

**BEFORE THE WAIPĀ DISTRICT COUNCIL**

**IN THE MATTER** of the Resource Management Act 1991

**AND**

**IN THE MATTER** of Proposed Plan Change 20 – Airport Northern  
Precinct Extension to the Operative Waipā  
District Plan

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**SUMMARY STATEMENT OF EVIDENCE OF SAMUEL JAMES COLES**

**(URBAN DESIGN)**

**14 March 2023**

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1. My name is Samuel James Coles. My qualifications and experience are set out in my Primary Statement of Evidence.
2. The PC20 site's regional and local context has been thoroughly documented within strategic plans and technical reports. The landholdings were identified as suitable for a large-scale industrial development. An expansion of the existing structure plan area fits within the expected Future Growth Area.<sup>1</sup> At a total of approximately 130 hectares, the proposal would be similar in scale to other well-regarded business park developments.
3. The proposed Structure Plan is based upon the outcome of a detailed master planning process, facilitated by urban designers at Harrison Grierson. A two-year master planning process, assessed the site's context and integrated the technical inputs of stormwater, transport, civil engineering, cultural, planning and landscape architecture and other specialists. These inputs were amalgamated into a series of diagrams and key design moves, culminating in an Illustrative Master Plan. Overall, this process represents a suitable level of design consideration and was further informed by wider stakeholder engagement and consultation.
4. The proposed Structure Plan is based on and is consistent with the urban design principles and development layout shown in the Illustrative Master Plan and, therefore, in my view reflects good urban design. These principles are:
  - (a) Primary transport connections and alignments follow a clear hierarchy, supported with a cycling network and a future public transport route.
  - (b) Commercial amenities, open spaces and retail opportunities to support industrial activity are incorporated and located in convenient places within the development.
  - (c) A gridded block layout provides efficient and sequenced development that enables a range of lot sizes and activities.
  - (d) Character-defining elements such as the Airport runway, views to maunga and a hill feature are retained as key features within the layout.
  - (e) The amenity values within the development are supported by design guidelines which address aesthetic and functional elements of built form, public space and landscape at a detailed level.

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<sup>1</sup> Contained within Appendix S1 – Future Growth Cells within the Waipā District Plan, Hamilton Airport Strategic Node.

5. The principles above are all achievable within what PC20 proposes and I expect they will be further refined through detailed design and the subsequent consenting phases.
6. Most large-scale business parks that I have been involved with have adopted an urban design process of a similar nature. Most also follow a similar approach to structure planning, in that the planning provisions respond to critical elements and outcomes while the master plan and design guidelines are used to inform the detail along with subsequent consenting processes.
7. I assess the PC20 proposal as a logical and overall positive urban design response to the site's context. The Northern Precinct can be developed to achieve a well-functioning urban environment through providing regionally significant business opportunities while incorporating good amenity and character within the site through the design adopted, landscaping provisions and bat habitat areas.



**Samuel Coles**  
Harrison Grierson

14 March 2023