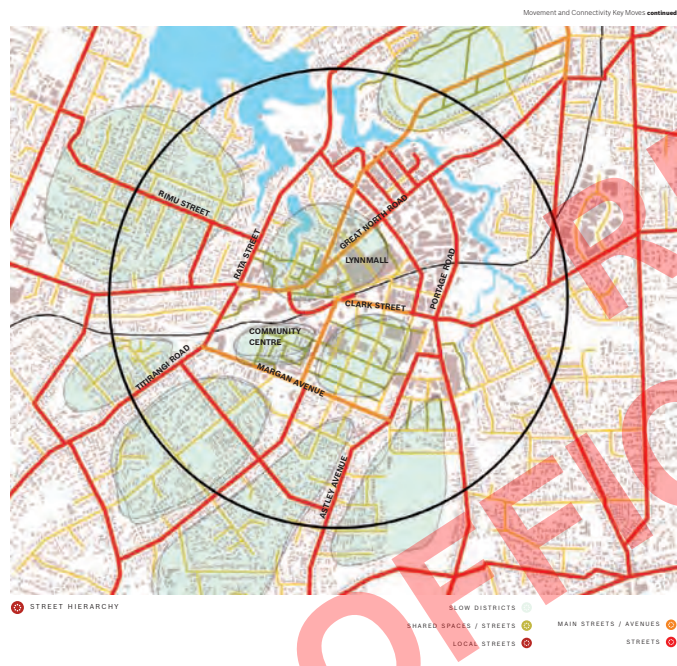
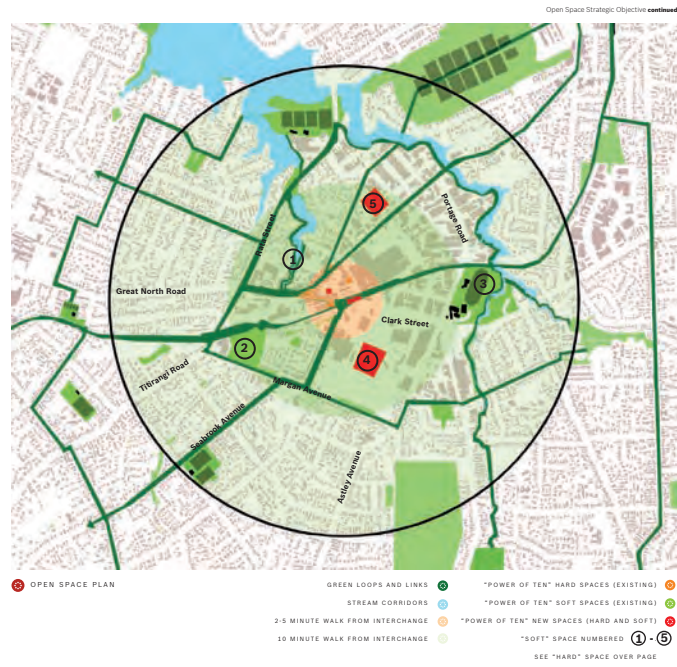
We will work with key stakeholders to improve the physical links between the town centre and activity hubs including the train station and cycleways.

Specific proposals include the following:

1. New or enhanced cycle connections would be proposed to the western side of Crawford Street, closer to strengthen the link between the main station and the train station at Great North Road.
2. Crawford Street: West would be redeveloped as a two-way street along Avondale Central Reserve. This would improve the activation of the area, support new community facilities and provide future connection to the racecourse.
3. New street: West would be incorporated in a POC and council development plan to raise a residential-led 'neighbourhood' as walkable as possible.
4. New or enhanced cycle connections would be proposed on Wiggate Street to strengthen the link between Avondale and the main station to the town centre.
5. Connections to the Avondale Racecourse would be created to future proof access of road for use to be developed.



New Lynn Urban Plan



Te Whau Pathway Landscape and Urban Design Framework

THE PROJECT

Te Whau Pathway is a collaborative project between Auckland Council, Auckland Transport, the Whāu Coastal Walkway Environmental Trust, Ngāi Whātua Ōrangā, Te Kāwanatanga and the Hāwea/Māseley & Whāu Local Boards to provide a shared path from Te Atatu to Green Bay.

The pathway is approximately 12km long and has a minimum width of 3m. It is part of the West Auckland Cycle Route linking the North West Cycleway to major public transport routes and the metropolitan area of New Lynn with Auckland City Centre. It provides an easy grade walking and cycling experience connecting the Waiheke Harbour on the east coast to the Mānuka Harbour on the west coast through areas of culturally significant and outstanding natural landscapes.

For the majority of its length the pathway is accommodated along the western edge of Te Whau along boardwalks (within the intertidal zone of the Coastal Management Area) and through extensive areas of existing public parks, reserves and esplanade strips.

Te Whau Pathway is more than an express route. It enables new community connections linking the suburbs of Te Atatu South, Glendene, Kelston, Avondale and New Lynn to 23 schools and 33 parks, reserves and open spaces. The pathway will enable opportunities to:

- Promote safe cycling and walking as alternative mode of transport for commuting and recreation
- Strengthen cultural, historic and social connections of people to Te Whau
- Enable safer access to the Whāu River

Te Whau Pathway requires a cohesive and distinctive identity to highlight its dual purpose of an express route and a local connector and to acknowledge its unique and distinctive cultural, social and ecological environments. In response to this together with its importance as an express route and:

- Responds to the unique historic, ecological and cultural qualities of Te Whau
- Acknowledges and helps to restore the mana of Te Whāu
- Provides a stimulus for ecological restoration and improved water quality
- Recognises contemporary kaitiaki role of Māta Whenua when Te Atatu Makaurau
- Recognises the many layers of Māori and European history and heritage of the area and provides new opportunities for learning
- Enables place-making through human centred and culturally appropriate opportunities for creative expression



Fig Precinct Reference Plan

Three significant precincts occur along the pathway:

1. Expansive Estuary: the largest precinct dominated by high quality views of Te Whāu and extensive areas of public open space.
2. Urban Intertidal Creek: narrow tidal creeks surrounded by a combination of housing and industrial buildings in New Lynn.
3. Portage Road: along the road corridor between the urban centre at New Lynn progressing through housing areas and extensive public open space to the coast at Green Bay.

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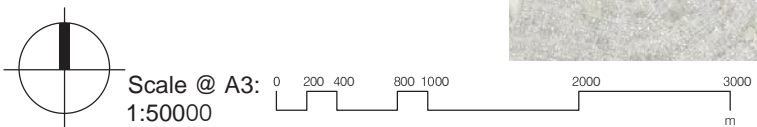
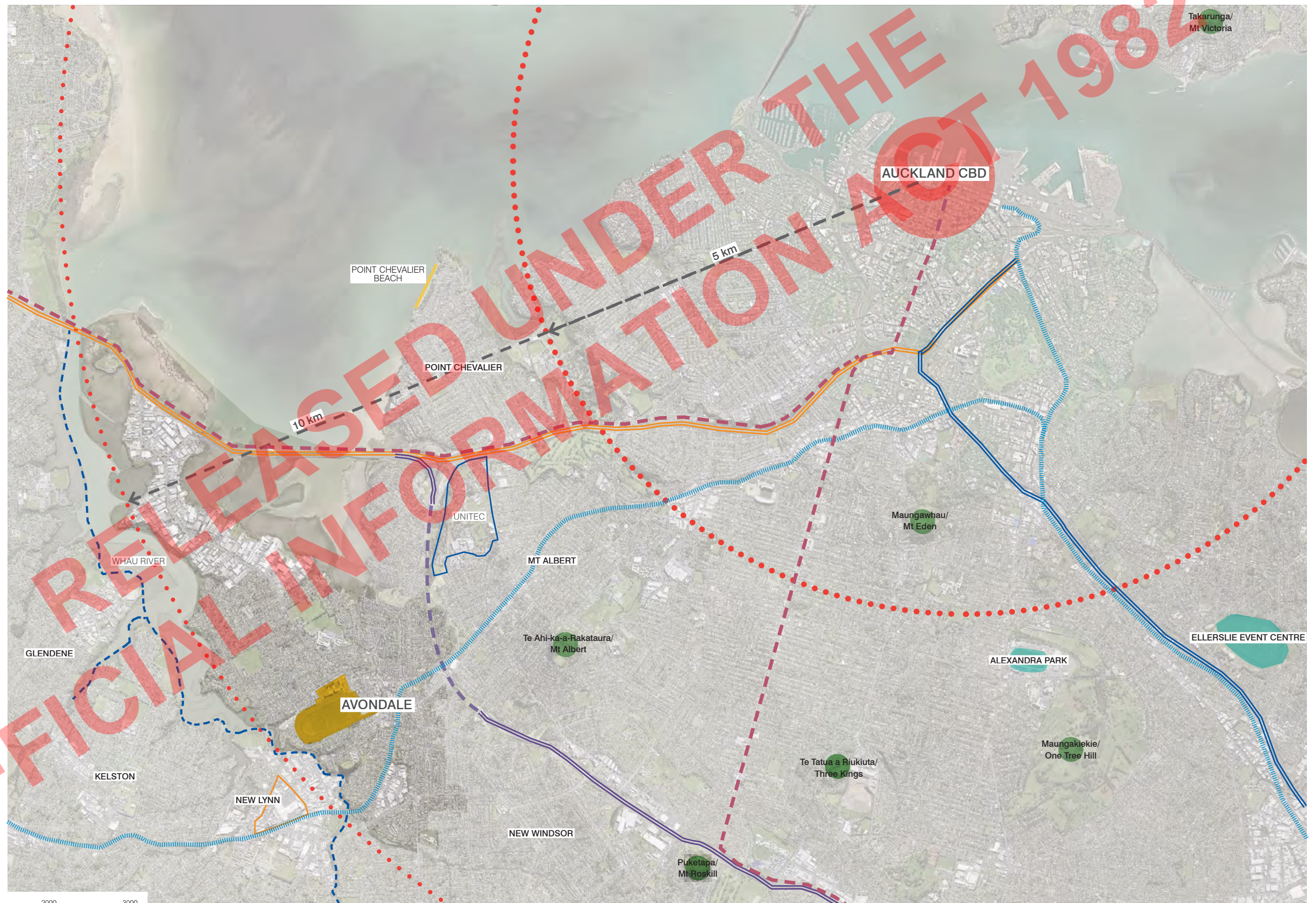
Strategic Context Auckland Isthmus

Avondale is an established suburb in West Auckland approximately 10km South-West of Auckland CBD and 20km North-West of Auckland international Airport.

Avondale is part of the Whau ward which also includes the suburbs of New Lynn, Green Bay, Kelston, Rosebank, New Windsor and Blockhouse Bay.

The Avondale Racecourse is situated next to the heart of the Avondale town centre.

- Legend
- AJC Site Extent
 - Auckland CBD
 - New Lynn Mall
 - UNITEC Campus (Kiwi Build)
 - 5km
 - 10km
 - Western train line
 - SH01
 - SH16
 - SH20
 - Whau River Walkway (proposed)
 - Proposed Light Rail Route
 - Volcanic Cones



Site and context



Site and context

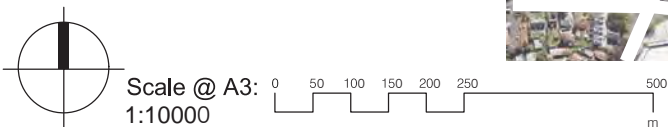
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Development since 1940



Avondale 1940



Avondale 1959



Avondale 1996



Avondale 2001

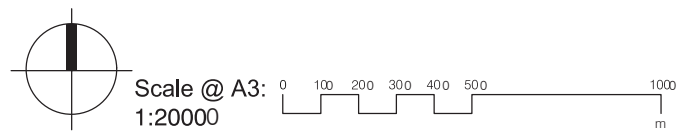


Avondale 2008



Avondale 2015

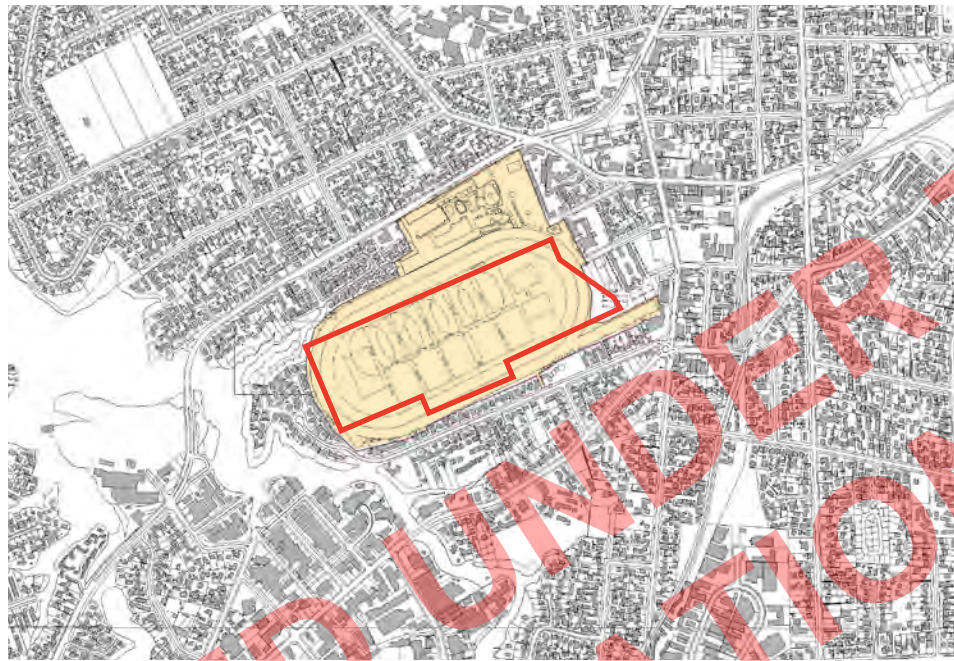
The Avondale Jockey Club opened in 1890.



Scale Comparisons



Avondale Racecourse



Avondale Racecourse

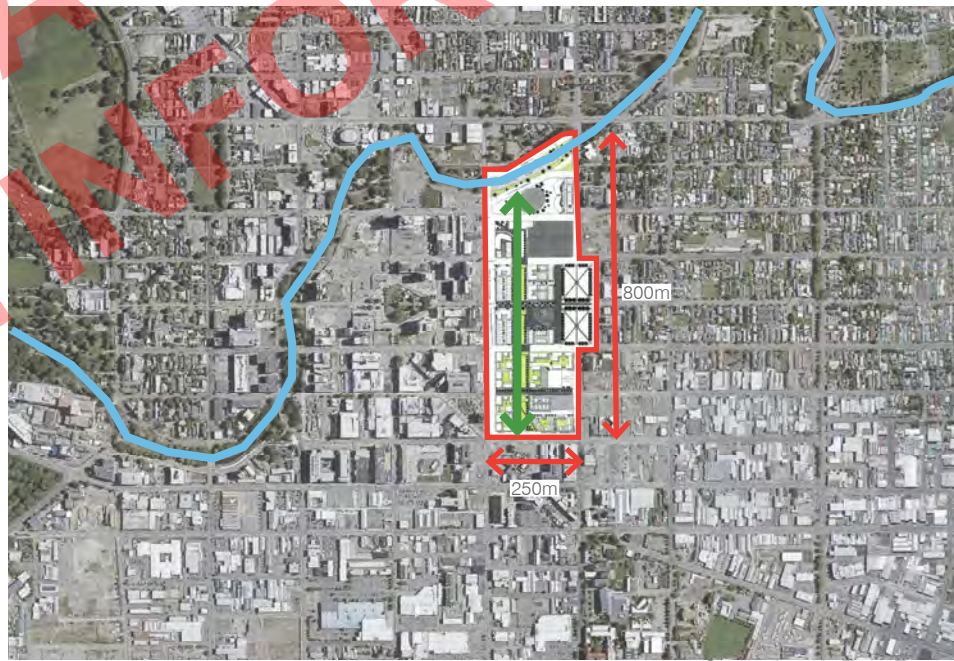


Avondale Racecourse



Wynyard Quarter

Mixed-use re-development of 35ha Western Reclamation. Daldy Street linear park will connect Victoria Park to a future Headland Park.



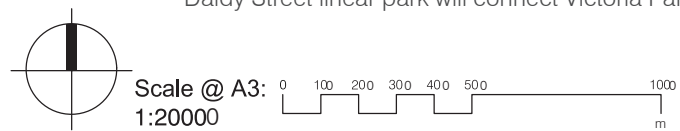
Christchurch East Frame

Predominantly residential re-development of 8ha to the east of the city centre. A linear park connects Lichfield Precinct in the south to the river Avon in the North.



Unitec Mt Albert Campus (Carrington Road)

The Government has purchase of 29 hectares of land for its first major development under it's KiwiBuild programme. The land borders Oakley Creek on it's western edge.

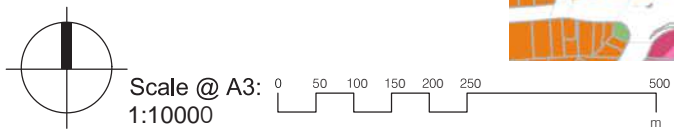
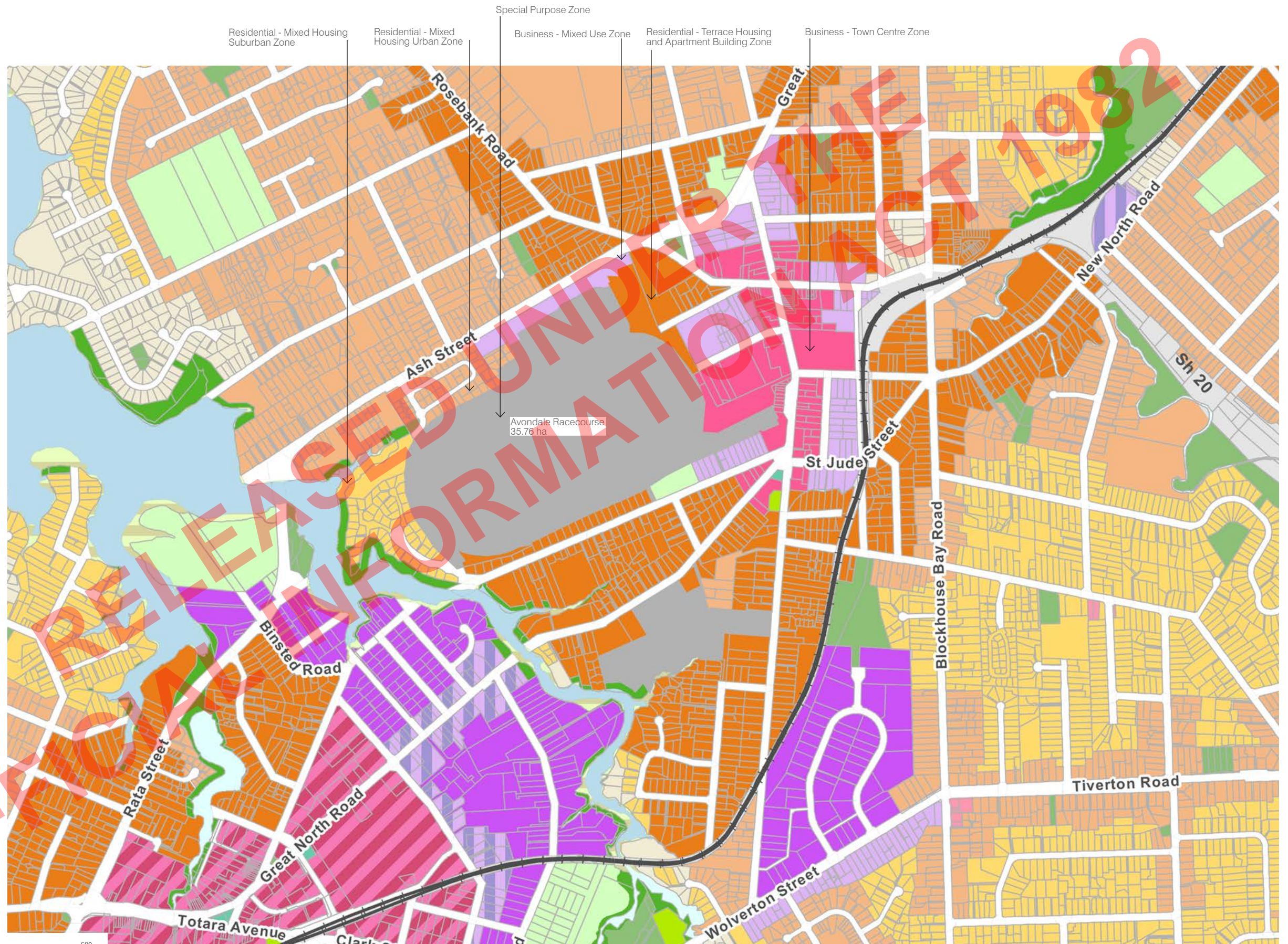


Current Landuse Unitary Plan Zoning

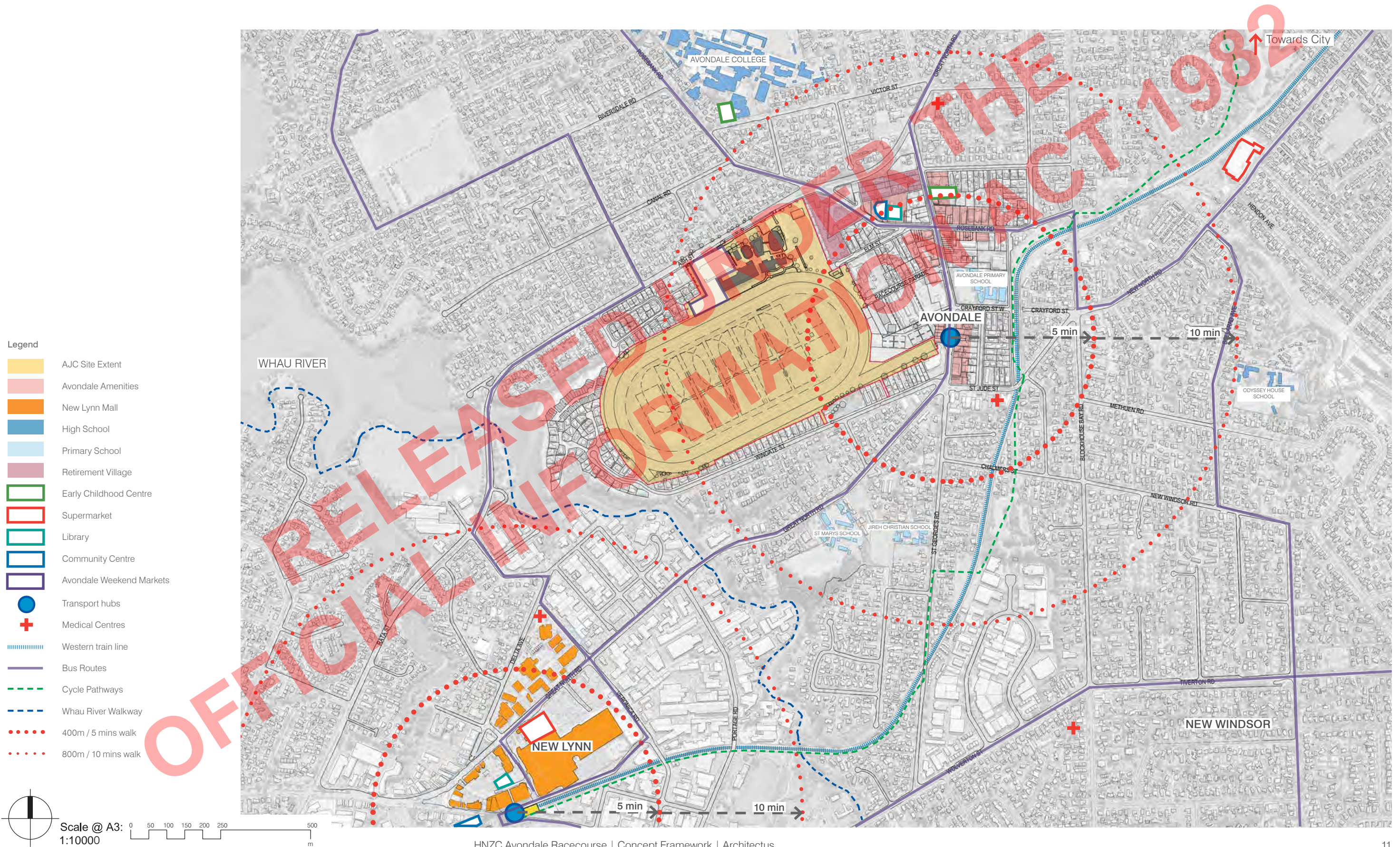
The racecourse land is currently zone as 'Special Purpose Zone'

Legend

- Residential - Large Lot Zone
- Residential - Rural and Coastal Settlement Zone
- Residential - Single House Zone
- Residential - Mixed Housing Suburban Zone
- Residential - Mixed Housing Urban Zone
- Residential - Terrace Housing and Apartment Buildings Zone
- Open Space - Conservation Zone
- Open Space - Informal Recreation Zone
- Open Space - Sport and Active Recreation Zone
- Open Space - Civic Spaces Zone
- Open Space - Community Zone
- Business - City Centre Zone
- Business - Metropolitan Centre Zone
- Business - Town Centre Zone
- Business - Local Centre Zone
- Business - Neighbourhood Centre Zone
- Business - Mixed Use Zone
- Business - General Business Zone
- Business - Business Park Zone
- Business - Heavy Industry Zone
- Business - Light Industry Zone
- Future Urban Zone
- Green Infrastructure Corridor
- Rural - Rural Production Zone
- Rural - Mixed Rural Zone
- Rural - Rural Coastal Zone
- Rural - Rural Conservation Zone
- Rural - Countryside Living Zone
- Rural - Waitakere Foothills Zone
- Rural - Waitakere Ranges Zone
- Strategic Transport Corridor Zone
- Special Purpose Zone
- Coastal - General Coastal Marine Zone [rcp]
- Coastal - Marina Zone [rcp/dp]
- Coastal - Mooring Zone [rcp]
- Coastal - Minor Port Zone [rcp/dp]
- Coastal - Ferry Terminal Zone [rcp/dp]
- Coastal - Defence Zone [rcp]
- Coastal - Coastal Transition Zone
- Water [i]
- Hauraki Gulf Islands
- Road [i]



Social Infrastructure

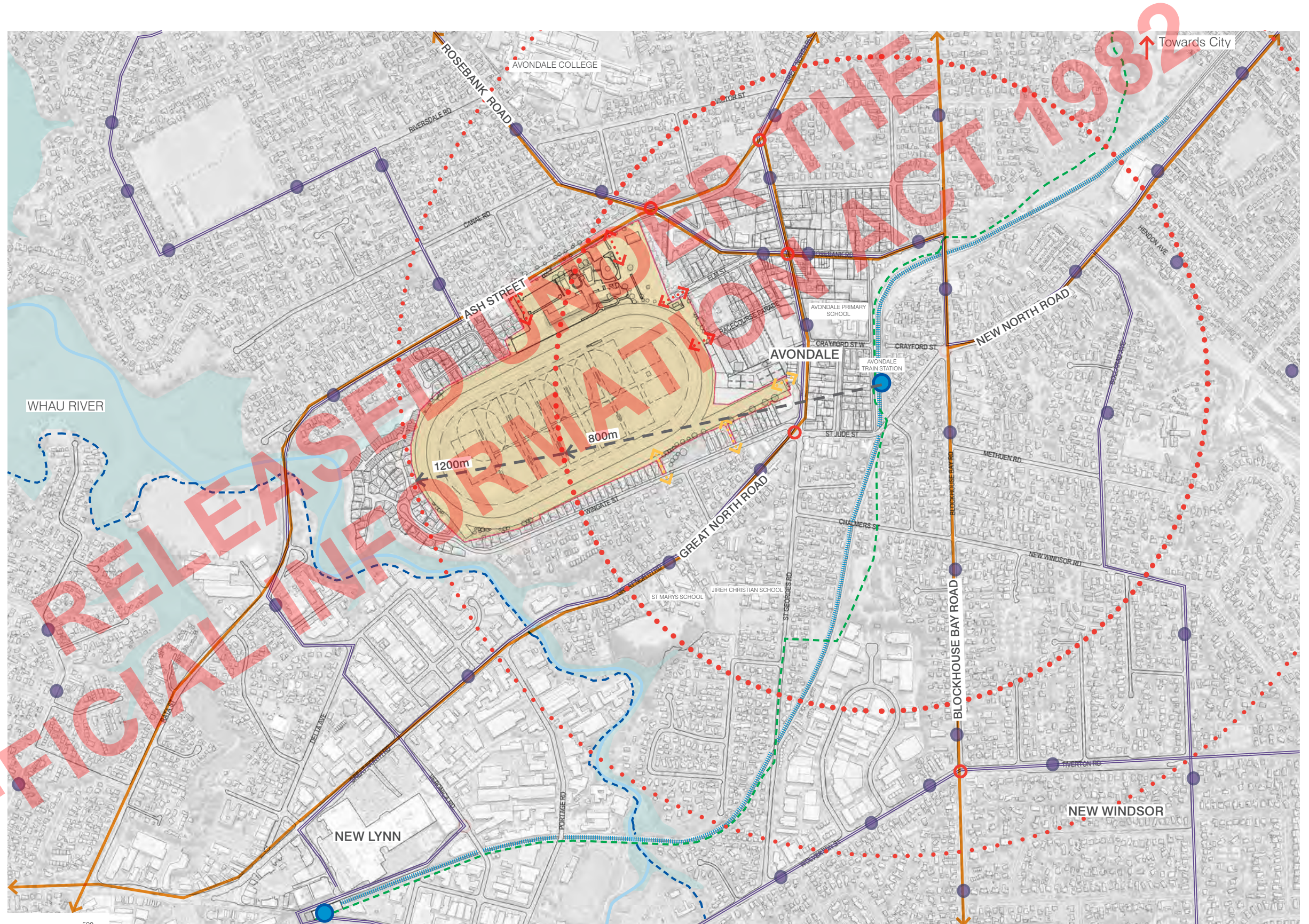
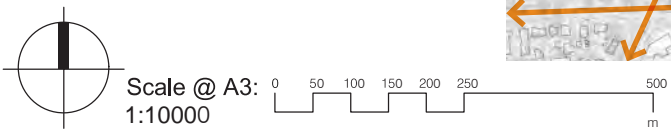


Movement Network

Avondale Racecourse sits on the intersection of two major arterial roads which provide links to the north, south, east and west. Ash Street, along the northern boundary of the site, links the west coast and south western suburbs to the North Western Motorway at the Waterview Interchange. Rosebank Road provides a direct link to the North Western Motorway.

Avondale Racecourse is well placed to utilise West Auckland's major public transport links. The site has good pedestrian access to the Avondale Township with access to train and bus services.

- Legend**
- AJC Site Extent
 - Western train line
 - Bus Routes
 - Bus stop
 - Train station
 - Controlled intersection
 - Arterials
 - Vehicle access
 - Limited access
 - Cycle Pathways
 - Whau River Walkway
 - 800m / 10 mins walk
 - 1200m / 15 mins walk

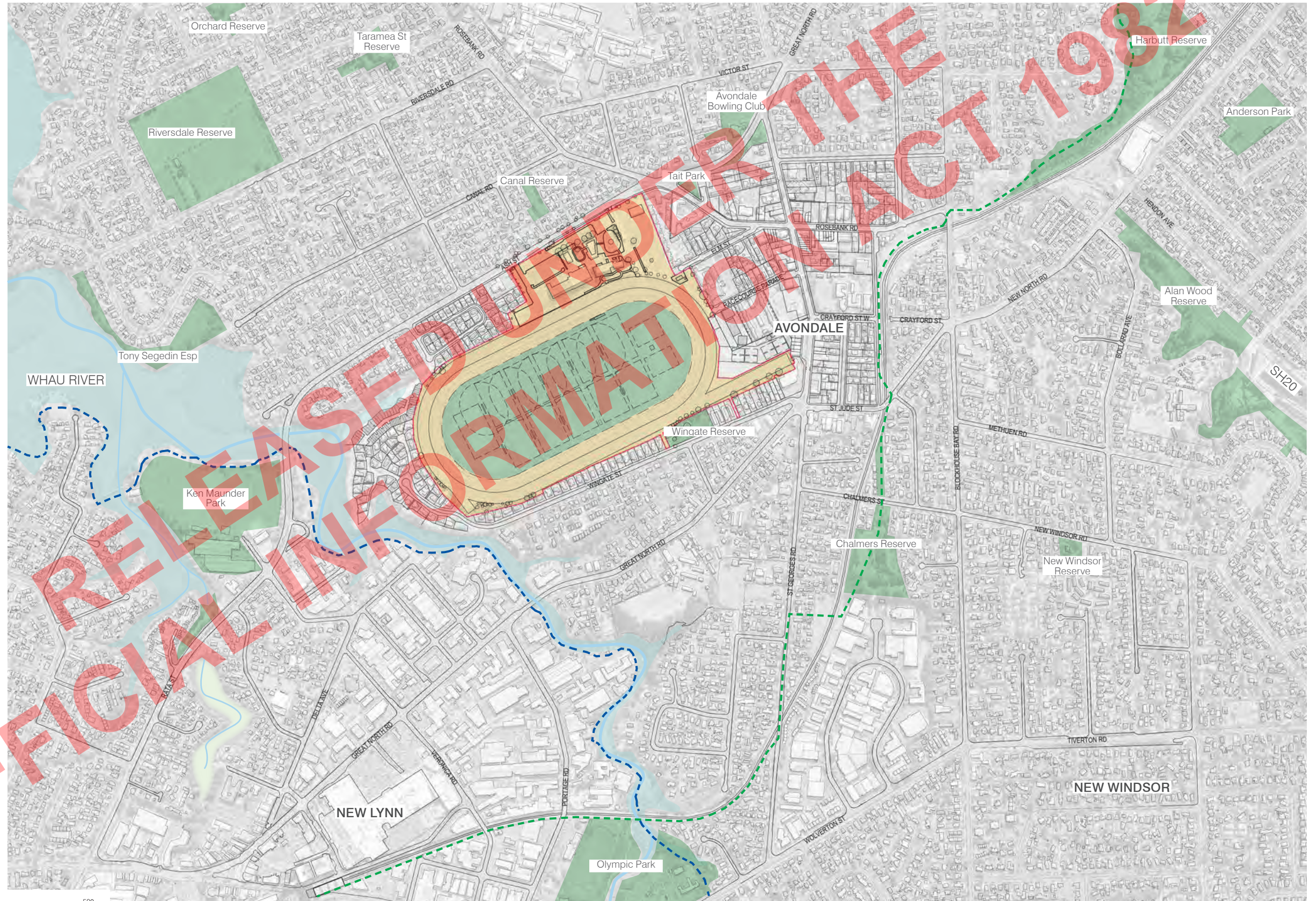


Green Network

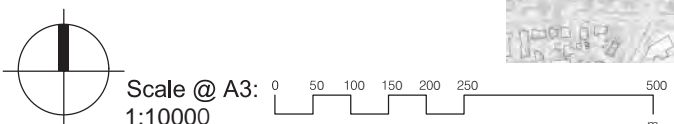


Inner Racecourse - Sportsfields
15.73 ha

- 6 rugby fields
- 3 league fields
- 2 football fields
- 2 mini football fields

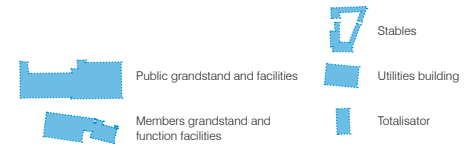
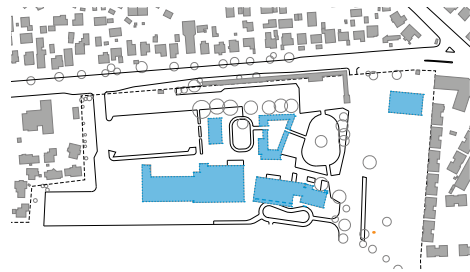


- Legend**
- Open space
 - Waterways
 - AJC Site Extent
 - Cycle Paths
 - Whau River Walkway



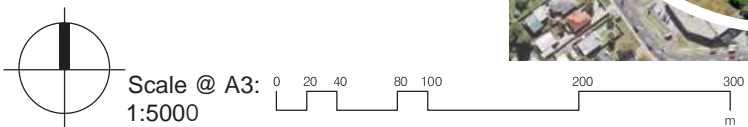
Current Site Condition

Avondale Jockey Club facilities:



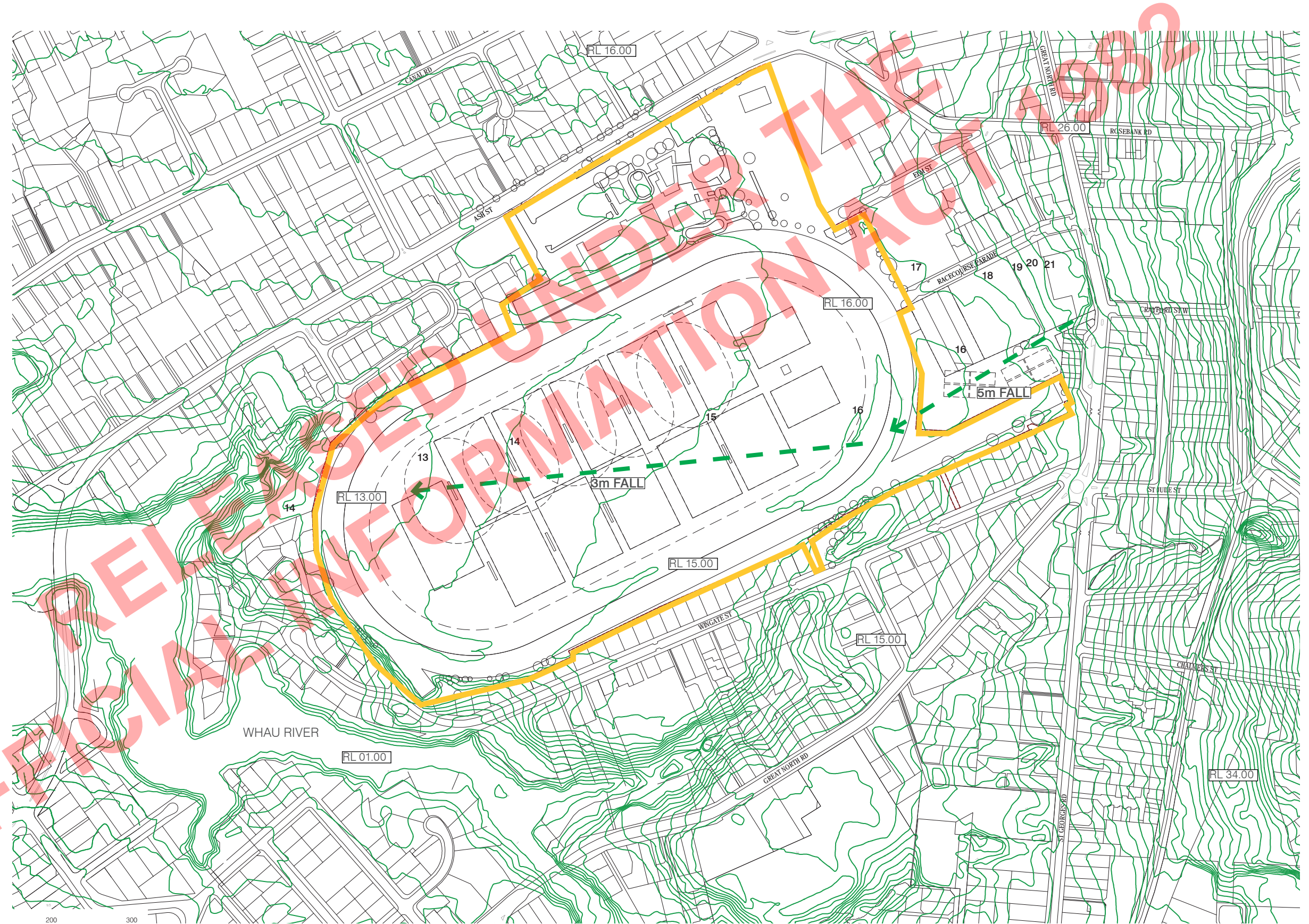
Legend

- 1 Tamora Lane Neighbourhood - 54 homes
- 2 Avondale Sunday Markets
- 3 Avondale Jockey Club
- 4 Existing Community Facilities - Library, Community Centre
- 5 Set 72 Apartment - Ockham
- 6 Avondale Central Site - Currently Car Parks
- 7 Wingate Street Pump Station, Designation
- 8 Avondale Town Centre
- 9 Avondale Central Reserve
- 10 Learn to Ride Track

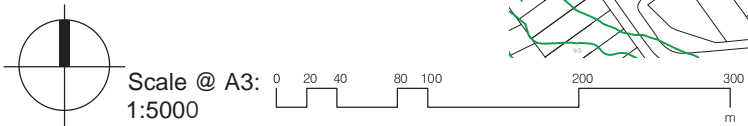


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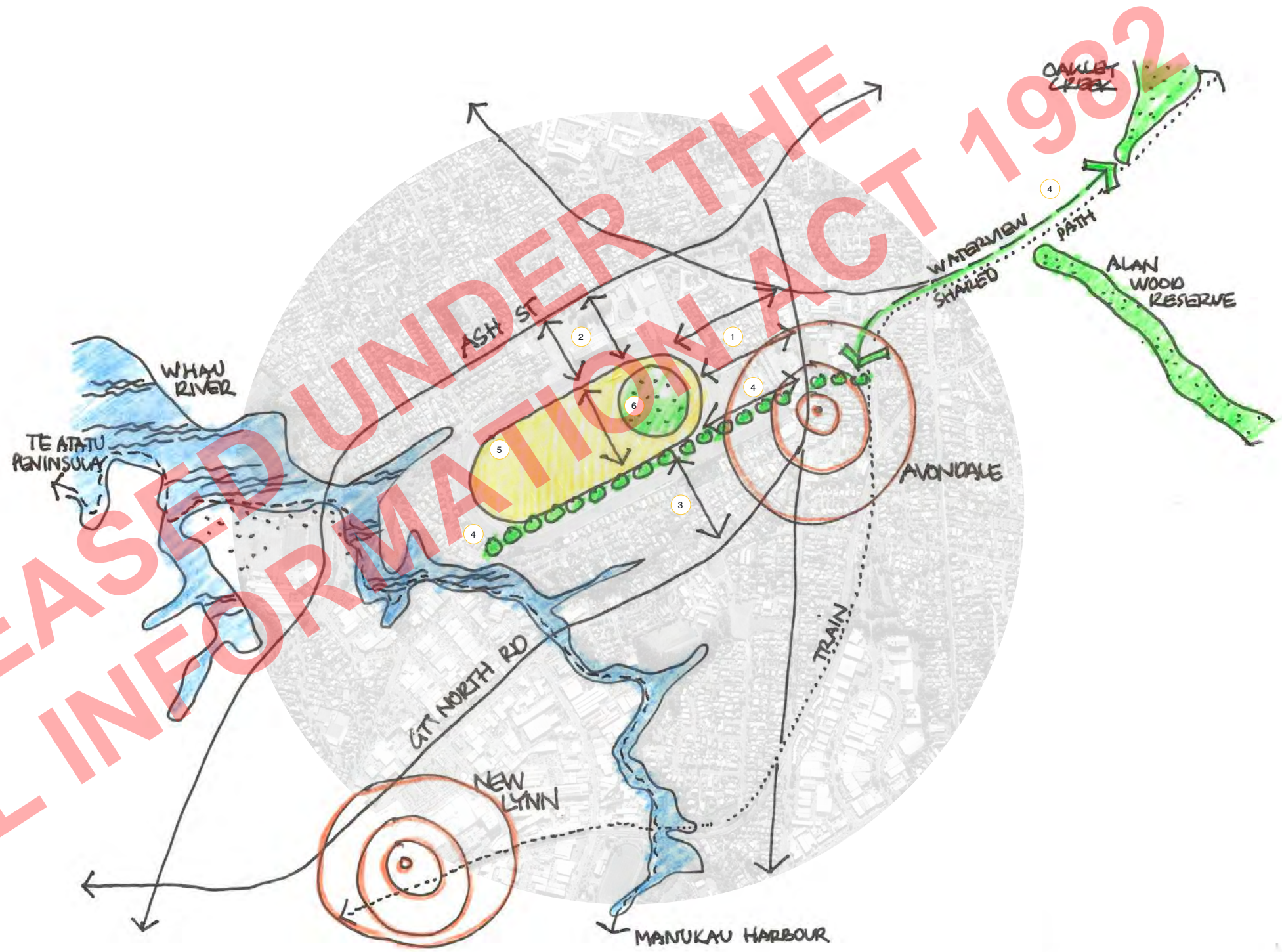
Legend
Contour Lines 1m Intervals



Concept Framework

The vision for the redevelopment of Avondale Racecourse :

- a liveable community
- a neighbourhood which builds on the history of the area
- a neighbourhood with a sense of place
- a neighbourhood with strong connections - to natural assets as well as Avondale town-centre
- an integrated neighbourhood which can also support and improve its surrounding suburb
- a sustainable neighbourhood



- 1 Connections to town centre
- 2 Connections to Ash Street / Ash Steet frontage improvements
- 3 Connection to Great North Road
- 4 Green spine - connects Whau Pathway via town centre to Oakley Creek/Alan Wood Reserve
- 5 Racecourse track is retained as a memory in form of a street loop
- 6 Park for active and informal recreation, some sportsfields are retained

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Green Network - Vision

Avondale has access to a wider green network: the planned Te Whau Pathway to the West and a North-South spine from Oakley Creek via Alan Wood Park and further to Mt Roskill. The redevelopment of Avondale racecourse presents an opportunity to provide a link from the West to the North and South.

West

Te Whau Pathway will be a 12km shared path for pedestrians and cyclists. It will link Manukau Harbour at Green Bay Beach to the Waitemata Harbour at Te Atatu Peninsula.

The pathway will follow the edge of the Whau River. It will link 30 parks along the river and Portage Road.

North

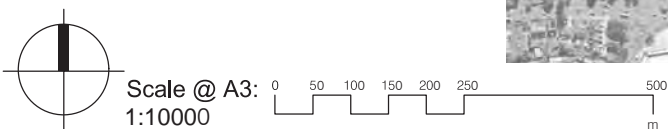
Te Auaunga / Oakley Creek is one of Auckland's longest urban streams, flowing from Hillsborough through Mt Roskill, Owairaka and Waterview to the Waitemata Harbour. The creek's rich Maori and European heritage, and abundance of native and exotic flora and fauna makes it an important natural asset.

South

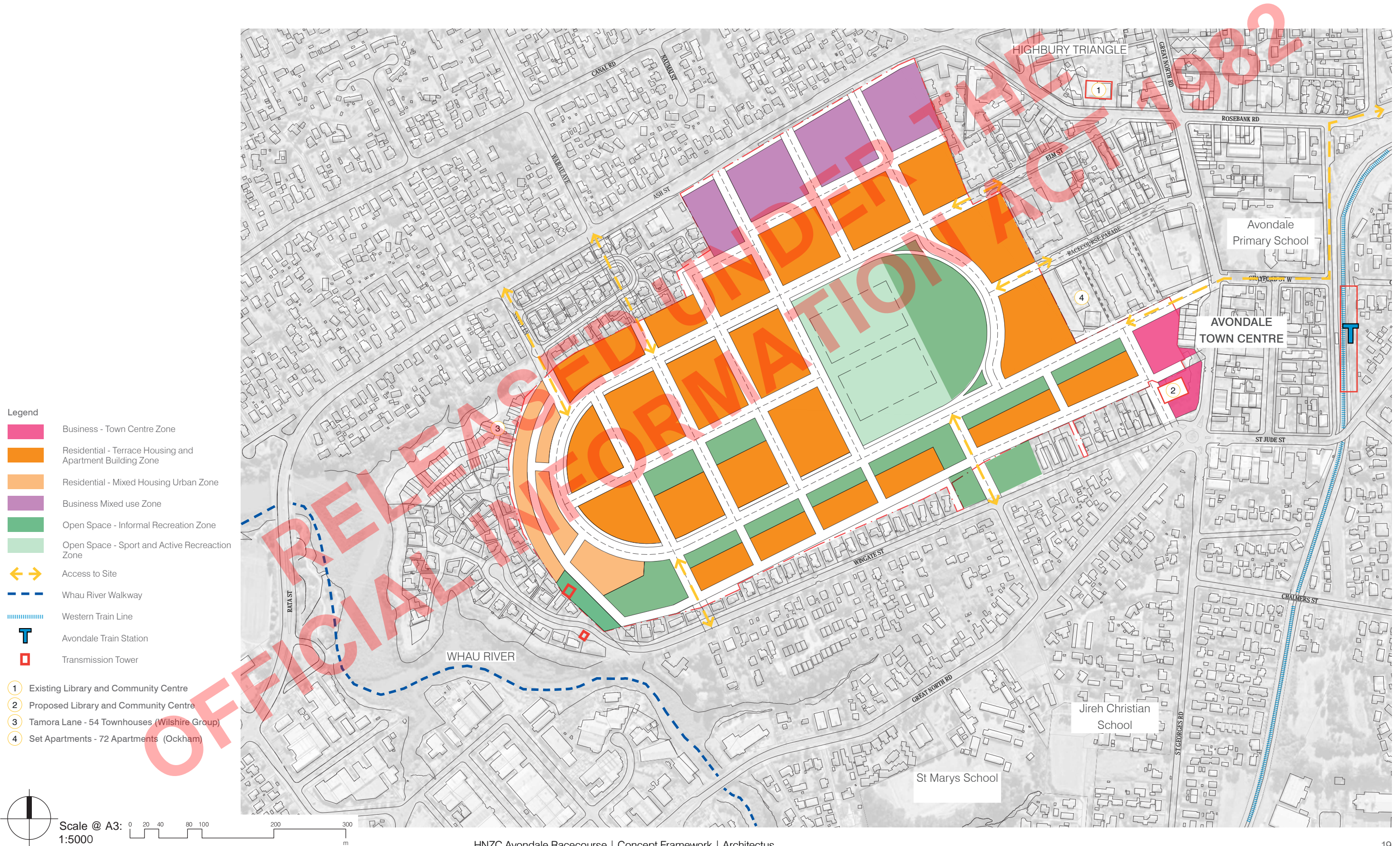
- Alan Wood Reserve
- Hendon Park
- Underwood Park
- Owairaka Park
- Walmsley Park
- War Memorial Park



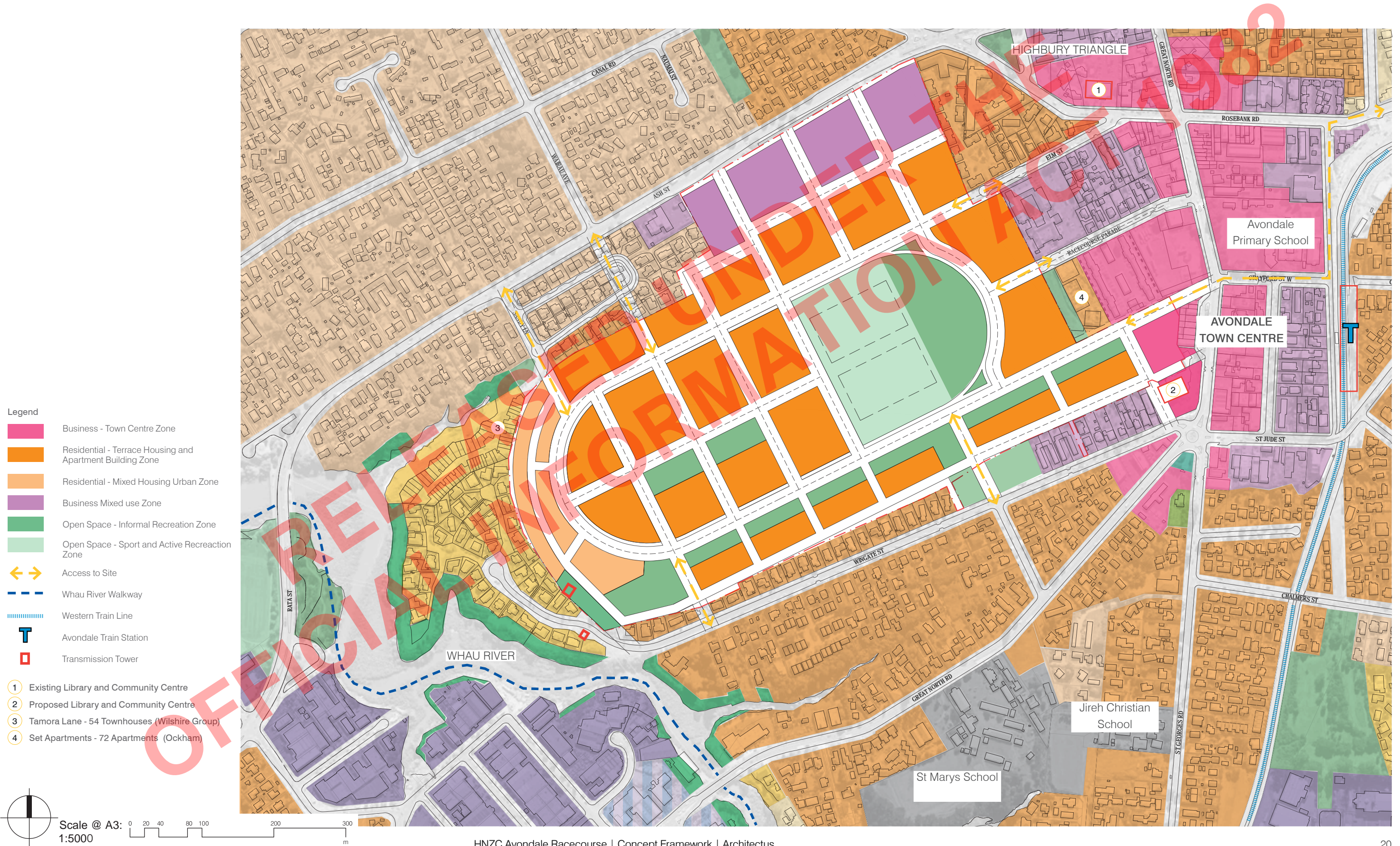
- Legend
- Cycle Paths
 - Whau River Walkway



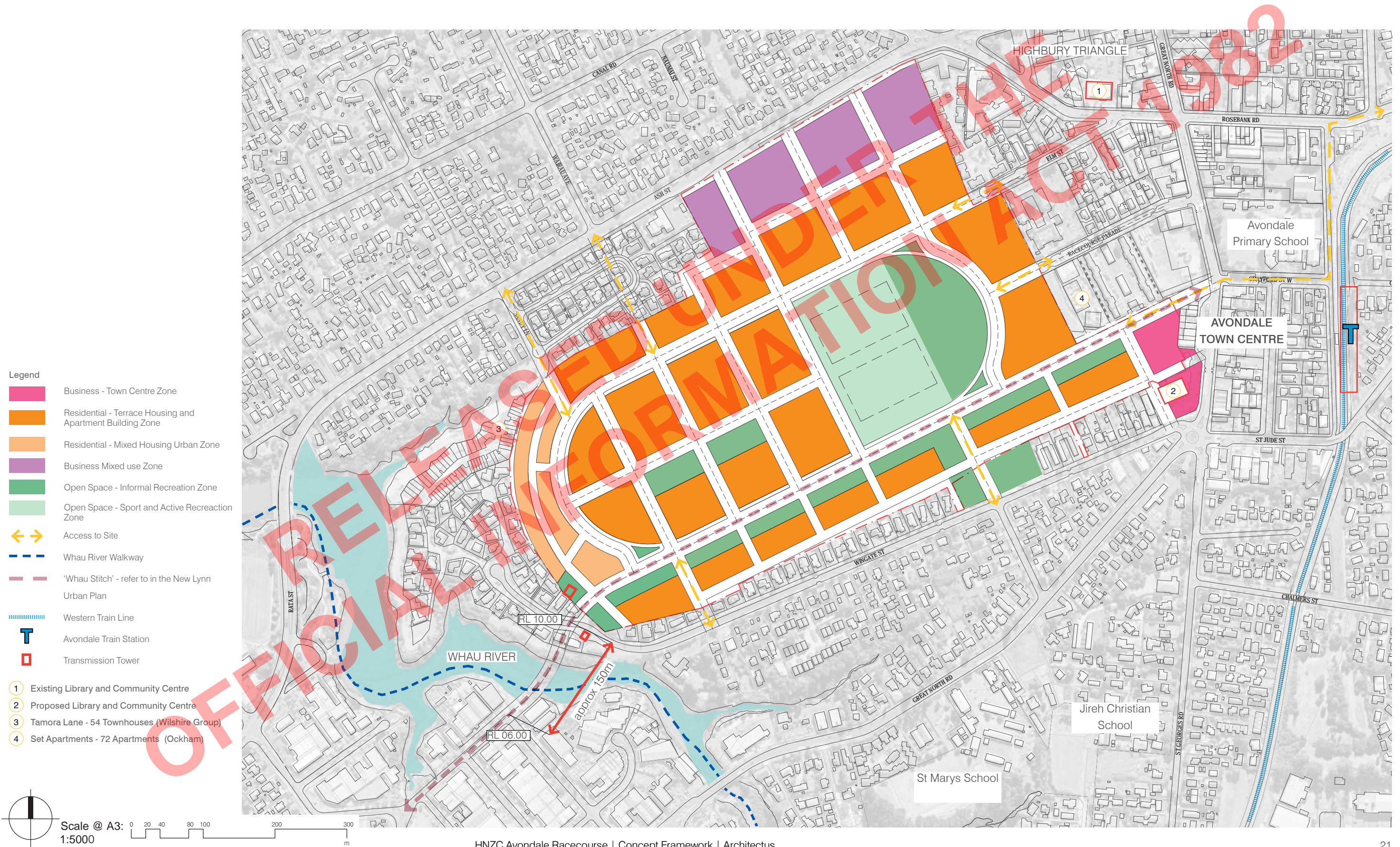
Concept Framework Plan



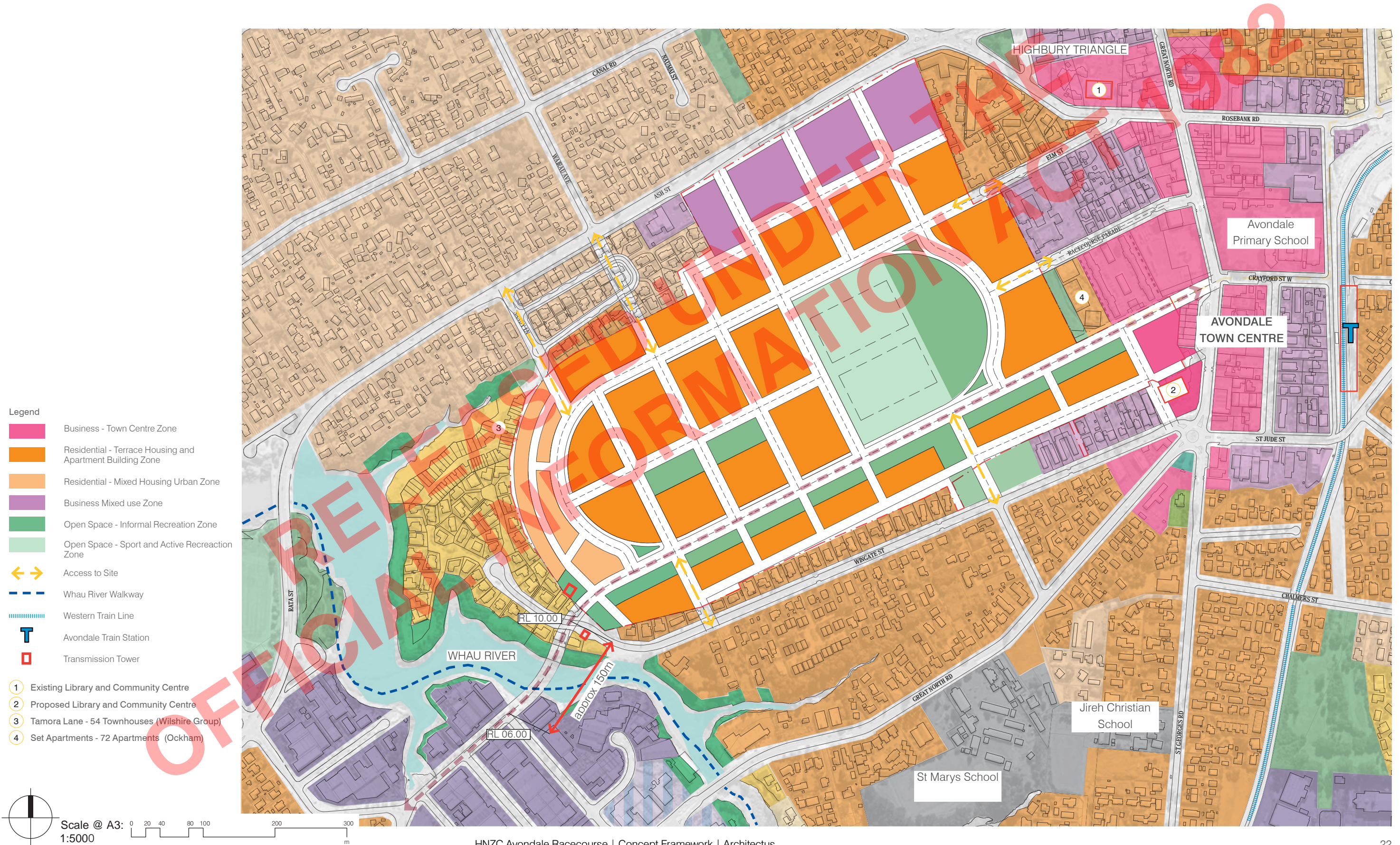
Concept Framework Plan with Unitary Plan Zoning

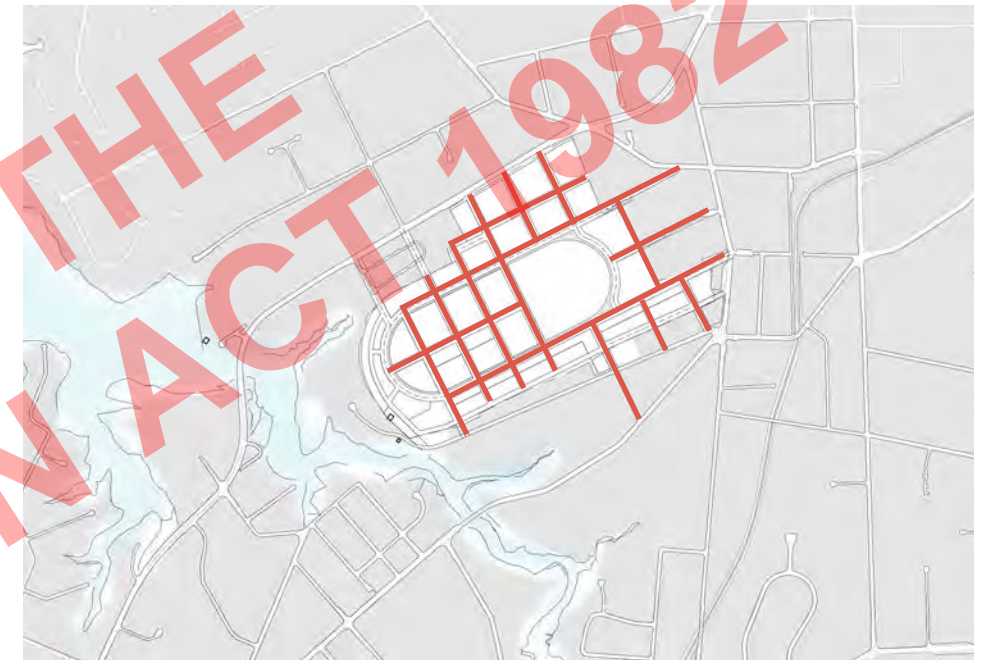
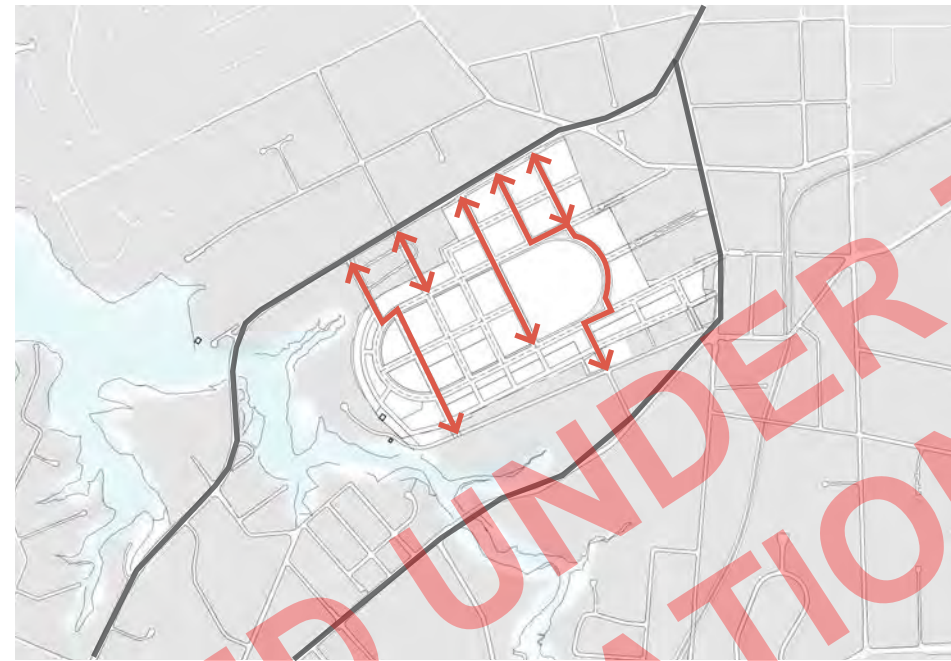
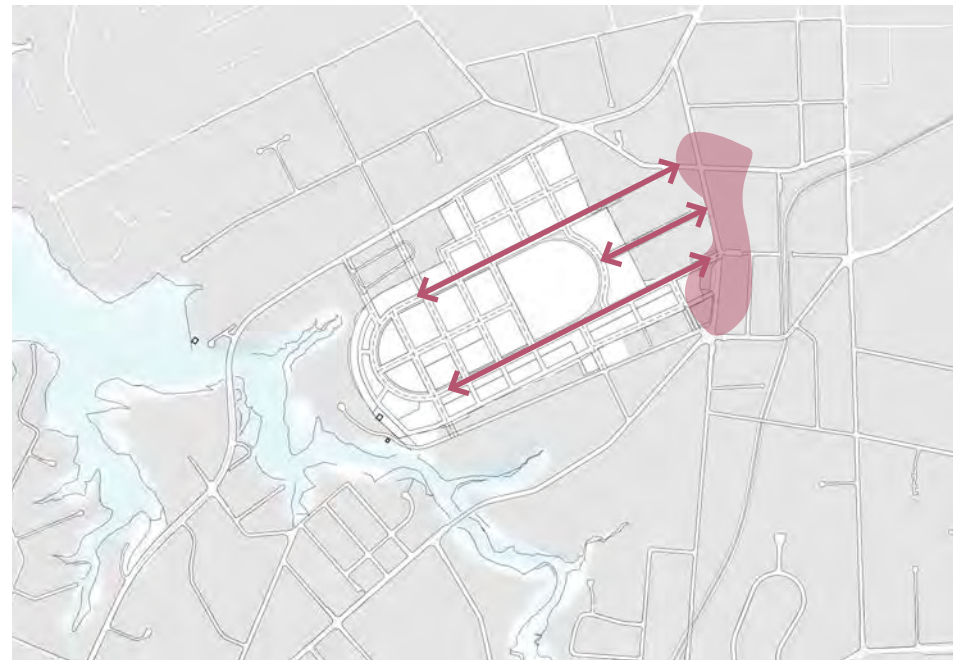


Concept Framework Plan Option with Whau Bridge





Concept Framework Plan with Unitary Plan Zoning Option with Whau Bridge





Connection to Avondale Town Centre

-  Avondale Town Centre
-  connections

- establish multiple connections to the Town Centre

North-South Permeability

-  East-West movement around site
-  North-South connections

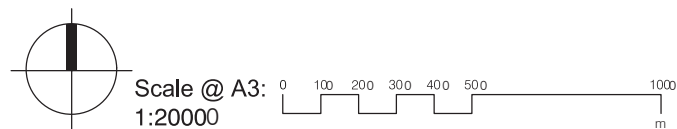
- improve the accessibility and permeability of the site between Ash Street to the North and Great North Road to the South

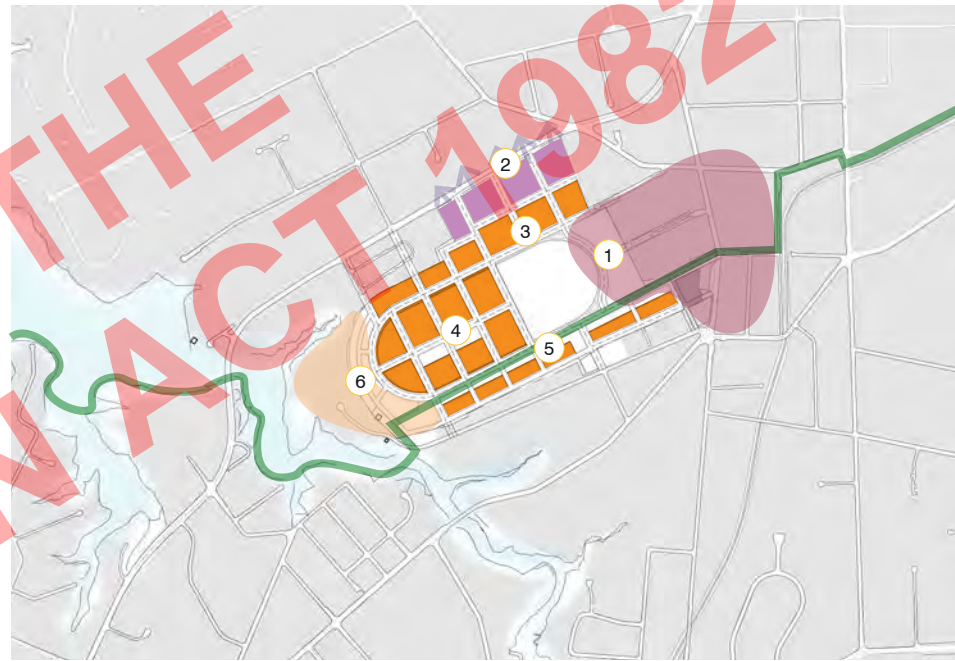
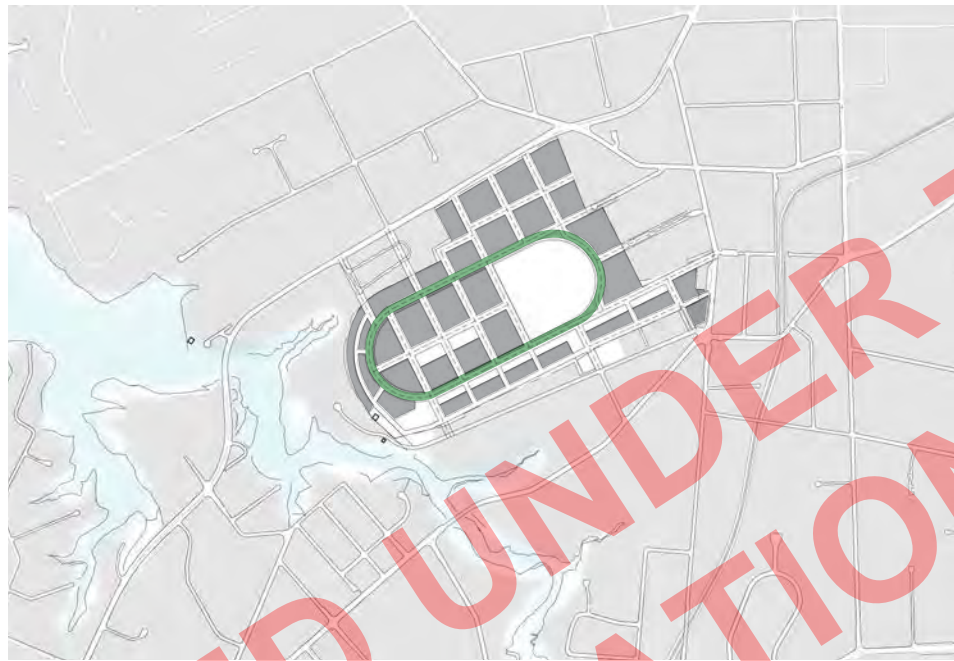
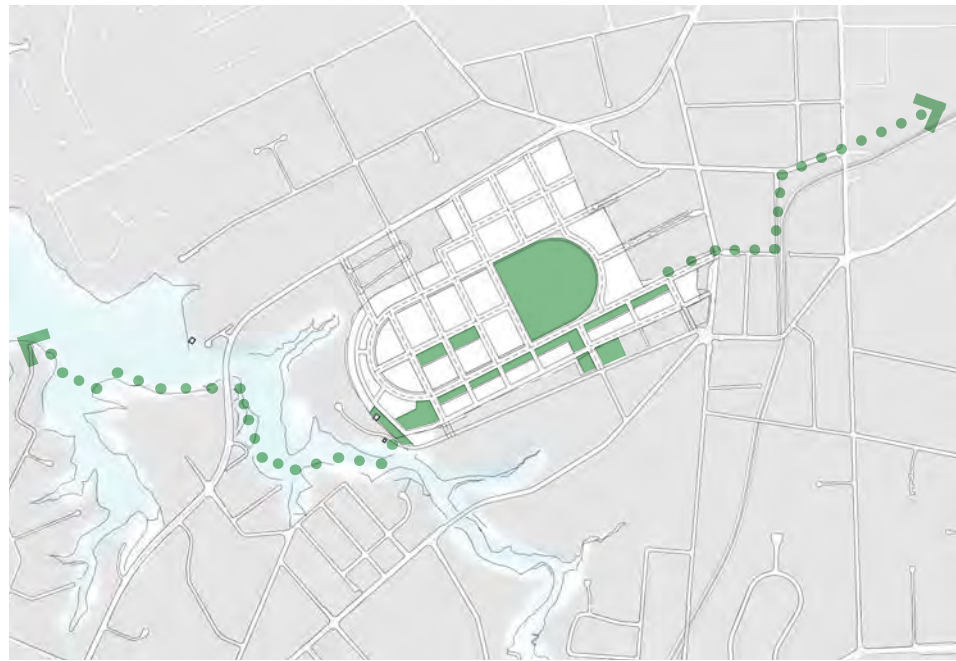
Street Grid

-  Street network

- establish a neighbourhood structure based on a grid of streets, lanes and open spaces

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Open Space

Open Space: active / passive recreation

- provide accessible and well integrated open spaces for active and passive recreation:

Elements are

- linear park with the opportunity to connect to Whau pathway in the West and the existing green spine between Oakley Creek and Hendon Park
- large central park with sportsfields
- smaller park for the residential community
- integration of Wingate Reserve - connected to linear park
- stormwater reserve at western end of linear park

Memory of the Racecourse

proposed super lots

Racecourse Loop

- provide a memory of the racecourse which is embedded in the pattern of the re-development
- create a 'Loop' which follows the original geometry of the racecourse and supports the suburbs sense of place
- urban design, streetscape and landscape design along the Loop should be recognisable to support the concept of a promenade loop through the new development

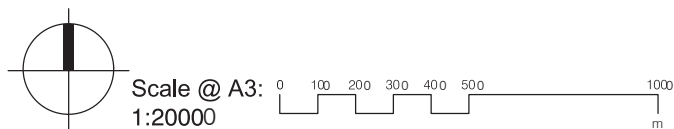
Precincts

- Avondale Town Centre
- Residential - Terrace Housing and Apartment Building Zone
- Residential - Mixed Housing Urban Zone
- Business Mixed use Zone
- Green Path

- create precincts of distinct character that respond to their surroundings

Precincts are

- 1 - Race Course East - Town Centre
- 2 - Ash Street Frontage
- 3 - Race Course North
- 4 - Race Course Central
- 5 - Race Course South - Linear Park
- 6 - Race Course West







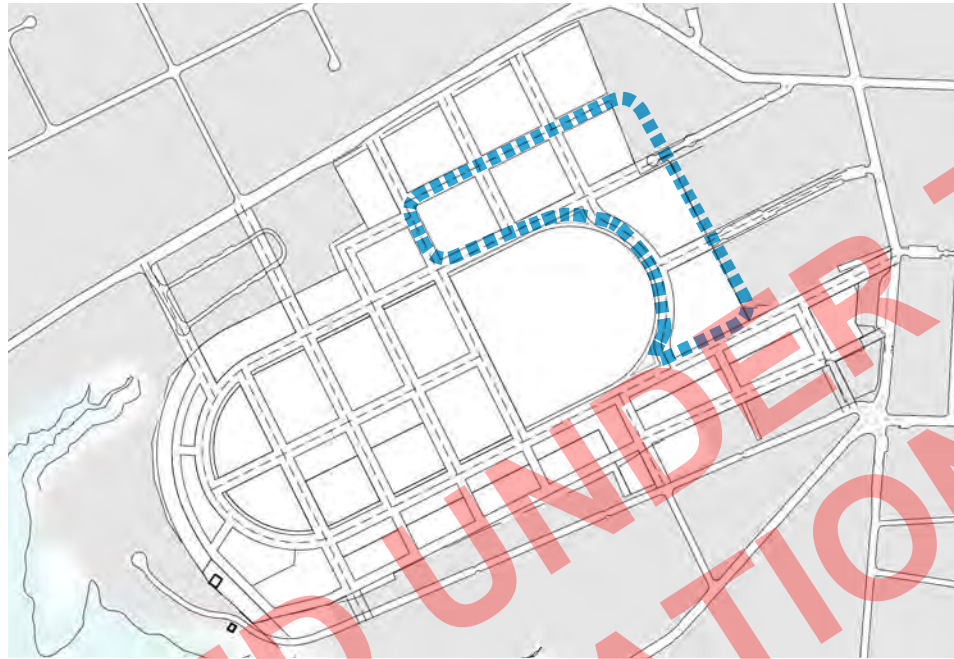


Activities and possible locations

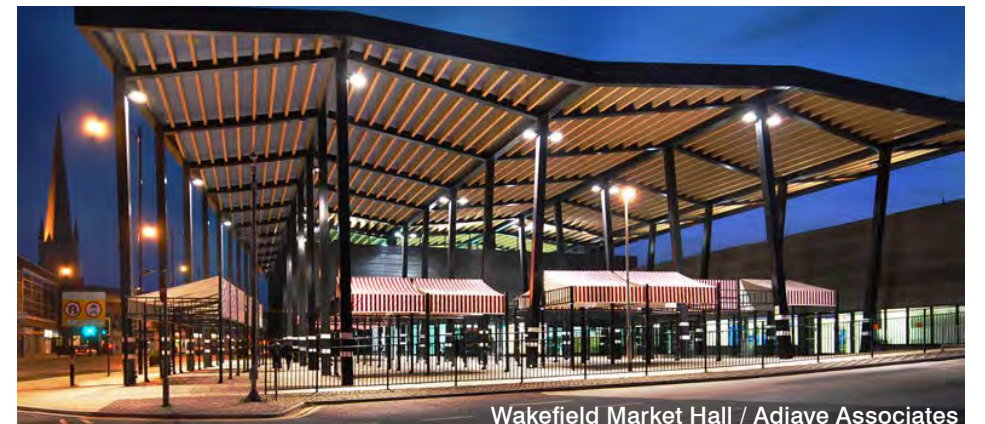
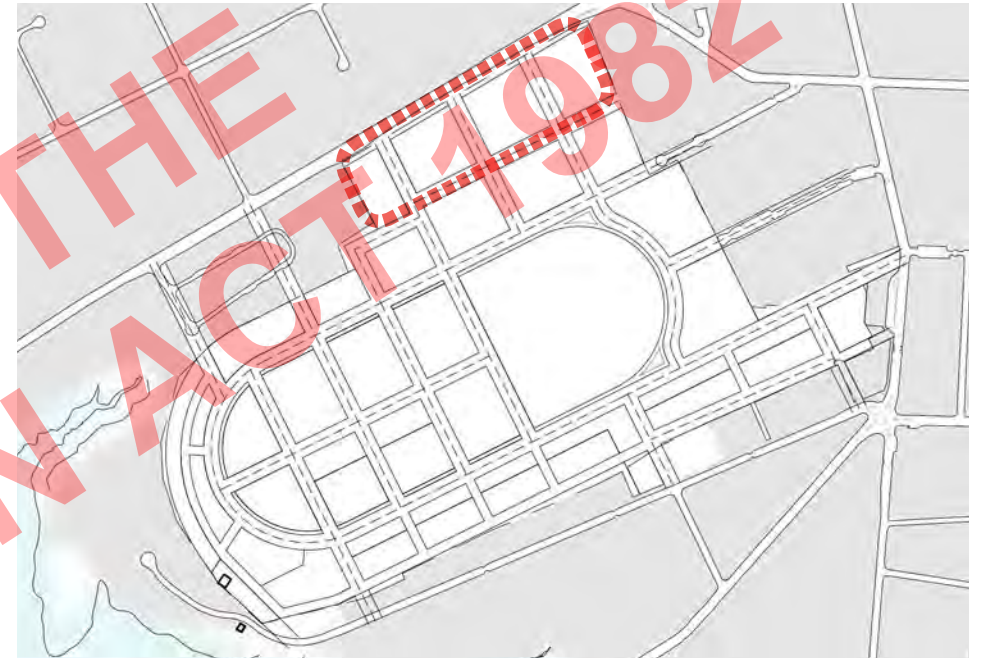
Library / Community Centre



Aquatic Centre

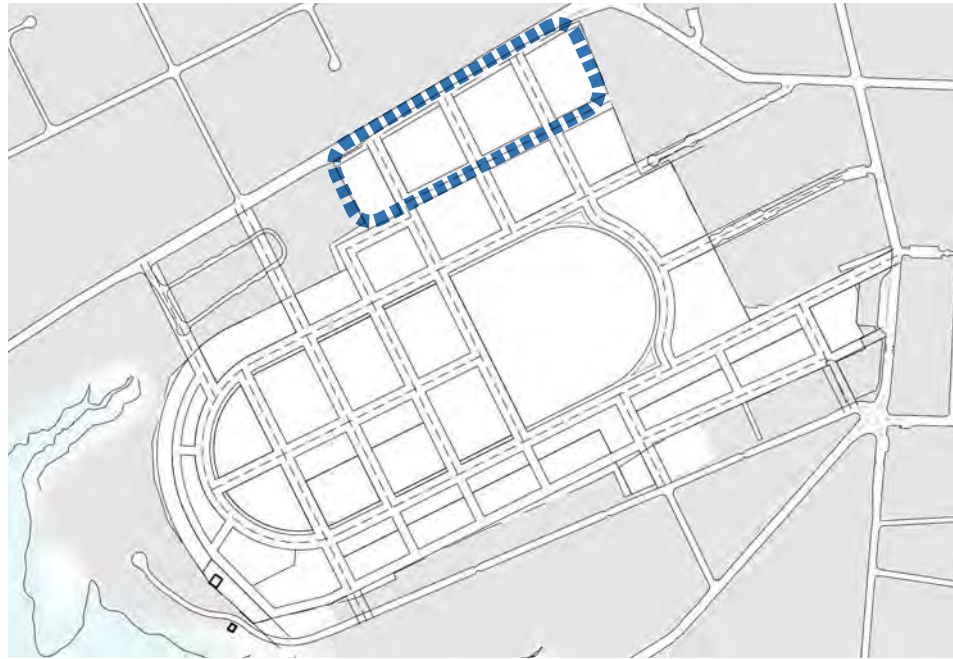


Avondale Markets



Activities

Supermarket / Bulk Retail

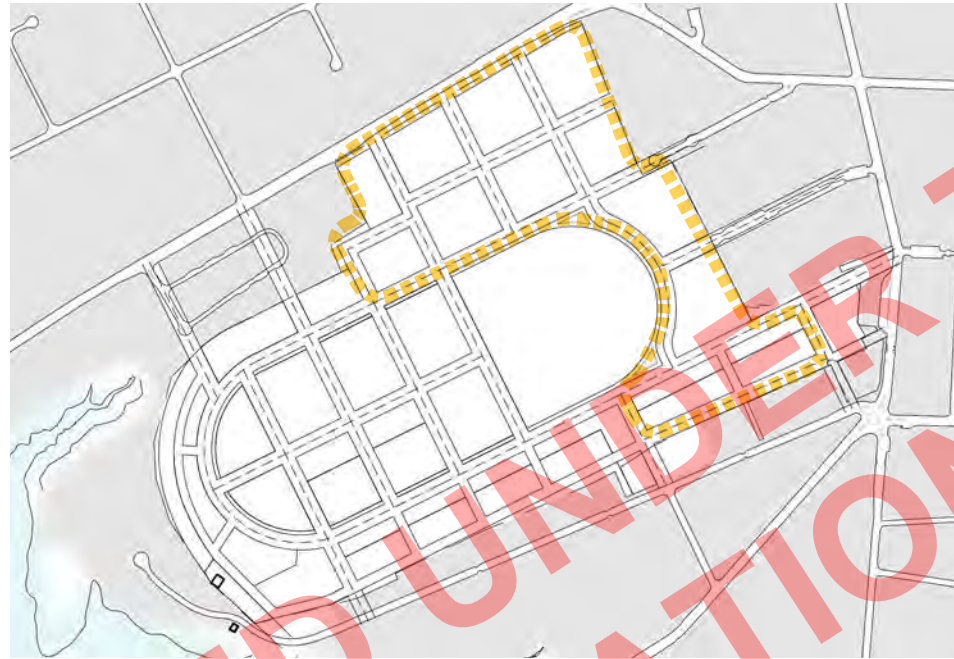


New World Browns Bay / Wingate Architects



Waitrose Chester / Broadway Malyan

Retirement Village



Kerrisdale Gardens Aged Care Community - QLD/ Architectus



Harbord Diggers Club Intergenerational Community Hub - NSW/ Architectus, CHROFI and JMD Design

HNZC Avondale Racecourse | Concept Framework | Architectus

Crescent Housing Development



Albert Crescent Housing - Bath / Alison Brooks Architects

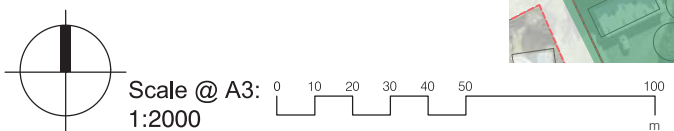


Cane Hill - Coulsdon / HTA Design

Avondale Town Centre - in its current condition

- Legend
- HNZC Land Ownership
 - Auckland Council Owned
 - Panuku Land Ownership
 - Private Land Ownership

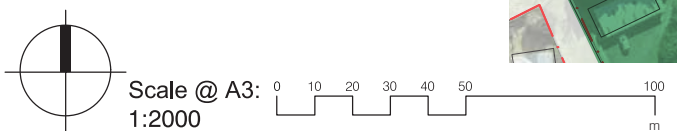
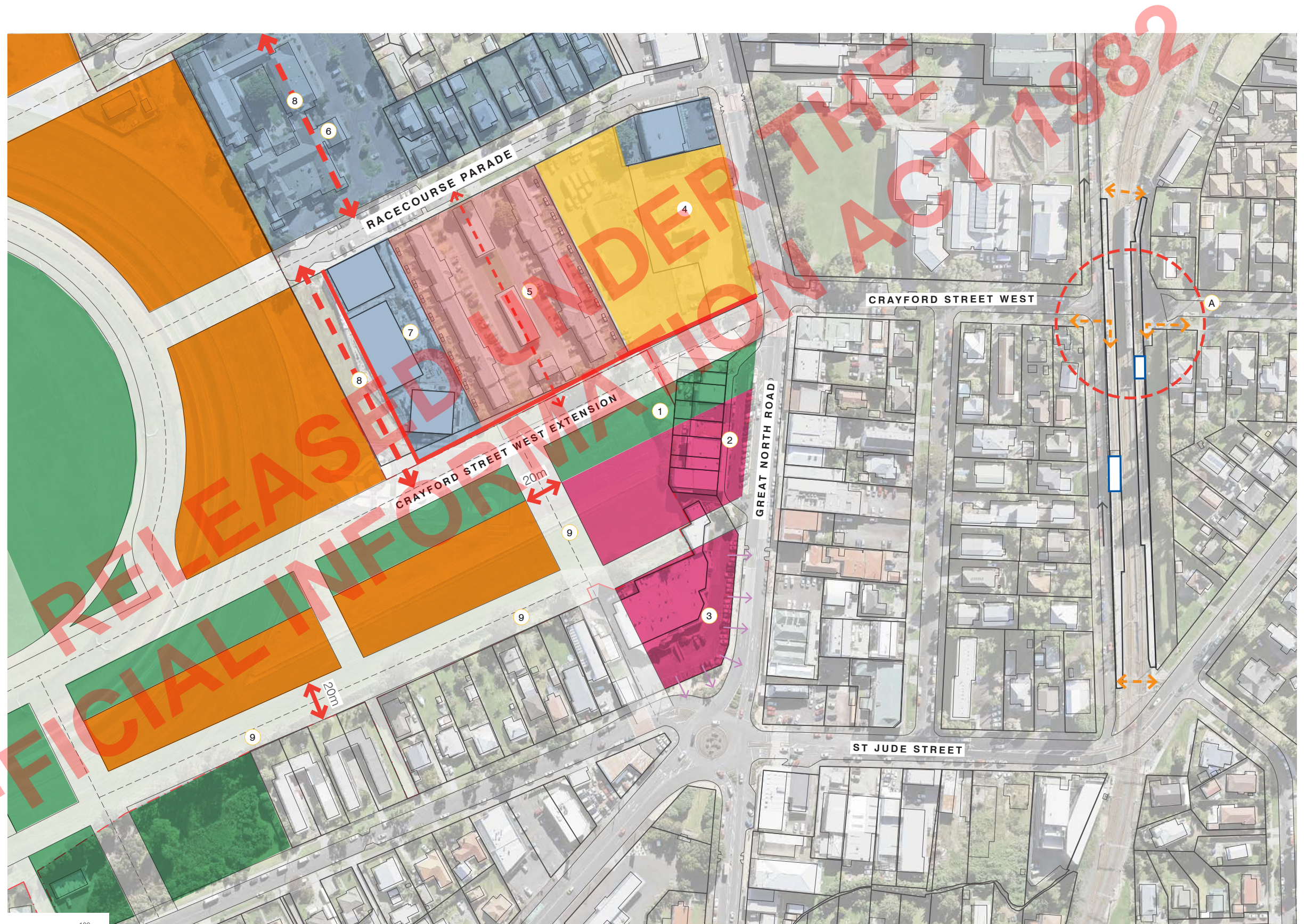
- 1 Avondale Town Spider
- 2 One way carpark lane
- 3 Great North Road / Wingate Street corner (by the roundabout) building set back from bdy.
- 4 Old 3 guys site – now known as Panuku's Avondale Central site
- 5 HNZC site
- 6 HNZC will land-swap site 5 for 6
- 7 Ockham 'Set' development – this appears to have been built up to the current reserve boundary.



Interface with Avondale Town Centre - redeveloped

- Legend**
- HNZC Land Ownership
 - Auckland Council Owned
 - Panuku Land Ownership
 - Private Land Ownership
 - Business - Town Centre Zone
 - Residential - Terrace Housing and Apartment Building Zone
 - Open Space - Informal Recreation Zone
 - Open Space - Sport and Active Recreation Zone

- 1 Linear park connects to Great North Road / Avondale Town Centre
- 2 Redevelop western side of Great North Road frontage – remove car park and build to the boundary.
- 3 Redevelop the corner Great North Road / Wingate Street (by the roundabout) this is a prominent site and the building should address the corner.
- 4 Old 3 guys site – now known as Panuku's Avondale Central site
- 5 HNZC site
- 6 HNZC will land-swap site 5 for 6
- 7 Ockham 'Set' development – this appears to have been built up to the current reserve boundary.
- 8 Indicative connections
- 9 Streets 20m wide to allow for on street car parking.
- A Investigate upgrade to platform access – passengers currently cross tracks.



Connections to neighbourhood - existing and proposed



Sandy Lane Entrance

Wairau Ave Extension

View from Wingate Street

Connections to neighbourhood - existing and proposed



Elm Street Entrance



Racecourse Parade Entrance



Great North Road Site Entrance

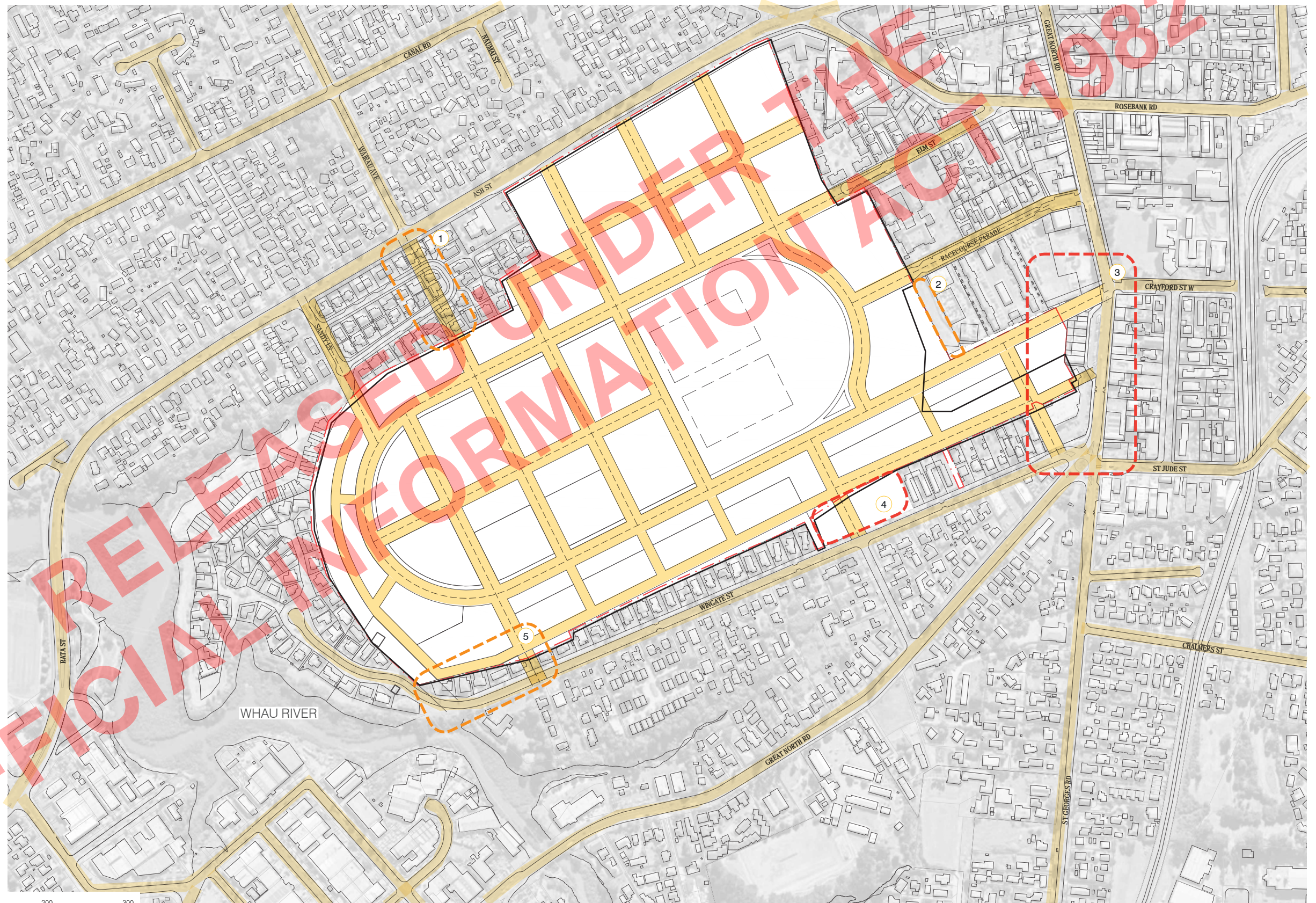


St Georges Road Roundabout

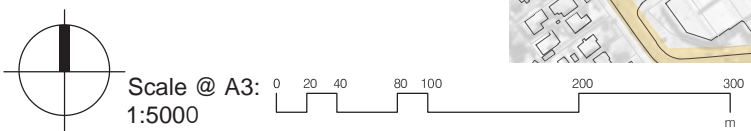


Wingate Street Connection

Integration - affected adjacent properties
 Option without Whau Bridge

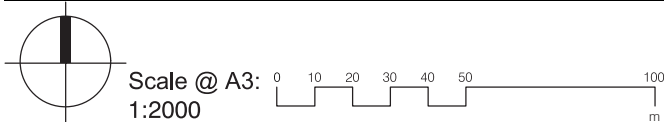


- Legend
- Streets intersecting site
 - Sites that are required
 - Sites that could be negotiated

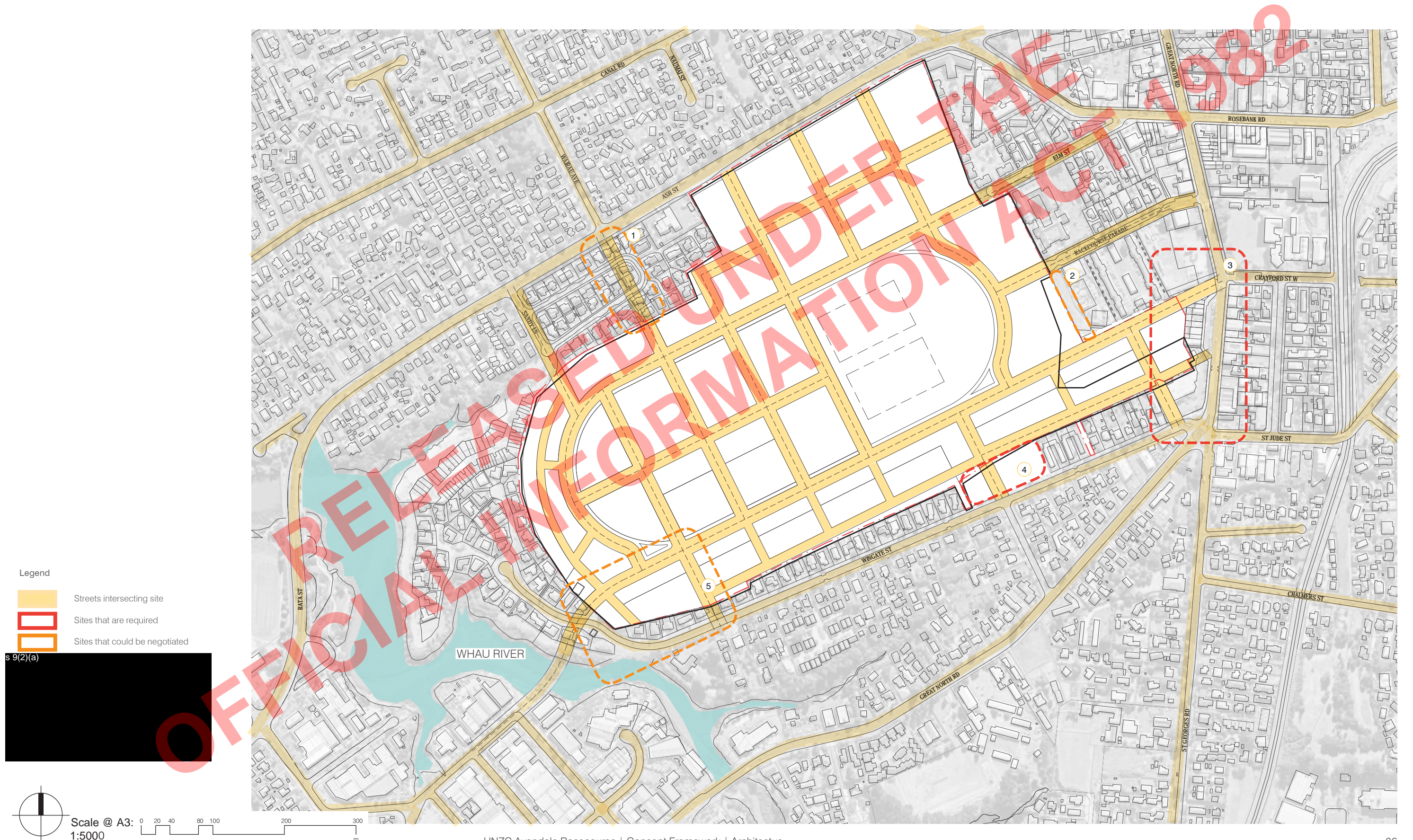


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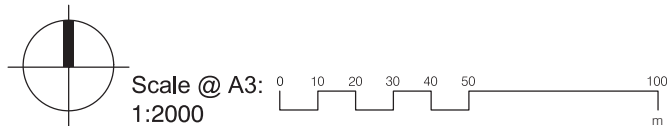


Integration - affected adjacent properties
Option with Whau Bridge



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Schedule – Site Areas
Option without Whau Bridge

Site Area Schedule		
	Area m2	% of total site
Total Site Area	370,000	100%

Streets		
Streets	125,741	34%

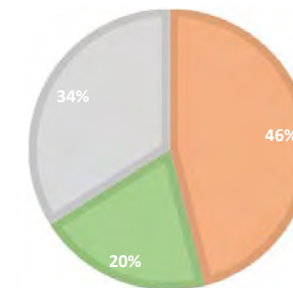
Open Space		
	Area m2	% of site
Reserve 1	47,246	12.8%
Reserve 2	310	0.1%
Reserve 3	310	0.1%
Reserve 4	2,694	0.7%
Reserve 5	2,694	0.7%
Reserve 6	2,138	0.6%
Reserve 7	2,531	0.7%
Reserve 8	3,708	1.0%
Reserve 9	1,700	0.5%
Reserve 10	1,700	0.5%
Reserve 11	1,623	0.4%
Reserve 12	5,174	1.4%
Reserve 13	2,333	0.6%
Sub Total	74,161	20%

Lots		
Lot 1	4,690	1.3%
Lot 2	7,305	2.0%
Lot 3	7,924	2.1%
Lot 4	7,783	2.1%
Lot 5	3,930	1.1%
Lot 6	5,670	1.5%
Lot 7	1,373	0.4%
Lot 8	2,666	0.7%
Lot 9	4,127	1.1%
Lot 10	5,774	1.6%
Lot 11	3,487	0.9%
Lot 12	4,514	1.2%
Lot 13	7,037	1.9%
Lot 14	6,987	1.9%
Lot 15	5,616	1.5%
Lot 16	5,523	1.5%
Lot 17	7,844	2.1%
Lot 18	7,848	2.1%
Lot 19	7,848	2.1%
Lot 20	5,523	1.5%
Lot 21	5,149	1.4%
Lot 22	5,153	1.4%
Lot 23	7,848	2.1%
Lot 24	9,386	2.5%
Lot 25	9,386	2.5%
Lot 26	3,876	1.0%
Lot 27	3,876	1.0%
Lot 28	3,173	0.9%
Lot 29	2,974	0.8%
Lot 30	2,974	0.8%
Lot 31	2,834	0.8%
Sub Total	170,098	46%

- Legend
- Business - Town Centre Zone
 - Residential - Terrace Housing and Apartment Building Zone
 - Residential - Mixed Housing Urban Zone
 - Business Mixed use Zone
 - Open Space - Informal Recreation Zone
 - Open Space - Sport and Active Recreation Zone

TOTAL SITE AREA

■ Lots ■ Open Space ■ Streets

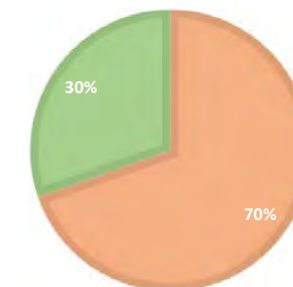


Total Site Area

	Area m2	% of site
Lots	170,098	46%
Open Space	74,161	20%
Streets	125,741	34%
Total	370,000	100%

NET SITE AREA

■ Lots ■ Open Space



Net Site Area

	Area m2	% of site
Lots	170,098	70%
Open Space	74,161	30%
Total	244,259	100%

Schedule – Dwellings Option without Whau Bridge

The adjacent tables show the potential for residential development.





Two scenarios have been looked at:
Density scenario 1 (figures at lower end)
Density scenario 2 (figures at upper end)

The schedules show residential development for all lots to illustrate the development potential. It should be noted that lots zoned Business Mixed Use and Business Town Centre are not intended to be developed with exclusively residential use.

We have received the following estimated net density figures per hectare (assume no basement car parking)

BMU 100-120 dwellings per ha;
BTC 120-130 dwellings per ha;
MH Urban 55-65 dwellings per ha;
THAB 120-130 dwellings per ha;

Legend

	Business - Town Centre Zone
	Residential - Terrace Housing and Apartment Building Zone
	Residential - Mixed Housing Urban Zone
	Business Mixed use Zone

Avondale Racecourse Land Development Lots Density Scenario 2

Lot Number	Lot Area m2	Zoning	Net density dph *	Yield / Dwellings	AUP Height	Recommended Storeys	1 Unit / sqm Site
Lot 1	4,690	BMU	100	47	18	5	100
Lot 2	7,305	BMU	100	73	18	5	100
Lot 3	7,924	BMU	-	-	-	-	-
Lot 4	7,783	BMU	-	-	-	-	-
Lot 5	3,930	BTC	120	47	18	5	83
Lot 6	5,670	MHU	55	31	10	3	182
Lot 7	1,373	MHU	55	8	10	3	182
Lot 8	2,666	MHU	55	15	10	3	182
Lot 9	4,127	MHU	55	23	10	3	182
Lot 10	5,774	THAB	120	69	16	5	83
Lot 11	3,487	THAB	120	42	16	5	83
Lot 12	4,514	THAB	120	54	16	5	83
Lot 13	7,037	THAB	120	84	16	5	83
Lot 14	6,987	THAB	120	84	16	5	83
Lot 15	5,616	THAB	120	67	16	5	83
Lot 16	5,523	THAB	120	66	16	5	83
Lot 17	7,844	THAB	120	94	16	5	83
Lot 18	7,848	THAB	120	94	16	5	83
Lot 19	7,848	THAB	120	94	16	5	83
Lot 20	5,523	THAB	120	66	16	5	83
Lot 21	5,149	THAB	120	62	16	5	83
Lot 22	5,153	THAB	120	62	16	5	83
Lot 23	7,848	THAB	120	94	16	5	83
Lot 24	9,386	THAB	120	113	16	5	83
Lot 25	9,386	THAB	120	113	16	5	83
Lot 26	3,876	THAB	120	47	16	5	83
Lot 27	3,876	THAB	120	47	16	5	83
Lot 28	3,173	THAB	120	38	16	5	83
Lot 29	2,974	THAB	120	36	16	5	83
Lot 30	2,974	THAB	120	36	16	5	83
Lot 31	2,834	THAB	120	34	16	5	83
Total	170,098			1,739		Average	98

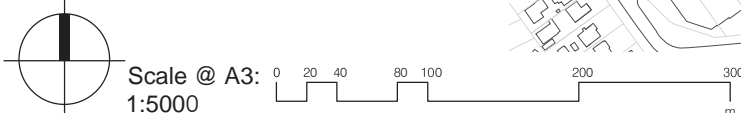
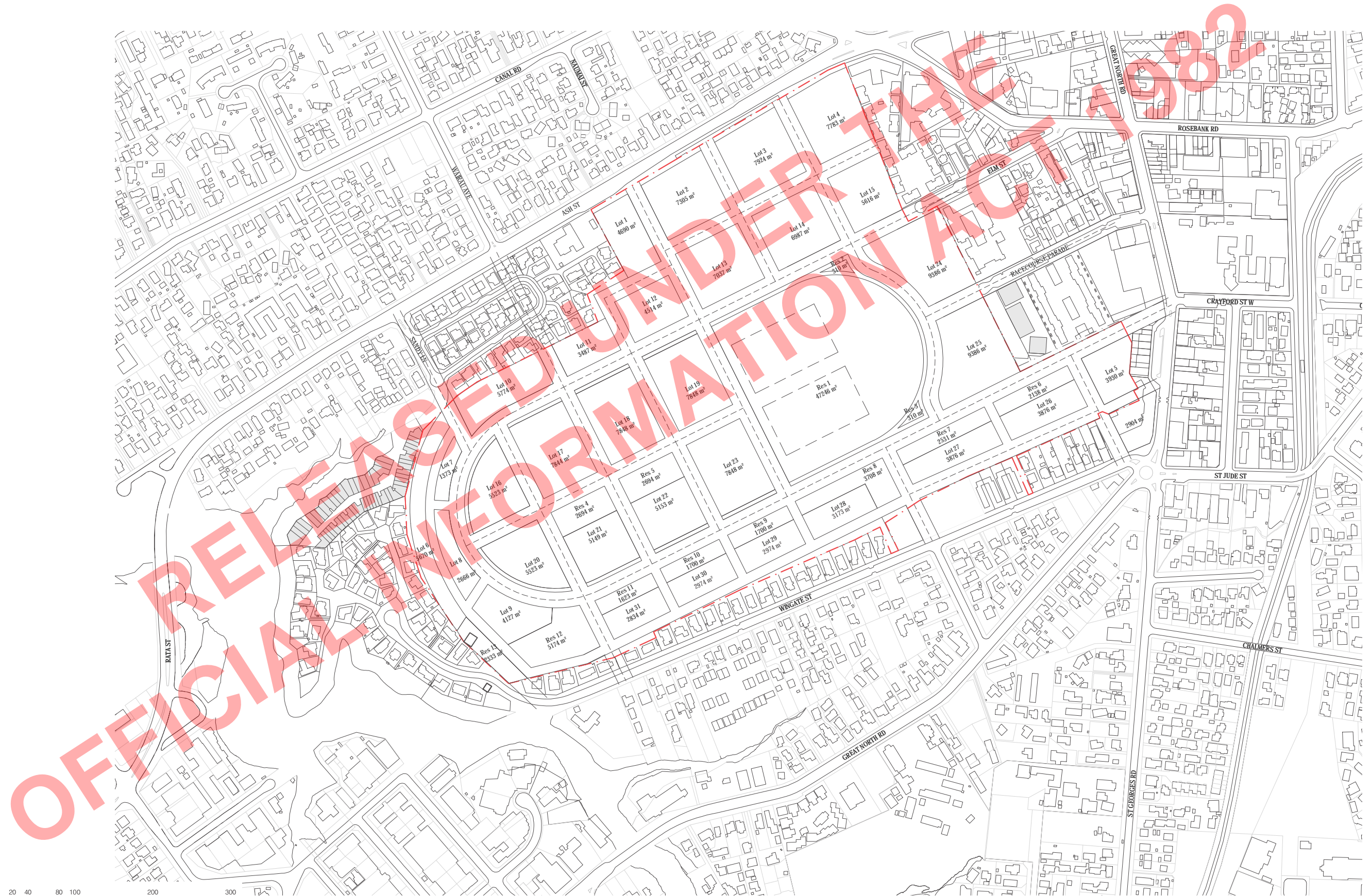
* information received from BECA & CBRE
**For the purpose of calculating residential density we have assumed the following uses for the super lots in the Business Mixed Use zone:
(It has been assumed two out of four super lots would be used for residential development)
Lot 1 - residential
Lot 2 - residential
Lot 3 - supermarket
Lot 4 - retirement village

Avondale Racecourse Land Development Lots Density Scenario 1

Lot Number	Lot Area m2	Zoning	Net density dph *	Yield / Dwellings	AUP Height	Recommended Storeys	1 Unit / sqm Site
Lot 1	4,690	BMU	120	56	18	5	83
Lot 2	7,305	BMU	120	88	18	5	83
Lot 3	7,924	BMU	-	-	-	-	-
Lot 4	7,783	BMU	-	-	-	-	-
Lot 5	3,930	BTC	130	51	18	5	77
Lot 6	5,670	MHU	65	37	10	3	154
Lot 7	1,373	MHU	65	9	10	3	154
Lot 8	2,666	MHU	65	17	10	3	154
Lot 9	4,127	MHU	65	27	10	3	154
Lot 10	5,774	THAB	130	75	16	5	77
Lot 11	3,487	THAB	130	45	16	5	77
Lot 12	4,514	THAB	130	59	16	5	77
Lot 13	7,037	THAB	130	91	16	5	77
Lot 14	6,987	THAB	130	91	16	5	77
Lot 15	5,616	THAB	130	73	16	5	77
Lot 16	5,523	THAB	130	72	16	5	77
Lot 17	7,844	THAB	130	102	16	5	77
Lot 18	7,848	THAB	130	102	16	5	77
Lot 19	7,848	THAB	130	102	16	5	77
Lot 20	5,523	THAB	130	72	16	5	77
Lot 21	5,149	THAB	130	67	16	5	77
Lot 22	5,153	THAB	130	67	16	5	77
Lot 23	7,848	THAB	130	102	16	5	77
Lot 24	9,386	THAB	130	122	16	5	77
Lot 25	9,386	THAB	130	122	16	5	77
Lot 26	3,876	THAB	130	50	16	5	77
Lot 27	3,876	THAB	130	50	16	5	77
Lot 28	3,173	THAB	130	41	16	5	77
Lot 29	2,974	THAB	130	39	16	5	77
Lot 30	2,974	THAB	130	39	16	5	77
Lot 31	2,834	THAB	130	37	16	5	77
Total	170,098			1,905		Average	88

* information received from BECA & CBRE
**For the purpose of calculating residential density we have assumed the following uses for the super lots in the Business Mixed Use zone:
(It has been assumed two out of four super lots would be used for residential development)
Lot 1 - residential
Lot 2 - residential
Lot 3 - supermarket
Lot 4 - retirement village

Avondale Racecourse Area Map
Option without Whau Bridge



Schedule – Site Areas
Option with Whau Bridge

Site Area Schedule		
	Area m2	% of total site
Total Site Area	370,000	100%

Streets		
Streets	126,656	34%

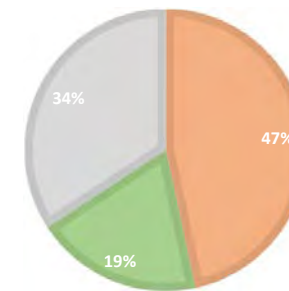
Open Space		
	Area m2	% of site
Reserve 1	47,246	12.8%
Reserve 2	310	0.1%
Reserve 3	310	0.1%
Reserve 4	2,694	0.7%
Reserve 5	2,694	0.7%
Reserve 6	2,138	0.6%
Reserve 7	2,531	0.7%
Reserve 8	3,708	1.0%
Reserve 9	1,700	0.5%
Reserve 10	1,700	0.5%
Reserve 11	1,620	0.4%
Reserve 12	2,022	0.5%
Reserve 13	309	0.1%
Reserve 14	943	0.3%
Reserve 15	969	0.3%
Sub Total	70,894	19%

Lots		
Lot 1	4,690	1.3%
Lot 2	7,305	2.0%
Lot 3	7,924	2.1%
Lot 4	7,783	2.1%
Lot 5	3,930	1.1%
Lot 6	5,670	1.5%
Lot 7	1,373	0.4%
Lot 8	2,666	0.7%
Lot 9	2,493	0.7%
Lot 10	5,774	1.6%
Lot 11	3,487	0.9%
Lot 12	4,514	1.2%
Lot 13	7,037	1.9%
Lot 14	6,987	1.9%
Lot 15	5,616	1.5%
Lot 16	5,523	1.5%
Lot 17	7,844	2.1%
Lot 18	7,848	2.1%
Lot 19	7,848	2.1%
Lot 20	5,523	1.5%
Lot 21	5,149	1.4%
Lot 22	5,153	1.4%
Lot 23	7,848	2.1%
Lot 24	9,386	2.5%
Lot 25	9,386	2.5%
Lot 26	3,876	1.0%
Lot 27	3,876	1.0%
Lot 28	3,173	0.9%
Lot 29	2,974	0.8%
Lot 30	2,974	0.8%
Lot 31	2,834	0.8%
Lot 32	3,986	1.1%
Sub Total	172,450	47%

- Legend
- Business - Town Centre Zone
 - Residential - Terrace Housing and Apartment Building Zone
 - Residential - Mixed Housing Urban Zone
 - Business Mixed use Zone
 - Open Space - Informal Recreation Zone
 - Open Space - Sport and Active Recreation Zone

TOTAL SITE AREA

■ Lots ■ Open Space ■ Streets

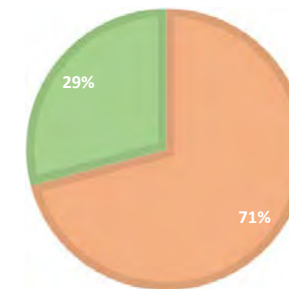


Total Site Area

	Area m2	% of site
Lots	172,450	47%
Open Space	70,894	19%
Streets	126,656	34%
Total	370,000	

NET SITE AREA

■ Lots ■ Open Space



Net Site Area

	Area m2	% of site
Lots	172,450	71%
Open Space	70,894	29%
Total	243,344	

Schedule – Dwellings
Option with Whau Bridge

Avondale Racecourse Land - Option with Whau Bridge
Development Lots
Density Scenario 2

Lot Number	Lot Area m2	Zoning	Net density dph *	Yield / Dwellings	AUP Height	Recommended Storeys	1 Unit / sqm Site
Lot 1	4,690	BMU	100	47	18	5	100
Lot 2	7,305	BMU	100	73	18	5	100
Lot 3	7,924	BMU	-	-	-	-	-
Lot 4	7,783	BMU	-	-	-	-	-
Lot 5	3,930	BTC	120	47	18	5	83
Lot 6	5,670	MHU	55	31	10	3	182
Lot 7	1,373	MHU	55	8	10	3	182
Lot 8	2,666	MHU	55	15	10	3	182
Lot 9	2,493	MHU	55	14	10	3	182
Lot 10	5,774	THAB	120	69	16	5	83
Lot 11	3,487	THAB	120	42	16	5	83
Lot 12	4,514	THAB	120	54	16	5	83
Lot 13	7,037	THAB	120	84	16	5	83
Lot 14	6,987	THAB	120	84	16	5	83
Lot 15	5,616	THAB	120	67	16	5	83
Lot 16	5,523	THAB	120	66	16	5	83
Lot 17	7,844	THAB	120	94	16	5	83
Lot 18	7,848	THAB	120	94	16	5	83
Lot 19	7,848	THAB	120	94	16	5	83
Lot 20	5,523	THAB	120	66	16	5	83
Lot 21	5,149	THAB	120	62	16	5	83
Lot 22	5,153	THAB	120	62	16	5	83
Lot 23	7,848	THAB	120	94	16	5	83
Lot 24	9,386	THAB	120	113	16	5	83
Lot 25	9,386	THAB	120	113	16	5	83
Lot 26	3,876	THAB	120	47	16	5	83
Lot 27	3,876	THAB	120	47	16	5	83
Lot 28	3,173	THAB	120	38	16	5	83
Lot 29	2,974	THAB	120	36	16	5	83
Lot 30	2,974	THAB	120	36	16	5	83
Lot 31	2,834	THAB	120	34	16	5	83
Lot 32	3,986	THAB	120	48	16	5	83
Total	172,450			1,778		Average	98

* information received from BECA & CBRE
 **For the purpose of calculating residential density we have assumed the following uses for the super lots in the Business Mixed Use zone:
 (It has been assumed two out of four super lots would be used for residential development)
 Lot 1 - residential
 Lot 2 - residential
 Lot 3 - supermarket

Avondale Racecourse Land - Option with Whau Bridge
Development Lots
Density Scenario 1

Lot Number	Lot Area m2	Zoning	Net density dph *	Yield / Dwellings	AUP Height	Recommended Storeys	1 Unit / sqm Site
Lot 1	4,690	BMU	120	56	18	5	83
Lot 2	7,305	BMU	120	88	18	5	83
Lot 3	7,924	BMU	-	-	-	-	-
Lot 4	7,783	BMU	-	-	-	-	-
Lot 5	3,930	BTC	130	51	18	5	77
Lot 6	5,670	MHU	65	37	10	3	154
Lot 7	1,373	MHU	65	9	10	3	154
Lot 8	2,666	MHU	65	17	10	3	154
Lot 9	2,493	MHU	65	16	10	3	154
Lot 10	5,774	THAB	130	75	16	5	77
Lot 11	3,487	THAB	130	45	16	5	77
Lot 12	4,514	THAB	130	59	16	5	77
Lot 13	7,037	THAB	130	91	16	5	77
Lot 14	6,987	THAB	130	91	16	5	77
Lot 15	5,616	THAB	130	73	16	5	77
Lot 16	5,523	THAB	130	72	16	5	77
Lot 17	7,844	THAB	130	102	16	5	77
Lot 18	7,848	THAB	130	102	16	5	77
Lot 19	7,848	THAB	130	102	16	5	77
Lot 20	5,523	THAB	130	72	16	5	77
Lot 21	5,149	THAB	130	67	16	5	77
Lot 22	5,153	THAB	130	67	16	5	77
Lot 23	7,848	THAB	130	102	16	5	77
Lot 24	9,386	THAB	130	122	16	5	77
Lot 25	9,386	THAB	130	122	16	5	77
Lot 26	3,876	THAB	130	50	16	5	77
Lot 27	3,876	THAB	130	50	16	5	77
Lot 28	3,173	THAB	130	41	16	5	77
Lot 29	2,974	THAB	130	39	16	5	77
Lot 30	2,974	THAB	130	39	16	5	77
Lot 31	2,834	THAB	130	37	16	5	77
Lot 32	3,986	THAB	130	52	16	5	77
Total	172,450			1,895		Average	88

* information received from BECA & CBRE
 **For the purpose of calculating residential density we have assumed the following uses for the super lots in the Business Mixed Use zone:
 (It has been assumed two out of four super lots would be used for residential development)
 Lot 1 - residential
 Lot 2 - residential
 Lot 3 - supermarket

- Legend
- Business - Town Centre Zone
 - Residential - Terrace Housing and Apartment Building Zone
 - Residential - Mixed Housing Urban Zone
 - Business Mixed use Zone



Avondale Racecourse Area Map
Option with Whau Bridge

