



Waipa District Plan Plan Change 10 and Notice of Requirement

Plan Change 10 - Eastern Access to Titanium Park and Notice of Requirement –State Highway 21 Section 42A Supplementary Hearing Report 13 May 2019

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1. Introduction

- 1.1. This report is a ‘Supplementary Section 42A Report’ which has been prepared on behalf of Waipa District Council by Kylie O’Dwyer, Senior Planner at Stantec. Kylie has 19 years planning experience, a Bachelor of Social Science majoring in Resource and Environmental Planning, a Post-Graduate Diploma in Planning and is a Member of the New Zealand Planning Institute.
- 1.2. This report is in relation to the following proposal:
- A request for a plan change (plan change) to the Waipa District Plan (WDP) lodged by Waikato Regional Airport Limited (WRAL) and Titanium Park Ltd (TPL) in relation to Hamilton Airport. The plan change is to amend the structure plan for the airport together with other consequential changes to the WDP. The plan change has been given the reference ‘Plan Change 10’ by Waipa District Council.
 - A Notice of Requirement (NoR) lodged by the NZ Transport Agency (the Transport Agency) as the Requiring Authority for an alteration to Designation D43 within the WDP. The alteration is sought to widen State Highway 21 (SH21)/Airport Road to accommodate a roundabout at the main airport entrance.
- 1.3. This report has been prepared as a result of reviewing the following documents contained in Table 1-1 below, that have been received since issuing the Section 42A Report on 12 April 2019.

Table 1: Information Considered in Preparing this Report

Information Considered
Assessment by Waipa District Council
Statement of evidence of Bryan Hudson, Waipa District Council Road Corridor Manager
Evidence on behalf of submitters
Judith Makinson – Transportation Engineer, CKL (on behalf of NZ National Fieldays Society Inc.)
Richard Radonich – Secretary, Hamilton Pistol Club
Evidence on behalf of the applicant for the plan change (Waikato Regional Airport Ltd/Titanium Park Ltd) and the requiring authority (NZ Transport Agency)
Kathryn Drew – Senior Planner, Bloxam Burnett and Olliver
Cameron Inder – Transportation Engineer, Bloxam Burnett and Olliver
Mark Morgan – Hamilton Airport Chief Executive ¹
NoR Condition Memorandum
Joint Memorandum between Waikato Regional Airport Limited, Titanium Park Ltd and NZ National Fieldays Society Inc. dated 6 May 2019
Email
Email from the Transport Agency regarding their position provided by Kathryn Drew dated 10 May 2019

- 1.4. This Supplementary Section 42A Report sets out:
- (a) A procedural matter;
 - (b) A matter of clarification to the Section 42A report;

¹ This evidence is on behalf of the Waikato Regional Airport Ltd/Titanium Park Ltd only

- (c) My conclusion regarding the information provided in respect of the matters identified in the Section 42A Report as requiring to be further addressed;
- (d) Comments on the evidence provided on behalf of submitters;
- (e) Comments on the evidence of Waikato Regional Airport Ltd/Titanium Park Ltd and the NZ Transport Agency; and
- (f) Changes in respect of the designation conditions.

2. Procedural Matter

- 2.1. As a procedural matter, the evidence provided by Ms Drew and Mr Inder from Bloxam Burnett and Olliver states that it is on behalf of Waikato Regional Airport Ltd and Titanium Park Ltd. Subsequent to the receipt of this evidence, Ms Drew has provided an email from the Transport Agency confirming that this evidence can be taken as being on behalf of the Transport Agency also. This email is attached to this report as Attachment A.

3. Clarification to Section 42A Report

- 3.1. The Section 42A report contained recommended district plan changes in Appendix C. To clarify, Appendix C should have read "Recommended changes to the provisions of the Waipa District Plan (rather than Waikato District Plan).

4. Outstanding Matters Raised in the Section 42A Report

- 4.1. As set out in the Section 42A report, there were some matters where it was requested that the applicant or requiring authority provide further information within their evidence. These matters are outlined below, including the response of the applicant/requiring authority and my conclusion based on that response.

Table2: Outstanding Matters Raised in the Section 42A Report

Matter to be addressed	Response	Conclusion
Notice of Requirement		
Confirmation of the NoR project objectives (relating to the necessity of the works and the designation).	Paragraph 5.4 of Ms Drew's evidence states that the objective of the Transport Agency is to develop an effective, efficient and safe land transport system in the public interest. Paragraph 5.5 states that the roundabout is a necessity for the continued growth of the airport and the business park as it interfaces with SH21. Further, this paragraph states that the work and the designation are reasonably necessary to create a new Airport gateway provided in a central position that is effective, efficient and safe.	The Section 42A report inferred the project objectives were 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. On the basis of the information provided by Ms Drew, and in the absence of any information to the contrary, it is considered that these objectives are confirmed as outlined by Ms Drew's evidence (and confirmation from the Transport Agency that this represents them) and that Section 171(1)(c) of the RMA is satisfied in that the work and the designation (alteration) are

WAIPA DISTRICT PLAN: PLAN CHANGE 10 AND NOTICE OF REQUIREMENT

Matter to be addressed	Response	Conclusion
		reasonably necessary for achieving the objective of the requiring authority for which the designation is sought.
Plan Change		
Ngaa Uri O Maahanga Trust (Ngaati Maahanga) have requested that further engagement with them be undertaken in terms of incorporation of their history and cultural values in the development of the airport and business park and that the project manager for the airport project continue to regularly update and consult with Ngaati Maahanga.	Paragraph 7.1 of Ms Drew's evidence states that the airport is not averse to engaging further with this iwi group.	The response of the applicant's expert witness indicates that the airport is aware of the desires of Ngaati Maahanga and that further engagement may occur. As these are relatively minor matters that are not directly related to the content of the proposed plan change, and noting that Ngaati Maahanga support the plan change, it is recommended that the response of the applicant's witness be received. There are no further recommendations in this regard.

5. Evidence of Submitters

5.1. Evidence on behalf of NZ National Fieldays Society Inc.

- 5.1.1. On behalf of the NZ National Fieldays Society Inc., Ms Makinson has submitted² that a single lane roundabout would not allow for the level of traffic required to support major events, however the proposed roundabout design has been amended to address the NZ Fieldays concerns, and that the changes are reflected in updated drawing 144380/01/P/0201 Rev. D. Ms Makinson considers that the design alterations are sufficient to support the continued and future staging of both minor and major events at Mystery Creek Events Centre as contemplated under the Mystery Creek Events Zone as well as supporting the proposed Plan Change 10 and the NoR for the roundabout.

Changes to the roundabout design as summarised by Ms Makinson are:

- (i) *Tooman Lane/Gate 0 is to be retained at no more than 12% gradient to ensure suitable access for heavy commercial vehicles and over dimension vehicles is maintained;*
- (ii) *The access to the Go-Kart track is retained in its existing location in order to minimise the extent of Tooman Lane/Gate 0 that is readily accessible to the public;*
- (iii) *The shared path around the entirety of the roundabout has been altered to reflect cycle access only, with pedestrian access along the west side of the intersection only;*
- (iv) *A recommendation to have a mountable or removable traffic island is provided on Tooman Lane/Gate 0 to facilitate over-dimension vehicle access required for major event set up and pack down; and*
- (v) *A two lane roundabout is to be provided such that the layout recognises the known and existing TMP requirements for two entry lanes in the morning and two exit lanes in the evening.*

² Paragraphs 16 - 20

- 5.1.2. Ms Makinson is of the opinion³ that a 2-lane roundabout is the appropriate layout for initial construction and that a 1-lane interim proposal is not an appropriate intersection layout in the basis that it:
- (i) *Does not reflect the current and known traffic management requirements to support activities allowed for under the Mystery Creek Events Zone*
 - (ii) *Would cause widespread congestion on the state highway network affecting both the Mystery Creek Events Zone activities as well as the Hamilton Airport and Titanium Park operations. In my opinion, the level of congestion that could reasonably be anticipated would be likely to have a detrimental effect on road safety also.*
- 5.1.3. I have discussed this matter with Mr Bryan Hudson, Waipa District Council's Road Corridor Manager, who has undertaken the transportation assessment of this proposal. Mr Hudson's interpretation of this matter is that Ms Makinson is recommending that the roundabout be constructed with a width of two lanes (as opposed to one lane), rather than be marked with two permanent lanes at the time of construction. The evidence of Mr Hudson states⁴ that he concurs with the evidence of Ms Makinson on the basis that if a typical single lane roundabout without facility to accommodate additional temporary lanes were constructed at the intersection, it would not cope with traffic volumes during large Fieldays events. On this basis Mr Hudson recommends⁵ that the proposed roundabout should be constructed to accommodate two lanes on all approaches except for Gate 0, which should be designed and constructed to accommodate a temporary additional lane in and out only during large events, as is shown in drawing 144380/01/P/0201 Rev. D. Mr Hudson has some reservations about the use of the cycle path as a temporary traffic lane, however he states that he is confident that a roundabout built generally in accordance with this plan will be suitable⁶. Mr Hudson concludes that the roundabout will meet the needs of ordinary road users, the Airport and NZ National Fieldays in a safe and sustainable manner⁷.
- 5.1.4. Based on the evidence of Mr Hudson, the roundabout as currently proposed is suitable, although minor amendments may be required to alter the position of one of the temporary lanes into Gate 0/Tooman Lane. This change is expected to be able to be made generally in accordance with the approved plan (144380/01/P/0201 Rev. D.) or can otherwise be made through the designation conditions as currently proposed, provided the ability to accommodate a sufficient number of lanes in total for the purpose of traffic management during Fieldays events is retained.
- 5.1.5. The evidence of Ms Makinson advises that an agreed set of designation conditions will be put forward, and this has subsequently been received via a Memorandum of Agreement between the Waikato Regional Airport Limited, Titanium Park Ltd and NZ National Fieldays Society Inc. These conditions are commented on in section 7 of this report.

5.2. Evidence on behalf of Hamilton Pistol Club Inc.

- 5.2.1. Mr Richard Radonich of the Hamilton Pistol Club has advised that the concerns of the Pistol Club concerns have been addressed through a revised entry design for the club, the provision of

³ Paragraph 21

⁴ Paragraph 10

⁵ Paragraph 15

⁶ Paragraph 14

⁷ Paragraph 16

soil bunds and the provision of a 2m solid gate to mitigate noise. Mr Radonich also advises that the concerns of the Pistol Club regarding the ability of the roundabout to cope with Fieldays traffic have been resolved⁸.

- 5.2.2. Designation condition 11 as included within the Section 42A report required the provision of a solid gate to a height of 1.8m. This condition should be amended to require a 2m high gate to ensure that the concerns of the Hamilton Pistol Club have been addressed. The amended conditions are contained in section 7 of this report.

6. Evidence on behalf of Waikato Regional Airport Ltd/Titanium Park Ltd and the NZ Transport Agency

- 6.1. The following comments are made in respect of the evidence of Ms Drew.
- 6.2. Ms Drew's evidence refers to the structure plan from the proposed plan change, however it appears that an earlier version of the structure plan is attached. The proposed structure plan as notified is attached to this report as Attachment B. For clarity, it is requested that Ms Drew confirm that Attachment B is the version of the structure plan her evidence is referring to.
- 6.3. Ms Drew has accepted⁹ the suggested change outlined in the Section 42A Report to Section 10.4.1.5 of the WDP, being the inclusion of education facilities as a non-complying activity within the activity status table for non-complying activities. The updated wording of the revised WDP text changes is included as Attachment 2 to Ms Drew's evidence¹⁰.
- 6.4. Ms Drew has also provided evidence regarding the designation conditions and the designation lapse date. These matters are commented on in section 7 of this report.
- 6.5. There are no other comments concerning the evidence on behalf of the Waikato Regional Airport Ltd/Titanium Park Ltd and the Transport Agency.

7. Designation Conditions provided in the Memorandum of Agreement

- 7.1. The Memorandum of Agreement between Waikato Regional Airport Limited, Titanium Park Ltd and NZ National Fieldays Society Inc. dated 6 May 2019 provides an amended set of draft conditions proposed to be included in the designation. The Memorandum has not been signed by the Transport Agency as the requiring authority for the alteration, however the email provided by Ms Drew from Emily Hunt, consultant planning advisor to the Transport Agency dated 10 May 2019, confirms the Transport Agency support the amended set of conditions proposed to be included in the designation.
- 7.2. The changes to the designation conditions put forward in the Memorandum of Agreement as set out in the evidence of Ms Drew and Ms Makinson, seek to update the drawing numbers in Condition 1 and to include specific design outcomes via the amended wording in what is now Condition 2.

⁸ It should be noted that the evidence provided on behalf of the Pistol Club states that it is in relation to the proposed plan change, however given the content of the letter which relates to the roundabout design and the consequential changes for the Pistol Club (access and noise bunds), this evidence should be taken as being in relation to both the plan change and the NoR.

⁹ Paragraph 2.10

¹⁰ The complete set of WDP changes includes the updated WDP Planning Maps which are in Appendix H of the applicant's report as notified.

- 7.3. The proposed changes also include the removal of Condition 13 which stated the following:
13. The alteration to the designation shall lapse if not given effect to within five years of the inclusion of the alteration within the Waipa District Plan.
- 7.4. The reasons outlined in the evidence of Ms Drew¹¹ with respect to seeking the removal of the lapse date condition recommended in the Section 42A Report include the following, which is supported by an email from the Transport Agency legal counsel as Attachment 4 to Ms Drew's evidence:
- a) Section 184 states that "a designation lapses...". Section 184 explicitly applies to a designation. The definition of a designation in section 166 RMA does not include an alteration to a designation.*
- b) An alteration, once confirmed and included in the District Plan, merges with and forms part of the principal designation. It has not separate identity.*
- c) Section 181(2) of the RMA sets out particular provisions (sections 168-179 and 198AA – 198AD) that apply to a requirement to alter a designation as if it were a requirement for a new designation. Those provisions relate to the procedure for notifying, hearing, and determining an alteration. They do not address the effect of an alteration once confirmed, and in particular do not encompass the lapse period addressed in section 184. This approach is consistent with the fact that an alteration does not have a life of its own once confirmed.*
- 7.5. The matter of a lapse date has not been raised in submissions, and there is a clear intent for the land to which the alteration relates to be purchased from its current owners by Waikato Regional Airport Ltd/Titanium Park Ltd as proponents of this development. This is set out the evidence of Ms Drew¹². It is therefore recommended that Condition 13 referring to a lapse date be removed.
- 7.6. It is unclear whether section 184 of the RMA, lapsing of designations which have not been given effect to (which specifies a lapse date of 5 years), would still apply in the absence of a specific condition as it is not known whether this matter has been legally tested to date. However, the relevant landowners are able to rely on section 185 of the RMA to apply to the Environment Court, at some time in the future if the designation has not been given effect to by the Transport Agency, for an order obliging the Transport Agency to acquire or lease all or part of the owner's estate or interest in the land.
- 7.7. With respect to the remainder of the conditions in the Memorandum of Agreement, I am of the view that subject to the following amendments shown by underline and strikethrough, the conditions could be recommended to the Transport Agency to be part of the designation. These amendments are to address minor errors in drawing references and to increase the gate height as discussed earlier in this report. The full updated condition set is attached to this report as Attachment C.
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:

¹¹ Paragraphs 9.5 – 9.7 and Attachment 4

¹² Paragraphs 3.3 and 3.4

- (a) Application titled: “Waikato Regional Airport Ltd/Titanium Park Ltd and NZ Transport Agency Request of 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/~~0104~~/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/~~P0/208~~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.
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:
- 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.
11. Solid gates, such as timber or similar, to a height of ~~1.82.0m~~, shall be provided at the entrance to the Hamilton Pistol Club, in the location generally shown on drawing 144380/01/P/0201 Revision ~~ED~~, or as otherwise agreed with the Hamilton Pistol Club.

8. Conclusion

- 8.1. After consideration of the documents discussed within this report, it is considered that all issues raised by submitters have been resolved. Subject to the confirmation of the correct Structure Plan version from Ms Drew, and the changes to the proposed designation conditions outlined in section 7 of this report, it is recommended that the plan change be approved, and it be recommended to the Transport Agency that the designation be confirmed.

Attachment A – Email from the NZ Transport Agency

From: [Kathryn Drew](#)
To: [O'Dwyer, Kylie](#)
Subject: FW: 2019.05.10 - WRAL PC10/NoR - Eastern Access to Titanium Park/SH21 - Joint Memorandum (Draft conditions)
Date: Friday, 10 May 2019 9:47:13 a.m.

Morning Kylie,

Please find below confirmation that NZTA supports the revised NoR conditions and are happy with the Airport evidence being on their behalf too.

Many thanks

Kathryn Drew Senior Planner
BRP(Hons), MNZPI, MRMLA
Bloxam Burnett & Olliver Ltd
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If you wish to send us a large file, please click the following link:
<https://www.sendthisfile.com/f.jsp?id=ZvpHtFnfWMEbwnNYas5VPrAR>

From: Emily Hunt <Emily.Hunt@nzta.govt.nz>
Sent: Friday, 10 May 2019 9:40 AM
To: Kathryn Drew <kdrew@bbo.co.nz>
Subject: 2019.05.10 - WRAL PC10/NoR - Eastern Access to Titanium Park/SH21 - Joint Memorandum (Draft conditions)

Good morning Kathryn,

As per Shaun's comment below, I can confirm that the Transport Agency supports the proposed amendments to the NoR conditions.

Further to this, given the extensive consultation that was undertaken with the Transport Agency prior to lodgement, we are comfortable with the evidence prepared by BBO to be taken as being on behalf of the Transport Agency also.

Please let me know if you need anything further from the Transport Agency prior to the hearing.

Kind regards,
Emily

Emily Hunt / Consultant Planning Advisor
Consents & Approvals / System Design & Delivery
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E emily.hunt@nzta.govt.nz / W nzta.govt.nz
Hamilton Office / Level 1, Deloitte Building
24 Anzac Parade, PO Box 973, Hamilton 3240, New Zealand

From: Lion-Cachet, Shaun <Shaun.Lion-Cachet@aecom.com>
Sent: Thursday, 9 May 2019 4:16 PM
To: Emily Hunt <Emily.Hunt@nzta.govt.nz>
Cc: Barry Dowsett <Barry.Dowsett@nzta.govt.nz>; Sandy Ke <Sandy.Ke@nzta.govt.nz>; Mark

Lilley <Mark.Lilley@nzta.govt.nz>

Subject: RE: 2019.05.09 - WRAL PC10/NoR - Eastern Access to Titanium Park/SH21 - Joint Memorandum (Draft conditions)

Hi Emily

Given the wording of this proposed condition, in particular the words “design outcomes”, as well as the requirements for stakeholders to consult with the Agency in the development of the detailed design drawings (condition 5), plus the requirement to have independent safety auditing (conditions 6 and 7), I believe there are enough mechanisms to influence the design process to achieve the intended outcome. The detailed design plans may be slightly altered from what we see currently.

Personally I don't particularly like what is proposed with the reinforced concrete cycle path being turned over to vehicle access during Fieldays. This will require careful traffic management during Fieldays events to ensure pedestrians/cyclists/traffic controllers are kept safe (I am aware that volunteer organisations are involved in traffic management as fund raising events, introducing a level of risk). This is however captured in condition 2 so technically there is some control.

In summary therefore, I think that the proposed conditions do provide checks and balances to control the design outcomes and the impacts on the network.

Cheers
Shaun

Shaun Lion-Cachet

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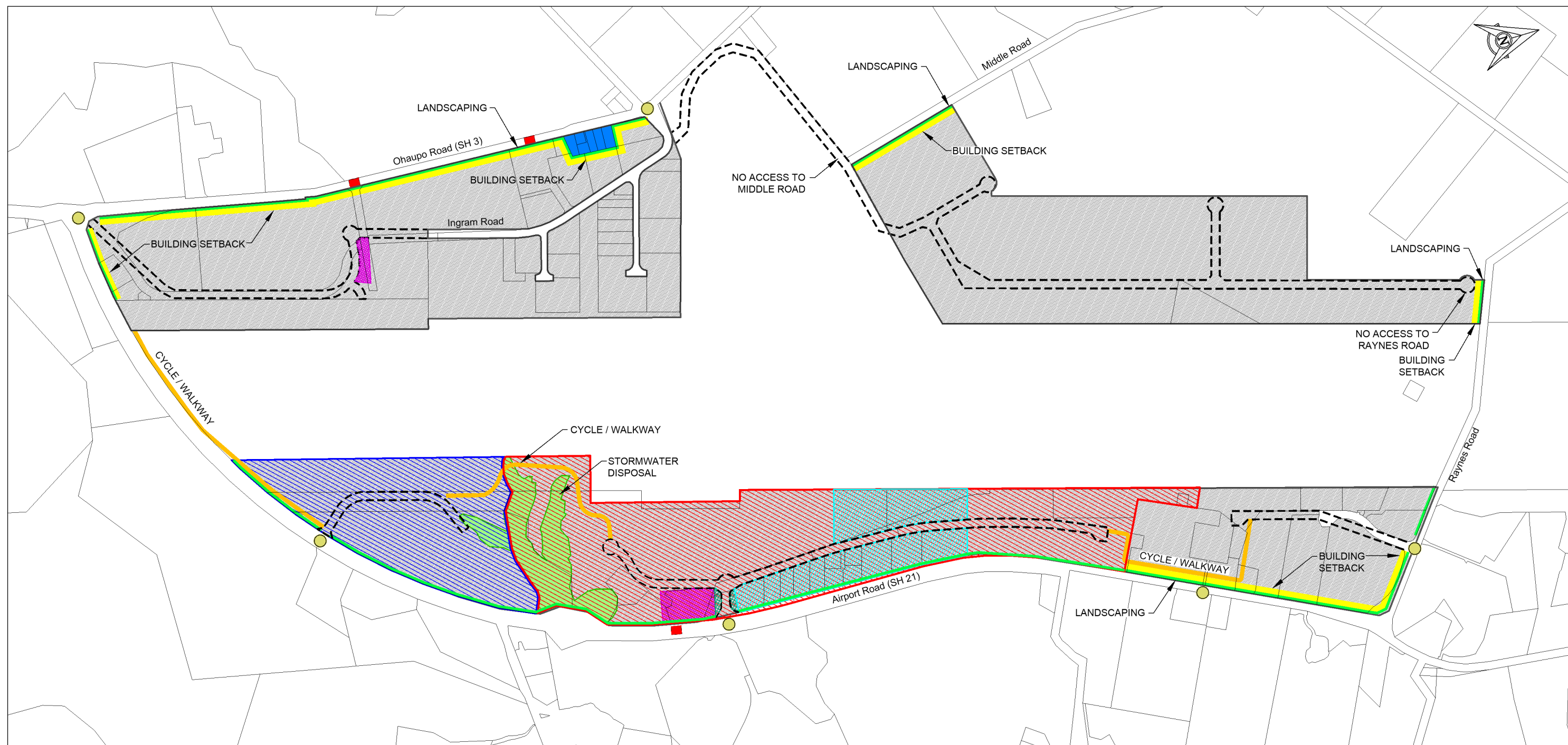
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Attachment B – Notified Structure Plan



LEGEND:		
Road/Access Stopped	Indicative Road	Special Amenity Area
Access Point/Gateway	Airport Business Zone	Stormwater Disposal
Landscaping	Central Precinct	Landscape Open Space
Building Setback	Southern Precinct	Retail Area
Cycleway/Walkway Connection	Stage 1 Development	

Airport Business Zone Structure Plan

Appendix S10



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REFERENCE
 Print Date
 19 APRIL 2018

Attachment C – Updated Condition Set

Alteration to Designation –Designation Conditions – As per s42A Report

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 of 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/~~0104~~/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/~~P0/208~~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.

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:

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 ~~1.8~~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~~, 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.