

18 August 2022

Waipa District Council
SENT VIA EMAIL

Attention: Michael Hall
mhall@align.net.nz



Dear Michael

PPC20 - RESPONSE TO REQUEST FOR FURTHER INFORMATION
HG REF: A2000079.00

Thank you for your memo dated 12 August 2022 in which you requested further information regarding Private Plan Change 20 – Airport Northern Precinct Extension. We have provided our responses to each request within the following table.

ITEM	REQUEST	RESPONSE
Transport		
1	Provision of the 'with' and 'without' traffic flows for the design year to ensure that the scale of the development inputs can be understood	<p>Please see Table 1 below for comparison between 2031 flows with no development within Northern Precinct and 2031 baseline plus full Northern Precinct development flows. Both scenarios do not include the Southern Links Arterial roading project.</p> <p>Minimal change in peak hour volumes is predicted south of SH21 / Rayne Road intersection as most Northern Precinct related trips that arrive or depart via the proposed Raynes Road access are heading towards or arriving from the Tamahere Interchange. Therefore, as expected, a significant increase in peak hour volumes is observed to the north of the SH21 / Raynes Road intersection and not the south.</p>
2	Commentary on how the traffic mode has been calibrated / validated against traffic counts	<p>The WRTM in use at present and owned by the Waikato Local Authority Shared Services (WLASS) was calibrated to 2013 base year census and traffic data. A 2018 base year update to 2018 census data has just been completed but the related future year model updates are not yet available. Please refer to the Colab website for more details on the WRTM calibration.</p> <p>https://www.colabsolutions.govt.nz/shared-services/wrtm/</p>



ITEM	REQUEST	RESPONSE
		<p>Therefore, the WRTM has not been calibrated or validated against existing traffic counts. We consider that to be a significantly bigger exercise than the scope of this plan change requires, as it involves many intersection and screen line counts across Hamilton and the Waikato to do properly, along with a complete review of population and land-uses to match existing rather than what was projected for 2021.</p> <p>Local area calibration for 2021 is not feasible either with this model as it would still involve many changes to land use and population across Waipa, Cambridge and Hamilton to adjust the trip volumes to observed values on the network that provides access to the airport. This would still be a costly time-consuming exercise, and most importantly we strongly doubt it would lead to any significant change in the ITA recommendations for transport infrastructure to support the Plan Change.</p> <p>Since there is still a large amount of Airport Business Zone land that is under construction or yet to be occupied and generating traffic, we sought to instead develop a project model that best represents the full land development expected by year 2031 (the WRTM future year models are 2031, 2041 and 2051) which incorporated a lot of refinement to zones, network and trip generation within the Peacocke Structure Plan area and Airport Business Zone as described in Section 7.1 and 7.2 of the Northern Precinct ITA. These are the two nearest high trip generation areas that will influence trips on the immediate network around the airport precinct over the next 10 years.</p> <p>A conservative trip generation calculation of 2,500 trips per peak hour has been adopted for this assessment (Section 6.1 of the ITA). This is based on a trip rate of 20.9 trips per ha (net) per peak hour which is a trip rate used commonly in the Waikato region for trip generation calculations for large new industrial developments (such as Ohinewai Plan Change, Northgate Business Park, and Titanium Park Central, Southern and Western Precincts). However, based on a traffic intersection count survey undertaken in November 2020, at Ossie James Drive / Airport Terminal, the trip generation rate calculated for Central Precinct was approximately 13 trips per ha (net) per peak hour. Based on this trip rate, Northern Precinct is expected to generate approximately 1,550 trips per</p>



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		<p>peak hour which is 950 trips less than the figure used in the Northern Precinct ITA.</p> <p>The trip generation adopted in the Northern Precinct ITA also reflects a worst-case scenario as it conservatively assumed that all staff travelling to the subject site will be private car dependent due to the lack of options for alternative transport mode connections to Northern Precinct currently. However, this trip generation figure is expected to be reduced if the walking and cycling infrastructure upgrades recommended in the ITA are adopted and if WRC enhances the public transport provision to Titanium Park and the Airport. The 2018 Census data has been referenced to provide guidance around current mode share. It indicates that within Hamilton, the travel to work mode share is as follows</p> <ul style="list-style-type: none">• Private vehicle / Company vehicle = 76.8%• Passenger in a vehicle (carpool) = 4%• Public Transport = 2.8%• Bicycle = 2.4%• Walk/jog = 4.8% <p>The census 2018 data for Te Rapa North which houses more industrial properties and is well serviced by public transport is shown below. However, the walking and cycling provision or connections are limited.</p> <ul style="list-style-type: none">• Private vehicle / Company vehicle = 66.7%• Passenger in a vehicle (carpool) = 0%• Public Transport = 0%• Bicycle = 0%• Walk/jog = 6.1% <p>Therefore, Table 2 below presents the expected and desired mode share percentages for Northern Precinct and the impact on trip generation.</p> <p>As shown Table 2 below, the volume of private trips reduces approximately by 250 - 500 vph when the expected / desired mode share percentages are considered.</p> <p>Therefore, the conservative trip generation calculation is considered to have more than generously taken account of any background traffic that was not validated in the WRTM base model.</p>
3	Clarification on whether the application and	The application and masterplan have generally been prepared to address the scenario in which the



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	masterplan shown assumes that southern link is constructed and mitigation if it is not	<p>Southern Links Arterial roading project is not constructed. Therefore, the traffic and transportation effects (i.e. proposed access arrangement, walking and cycling connectivity and public transport) assessed in the ITA have all considered the scenario in which Southern Links is not constructed. The ITA does state that without Southern Links, approximately 129 ha of the plan change area (total 133 ha) can be developed and served at a reduced but still acceptable level of operation from the proposed two accesses; SH3 and Raynes Road. The transportation infrastructure improvements (i.e. mitigation measures) that are required to enable the development of 129 ha (pre-Southern Links) have been summarised in Table 9 of the ITA.</p> <p>However, the ITA has also considered and addressed the benefits of having a new strategic transport link connecting the Southern Links Central Interchange to the Airport hub via Northern Precinct spine road when Southern Links is constructed. This is discussed in Section 5.8 of the ITA. The traffic and transportation effects (i.e. proposed access arrangement, walking and cycling connectivity and public transport) have also been assessed in the ITA for the scenario when Southern Links is constructed.</p>
4	Specific timing and changes required to how access is gained to the site for initial development of the Northern Precinct. This is in regard to the 'main' access for development of the site and therefore the construction traffic affects that would occur on the external network and the intersection(s) proposed. There is discussion on this in Table 1 but we are still unclear on a number of points including the 2031 scenario with the single lane roundabout which seems to have insufficient capacity	<p>Table 1 and Table 9 of the ITA (Staging of Transportation Infrastructure Upgrades) identifies that either the three-arm access roundabout on SH3 or the restricted movement intersection access to Raynes Road can be developed to serve the initial stages of development of Northern Precinct. The decision about which access will be constructed first is not yet made as the staging of the development is still to be determined. In our opinion it is also not integral to the assessment of transport effects for the Plan Change. However, we note the following from the ITA:</p> <p>If the SH3 roundabout access is constructed first, then the proposed Raynes Road access is required only:</p> <ul style="list-style-type: none">• Before any commercial / industrial activity in Northern Precinct generates traffic and requires access to Raynes Road; or• When the cumulative total developed land area in Northern Precinct with sole access through SH3 roundabout exceeds 70 ha (gross)



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		<p>If the proposed Raynes Road access is constructed first, then the SH3 roundabout access is required:</p> <ul style="list-style-type: none">• Before any commercial / industrial activity in Northern Precinct generates traffic and requires access to SH3; OR• When the cumulative total consented land area in Northern Precinct with sole access to Raynes Road, exceeds 40 ha (gross) <p>Additional heavy vehicle movements will be expected to access the site during the construction phase of the development which may have the potential to impact on the site and the adjoining road network. However, the effects of construction will be relatively short-term and should not be a reason for restricting the development of the site. Should there be concerns relating to the potential impacts of construction traffic associated with specific components of the development, this could be managed and controlled through the development of a Construction Traffic Management Plan (CTMP).</p> <p>Scope of the CTMP should include (but not be limited to):</p> <ul style="list-style-type: none">• Details of how construction materials would arrive at the site, including details of site access / egress over the entire construction period, the location of stockpiling areas, loading areas, and routes for heavy or over-dimension vehicles accessing the site; and• General site operational information including details of hours of operation, location of parking for construction workers, provision for managing dust / debris migration onto the public road network, temporary traffic management signage / details for both pedestrians and vehicles to manage the interaction of these road users with heavy construction traffic, and access to neighbouring properties.
5	Clear understanding for the access and egress to/from the site with and without the proposed southern links, and any associated sensitivity testing for the access/egress points for distribution of the trips	<p>The proposed access strategy to Northern Precinct has been described in Section 5.2 of the ITA.</p> <p>Period before Southern Links: all transport access into the subject site will be via two connections only; SH3 to the west and Raynes Road to the northeast. These access points will be internally connected via a central spine road as illustrated in the Masterplan and the proposed ABZ Structure Plan. Where local road connections between RPL</p>



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		<p>and TPL land cross the formed sections of Middle Road south of Narrows Road, it is proposed that these new roads do not permit connection of ABZ traffic to Middle Road north of the site. However, it is proposed that active modes are provided for through the closure point to the formed section of Middle Road to improve connectivity and convenience for walking and cycling.</p> <p>Period after Southern Links: The ITA has considered the location of the SH3 roundabout access in relation to the future Southern Links Arterial corridor and how it can integrate without adversely impacting on the Southern Links design or construction. As for the proposed Raynes Road access, it is suitable until Southern Links is under construction. Ultimately, if Southern Links is constructed, the intersection would become obsolete and the spine road within Northern Precinct would be connected by a short extension to the new intersection of the realigned Raynes Road and Narrows Road that is planned as part of Southern Links.</p> <p>No sensitivity testing has been tested for the distribution of trips. However, the predicted trip generation by the development is conservative as described in response #2.</p>
6	Clarification for the site build out and the staging and sequencing of the development	The staging and sequencing of the development within the site has not been set by the Plan Change as this is dependent on a number of factors including commercial decisions and there is a need for flexibility in developing this large area of land. However, the staging of transportation infrastructure improvements and associated triggers to mitigate effects as development occurs, are summarised in Section 8.2 of the ITA.
7	Clarification on parking provision, and how the spaces have been calculated to determine Gross Floor Area (GFA) of the site	<p>The National Policy Statement on Urban Development 2020 required the removal of minimum on-site parking requirements from the district plan, with the exception to accessible car park spaces, loading and bicycle parking. It did not restrict on-site car park spaces being provided as a choice by the developer.</p> <p>Parking generation / demand of each development will be assessed and addressed during subsequent consent application stages based on the nature of each industrial activity.</p>
8	Clarification on infrastructure development undertaken	The list of transportation infrastructure improvements, the staging and associated triggers have been summarised in Section 8.2 of the ITA.



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	by the applicant if the stated infrastructure requirements are not provided by 3rd parties.	
9	Clarification on what steps are being undertaken to achieve or contribute to the government Emissions Reduction Plan (ERP) for example provision and encouragement of PT or active modes and the affect this will have on trip generation to and from the site and the parking requirements proposed	<p>The plan change application is aligned with the ERP by providing opportunities to reduce the reliance on cars and support people to walk, cycle and use public transport:</p> <ul style="list-style-type: none">• For connectivity to the wider network, the ITA recommends an active modes path be provided from Northern Precinct to Peacocke Road, via Middle Road and Faiping Road, and in partnership with Waipa District Council and Hamilton City Council to ensure it meets the needs of the wider community by integrating well with the planned walking and cycling networks in Peacocke. (Refer to Section 5.6 of the ITA)• Walking and cycling path connections are also identified and recommended which will complete a continuous path around the airport precinct, linking Northern Precinct to Raynes Precinct, Central and Southern Precincts and Western Precinct. This will enable people working or visiting the entire Airport precinct to be able to do so by bike, scooter or walking. The loop path effectively reduces dependency on private vehicles for short trips around the airport business zone precinct.• As for public transport provision, the proposed spine road within the development connecting between SH3, and Raynes Road will be designed for use by public transport. When complete, this development would enable a public transport service loop around the Airport precincts, which could be incorporated into the Hamilton to Te Awamutu services and/or a new bus service to and from Hamilton Transport Centre.• The unformed section of Faiping Road also presents an opportunity for a potential future local public transport link between the Airport and Hamilton CBD via Peacocke residential growth cell, particularly in the period before Southern Links major arterial is constructed and potentially fills this purpose. For clarity, use of this corridor (Faiping Road) by public transport is not required mitigation for transport effects of



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		<p>the rezoning proposal, as the spine road through Northern Precinct will enable a loop service around the airport as mentioned above. It is also recognised that provision of public transport services by a third party is not something the rules in the District Plan can require. (Refer to Section 5.7. of the ITA for complete discussion on opportunities explored with WRC for short- and long-term public transport servicing of Titanium Park and the Airport)</p> <p>Table No: 2 above (refer to response #2) presents the expected and desired mode share percentages for Northern Precinct and the impact on trip generation</p>

Consultation

10	<p>On page 4 of the Plan Change request, property ownership for 208 Narrows Road is outlined. Her Majesty the Queen (the Crown) currently own this land for the provision of the Southern Links Project. On page 28, section 6.2 consultation with Waka Kotahi is outlined and further discussion is provided in the Integrated Transport Assessment. No specific consultation with the Waka Kotahi Property team is provided in the application outlining whether the land and how much of this land could be potentially disposed of and used by the Applicant in the future.</p> <p>Please clarify what consultation with Waka Kotahi has been undertaken regarding disposal of the property and timeframes for this process to occur. This is so we can better understand the viability of the structure plan road access through this property. The</p>	<p>We note that PPC20 is not dependant on either of the applicants purchasing the site at 208 Narrows Road. However, based on current discussions and processes between Waka Kotahi and Titanium Park Limited (TPL), we would expect for either TPL or Waikato Regional Airport Limited (WRAL) will have acquired the site by either late 2022 or early 2023.</p> <p>We can also advise of the current arrangements that TPL have for the site. WRAL have the First Right of Refusal when Waka Kotahi disposes of the the site. We have consulted with Waka Kotahi throughout the preparation of the technical reports and there have been no issues raised in relation to the rezoning of (part of) the site.</p> <p>At latest meeting held between TPL and Waka Kotahi on the 8th June 2022, it was confirmed by Waka Kotahi that it has commenced the process to dispose of 208 Narrows Road. In the meantime, WRAL have taken on the property maintenance and security of the site.</p>
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	road in question is shown in figure 1 below.	
Landscape		
11	Clarity is requested as to how the Hub space is intended to work to ensure that the topography is able to be retained. Currently the 2d plan shows the cadastral parcel as delineating retail uses to a degree around the landform. But no open space zoning or controls are proposed limiting how the hill can be used to manage retention of this topography.	<p>The Hub is described on page 21 of the Plan Change Request as a “...higher amenity spaces within the precinct that will provide a limited extent of retail to support the convenience needs of people visiting and working within the precinct...”</p> <p>While this will be a more open and landscaped environment compared to the remainder of the precinct, it will remain in private ownership and will not be vested as open space with Waipa District Council.</p> <p>The design of the Hub, including landuse strategy, building design and locations, finished topography and landscaping will be developed as part of the resource consent process.</p> <p>The retention of the hill landform, which the Hub is centred on, is a preference of the applicants but the details of how the landform can be integrated with the built environment will only be known once a detailed design is progressed. The Plan Change deliberately avoid introducing rules that would pre-empt this detailed design process.</p>
12	The Landscape and Visual Impact Assessment (LVIA) focuses on physical effects. An assessment on perceptual and associative effects in particular around loss of rural character and amenity in the rural zone is also required	<p>As stated in section 1.1, the report is split into two sections; Section 3.0 addresses the physical effects in the form of a Landscape Assessment; Section 4.0 addresses visual effects in a Visual Assessment.</p> <p>The assessment of perceptual and associative effects in general is addressed in section 2.4, which includes discussion on the perceptual and associative effects of a change in character from ‘Rural Zones’ to being more in line with existing ‘Airport Business Zones’. This section notes that the classification of the Future Growth Cells as identified in the ‘Hamilton Airport Growth Map’ within the District Plan indicate that this shift in character for the area is an expected change. It also notes that adjacent to these identified Future Growth Cells is land that Waka Kotahi has designated for a future state highway and connections (‘Southern Links’ D156). This creates a perception of change occurring in the next 15 years that would remove the character of open views and rural landscapes.</p> <p>While it is noted that development of this nature is anticipated, appropriate visual softening on the edges of any proposed ‘Airport Business Zone’</p>



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		<p>extension is recommended to soften the transition for existing rural properties in these areas and to provide additional amenity to development. This is discussed in section 2.4 of the report and in relevant viewpoints in section 4.0 in its entirety.</p> <p>Viewpoints discussed in section 4.0 go into detail about how the transition of character views can be softened for existing rural properties in these areas through recommendations, which are summarised in section 5.1.</p> <p>As stated in the overall conclusion of the report in section 5.0, the site cannot rely on landform to create a backdrop to it from any identified viewpoints, however, planting can achieve this. Buffer planting along all exterior roads as required in the Waipa District Plan rules for the zone will help to blend the changes in visual character that built form will create. Recommended policy amendments to rule 10.4.2.6 are considered appropriate to provide clarity and assurance that the required height will be achieved to give a softening effect for viewers and mitigate the size and scale of potential buildings.</p> <p>It is also noted within section 4.0 that some boundaries of the proposed zone extension will not be separated by a road. Recommendations in section 5.1 are also made to introduce a new policy rule to ensure the boundaries between 'Rural' and 'Airport Business' zones are softened with a landscape buffer.</p> <p>These recommendations are reflected within the Plan Change including the proposed structure plan and associated policy.</p>
13	Visual Assessment a. Please provide a key with each viewpoint photo to outline the various linetypes, because their meaning is not always clear.	Please refer to Appendix A
	b. Discuss the visual impact on 141 Middle Road if this land is not acquired	<p>The LVIA was written from the perspective that 141 Middle Road would not be acquired (although by the time the Plan Change request is considered it is understood that the property may have been acquired).</p> <p>Section 4.2.5 and Section 4.2.6 of the report assesses viewpoints which are representative of views available to a small number of residents</p>



ITEM	REQUEST	RESPONSE
		<p>along Middle Road, which includes 141 Middle Road.</p> <p>Section 4.2.6 specifically addresses the situation of the proposed 'Airport Business Zone' extension being adjacent to the property of 108 Middle Road. It states:</p> <p><i>"To soften the transition of the zone for the existing resident <u>and any other similar situations</u>; it is recommended that a minimum 2m wide strip of screening vegetation a minimum of 5m high is implemented along boundaries between 'Rural' zoning and the proposed 'Airport Business Zone' extension that do not abut with a road reserve."</i></p> <p>The 'Proposed Structure Plan' in Figure 3, page 2 of the report shows a building setback and landscaping buffer around this property in response to this recommendation.</p>
	<p>c. The LVIA was completed prior to receiving the Cultural Impact Assessment. As such no assessment on the cultural landscape was undertaken. Please confirm how the mana whenua historical narratives will be reflected in the landscape</p>	<p>Before the Cultural Impact Assessment (CIA) was issued, a relationship was formed between mana whenua and the project team, with preliminary consultation starting in 2019.</p> <p>The korero experienced as part of this consultation identified that views to Pirongia and other adjacent maunga are important to mana whenua. A brief assessment of the cultural landscape is covered as part of Section 2.5 and includes this information. The proposed structure plan allows for these views through its street layout and orientation.</p> <p>We note that the 'Waikato-Tainui Environmental Plan' states:</p> <p>8.1.1 Note <i>"Only Waikato-Tainui can determine for Waikato-Tainui if, from a Waikato-Tainui perspective, the magnitude, frequency, and duration of the effect, and if the overall effect of an activity is positive or negative."</i></p> <p>8.2.3 <i>"Only Waikato-Tainui can determine what, from a Waikato-Tainui perspective, constitutes a suitable way to avoid, remedy, minimise, mitigate, or balance effects caused from a resource use or activity."</i></p> <p>For this reason, the LVIA does not assess impacts on the cultural landscape in depth. Please refer to the CIA for this assessment which outlines a strategy for how mana whenua historical narratives will be reflected in the landscape.</p>



Table No: 1

Two -way Peak hour Volume Comparison				
	2031 Volume with no development within Northern Precinct) ¹		2031 Baseline + Full Development Volume	
	AM Peak	PM Peak	AM Peak	PM Peak
SH21 (100m <u>south</u> of intersection with Raynes Rd)	1,089	1,184	1,036 (4.9% ↓)	1,213 (2.4% ↑)
SH21 (100m <u>north</u> of intersection with Raynes Rd)	1,357	1,434	2,029 (49.5% ↑)	1,996 (39.2% ↑)
Raynes Rd (150m southeast of intersection with Narrows Rd)	278	319	1,983 (613% ↑)	1,417 (344% ↑)
SH3 (North of Ingram Rd)	1,189	1,472	1,580 (32.9% ↑)	2,138 (45.2% ↑)

Table No: 2

Travel to work mode share				
	Expected Mode Share (%)	Expected Mode Share (vph)	Desired Mode Share (%)	Desired Mode Share (vph)
Private vehicle / Company Vehicle	90	2,250	80	2,000
Public Transport	2.5	63	5	125
Bicycle	5	125	10	250
Walk / jog	2.5	62	5	125
Total	100	2,500	100	2,500

¹ This does not represent 2031 baseline volumes as baseline volumes will include 40 ha of live Airport Business zoned land within the Northern Precinct

We trust that this information provides you with the information required to continue the processing of PPC20 and enables it to be publicly notified as soon as possible.



Yours sincerely
Harrison Grierson

A handwritten signature in black ink, appearing to read 'Harrison Grierson', written in a cursive style.

Nick Grala
Planning and Urban Design Manager

APPENDIX A





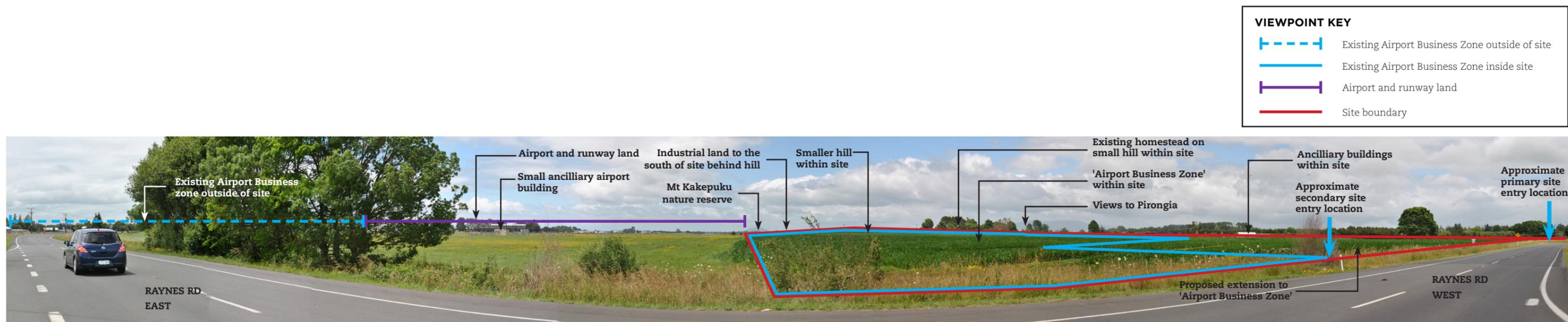
APPENDIX A

LANDSCAPE ARCHITECTURE - RESPONSE TO REQUEST FOR FURTHER INFORMATION DATED 12 AUGUST 2022

PRIVATE PLAN CHANGE 20 - TITANIUM PARK LIMITED AND RUKUHIA PROPERTIES LIMITED - AIPOPT NORTHERN PRECINCT EXTENSION

August 2022

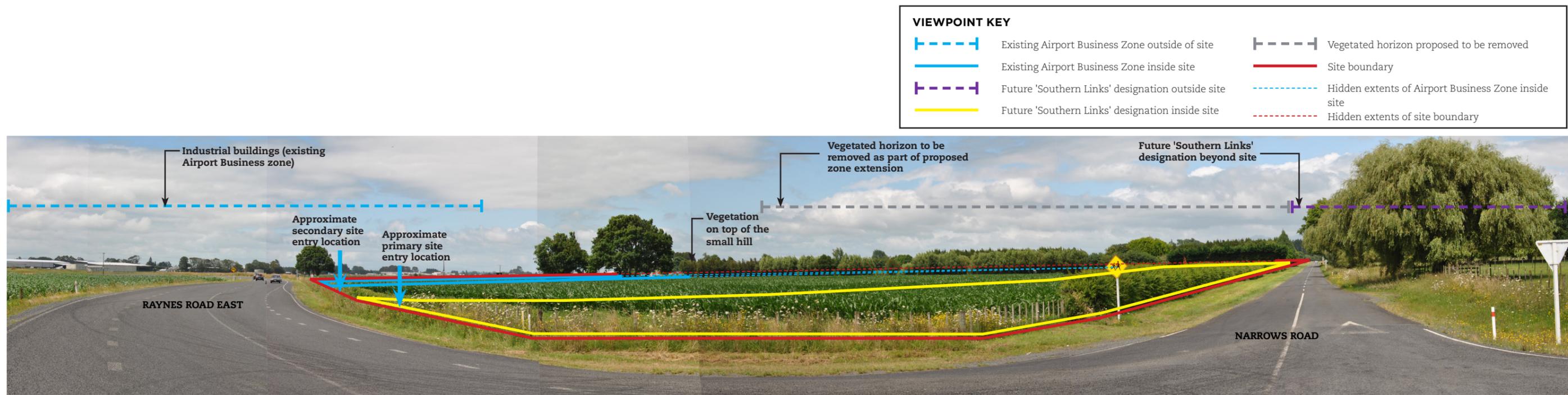
**HARRISON
GRIERSON**



VIEWPOINT KEY

	Existing Airport Business Zone outside of site
	Existing Airport Business Zone inside site
	Airport and runway land
	Site boundary

FIG 17 - REPRESENTATIVE VIEWPOINT 1



VIEWPOINT KEY

	Existing Airport Business Zone outside of site		Vegetated horizon proposed to be removed
	Existing Airport Business Zone inside site		Site boundary
	Future 'Southern Links' designation outside site		Hidden extents of Airport Business Zone inside site
	Future 'Southern Links' designation inside site		Hidden extents of site boundary

FIG 18 - REPRESENTATIVE VIEWPOINT 2



VIEWPOINT KEY

- Existing Airport Business Zone inside site
- - - - Hidden extents of existing Airport Business Zone inside site
- - - - Hidden extents of site boundary
- Site boundary



FIG 19 - REPRESENTATIVE VIEWPOINT 3

VIEWPOINT KEY

- - - - Primary entry
- - - - Indicative landscape feature
- - - - Hidden extents of site boundary
- Site boundary

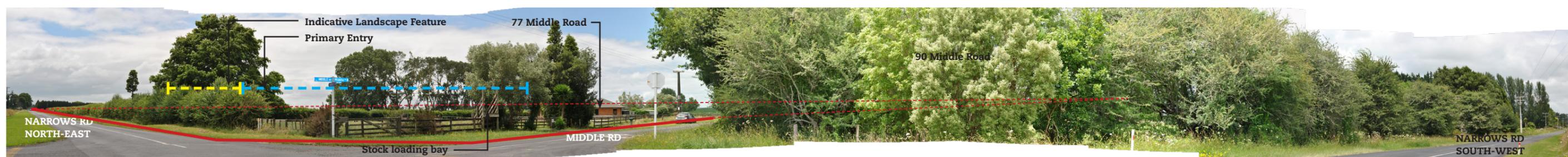


FIG 20 - REPRESENTATIVE VIEWPOINT 4



VIEWPOINT KEY	
	Existing Airport Business Zone inside site
	Hidden extents of existing Airport Business Zone inside site
	Hidden extents of site boundary
	Site boundary
	Primary entry on Middle Rd

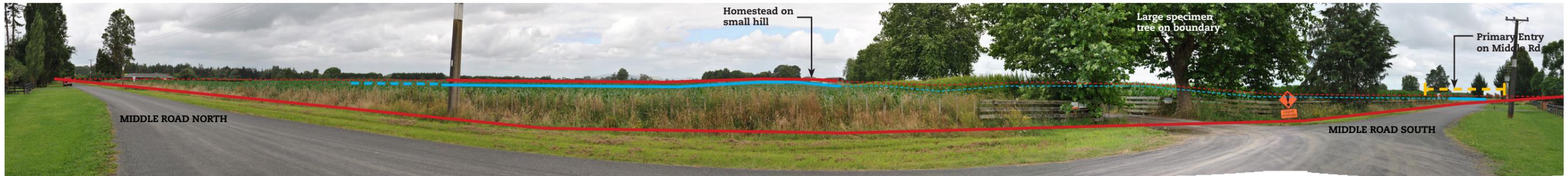


FIG 21 - REPRESENTATIVE VIEWPOINT 5

VIEWPOINT KEY	
	Existing Airport Business Zone inside site
	Site boundary
	Primary entry on Middle Rd



FIG 22 - REPRESENTATIVE VIEWPOINT 6



FIG 23 - REPRESENTATIVE VIEWPOINT 7



FIG 24 - REPRESENTATIVE VIEWPOINT 8

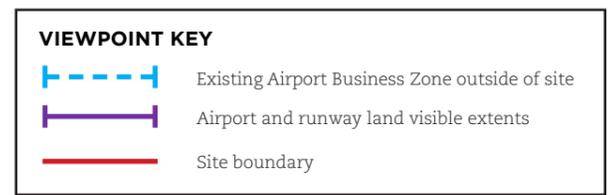


FIG 25 - REPRESENTATIVE VIEWPOINT 9

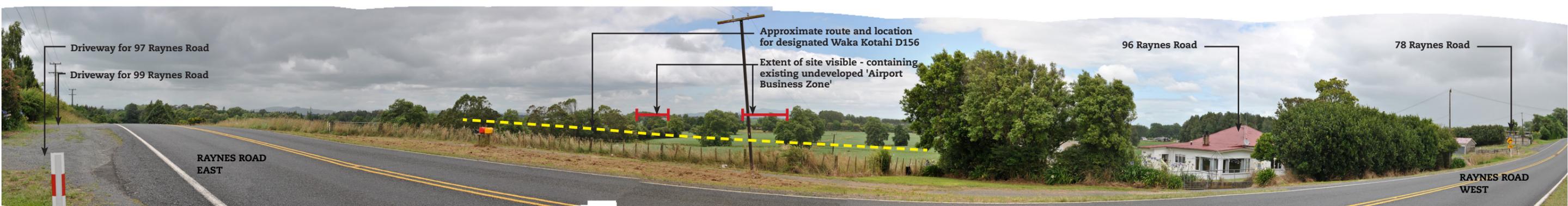


FIG 26 - REPRESENTATIVE VIEWPOINT 10



VIEWPOINT KEY
— Extent of site visible



FIG 27 - REPRESENTATIVE VIEWPOINT 11