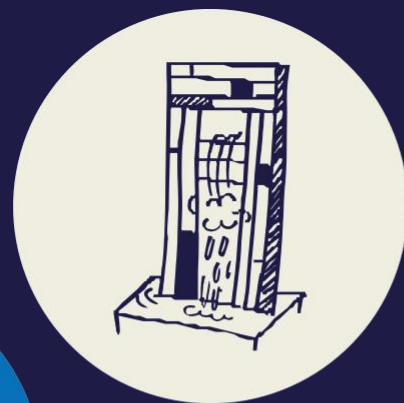


HAMILTON CITY COUNCIL SUBMISSION

Further Submission to Proposed Private Plan Change 20 - Airport Northern Precinct Extension

Waipā District Council



25 November 2022



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

Improving the Wellbeing of Hamiltonians

Hamilton City Council is focused on improving the wellbeing of Hamiltonians through delivering to our five priorities of shaping:

- **A city that's easy to live in**
- **A city where our people thrive**
- **A central city where our people love to be**
- **A fun city with lots to do**
- **A green city**

The topic of this submission is aligned to the priority '**A city where our people thrive**'.

Council Approval and Reference

This submission was approved under delegated authority by Hamilton City Council's Chief Executive on 25 November 2022.

Hamilton City Council Reference D-4496477 - Submission # 710.

Introduction

1. Hamilton City Council would like to thank Waipā District Council for the opportunity to make a submission to the further submission to Proposed Private Plan Change 20 - Airport Northern Precinct Extension.
2. The response/feedback from Hamilton City Council is outlined in the Waipā District Council's official consultation submission and the additional landscape table - both documents are attached.

Further Information and Hearings

3. Should Waipā District Council require clarification of the submission from Hamilton City Council, or additional information, please contact **Mark Davey** (City Planning Unit Manager) on 07 838 6995 or email mark.davey@hcc.govt.nz in the first instance.
4. Hamilton City Council representatives **do wish to speak** at the hearings of Waipā District Council in support of this submission.

Yours faithfully



Lance Vervoort
CHIEF EXECUTIVE

Hamilton City Council
Garden Place, Private Bag 3010, Hamilton

 /HamiltonCityCouncil

 @hamiltoncitycouncil

 07 838 6699

hamilton.govt.nz



Waipā District Plan Private Plan Change 20 Further Submission Form

Form 6

Clause 8 of the First Schedule to the Resource Management Act 1991

To: Waipā District Council, Private Bag 2402, Te Awamutu 3840 | Phone: 0800 924 723
| Online: www.waipadc.govt.nz/planchanges | Email: districtplan@waipadc.govt.nz

Please attach additional sheets if there is not enough space for your submissions. If you do not wish to use this form, please ensure that the same information required by this form is covered in your submission.

Note: You must fill in **ALL** sections of this form.
Submissions close **5pm Friday, 25th November 2022**

COUNCIL USE ONLY	
Date received	
Document ref:	

1. Submitter details

Full name of submitter:	Hamilton City Council
Contact name if different from above:	Mark Davey
Contact phone number(s)	021 242 8024
Email address:	Mark.Davey@hcc.govt.nz
Postal address: (required if no email address is provided)	n/a

2. In accordance with clause 8(1) of the First Schedule of the Resource Management Act (select one of the following):

I represent a relevant aspect of the public interest.

I have an interest in the proposed plan change greater than the interest that the general public has.

My reason(s) are: Hamilton City Council is a neighbouring Territorial Local Authority to Waipā District Council and is in relative close proximity to the proposed plan change boundary. Development of the Airport Northern precinct directly affects aspects of Hamilton City Councils' day-to-day functions and long term objectives. Both authorities are part of the Future Proof partnership which is a 30 year growth management and implementation plan for the sub region.

3. Attendance at Council hearing

(a) I wish OR do not wish to be heard (attend and speak at the Council hearing) in support of my submission.

(b) If others make a similar submission, I will consider presenting a joint case with them at the hearing.

Yes OR No

4. Signature of submitter (note: a signature is not required if you make your submission by electronic means, however please type your name below)

Signature of submitter:  Dated 24/11/2022
(or person authorised to sign on behalf of submitter)

Submissions must be received by Waipā District Council
by 5pm on Friday, 25th November 2022



Note to person making submission

A copy of your further submission must be served on the original submitter within 5 working days after it is served on the Council.

Please note that your submission (or part of your submission) may be struck out if the consent authority is satisfied that at least 1 of the following applies to the submission (or part of the submission):

- It is frivolous or vexatious;
- It discloses no reasonable or relevant case;
- It would be an abuse of the hearing process to allow the submission (or the part) to be taken further;
- It contains offensive language;
- It is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

Personal Information

The information requested on this form, including your contact details, is required by the Resource Management Act 1991. The information will be held by the Council, and you may ask to check and correct any personal information that we hold about you.

Your submission, including your name and contact details, will be made available for inspection at all Council service centres and libraries in accordance with the requirements of the Act. It may also be made available on the Council's website. A document summarising all submissions, including names and contact details of submitters will be posted on the Council's website

If you believe there are compelling reasons why your contact details should be kept confidential please contact the processing planner for this application.

5. The specific submission(s) on the Proposed Plan Change to the Waipā District Plan that this further submission relates to is/are as follows:

Submission Point <i>(e.g. 20/1)</i>	Name of Submitter	Support ✓	Oppose ✓	Reason: <i>(Tell us WHY you support or oppose this submission. These reasons will help us to understand your further submission.)</i>	I/We seek the following decision(s) from the Council:
<i>Example</i> 20/1	Jo Smith	✓		<i>It is important for people's health and well-being that there are rules in the Plan to control noise.</i>	<i>Retain current Plan provision on noise.</i>

**Submissions must be received by Waipā District Council
by 5pm on Friday, 25th November 2022**



Proposed Private Plan Change 20: Airport Northern Precinct Extension: Further Submission

(Table: Hamilton City Council Further Submission)

Submission Point	Name of Submitter	Support	Oppose	Reason	I/We seek the following decision(s) from the Council:
11.1	Waikato Regional Council	✓		It is important that the retail area and Hub is restricted to service only the needs of the day-to-day visitors of the precinct and does not generate/induce out of centre demand. Non-industrial related activities occurring in the Airport Business zone are likely to compete with existing and planned retail centres in relatively close proximity. There is lack of evidence to demonstrate what level of retail activity has already been consented against the 5,300 GFA cap within the Airport Business Zones.	<ul style="list-style-type: none"> • Introduce a masterplan with design specific controls and principles, with associated assessment criteria for the retail area and the Hub. Ensure visual contrast between industrial built form and these two proposed retail centres. • Undertake more in-depth economic analysis to determine the appropriate size of the retail centre and Hub (gross ha and GFA) to align with the demand generated by the day-to-day industrial activities enabled under PC20 – limit the total site area and GFA of both these areas accordingly in the plan provisions. • Limit maximum GFA in the northern precinct to a quantum which is commensurate with the local demand created by the day-to-day industrial activities as part of the PC20. • To justify the GFA quantum, a centres assessment and demand analysis is undertaken based on the profile of industrial activities which are likely to locate in the Northern Precinct and the number of employees who are likely to be working there. • Update on how much retail GFA has been consented already out of the 5,300 in the Airport Business Zone. • Stage the retail development to ensure it is appropriately sequenced with the stages of the

Submission Point	Name of Submitter	Support	Oppose	Reason	I/We seek the following decision(s) from the Council:
					<p>industrial development so local services and amenity are available from an early stage.</p> <ul style="list-style-type: none"> • Ensure retail activities enabled are proportionate to the quantum of employment activities.
11.2	Waikato Regional Council	✓		The National Policy Statement for Highly productive land was recently introduced to protect land for primary based production. The Waikato Regional Policy Statement seeks to avoid a decline in the availability of high-class soils for primary production due to inappropriate subdivision, use or development.	Hamilton City Council supports WRC relief sought requesting a robust assessment of the proposed plan change be undertaken against both the WRPS provisions relating to high class soils and the NPS-HPL.
11.3	Waikato Regional Council	✓		The need for a coordinated regional approach to bat and bat habitat protection was recently highlighted through the resource consent process for the Amberfield development in Peacocke, and the recent Hamilton City Council Peacocke Plan Change 5 – Peacocke Structure Plan. Both processes emphasised the need to work more collaboratively and develop a unified approach to protecting bat habitat at a landscape scale.	Hamilton City Council supports measures that require an appropriate consideration of bat habitat protection, restoration and enhancement to assist in ensuring the continued presence of the Long-Tailed Bat in the area. This may include biodiversity mitigation, offset or compensation to address the loss of bat habitat. These outcomes should be integrated on a multi-agency basis with other local measures including those deployed under Plan Change 5 to the Hamilton Operative District Plan.
11.4	Waikato Regional Council		✓	Hamilton City Council has reservations regarding the use of Faiping Road as a walking and cycling connection between the Airport Business Zone and Peacockes.	The proposed walking and cycling path connecting the airport precincts are not to be incorporated within the Staging of Transport Infrastructure Table 9 (and Rule 10.4.2.13A) ⁱ until all possible alternatives are thoroughly investigated. Hamilton City Council is open to working with the proposed plan change proponent and Waipa District Council on an alternative option.

Submission Point	Name of Submitter	Support	Oppose	Reason	I/We seek the following decision(s) from the Council:
14.1	Titanium Park Ltd Rukuhia Properties Ltd	✓		The need for a coordinated regional approach to bat and bat habitat protection was recently highlighted through the resource consent process for the Amberfield development in Peacocke, and the recent Hamilton City Council Peacocke Plan Change 5 – Peacocke Structure Plan. Both processes emphasised the need to work more collaboratively and develop a unified approach to protecting bat habitat at a landscape scale.	Hamilton City Council supports measures that require an appropriate consideration of bat habitat protection, restoration and enhancement to assist in ensuring the continued presence of the Long-Tailed Bat in the area. This may include biodiversity mitigation, offset or compensation to address the loss of bat habitat. These outcomes should be integrated on a multi-agency basis with other local measures including those deployed under Plan Change 5 to the Hamilton Operative District Plan
15.1	Tabby Tiger Ltd		✓	<ul style="list-style-type: none"> Any further expansion of the wider airport precinct and industrial node requires justification and would first need to be identified in the Future Proof Strategy. A robust industrial land supply and demand analysis would be needed from the applicant to support their submission on 'constrained industrial land supply' and to support why this location is suitable for the proposed uses. 	<ul style="list-style-type: none"> Hamilton City Council does not support the rezoning of the mentioned properties from Rural to Airport business under Plan Change 20.
18.3	Waka Kotahi	✓		The ability to provide direct connection between Southern Links and Northern precinct has not yet been assessed. In the absence of Southern Links, increased vehicle movements and heavy vehicle freight movements will be pushed onto local and urban road networks – these will negatively affect the urban amenity of areas such as Glenview (SH3/Ohaupo Road).	<ul style="list-style-type: none"> Re-modelling is undertaken to update the baseline based on current demand and various scenarios are run based on different land-use activities within Northern Precinct. Confirm if modelling takes account of the build-out of Peacocke (Plan Change 5). Based on revised modelling scenarios, re-consider plan change triggers, based on Northern Precinct build-out relative to Southern Links construction.

Submission Point	Name of Submitter	Support	Oppose	Reason	I/We seek the following decision(s) from the Council:
18.4	Waka Kotahi	✓		<ul style="list-style-type: none"> Re: SH21/Raynes Rd intersection: <ul style="list-style-type: none"> Development of the Northern Precinct will ensure an increased traffic volume and use of SH21/Raynes Rd intersection. The Waka Kotahi submission highlights the commitment by the Airport to upgrade the intersection as per existing MOA (MOA no longer fit for purpose). 	<ul style="list-style-type: none"> Re: SH21/Raynes Rd intersection: <ul style="list-style-type: none"> Consider providing a dual lane roundabout at the outset to minimise effects during construction to upgrade roundabout from single to dual lane and confirmation that there is sufficient land under the control of the applicant or Waka Kotahi to accommodate the roundabouts.
				<ul style="list-style-type: none"> Re: SH3/Raynes Rd Roundabout: <ul style="list-style-type: none"> The roundabout is anticipated to have a single lane on the State Highway 3 approaches. Clarity is needed as to what intersection form is required to accommodate the development. The need for the additional lane is not clearly stated in the provisions. 	<ul style="list-style-type: none"> Re: SH3/Raynes Rd Roundabout: <ul style="list-style-type: none"> The Transport Provisions table needs to be more specific and detail what form of roundabout is required to accommodate the traffic from the development. Transport provisions are unclear on what the proposed intersection form is i.e., is the change limited to dual approach lanes for northbound traffic?
				<ul style="list-style-type: none"> Re: Raynes Road Access <ul style="list-style-type: none"> The outcome of the proposed development may result in additional traffic on surrounding Hamilton City Council roads prior to urbanisation of the Peacockes Road network. The predicted increase in traffic on Raynes Rd is unclear. 	<ul style="list-style-type: none"> Re: Raynes Road Access <ul style="list-style-type: none"> Applicant should confirm the scale of traffic increase on Raynes Road north of the Narrows Road/Raynes Road intersection. Confirm what mitigation is required to address the effects of the increase in traffic on Raynes Road.
18.5	Waka Kotahi	✓ (Support in part)		Hamilton City Council agrees that collaboration is needed between Waikato Regional Council, Waipa DC, Hamilton City Council, and the applicant to assist with support and facilitate the delivery of public transport services. Hamilton City Council however has	<ul style="list-style-type: none"> There may be scope to provide an alternative connection to Faiping Road with the use of the watercourse buffers or alternatively provide a connection from Narrows Road through to Peacocke Road parallel to the Southern links

Submission Point	Name of Submitter	Support	Oppose	Reason	I/We seek the following decision(s) from the Council:
				reservations regarding the use of Faiping Road for walking, cycling and future public transport.	<p>designation. Hamilton City Council is open to working with the proposed plan change proponent and Waipa District Council on a solution if this option is deemed viable. (Refer to Appendix 3 of the Hamilton City Council submission).</p> <ul style="list-style-type: none"> • A travel demand analysis should be undertaken to understand the likely origin of employee trips to the Northern Precinct from across the sub-region in order to inform the required PT and walking-cycling interventions.
18.6	Waka Kotahi		✓	Hamilton City Council has reservations regarding the use of Faiping Road as a possible public transport connection between the Airport Business zone and Peacockes.	The public transport connection connecting the airport precincts are not to be incorporated within the Staging of Transport Infrastructure Table 9 (and Rule 10.4.2.13A) ⁱⁱ until all possible alternatives are thoroughly investigated. Hamilton City Council is open to working with the proposed plan change proponent and Waipa District Council on an alternative option.
18.7	Waka Kotahi	✓		It is important that the retail area and Hub is restricted to service only the needs of the day-to-day visitors of the precinct and does not generate/induce out of centre demand. Non-industrial related activities occurring in the Airport Business zone are likely to compete with existing and planned retail centres in relatively close proximity. There is lack of evidence to demonstrate what level of retail activity has already been consented against the 5,300 GFA cap within the Airport Business Zones.	<ul style="list-style-type: none"> • Introduce a masterplan with design specific controls and principles, with associated assessment criteria for the retail area and the Hub. Ensure visual contrast between industrial built form and these two proposed retail centres. • Undertake more in-depth economic analysis to determine the appropriate size of the retail centre and Hub (gross ha and GFA) – limit the total site area and GFA of both these areas accordingly in the plan provisions. • Limit maximum GFA in the northern precinct to a quantum which is commensurate with the local

Submission Point	Name of Submitter	Support	Oppose	Reason	I/We seek the following decision(s) from the Council:
					<p>demand created by the day-to-day industrial activities as part of the PC20.</p> <ul style="list-style-type: none"> • To justify the GFA quantum, a centres assessment and demand analysis is undertaken based on the profile of industrial activities which are likely to locate in the Northern Precinct and the number of employees who are likely to be working there. • Update on how much retail GFA has been consented already out of the 5,300 in the Airport Business Zone. • Stage to retail development to ensure it is appropriately sequenced with the stages of the industrial development so local services and amenity are available from an early stage. • Ensure retail activities enabled are proportionate to the quantum of employment activities.
20.1	Department of Conservation	✓		The need for a coordinated regional approach to bat and bat habitat protection was recently highlighted through the resource consent process for the Amberfield development in Peacocke, and the recent Hamilton City Council Peacocke Plan Change 5 – Peacocke Structure Plan. Both processes emphasised the need to work more collaboratively and develop a unified approach to protecting bat habitat at a landscape scale.	Hamilton City Council supports measures that require an appropriate consideration of bat habitat protection, restoration and enhancement to assist in ensuring the continued presence of the Long-Tailed Bat in the area. This may include biodiversity mitigation, offset or compensation to address the loss of bat habitat. These outcomes should be integrated on a multi-agency basis with other local measures including those deployed under Plan Change 5 to the Hamilton Operative District Plan.

ⁱ Airport Business zone provisions-

10.4.2.13A The following transport upgrades are required to enable the full development of the Northern Precinct. These upgrades, along with when they will be required, are set out below:

- Construction of new walking and cycling shared path connecting Peacocke Road to the Northern Precinct via Middle Road and Faiping Road.

ⁱⁱ 10.4.2.13A The following transport upgrades are required to enable the full development of the Northern Precinct. These upgrades, along with when they will be required, are set out below:

- Construction of new walking and cycling shared path connecting Peacocke Road to the Northern Precinct via Middle Road and Faiping Road.