

DECISIONS REPORT on

Private Plan Change 10 - Eastern Access to
Titanium Park

and

RECOMMENDATIONS REPORT on

Notice of Requirement - State Highway 21

Report by:

Independent Commissioner Alan Withy

June 2019

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Attachment 1 – Strikethrough provisions to the Waipa District Plan as amended by Plan Change 10

Attachment 2 – Waipa District Council recommended conditions regarding the Notice of Requirement by NZ Transport Agency

1. Authority

Pursuant to Sections 34A and 100 of the Resource Management Act 1991, the Waipa District Council appointed independent Commissioner Alan Withy as the Hearing Commissioner for determining a plan change request and a Notice of Requirement (NoR) as detailed below:

A request for a plan change to the Waipa District Plan (WDP) lodged by Waikato Regional Airport Limited and Titanium Park Ltd in relation to Hamilton Airport. This plan change request has been given the reference Private Plan Change 10.

An NoR lodged by the NZ Transport Agency for an alteration to Designation D43 within the WDP. The alteration is sought to widen State Highway 21 (SH21) to accommodate a roundabout at the main airport entrance.

The plan change request and the NoR are being sought as a combined package of changes in relation to Hamilton Airport and the applicant / requiring authority has therefore requested that they be heard together.

This authority includes hearing and making decisions / recommendations on the submissions lodged on Private Plan Change 10 / NoR and dealing with any procedural issues prior to delivering the decision / recommendation.¹

2. Background

The request from Waikato Regional Airport Limited (WRAL) and Titanium Park Limited (Titanium or TPL) for the plan change (PC10) and the Notice of Requirement (NoR) from the NZ Transport Agency (NZTA) are inter-related and considered together. However the application and NoR are determined separately, with decisions made on behalf of Council with respect of PC10 and recommendations to NZTA in respect of the NoR.

Ms K O'Dwyer a Senior Planner with Stantec was appointed to report in terms of s42A of the Resource Management Act (RMA) – the Reporting Officer (RO).

A Hearing was held in the Council Offices in Cambridge on Wednesday 15 May 2019, at the conclusion of which the Commissioner indicated he had heard sufficient evidence to indicate he would be approving PC10 and recommending NZTA confirm the NoR subject to conditions.

3. Site Description

The s42A Reporting Officer (RO) described the site as follows:²

The site for the proposed plan change is the Hamilton Airport and the adjacent Titanium Business Park which is located at the intersection of State Highway 3 (Ohaupo Road) and State Highway 21 (Airport Road). The land for which the proposed changes to the structure plan relate is located in that part of the airport alongside SH21 as shown in the blue circle within Figure 1 below. There are no changes proposed in the northern part of the airport.

¹ Letter from Waipa DC dated 25 March 2019

² Ms Kylie O'Dwyer, S42A Reporting Officer, Page 6

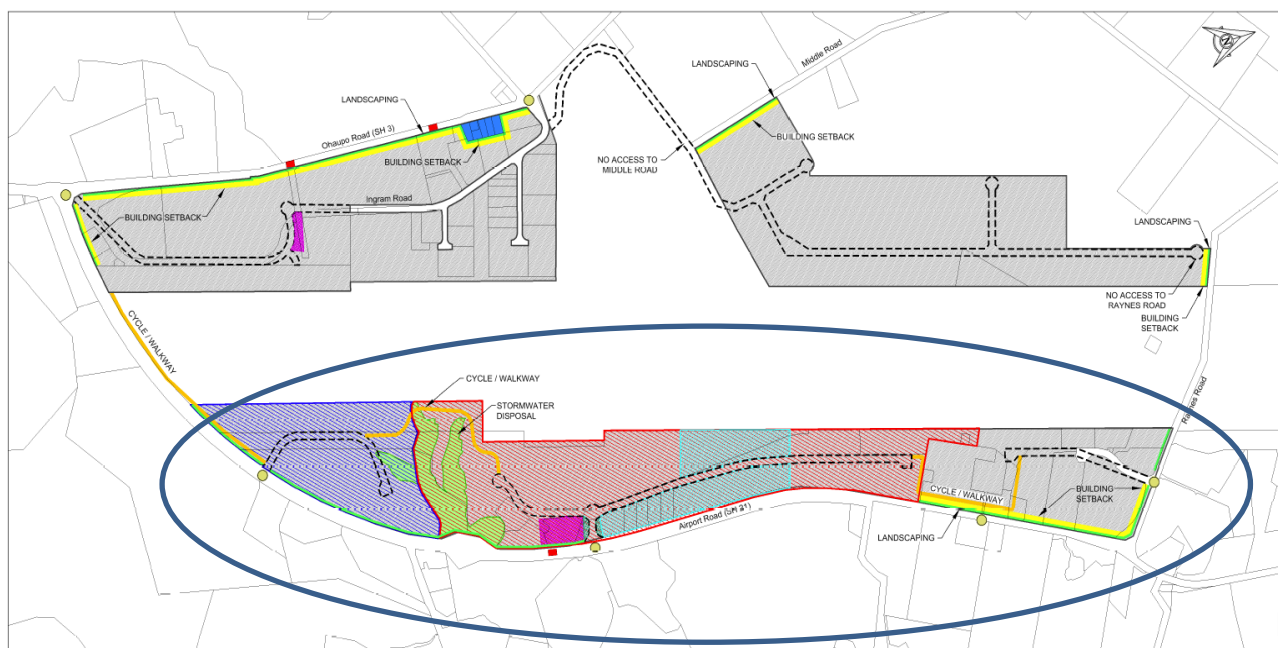


Figure 1 Airport Area Subject to Proposed Plan Change (and Notice of Requirement)

Existing land uses within this area include the main airport terminal and associated facilities, carparking and the Hamilton Airport Hotel and Conference Centre. The remainder of the land is at an early stage of development as a business park with commercial land uses becoming established at the northern end of the subject area. Pacific Aerospace industrial warehouse is located in the northern area at 333 Airport Road which has its own access. The site also contains a gully near the centre of the site which contains a mix of native and exotic species.

The site for the NoR is on SH21 approximately 100m north of the existing airport entrance.
.....

SH21 connects with SH3 to the south and SH1 to the north. The surrounding area contains a mix of rural residential properties and commercial developments. Nearby land uses include the Mystery Creek Event Centre, Hamilton Kart Club, Hamilton Pistol Club and Numax Contracting Centre which are all located on the opposite side of SH21.

4. The Plan Change Application:

The RO described the Application for Plan Change as follows:³

The plan change request has been lodged by WRAL and TPL. WRAL is the owner and operator of the Hamilton Airport and TPL has been established to manage and develop the portions of the Titanium Park owned land that is controlled by WRAL. Together these entities form the 'WRAL Group'.

The WRAL Group has completed a review of the future airport layout and is seeking changes to the WDP relating to the location of the main airport access and the internal roading layout, together with changes to the permitted land use within the Titanium Park Business Park land in the southern part of the airport. ...

³ Ibid, Pages 7-8

Changes to the main airport terminal access to relocate it further south from that shown on the Structure Plan to just north of the existing access. The purpose of the repositioned access as stated in the applicant's report is to ensure that the airport terminal is the prominent focal point upon arrival at the airport from SH21 by providing a gateway access feature. The plan change documentation indicates that this access will be via a roundabout.

A new access road from SH21 in the southern part of the airport which does not connect with the remainder of the internal roading network (the 'Southern Access Road' being 'John Spencer Way'). The purpose of the new access as described in the applicant's report is to provide businesses located in this area with their own access to reduce the mixing of heavy vehicles with airport traffic near the main terminal building; achieve better efficiency for traffic serving this area by avoiding up to 1.8km of internal airport road and to avoid construction of a road across the gully system to connect this area with the internal road network.

Identification of new 'Central' and 'Southern' precincts within the airport with associated land use changes. The Central Precinct will contain the main access into the airport and will enable a variety of commercial and industrial activities. The Southern Precinct will be restricted to industrial and airport related activities being lower traffic generating activities.

Amendments to the indicative internal road network for the Central and Southern Precincts including removal of the road across the gully system and a new roundabout adjacent to the main airport terminal access.

An internal walking and cycling path connecting the Central and Southern Precincts at the head of the gully to avoid the use of SH21 to travel between these areas.

Relocation of the retail area so that it remains adjacent to the new main access.

Relocation of the open space and landscaping area to either side of the new main access.

Retention of the existing access located at 333 Airport Road.

The plan change therefore seeks to incorporate the following changes to the WDP:

- *Amendments to the existing Airport Business Zone Structure Plan for the airport contained within Appendix S10;*
- *Amendments to the supporting Structure Plan text in Appendix S10 including S10.3 'Principles' and S10.4 'Circulation and Access';*
- *Amendments to Section 10 (Airport Business Zone – Titanium Park) including a new objective and policy and changes to the activity table;*
- *Consequential amendments to Section 15 to more accurately describe the new access; and*
- *Amendments to the zoning and policy maps 3, 17 and 19 to amend the indicative roading layout for the airport.*

The future airport access shown on the existing Structure Plan would have resulted in the realignment of Lochiel Road which is located in close proximity to the access shown. As a consequence of the above, Lochiel Road would no longer be realigned.

Further descriptions of PC10 and its development are contained in the applicant's report and the s42A Report. A map of the area covered by the Plan Change is shown in Section 3 above.

5. The Notice of Requirement:

The RO described the NoR as follows: ⁴

A NoR has been lodged by the Transport Agency as the requiring authority for an alteration to Designation D43 – “Maintenance and improvement of existing SH’s” in the WDP. The alteration seeks to amend the designation by widening a portion of SH21 to accommodate a roundabout which will become a new entrance into Hamilton Airport.

The widened designation will be located approximately 100m north of the existing entrance into Hamilton Airport at the location of Mystery Creek Events Centre Gate 0. A four-leg, two-lane roundabout is proposed which will incorporate SH21 in either direction, an entrance into Gate 0 of Mystery Creek Event Centre to the east and an entrance into Hamilton Airport to the west.

Other consequential alterations (outside of the alteration footprint and the designation) include:

- (a) A secondary, smaller roundabout providing access to Ossie James Drive and the airport terminal.*
- (b) Realignment of the accessways for Hamilton Kart Club and Hamilton Pistol Club which will access the eastern leg of the roundabout.*

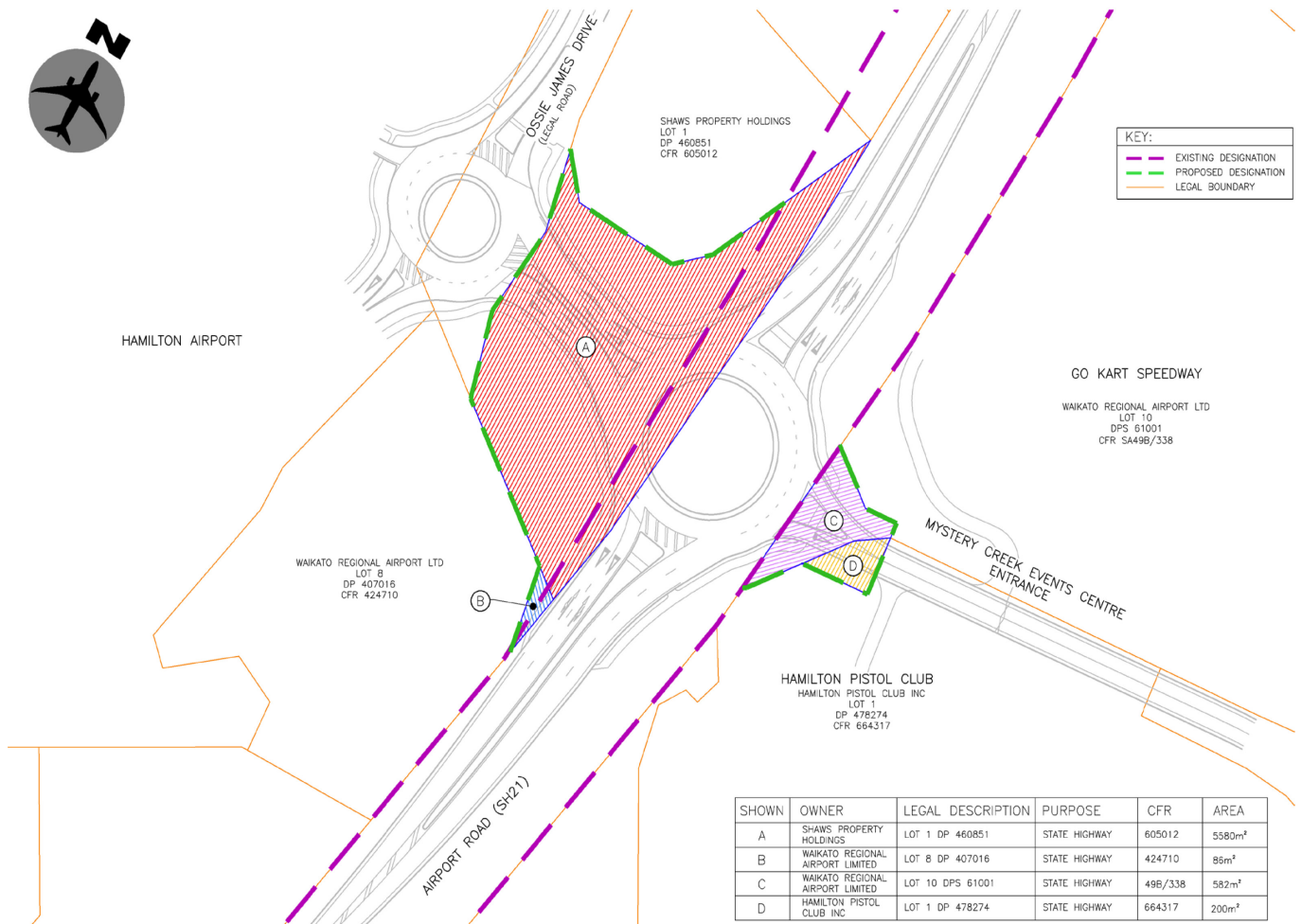
The NoR has been lodged under section 181(2) of the Resource Management Act 1991 (RMA).

The requiring authority is seeking that no lapse period be included on the basis that Designation D43 has no lapse period associated with it.

Below is a map showing the area subject to the NOR.

⁴ Ibid, Pages 8-9

WAIPA DISTRICT PLAN: PLAN CHANGE 10 AND NOTICE OF REQUIREMENT



6. Submissions Received:

The proposed plan change and the NoR were limited-notified to surrounding landowners and a total of four submissions were received. They were from: the Hamilton Pistol Club Inc., the Riverside Golf Club, NZ Transport Agency, and the New Zealand National Fieldays Society Inc. and Kaipaki Promotions Limited that owns and operates Mystery Creek Event Centre (Fieldays Society).

7. Reporting Officer's Assessments:

The RO analysed the proposals under the following headings:

- Resource Management Act 1991
- Assessment of Environmental Effects
- Relevant Planning Instruments
- Assessment of Alternatives
- Necessity for the Works and the Designation
- Other Matters
- RMA Part 2 Assessment

- Submissions in Opposition
- Submissions in Support
- Additional Correspondence

Her conclusions were as follows:

(a) In regard to the **Plan Change**:⁵

The proposed plan change and the supporting information has been assessed against the requirements of the RMA. The plan change has been prepared in accordance with the functions of territorial authorities and the provisions of Part 2. The section 32 evaluation has determined that the objectives of the proposal are the most appropriate way for achieving the purpose of the RMA and that the provisions in the proposal are the most appropriate way to achieve the objectives.

The plan change will give effect to the NPS-UDC and the RPS and will be consistent with the existing provisions of the WDP. Regard has been had to the relevant transport strategies and iwi management plans and the proposal is not inconsistent with these. The effects on the environment have been assessed as being acceptable or positive.

Taking into account the above matters and the submissions received, it is recommended that the plan change be approved in accordance with Clause 10 of Schedule 1 of the RMA

..... subject to minor amendments which she listed, and were substantially incorporated in the agreed outcomes.

(b) In regard to the Notice of Requirement:⁶

The NoR and supporting information has been assessed against the requirements of the RMA. The environmental effects of the proposal have been assessed as being negligible with respect to landscape and visual amenity effects, acceptable with respect to noise effects and minimal or positive with respect to transportation effects. The proposal has been assessed against the relevant planning instruments, transportation strategies and iwi environmental plans and the proposal is considered to be in accordance with these. The proposal is also in accordance with purpose and principles of the RMA.

The requiring authority has provided an adequate consideration of alternatives to the proposal and the works and designation have been assessed as being reasonably necessary to achieve the project objectives, which are generally considered to be the provision of a new airport access that is a gateway provided in a central position in a manner that is effective efficient and safe. As these objectives were not explicitly set out in the applicant's report, the requiring authority should confirm these objectives through their evidence.

With respect to the lapse date for the designation as altered, a lapse date of five years should apply as per section 184 of the RMA. The existing designation does not have a lapse date as it has already been given effect to. The altered designation to accommodate

⁵ Ibid, Page 37

⁶ Ibid, Page 38

the proposed roundabout should not apply indefinitely given no construction date for the roundabout has been put forward.

Taking into account the above matters and the submissions received, and subject to confirmation of the project objectives by the requiring authority, it is recommended that the NoR be confirmed on accordance with section 171(2) of the RMA

..... subject to conditions which she listed.

8. Pre-Hearing negotiations:

Ms Kathryn Drew acted as planning advisor to WRAL, Titanium and NZTA. She prepared the applications and represented them in negotiations with Council Officers, Submitters and the RO.

She developed an agreement regarding PC10 and the NoR which was pre-circulated, and continued to formulate specific wording for PC10 and conditions to apply to the NoR. She tabled specific and agreed outcomes at the hearing, which was attended by all submitters except the Golf Club. All parties present confirmed their acceptance of the agreed outcomes.

Ms Drew and those she consulted with are to be commended for the good work they did before the hearing in arriving at agreed outcomes. It is fair to say that those negotiations greatly assisted with the Hearing preparation and conduct. The decisions and recommendations that follow in this report directly flow from that consultation.

9. The Hearing:

The following attended and spoke at the Hearing:

- Ms K Drew, BBO Senior Planner for WRAL, Titanium and the NZTA
- Mr C Inder, BBO Transportation Engineer for WRAL and Titanium
- Mr M Morgan, CEO of WRAL and Titanium
- Mr B Dowsett, Senior Traffic Engineer for the NZTA
- Ms Hunt, Traffic Engineer for the NZTA
- Mr Davies, Counsel for the Fieldays Society
- Ms J Makinson, Traffic Engineer for the Fieldays Society
- Mr P Nation, CEO of the Fieldays Society
- Mr R Ferdinands, Head of Operations for the Fieldays Society
- Mr R Radonich, Secretary of the Pistol Club
- Mr M McGuire, Past President of the Pistol Club
- Mr W Allan, Group Manager – District Growth and Regulatory, Waipa Council
- Mr B Hudson, Traffic Engineer, Waipa Council
- Mr K Tutty, Environmental Services Team Leader, Waipa Council
- Ms K O'Dwyer, s42A Reporting Officer and Senior Planner with Stantec

The suite of conditions for the NoR were presented by Ms Drew and confirmed as acceptable by Mr Morgan as CEO of WRAL and Titanium Park, and Mr Dowsett for the NZTA.

Mr Davies spoke briefly and called Mr Nation the CEO of the Fieldays Society, who indicated that the proposals were acceptable to the Society, on advice from Mr Ferdinands and Ms Makinson.

Messrs Radonich and McGuire representing the Pistol Club spoke and indicated their Club was also supportive of the proposals.

The RO also indicated she was comfortable with the proposals presented by Ms Drew subject to some minor amendments to the NoR conditions which were agreed by all parties at the Hearing.

10. Commissioner's Assessment

The Commissioner has considered the proposals presented by Ms Drew and the indications of support from the Submitters in light of the various statutory tests highlighted by the RO. He has no difficulty in concluding that PC10 should be approved and the NoR should be recommended for confirmation by NZTA, subject to the various detailed conditions recommended for each instrument.

11. Decision regarding Plan Change 10

Acting under delegated authority from the Waipa District Council, the Commissioner approves proposed Plan Change 10, in accordance with Clause 10 of Schedule 1 of the Resource Management Act, and subject to the wording contained in Attachment A, for the following reasons:

- (a) The supporting information has been assessed against the requirements of the Resource Management Act, and found to be adequate.
- (b) The plan change has been prepared in accordance with the functions of territorial authorities and the provisions of Part 2 of the Resource Management Act.
- (c) The Section 32 evaluation determined that the objectives of the proposal are the most appropriate way for achieving the purpose of the Resource Management Act.
- (d) The provisions in the proposal are the most appropriate way to achieve the project objectives.
- (e) The Plan Change will give effect to the NPS-UDC and the Waikato Regional Policy Statement.
- (f) The Plan Change will be consistent with the existing provisions of the Waipa District Plan.
- (g) Regard has been had to the relevant transport strategies and iwi management plans, and the proposal is not inconsistent with these.
- (h) The effects of the Plan Change on the environment have been assessed as being acceptable or positive.

12. Recommendation to the NZ Transport Agency regarding the Notice of Requirement

Acting under delegated authority from the Waipa District Council, the Commissioner recommends to the NZ Transport Agency its Notice of Requirement be confirmed in accordance with section 171(2) of the Resource Management Act, subject to the attached terms and conditions (Attachment B), for the following reasons:

- (a) The Notice of Requirement and supporting information have been assessed against the requirements of the Resource Management Act, and found to be adequate.
- (b) The environmental effects of the proposal have been assessed as being negligible with respect to landscape and visual amenity effects, acceptable with respect to noise effects and minimal or positive with respect to transportation effects.
- (c) The proposal has been assessed against the relevant planning instruments, transportation strategies and iwi environmental plans and the proposal is considered to be in accordance with these.
- (d) The proposal is found to be in accordance with the purpose and principles of the Resource Management Act.
- (e) The requiring authority has provided an adequate consideration of alternatives to the proposal and the works and designation have been assessed as being reasonably necessary to achieve the project objectives, which are generally considered to be the provision of a new airport access that is a gateway provided in a central position in a manner that is effective efficient and safe.
- (f) The project objectives were adequately explained in the evidence called for the applicant.
- (g) Section 184 of the Resource Management Act requires a normal lapse date for designations of five years. The existing designation has already been given effect to and it was agreed a lapse date was unnecessary in these circumstances. The Commissioner concurs.



Alan Withy
Independent Commissioner

For the Waipa District Council

Dated 30 May 2019

Attachment A – Strikethrough provisions to the Waipa District Plan as amended by Plan Change 10

Outlined below in the ~~striketrough~~ and underlined text is the proposed additional text and deletions as a result of the Plan Change.

Section 10 - Airport Business Zone (Titanium Park)

The following new objective and policy is proposed for the Airport Business Zone and relates specifically to activities in the Southern Precinct.

Objective – Development within the Southern Precinct

10.3.3 To enable the development of the Southern Precinct while maintaining the safety and efficiency of State Highway 21.

Policy – Types of activities

10.3.3.1 To restrict the types of activities located in the Southern Precinct to ensure the safe and efficient operation of the access to State Highway 21.

The changes proposed to the Section 10 – Airport Business Zone activity status tables are as follows:

10.4.1 Activity Status Tables

10.4.1.1	Permitted activities The following activities must comply with the performance standards of this zone
(a)	General and commercial aviation activities and buildings.
(b)	Industrial activities.
(c)	Transport and freight depots, <u>and</u> bus depots., vehicle rental and valet services, vehicle parking and storage.
<u>(new)</u>	<u>Vehicle rental and valet services, vehicle parking and storage (excluding Southern Precinct)</u>
(d)	Emergency service facilities.
(e)	Helicopter pads and facilities for their servicing and management. <i>Note: Civil Aviation Authority requirements also apply.</i>
(f)	Utility services and utility structures, including navigational aids and control towers.
(g)	Storage and sale of aircraft fuel and lubricants.
(h)	Service stations and commercial garages <u>(excluding Southern Precinct).</u>
(i)	Cafes, restaurants, takeaway food outlets and licensed premises <u>(excluding Southern Precinct).</u>
(j)	Visitor accommodation <u>(excluding Southern Precinct).</u>
(k)	Places of assembly <u>(excluding Southern Precinct).</u>
(l)	Conference facilities <u>(excluding Southern Precinct).</u>
(m)	Offices (excluding Titanium Park <u>Southern and</u> Northern Precinct).
(n)	Titanium Park <u>Southern and</u> Northern Precinct offices ancillary to any permitted activity.
(o)	Laboratories and research establishments <u>(excluding Southern Precinct).</u>
(p)	Hire facilities, storage warehouses and building supply outlets <u>(excluding Southern Precinct).</u>
<u>(new)</u>	<u>Storage warehouses.</u>
(q)	Education facilities (excluding aviation educational training <u>and excluding the Southern Precinct</u>) between the outer control boundary Ldn 55 and the air noise boundary Ldn 65.
(r)	Aviation education training.

WAIPA DISTRICT PLAN: PLAN CHANGE 10 AND NOTICE OF REQUIREMENT

10.4.1.1	Permitted activities The following activities must comply with the performance standards of this zone
(s)	Retail activities and wholesale shops, subject to Rules 10.4.2.11 and 10.4.2.12 (excluding Southern Precinct).
(t)	Earthworks
(u)	Temporary construction buildings.
(v)	Signs
(w)	Demolition and removal of buildings and structures, except those listed in Appendix N1 Heritage Items.
(x)	Relocated buildings, except for those listed in Appendix N1.

10.4.1.5	Non-complying activities
(a)	Failure to comply with Rules 10.4.2.11 and 10.4.2.12 - Maximum floor space for retail activities and Rules 10.4.2.16 to 10.4.2.18 - Noise: aircraft and engine testing.
(b)	Residential activities between the Outer Control Boundary (Ldn55) and the Air Noise Boundary (Ldn65).
(c)	All other activities not listed in activity status table Rules 10.4.1.1 to 10.4.1.4.
(d)	The following activities within the Titanium Park – Northern Precinct: (i) Offices (excluding ancillary offices – refer to Rule 10.4.1.1(n)) (ii) Retail activities and wholesale shops (iii) Visitor Accommodation (iv) Healthcare facilities (v) Education facilities (excluding aviation education training)
(e)	Scheduled engine testing that exceeds the standard in Rule 10.4.2.16 by more than 5dBA.
(f)	The following activities in the Titanium Park – Southern Precinct: (i) Vehicle rental and valet services, vehicle parking and storage; (ii) Service stations and commercial garages; (iii) Cafes, restaurants, takeaway food outlets and licensed premises (iv) Visitor accommodation; (v) Places of assembly; (vi) Conference facilities; (vii) Offices (excluding ancillary offices – refer to Rule 10.4.1.1(n)); (viii) Laboratories and research establishments; (ix) Hire facilities and building supply outlets; (x) Education facilities; and (xi) Retail activities and wholesale shops, subject to Rules 10.4.2.11 and 10.4.2.12

Section 15 - Infrastructure, Hazards, Development and Subdivision

The changes to Section 15 – Infrastructure, Hazards, Development and Subdivision as it relates to how the Airport Business Zone obtained access to SH21 are as follows:

Airport Business Zone

- 15.4.2.83 All development and subdivision in the Airport Business Zone shall comply with the Airport Business Zone Structure Plan in Appendix S10 of this Plan including the location and form of access points to State Highway 3, State Highway 21, and Raynes Road, provided that strict compliance in terms of the internal road location is not required, as the roads are indicative only.

Activities that fail to comply with this rule will require a resource consent for a discretionary activity, except as provided in Rule 15.4.2.85 and 15.4.2.86 below.

Development accessed via State Highway 21

- 15.4.2.84 Notwithstanding Rule 15.4.2.83, prior to the construction and completion of the new [Airport and State Highway 21 intersection near Lochiel Road](#), and any necessary intersection upgrade at State Highway 3/State Highway 21, an initial gross area of land of no more than 8ha [within the Central Precinct](#), excluding road reserve as identified on the Airport Business Zone Structure Plan in Appendix S10 as Stage 1 Development, may be subdivided and developed (but not for retail purposes) in accordance with these rules, provided that access is obtained from the existing Airport terminal access from State Highway 21 or the new [Lochiel Road Airport/State Highway 21 intersection](#), if constructed.

Activities that fail to comply with this rule will be a restricted discretionary activity with the discretion being restricted over:

- Effects on the State Highway network.

These matters will be considered in accordance with the assessment criteria in Section 21.

- 15.4.2.85 Any development or subdivision [within the Central Precinct](#) beyond the Stage 1 Development Area identified in the Airport Business Zone Structure Plan in Appendix S10, up to a total of ~~43.5~~ [36.6](#)ha including road reserve, of the land area within the Airport Business Zone accessed from State Highway 21, will require the closure of the existing terminal access and a new [access point Airport/State Highway 21 intersection](#) to be constructed ~~on State Highway 21 near Lochiel Road~~, in accordance with the Structure Plan attached in Appendix S10.

Activities that fail to comply with this rule will be a restricted discretionary activity with the discretion being restricted over:

- Effects on the State Highway network.

These matters will be considered in accordance with the assessment criteria in Section 21.

Appendix D1 – Designations

NEW ZEALAND TRANSPORT AGENCY

Map Ref	Designation Number	Designation Purpose	Underlying Zoning	Facility Name and Location	Legal Description	Lapse Period/ Specific Conditions
19	D43	Maintenance and improvement of existing SH's		State Highway 21 - Airport Rd	Lot 1 DP 460851, Lot 1 DP 478274, Lot 8 DP 407016, Lot 10 DPS 61001	DN/0011/19

Appendix S10 - Airport Business Zone Structure Plan

The changes to Appendix S10 – Airport Business Zone are set out below. It is also proposed that the Airport Business Zone Structure Plan is also amended.

S10.3 Principles

S10.3.10 The eastside strategy is more complex and the proposed pattern of precincts is largely determined by the need to relocate the access point from State Highway 21 ~~well just~~ to the north of its existing location and ~~thereby the~~ need to develop an ~~major~~ internal ~~vehicle access link~~ roading network from this new access point to the existing terminal, ~~and~~ its expanded car parking and service areas and to the areas identified for development.

S10.3.11 For the Central Precinct, the access configuration leads to a linear form of business park centred on a spine road. An important objective was to ensure a strong visual and functional link from the new vehicle arrival point, at State Highway 21, to the existing terminal area.

S10.3.12 For the Southern Precinct, the access configuration leads to direct access to the State Highway for vehicles which are more likely to be heavy and service vehicles, and avoids conflict between those vehicles and terminal traffic.

S10.4 Circulation and access

S10.4.1 On the east side, a key constraint is to maintain ease of circulation for passenger vehicles to and from the terminal zone.

S10.4.2 The new entry to the Terminal and Central Precinct shall be designed to prioritise terminal traffic and generally separate Airport terminal traffic from heavy vehicles. This also means large trucks are to be kept away from passenger vehicle traffic and generally contained north of the new State Highway 21 entrance point. Only low volumes of small trucks are expected in the area between the new entrance from State Highway 21 and the terminal precinct and little or no need for trucks to cross through the terminal area to access the southern most precinct.

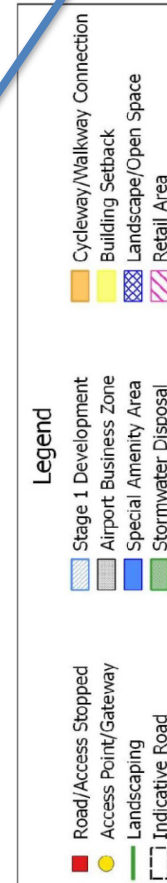
S10.4.3 Road designs to be applied throughout the park will reflect these traffic management concepts and the carriageways, drainage swales, truck turning and kerb-side street parking requirements for each precinct are reflected in the road profiles proposed.

S10.4.4 Areas of landscaped open space have been integrated into strategic points within the development to take advantage of viewing areas of runways from proposed public roads on both the east and west side, as well as parks to maximise the quality of the entrance boulevard from the new entrance point from State Highway 21.

S10.4.5 Intersection design for the access from State Highway 21 is intended to safely accommodate turning traffic by initially developing a limited stage 1 area with access through the existing Airport Terminal intersection. A roundabout intersection will be developed to in the vicinity of Lochiel Road the north of the existing access once the initial stage 1 area is exceeded and at that time the existing Airport Terminal intersection would be closed.

S10.4.6 Access for the Southern Precinct development area is to utilise a new intersection with SH21.

S10.4.7 Pedestrian and cycle movement between the Central Precinct and Southern Precinct is provided for via off-road shared paths, with no vehicle connection.

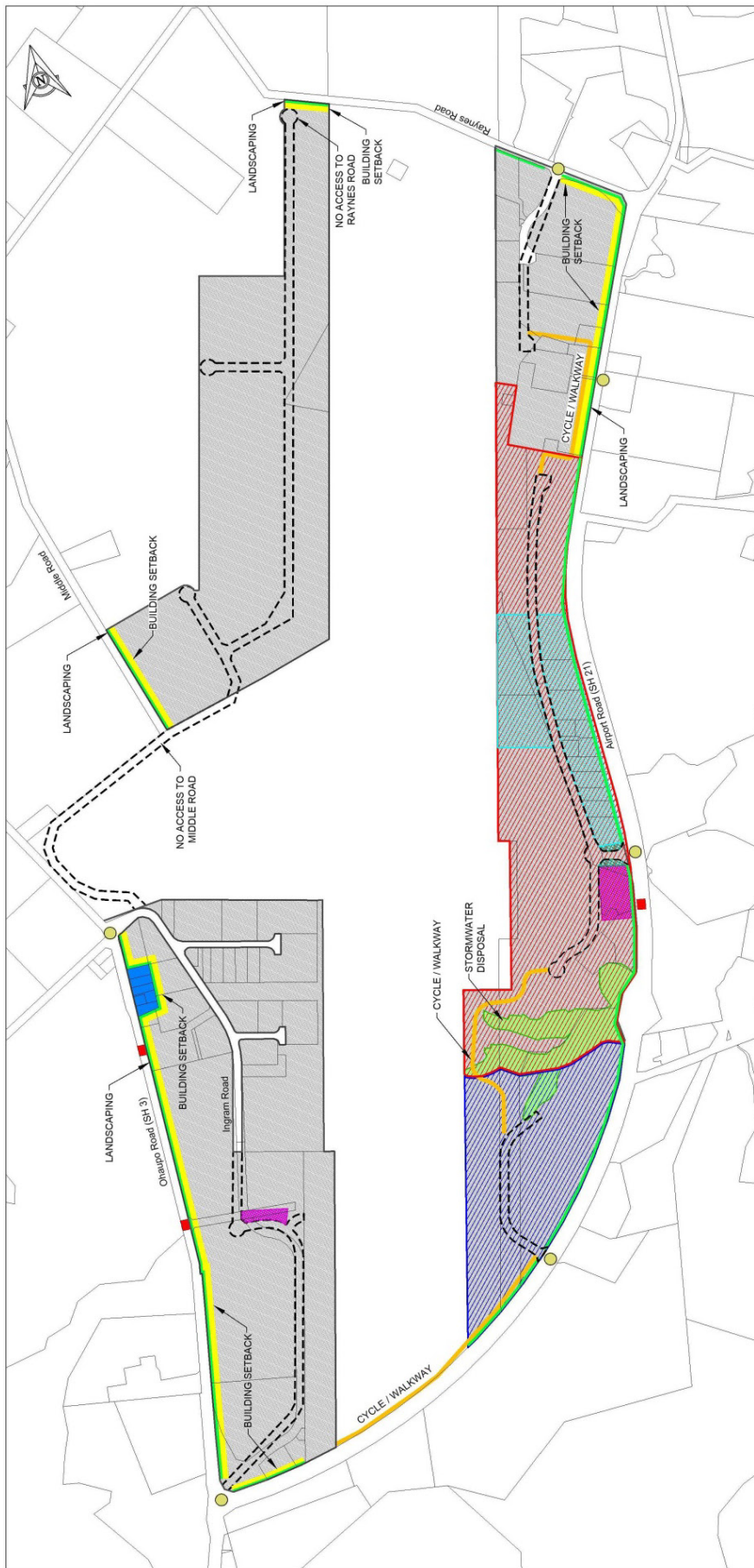


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DISTRICT COUNCIL

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Airport Business Zone Structure Plan
 Appendix S10



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19 APRIL 2019



Airport Business Zone Structure Plan Appendix S10

Planning Maps

Proposed are the following changes to the Planning Maps within Volume 3 of the District Plan:

- Planning Maps 3, 17 and 19 – Zones – Amend the indicative roading layout for the Airport Business Zone
- Planning Maps 3, 17 and 19 – Policy Areas – Amend the indicative roading layout for the Airport Business Zone

Copies of these amended Maps are as follows.

Hamilton
City

Waikato
District

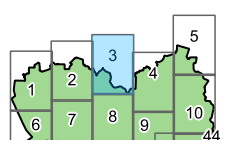
Airport Overview
Map 17

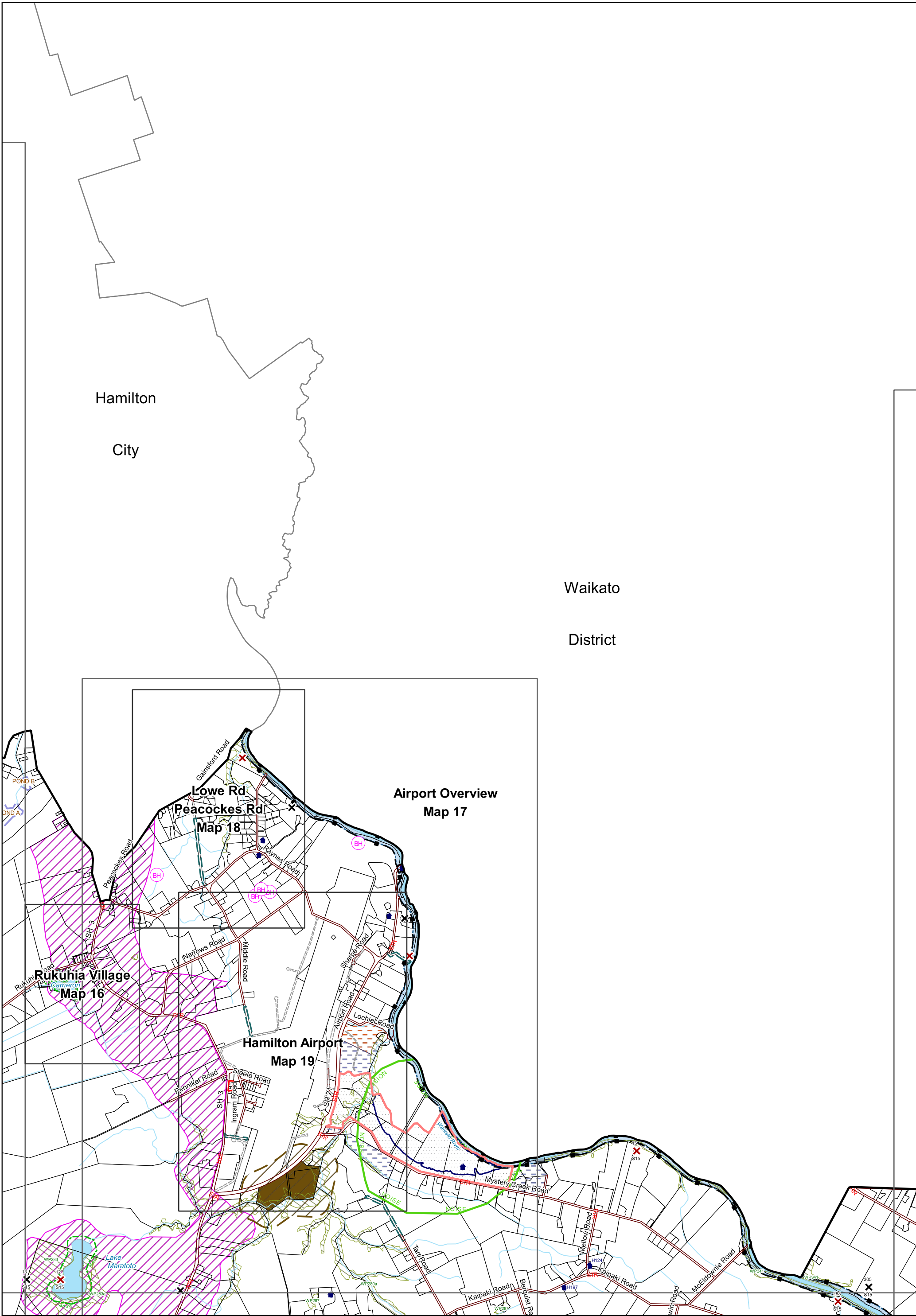
Lowe Rd
Peacocks Rd
Map 18

Rukuhia Village
Map 16

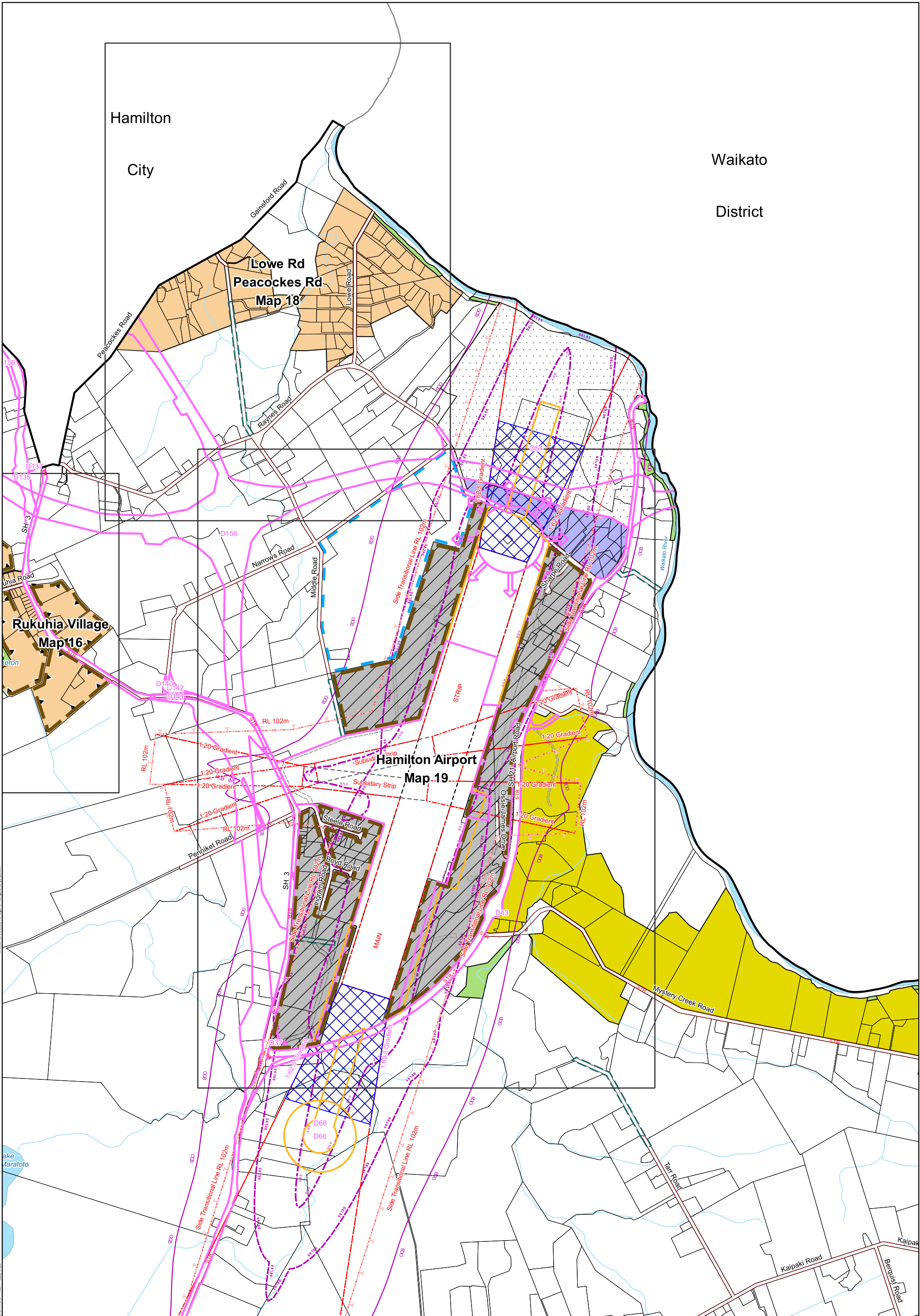
Hamilton Airport
Map 19

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Please note the positions of cadastral boundaries are INDICATIVE only and should not be used for legal or engineering purposes.

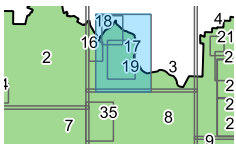




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Please note the positions of cadastral boundaries are INDICATIVE only and not to be used for legal purposes.

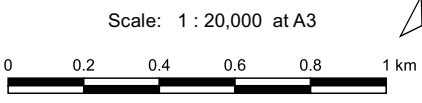


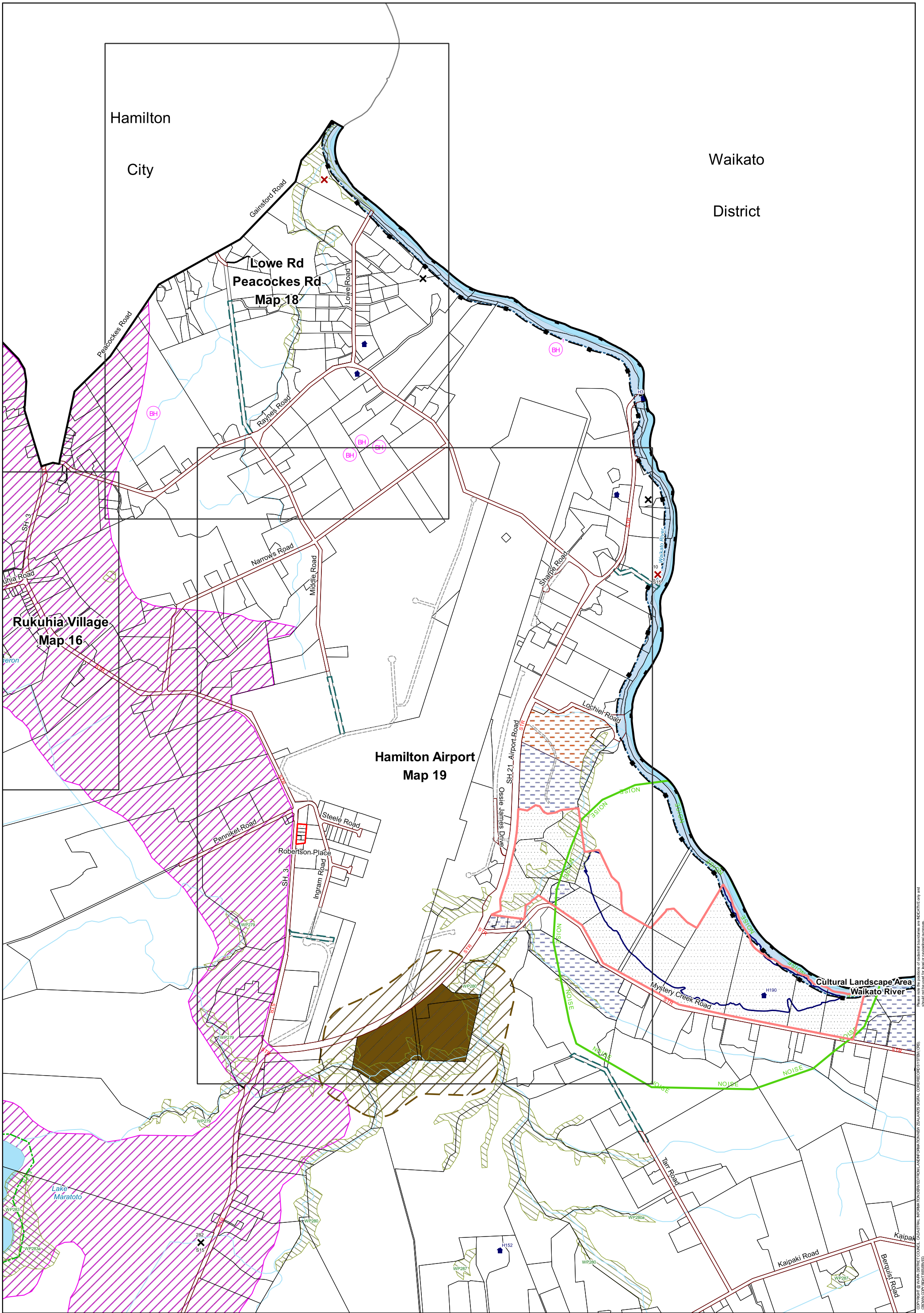
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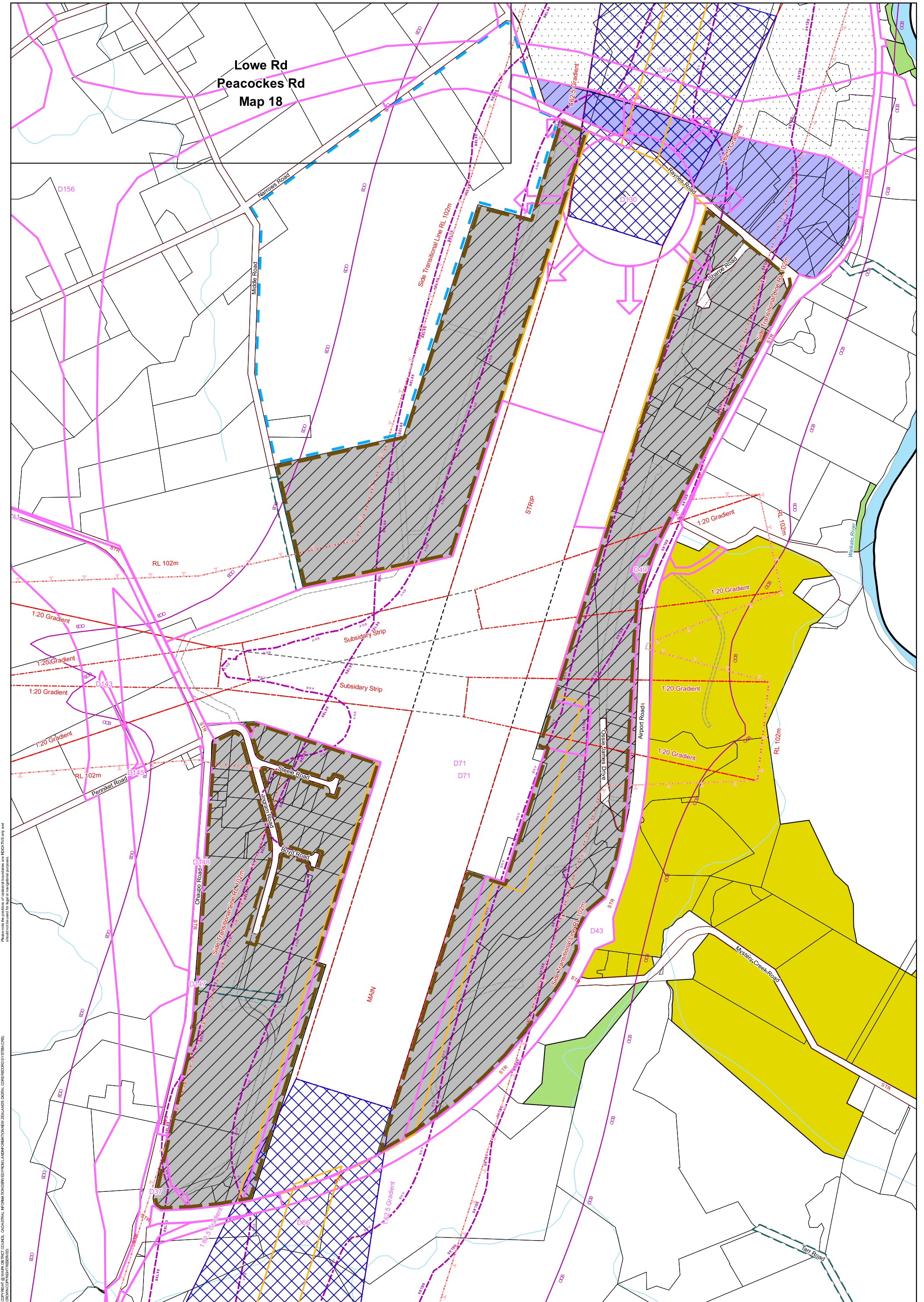


Airport Overview
Waipa District Plan
Page Version - 14 March 2019
Proposed by Plan Change 10 - May 2019

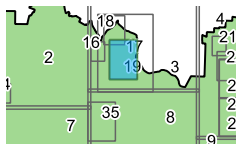
**DECISIONS
VERSION**

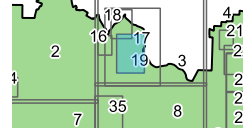
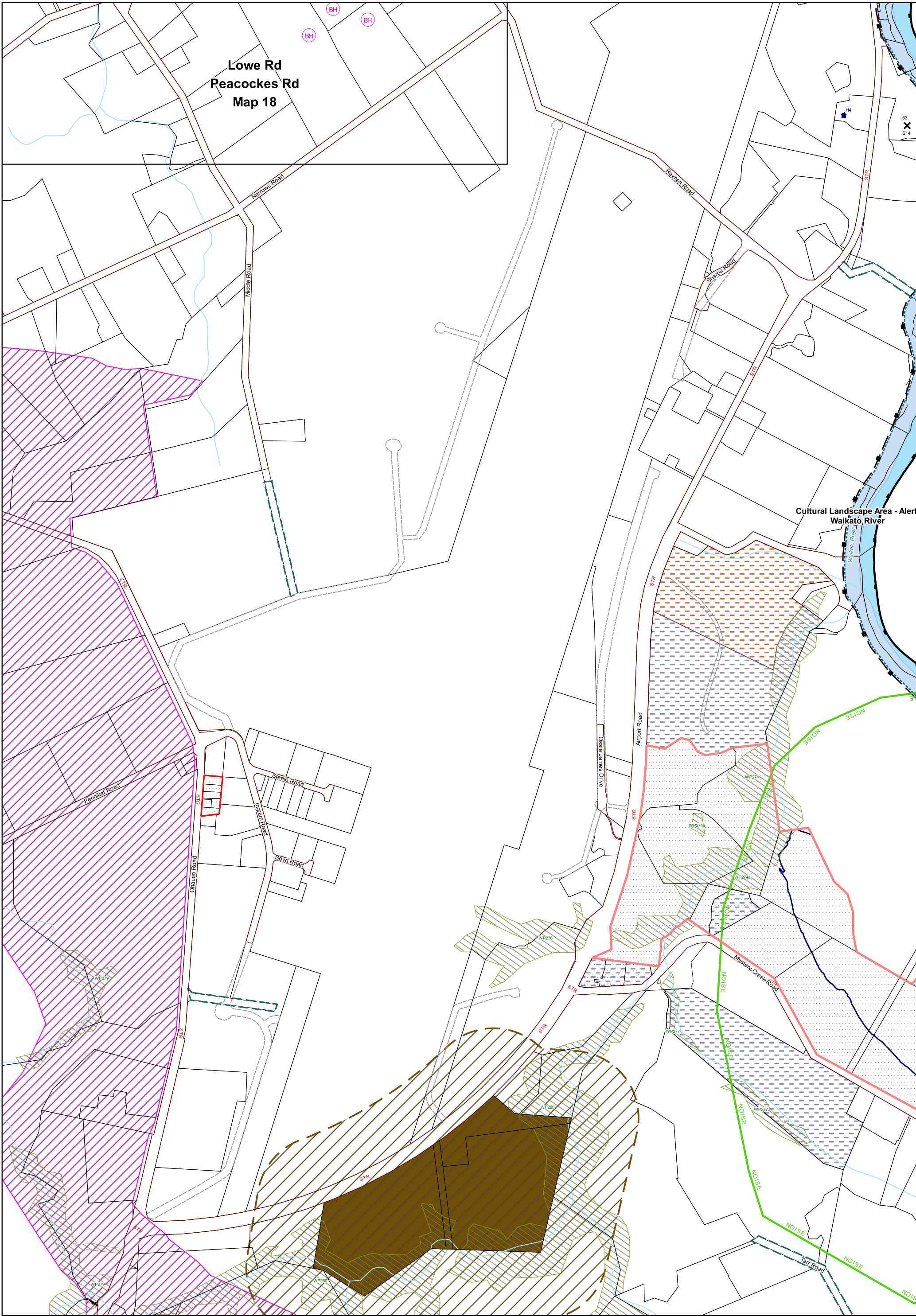






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Attachment B - Waipa District Council recommended conditions regarding the Notice of Requirement by NZ Transport Agency

Conditions of Designation No: DN/0011/19

1. The works to give effect to the State Highway 21 roundabout at the Hamilton Airport entrance to service the Central Precinct shall be undertaken generally in accordance with the following documentation and plans, unless amended by a designation condition:
 - (a) Application titled: "Waikato Regional Airport Ltd/Titanium Park Ltd and NZ Transport Agency Request for Private Plan Change and Notice of Requirement – Section 32 Evaluation & Assessment of Environmental Effects Report", dated September 2018.
 - (b) Concept Design Plans:
 - (i) Titanium Park Ltd – Central & Southern Precinct Access – Overall Plan – Drawing Number 144380/01/P/0101 – Revision C;
 - (ii) Titanium Park Ltd – Central Precinct Access Concept Roundabout – General Arrangement – Drawing Number 144380/01/P/0201 – Revision D;
 - (iii) Titanium Park Ltd – Central Precinct Access Concept Roundabout – Hamilton Pistol Club and Kartsport Entrances – Drawing Number 144380/04/P/0205 – Revision E;
 - (iv) Titanium Park Ltd – Central Precinct Access Concept Roundabout – Tooman Lane (Gate 0) and Hamilton Pistol Club Entrance Long Section – Drawing Number 144380/01/P/0207 – Revision B;
 - (v) Titanium Park Ltd – Central Precinct Access Concept Roundabout – Entrance Long Sections Sheet 2 - Drawing Number 144380/ 01/P/0209 – Revision A; and
 - (vi) Titanium Park Ltd – Central Precinct Access Concept Roundabout – Entrance Cross Sections – Drawing Number 144380/04/P/0208 – Revision B.
 - (c) Designation Plan:
 - (i) Titanium Park Ltd – State Highway 21 Proposed Airport Access Upgrade – Designation Plan – Drawing Number 144380/01/P/0233 – Revision B.
2. Detailed engineering drawings for the roundabout shall be submitted by the Requiring Authority to Waipa District Council as part of the Outline Plan of Works. The design outcomes for these drawings shall include, but not be limited to, the following:
 - (a) The ability to provide two southbound approach lanes on SH21 on the northern approach of the roundabout, for a minimum length of 200m, entering into Tooman Lane/Gate 0 of the Mystery Creek Event Centre sites under the AM period of an approved temporary traffic management plan submitted on behalf of NZ National Fieldays Society Inc; and
 - (b) The ability to provide two lanes exiting from Tooman Lane/Gate 0 of the Mystery Creek Event Centre sites to SH21 under the PM period of an approved temporary traffic management plan submitted on behalf of the NZ National Fieldays Society Inc, including two lanes northbound on the northern leg of the roundabout, for a minimum length of 200m; and
 - (c) The vertical alignment of Tooman Lane/Gate 0 of the Mystery Creek Event Centre sites shall be no more than 12%.
3. Where there is any inconsistency between the documentation listed above and the designation conditions, the designation conditions shall prevail.

WAIPA DISTRICT PLAN: PLAN CHANGE 10 AND NOTICE OF REQUIREMENT

4. The detailed design of the State Highway 21 roundabout and the Titanium Park internal roundabout shall be in general accordance with drawing 144380/01/P/0201 – Revision D, subject to the following changes:
 - (a) The separation distance between the outside of the circulating carriageway of the State Highway 21 roundabout and the limit line on the approach to the internal roundabout shall be increased to 60m or as close as practicable to 60m subject to external constraints and geometric design requirements.
5. Subject to achieving the design outcomes required by condition 2, the following parties shall be invited to consult with the NZ Transport Agency or their agent, as part of the preparation of the detailed engineering design drawings for the roundabout:
 - (a) Waikato Regional Airport Ltd;
 - (b) Titanium Park Ltd;
 - (c) NZ National Fieldays Society; and
 - (d) the Hamilton Pistol Club.

The purpose of this consultation is to enable those parties to be involved to the design decisions being made for the roundabout, if they elect to be part of the process. The outcomes of the consultation undertaken shall be recorded in the Outline Plan of Works.

6. Subject to achieving the design outcomes required by condition 2, the State Highway 21 roundabout shall be subject to an independent design safety audit prior to the detailed engineering design drawings being provided to Waipa District Council as part of the Outline Plan of Works. Any changes required as a result of the audit recommendations, including design changes shall be agreed in consultation with the Waipa District Council and the Requiring Authority.
7. Subject to achieving the design outcomes required by condition 2, a post construction safety audit of the State Highway 21 roundabout shall be completed within 6 months of the roundabout construction being completed. Any changes required as a result of the audit recommendations, including design changes shall be agreed in consultation with the Waipa District Council.

Advisory Note: If changes are required, as a result of compliance with condition 7, an amended Outline Plan of Works application may need to be submitted to Waipa District Council.

8. Prior to the construction of the State Highway 21 roundabout, the Requiring Authority and Waikato Regional Airport Ltd/Titanium Park Ltd shall consult with Waipa District Council's Roading Manager to reach agreement on the boundary of the respective road controlling authority jurisdiction, as it relates to the leg of the roundabout serving the Airport and Ossie James Drive.

Advisory Note: This condition has been offered up by the applicant.

9. Within six months of the State Highway 21 roundabout being completed a subdivision consent application shall be lodged with Waipa District Council that provides for the vesting of road, as agreed in condition 8.
10. Within six months of the confirmation of the alteration to Designation D43, the Requiring Authority shall give Waipa District Council notice, under section 182 of the Resource Management Act 1991, that they wish to uplift designation D49.
11. Solid gates, such as timber or similar, to a height of 2.0m, shall be provided at the entrance to the Hamilton Pistol Club, in the location generally shown on drawing 144380/01/P/0201 ~~Revision D~~ 04/P/0205 Revision E, or as otherwise agreed with the Hamilton Pistol Club.
12. Construction noise shall comply with the applicable limits in NZS 6803:1999 Acoustics – Construction Noise.



			Designed GT			Checked JS			 BLOXAM BURNETT OLLIVER Phone 64-7-838 0144, Fax 64-7-839 0431	Client TITANIUM PARK LIMITED	Project CENTRAL & SOUTHERN PRECINCT ACCESS	Drawing OVERALL PLAN	Status PRELIMINARY		
			Drawn GT			Approved							Date 27.07.2017	Scale (Original Size A3) 1:5000	
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B	09.04.2018	REVISED SP, PISTOL CLUB AND GO-KART ACCESSES	CI	JS	JS								Date 27.07.2017		
A	27.07.2017	INITIAL ISSUE	GT	JS	JS										
Date			Issue/revision detail			By	Chk	Appr							



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B	14.12.2017	ENTRANCES REVISED	GT	CI	
A	27.07.2017	INITIAL ISSUE	GT	JS	
Date		Issue/revision detail	By	Chk	Appr

Designed	Checked
GT	JS
Drawn	Approved
GT	
mx model version:	



Phone 64-7-838 0144, Fax 64-7-839 0431

Client
TITANIUM PARK LIMITED

Project
**CENTRAL PRECINCT ACCESS
CONCEPT ROUNDABOUT**

Drawing
GENERAL ARRANGEMENT

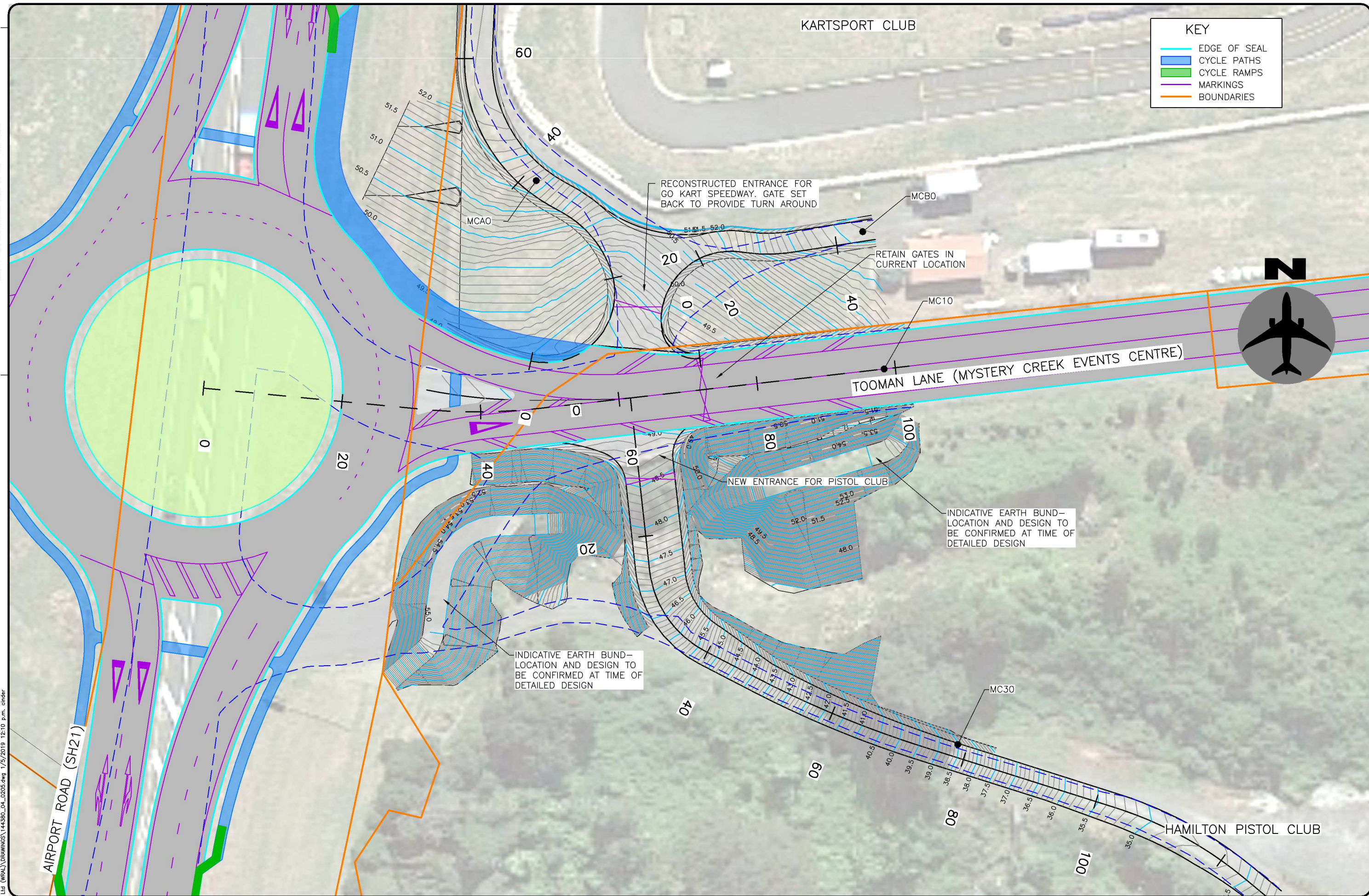
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SCALE FOR VALIDATING SIZE OF A3 PLOT ONLY

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KEY

- EDGE OF SEAL
- CYCLE PATHS
- CYCLE RAMP
- MARKINGS
- BOUNDARIES



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						GT		CI								PRELIMINARY	
E 01.05.2019 NOTES ADDED, SPLITTER ISLAND UPDATE						CI		CI								Date	
D 08.04.2019 NOTES ADDED						BD		Approved								Scale (Original Size A3)	
C 18.03.2019 GO KART ENTRANCE REVISED						GT		JS								07.08.2018	
B 20.11.2018 EARTH BUNDS ADDED						GT										1:500	
A 07.08.2018 INITIAL ISSUE						GT										Drawing Number	
Date Issue/revision detail						By		Chk		Appr						Revision	
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SCALE FOR VALIDATING SIZE OF A3 PLOT ONLY

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MYSTERY CREEK EVENTS CENTRE ENTRANCE



DATUM = 47.000

CONTROL LINE LEVELS	50.00	50.00	49.56	49.21	50.14	52.17	52.37
EXISTING GROUND	49.66	51.00	51.95	52.33	52.56	52.86	52.88
CUT(-) / FILL(+)	0.34	-1.00	-2.39	-3.13	-2.42	-0.69	
HORIZONTAL	D=31.7		R=-80.0 L=16.8		D=53.5		
VERTICAL DATA	P=0.0% L=19.9		P=-2.2% L=33.3		R=241.0 L=30.0		P=10.2% L=18.6
CHAINAGE	0.0	20.0	40.0	60.0	80.0	100.0	102.0

MYSTERY CREEK EVENTS CENTRE ENTRANCE LONG SECTION MC10

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VERTICAL SCALE 1:500 (A3)

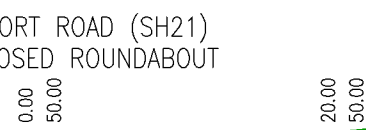
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EXISTING GROUND	52.34	47.48	45.62	41.79	38.20	35.38	34.74	34.10
CUT(-) / FILL(+)	-3.14	0.41	-0.36	0.01	0.14	0.14	0.01	
HORIZONTAL	D=24.9		R=-15.0 L=14.7		D		R=-150.0 L=25.6	
VERTICAL DATA	R=-300.2 L=40.0		P=-17.3% L=42.5		R=171.6 L=20.0		R=235.3 L=10.0	P
CHAINAGE	0.0	20.0	40.0	60.0	80.0	100.0	120.0	129.5

PISTOL CLUB ENTRANCE LONG SECTION MC30

HORIZONTAL SCALE 1:1000 (A3)
VERTICAL SCALE 1:500 (A3)

AIRPORT ROAD (SH21)
PROPOSED ROUNDABOUT



31.2

KARTSPORT CLUB AND PISTOL CLUB ENTRANCES

68.40
48.93

102.00
52.37

B	01.05.2019	KARTSPORT CLUB ENTRANCE NOTE	CI	CI	JS
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	Date	Issue/revision detail	By	Chk	Appr

Designed	Checked
GT	CI
Drawn	Approved
GT	
mx model version:	



Phone 64-7-838 0144, Fax 64-7-839 0431

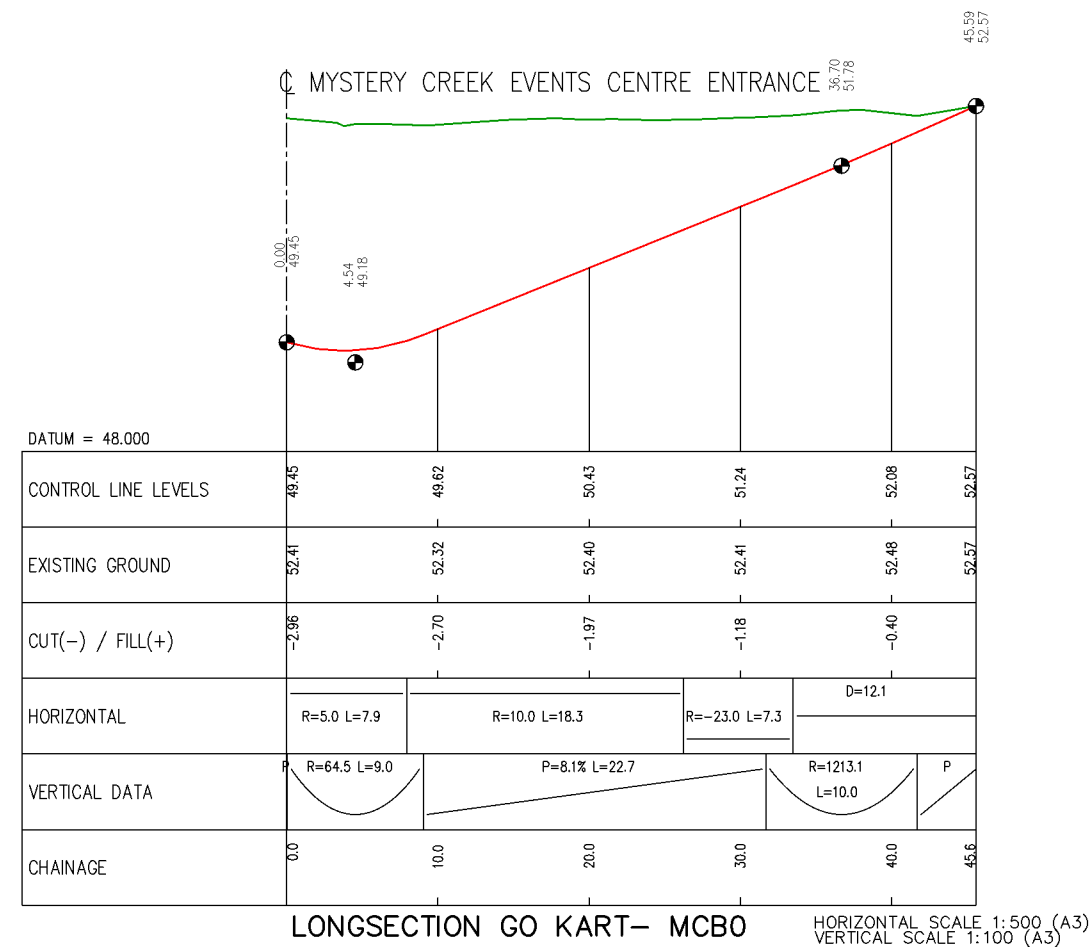
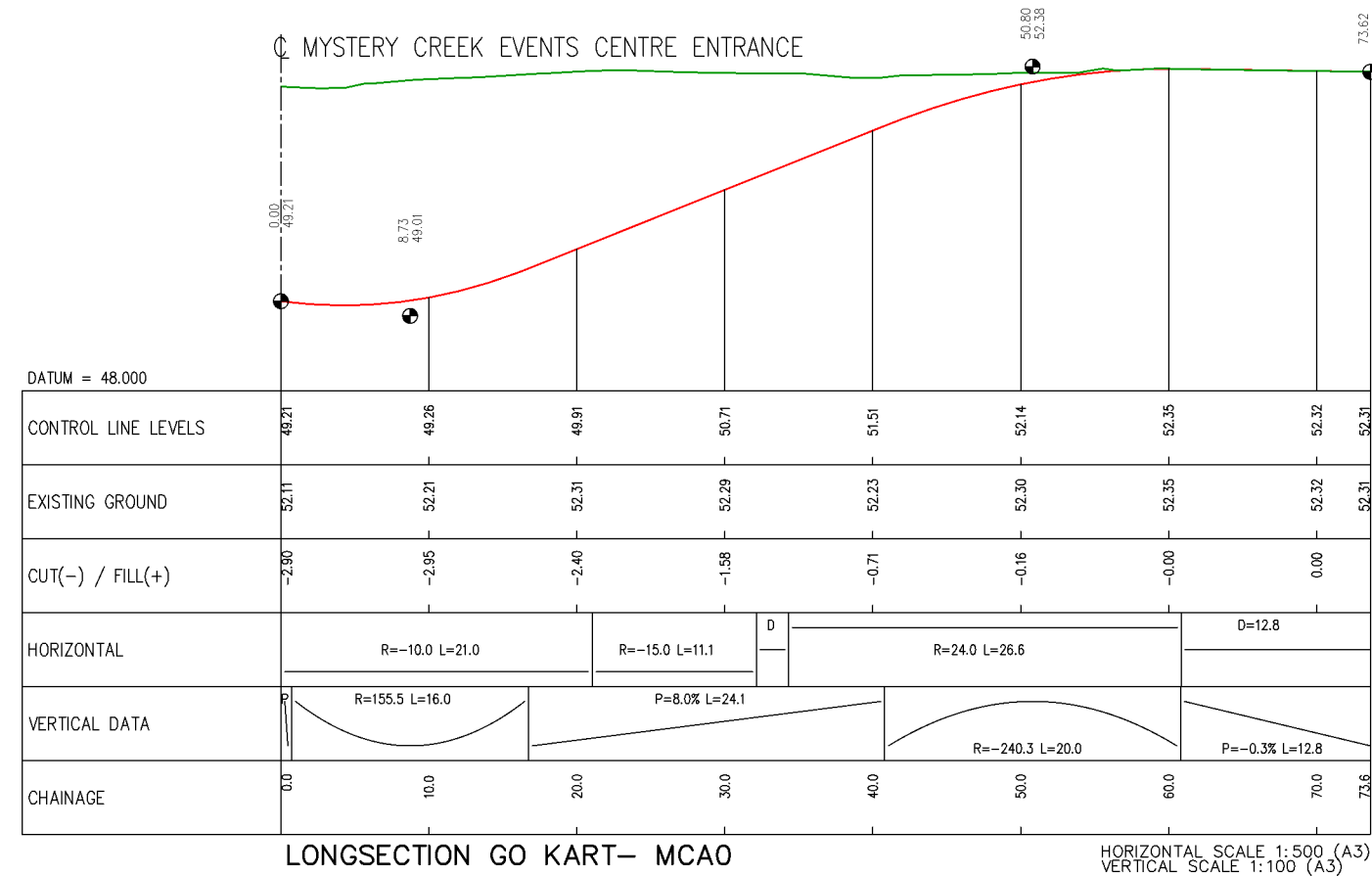
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Project	CENTRAL PRECINCT ACCESS CONCEPT ROUNDABOUT
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Drawing	TOOMAN LANE (GATE 0) AND HAMILTON PISTOL CLUB ENTRANCE LONG SECTIONS
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Status	PRELIMINARY
Date	07.08.2018
Scale (Original Size A3)	AS SHOWN
Drawing Number	144380/01 /P /0207
Revision	B

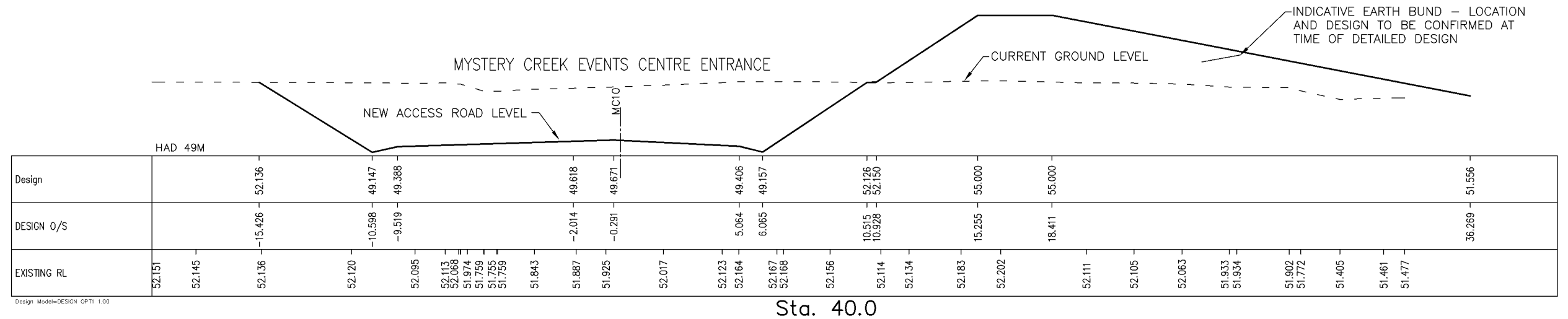
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Version 2.04 - October 2013



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Date Issue/revision detail				By	Chk	Appr	mx model version:					Phone 64-7-838 0144, Fax 64-7-839 0431	

Version 2.04 – October 2013

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HORIZONTAL SCALE 1:1000 (A3)
VERTICAL SCALE 1:500 (A3)

										Designed GT		Checked CI		 BLOXAM BURNETT OLLIVER Phone 64-7-838 0144, Fax 64-7-839 0431	Client		Project		Drawing		Status							
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		Date	Issue/revision detail							By	Chk	Appr																

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HAMILTON AIRPORT

WAIKATO REGIONAL AIRPORT LTD
LOT 8
DP 407016
CFR 424710

AIRPORT ROAD (SH21)

OSSIE JAMES DRIVE
(LEGAL ROAD)

SHAW'S PROPERTY HOLDINGS
LOT 1
DP 460851
CFR 605012

GO KART SPEEDWAY

WAIKATO REGIONAL AIRPORT LTD
LOT 10
DPS 61001
CFR SA49B/338

MYSTERY CREEK EVENTS CENTRE
ENTRANCE

HAMILTON PISTOL CLUB
HAMILTON PISTOL CLUB INC
LOT 1
DP 478274
CFR 664317

KEY:	
	EXISTING DESIGNATION
	PROPOSED DESIGNATION
	LEGAL BOUNDARY

B	25.03.2019	UPDATED DESIGN	BD	JS	JS
A	06.04.2018	INITIAL ISSUE	HW	BM	
	Date	Issue/revision detail	By	Chk	Appr

Designed	Checked
GT	BM
Drawn	Approved
HW	
mx model version:	



Phone 64-7-838 0144, Fax 64-7-839 0431

Client
TITANIUM PARK LIMITED

Project
**STATE HIGHWAY 21
PROPOSED AIRPORT ACCESS
UPGRADE**

Drawing
DESIGNATION PLAN

Status	PRELIMINARY	
Date	06.04.2018	Scale (Original Size A3) 1:1000
Drawing Number	144380/01 /P /0233	Revision B