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Waipa District Council
101 Bank Street
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Attention: Kylie O'Dwyer

Dear Kylie

PLAN CHANGE 10 & ASSOCIATED NOR - RESPONSE TO FURTHER INFORMATION REQUEST

The following provides a response to your request for information in relation to the private plan change for Hamilton Airport (Plan Change 10) and the associated NoR (alteration to designation) that we have lodged. For ease of reference your question is provided, with our response following.

1. Please provide an assessment against the relevant provisions of the Waipa District Plan.

The private plan change application included an 'Evaluation Report' in accordance with s32 of the Act. As the proposal is considered to be an 'amending proposal', the assessment related to the provisions and objectives of the amending proposal and the objectives of the existing plan where they are relevant and would remain if the amending proposal was to take place.

The assessment considers those objectives and policies relevant to the plan change in Table 7.2 of the application report. It is not proposed to reassess these objectives and policies. No assessment against the performance standard of the plan is required or warranted for a plan change.

An assessment of the relevant provisions of the Waipa District Plan for the proposed alteration to designation is included below.

While the framework of the District Plan seeks to manage the effects of development, the plan includes a number of objectives and policies that are relevant to the proposed alteration to designation. These generally relate to strategic objectives and policies of the plan and those concerned with ensuring the safe and efficient operation of the transport network within the district and the continued operation of regionally significant infrastructure. These are assessed below in the table on the following pages.

| Provision | Comment |
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| Strategic Framework | |
| Objective - Settlement pattern 1.3.1 To achieve a consolidated settlement pattern that: (a) Is focused in and around the existing settlements of the District; and (b) Supports the continued operation, maintenance, upgrading and development of regionally important sites and regionally significant infrastructure and nationally significant infrastructure, and provides for on-going access to mineral resources. | <p><i>The proposed changes to the NZ Transport Agency designation (the alteration to designation) is directly driven by changing the primacy given to the Hamilton International Airport and supporting land use. The changes will support the continued operation and development of the Airport (a regional important site) on the basis that a suitable long-term access solution is provided.</i></p> <p><i>SH21 is also identified as Regionally Significant Infrastructure. The proposed changes to SH21 have been demonstrated to be practical and safe with effects that are less than minor or acceptable. This is because the change sought solely relates to the location of the intersection not it's formation. This has been confirmed through the NZ Transport Agency's support for the proposal.</i></p> |
| Policy - Hamilton Airport Strategic Node 1.3.1.4 To enable a defined mixed use, industrial and business area that: (a) Supports the Hamilton International Airport's role as a transport hub; and (b) Is consistent with the Hamilton Airport Industrial Node in the Waikato Regional Policy Statement, and is not of a large enough size or diverse enough function to compromise the primary commercial centres of Cambridge and Te Awamutu and the Hamilton central business district in the context of the sub-region; and (c) Fulfils its role as an industrial node and employment area for the sub-region. | <p><i>The proposed alteration to designation will support the development of the Hamilton Airport and the surrounding strategic node. The change does not hinder the development in any way, but solely changes the primacy given to the Airport over the Business Park development. The role of Airport Business Zone as an industrial node is not affected by the change.</i></p> |
| Section 10 – Airport Business Zone | |
| Objective - Strategic physical resource 10.3.1 To support the economic and social well-being of the Waikato Region through providing for the integrated future development of the Airport and its surrounding land as a transport hub and business location, taking advantage of its strategic location and infrastructure while managing adverse effects on Airport operations. | <p><i>The proposed alteration to designation will support the continued development of the Hamilton Airport and the surrounding land by providing sufficient room within the SH21 network to develop the new connection point to and from SH21.</i></p> |
| Policy - Integrated development: Titanium Park 10.3.1.1 To enable development of a strategically important business park around the Airport, including integration of development with the Airport's operational requirements, integration | <p><i>The proposed alteration to SH21 will improve integration and access with the Airport and the surrounding Airport Business Zone.</i></p> |

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| with the State Highway network, provision for public transport and other alternative transport modes such as walking and cycling, and provision for safe and sustainable road access from the road network. | |
| Section 16 -Transportation | |
| Policy - Design elements 16.3.1.1 Development, subdivision and transport infrastructure shall be designed and located to: <ul style="list-style-type: none"> (a) Minimise energy consumption in construction, maintenance and operation of the network; and (b) Accommodate and encourage alternative modes of transport; and (c) Give effect to the road hierarchy; and (d) Contribute to: <ul style="list-style-type: none"> (i) Integrated transport and land use planning and a safe road system approach; and (ii) Reducing deaths and serious injuries on roads; and (iii) An effective and efficient road network; and (iv) Efficient movement of freight. | <i>The proposed alteration will maintain the roading hierarchy and will not adversely affect the efficient movement of freight. This conclusion is supported by the ITA included with the original application.</i> |
| Objective - Integrating land use and transport: ensuring a pattern of land uses and a land transport system which is safe, effective and compatible 16.3.2 Land use and transport systems successfully interface with each other through attention to design, safety and amenity. | <i>The ITA included with the original application identified that the revised access arrangement is practical and safe.</i> |
| Policy - Integrating land use and transport 16.3.2.1 Development, subdivision and transport infrastructure shall be located, designed and managed to: <ul style="list-style-type: none"> (a) Minimise conflict on and across arterial routes and provide appropriate access; and (b) Include access that is safe and appropriate for all road users, including those with restricted mobility; and (c) Minimise the need for travel and transport where practicable; and (d) Facilitate travel demand management opportunities where practicable. | <i>The alterations will enable more efficient integration of the Airport Business Park and SH21.</i> |
| Policy - Safe roads 16.3.2.3 Development and subdivision design and construction shall contribute to a safe road environment, by: | <i>The ITA included with the original application identified that the revised access arrangement is practical and safe.</i> |

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| <p>(a) Providing safe and appropriate locations for vehicle entrances, driveways, pedestrian and cycle routes; and</p> <p>(b) Designing and locating transport networks, lighting, street furniture and landscaping to minimise conflict, maintain visibility, and provide for maintenance activities.</p> | <p><i>The alteration will enable more efficient integration of the Airport, the Business Park and SH21.</i></p> |
| <p>Objective - Maintaining transport network efficiency</p> <p>16.3.3 To maintain the ability of the transport network to distribute people and goods safely, efficiently and effectively.</p> | <p><i>The ITA included with the original application identified that the revised access arrangement is practical and safe and will maintain the operational efficiency of the network.</i></p> |

The proposed alteration to the designation is considered to be aligned with those relevant objectives and policies of the District Plan. The ITA prepared to address the proposed changes has concluded that the revised access arrangement for the Airport is practical and safe with effects that are less than minor or acceptable for the long term until Southern Links arterials provide an alternative to SH21 as a strategic link between SH3 and SH21. The NZ Transport Agency, as the road controlling authority has also provided approval of the alteration to designation and are a joint applicant accordingly.

2. **The pedestrian and cycle path between the Southern Precinct and the main terminal takes a circuitous route around the top of the gully near the runway, meaning that for many employees in the precinct it will be much quicker and possibly more pleasant to get in a vehicle and drive to the terminal area to use retail / food services. Could you please therefore provide further information to outline the benefits and costs, efficiency and effectiveness of a more direct route across the gully which takes into account the principles of urban design.**

The walking and cycling path included in the Structure Plan shows an indicative route that provides a connection between the Southern Precinct and Central Precinct. The indicative route follows a path that is considered to be more suitable to the terrain, as more direct route would involve walking/cycling through the steeper aspects of the gully. See contours of the gully on the following page. The final design and location of the path is however yet to be determined and may yet be through the gully if a suitable alignment can be found and noting that the gully is a Significant Natural Area too.

The proposed location is not dissimilar from the current alignment shown in the structure plan and moves approximately 50m to the west, which is considered to be minimal change.

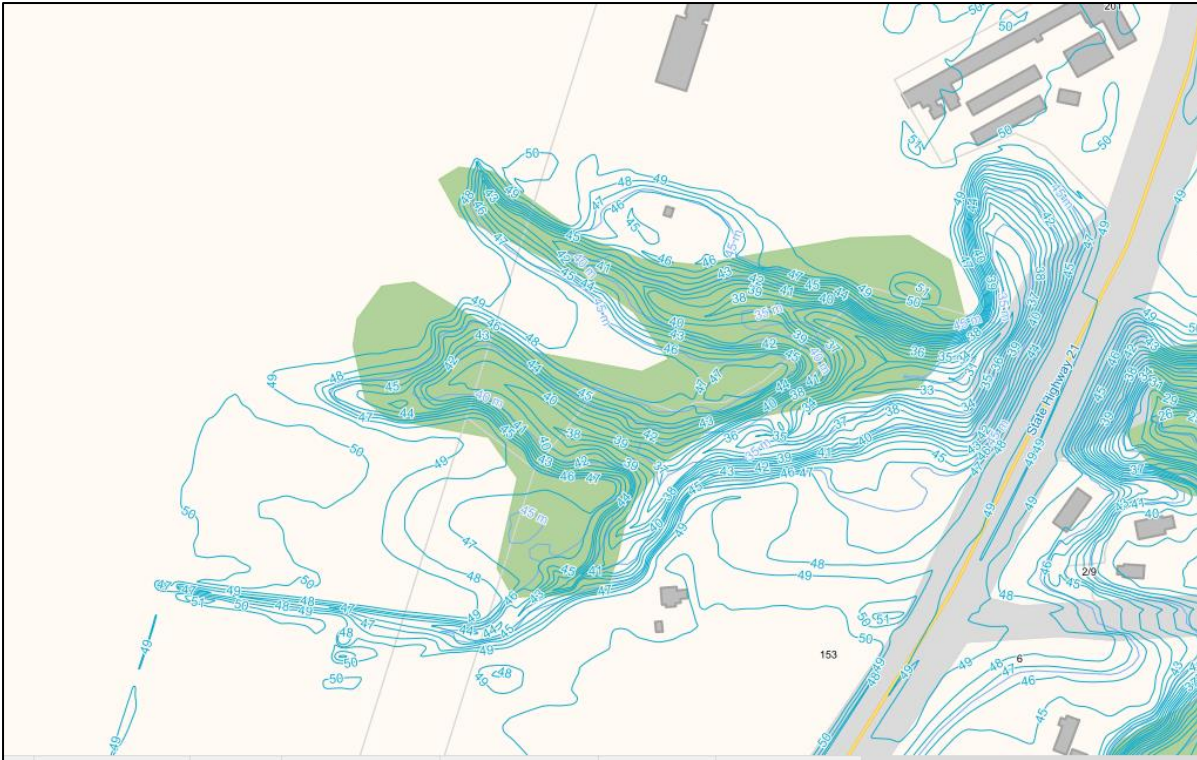


Figure 1: Contours of the gully that separates the Southern and Central Precinct.

From an urban design perspective, the inclusion of a walkway/cycleway provides an alternative route to using SH21 addressing both connectivity and the context of the development.

- 3. Please provide further information to outline why the landscaping as shown on the proposed Structure Plan does not include the full length of the airport boundary with State Highway 21, as it does on the existing structure plan.**

I refer to my email sent on 13th November 2018, which included an updated version of the Structure Plan. This rectifies the drafting error where the landscaping was not shown. The updated version of the plan identifies landscaping across the entire frontage of SH21.

I trust that the above response sufficiently answers your questions and request for further information.

Yours sincerely,

Kathryn Drew
Senior Planner