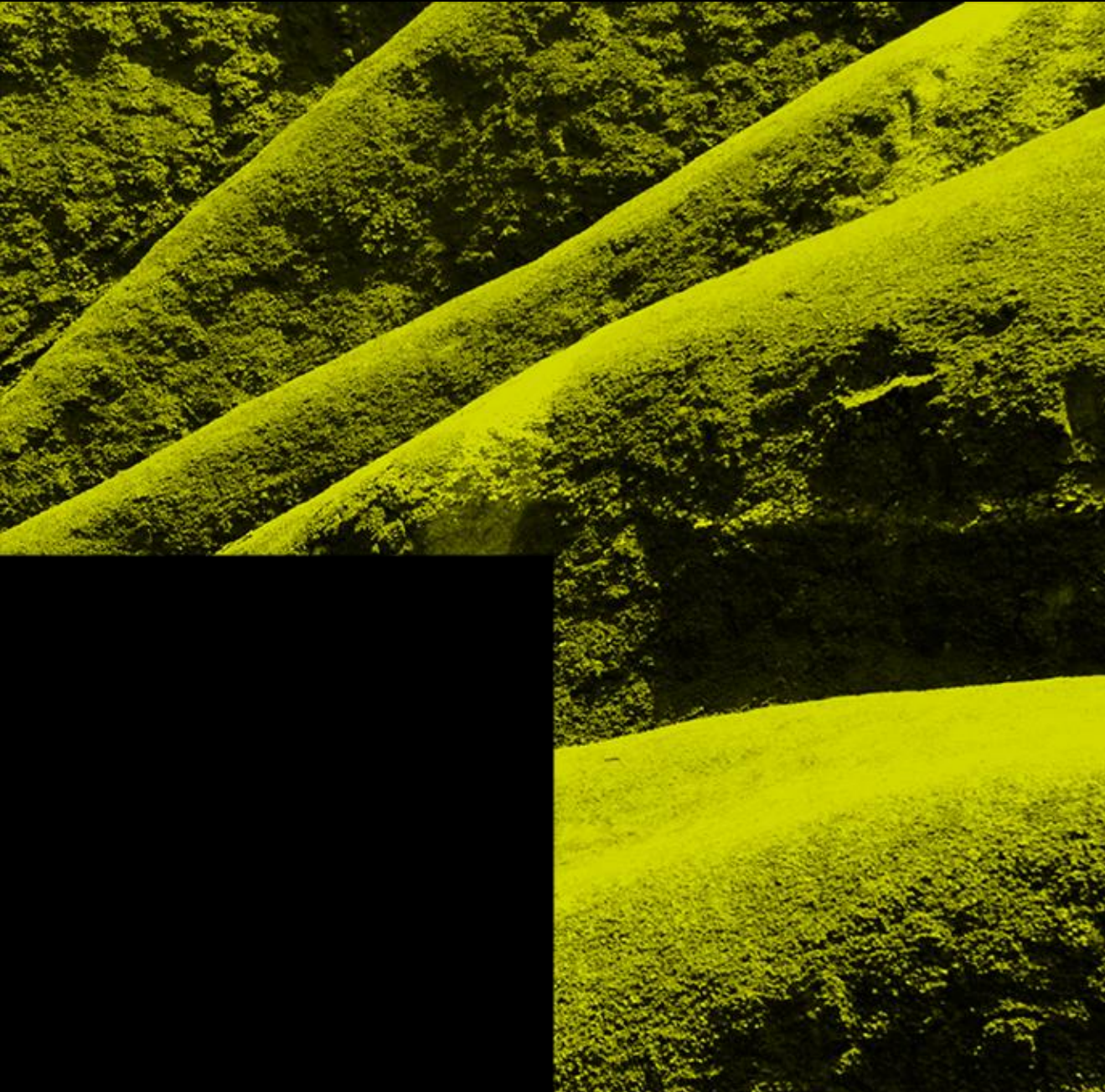


**NORTHERN  
PRECINCT**

Request for Private Plan Change

Titanium Park Limited and Rukuhia Properties  
Limited





# DOCUMENT CONTROL RECORD

**CLIENT** Titanium Park Limited and Rukuhia Properties Limited  
**PROJECT** Northern Precinct  
**HG PROJECT NO.** A20000079.00  
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**DOCUMENT** Request for Private Plan Change

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## 1.0

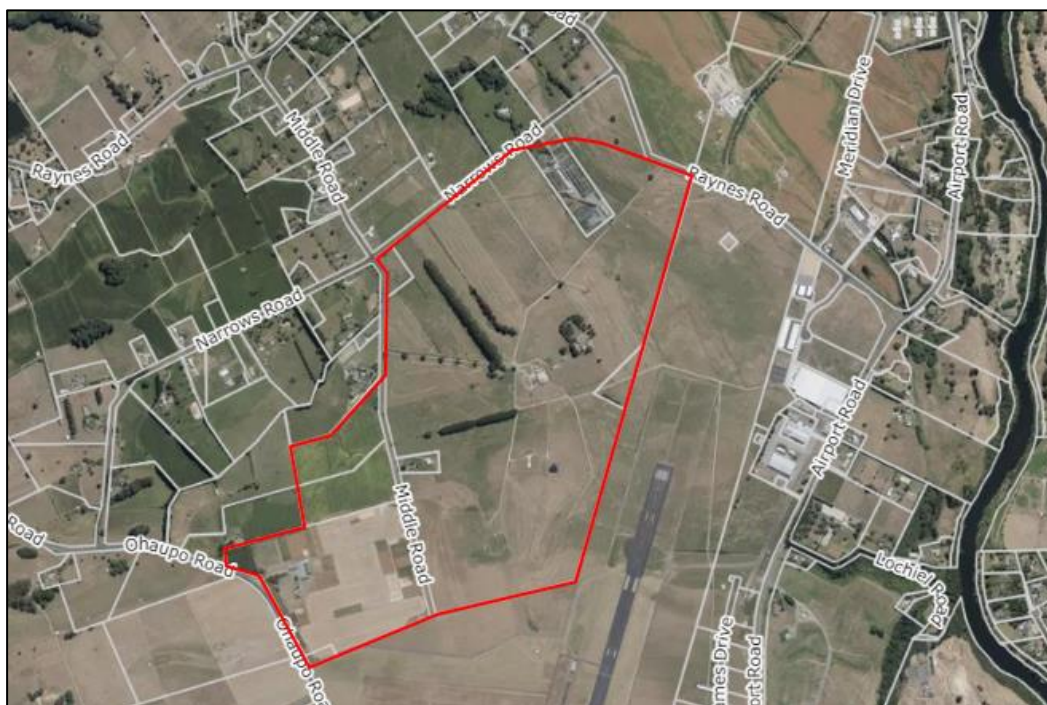
# THE APPLICANTS AND PROPERTY DETAILS

<b>APPLICANT</b>	Titanium Park Limited and Rukuhia Properties Limited (the 'Applicants')
<b>SITE ADDRESS</b>	77 Middle Road, Rukuhia 105 Middle Road, Rukuhia 141 Middle Road, Rukuhia 188 Narrows Road, Rukuhia 208 Narrows Road, Rukuhia 3463 Ohaupo Road, Rukuhia
<b>ADDRESS FOR SERVICE</b>	Level 4, 96 St Georges Bay Road Parnell, Auckland 1052 PO Box 5760, Victoria St West Auckland 1142
<b>LEGAL DESCRIPTION</b>	<b>Attention Nick Grala</b> Lot 5 Deposited Plan 307815 Lot 1 Deposited Plan 306726 Lot 1 Deposited Plan South Auckland 35045 Lot 1 Deposited Plan South Auckland 89282 Lot 1 Deposited Plan South Auckland 60613 Part Allot 153 Te Rapa PSH, Lots 8 & 9 DPS 13667
<b>SITE AREA</b>	130 hectares (approximately)
<b>DISTRICT PLAN</b>	Waipa District Plan 2016
<b>DISTRICT PLAN ZONING</b>	Airport Business Zone and Rural Zone
<b>DISTRICT PLAN OVERLAYS</b>	Structure Plan Area
<b>DISTRICT PLAN CONTROLS</b>	Possible Future Airport Growth Area Air Noise Boundary (ANB) Night Noise Boundary (SEL95) Outer Control Boundary (OCB) Airport Approach Surfaces Horizontal Surface
<b>ROAD CLASSIFICATION</b>	Middle Road, Narrows Road and Raynes Road are all local roads.
<b>DESIGNATIONS</b>	D64 Airport Runway Approach Lights, and ancillary facilities and structures  D130 Hamilton Airport – VOR Facility
<b>HAZARDS</b>	The site is not subject to any known hazards.

## 2.0 INTRODUCTION

This Private Plan Change Request and Assessment of Environmental Effects has been prepared on behalf of Titanium Park Limited and Rukuhia Properties Limited (the 'Applicants') to enable the co-ordinated expansion of the Northern Precinct within the Airport Business Zone.

The request seeks to expand the Northern Precinct of the Airport Business zone, amend the Structure Plan for the Airport Business zone and several amendments to objectives and supporting provisions of the WDP. The extent of the site that is subject to the request is set out within **Figure 1** below.



**FIGURE 1:** The extent of the plan change request is shown in red outline

The Airport Business zone is separated into several Precincts, with only the Northern Precinct left to be developed. The Northern Precinct comprises of approximately 130ha of land to the north of the Airport, in which the applicants are the predominant and largest landowners.

This report has been prepared to address the applicable information as required by Schedule 1 and Section 32 of the Resource Management Act 1991 (the 'Act') in appropriate detail relative to the scale and significance of the actual or potential environmental effects anticipated from the implementation of the request.

Section 3 of this report sets out details of the site and surrounds, before providing background information to the proposal in Section 4.

Section 5 sets out details of the proposal, including the extent of the rezoning being sought as well as the proposed amendments to the Airport Business Zone Structure Plan and various plan provision amendments to the WDP.

Section 6 provides a summary of the stakeholder engagement and consultation that has been undertaken to date.

Section 7 contains the statutory assessment of the proposal as required by s75(3) of the Act and Section 8 contains the Assessment of Environmental Effects as required by s76 of the Act.

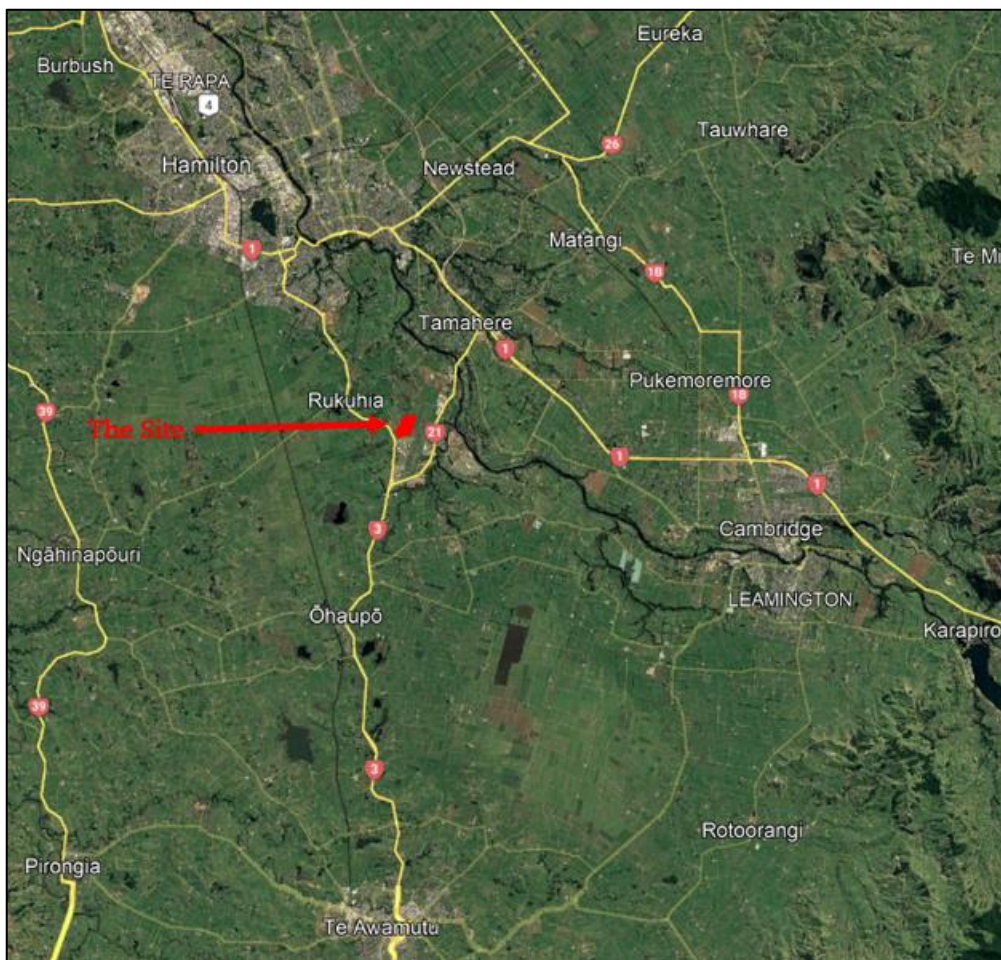
Section 9 provides then contains the evaluation report that is required under s32 of the Act.

## 3.0 THE SITE AND SURROUNDING AREA

### 3.1 SITE LOCATION

The site relates to an approximately 130ha area of land immediately west of Hamilton Airport and is approximately 8km south-east of Central Hamilton, 12km west of Cambridge and 17 km north of Te Awamutu. The site is within the northern extent of Waipa District, but close to the border with the adjoining Hamilton City extent.

The site's location is shown in relation to the wider area in **Figure 2** below:



**FIGURE 2:** The site in relation to Hamilton, Cambridge and Te Awamutu

The site is known as the Titanium Park Northern Precinct and is bound by Raynes Road and Narrows Road to the north, Middle Road, Ohaupo Road and several rural allotments to the west. Hamilton Airport borders the site to the south and east. Also forming the northern boundary of the site is Designation D156 which has been designated for the Southern Links network project.

A detailed description of the site is contained in the Landscape Visual Assessment (LVA), which also includes several photos from different viewpoints around the site. The LVA is contained as **Appendix 2**.

### 3.2 LANDUSE AND LANDHOLDINGS

The site is currently utilised for agricultural, horticultural and residential uses. The site contains the following parcels of land and landowners:

#### **Lot 1 DP 306726 & Lot 5 DP 307815 (188 Narrows Road)**

These lots are owned by Waikato Regional Airport Limited (WRAL) and are currently used for agricultural purposes. We note that Titanium Park Limited (TPL) is currently completing a due diligence process to acquire the Northern Precinct from WRAL and is expected to be the owner of the property by the end of the second quarter of 2022.

#### **Lot 1 DPS 89282 (77 Middle Road)**

This lot is owned by WRAL and contains a residential dwelling on a lifestyle block. Similar to above, TPL is expected to be the owner of the property by the end of the second quarter of 2022.

#### **Lot 1 DPS 35045 (208 Narrows Road)**

This lot is owned by Her Majesty the Queen (the Crown) and contains a nursery (Brunewood Nurseries). This land was purchased by the Crown given the Southern Links Designation covers the northern portion of it, with the intention that part of it would be developed into future highway. TPL currently have a contract in place with the previous owners of this property that enables them to purchase any land that is outside the Southern Links Designation that is no longer required for that purpose and which would be offered back to that owner by the Crown.

#### **Part Allot 153 Te Rapa PSH, Lots 8 & 9 DPS 13667 (3463 Ohaupo Road)**

These lots are owned by Rukuhia Properties Limited and are used for agricultural purposes which are associated with seed production.

#### **Lot 1 DPS 60613 (141 Middle Road)**

This lot is owned by Karen Suzanne Besley and Stephen John Besley and contains a residential dwelling on a lifestyle block with small scale agricultural activities.

### 3.3 SITE TOPOGRAPHY AND LANDFORM

The topography of the site is generally flat; however, there are two small hills in the eastern portion. The northern hill is approximately 9m in height while the southern hill is approximately 11.5m high. The remainder of the site is generally flat. In total, the site ranges between 49m to 62.5m above sea level (refer **Figure 3**).

There are no streams running through the site; however, there is a subsoil drain network in the northern and western portion of the site.

The Waikato River flow nearby (approximately 1.2km) to the east.





**FIGURE 3:** Shows contours of the Northern Precinct (source: Waipa DC GIS)

### 3.4 ACCESS

The site is currently accessible via Raynes Road, Narrows Road and Middle Road which are classified as local roads under the WDP as well as Ohaupo Road (State Highway 3) which is classified as a Major Arterial Route.

Potential future access will also be enabled through the Southern Links Designation which has been proposed to provide better connectivity between Hamilton, the Airport, Peacocke and Tamahere.

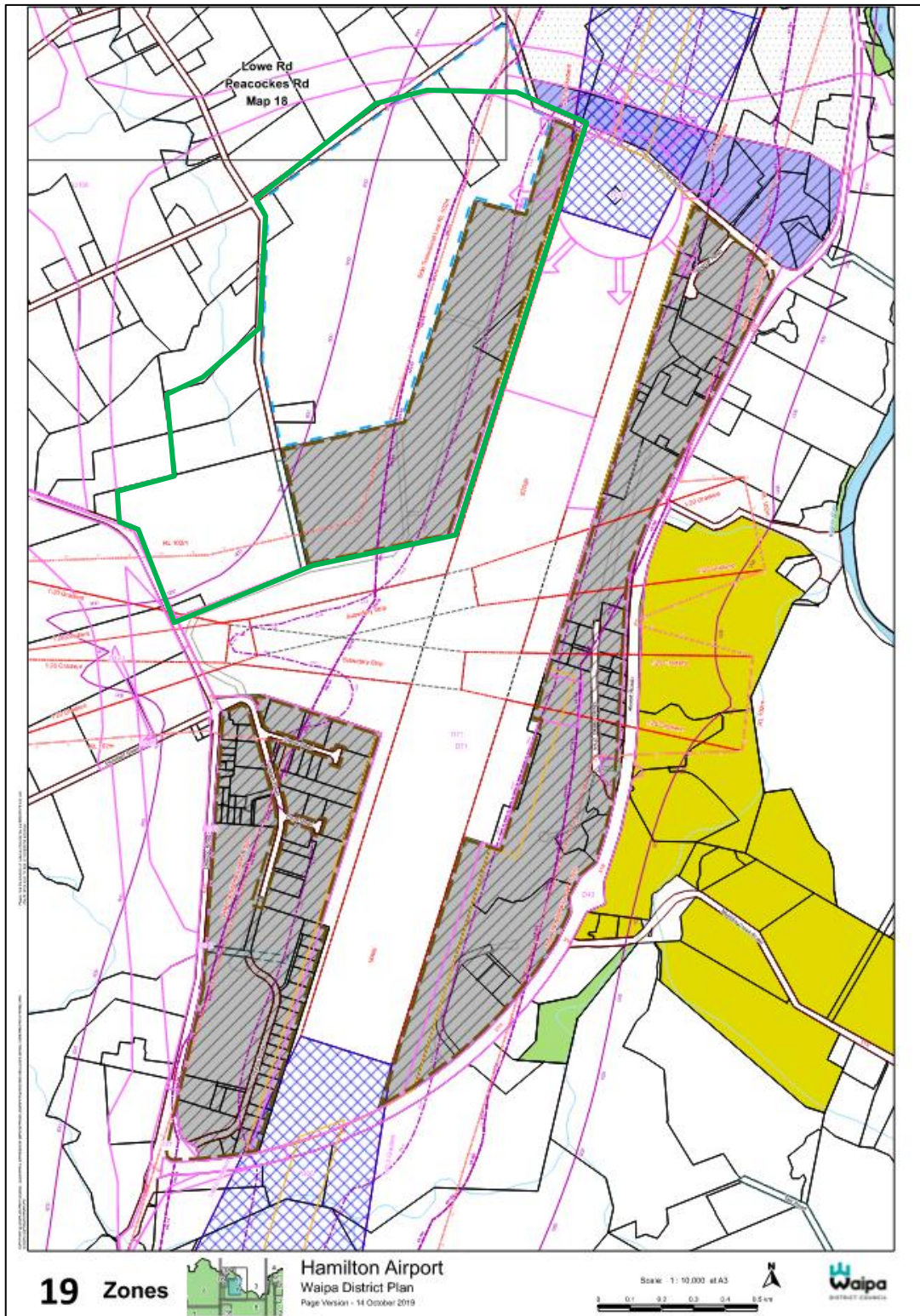
State Highway 1 is located nearby to the east which provides regional connectivity. The North Island Main Trunk Line passes nearby the site to the west, which enables the potential for a rail connection to the site and Airport in the future.

A more detailed analysis of the existing road network is contained within the Integrated Transport Assessment (ITA) contained within **Appendix 3**.

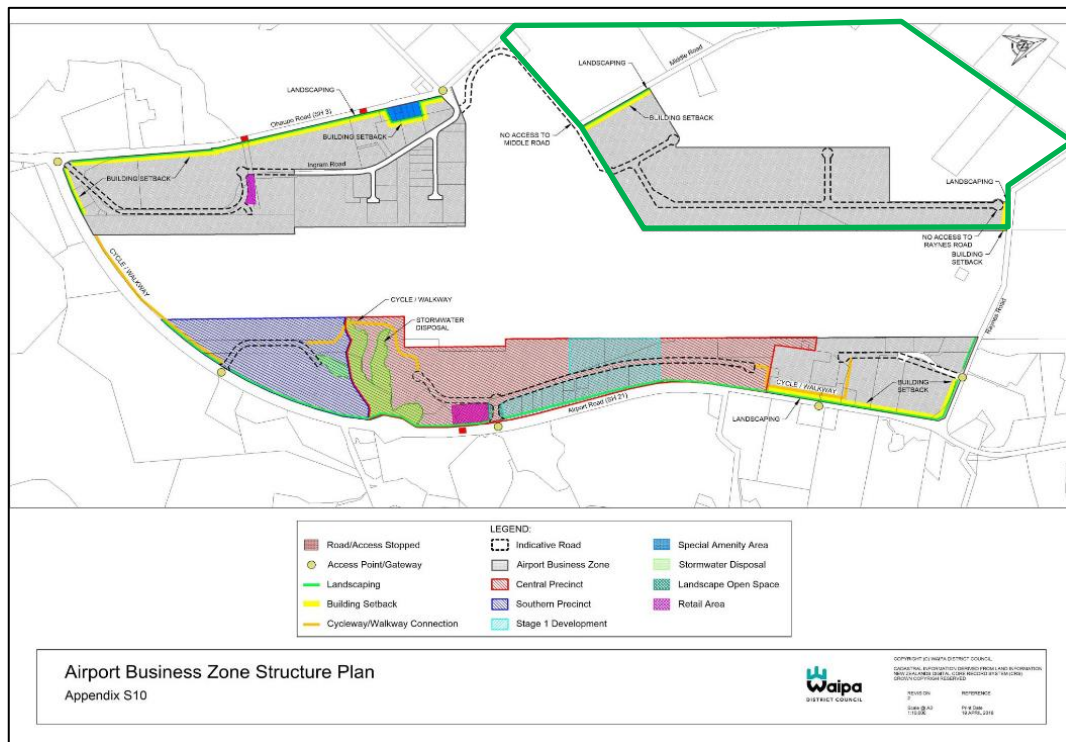
### 3.5 ZONING, CONTROLS AND DESIGNATIONS

The site includes approximately 41ha of Airport Business Zoned land and approximately 90ha of Rural Zoned land under the WDP (refer **Figure 4** below). The Airport Business Zone area is also subject the Airport Business Zone Structure Plan (refer **Figure 5** below).





**FIGURE 4:** The zoning map for the Northern Precinct and the Airport within the WDP. The extent of the Airport Business zone is denoted by the grey hatched shading, while the rural zone is in white. We have outlined the extent of the Northern Precinct as it relates to this request in a green outline.



**FIGURE 5:** The Airport Business zone Structure Plan contained within Appendix S10 of the WDP. We have outlined the extent of the Northern Precinct as it relates to this request in a green outline (note that the northern extent of Northern Precinct is currently not shown on the Structure Plan).

Much of the currently Rural Land subject to the request is identified under the WDP as being a Possible Future Airport Growth Area.

The site is also within various airport control areas, including the Runway Protection Area, Outer Control Boundary, Air Noise Boundary, Night Noise Boundary.

Designation D130 is in the northern portion of the subject site, the purpose of which is to provide for a VHF Omnidirectional Radio Range associated with the airport.

### 3.1 SURROUNDING LOCALITY

The surrounding area includes Hamilton Airport immediately adjacent to the south and east of the site. To the east and south of the airport are the other precincts of Titanium Park which are all zoned Airport Business and being developed for industrial and business activities.

To the west of the site, land is primarily used for agricultural, horticultural, and large lot residential activities.

There is an area of land to the north-east of the site (on the northern side of Raynes Road) which is owned by Meridian 37 Ltd and zoned Industrial Zone. This land is bound by the Southern Links Designation to the north. North of the Southern Links Designation, land transitions from rural land to residential as it gets closer to Hamilton Central. Much of the land of this area to the north is becoming urbanised - of note is the planned Amberfield development which is a significant residential development underway in the Peacocke Growth Cell.

Other nearby locations/destinations in the area include:

- The Mystery Creek Events Centre - one of New Zealand's biggest events centres and is located to the east of the airport.



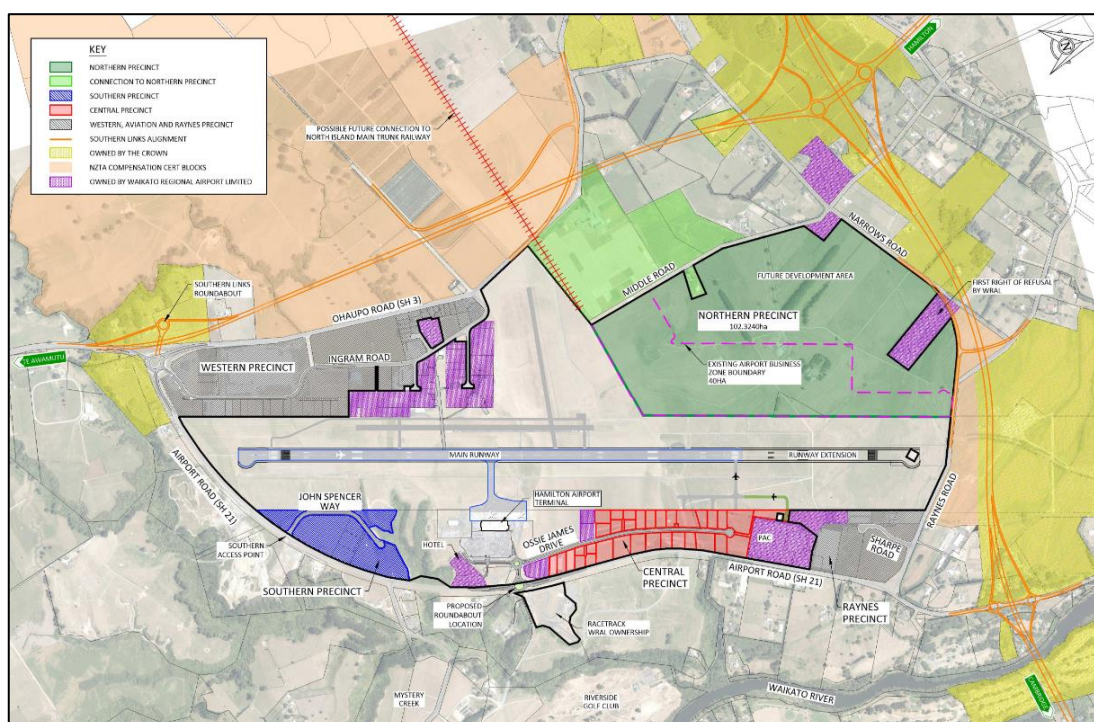
- A brewery on the northern side of Raynes Road (Hopnotic Brewery).
- A karting club and track to the east of the airport (Kartsport Hamilton).
- A Golf Course to the east of the airport alongside the Waikato River (the former Lochiel Golf Club now called Tieke Golf Estate)

## 4.0 BACKGROUND

### 4.1 TITANIUM PARK

Hamilton Airport is a regionally significant transport hub. Titanium Park, which wraps around the airport is one of the region's strategically important business growth nodes, catering for a wide range of industrial, commercial, and a limited extent of retail activity. Its location in the southern corner of the 'Golden Triangle' that connects Auckland, Hamilton and Tauranga reinforces its significance in the region's future growth.

All land within Titanium Park is zoned Airport Business Zone under the WDP and is guided by the Airport Business Zone Structure Plan (the 'Structure Plan'). The Structure Plan separates Titanium Park into several precincts, and provides an indicative roading network, building setbacks, landscaping requirements and cycle/walkway connections.



**FIGURE 6:** The various precincts within the Airport Business zone

All precincts have now been developed except for the Northern Precinct. The precincts are described under the following headings:

#### The Raynes Precinct

This precinct is in the north-eastern corner of Titanium Park at the intersection of Raynes Road and SH21. Land within this precinct has been fully taken up with

occupants including large-scale warehouse and distribution facilities such as Storage King, 1-Day, Trade Depot, and a Torpedo7 distribution centre.

### **The Central Precinct**

This precinct extends from the Raynes Precinct down to the airport terminal along the eastern edge of the Airport. Development is underway within this precinct which contains the 'spine road' connecting the airport terminal with the entrance to SH21. This precinct has both airside and highway frontage lots, being an attractive site for airport-related operations as well as commercial uses that would benefit from high visibility of roadside frontage. Current occupants include appliance components supplier Smiths, Armourgard, genera Biosecurity and Hamilton Caravan Rentals.

### **The Southern Precinct**

This precinct is in the south-eastern portion of Titanium Park and is currently being developed. Given its visibility from SH21, it is suitable for commercial uses. Current occupants include TyreLine and Beaufreaires.

### **The Western Precinct**

This precinct is located in the south-western portion of Titanium Park (to the south-west of the airport) and is also bound by SH3 to the west and SH21 to the south. This precinct is dominated by a large manufacturing and distribution facility as well as being home to a storage centre and scaffolding depot.

### **The Aviation Precinct**

This precinct contains aviation and other existing aeronautics-related activities alongside the airport runway.

### **The Airport Precinct**

This includes the terminal building, a Jet Park Hotel, and the head office of executive flight operator Helicorp.

### **The Northern Precinct (under current framework)**

The Northern Precinct is the precinct to which this proposal relates to. This precinct currently comprises approximately 40 hectares of land already zoned Airport Business Zone. The zoning provides for a range of industrial activities, transport and freight depots/bus depots, warehousing and storage, ancillary retail and wholesale activities among a range of other activities.

As required by the WDP, development and subdivision of the Northern Precinct shall comply with the Structure Plan.

The Structure Plan includes an indicative roading layout and requirements for landscaping and building setbacks within the Northern Precinct. The indicative roading layout involves a future road to extend north from Ingram Road to serve the Northern Precinct. This road bypasses Middle Road and does not connect to Raynes Road to the north, meaning there is only one access point to this business zone area.

The WDP also requires a Comprehensive Development Plan (CDP) be submitted as a prerequisite for development in the Titanium Park. Activities that do not comply with the CDP requirements in Rule 15.4.2.92 require resource consent as a Non-Complying Activity.

We note that the CDP rules and related provisions that apply to the Northern Precinct are likely to be *ultra vires* (unlawful) on the basis of recent case law<sup>1</sup>. Those decisions held that:

- (a) Plans (including Framework Plans, Comprehensive Development Plans and Master Plans) are not activities for which consent can be obtained; and
- (b) An activity's status is derived from the Act and its subsidiary planning instruments. Activity status cannot be determined by whether (or not) another resource consent has been granted.

The use of CDP rules no longer represent the most appropriate way to the achieve the purpose of the Resource Management Act.

### FUTURE GROWTH AREA

Additional land to the north-west of the Northern Precinct is currently zoned Rural but has been identified as a 'Possible Future Airport Growth Area'. The Hamilton Airport Growth Map, which is contained in Appendix S1 of the WDP (refer **Figure 7** below). This area has also been identified in Appendix S1 of the WDP and is shown in relation to the alignment of Southern Links.



**FIGURE 7:** Titanium Park Future Growth Area

The future extension direction has an undefined land area under the WDP and is shown to indicate where any further development would logically be located given the alignment of Southern Links.

The WDP considers that this future extension would provide for future industrial land beyond 2035, but we note that because available land within Titanium Park has nearly all been sold and/or developed, the development of the Northern Precinct will now be required much sooner than this to meet current and projected demand (refer section 4.2.2 below for further details on the project demand).

<sup>1</sup> Queenstown Airport Corporation v Queenstown Lakes District Council [2014] NZEnvC 93  
Re Auckland Council [2016] NZEnvC 56, (2016) 19 ELRNZ 425



## 4.2 THE CURRENT FRAMEWORK

### 4.2.1 THE EXISTING STRUCTURE PLAN

The Northern Precinct will be developed in accordance with the Airport Business Zone and supporting Structure Plan. The zone enables a range of industrial activities, transport and freight depots/bus depots, warehousing and storage, retail and wholesale activities among a range of other activities.

Under the current Structure Plan, the only transport link to the Northern Precinct is via Ingram Road which is problematic from an urban form, transport and operation efficiency perspective. This means that vehicles (which will include large vehicles associated with industrial activities) travelling from sites at the northern end of the Northern Precinct to Hamilton City (or other destinations to the north) will need to travel approximately 2.5km south to reach Ingram Road before being able to travel in a northern direction. This is an inefficient roading layout and will require unnecessary travel lengths for regular users/visitors of the Northern Precinct.

The current Structure Plan also does not include any direct connection to the future Southern Links highway and has only been developed to enable the 41ha of Airport Business land to be developed rather than the extended area that this application is seeking for Northern Precinct.

### 4.2.2 DEMAND FOR EXPANSION

The applicants have identified that, based on current and projected demand for industrial land, the future expansion of the Northern Precinct needs to be brought forward significantly (i.e. is required within the short and medium term rather than long term).

The demand for industrial land near the Airport has been significant over the past several years, with uptake being far greater than was predicted when the Northern Precinct was rezoned as part of preparing the WDP. The WDP anticipated that the 40ha extent of the Northern Precinct would accommodate all medium-term demand and that any extension of the Precinct (as foreshadowed in the District Plan) would only be required sometime after 2035.

The significant uptake on demand has meant almost all the industrial land within the Southern Western and Central Precincts has been sold and developed, meaning that the operative Airport Business zoned land within the Northern Precinct (40ha) is required to meet demand in the immediate-short term and the remaining 90ha is needed to accommodate the medium-long term demand (being somewhere between 5 – 13 years).

The applicants expect that the full 130ha of Northern Precinct will be developed by 2035; a stark contrast to what was predicted to occur even 8 years ago in the 'Airport and Adjacent Land Study (2013)' that was commissioned by the Future Proof Partners where it was expected that the first 40ha would provide enough supply until 2035 (with the additional 90ha only required to be supplied after 2035).

### 4.3 FUTURE PLANNED TRANSPORT INFRASTRUCTURE

#### 4.3.1 SOUTHERN LINKS

The Southern Links project involves the construction of a transport network of state highway and urban arterial routes linking State Highway 1 (SH1) from Kahikatea Drive in Hamilton to the Waikato Expressway at Tamahere and SH3 from Hamilton Airport to central and east Hamilton.

The project is tied in with projected growth and development in the Peacocke, Tamahere and Hamilton Airport areas. The project will involve the construction of a new state highway corridor that will connect Hamilton Airport to the Hamilton City Centre, planned residential development in southern Hamilton as well as State Highway 1 to the east.

The highway corridors have been designated under the WDP (Designation D156) and is due to lapse in 2036. In addition to the Crown's purchase of the Nursery site within Northern Precinct, the Crown has also acquired a several other properties to the north-west of Narrows Road to facilitate the future construction of this highway network.

At the time of preparing this application, the future of the project remains uncertain with no confirmed funding and no detailed design having been completed by Waka Kotahi.

#### 4.3.2 RAYNES ROAD UPGRADES

Consultation with both Waka Kotahi and WDP has confirmed that there are other planned upgrades to Raynes Road being advanced. This includes upgrading the Raynes Road / SH3 intersection into a roundabout to improve safety. Funding for this upgrade has been confirmed with the design expected to be completed in the next six months.

Meridian 37 Ltd has also commissioned a report indicating the need to upgrade the Raynes Road / SH21 intersection with or without Southern Links would be required by 2031. The Airport have also provided the necessary land for this upgrade to occur.

### 4.4 THE APPLICANTS FEEDBACK ON THE UPDATED FUTURE PROOF STRATEGY

In October 2021, the Future Proof Partners released the updated Future Proof Strategy. Both Waikato Regional Airport Ltd (WRAL) and Titanium Park Ltd (TPL) provided feedback on the updated strategy via a written submission as well as presenting at the hearings in late 2021.

The submission included several themes that supported amendments that were sought throughout the updated vision document. Of particular relevance to this application was 'Theme 1: The Airport as a Strategic Industrial Node and Urban Development Area'. This supported the identification of the Airport and surrounding Airport Business zone as a Strategic Industrial Node and Urban Enablement Area within the region. The feedback was that the Urban Development Area should show the full extent of Northern Precinct as sought to be rezoned by this request.

The submissions provided several reasons why including the full extent of Northern Precinct as an Urban Development Area was appropriate:

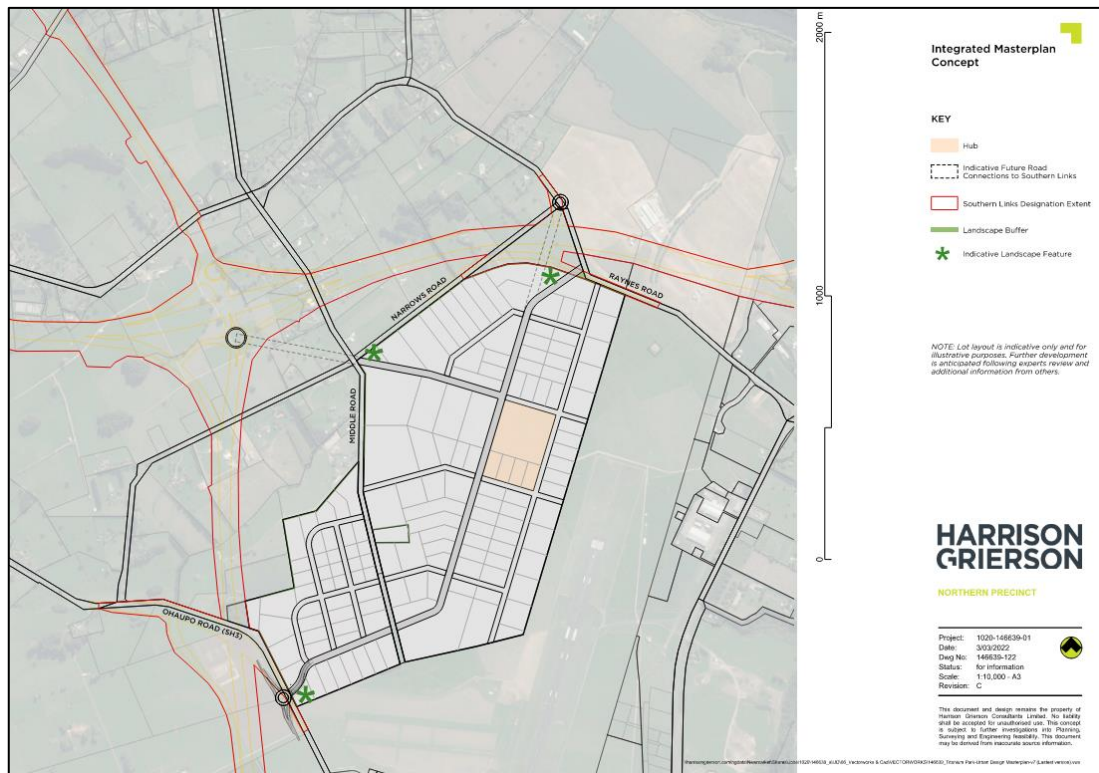
1. It will provide additional business land that is plan-enabled and capable of being infrastructure ready in the short term. This is achieved by a portion (approximately 40ha) of Northern Precinct already having an operative Airport Business zoning under the WDP and there being adequate and feasible infrastructure solutions available to service the land.

2. It will provide additional business land that will be plan-enabled and infrastructure ready in the medium term. This is achieved by including the balance (approximately 90ha) of Northern Precinct that is being sought to be rezoned to Airport Business by a private plan change application that is due to be lodged in the first quarter of 2022. A Structure Planning process has already been completed for this area and has demonstrated that there are adequate and feasible infrastructure solutions available to service the land.
3. The Structure Planning that has taken place for Northern Precinct to date has been based on the full 130ha (approximately) extent of the Precinct. This long term and strategic approach has been followed to ensure that a well-functioning urban environment can be achieved (compared to what would otherwise be possible if TPL were to only focus on the 40ha of Northern Precinct that currently has an operative Airport Business zoning).
4. Including the full extent of Northern Precinct as Urban Enablement Area improves the ability to strategically plan for and develop the full extent of Northern Precinct in an integrated and comprehensive way. It also provides a balanced settlement pattern for the growth that is planned between Hamilton and the Airport, providing a clear direction for establishing new residential areas that are near future business land / employment opportunities (refer **Figure 4** below).

#### **4.5 THE NORTHERN PRECINCT MASTERPLAN**

The applicants have commissioned the development of a Masterplan to enable a comprehensive approach to future growth of the Northern Precinct (refer **Figure 8** below and **Appendix 4**).

The Masterplan was developed and refined over an 18-month period and was based on an integrated design methodology that involved a team of experts including urban designers, landscape architects, planners, civil engineers, traffic engineers, geotechnical engineers, acoustic engineers, ecologists, soil contamination specialists, economists and logistics specialists.



**FIGURE 8:** The Masterplan for Northern Precinct

The preparation of the Masterplan has also been informed by consultation with stakeholders such as Waipa District Council, Waka Kotahi (NZ Transport Agency), Hamilton City Council and mana whenua.

The purpose of the master plan is to establish a future vision for the Northern Precinct and to assist in establishing key opportunities and considerations to guide its future growth. It has been used as an evidence base to inform the scope of this plan change request and to ensure the supporting expert assessments are aligned.

The key elements of the Masterplan include introducing a roading pattern and hierarchy which will direct main traffic flows through the central spine road, while a vehicle access restriction will prevent traffic exiting the Northern Precinct via Middle Road and/or Narrows Road (as shown on the proposed Airport Business Zone Structure Plan). Road cross sections were prepared to reinforce this hierarchy. The Masterplan was designed around the central Hub which will act as a strong community and landmark feature for the precinct.

The Urban Design Assessment (UDA) contained as **Appendix 5**, provides further details of the design approach that was adopted in developing the Masterplan.

#### 4.6 SPECIALIST REPORTS AND INPUTS

Throughout the preparation of the Masterplan and the Plan Change request, the applicants have commissioned a range of specialist inputs to assess the actual and potential environmental effects anticipated from the implementation of the request. These specialist inputs are:

- Bloxam Burnett & Oliver (BBO) have been engaged to prepare an Integrated Transport Assessment (ITA) contained as **Appendix 3**.
- Harrison Grierson Consultants have been engaged to prepare an Infrastructure Assessment contained as **Appendix 6**, an Urban Design Assessment (UDA)

contained as **Appendix 5** and a Landscape and Visual Assessment (LVA) **Appendix 2**.

- Insight Economics have been engaged to prepare an Economic Assessment contained as **Appendix 7**.
- Tonkin and Taylor Limited have been engaged to prepare an Ecological Assessment contained as **Appendix 8**.
- CMW Geosciences have been engaged to prepare two separate Preliminary Geotechnical Investigations (one for the TPL land and one for the RPL land). The report prepared for the TPL land is contained as **Appendix 9** and the report prepared for the RPL land is contained as **Appendix 10**.
- W Gumbley Ltd Archaeologists have been engaged to prepare two separate Archaeological Assessments (one for the TPL land and one for the RPL land). The report prepared for the TPL land is contained as **Appendix 11** and the report prepared for the RPL Land is contained as **Appendix 12**.
- Marshall Day Acoustic Specialists have been engaged to prepare an Acoustic Assessment contained as **Appendix 13**.
- 4Sight Consulting have been engaged to prepare a Preliminary Site Investigation (PSI) Contamination Assessment of the TPL land contained as **Appendix 14**.
- Beca have been engaged to prepare a Contaminated Land Assessment of the RPL land contained as **Appendix 15**.
- The applicants have commissioned Norm Hill of Te Hira Consultants Ltd to commence work on a Cultural Impact Assessment (CIA). The CIA is currently being prepared and is expected to be completed in May 2022.



## 5.0 THE PROPOSAL

The purpose of the plan change request is to achieve the co-ordinated expansion of the Northern Precinct within the Airport Business zone and to enable it to be developed in line with what has been envisaged by the Northern Precinct Masterplan.

Achieving this purpose will require the following changes to the WDP:

1. The rezoning of approximately 89ha of land from Rural to Airport Business zone.
2. Amendments to the Airport Business Structure Plan contained in Appendix S10 of the WDP.
3. Amendments to the Airport Business Zone provisions that are contained within Section 10.
4. Amendments to the Infrastructure, Hazards, Development and Subdivision provisions that are contained within Section 15.
5. Amendments to the Assessment Criteria and Information Requirements contained within Section 21.

We have provided further details of these amendments within the following sections.

### 5.2 PROPOSED REZONING

The proposed rezoning will involve the retention of the existing 41ha within the Northern Precinct that is zoned Airport Business and rezoning approximately 89ha of adjoining Rural zoned land to Airport Business zone.

The extent of the rezoning excludes land that is within the Southern Links designation and will result in the Northern Precinct increasing to comprise approximately 130ha. The proposed extent of the Airport Business zone for Northern Precinct is shown in **Figures 9 and 10** below and is contained as **Appendix 16**.

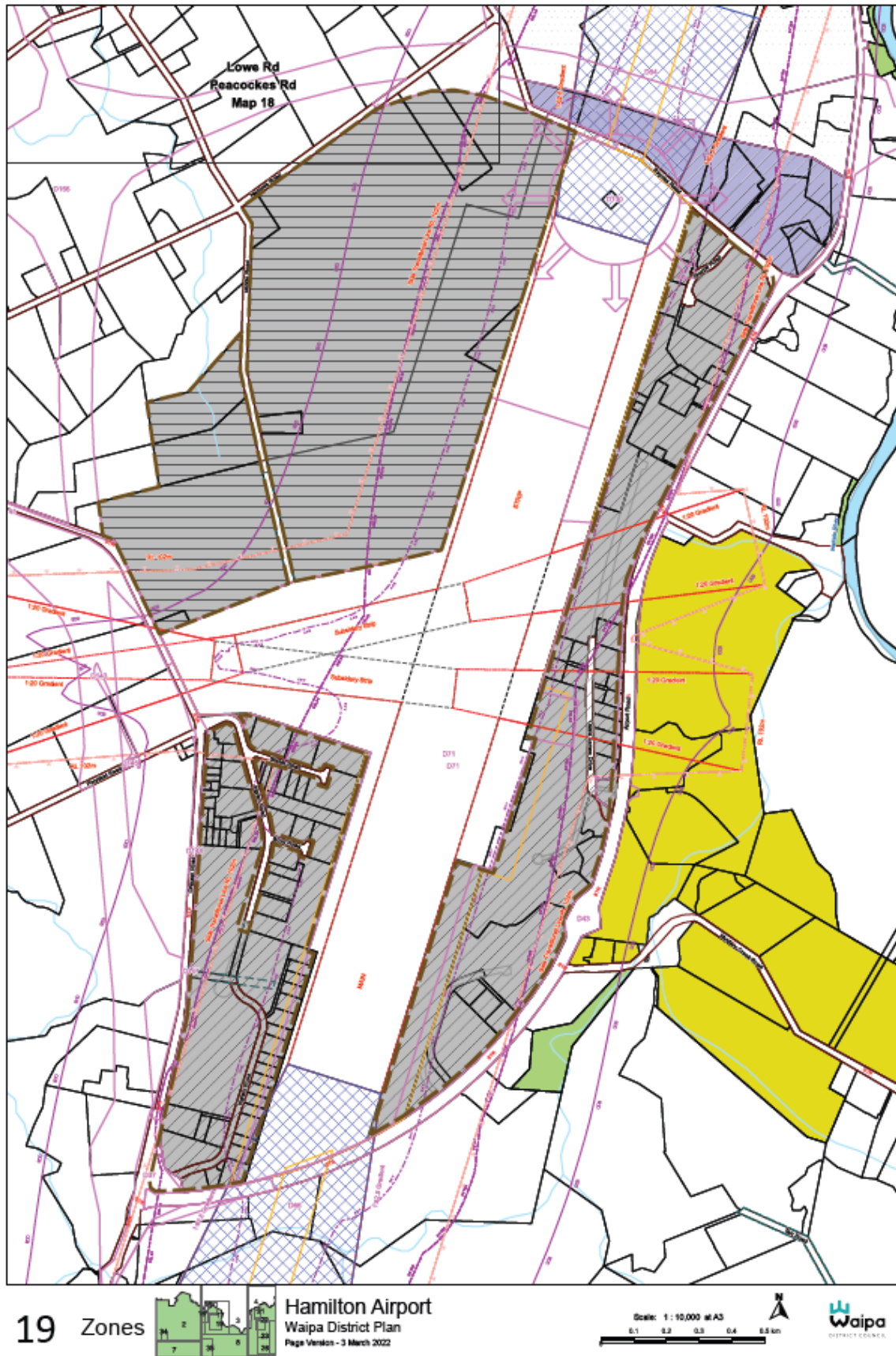
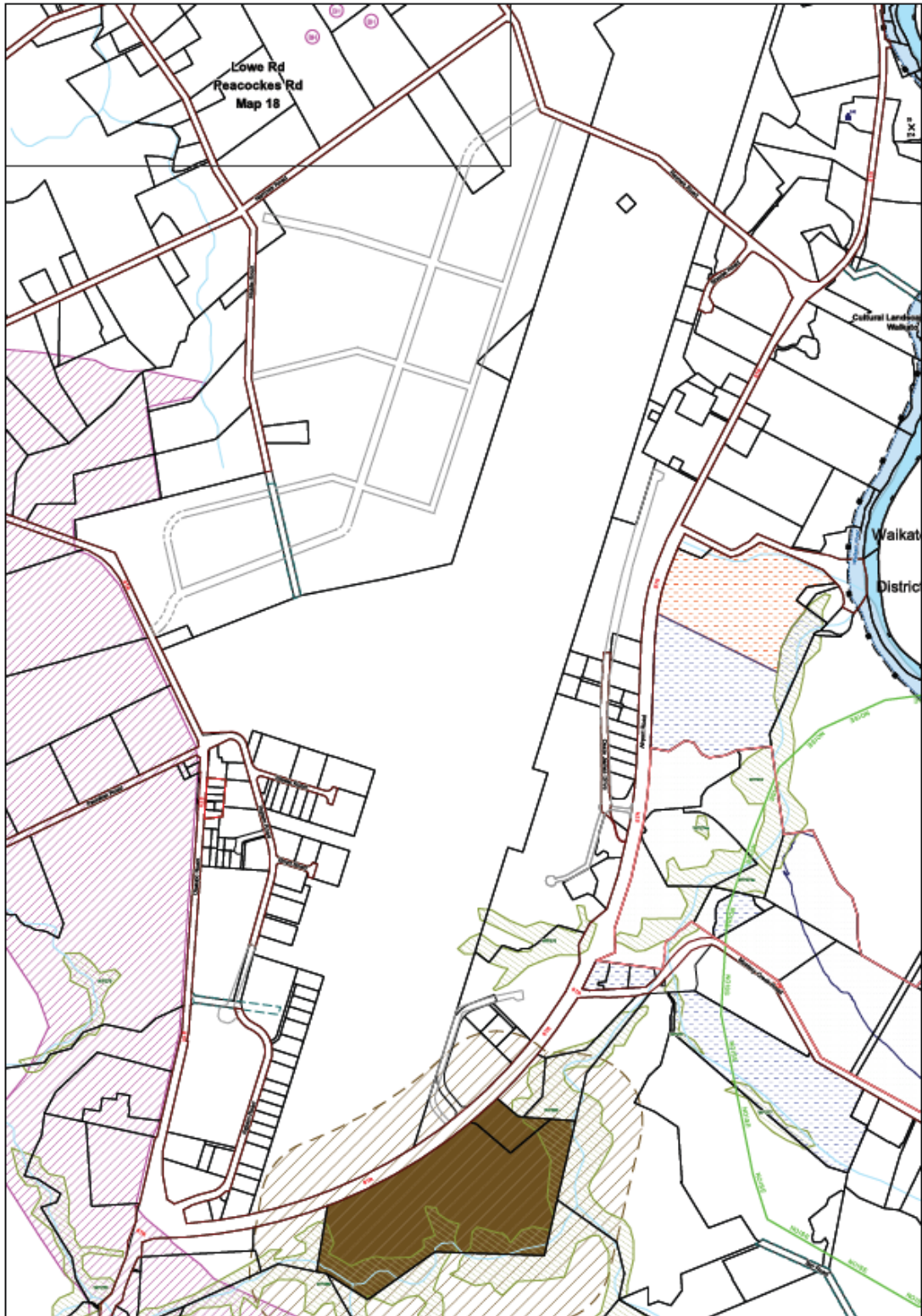
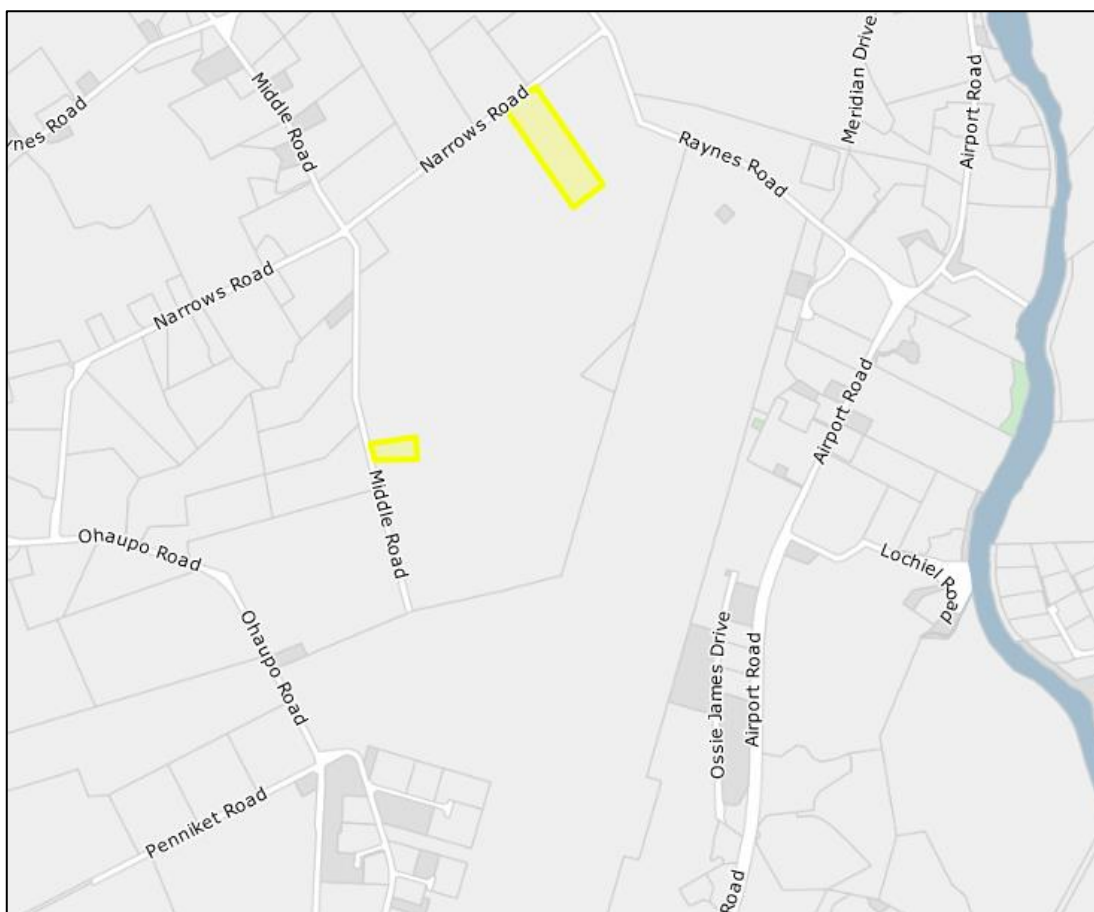


FIGURE 9: Proposed change to the zone map within the WDP.



**FIGURE 10:** Proposed change to the policy map within the WDP.

The applicants own all the land that is proposed to be rezoned, except for two properties located at 208 Narrows Road and 141 Middle Road (refer **Figure 11** below).



**FIGURE 11:** Denotes the two properties within the rezoning extent that are not currently owned by the applicants.

The property located at 208 Narrows Road is owned by the Crown following its purchase to enable the construction of the Southern Links project. TPL has an agreement with the previous owner that enables it to acquire the balance of the property once it is no longer needed for roading purposes (noting that only the northern portion of this property is within the Southern Links designation).

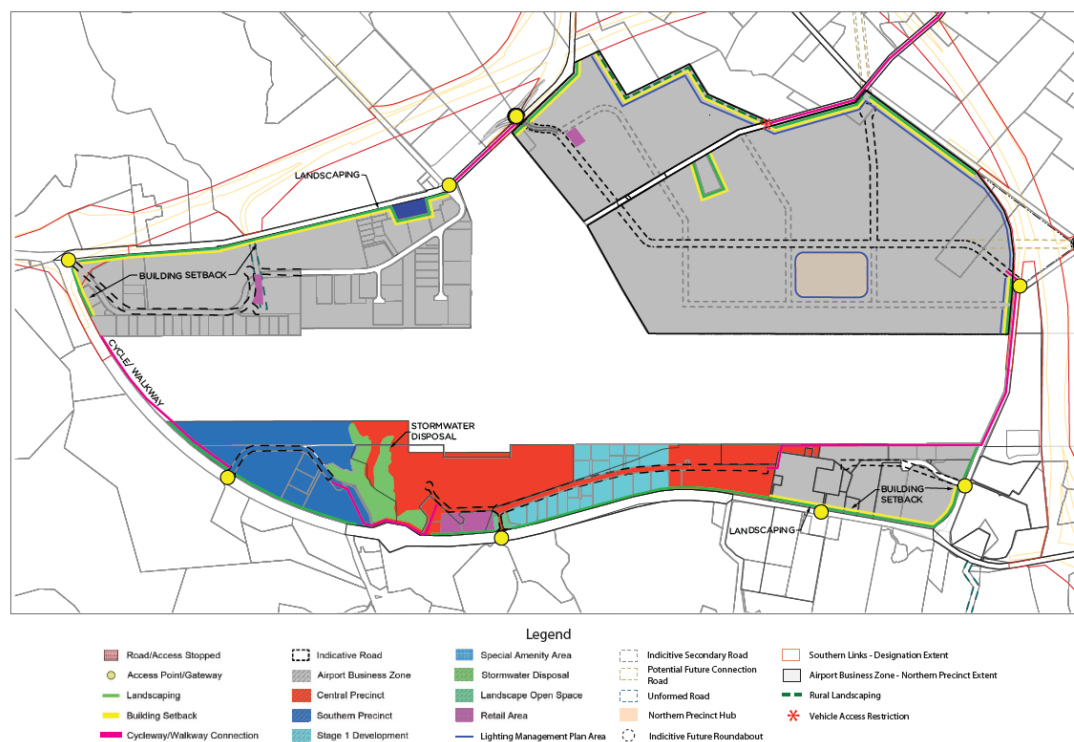
The property located at 141 Middle Road is privately owned and TPL has entered negotiations to acquire this property. At the time of preparing this request there was no agreement or contract in place for TPL to acquire this property and so while it is included within the rezoning extent, we have also proposed additional setback, landscaping and noise controls that would apply along the common boundary of this property and adjoining Airport Business zoned land. Further details of these have been provided in the subsequent sections. The intention would be to only remove these added restrictions if TPL were able to enter an agreement to acquire the property while the plan change request was being processed by Waipa District Council.



### 5.3 PROPOSED CHANGES TO THE AIRPORT BUSINESS ZONE STRUCTURE PLAN

The proposed amendments to the Airport Business Zone Structure Plan are required to both recognise and enable the increased extent of the Northern Precinct, but also align with the development pattern and approach that has been developed as part of the Masterplanning process.

The amended Airport Business Zone Structure Plan is illustrated in **Figure 12** below and also contained as **Appendix 17**.



**FIGURE 12:** The proposed Amendments to the Airport Business Zone Structure Plan

The proposed amendments include:

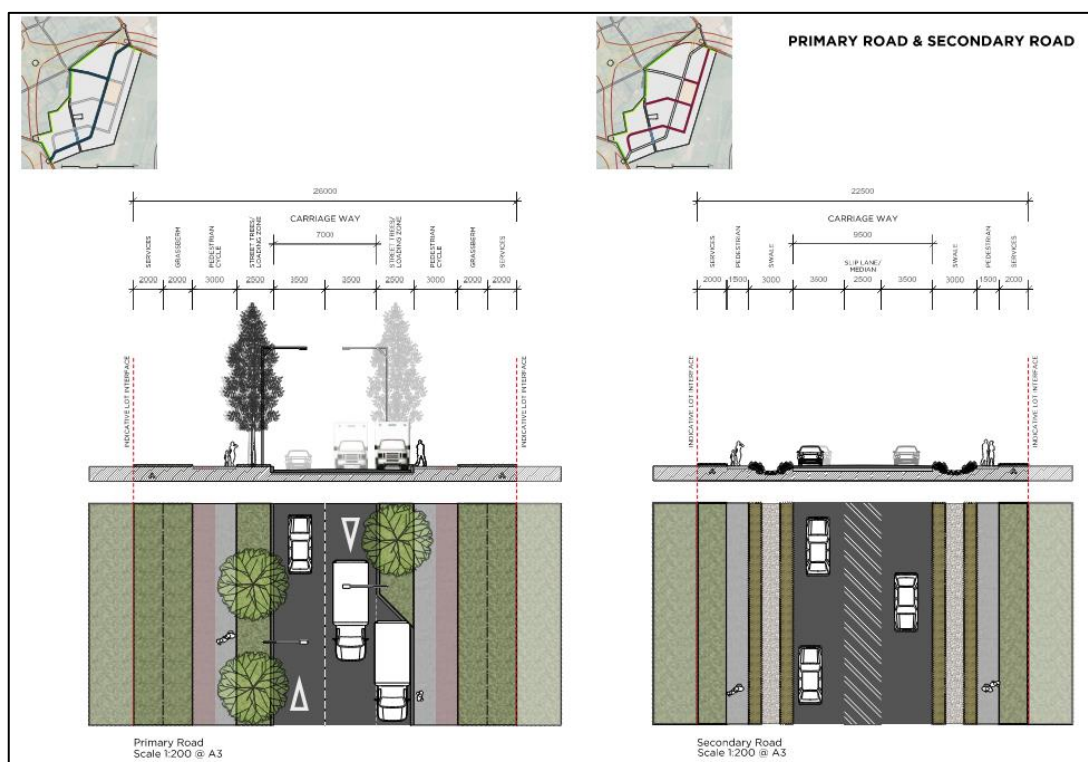
- Updating the extent of the Airport Business zone and Northern Precinct extent to match the rezoning request and result in the full 130ha of the Northern Precinct being included within the Structure Plan.
- Amending the indicative roading pattern to align with the pattern developed through the masterplanning process. This includes two indicative Primary Roads, one of which will extend from Raynes Road down to Ingram Road, and another which will extend from the centre of the Northern Precinct to a cul de sac in the western portion of the site (near the Narrows Road/Middle Road intersection). There will be a vehicle access restriction on Middle Road (as denoted by the red star on the Airport Business Zone Structure Plan), preventing vehicles from exiting the site via Middle Road, but allowing access for pedestrians and cyclists.
- Extending the landscaping and setback controls to apply on the external boundaries of Northern Precinct that adjoin the Rural zone. Both these controls are also applied to the boundaries of 141 Middle Road given that TPL does not currently own the property (but noting that they may be removed during the process if TPL was to acquire it). These controls work in conjunction with the Airport Business zone provisions.



- Introducing the Hub within the centre of the Northern Precinct, which is a key feature of the Northern Precinct. The Hub is intended to be a higher amenity space within the precinct that will provide a limited extent of retail to support the convenience needs of people visiting and working within the precinct. Its inclusion also works in conjunction with the Airport Business zone provisions.
- Introducing a small retail area within the western extent of the Northern Precinct to both complement the role of the Hub but also to provide a more balanced urban form that more efficiently provides for the convenience needs of workers and visitors within this portion of the precinct.
- Introducing the two new access points / gateways onto State Highway 3 and Raynes Road that are located at either end of the main spine road through the precinct.
- Illustrating the walking and cycling connections that will be established between the Northern Precinct and the Raynes / Southern Precincts.
- Illustrating the walking and cycling connection that is being promoted between Northern Precinct and the Peacocke growth cell to the north.
- Illustrating the operative designation extent and corridor for Southern Links to provide a holistic and comprehensive view of how the Airport Business zone can be integrated into Southern Links when it is constructed.

Supporting the Structure Plan will be the inclusion of two additional cross sections that would apply to the Indicative Primary and Secondary Roads within the Northern Precinct. These are included as **Figures 13** below and are proposed to be included within Appendix S10 of the WDP along with the updated Structure Plan.

The additional road cross sections have been developed to cater for a mix of traffic modes including heavy trucks and have been based on those types already defined in the existing Airport Business Zone Structure Plan. The range of road types have been designed to contribute to amenity and character as well as aiding wayfinding throughout the precinct.



**FIGURE 13:** Indicative cross sections for the Indicative Primary (Spine Road) and Secondary (Local Road) Roads.

#### 5.4 PROPOSED AMENDMENTS TO PLAN PROVISIONS

The final component of the plan request is to make several amendments to the Airport Business Zone provisions that are contained within Section 10 of the WDP; the Infrastructure, Hazards, Development and Subdivision provisions that are contained within Section 15 of the WDP; and the Assessment Criteria and Information Requirements contained within Section 21 of the WDP. We are also proposing amendments to the text contained within the Airport Business Structure Plan contained as Appendix S10 of the WDP which have also been outlined in this section below.

These changes are largely to give effect to the increased extent of the Airport Business zone within the Northern Precinct and the amendments being sought to the Airport Business Zone Structure Plan. But they also include the deletion of the Comprehensive Development Plan requirements as they relate to the Northern Precinct given they have been found to be no longer appropriate (refer section 4.1 above).

The proposed changes to the WDP are outlined in the mark-up version contained as **Appendix 18**. The proposed amendments seek to:

- Enable the full 130ha of business zoned land to be developed that would go toward meeting short - medium term and long term demand.
- Enable the Northern Precinct to be developed using a more efficient and effective roading structure that would also be more readily be expanded over time.
- Enable a roading pattern that is aligned with distant Maunga to aid way finding, creating a sense of place and respecting cultural values.
- Adopt a structure planning process that was based on the full 130ha extent of the Northern Precinct. This enables a longer term and more strategic approach to be taken for the precinct (compared to what would otherwise be possible if the TPL

was only able focus on the 41ha of Northern Precinct that currently has an operative Airport Business zoning).

- Remove the requirement for a Comprehensive Development Plan process and introduce new provisions within the Airport Business Zone Structure Plan Appendix that are then cross referenced / implemented by rules within Section 10 (the Airport Business Zone chapter) and Section 15 (Subdivision chapter) of the District Plan. The updated Structure Plan provides clarity and certainty around the various transport upgrades that are required to be delivered to support the full development of the Northern Precinct. This also enables development and infrastructure to be integrated, which was the objective of the prior CDP process.
- Enable the creation of the Hub within the precinct that will aid with placemaking, wayfinding and support the needs of visitors and workers within the Northern Precinct by providing a limited scale of retail and services.
- Enable the provision of a limited amount of retail within the western side of the precinct to provide for the convenience needs of workers and visitors that are local to that portion of the precinct.
- Enable the ability to apply tailored noise and landscaping requirements to the external boundaries of the precinct, including sections of boundaries that adjoin the Rural zone.
- Include requirements for specific roading infrastructure upgrades to be constructed prior to certain stages of development of the Northern Precinct (these provisions are set out in Appendix S10 of the WDP and then implemented via Rule 10.4.2.35, Rule 15.4.1(u) and Rule 15.4.2.87 of the District Plan).
- Include a requirement for an Ecological Management Plan (EMP) to be developed as part of the first land use consent or subdivision consent application in the Northern Precinct. The EMP shall include a Bat Management Plan, a Lighting Management Plan and ecological recommendations for landscape planting to be implemented across the precinct. This is then implemented via Rule 10.4.2.35 and Rule 15.4.1(u) of the District Plan).

## 5.5 INFRASTRUCTURE AND SERVICING

The applicants engaged Harrison Grierson to undertake an Infrastructure Assessment in support of the proposal to inform how the site can be serviced (contained as **Appendix 6**). The Infrastructure Assessment covers stormwater, water supply, wastewater and power, highlighting the available infrastructure, constraints and potential solutions for the future development of the Northern Precinct for industrial/business activity. The findings are summarised under the following headings:

### 5.5.1 FLOOD HAZARDS

The Infrastructure Assessment noted that as per the Waikato Regional Hazards Portal, there is no risk of flooding to the site from the Waikato River, but groundwater levels within the Northern Precinct will likely need to be managed with subsoil drains to avoid any localised flooding.

### 5.5.2 STORMWATER MANAGEMENT

With regards to stormwater, the Infrastructure Assessment outlines that stormwater management will be required for any development of the site in accordance with Regional guidelines. Post-development stormwater flows will need to be managed within the development to ensure that there is no peak flow increase downstream of the development.

It is anticipated that TPL and RPL will incorporate amenities of any stormwater devices and include these as part of the development, however, the proximity of the development to the airport runway makes wetlands or ponds unfavourable as they create habitats for birdlife. As such, any stormwater treatment and detention would be best carried out using dry systems.

The preliminary geotechnical report indicates that the site is suitable for limited soakage to the ground. This should be maximised where possible, but larger storm events should be controlled with detention systems at the existing drainage points. Given the relatively flat topography, stormwater conveyance systems should ideally consist of shallow surface swales.

The Infrastructure Assessment contains more detail around particular recommendations for on-lot and road network stormwater management.

Overall, it is considered that a combination of methods within the site will be able to appropriately manage stormwater from future industrial/business development of the site.

### 5.5.3 WASTEWATER

The Western Precinct, Hotel and Terminal buildings have on-lot wastewater treatment through septic tanks and disposal beds. The Southern, Central and Raynes Precincts have reticulated systems that currently terminate at storage chambers at the end of each reticulated portion. These chambers are periodically pumped out and transported by truck to the wastewater treatment plant in Cambridge.

#### **Short – Medium Term Option**

The Infrastructure Assessment has found that it is not an efficient or effective option for the Northern Precinct to connect to the existing wastewater infrastructure in the other precincts. For this reason, the option for a standalone wastewater treatment plant in the Northern Precinct is considered the preferred option to service the Northern Precinct in the short – medium term.



While the location of this wastewater treatment plant at this stage is yet to be confirmed, it is likely to require a parcel of land within the TPL block. The disposal area could potentially be located along the flanks of the airport runway rather than taking up valuable industrial lot space.

The wastewater technology is expandable as the Northern Precinct is developed, hence treatment 'cells' are only added onto the system as and when required.

#### **Long Term Option – Metro Wastewater Scheme**

The short-medium term option has been considered along with the long-term likelihood that Hamilton/Waipā's future Metro Wastewater Treatment Plant will be considered within the vicinity of the airport.

Given the flexibility of the medium-term option, the treatment cells can be arranged in such a way that they can be removed, while the treatment plant could be easily converted into pumpstations/emergency wastewater storage that could convey wastewater to the future Metro Treatment Plan.

#### **5.5.4 WATER SUPPLY**

Bulk water to Titanium Park is currently supplied under agreement with WDC from their Pukerimu Scheme. The Northern Precinct can be supplied from the existing Titanium Park water network with the intention to ultimately ring-main all precincts together.

The Northern Precinct would initially be supplied by a single supply line to its own reservoir and pump station, potentially on the elevated area within the Hub.

Further details on how the Northern Precinct can be serviced will be investigated during the resource consent/detailed design process.

#### **5.5.5 ELECTRICAL SUPPLY**

Power distribution around the airport is managed by WEL Networks. WEL networks are aware of potential developments around the airport and develop their 10-year Asset Management Plan in parallel with these proposed developments.

The existing cable network to the area has adequate capacity to supply electricity to the area for general industrial works and there is a site available for a substation should the supply need to be increased.

If an energy intensive industry is to start operating within the Northern Precinct it may be preferable to install a substation within the development, close to the demand location. Depending on the land uptake and demand for energy intensive industries, there may be benefit in creating a high-energy user zone within the development with a dedicated substation site.

WEL Networks are also interested in encouraging distributing power from alternative sources including solar power. Given industrial buildings generally have large roof areas, this opportunity could be maximised by developing lot layouts that encourage buildings orientated with north-facing roofs.

Overall, WEL Networks are generally well placed to supply the greater Titanium Park area with power and there should be no power constraints in developing the area.

## 6.0 STAKEHOLDER ENGAGEMENT AND CONSULTATION

Under the Act, consultation is not a mandatory requirement of the requests for changes to plans. However, according to Section 6 of Schedule 4, where consultation has been undertaken, details are to be provided.

This section provides an overview of the consultation which has been undertaken since master planning for the Northern Precinct commenced in November 2019. Consultation is ongoing in some cases and TPL and RPL will continue to provide updates to WDC where relevant.

### 6.1 MANA WHENUA

There is a long history of engagement with mana whenua regarding activities at and surrounding Hamilton Airport. A Cultural Evaluation was prepared on behalf of Nga Iwi Toopu o Waipa (NITOW) and Nga Mana Toopu o Kirikiriroa (NAMTOK) in May 2006 in relation to the rezoning of land for Titanium Park (including the existing Airport Business zoned land within the Northern Precinct). More recently, a Cultural Impact Review was prepared by Ngāti Hauā Iwi Trust in July 2018 in relation to amendments to the Airport Business Zone Structure Plan. That report referenced the Cultural Evaluation from 2006.

TPL and RPL have engaged Norm Hill of Te Hira Consultants Ltd to assist with mana whenua engagement regarding the Northern Precinct. Guidance has also been sought from WDC by TPL and RPL as to which iwi and hapū should be further consulted as mana whenua for the area surrounding the Airport. WDC advised that the groups with interests include the hapū of Ngāti Hauā, Ngati Koroki Kahukura and Nga Uri o Maahanga, as well as Waikato Tainui iwi. WDC recommended that consultation should occur through NITOW in the first instance given that the collective includes representatives from all three hapū.

#### 6.1.1 NGA IWI TOOPU O WAIPA

Hui have been held with NITOW on two occasions.

The first hui with NITOW was held early in the master planning phase for the TPL land in December 2019. TPL representatives provided an overview of the initial thinking for the Northern Precinct and sought early input from NITOW.

NITOW expressed that mana whenua historical narratives should be reflected through the landscape, with key opportunities to be identified for cultural expression. The concept of recognising and retaining important views to surrounding maunga of Pirongia, Kakapuku, Te Aroha and Karioi (if sightlines allowed) was supported and mana whenua input into street naming was identified as an opportunity. Interest was expressed in finding out more about the ecological values of the area once investigations had been complete. NITOW advised that the existing Cultural Evaluation report could potentially be out of date and that this would need to be discussed by NITOW.

The second hui with NITOW was held on 17 March 2022 with TPL and RPL representatives. Information regarding the Northern Precinct master planning and Plan Change was presented. Discussion included the cultural narrative for the Northern Precinct, a suggestion to include rongoa planting as part of the landscaping design, place naming and opportunities for educational information and other partnerships.

A key outcome of the hui was agreement for Norm Hill of Te Hira Consultants Ltd to commence work on a Cultural Impact Assessment (CIA) for the Northern Precinct, with a further hui to be held following completion of the CIA to discuss its findings and recommendations. The CIA is currently being prepared and is expected to be completed in May.

The CIA will be provided to WDC upon receipt. Updates on the outcomes of further hui with NITOW will also be provided. Copies of the Cultural Evaluation (2006) and Cultural Impact Review (2018) can be provided to WDC on request.

### 6.1.2 WAIKATO-TAINUI

A hui was held with Waikato-Tainui on 24 March 2022. The hui included representatives from TPL, RPL and WDC. TPL and RPL presented information regarding the Northern Precinct master planning and Plan Change and WDC staff discussed procedural matters for the Plan Change in terms of the Joint Management Agreement with Waikato-Tainui.

Feedback received from Waikato-Tainui included that the Plan Change should address mitigations in accordance with Tai Tumu Tai Pari Tai Ao (Waikato-Tainui Environmental Plan) and that the Plan Change should respond to Te Ture Whaimana o Te Awa o Waikato (Vision and Strategy for the Waikato River). Waikato-Tainui were supportive of Te Hira Consultants Ltd's engagement to prepare a CIA for the Northern Precinct.

### 6.2 WAKA KOTAHĪ (THE NEW ZEALAND TRANSPORT AGENCY)

TPL and RPL have held regular meetings with Waka Kotahi since late 2019 to discuss the Northern Precinct proposal, particularly the proposed access arrangements and associated traffic effects. TPL and RPL understand that Waka Kotahi is generally supportive of the Plan Change. A draft version of the Integrated Transport Assessment was provided to Waka Kotahi for review ahead of lodgement and their comments have been considered in the final Integrated Transport Assessment which is contained as **Appendix 3**.

### 6.3 WAIPA DISTRICT COUNCIL (WDC)

TPL and RPL have met on a regular basis to discuss the Northern Precinct with WDC since late 2019. Engagement with WDC has been on a wide range of matters, but with a particular focus on access and traffic effects and water and wastewater servicing.

A draft version of the Integrated Transport Assessment was provided to WDC for review ahead of lodgement and their comments have been considered in the final Integrated Transport Assessment which is contained as **Appendix 3**.

TPL and RPL have also kept WDC apprised of the outcomes of consultation with other parties on the proposal.

### 6.4 HAMILTON CITY COUNCIL (HCC)

Two meetings have been held with HCC to discuss the Northern Precinct proposal. The first meeting was held in November 2019 at the beginning of the master planning for the TPL land. The second meeting was held in February 2022.

HCC has expressed general support for the proposal, recognising that the Airport is an important strategic industrial node for Hamilton. HCC's other key interests in the Northern Precinct are transport, including future mass transit connections to the Airport and the relationship of the project to Southern Links, water and wastewater

servicing and ensuring that the retail offering within the Northern Precinct is of a scale required to provide a local service offering for the Airport employment area.

## 6.5 WAIKATO REGIONAL COUNCIL (WRC)

Consultation with WRC has occurred in relation to public transport as part of the preparation of the Integrated Transport Assessment. The consultation outcomes are described in Section 10.3 of the Integrated Transport Assessment. Public transport servicing options which were identified in conjunction with WRC as having potential are identified in Figure 8 of the Integrated Transport Assessment.

## 6.6 FUTURE PROOF IMPLEMENTATION COMMITTEE (FUTURE PROOF)

Future Proof has been kept apprised of progress on the Northern Precinct master planning and proposal via WRAL. WRAL is a key stakeholder within the Future Proof sub-region. An overview of the Northern Precinct project was also provided in a submission made by WRAL and TPL to the Future Proof Strategy Consultation Draft in November 2021 and through a related presentation to Future Proof in December 2021.

## 6.7 LOCAL BUSINESS COMMUNITY

TPL and RPL have engaged with the local business community in regards to the Northern Precinct through regular meetings with local businesses in the Hamilton Airport area (including Mystery Creek, Tieke Golf Estate, Meridian 37 Ltd and Keewee Ltd) and by hosting a presentation to the Waipa Chamber of Commerce in June 2021 and to another local business forum in April 2022. The key purpose of these meetings has been to keep local businesses informed of the proposed changes. Roading and traffic effects has been the main matter of interest to the businesses in the Airport area.

## 6.8 LOCAL RESIDENTS

A community information day for the general public was held for the Northern Precinct project on 1st March 2022 at Mystery Creek Events Centre, which was attended by approximately 30-40 people. Invitations to the information day were sent to over 400 properties in the areas surrounding Hamilton Airport, including Raynes Road, Narrows Road, Middle Road, Lowe Road, Ingram Road, Steele Road, John Spencer Way, Ossie James Drive, Sharpe Road, Lochiel Road, Faiping Road and parts of State Highway 21 and State Highway 3.

Covid-19 limitations on gatherings were in place at the time that the information day was held. However, the invitations advised that the material presented at the information day would also be made available on the Northern Precinct page of the Titanium Park website. The website includes details of how feedback regarding the Northern Precinct can be provided to the project team.

The feedback that has been received from members of the local community has included:

- A group of landowners from the Middle Road/Narrows Road area north of the RPL land expressed interest in whether their land could also be rezoned.
- A number of residents from Raynes Road and other surrounding roads were particularly interested in access and traffic effects. There were concerns about how busy Raynes Road already is. There was generally support for the objective of minimising traffic using the northern section of Raynes Road and for avoiding direct access to Middle Road (north of the rezoning area) and Narrows Road. Some people questioned how effective the proposed restricted access to Raynes Road would be in limiting turning movements. There was also generally support



for upgrading the intersections between Raynes Road and State Highways 3 and 21 to roundabouts to improve their safety.

- There was also a lot of interest from the local community in the timing of Southern Links.
- There was interest in plans by WDC and HCC for growth in the Peacocke and Rukuhia areas.
- Some concerns were expressed about the proposal to construct a pedestrian and cycling link along Faiping Road to connect the Northern Precinct and Peacocke. The concerns included the potential for livestock to be frightened, potential entry to rural properties by dogs, potential use of the link by motorbikes and control of parking at the end of Faiping Road.
- Some feedback was received regarding management of effects at the future rural edge of the proposed Airport Business Zone area. The feedback ranged from people who thought the proposed landscaping was inadequate with a preference for bunds and planting to a preference for lower height landscaping to minimise shading of neighbouring properties. Noise from future industrial activities was also raised by a small number of people as a concern.
- There was concern from some local residents about the possibility of a Southern Wastewater Plant being built in the area by the local Councils.
- Some local residents liked the prospect of cafes and other similar uses in the local area as part of the Northern Precinct development.
- Targeted consultation was undertaken with the owners of the property at 141 Middle Road which is proposed to be rezoned from Rural to Airport Business. Controls are proposed within the proposed Airport Business Zone Structure Plan and related rules to manage adverse effects on that property.

Subsequent targeted consultation has also occurred with the owners and lessees of properties adjoining the unformed section of Faiping Road in relation to the proposal to construct a pedestrian and cycling path, and the recommendation for a public transport route to be investigated between the Northern Precinct and Peacocke.

Meetings were held with the owners and lessees of two properties adjacent to the unformed road on 22 and 28 February 2022. Whilst acknowledging that the land is public road, some of the owners and the lessees have expressed concerns about the prospect of the public having greater access to the unformed road and concerns about associated impacts on their farming business and access to their property.

The applicants also provided an update letter via a physical mailbox drop off to all properties along Faiping Road, a section of Middle and Raynes Road (in all approximately 40 properties). The letter provided an update of the plan change progress and further details on the Northern Precinct – Peacocke Connection and provided contact details in which they could use to provide feedback on what is being proposed.

## 6.9 NETWORK UTILITY PROVIDERS

Consultation has been undertaken with network utility authorities regarding future servicing of the Northern Precinct, including WEL Networks (electricity), Chorus and Ultrafast Fibre (telecommunications) and First Gas (natural gas).

WEL Networks has advised that they do not see any issues with the Northern Precinct being serviced with electricity supply. There is an existing twin 33kV cable down Middle Road which links to Peacocke. There is also an existing 11kV network around

SH21 and Raynes Road. WEL Networks has acquired a site for a future substation within the Aviation Precinct on the western side of Hamilton Airport. The substation will be constructed when demand is sufficient to require it.

Meetings have been held with Chorus and Ultrafast Fibre to discuss options for telecommunications services. Both companies advised that they do not see any issues with servicing the Northern Precinct.

First Gas has confirmed that there is spare capacity in the gas main running along SH3 in the area and that gas reticulation can be extended to the Northern Precinct.

## 7.0 STATUTORY ASSESSMENT

As required by s75(3) of the Act, a district plan must give effect to:

- Any national policy statement; and
- Any New Zealand coastal policy statement; and
- A national planning standard; and
- Any regional policy statement.

As required by s74(2)(b)(i), when preparing or changing a district plan, a territorial authority shall also have regard to any management plans and strategies prepared under other Acts, together with under s74(2A) any relevant planning document recognised by an iwi authority lodged with the territorial authority.

This section first focuses on how the proposal will be in accordance with Part 2 of the Act, before moving to the National Policy Statement on Urban Development, National Policy Statement for Freshwater Management, and the Waikato Regional Policy Statement, all of which the proposal needs to give effect to. It then includes an assessment of several other policies and strategies that need to be given regard to.

### 7.2 PART 2 OF THE RESOURCE MANAGEMENT ACT 1991

When considering changes to a district plan, a territorial authority is required by Section 74 to change its district plan in accordance with the purpose and principles of the Act that are set out within Part 2. Table 1 below sets out the Part 2 provisions and provides an assessment of the proposal against each one.

TABLE 1: ASSESSMENT OF PROPOSAL AGAINST PART 2 OF THE Act	
RELEVANT OBJECTIVES AND POLICIES	ASSESSMENT
<p><u>5 Purpose</u></p> <p>(1) <i>The purpose of this Act is to promote the sustainable management of natural and physical resources</i></p> <p>(2) <i>In this Act, sustainable management means managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while—</i></p> <p>(a) <i>sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and</i></p>	<p>The request will enable people and communities to provide for their economic well-being by releasing industrial land for development and employment creation, for which there is a demonstrated and proven demand in the greater Hamilton/Waipaa area. This in turn will deliver an economic benefit to the region that is estimated to consist of a one-time boost in regional GDP of \$130 million, create new employment for 1,440 people-years and boost household incomes by \$70 million.</p> <p>It will enable the efficient use and development of a scarce land resource. The proposed extent for the Northern Precinct is a continuation of existing Airport Business zone and the growth area already identified under the WDP. It is bound by the future Southern Links to the north, and is in the southern corner of the Golden Triangle, meaning it is a strategic location to provide regionally significant economic growth.</p> <p>The structure plan incorporates a central amenity Hub into the Northern Precinct which will provide</p>

<p>(b) <i>safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and</i></p> <p><i>avoiding, remedying, or mitigating any adverse effects of activities on the environment.</i></p>	<p>for future employees' wellbeing by ensuring their day-to-day needs can be provided for within the precinct.</p> <p>The request will more effectively achieve the integrated development of land and infrastructure by replacing the Comprehensive Development Plan framework with new plan provisions (including a new objective supported by new plan provision requirements).</p> <p>The proposal will avoid, remedy or mitigate adverse effects on the environment for the following reasons:</p> <ul style="list-style-type: none"> <li>• There are no natural streams or wetlands, only artificial channels which are in an ecologically degraded state. As such, significant adverse freshwater ecological effects from future development of the site will be avoided.</li> <li>• Future development of the Northern Precinct will be in accordance with the EMP (as required by the proposed provision updates) in order to manage adverse effects on Long-Tailed Bats that may be using the area for roosting, foraging or commuting.</li> <li>• There is no recorded or identified archaeology in the area, and it is considered highly unlikely that archaeology exists within the area or landscape. Effects on archaeology will therefore be avoided.</li> <li>• The transportation effects on the adjoining road network would be managed and mitigated to an acceptable level through planned and proposed roading upgrades in the area. The vehicle access restriction will direct vehicular traffic away from local rural roads (notably Middle Road and Narrows Road) and towards more fit for purpose roads (SH3, Raynes Road and SH21), thus avoiding significant adverse effects on the rural road network.</li> <li>• The proposed Structure Plan incorporates landscaping and building setbacks along the external boundary of the precinct to maintain the amenity for adjoining rural properties.</li> <li>• The central hub area (along with a smaller retail area in the western portion of the site) will provide day-to-day amenities for workers in the precinct. This onsite retail will be focussed on meeting the daily needs of local business and workers and so will not have any impact on the vitality of other existing or planned centres.</li> </ul>
<p><u>6 Matters of National Importance</u></p> <p><i>In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use,</i></p>	<p>Section 6 of the Act sets out the Matters of National Importance.</p> <p>The request supports the retirement of the land from continued grazing, farming/rural activities</p>



<p>development, and protection of natural and physical resources, shall recognise and provide for the following matters of national importance:</p> <p>(a) the preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development:</p> <p>(b) the protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development:</p> <p>(c) the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna:</p> <p>(d) the maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers:</p> <p>(e) the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga:</p> <p>(f) the protection of historic heritage from inappropriate subdivision, use, and development:</p> <p>(g) the protection of protected customary rights:</p> <p>(h) the management of significant risks from natural hazards.</p>	<p>and enables progress towards urbanisation that can make more efficient use of the land area. The Ecological Assessment found that there are no natural freshwater streams or wetlands within the site's extent. As such, future development of the site will not inappropriately compromise the natural character of wetlands or watercourses (Section 6(a)).</p> <p>There are no identified outstanding natural features or landscapes within the proposal extent in relation to Section 6(b).</p> <p>With regards to Section 6(c), future development of the Northern Precinct will be guided by the EMP to encourage long-tailed bats to continue to use the site for foraging and feeding once the site is developed.</p> <p>The applicant has directly engaged with mana whenua throughout the process of developing the master plan and in preparing this Plan Change request. A CIA is currently being prepared to better understand how the request will give effect to 6(e).</p> <p>At this stage there are no known issues with respect to the matters listed in Section 6(f) or no known customary rights issues with respect to Section 6(g) within the site.</p> <p>There are no hazards identified on the site that would preclude the precinct accommodating future industrial development in respect of Section 6(h).</p>
<p><u>Section 7 Other Matters</u></p> <p>In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall have particular regard to—</p> <p>(a) kaitiakitanga:</p> <p>(aa) the ethic of stewardship:</p> <p>(b) the efficient use and development of natural and physical resources:</p> <p>(ba) the efficiency of the end use of energy:</p> <p>(c) the maintenance and enhancement of amenity values:</p>	<p>Section 7 of the Act sets out the ‘other matters’ that persons exercising functions and powers under the Act must also have “particular regard to”.</p> <p>In terms of Section 7(a), the request will have regard to protection of the natural environment, noting that appropriate stormwater management has already been incorporated into the Masterplan and Structure Plan for the precinct, and will be incorporated into the design and development stages as well.</p> <p>In terms of Section 7(b), the proposal will enable the efficient use and development of the land, noting:</p> <ul style="list-style-type: none"> <li>• The area is a direct continuation of other industrial growth around Hamilton Airport.</li> </ul>

<p>(d) <i>intrinsic values of ecosystems:</i></p> <p>(e) <i>[Repealed]</i></p> <p>(f) <i>maintenance and enhancement of the quality of the environment:</i></p> <p>(g) <i>any finite characteristics of natural and physical resources:</i></p> <p>(h) <i>the protection of the habitat of trout and salmon:</i></p> <p>(i) <i>the effects of climate change:</i></p> <p>(j) <i>the benefits to be derived from the use and development of renewable energy.</i></p>	<ul style="list-style-type: none"> <li>• The Structure Plan will provide for effective connectivity between the Northern Precinct and other precincts and future proofs a longer-term connection to Southern Links. It also promotes walking and cycling connections to be established with the Peacocke Growth Area to the north.</li> <li>• The central Hub (along with a smaller retail area in the western portion of the site) within the Northern Precinct will provide for day-to-day needs of future employees in the area, meaning they will not have to travel to other centres.</li> <li>• The land is in a strategic location in the southern corner of the Golden Triangle, enabling cross-regional industrial efficiency.</li> <li>• The proposed street pattern will allow for a flexible development pattern that will ensure the site will support good built form outcomes and can accommodate various development opportunities.</li> </ul> <p>In terms of Section 7(c), the proposal will unavoidably result in some change in character from rural to urban, however, this urban growth is a direct extension of existing airport business development. The proposed extension will manage this impact on amenity values by incorporating landscaping and building setbacks around the external boundaries of the precinct along with the introduction of noise limits to manage the transition from airport business to rural.</p> <p>With regards to Section 7(d), 7(f) and 7(h), the site presents minimal notable ecological features, with no natural wetlands or watercourses.</p> <p>With regards to Section 7(i), the proposal promotes active transport methods through the incorporation of cycle ways. The proposal will result in a reduction of pastoral rural land which drains through a network of artificial watercourses and eventually into the Waikato River. Appropriate stormwater mitigation will be incorporated into any future development to avoid adverse stormwater quality effects on the Waikato River. In addition to this, there is no risk of flooding to the site from the Waikato River.</p>
<p><u>8 Treaty of Waitangi</u></p> <p><i>In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).</i></p>	<p>There has been a long history of engagement with mana whenua regarding activities at and surrounding Hamilton Airport. Specific to this Plan Change, the applicants have held two separate hui with NITOW – firstly early in the masterplanning process and secondly in the final stages of preparing the Plan Change Request.</p>

The applicants have endeavoured to respond to the feedback that was received (including to maintain views of Pirongia).  
A CIA is being prepared to further understand cultural impacts on mana whenua.

### 7.3 NATIONAL POLICY STATEMENT – URBAN DEVELOPMENT 2020 (THE ‘NPS-UD’)

The purpose of the NPS-UD is to support adequate opportunities for land to be developed to meet community business and housing needs. It recognises the national significance of:

- Having well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.
- Providing sufficient development capacity to meet the different needs of people and communities.

The NPS-UD directs local authorities to provide sufficient development capacity in accessible places, enabling homes to be built close to jobs, community services and infrastructure and encourages integration and coordination of land use and infrastructure plan.

The following analysis sets out a comprehensive summary of the key provisions which are relevant to the proposal.<sup>2</sup>

**TABLE 2: ASSESSMENT OF PROPOSAL AGAINST RELEVANT OBJECTIVES AND POLICIES IN THE NPS-UD**

RELEVANT OBJECTIVES AND POLICIES	ASSESSMENT
<p>Objective 1: <i>New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.</i></p>	<p>Northern Precinct’s location, being adjacent to the airport, part of the ‘Golden Triangle’ and in immediate proximity to key national freight routes make it a strategic location to accommodate highly functional industrial activity over time.</p> <p>The rezoning of this site will avoid fragmentation of industrial land by being a continuation of the existing Airport Business developed or zoned land outwards, and appropriately bounded by the future Southern Links transport link. The rezoning will prevent incompatible land uses from establishing that would compromise future development of the land into a well-functioning urban environment. The proposal also provides opportunity for the land to be comprehensively planned and developed to maximise positive environmental and urban form outcomes.</p> <p>The Structure Plan has been designed to ensure that the Northern Precinct is able to be developed into a well-functioning urban</p>

<sup>2</sup> This is notwithstanding that in the recent Environment Court decision of *Eden-Epsom Residential Society Inc v Auckland Council* [2021] NZEnv 82 the Court held that the only NPS-UD objectives and policies that applied to a private plan change request at the time of the Court’s decision in that case were those specifically referred to as ‘planning decisions’ being Objective 2,5, and 7 and Policies 1 and 6.

	<p>environment. The street network has formed an efficient spatial framework suitable for industrial development of varied scale. The street pattern also will allow for a flexible development pattern that will ensure the site will support good built form outcomes and can accommodate various development footprints and lot sizes that will enable it to respond to changing market demands and industry changes.</p> <p>As such, the request will enable growth and development in the industrial sector of the Waikato Region, thus providing economic benefit into the future.</p>
<p>Objective 2: <i>Planning decisions improve housing affordability by supporting competitive land and development markets.</i></p>	<p>The proposal does not relate directly to the provision of housing. However the Economic Assessment found that overall, demand for industrial land is expected to exceed supply over the long term. The proposed expansion of the Northern Precinct directly addresses this long-term shortfall by injecting an additional 90 hectares of industrial land into the local market and therefore helping to restore long-term equilibrium.</p> <p>In addition to helping ensure a well-functioning market, the proposal will help to make the market more responsive to growth, thus helping to reduce pressure on industrial land prices over time.</p>
<p>Objective 3: <i>Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply:</i></p> <p>(a) <i>the area is in or near a centre zone or other area with many employment opportunities</i></p> <p>(b) <i>the area is well-served by existing or planned public transport</i></p> <p>(c) <i>there is high demand for housing or for business land in the area, relative to other areas within the urban environment.</i></p>	<p>The request will enable more business to locate within the Northern Precinct which is an urban growth area which is immediately adjacent to other business precincts within Titanium Park where many other employment opportunities either already exist or will become available as the sold sites are developed.</p> <p>This increase in employment opportunities in Titanium Park will occur concurrently to significant residential growth planned in the southern portions of Hamilton (including the Amberfield housing development in Peacocke).</p> <p>Planned public transport initiatives include the “on demand” public transport service called “Flex” which has just commenced operation between Hamilton City Transport Centre and the Airport.</p> <p>Additionally, as noted in the Economic Assessment, demand for industrial land in the region exceeds the supply, and the proposed extent for Northern Precinct provides a good opportunity for this demand to be met.</p>
<p>Objective 4: <i>New Zealand’s urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs</i></p>	<p>The rezoning of the site to Airport Business will unavoidably result in a change from rural to urban. However, as recognised by Objective 4, this change over time is in direct response to the</p>



<p><i>of people, communities, and future generations.</i></p>	<p>diverse and changing needs of people, communities and future generations. The Objective does not imply this change is negative, it instead recognises and acknowledges that urban environments will change over time.</p> <p>Other precincts of Titanium Park have all been developed or sold off to be developed, and demand for industrial land in the area is expected to exceed supply over the long term (10 – 30 years) in the greater Hamilton property market (of approximately 450ha).</p> <p>The proposed rezoning will provide the opportunity to be responsive and directly address this demand in a strategic location which already immediately adjoins other land zoned for industrial development.</p> <p>While the amenity of the area will change from rural to urban, that will be in response to greater growth projections and the need for industrial land for future generations.</p>
<p><i>Objective 5: Planning decisions relating to urban environments, and FDSs, take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).</i></p>	<p>There has been a long history of engagement with mana whenua regarding activities at and surrounding Hamilton Airport. Specific to this Plan Change, the applicants have held two separate hui with NITOW – firstly early in the masterplanning process and secondly in preparing the Plan Change Request.</p> <p>The applicants have endeavoured to respond to the feedback that was received (including to maintain views of Pirongia).</p> <p>A CIA is being prepared to further understand cultural impacts on mana whenua.</p>
<p><i>Objective 6: Local authority decisions on urban development that affect urban environments are:</i></p> <p><i>(a) integrated with infrastructure planning and funding decisions; and</i></p> <p><i>(b) strategic over the medium term and long term; and</i></p> <p><i>(c) responsive, particularly in relation to proposals that would supply significant development capacity.</i></p>	<p>The rezoning of the site will achieve Objective 6 as outlined below:</p> <p>Clause (a) requires integration with infrastructure planning and funding. As outlined in the Infrastructure Assessment and ITA, an integrated approach will be taken towards providing necessary infrastructure to service the future development of the site.</p> <p>Clause (b) is given effect to by recognising the need for industrial growth in the medium term (as evident in the Economic Assessment), and rezoning the site accordingly.</p> <p>Clause (c) will be given effect to by rezoning the site. The rezoning is responsive to the demand for industrial land in the region exceeding supply, and will supply significant additional industrial development capacity into the area.</p>
<p><i>Objective 7: Local authorities have robust and frequently updated information about their urban environments and use it to inform planning decisions.</i></p>	<p>Not applicable</p>

<p>Objective 8: <i>New Zealand's urban environments:</i></p> <p>(a) <i>support reductions in greenhouse gas emissions; and</i></p> <p>(b) <i>are resilient to the current and future effects of climate change.</i></p>	<p>The rezoning of the site gives effect to Objective 8(a) due to its location being immediately adjacent to other industrial growth around Hamilton Airport. Clustering this industrial development together can contribute towards reductions in greenhouse gas emissions by reducing travel distances within the sector. A further reduction is also achieved by enabling growth within existing industrial locations that are located close to residential growth areas (ie Peacocke). The Structure Plan also includes pedestrian and cycle links to promote active transport modes between the Airport Business Zone and the Peacocke growth area (and Hamilton beyond).</p> <p>The site will be resilient to the current and future effects of climate change (Objective 8(b)), noting that stormwater management will be incorporated in the future development of the site. There is also no risk of flooding to the site from the Waikato River.</p>
<p>Policy 1: <i>Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:</i></p> <p>(a) <i>have or enable a variety of homes that:</i></p> <p>(b) <i>meet the needs, in terms of type, price, and location, of different households; and</i></p> <p>(c) <i>enable Māori to express their cultural traditions and norms; and</i></p> <p>(d) <i>have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and</i></p> <p>(e) <i>have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and</i></p> <p>(f) <i>support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and</i></p> <p>(g) <i>support reductions in greenhouse gas emissions; and</i></p>	<p>The rezoning will give effect to Policy 1 as set out below:</p> <p>The proposal will allow a comprehensive approach to development, by freeing up a large area of land which can be developed with flexibility to provide a variety of sites which are suitable for a great range of business sectors in terms of location and site size.</p> <p>The street network has formed an efficient spatial framework suitable for industrial development of varied scale. The street pattern also allows for a flexible development pattern that will ensure the site will support good built form outcomes and can accommodate various development footprints and lot sizes that will enable it to respond to changing market demands and industry changes.</p> <p>With regards to Policy 1(f), any additional onsite retail will be focussed on meeting the daily needs of local business and workers (not aimed at competing with nearby centres), and the overall size of retail provision at the airport would remain rather modest when compared to the scale of nearby centres. As such the proposal will have no discernible impact on the health and vitality of nearby centres.</p> <p>With regards to Policy 1(g) and 1(h), the proposal supports reductions in greenhouse gas emissions and will be resilient to the likely current and future effects of climate change (refer to assessment against Objective 8 above).</p>

<p>(h) <i>are resilient to the likely current and future effects of climate change</i></p>	
<p>Policy 2: <i>Tier 1, 2, and 3 local authorities, at all times, provide at least sufficient development capacity to meet expected demand for housing and for business land over the short term, medium term, and long term.</i></p>	<p>The proposed Plan Change will support the Council in meeting the requirements of Policy 2, for the reasons already outlined.</p>
<p>Policy 3: <i>In relation to tier 1 urban environments, regional policy statements and district plans enable:</i></p> <ul style="list-style-type: none"> <li>a) <i>in city centre zones, building heights and density of urban form to realise as much development capacity as possible, to maximise benefits of intensification; and</i></li> <li>b) <i>in metropolitan centre zones, building heights and density of urban form to reflect demand for housing and business use in those locations, and in all cases building heights of at least 6 storeys; and</i></li> <li>c) <i>building heights of least 6 storeys within at least a walkable catchment of the following:</i> <ul style="list-style-type: none"> <li>(i) <i>existing and planned rapid transit stops</i></li> <li>(ii) <i>the edge of city centre zones</i></li> <li>(iii) <i>the edge of metropolitan centre zones; and</i></li> </ul> </li> <li>d) <i>in all other locations in the tier 1 urban environment, building heights and density of urban form commensurate with the greater of:</i> <ul style="list-style-type: none"> <li>(i) <i>the level of accessibility by existing or planned active or public transport to a range of commercial activities and community services; or</i></li> <li>(ii) <i>relative demand for housing and business use in that location.</i></li> </ul> </li> </ul>	<p>Policy 3(a) – (c) are not relevant to this request, noting the area is not within a city centre zone or metropolitan centre zone.</p> <p>With regards to Policy 3(d), the Northern Precinct will be subject to the existing Airport Business provisions which enable buildings up to 20m in height, which is considered to be an appropriate restriction to enable the precinct to be developed efficiently for industrial purposes whilst not adversely affecting the operations of the airport.</p> <p>There are no density provisions for industrial development of the Northern Precinct, with the level of development to occur being dictated by the area of land being released. The Economic Assessment found that the amount of land being released is appropriate to contribute towards alleviating the demand for industrial land in the region.</p> <p>The proposed Structure Plan will provide improved walking/cycling options between the precincts of the Airport Business zone as well as promoting connections to the Peacocke growth area to the north. This is opposed to the existing Structure Plan which does not promote active modes. As such the proposal will be better aligned with Policy 3(d)(i).</p> <p>The increase of industrial land in the Northern Precinct from 41ha to 130ha will improve the ability to strategically plan for and develop the full extent of the Northern with an integrated and comprehensive approach. It also provides a balanced settlement pattern for the growth that is planned between Hamilton and the Airport, providing a clear direction for establishing new residential areas that are near future business land / employment opportunities.</p>
<p>Policy 4: <i>Regional policy statements and district plans applying to tier 1 urban environments modify the relevant building height or density requirements under Policy 3 only to the extent necessary (as specified</i></p>	

<p>in subpart 6) to accommodate a qualifying matter in that area.</p>	
<p>Policy 5: Regional policy statements and district plans applying to tier 2 and 3 urban environments enable heights and density of urban form commensurate with the greater of: the level of accessibility by existing or planned active or public transport to a range of commercial activities and community services; or relative demand for housing and business use in that location.</p>	<p>Not applicable</p>
<p>Policy 6: When making planning decisions that affect urban environments, decision-makers have particular regard to the following matters:</p> <ol style="list-style-type: none"> <li>a) the planned urban built form anticipated by those RMA planning documents that have given effect to this National Policy Statement</li> <li>b) that the planned urban built form in those RMA planning documents may involve significant changes to an area, and those changes: <ol style="list-style-type: none"> <li>(i) may detract from amenity values appreciated by some people but improve amenity values appreciated by other people, communities, and future generations, including by providing increased and varied housing densities and types; and</li> <li>(ii) are not, of themselves, an adverse effect</li> </ol> </li> <li>c) the benefits of urban development that are consistent with well-functioning urban environments (as described in Policy 1)</li> <li>d) any relevant contribution that will be made to meeting the requirements of this National Policy Statement to provide or realise development capacity</li> <li>e) the likely current and future effects of climate change.</li> </ol>	<p>Policy 6(a) anticipates that RMA documents have given effect to this National Policy Statement, which has yet to occur given the recency of the NPS-UD. We do note that this request is considered to give effect to the planned urban form and outcomes of the NPS-UD.</p> <p>With regard to Clause (b), the rezoning of rural land to airport business will unavoidably change the amenity values of the area from rural to urban. However, as recognised by Objective 4, this change over time is in direct response to the diverse and changing needs of people, communities and future generations. Some of the that change is already contemplated by the WDP. The policy clearly states that change is not in of itself an adverse effect, it merely recognises that urban environments will change over time. Demand for industrial land in the region has been found to exceed supply, with Northern Precinct being a logical growth cell which will provide the opportunity to be responsive and provide for industrial growth.</p> <p>The proposed rezoning will alter the land uses and activity of the area which may detract from the existing rural amenity values but in enabling a more substantial and integrated business park to be achieved. This will benefit current and future generations by increasing employment opportunities and choice within the district and region.</p> <p>The proposed Structure Plan will significantly improve the amenity values for future businesses (including visitors and workers) with the benefits including:</p> <ul style="list-style-type: none"> <li>• A future proofed street layout that can provide for a wide range of land uses at different sizes and scale of business.</li> <li>• A hierarchy of indicative street types which will promote walking/cycling networks, stormwater treatment and low impact urban design, while guiding traffic better through a well-functioning road network.</li> </ul>



	<ul style="list-style-type: none"> <li>• The central Hub will be a local landmark, providing greater amenity to businesses in the area.</li> <li>• By aligning the edge of the Northern Precinct with existing roads and the Southern Links network, the Structure Plan will enable a strong edge between business uses and rural uses through the implementation of building setbacks and landscape buffers (which are not present under the current framework).</li> </ul> <p>With regard to Policy 6(d), the proposal is responsive to the demand for industrial land in the region.</p> <p>With regard to Policy 6(f), future development of the Northern Precinct will include stormwater management devices to appropriately manage stormwater on site (and not exacerbate flooding or stormwater quality effects in the catchment). Furthermore, the site is not considered to be at risk of flooding from the Waikato River.</p>
<p>Policy 7: Tier 1 and 2 local authorities set housing bottom lines for the short-medium term and the long term in their regional policy statements and district plans.</p>	<p>Not applicable.</p>
<p>Policy 8: Local authority decisions affecting urban environments are responsive to plan changes that would add significantly to development capacity and contribute to well-functioning urban environments, even if the development capacity is:</p> <ol style="list-style-type: none"> <li>a) unanticipated by RMA planning documents; or</li> <li>b) out-of-sequence with planned land release</li> </ol>	<p>The request will add significantly to development capacity and contribute to well-functioning urban environments.</p> <p>The request is out-of-sequence with the planned land release identified through Future Proof given the demand for business land around the airport has been far stronger than what was predicted when the last iteration of Future Proof and the District Plan was prepared.</p> <p>This policy recognises that out-of-sequence land release should be considered by local authorities when the plan change can add significantly to development capacity (which is proven to be necessary in the industrial sector).</p>
<p>Policy 9: Local authorities, in taking account of the principles of the Treaty of Waitangi (Te Tiriti o Waitangi) in relation to urban environments, must:</p> <ol style="list-style-type: none"> <li>a) involve hapū and iwi in the preparation of RMA planning documents and any FDSs by undertaking effective consultation that is early, meaningful and, as far as practicable, in accordance with tikanga Māori; and</li> <li>b) when preparing RMA planning documents and FDSs, take into account the values and aspirations</li> </ol>	<p>This policy is focused on local authority process rather than a private plan change process. But we note that the applicants have and will continue to advance engagement with mana whenua.</p>

<p>of hapū and iwi for urban development; and</p> <p>c) provide opportunities in appropriate circumstances for Māori involvement in decision-making on resource consents, designations, heritage orders, and water conservation orders, including in relation to sites of significance to Māori and issues of cultural significance; and</p> <p>d) operate in a way that is consistent with iwi participation legislation.</p>	
<p>Policy 10: Tier 1, 2, and 3 local authorities:</p> <p>a) that share jurisdiction over urban environments work together when implementing this National Policy Statement; and</p> <p>b) engage with providers of development infrastructure and additional infrastructure to achieve integrated land use and infrastructure planning; and</p> <p>c) engage with the development sector to identify significant opportunities for urban development.</p>	<p>With regard to Policy 10, it is anticipated that there will be opportunities for infrastructure agreements between the applicants, key stakeholders and the Waipa District Council to deliver the infrastructure necessary for the proposal.</p>

Overall, the proposal is considered to be consistent with, and gives effect to, the policy direction contained within the NPS-UD.

#### 7.4 NATIONAL POLICY STATEMENT ON FRESHWATER MANAGEMENT

The National Policy Statement for Freshwater Management (NPS:FM) came into effect on 3 September 2020. The NPS:FM sets out the objectives and policies for freshwater management under the Act.

The NPS:FM (together with the National Environmental Standards for Freshwater) was given consideration in preparing this Plan Change Request, in that extensive ecological assessment of freshwater values within the site was undertaken by Tonkin and Taylor.

Assessments of the site were undertaken at different times of year after periods of rainfall to determine the presence of any natural wetlands as detailed in Section 2.2.3 of the Ecological Assessment (**Appendix 8**). It was found that there are no natural wetlands (as defined under the NPS:FM) within the site.

The Ecological Assessment found that the artificial drains across the site are heavily modified by historic agricultural land use and generally degraded. All watercourses across the site are classified as either artificial channels or overland flow paths. The Infrastructure Assessment addresses the opportunities for sediment control once the site is subject to development.

## 7.5 WAIKATO REGIONAL POLICY STATEMENT

The Waikato Regional Policy Statement (WRPS) has been operative since May 2016. The WRPS provides an overview of the resource management issues in the Waikato region, and the ways in which integrated management of the region's natural and physical resources will be achieved.

The following sections outline the relevant objectives outlined in the WRPS, followed by an assessment of the proposal, with reference to the policies that give effect to each objective.

### 3.1 – INTEGRATED MANAGEMENT

*Natural and physical resources are managed in a way that recognises:*

- a) the inter-relationships within and values of water body catchments, riparian
- b) areas and wetlands, the coastal environment, the Hauraki Gulf and the Waikato River;
- c) natural processes that inherently occur without human management or interference;
- d) the complex interactions between air, water, land and all living things;
- e) the needs of current and future generations;
- f) the relationships between environmental, social, economic and cultural wellbeing;
- g) the need to work with agencies, landowners, resource users and communities; and
- h) the interrelationship of natural resources with the built environment.

The applicants undertook an integrated design process to develop and refine the Masterplan, which then informed the proposed Airport Business Zone Structure Plan. This has enabled the development of integrated design solutions, whereby urban design, landscape, ecology, cultural, transport and civil engineering inputs were considered in collaboration. This ensured the Northern Precinct is both functional as an industrial and business precinct, while providing for the environment and economics and cultural drivers. It also incorporates flexibility in terms of its street pattern to respond to changing market demands, which in turn will meet the needs of current and future generations.

An integrated approach has been taken towards servicing the future development of the precinct. It is anticipated that electrical and three waters infrastructure will be developed to service the development and will be flexible and tailored towards whatever specific activities that operate within the site (for example, the potential to incorporate high-energy user zones, as well as expanding the planned wastewater treatment plants as required and dictated by the uptake of land).

The request gives effect to the relevant policies which support integrated management because:

- A thorough and extensive investigation process has been undertaken in a range of specialist fields to recognise the inter-connected nature of physical resources, while considering all potential effects that may arise from the request **(4.1(a))**.
- The proposed Airport Business Structure Plan will optimise efficiency within the Northern Precinct and its connectivity to other precincts in Titanium Park and the wider region, thus maximising the benefits and efficiencies of working together **(4.1(b))**.
- The inclusion of the Hub will provide a higher amenity space within the precinct that, along with a smaller pocket of retail on the western edge of the precinct, will provide a limited extent of retail to support the convenience needs of people visiting and working within the precinct **(4.1(e))**.
- The proposal sets a clear limit of the expansion area in the short – medium term, which will be bound by the extent of the rezoned area and reinforced by the

landscaping and setback requirements along the Airport Business/Rural Zone interface **(4.1(h))**. It is anticipated that Southern Links will form the logical urban extent in the long term.

### **3.2 - RESOURCE USE AND DEVELOPMENT**

*Recognise and provide for the role of sustainable resource use and development and its benefits in enabling people and communities to provide for their economic, social and cultural wellbeing, including by maintaining and where appropriate enhancing:*

- a) *access to natural and physical resources to provide for regionally significant industry and primary production activities that support such industry;*
- b) *the life supporting capacity of soils, water and ecosystems to support primary production activities;*
- c) *the availability of energy resources for electricity generation and for electricity*
- d) *generation activities to locate where the energy resource exists;*
- e) *access to the significant mineral resources of the region; and*
- f) *the availability of water*

The request is a logical and contemplated continuation of Titanium Park which has been developed at a far greater rate than was anticipated when it was zoned under the WDP. The Northern Precinct expansion will take advantage of the benefits of industrial activities locating together to become a regionally significant industrial business park. This will enable people and communities to provide for their economic, social and cultural wellbeing.

While the proposal will result in a change to the agricultural land use, it is noted that this land may have limited ongoing function for agricultural purposes given it is already fragmented and will be further fragmented by Southern Links in the future. Rezoning the site to Airport Business will enable a much better-connected Business Park through the implementation of the revised Structure Plan.

The Infrastructure Assessment has found that there is availability for energy to service the development, as well as the potential for buildings to maximise solar energy (thus allowing generation activities to be located where the energy resource exists).

The request gives effect to the relevant policies which support integrated management as follows:

- It recognises the long-term benefits of regionally significant industry to economic, social and cultural being by providing for the continued development of Titanium Park **(4.4(a))**.
- It ensures the adverse effects of the proposed industrial use will be appropriately avoided, remedied or mitigated, by adopting the recommendations of specialist reports into the Structure Plan and revised Airport Business provisions **(4.4(c))**.
- Infrastructure and service provision will be coordinated at a scale appropriate to the activities which will be undertaken on the site **(4.4(d))**.
- It will avoid the potential for reverse sensitivity because it will result in activities that are not sensitive to rural or airport operations and will locate the Hub (being the only higher amenity area) within the centre of the precinct **(4.4(f))**.

### **3.5 - ENERGY**

*Energy use is managed, and electricity generation and transmission is operated, maintained, developed and upgraded, in a way that:*

- a) *increases efficiency;*
- b) *recognises any increasing demand for energy;*
- c) *seeks opportunities to minimise demand for energy;*

- d) recognises and provides for the national significance of electricity transmission and renewable electricity generation activities;
- e) recognises and provides for the national, regional and local benefits of electricity transmission and renewable electricity generation;
- f) reduces reliance on fossil fuels over time;
- g) addresses adverse effects on natural and physical resources;
- h) recognises the technical and operational constraints of the electricity transmission network and electricity generation activities; and
- i) recognises the contribution of existing and future electricity transmission and electricity generation activities to regional and national energy needs and security of supply.

WEL Networks which manages power distribution around the airport are aware of potential developments around the airport and developed its 10-year Asset Management Plan in parallel with these proposed developments.

WEL Networks is also interested in encouraging distributing power from alternative sources including solar power. Given industrial buildings generally have large roof areas, this opportunity could be maximised by developing lot layouts that encourage buildings oriented with north-facing roofs.

The proposal gives effect to the relevant policies because energy provision will be coordinated at a scale appropriate to the activities which will be undertaken on the site. Depending on the land uptake and demand for energy intensive industries, there are possibilities to create a high-energy user zone within the development with a dedicated localised substation site **(4.4(d))**.

### **3.6 - ADAPTING TO CLIMATE CHANGE**

*Land use is managed to avoid the potential adverse effects of climate change induced weather variability and sea level rise on:*

- a) amenity;
- b) the built environment, including infrastructure;
- c) indigenous biodiversity;
- d) natural character;
- e) public health and safety; and
- f) public access.

The request will avoid the potential adverse effects of climate change, notably weather variability through the implementation of stormwater management measures into the future development of the site. The request also supports integrated management through the implementation of appropriate stormwater management to avoid the risks of flooding both within and beyond the site **(13.1)**.

### **3.9 - RELATIONSHIP OF TĀNGATA WHENUA WITH THE ENVIRONMENT**

*The relationship of tāngata whenua with the environment is recognised and provided for, including:*

- a) the use and enjoyment of natural and physical resources in accordance with tikanga Māori, including macaranga Māori; and
- b) the role of tāngata whenua as kaitiaki.

As noted earlier, there has been a long history of engagement with mana whenua regarding activities at and surrounding Hamilton Airport. Specific to this Plan Change, the applicants have held two separate hui with NITOW – firstly early in the masterplanning process and secondly in when preparing the Plan Change request.

The applicants have endeavoured to respond to the feedback that was received (including to maintain views of Pirongia) and have agreed to the preparation of a CIA which is being prepared and which further the understanding of cultural impacts on



mana whenua. Details on other methods that are being explored to recognise and provide the relationship of mana whenua with the environment is addressed in the consultation section and will be further elaborated in the CIA.

### 3.12 - BUILT ENVIRONMENT

*Development of the built environment (including transport and other infrastructure) and associated land use occurs in an integrated, sustainable and planned manner which enables positive environmental, social, cultural and economic outcomes, including by:*

- a) *promoting positive indigenous biodiversity outcomes;*
- b) *preserving and protecting natural character, and protecting outstanding natural features and landscapes from inappropriate subdivision, use, and development;*
- c) *integrating land use and infrastructure planning, including by ensuring that development of the built environment does not compromise the safe, efficient and effective operation of infrastructure corridors;*
- d) *integrating land use and water planning, including to ensure that sufficient water is available to support future planned growth;*
- e) *recognising and protecting the value and long-term benefits of regionally significant infrastructure;*
- f) *protecting access to identified significant mineral resources;*
- g) *minimising land use conflicts, including minimising potential for reverse sensitivity;*
- h) *anticipating and responding to changing land use pressures outside the Waikato region which may impact on the built environment within the region;*
- i) *providing for the development, operation, maintenance and upgrading of new and existing electricity transmission and renewable electricity generation activities including small and community scale generation;*
- j) *promoting a viable and vibrant central business district in Hamilton city, with a supporting network of sub-regional and town centres; and*
- k) *providing for a range of commercial development to support the social and economic wellbeing of the region.*

With regard to this objective, an integrated design process was adopted to develop and refine the Masterplan and in turn inform the Structure Plan to enable positive environmental, social, cultural and economic outcomes.

The request will facilitate integrated transport infrastructure upgrades (including the Raynes Road upgrades and future proofing connections to Southern Links). The development will not compromise the functionality of the safe, efficient and effective operation of infrastructure corridors.

The request gives effect to the relevant policies which support integrated management as follows:

- It has been informed by sufficient information to allow assessment of the potential long-term effects of industrial development of the site, including inputs from a range of different specialist fields **(6.1(c))**.
- It has regard to the existing built environment **(6.1(d))**, notably setbacks and landscaped buffers will be incorporated along the industrial/rural interface. Additionally, the design of the Structure Plan will concentrate traffic through the spine road, while the vehicle access restriction will avoid creating traffic congestion onto Middle Road and Narrows Road.
- Future development of the site will be integrated with existing infrastructure in Titanium Park, and also reliant on upgrades to service the development, which will be dictated by the development and uptake of land within the precinct **(6.3(a))**.

- It avoids adverse effects of activities on the values and characteristics of outstanding natural features and landscapes noting that the site is not considered to be an outstanding natural feature or landscape (12.1). Nevertheless, the LVA identified value in retaining one of the hills within the site if possible– this has been incorporated into the proposal by locating the Hub on this hill. Additionally, consideration was given to the street layout to maintain views of Pirongia from within the site.

#### **POLICY 6.14 – ADOPTING THE FUTURE PROOF LAND USE PATTERN**

New industrial development within the Waikato Region should be predominantly located in the strategic industrial nodes identified in Table 6 – 2 and in accordance with the indicative timings in the table, except where alternative land release and timing is demonstrated to meet the criteria in Method 6.14.

Strategic Industrial Nodes located in Central Future Proof area (based on gross developable area) <sup>1</sup>	Industrial land allocation and staging (ha)			Total Allocation 2010 to 2061 (ha)
	2010 to 2021	2021 to 2041	2041 to 2061	
Rotokauri	85	90	90	265
Ruakura	80	115 <sup>2</sup>	210 <sup>2</sup>	405
Te Rapa North	14	46	25	85
Horotiu	56	84	10	150
Hamilton Airport	74	50	0	124
Huntly and Rotowaro	8	8	7	23
Hautapu	20	30	46	96
<b>TOTAL HA</b>	<b>337</b>	<b>423</b>	<b>388</b>	<b>1148</b>

**Figure 14:** Table 6-2 from the WRPS

The industrial land allocation for the Hamilton Airport Strategic Industrial Node has already been taken up through the other precincts and the existing zoned portion of the Northern Precinct, and so the proposal to rezone additional land to Airport Business in this node must meet the criteria outlined in 6.14.3.

#### **6.14.3 Criteria for alternative land release**

District plans and structure plans can only consider an alternative residential or industrial land release, or an alternative timing of that land release, than that indicated in Tables 6-1 and 6-2 in section 6D provided that:

- to do so will maintain or enhance the safe and efficient function of existing or planned infrastructure when compared to the release provided for within Tables 6-1 and 6-2;
- the total allocation identified in Table 6-2 for any one strategic industrial node should generally not be exceeded or an alternative timing of industrial land release allowed, unless justified through robust and comprehensive evidence (including but not limited to, planning, economic and infrastructural/servicing evidence);
- sufficient zoned land within the greenfield area or industrial node is available or could be made available in a timely and affordable manner; and making the land available will maintain the benefits of regionally significant committed infrastructure investments made to support other greenfield areas or industrial nodes; and

- d) *the effects of the change are consistent with the development principles set out in Section 6A.*

With regards to 6.14.3(a), the following is noted:

- The Infrastructure Assessment has confirmed how the site can be serviced by infrastructure and has outlined what upgrades would be required to service the Northern Precinct. An integrated approach will be adopted towards energy and three waters infrastructure for the proposal to ensure the land release will not compromise the safe and efficient function of existing infrastructure in the area.
- The ITA has confirmed that the release of the land will maintain the safe and efficient function of the traffic network and roading infrastructure. The planned Raynes Road and intersection upgrades will ensure additional traffic from the Northern Precinct expansion can be safely accommodated within the roading network.

With regards to 6.14.3(b), comprehensive and robust assessments have been prepared to inform and justify the request. In particular the following key findings have arisen from specialist inputs:

- The applicants engaged Insight Economics to prepare an Economic Assessment to inform and support the proposal (contained as **Appendix 7**). The report included an Industrial Land Market Supply and Demand assessment of the greater Hamilton Area. The Economic Assessment calculated the likely market supply with estimates of projected future demand to assess the request's impact on the likely supply/demand balance.
- The findings concluded that the likely market supply of industrial land in the wider Hamilton area appears insufficient to meet projected demand in the short-to-medium term (i.e. the next 10 years) based on recent uptake rates (a 9ha deficit). Similarly, long-term demand (to 2051) was calculated to exceed supply by 156ha, signalling the need for much greater supply to keep pace with longer term demand.
- The proposed expansion of the Northern Precinct directly addresses both the short to medium and long-term shortfalls by injecting an additional 90ha of industrial land into the local market, partially bridging the gap between supply and demand, and helping to ensure the efficient functioning of the market.
- The Economic Assessment also identified the benefits of the request (centred around agglomeration benefits, infrastructure efficiencies, economic stimulus and its connectivity), while also finding that it would not undermine other centres.
- The Infrastructure Assessment has identified how the expansion area can be adequately serviced (Section 5.5 of this report). The precinct will be largely self-sufficient with respect to infrastructure, without putting a strain on existing infrastructure in the area.

With regard to 6.14.3(c), the request will rezone approximately 90ha of greenfield land to Airport Business and will be a logical continuation of industrial growth around the airport node. The Northern Precinct will utilise planned and proposed roading infrastructure upgrades, notably the Raynes Road intersection upgrades, and will have the capability to maximise transport efficiencies with future connections to Southern Links, thus maintaining the benefits of regionally significant infrastructure investments.

With regard to 6.14.3(d), the effects of the request will be consistent with the principles outlined in Section 6A of the WRPS as follows:

- While the rezoning will release rural land to be developed for industrial purposes, it is a logical expansion of Titanium Park which has been developed and sold at a quicker rate than expected. As such, the plan change will support the existing urban area (being the existing Airport Business Zone extent, including the 41ha of the Northern Precinct that is already zoned Airport Business) as opposed to creating a new urban area.
- The Structure Plan will provide a clear delineation between urban areas and rural areas, through the implementation of setbacks and landscaping requirements along the industrial/rural interface.
- The nature of industrial development is typically land intensive and so opportunities to intensify existing industrial areas are limited (as opposed to residential intensification where density can be increased by building upwards).
- The request will not compromise the safe, efficient and effective operation and use of existing and planned infrastructure, as demonstrated in the ITA and the Infrastructure Assessment.
- The request will connect well with existing and planned development and infrastructure, including other precincts, the Airport, Southern Links and the Peacocke growth area to the north.
- While the request will result in a loss of some rural land in an area with elite soils (identified in Future Proof), Northern Precinct is currently used for low-value rural purposes, noting it is already fragmented and will become further fragmented by Southern Links, and development of already zoned Airport Business land in the Northern Precinct. The Economic Assessment found that the request addresses this and enables the land to be put to its highest and best use.

#### **POLICY 11.1 – INDIGENOUS BIODIVERSITY**

*Promote positive indigenous biodiversity outcomes to maintain the full range of ecosystem types and maintain or enhance their spatial extent as necessary to achieve healthy ecological functioning of ecosystems, with a particular focus on:*

- a) *Working towards achieving no net loss of indigenous biodiversity at a regional scale;*
- b) *The continued functioning of ecological processes*
- c) *The re-creation and restoration of habitats and connectivity between habitats;*
- d) *Supporting (buffering and/or linking) ecosystems, habits and areas identified as significant indigenous vegetation and significant habitats of indigenous fauna*
- e) *Providing ecosystem services*
- f) *The health and wellbeing of the Waikato River and its catchment*
- g) *contribution to natural character and amenity values;*
- h) *tāngata whenua relationships with indigenous biodiversity including their holistic view of ecosystems and the environment;*
- i) *managing the density, range and viability of indigenous flora and fauna; and*
- j) *the consideration and application of biodiversity offsets.*

The proposal responds to this policy by:

- Maintaining the significant long-tailed bat habitat values within the site through the preparation and implementation of an Ecological Management Plan (the 'EMP'). The EMP will work towards ensuring that there is no net loss of bat habitat through a combination of avoiding removal of habitat where possible, mitigating any removal of habitat and offsetting the loss of any habitat that cannot be appropriately mitigated within the site – thereby contributing its part to this regional scale directive (11.1(a)). In doing so, the continued functioning of ecological processes will be maintained (11.1(b)). The inclusion of dark zones, setback and landscape requirements will maintain connectivity between habitats, while any landscape planting that will be established as part of the development (including the planting required along the northern extent of the precinct) as well as any re-planting required as mitigation to loss of habitat will promote restoration of bat habitats (11.1(c) & 11.1(d)).
- Incorporating best-practice stormwater management into any future development to protect the health and wellbeing of the Waikato River and its catchment (11.1(f)).
- Including provision for a central amenity Hub, which will contribute to natural character and amenity values (11.1(g)).
- Engaging with mana whenua throughout the preparation of the Masterplan and Plan Change with a view to incorporating any further measures that may arise from the CIA (11.1(h)).
- Including landscaping requirements within the structure plan, which will be subject to ecological recommendations arising from the EMP (11.1(i)).
- Requiring offsets in the case that mitigation specified in the EMP results in residual effects that are more than minor – in which case a no net loss outcome must be achieved as a result of offsetting (11.1(j)).

As such, the proposal gives effect to this policy.

**POLICY 11.2 - PROTECT SIGNIFICANT INDIGENOUS VEGETATION AND SIGNIFICANT HABITS OF INDIGENOUS FAUNA**

*Significant indigenous vegetation and the significant habitats of indigenous fauna shall be protected by ensuring the characteristics that contribute to its significance are not adversely affected to the extent that the significance of the vegetation or habitat is reduced.*

The characteristics that contribute to the habitat's significance is the use of the site by Long-tailed Bats for roosting, foraging and commuting. The policy direction is for the characteristics of the site to not be adversely affected to the extent that the significance of the habitat is reduced. This effectively equates to a no net-loss scenario.

In order to meet this policy, the proposed planning framework includes new Policy 10.3.2.2A which necessitates the preparation of an EMP which will:

- In the first instance support the avoidance of roosting, commuting and foraging habitat removal where possible. Potential roost trees will be retained where possible, while the dark zones combined with the setback and landscaping requirements along the corridor will maintain commuting and foraging pathways between habits.
- Where any potential roost trees may need to be removed because they can't be integrated into the development, then the Bat Management Plan (part of the EMP) will specify appropriate mitigation for this loss of habitat. Where any effects on long-tailed bats are unable to be avoided or mitigated, the EMP ensures that any more than minor residual effects are offset to achieve no net loss outcome.



## WAIKATO REGIONAL POLICY STATEMENT ASSESSMENT SUMMARY

Based on our above, the proposal will give effect to the WRPS as required by S76(3)(c) of the RMA.

### 7.6 FUTURE PROOF STRATEGY

The Future Proof Strategy is a 30-year growth management and implementation plan specific to the Hamilton, Waipa and Waikato sub-region. Future Proof provides an overall framework for aligning the plans and strategies of organisations that deal with growth along with other local and central government agencies.

Future Proof was originally completed in 2009, and this version was referenced in the WRPS. A review of Future Proof began in 2015 and a Phase 1 update was completed in November 2017. The focus of the Phase 1 update was on growth management principles, taking into account changes since it was first adopted in 2009.

Phase 2 of the review is currently underway, which will incorporate the Hamilton to Auckland Corridor Plan (H2A), the Hamilton-Waikato Metropolitan Spatial Plan (MSP), the requirements of the NPS:UD and the Government's Urban Growth Agenda. The Phase 2 Draft was released for feedback in late 2021 and is expected to be finalised toward the middle of this year (2022).

Phase 1 and 2 of Future Proof are also relevant documents to have regard to when considering the rezoning as they were developed under the Local government Act, and therefore qualify for consideration under Section 74(2)(b)(i) of the RMA.

The following sections provide an assessment of the proposal against each revision of Future Proof.

#### 7.6.1 FUTURE PROOF STRATEGY 2009

**Table 3** below provides an assessment of the rezoning against the relevant "Guiding Principles" outlined in Future Proof 2009.

TABLE 3: FUTURE PROOF STRATEGY ASSESSMENT	
RELEVANT SECTIONS	ASSESSMENT
<b>Diverse and Vibrant Metropolitan Centre linked to Thriving Town and Rural Communities and Place of Choice – Live, Work, Invest and Visit</b>	
<ul style="list-style-type: none"> <li>Ensure the sub-region's towns and villages retain their individual and distinct identities with thriving town centres that support people to "live, work, play and visit".</li> <li>Encourage development to locate adjacent to existing urban settlements and nodes in both the Waikato and Waipa Districts and that rural-residential development occurs in a sustainable way to ensure it will not compromise the Future Proof settlement pattern or create demand for the provision of urban services.</li> <li>Ensure commercial and industrial development is located in selected sub-regional areas and that it is not located where it undermines the areas of</li> </ul>	<p>The request will strengthen Titanium Park's identity as a thriving business park, noting that the access points to the precinct will act as 'gateways', which lead to the Hub via the spine road. The Hub will provide day-to-day needs of future employees and visitors to Titanium Park.</p> <p>The request is a logical extension to the Northern Precinct immediately adjacent to existing zoned Airport Business land in an area identified as a strategic industrial node.</p> <p>The commercial and industrial development will not undermine the influence of other centres (as has been demonstrated in the Economic Assessment).</p>

<p><i>influence of the Hamilton CityHeart, Cambridge, Te Awamutu, Ngaruawahia, Raglan and Huntly.</i></p> <ul style="list-style-type: none"> <li>• <i>Ensure a cohesive commercial and retail strategy that supports existing commercial centres, towns and villages within the sub-region is developed so these places remain vibrant and valued.</i></li> </ul>	<p>The small scale retail within the Northern Precinct enabled by the request will be appropriately capped so that it will not detract from the health and vitality of other centres, while playing an important supporting role to the ongoing function of the Airport Business zone</p>
<p><b>Protection of Natural Environments, Landscapes and Heritage and Healthy Waikato River as Heart of Region's Identity</b></p>	
<ul style="list-style-type: none"> <li>• <i>Maintain and enhance the cultural and heritage values of the sub-region.</i></li> <li>• <i>Ensure that the settlement pattern generally avoids sensitive natural environments (streams, wetlands, lakes, rivers, and important landscapes) unless there is potential for significant environmental gain.</i></li> <li>• <i>Restore the health and well-being of the Waikato River, including adopting an integrated management approach.</i></li> </ul>	<p>The existing environment and landscape within the site is not of significant value, other than the use of the site by bats, noting its proximity to the airport, and its historic agricultural use. The Structure Plan has been designed to maximise views of culturally significant landmarks (notably Pirongia).</p> <p>An appropriate stormwater management approach will be incorporated into future development of the site. This presents an opportunity for an improvement in water quality compared with the status quo which contains rural land draining to artificial canals eventually draining into the Waikato River.</p>
<p><b>Affordable and Sustainable Infrastructure</b></p>	
<ul style="list-style-type: none"> <li>• <i>Protect existing and future infrastructure and transport corridors, including the Waikato Expressway, Southern Links and rail corridors, from development that could constrain or compromise the efficiency of infrastructure and transport corridor operation.</i></li> <li>• <i>Ensure development is planned to support efficient transport infrastructure, including public transport provision and reduced dependence on motor vehicles.</i></li> </ul>	<p>The request has given consideration to Southern Links, noting the Structure Plan which has been designed to optimise a future connection to Southern Links to service the Airport Business Zone. The request will not constrain or compromise Southern Links.</p> <p>The request promotes active modes of transport (through the incorporating cycle and pedestrian paths), while the existing roading infrastructure could accommodate public transport connections in the future.</p> <p>The site's proximity to the North Island Main Trunk Line also means a rail connection to the site would be feasible in the future if/when demand existed.</p>
<p><b>Sustainable Resource Use</b></p>	
<ul style="list-style-type: none"> <li>• <i>Protect versatile and quality farmland for productive purposes through the provision of limited rural lifestyle development around existing towns and villages and encouraging a more compact urban footprint.</i></li> <li>• <i>Ensure development is directed away from potential and known hazard areas.</i></li> </ul>	<p>While the request will see a reduction in production farmland, this farmland has limited versatility and functionality, noting it is immediately adjacent to the airport, comprises multiple land parcels and will become further fragmented by the ability to develop the 41ha that is already zoned Airport Business as well as the construction of southern links in the future. These</p>

<ul style="list-style-type: none"> <li>• Ensure development is directed away from areas suited to energy generation and transmission, and important mineral resources (including sand and aggregate) and access routes to these resources.</li> <li>• Ensure that planning for the future use of water maintains water quality and promotes efficient use.</li> <li>• Promote planning for an energy efficient, low carbon emissions, sustainable environment.</li> <li>• Ensure communities are well informed about sustainability principles and are encouraged to incorporate them into daily life.</li> </ul>	<p>effects are assessed in more detail in the Future Proof 2021 Phase 2 assessment.</p> <p>There are no known hazard areas within the site that could compromise the ability to develop the precinct.</p> <p>The agglomeration benefits which arise from the request will enable energy efficiency opportunities, by reducing travel distances between businesses that may cluster within the business park.</p> <p>Additionally, measures will be adopted including orienting developments to include north-facing rooftops to maximise the ability to use solar power.</p>
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#### Tāngata Whenua

<ul style="list-style-type: none"> <li>• Ensure that the values, principles, aspirations, roles and responsibilities and the place of tāngata whenua are reflected and incorporated into strategy governance and implementation.</li> <li>• Recognise the unique relationship that tāngata whenua have with the whenua awa, moana, maunga, taiao katoa: the land, waterways, ocean, mountains, wider environment and other people in the subregion. This includes, but is not limited to, the practice of kaitiakitanga.</li> </ul>	<p>The applicants have actively engaged with mana whenua throughout the process of developing the master plan and preparing this Plan Change application. A CIA is being prepared which will provide a better understanding of the effects of the Plan Change on tangata whenua.</p>
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### 7.6.2 PHASE 2 - FUTURE PROOF STRATEGY 2021

Table 4 provides an assessment of the rezoning against the relevant ‘Vision and Principles’ and the “Growth Management Directives” outlined in Phase 2 of Future Proof. This strategy, although draft, is a strategy that should be given regard to (rather than given effect to) because it has yet to be incorporated into the Waikato Regional Policy Statement.

We also note the feedback that WRAL provided on behalf of the applicants on the draft strategy that we have previously summarised within the background section above.

**TABLE 4: FUTURE PROOF STRATEGY ASSESSMENT**

RELEVANT SECTIONS	ASSESSMENT
<p><u>Vision and Principles</u></p> <p>The Future Proof Strategy has a vision for a sub-region that:</p> <ul style="list-style-type: none"> <li>• Has a diverse and vibrant city centre strongly connected to distinctive, thriving towns and rural communities.</li> <li>• Is part of the prosperous, dynamic and nationally significant corridor between Hamilton, Auckland and Tauranga that</li> </ul>	<p>The proposed rezoning is a logical extension of Titanium Park and will ensure it retains its individual identity. The Northern Precinct expansion will take advantage of the benefits of industrial activities locating together to become a thriving business park. The revised Structure Plan will enhance connectivity throughout the precinct and provide an appropriate settlement pattern for future industrial growth. The central Hub will reinforce</p>

<p><i>accommodates growth while protecting what is most important.</i></p> <ul style="list-style-type: none"> <li>• <i>Is the place of choice for those looking for opportunities to live, work, play, invest and visit.</i></li> <li>• <i>Provides a variety of housing options that are affordable.</i></li> <li>• <i>Is the place where natural environments, landscapes and heritage are protected and a healthy Waikato River is at the heart of the region's identity.</i></li> <li>• <i>Has productive partnerships with the community.</i></li> <li>• <i>Has affordable, integrated and sustainable infrastructure with a strong focus on a rapid and frequent multi-modal transport network, and enabling three waters services and community facilities</i></li> <li>• <i>Has sustainable resource use.</i></li> <li>• <i>Responds to climate change with urgency, building resilience and supporting the transition to a lower carbon economy including through achieving a more compact urban form and a shift to active modes and public transport.</i></li> </ul>	<p>Titanium Park's status as a thriving business park, and provide day to day amenities for workers within the area.</p> <p>Titanium Park is strategically located in the southern bounds of the Golden Triangle. As such, demand driven expansion of the Northern Precinct will contribute towards the prosperous, dynamic and nationally significant corridor between Hamilton, Auckland and Tauranga.</p> <p>Comprehensive analysis and assessment of the site has confirmed that the site has limited values in terms of natural environments (with the exception of bat habitat), landscapes and heritage due to its historic use as agricultural farmland. Notwithstanding, the proposal seeks to maintain some existing landscape features (including locating the central Hub on the hill to somewhat maintain the existing identity). A comprehensive approach is taken to the management of potential effects on bats as outlined above.</p> <p>In terms of infrastructure, the rezoning presents opportunities to integrate future infrastructure to service the expansion with the existing infrastructure already in place which services the other precincts.</p> <p>The request is responsive to climate change, noting that appropriate stormwater mitigation will be included for any future development, and through implementing cycle and pedestrian paths into the Structure Plan to encourage active modes of transport.</p>
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### **Taangata whenua**

<ul style="list-style-type: none"> <li>• <i>Develop and maintain enduring, collaborative and mutually respectful relationships with all Future Proof partners to assist in achieving taangata whenua environmental, economic, social and cultural aspirations and in implementing Treaty settlements.</i></li> <li>• <i>Restore and uphold maatauranga (Maaori knowledge) pertaining to the environment, including retention of historical roles of kaitiakitanga, mana whenua, and mana wai within their rohe.</i></li> <li>• <i>Maintain meaningful participation in planning and environmental management processes, taking into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).</i></li> </ul>	<p>There has been a long history of engagement with mana whenua regarding activities at and surrounding Hamilton Airport. Specific to this Plan Change, the applicants have held two separate hui with NITOW – firstly early in the masterplanning process and secondly in the preparation of the Plan Change Request.</p> <p>The applicants have endeavoured to respond to the feedback that was received (including to maintain views of Pirongia) as well as well as investigating the ecological values on the site.</p> <p>A CIA is being prepared to further understand the cultural and spiritual effects of the proposal on taangata whenua and mana whenua values.</p>
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<ul style="list-style-type: none"> <li>• Recognise taangata whenua spatial priorities, including areas for the restoration and enhancement of the environment.</li> <li>• Collaborate to give effect to Te Ture Whaimana – the Vision and Strategy.</li> <li>• Promote the importance of tikanga, reo, and other cultural taonga in urban growth and development, including through upholding cultural heritage and identity of areas that are traditional tribal lands.</li> <li>• Protect waahi tapu, cultural heritage sites, places and landscapes associated with traditional knowledge of taangata whenua. Support economic growth of iwi assets, in a manner that respects and restores the natural environment, particularly the awa.</li> <li>• Support the development of sustainable housing, including affordable housing and papakaainga, for economic, cultural and spiritual wellbeing.</li> <li>• Support the development of marae as an important tool for community resilience and reconnection with ancestral land and economic development initiatives, including through affordable connectivity to infrastructure.</li> <li>• In decision-making, be cognisant that local authority boundaries do not reflect tribal rohe.</li> <li>• Support iwi-led social, cultural and economic development initiatives designed to support iwi/ hapuu members living outside of their rohe.</li> </ul>	
<b>Waahi toituu and waahi toiora</b>	
<ul style="list-style-type: none"> <li>• Identifying and planning future growth areas to ensure that they avoid waahi toituu areas.</li> <li>• Protecting existing waahi toituu areas from urban development.</li> <li>• Avoiding areas which are, in the foreseeable future, either infeasible or undesirable for urban development.</li> <li>• Safeguarding culturally important sites and enhancing their values</li> </ul>	<p>Future Proof identifies the site as being within a waahi toituu area, which we presume is due to the presence of elite soils.</p> <p>While the site is recognised as having elite soils, the ability to maximise agricultural efficiency across this site is constrained with respect to the following matters:</p> <ul style="list-style-type: none"> <li>• The site immediately adjoins the airport and other industrial uses in Titanium Park.</li> <li>• The site comprises multiple land parcels held in different ownerships, reducing efficiencies in which it could be used for agricultural purposes.</li> </ul>



	<ul style="list-style-type: none"> <li>Northern Precinct will become further fragmented once the already zoned Airport Business portion of the Northern Precinct is developed for industrial purposes (if the Plan Change was not being sought).</li> <li>The Northern Precinct and surrounding properties are set to become further fragmented from other rural land when Southern Links is constructed.</li> <li>The site has long been identified as a future industrial growth node under the WDP</li> </ul> <p>As such, while the site is considered to have elite soils, its use as an expansion to Titanium Park is considered to be more suitable than if it was to remain rural.</p>
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### **Transport**

<ul style="list-style-type: none"> <li>Optimise the use of existing transport infrastructure, by aligning land use and development.</li> <li>Rapid and frequent public transport networks offer a viable and attractive alternative to private vehicles, expanding the reach of high-quality public transport.</li> <li>Plan and protect efficient freight network operations and inter-regional corridors.</li> <li>Connect transport and resident hubs, linking major growth centres by public transport and active modes.</li> <li>Plan and design neighbourhoods to make public transport use, walking and cycling easy and attractive.</li> </ul>	<p>The request will optimise the use of existing transport infrastructure, by optimising connectivity across precincts and to SH3, SH21 and SH1.</p> <p>Titanium Park (including the Northern Precinct) can also utilise Hamilton airport for freight purposes, while a potential future connection to the North Island Main Trunk Line to the west could also be made in the future.</p> <p>The promotion of walking and cycling routes and the establishment of Southern Links in the future will further strengthen connectivity to the site from other precincts, the Airport and the Peacocke residential growth area to the north.</p> <p>As such, the proposal has regard to these Growth Management Directives.</p>
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### **Current and Future Growth Areas**

<ul style="list-style-type: none"> <li>Support compact urban development across the sub-region, focused within the key urban enablement areas set out in table 6 and the Future Proof Current and future urban areas map 7, providing for well-functioning urban environments and enhancing competitive land markets through a range of development opportunities.</li> </ul>	<p>Only part of the Northern Precinct is identified as an Urban Enablement Area on Map 7. Table 6 applies to residential urban enablement areas and so is not relevant to the proposal.</p> <p>This section anticipates out-of-sequence developments as set out and assessed in the rows below.</p>
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### **Out-of-sequence and unanticipated developments**

The necessity for districts and regions to be flexible when considering development proposals is embedded within the provisions of the NPS-UD. The provisions require that every local authority must have particular regard to the plan changes that create significant development capacity, even if that capacity is unanticipated by RMA documents or is out-of-sequence with planned land release.

Future Proof has developed a set of criteria to assist both local authorities and the regional council in responding to plan changes when they are either out of sequence or unanticipated.

#### **Criteria A**

- That the development contributes to a well-functioning urban environment. Proposals are considered to contribute to a well-functioning urban environment, if they:
  - Have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and
  - Support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets
- That the development is consistent with the Future Proof Strategy guiding principles, and growth management directives.
- That the development has good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport.
- In cases where development is being brought forward, whether it can be demonstrated that there is commitment to and capacity available for delivering the development within the advanced timeframe.
- That the development protects and provides for human health.
- That the development does not compromise the efficiency, affordability or benefits of existing and/ or proposed infrastructure in the sub-region.
- That the development can be serviced without undermining committed infrastructure investments made by local authorities or central government (including Waka Kotahi NZ Transport Agency). Development must be shown to be adequately serviced without undermining committed infrastructure investments made by local authorities or central government to support other growth areas.
- That the development demonstrates efficient use of local authority and central government financial resources, including prudent local authority debt

The proposed land release will contribute towards improving the efficiency and functionality of the Airport Business zone. The proposed Structure Plan introduces a hierarchy of roads to ensure through traffic is directed through the spine roads and improved overall connectivity between precincts.

The Structure Plan will enable a variety of sites, and can be subdivided with flexibility to cater to different business sectors in terms of location and site size.

The central Hub and the small pocket of retail in the western extent of the precinct, while providing for the day-to-day needs of workers in Titanium Park, will not provide for any retail of a scale that would have adverse effects on the vitality of other nearby centres.

As demonstrated in the assessment in this table, the development is consistent with the Future Proof Strategy guiding principles and growth management directives.

Northern Precinct will be well connected to nearby residential areas via the existing (and planned) state highway network, while the Structure Plan will include pedestrian and cycle links to encourage active transport modes.

The Economic Assessment has confirmed that the demand for industrial land in the region exceeds supply in the short and long-term, with the proposal helping to plug this significant shortfall in industrial land supply.

Future development of the site will not compromise the efficiency, affordability or benefits of existing or proposed infrastructure in the sub-region. A range of infrastructure upgrades will be required to service the future expansion and will not undermine committed infrastructure investments made by local authorities or central government.

The Structure Plan includes building setbacks and landscape buffers along the interface between the precinct boundary and adjacent rural land, to reduce any potential reverse sensitivity effects between the sectors. Furthermore, in the long term, it is expected that the Southern Links will

<p>management. This includes demonstration of the extent to which cost neutrality for public finances can be achieved.</p> <ul style="list-style-type: none"> <li>• The compatibility of any proposed land use with adjacent land uses including planned land uses.</li> <li>• That the development would contribute to mode-shift that supports the medium and longterm transport vision for the sub-region being the creation of a rapid and frequent multi-modal transport network and active mode network.</li> <li>• That the development would support reductions in greenhouse gas emissions and would be resilient to the likely current and future effects of climate change, with robust evidence underpinning this assessment.</li> <li>• That the development avoids areas identified as waahi toituu</li> </ul>	<p>reinforce this boundary between industrial and rural land.</p> <p>Future development of the Northern Precinct will be resilient to the likely current and future effects of climate change, noting that the site is not considered to be at risk of flooding from the Waikato River and appropriate stormwater management measures will be adopted. There are opportunities to reduce greenhouse gas emissions through measures such as orientating buildings to maximise solar access.</p> <p>While the site is identified as waahi toituu, previous assessment has found that the site could be utilised better as an expansion of Titanium Park rather than continued agricultural use.</p>
<p><b>Criteria B</b></p> <ul style="list-style-type: none"> <li>• That the development demonstrates that it would not affect the feasibility, affordability and deliverability of planned growth within urban enablement areas and/ or village enablement areas over the short (0-3 years), medium (0-10 years) and long-term (0-30 years). In the interest of clarity proposals in areas currently identified for development in 30+years and which are proposed to be brought forward into an earlier timeframe must demonstrate that they do not affect the feasibility, affordability and deliverability of planned growth in the earlier time periods.</li> <li>• That the development demonstrates that value capture can be implemented and that cost neutrality for public finance can be achieved.</li> <li>• That the proposed development would not adversely affect the function and vitality of existing rural settlements and/or urban areas.</li> </ul>	<p>The uptake and development of land in the Northern Precinct has exceeded the anticipated timeframes that were originally planned.</p> <p>With all other precincts being fully developed, the expansion of the Northern Precinct will not compromise the feasibility, affordability or deliverability of the Airport Business Zone; or other planned growth within urban enablement and/or village enablement areas (as demonstrated by the Economic Assessment). Furthermore, with the impending development of the Northern Precinct, there is urgency in updating the Structure Plan to maximise the efficiency of the Business Park.</p> <p>The applicants intend to enter into a developer funding agreement with Waipa DC to ensure that they contribute the appropriate amount to the necessary infrastructure upgrades.</p> <p>The land release will enable some small-scale retail which will not be of a scale to detract from the health and vitality of other urban areas.</p>
<p><b>Peoples Places and Communities</b></p>	
<p><b>Growth Management Directives</b></p> <ul style="list-style-type: none"> <li>• Identifying and planning future growth areas to ensure that they avoid waahi toituu areas and</li> </ul>	<p>Northern Precinct has been identified under Future Proof as a Possible Future Enablement Area. While the site is a waahi toituu area, this is due to elite soils (as opposed to cultural or historical</p>

<p>safeguarding culturally important sites and enhancing their values.</p> <ul style="list-style-type: none"> <li>• Support the integration of land use, community and network infrastructure planning at all levels.</li> <li>• Supporting the development and implementation of local and sub-regional placemaking plans and strategies.</li> <li>• Supporting thriving towns and villages to work towards embodying the multi-functional concept of “live, work, play, invest and visit”.</li> </ul>	<p>significance), and has been previously assessed.</p> <p>An integrated approach to infrastructure planning will be taken to ensure the Northern Precinct is appropriately serviced, and will be catered to the needs of the precinct (e.g. options to include low energy use sub-precincts).</p> <p>The request supports the development and implementation of local and sub-regional placemaking, through the inclusion of the central Hub, which will be located on one of the existing hills (increasing wayfinding), and will provide day-to-day amenities and needs for the workers in Titanium Park.</p>
<p><b>Three waters and other infrastructure &amp; Waikato and Waipa Rivers and the Blue-Green Network</b></p>	
<p><b><u>Growth Management Directives</u></b></p> <ul style="list-style-type: none"> <li>• Collaborate to give effect to Te Ture Whaimana o Te Awa o Waikato – Vision and Strategy for the Waikato River.</li> <li>• Application of water sensitive urban design principles that support and enable population growth and deliver positive environmental and cultural outcomes by taking account of three waters infrastructure investment and operational requirements in assessing and planning development.</li> <li>• Ensure environmentally integrated and water sensitive planning and design principles are considered at all scales.</li> <li>• Seek responsive solutions that lead to positive environmental outcomes within the catchment.</li> <li>• Fully integrate land use, three waters and network infrastructure and utilities planning at all levels.</li> <li>• Infrastructure investment must be cognisant of iwi economic and environmental imperatives.</li> <li>• Support for affordable infrastructure connectivity to marae.</li> <li>• Ensure new infrastructure development takes of account potential future climate change effects.</li> <li>• The Auckland and Hamilton airports will continue to be seen as regionally significant infrastructure. An aim</li> </ul>	<p>The proposal will result in a reduction of pastoral rural land which drains through a network of artificial watercourses and eventually into the Waikato River.</p> <p>It is anticipated that appropriate water sensitive urban design principles will be incorporated at all scales (including onsite detention, and precinct wide measures such as swales and rain gardens in the road reserves) into any future development to avoid adverse stormwater quality effects on the Waikato River. The proposal will also not be reliant on the Waikato River for water supply.</p> <p>As such, the request will have regard to the vision for a future where a healthy Waikato River sustains abundant life and prosperous communities, who in turn are responsible for restoring and protecting the health and wellbeing of the Waikato River.</p> <p>Measures will be adopted including orientating developments to maximise north-facing rooftops to maximise the ability to utilise solar power.</p>

<p>should be to protect them from reverse sensitivity impacts while recognising the need to maintain viable airports, including improving public transport links.</p>	
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## 7.7 HAMILTON TO AUCKLAND CORRIDOR PLAN 2020

The government's Urban Growth Agenda (UGA), introduced in 2018, is a shift in the approach to urban development and infrastructure in New Zealand. The UGA identified the Hamilton-Auckland (H2A) corridor as a priority area, acknowledging its role as New Zealand's most significant transport corridor. The H2A Corridor Plan outlines the agreed spatial intent for the corridor and a work programme of six focus areas and 13 key initiatives. The purpose of the Plan is to develop an integrated spatial plan and establish an ongoing growth management partnership for the corridor which:

1. Accelerates identified transformational opportunities
2. Outlines key housing, employment, social, environmental and network infrastructure priorities for the corridor over the next 30 years to successfully accommodate growth and also address levels of service, remedial or renewal needs.
3. Identifies planning, development, infrastructure, mitigation and restoration works required, and funding and legislative projects partners may take in the short term for implementation of a long-term vision.

H2A includes a spatial planning framework and growth management objectives. An assessment of these growth management objectives is provided as follows:

### 7.7.2 CRITICAL AREAS TO PROTECT

**Wāhi toitū** – the places with enduring presence that should be protected from development in perpetuity (e.g. rivers, places of significance to mana whenua, conservation estate).

**Wāhi toiora** – the places where change or development should only occur with greatest care (e.g. places subject to floods and hazards).

Growth in H2A corridor should be managed in a manner that:

- Protects and enhances the quality of the natural environments and cultural heritage
- Anticipates the transition to a low carbon future and builds climate resilience
- Avoids increasing the impacts and residual risks of natural hazards

With regard to this growth management objective, Northern Precinct is not a place with enduring presence with any of the listed features. The request has had regard to this growth objective by designing the Structure Plan in a way that will maintain views of Pirongia, which the applicants understand (through engagement undertaken at the Masterplanning stage) is important to mana whenua.

The Infrastructure Assessment has confirmed a range of stormwater management approaches that can be adopted as part of future development of the site to protect the quality of the Waikato River. The Ecological Assessment found there to be only artificial watercourses in the form of farm drainage channels throughout the site.



The Geotechnical Report found that the site is geotechnically suitable for the anticipated level of development enabled through the proposed rezoning. Additionally the site is not considered to be susceptible to flooding from the Waikato River.

As such, this growth management objective is not considered to restrict the potential to develop this site in accordance with the Airport Business zone provisions.

### 7.7.3 TRANSPORT CORRIDORS

**Awarua** – *the movement corridors that bind places together (e.g. railways and motorways)*

Corridor connections should be strengthened that:

- *Shape and guide future urban growth towards sustainable, resilient and affordable settlement patterns based around public transport nodes, and*
- *Improvement to housing, employment, public services and amenities through, along and within the corridor*

The planned transport infrastructure updates in the area (including Southern Links in the longer term) will enable greater connectivity to the region and provide efficient access to employment opportunities within the Northern Precinct.

The proposed Structure Plan also enables greater connectivity between precincts, to the Airport as well as the Peacocke growth area to the north that will improve efficiencies within the industrial sector, as well as offering active mode transport options between residential and employment areas.

As such, the request will strengthen and utilise connections along and within the H2A Corridor.

### 7.7.4 FUTURE GROWTH AREAS

**Wāhi mahi** – *the places where we work and transact (and often live too).*

**Wāhi noho** – *the places where we live (and often work too).*

Grow urban settlement and places that:

- *Make efficient use of existing infrastructure and resources*
- *Are transit-oriented and connected*
- *Provide affordable housing choices that respond to demand, including quality intensification, and*
- *Provide high quality live-work-play settlements*

With regard to this growth management objective, the proposal will be a natural and logical continuation of existing industrial growth around Hamilton airport. The clustering of further industrial growth near existing industrial development will make efficient use of the existing infrastructure and resources within Titanium Park, with the Structure Plan further improving connectivity between the precincts.

Additionally, the proposed Hub within the Northern Precinct will also provide for day to day needs of workers, reducing the need for workers to travel outside of the precinct each day (for lunch as an example).

As such, the request is aligned with this growth management objective.

### 7.7.5 FUTURE GROWTH AREAS

**Whakamana** – the elements that enable and support development (e.g. schools, health facilities, social housing, marae, potable water, wastewater).

Urban growth is supported and underpinned through investments and initiatives that are:

- Responsive and timely, so that growth and development does not result in a reduction of services
- Delivered at the required pace and scale to fully realise development opportunities.

With regard to this growth management objective, the request does not enable residential growth which is reliant on whakamana. The request will however enable significant employment opportunities in the industrial sector, in an area well connected to planned residential growth in Peacocke. The request is also responsive and timely to the proven demand for industrial land in the greater Hamilton area.

As such, the request is consistent with this growth management objective.

### 7.8 HAMILTON-WAIKATO METROPOLITAN SPATIAL PLAN

The Hamilton-Waikato Metropolitan Spatial Plan (MSP) is a framework plan for Hamilton City and neighbouring districts to grow and develop over the next 100 + years. The objectives of the MSP reflect the Government’s Urban Growth Agenda (UGA) that aims to remove barriers to the supply of land and infrastructure – making room for cities to grow up and out.

The MSP identifies different growth areas across the region and categorises these areas into corridors. The MSP lists the Airport as a growth area within the Southern Corridor.

An assessment of the proposal against the Spatial Plan directives outlined in the MSP is provided in Table 5 below:

TABLE 5: ASSESSMENT OF PROPOSAL AGAINST THE HAMILTON - WAIKATO METROPOLITAN SPATIAL PLAN	
SPATIAL PLAN DIRECTIVES	ASSESSMENT
<p><b><u>Waahi toituu</u></b></p> <ul style="list-style-type: none"> <li>• Identifying and planning future growth areas to ensure that they avoid waahi toituu areas.</li> <li>• Protect existing waahi toituu areas from urban development.</li> <li>• Avoid areas which are, in the foreseeable future, either infeasible or undesirable for urban development.</li> <li>• Culturally important sites will be safeguarded and their values enhanced.</li> </ul>	<p>Consistent with the Future Proof Strategy, the MSP also identifies the area as being a Waahi toituu area – due to the presence of elite soils.</p> <p>While the site is recognised as having elite soils, the ability to maximise agricultural efficiency across this site is constrained with respect to the following matters:</p> <ul style="list-style-type: none"> <li>• The site immediately adjoins the airport and other industrial uses in Titanium Park.</li> <li>• The site comprises multiple land parcels held in different ownerships, reducing efficiencies in which it could be used for productive rural purposes.</li> <li>• Northern Precinct will become fragmented once the already zoned Airport Business portion of the Northern Precinct is developed for industrial purposes (if the plan change request was not being sought).</li> </ul>

	<ul style="list-style-type: none"> <li>• The current rural zone extent is also set to become further fragmented by Southern Links once constructed.</li> <li>• The site has long been identified as a future industrial growth node under the WDP</li> </ul> <p>As such, while the site is considered to have elite soils, its use as an expansion to Titanium Park is more suitable than if it was to remain rural.</p>
<p><b><u>Waikato River blue-green network</u></b></p> <ul style="list-style-type: none"> <li>• Connect, protect, enhance and integrate the natural environment in new urban development, promoting positive biodiversity outcomes.</li> <li>• Utilise methods such as Water Sensitive Urban Design, Low Impact Design and integrated catchment planning to promote clean and sustainable water outcomes in masterplanning and urban design.</li> <li>• Recognise and respect mana whenua values in masterplanning and urban design, upholding and fostering kaitiakitanga and custodianship of urban ecosystems.</li> <li>• Apply regenerative, sustainable design techniques and principles in urban and residential developments.</li> <li>• Promote healthy communities in corridor and network planning and management, supporting active travel in blue-green corridors and maintaining and enhancing public access to regional and local open space assets.</li> </ul>	<p>The existing watercourses on the site consist of artificial farm drains which are generally degraded in quality. The release of 90ha of rural land (which eventually drains into the Waikato River) to be replaced with industrial development, presents an opportunity to improve the water quality in the catchment before it discharges into the Waikato River.</p> <p>Future development of the site will incorporate water sensitive urban design, and a range of stormwater management devices (including onsite detention, and swales within the road network).</p>
<p><b><u>Transport</u></b></p> <ul style="list-style-type: none"> <li>• Rapid and frequent public transport networks offer a viable and attractive alternative to private vehicles, expanding the reach of highquality public transport.</li> <li>• Plan and protect efficient freight network operations and inter-regional corridors.</li> <li>• Connect transport and resident hubs, linking major growth</li> </ul>	<p>While public transport options from the airport to Hamilton are currently limited, the roading infrastructure in place is capable of accommodating public transport options to service Titanium Park should the growth in the area dictate a need for this.</p> <p>The roading infrastructure servicing the site (with the proposed upgrades) is capable of accommodating freight vehicles expected to visit the site. In addition to this, the site's proximity to the North Island Main Trunk Line means a future rail connection to service the site could be established.</p>

<p>centres by public transport and active modes.</p> <ul style="list-style-type: none"> <li>Plan and design neighbourhoods to make public transport use, walking and cycling easy and attractive.</li> </ul>	<p>Within and around the precinct, the Structure Plan incorporates pedestrian and cycle ways to promote active transport modes and improved transport choice between the Airport Business zone and the Peacocke growth area to the north.</p>
<p><b><u>Centres</u></b></p> <ul style="list-style-type: none"> <li>Promote an urban form that can be more easily accessed by a variety of modes of transport including walking, cycling and frequent and rapid public transport options.</li> <li>Existing and new centres have a high-quality public realm to attract investment and capture agglomeration benefits</li> <li>Meet the needs of residential and employment growth through higher density development and land use in centres.</li> <li>Growing jobs and an economic corridor</li> <li>Strengthen connections between business services and industries within the economic corridor to support the efficient movement of people, goods and services to and through the metro area.</li> <li>Ensure an adequate supply of land to service business and industry needs.</li> </ul>	<p>The Northern Precinct expansion is a logical extension to Titanium Park, while the Structure Plan will enable greater connectivity between precincts.</p> <p>The master plan process and the inclusion of street cross sections into the Structure Plan will ensure the precinct will have a high-quality public realm with high streetside amenity. The precinct will be an attractive location for businesses to locate and take advantage of agglomeration benefits.</p> <p>The expansion will provide significant employment opportunities in the area, which is well connected to planned residential growth in Peacocke, noting that the MSP references the Airport as a key employment node.</p> <p>Industrial growth in the site's strategic location will strengthen Titanium Park and the airport's significance within the Golden Triangle, and further strengthen the Southern Corridor.</p>
<p><b><u>Current and future urban areas</u></b></p> <ul style="list-style-type: none"> <li>Support urban development across the metro area, focused on priority development areas, enhancing competitive land markets through a range of development opportunities.</li> <li>Build upon and strengthen local characteristics to create a sense of place.</li> <li>Compact urban form and increased densities will be enabled in a way that accommodates long-term growth and provides high quality social, cultural, economic and environmental outcomes.</li> <li>Provide local employment and educational opportunities, access to green space and community facilities alongside housing, and</li> </ul>	<p>The request supports urban development around the airport which is classified under the MSP as a priority development area.</p> <p>The Structure Plan includes several access points to the site that will act as 'gateways', which in conjunction with the spine road leading to the Hub, will strengthen Titanium Park's identity and its characteristics to create a sense of space.</p> <p>The Airport Business provisions will provide a suitable framework for the Northern Precinct to be developed in a way that accommodates industrial growth to provide high quality social, cultural, economic and environmental outcomes.</p> <p>The site will provide significant employment opportunities in an area well connected via roading infrastructure to Hamilton, and the planned residential growth in Peacocke.</p>

enable high-density development around access to these opportunities.
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## 7.9 WAIKATO-TAINUI ENVIRONMENTAL PLAN

The Waitangi-Tainui Environmental Plan has been developed out of Whakatupuranga 2050, which is a long-term development approach to building the capacity of Waikato-Tainui marae, hapuu, and iwi. The key strategic objectives include tribal identity and integrity, including “to grow our tribal estate and manage our natural resources”. It was designed to enhance Waikato-Tainui participation in resource management and includes Waikato-Tainui’s overarching stance on environmental issues, providing guidance to external agencies.

The plan provides issues, objectives, policies and methods across various environmental matters, while also outlining requirements for consultation and engagement with Waikato-Tainui. The objectives and policies relevant to this Plan Change, along with the consultation process are assessed below:

### **Consultation and Engagement with Waikato-Tainui**

- While Waikato-Tainui acknowledges issues of commercial sensitivity, resource users, activity owners, local authorities, and central Government are encouraged to involve all stakeholders, particularly Waikato-Tainui, in an on-going and participatory design process for applications and other matters related to resource use and activities affecting the environment as early as practicable.
- It is important that a relationship is formed between Waikato-Tainui, as kaitiaki, and the applicant, developer, and local authorities during the planning and initial stages of development, construction, operation, and through to completion. The key to this relationship is tikanga, transparency, good faith, patience and understanding. How the concerns, interests and intentions put forward by Waikato-Tainui are considered should be reflected in any outcomes, plans, conditions and policies produced.
- Early involvement of Waikato-Tainui in major projects is encouraged – ideally consultation and engagement with Waikato-Tainui should be completed prior to formally filing a consent application or plan.
- The type and complexity of the consultation and engagement process is dependent upon the context and magnitude of the proposed resource use or activity.

### **Customary Activities**

- *Waikato-Tainui access to and ability to undertake customary activities and resource use, including along the margins of waterways, is protected and enhanced.*
- *To ensure that Waikato-Tainui is provided access to regionally, spiritually, and culturally significant sites to undertake customary activities and resource use*
- *To ensure that activities do not adversely affect Waikato-Tainui customary activities and use of resources, particularly on, in and around waterway and their margins, including wetlands and reserves.*

The request has regard to customary activities, noting the Northern Precinct area does not have any natural waterways that could be compromised by development of the site.

The site itself is not known to have regional, spiritual or cultural significance, however, measures have been implemented to ensure the roading layout will maintain

viewshafts through to Pirongia – which was considered a key opportunity through iwi consultation and from the Landscape Assessment.

Waikato-Tainui iwi have been actively engaged throughout the preparation of the Master Plan to seek guidance on whether the request would adversely affect Waikato-Tainui customary resources and what steps could be taken to avoid adverse effects. We also expect that engagement will be ongoing throughout the plan change, resource consent and development process that presents opportunities for further dialogue and an ability to respond to their feedback and direction.

### **Natural Heritage and Biosecurity**

- *To ensure that the full range of Waikato ecosystem types found throughout the Waikato-Tainui rohe are robust and support representative native flora and fauna.*
- *Cultural, spiritual and ecological features of the Waikato landscape that are significant to Waikato-Tainui are protected and enhanced to improve the mauri of the land.*

The Plan Change request has regard to natural heritage and biosecurity, noting the site has been historically used as agricultural farmland. The implementation of the EMP will provide an appropriate framework for ensuring that effects on long-tailed bats will be mitigated.

### **Valuable historical items, highly prized sites, sites of significance**

- *The adverse effects of resource use and activity operation are managed so as to appropriately protect areas and sites of significance.*
- *To ensure that the adverse effects of resource use and activity operation are managed so as to appropriately protect areas and sites of significance*

The request has regard to valuable historical items, highly prized sites and sites of significance, noting the site itself is not known to have cultural or historical significance. The archaeological assessment (which does not purport to assess cultural values) did not identify any areas or sites of significance.

### **Natural Hazards**

- *Land use and the construction of structures occurs in a way that does not increase the risk or magnitude of a natural hazard event, and that does not increase the risk or effects on human life or activity in the event that a natural hazard event occurs.*
- *To ensure that human, cultural, spiritual, or environmental wellbeing is appropriately considered when assessing natural hazard risks and/or the need for hazard protection structures*
- *The cause and effects of climate change are understood and prepared for within the Waikato-Tainui rohe.*

The request has regard to natural hazards, noting future development of the site will implement measures to ensure the risk or magnitude of natural hazard events are not increased. The following is noted:

- Future development will be structurally sound and will be constructed in accordance with the recommendations outlined in the Geotechnical Report.
- Future development will incorporate best-practice stormwater management to ensure stormwater and flooding effects are avoided.



### Freshwater

- *Waikato-Tainui engage and participate in the highest level of decision-making on matters that affect waters in the Waikato-Tainui rohe*
- *To ensure that Waikato-Tainui engage and participate in the highest level of decision-making on matters that affect waters in the Waikato-Tainui rohe.*
- *Regulators to set clearer and higher water quality targets, and to develop and incentivise methods to achieve these targets*
- *An integrated and holistic approach to management of water is achieved.*

The request has regard to freshwater, noting future development will incorporate best practice stormwater management to avoid adverse stormwater effects on receiving waterbodies. There are no natural wetlands or stream located on the site.

### Land Use Planning

- *Development principles are applied to land use and development (urban and rural) and, in particular, development in new growth cells, that enhance the environment.*
- *Urban and rural development is well planned and the environmental, cultural, spiritual, and social outcomes are positive*
- *Land use and development has positive environmental and cultural effects.*

The request has regard to land use planning outcomes, noting the Structure Plan has been developed through a master planning exercise to achieve a high quality urban environment in an identified growth cell. The Structure Plan has been informed by all relevant specialists as well as being presented to Waikato-Tainui iwi through a consultation process to understand and have regard to cultural values.

## **7.10 THE VISION AND STRATEGY FOR THE WAIKATO RIVER**

The Waikato River Authority was established in 2010 as the custodian of the Vision and Strategy for the Waikato River. The Vision and Strategy was developed and published in 2008 under the watch and direction of the Guardians Establishment Committee.

The Vision and Strategy response to four fundamental issues as set out below:

1. The degradation of the Waikato River and its catchment has severely compromised Waikato River iwi in their ability to exercise mana whakahaere or conduct their tikanga and kawa;
2. Over time, human activities along the Waikato River and land uses through its catchments have degraded the Waikato River and reduced the relationships and aspirations of communities with the Waikato River;
3. The natural processes of the Waikato River have been altered over time by physical intervention, land use and subsurface hydrological changes. The cumulative effects of these uses have degraded the Waikato River; and
4. It will take commitment and time to restore and protect the health and wellbeing of the Waikato River

In order to realise the vision, the Vision and Strategy pursues a range of objectives. The relevant objectives are set out and assessed below:

- *The restoration and protection of the health and wellbeing of the Waikato River.*

- *The restoration and protection of the relationship of Waikato-Tainui with the Waikato River, including their economic, social, cultural, and spiritual relationships.*
- *The integrated, holistic and coordinated approach to management of the natural, physical, cultural and historic resources of the Waikato River*
- *The adoption of a precautionary approach towards decisions that may result in significant adverse effects on the Waikato River, and in particular those effects that threaten serious or irreversible damage to the Waikato River.*
- *The recognition that the strategic importance of the Waikato River to New Zealand's social, cultural, environmental and economic wellbeing requires the restoration and protection of the health and wellbeing of the Waikato River.*

The request has regard to these objectives, noting it will support the retirement of the land from continued grazing activities which have existing degraded artificial watercourses, towards urbanisation with opportunities to preserve and enhance water quality before leaves the site.

An integrated approach to stormwater management will be taken through development of the site. As per the regional guidelines, stormwater runoff from the site will be treated to acceptable standards before being discharged from the site.

The request recognises the strategic importance of the Waikato River, and has had stormwater engineering input to inform stormwater management approaches that will be taken to ensure the restoration and protection of the health and wellbeing of the Waikato River.

## **7.11 WAIPA DISTRICT PLAN STRATEGIC POLICY FRAMEWORK**

Section 1 of the WDP outlines the Strategic Policy Framework which includes overarching objectives and policies to be implemented into the WDP provisions, including the anticipated settlement patterns.

Of particular relevance is Policy 1.3.1.4 – Hamilton Airport Strategic Node which seeks to enable a defined mixed use, industrial and business area that:

- a) Supports the Hamilton 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.

With regard to this policy, the request reinforces and supports the airport's role as a transport hub by improving connections between the precincts and to the airport, as well as generating additional agglomeration benefits that arise when co-locating industrial and business uses with an airport.

The request is consistent with the growth direction for the Airport business zone that is contained as Appendix S1 of the WDP.

The request results in a different release of land from that contained in the Settlement pattern identified in the Future Proof Strategy and the Hamilton Airport Industrial Node in the WRPS, the assessment has found that the proposal meets the WRPS criteria for alternative release.

The level of retail enabled by the proposal within the Northern Precinct has been assessed to not compromise the other commercial centres in the district and adjoining Hamilton City (being the sub region).

## 8.0 ASSESSMENT OF ENVIRONMENTAL EFFECTS

Under clause 22(2) of Schedule 1 to the Act where environmental effects are anticipated, requests to change a plan shall describe those effects in such detail as corresponds with the scale and significance of the actual or potential environmental effects anticipated from the implementation of the change. Section 76(3) of the Act, also requires territorial authorities to have regard to the actual or potential effect on the environment while making a rule.

This section details the actual and potential effects that the proposal may have on the environment.

### 8.1 ECONOMIC ASSESSMENT

The applicants have engaged Insight Economics to prepare an Economic Assessment to inform the proposal by assessing the need for the land release, as well as the likely economic effects of the proposed expansion.

The Economic Assessment considered the proposal against both the NPS-UD (which requires high-growth areas like Waipa to provide sufficient business land to meet future needs) as well as the WRPS (which identifies industrial locations through Future Proof Waikato and allocates a share of projected future growth to each).

#### **Industrial Land Market Assessment**

The Economic Assessment calculated the likely market supply with estimates of projected future demand to assess the proposal's impact on the likely supply/demand balance.

The findings concluded that the likely market supply of industrial land in the wider Hamilton area appears insufficient to meet projected demand in the short-to-medium term (i.e. the next 10 years) based on recent uptake rates (a 9ha deficit). Similarly, long-term demand (to 2051) was calculated to exceed supply by 156ha, signalling the need for much greater supply to keep pace with longer term demand.

The proposed expansion of the Northern Precinct directly addresses both the short to medium and long-term shortfalls by injecting an additional 90ha of industrial land into the local market, partially bridging the gap between supply and demand, and helping to ensure the efficient functioning of the market, as required under the NPS:UD.

#### **Effects of increased retail/commercial services provision**

The request will facilitate an increase to the overall size of the Airport Business Zone from just under 94 hectares to nearly 154 hectares, an increase in 64%. The Economic Assessment found that the proposed increase in the retail floorspace cap (as a result of the proposal) will have no discernible impacts on the health and vitality of other centres because:

- Any additional onsite retail will be focussed on meeting the daily needs of local business and workers (not aimed at competing with nearby centres)
- The overall size of retail provision at the airport would remain rather modest when compared to the scale of nearby centres (which appear to be trading well anyway and fill a wide range of roles and functions). Nearby centres are

considered to be able to withstand competitive pressure exerted by future retail around the airport.

### **Economic Benefits**

The request will help to make the industrial land market more responsive to growth in demand over time. As a result, it will help to reduce pressure on industrial land prices and therefore make industrial development more affordable than it would have been otherwise.

The request will expand an existing urbanised area and will enable agglomeration benefits to occur which arise by increasing economic activities to cluster together. This clustering of economic activity can help to reduce transport costs and lift the average productivity of firms (for example through sharing of labour, specialised assets and ideas).

The development will be largely self-sufficient with respect to infrastructure, thus avoiding significant costs to council, that would have to be recouped through funding tools such as development contributions. The absence of Council-funded infrastructure will eliminate the risk to Council when providing for capacity.

Additionally, the process of designing, constructing and fitting out the various buildings and structures will create jobs and incomes for numerous district workers and stimulate the district economy.

The Economic Assessment also factored in the Northern Precinct being part of the “golden triangle” as well as being in a location key to national freight routes, making it a strategic location to accommodate growth in industrial activity over time.

It was also found that the Northern Precinct extent is currently used for low-value rural purposes, while the proposal will enable it to be put to a higher and better use.

As such, the strong benefits of the proposal are expected to outweigh any adverse economic effects.

## **8.2 ECOLOGICAL ASSESSMENT**

The applicants have commissioned Tonkin and Taylor to prepare an Ecological Assessment of the proposal which are contained as **Appendix 8** and summarised under the headings below:

### **8.2.1 TERRESTRIAL ASSESSMENT**

#### **Vegetation**

Most of the site is currently managed in a maize and pasture rotation, resulting in the vegetation across the site being typical of most farm environments (around houses, driveways, shelterbelts and shade for livestock) with a mix of exotic and native species.

If all vegetation was to be removed from the site with no additional vegetation replanted, the magnitude of the ecological effect was assessed to be moderate. However, given the site will be developed in accordance with the Structure Plan (which will include planting of a large number of trees across the site which can be targeted through the EMP at providing suitable biodiversity), the overall level of ecological effect is considered to be a net gain.

#### **Lizards**

The assessment found that the characteristics of the site significantly reduces the amount of habitat availability for native skinks, and that the plan change would result in a very low level of ecological effect on lizards.

## Birds

Similarly, to the vegetation assessment above, the implementation of the Structure Plan will provide scope for future landscape planting that could result in more trees across the site than what currently exists. Adopting the requirement for landscaping to be targeted at providing suitable biodiversity (which will be required through the EMP), this will likely result in a positive magnitude of effect with the overall level of ecological effects considered to be a net gain regarding bird species, noting the incompatibility between birds and aeronautical safety.

## Long Tailed Bats

Long-tailed bat surveys were undertaken to understand how they utilise the site and, if so, to what extent at the time of the surveys. The surveys identified that the site is utilised by long-tailed bats for roosting, foraging and commuting, specifically around the area of the proposed hub (currently the homestead). We note that the higher bat-use areas were primarily within the extent of the site already zoned Airport Business.

Given long-tailed bats are classified as critically endangered, the overall level of ecological effect of the Plan Change was considered to be very high if no avoidance or mitigation measures are adopted when the landscape is modified.

The Ecological Assessment includes a range of recommendations which have been adopted into the proposed planning provisions. Specifically, the EMP will need to be developed as part of the first landuse or subdivision application within the Northern Precinct and complied with thereon.

The EMP will include a Bat Management Plan which shall identify all potential bat roost trees within the Northern Precinct and provide an analysis of the practicability of retaining each potential roost tree as part of the development of the Northern Precinct in line with the Structure Plan. For any trees that cannot be integrated into the future development of the precinct, the Bat Management Plan shall specify best practice tree removal protocols and mitigation for any trees to be removed. Where any ecological effects are unable to be entirely mitigated, the Bat Management Plan shall set out methods to ensure that any more than minor residual ecological effects are offset to achieve a no net loss outcome.

The EMP will also include a Lighting Management Plan that will guide and inform on lot development within the Hub and within a corridor along the northern extent of the precinct. This will spatially define any dark zones that should be created within the area to contribute to the long-tailed bat flyway network by setting lighting outcomes that any lots within these areas will need to comply with.

The EMP will also include ecological recommendations for landscape planting to be implemented throughout the precinct, including specimen, sizing and design requirements to encourage long-tailed bat foraging and/or commuting. The EMP is intended to apply to all of the Northern Precinct including those parts that are currently zoned Airport Business.

Through the implementation of the measures above, the Ecological Assessment found that the overall magnitude of ecological effect could be reduced to low (which equates in RMA terms to nil effects after mitigation, offset, or compensation is applied).

## 8.2.2 FRESHWATER ASSESSMENT

The freshwater values across the site were heavily modified by historical agricultural land use and were generally in a degraded state.

The Ecological Assessment found that most of the artificial channels across the site had no water present during any of the site visits, and as such considered there to be little, to no habitat value. No streams or natural wetlands are located on the site.

### 8.3 ARCHAEOLOGICAL ASSESSMENT

The applicants have commissioned W. Gumbley Ltd to undertake an Archaeological and Historical Assessment of the site. The report prepared for the TPL Land is contained as **Appendix 11** and the report prepared for the RPL land is contained as **Appendix 12**.

The assessment found that there are no recorded or identified archaeology within the Northern Precinct, and that it is highly unlikely that archaeology exists within the landscape.

### 8.4 GEOTECHNICAL

The applicants have engaged CMW Geosciences to undertake a Preliminary Geotechnical Investigation Report for the Northern Precinct. The report prepared for the TPL land is contained as **Appendix 9** and the report prepared for the RPL land is contained as **Appendix 10**.

The report found that the site is geotechnically suitable for the anticipated level of development enabled through the Northern Precinct. Specifically, the report found that liquefaction risk is low and that the land is suitable for business / industrial use.

The report outlined several recommendations to be adopted during building design, depending on the future building loads.

### 8.5 TRANSPORT ASSESSMENT

The applicants have engaged Bloxam Burnett & Olliver (BBO) to prepare an Integrated Transport Assessment (ITA) of the proposal.

BBO undertook a comprehensive analysis of the existing transport infrastructure in the area with traffic modelling of the anticipated development of the Northern Precinct to inform its ITA and to identify recommendations that have been incorporated into the development of the Structure Plan. This included analysis of crash data to understand the safety of intersections along Raynes Road.

The ITA found that once developed, the Plan Change area is expected to generate approximately 2,490 vehicle trips per peak hour, with up to 15% of the total peak hour trips being heavy commercial vehicles.

The ITA factored in the intersection upgrades on SH3 and Raynes Road (discussed in Section 4.3 of this report) into the assessment and noted that in particular, the Raynes Road Access will become a channelised 'T' intersection with restricted movements preventing Left Out and Right in to prevent significant traffic growth and heavy vehicles from using the northern section of Raynes Road where rural lifestyle properties and accessways are concentrated.

Congestion to these rural properties is further avoided through the adoption of the vehicle access restriction (in the Structure Plan) that will prevent vehicles from exiting the site through Middle Road but allowing pedestrian and cycling access. Additionally, the secondary spine road will lead to a cul de sac and not provide vehicular access through to the Narrows Road/Middle Road intersection. As such, traffic generated from the site will be appropriately directed either to SH3, or via Raynes Road to SH21 and subsequently SH1.

The ITA found that the transportation effects on the adjoining road network enabled by the Plan Change would be managed and mitigated to an acceptable level subject to the infrastructure upgrades expected in the area.



The abovementioned intersection upgrades will serve as an appropriate transport approach until such time Southern Links is constructed which will provide an efficient transport response connecting the site to Hamilton and other centres.

The upgrades have been reflected in the revised plan provisions (specifically Appendix S10 of the WDC), which sets out specific upgrades that are required at each point of the future development of the Northern Precinct.

With regards to public transport, there are no existing scheduled public bus services operating out of Titanium Park or the Airport, however it is noted that a new “on-demand” public transport service called “Flex” has just begun operation as a trial running between the Hamilton City Transport Centre and the airport. In addition to this, the ITA noted that there are good opportunities for public transport to service Titanium Park, noting that once Titanium Park and the Peacocke residential growth node are further developed, a logical bus route could operate through Faiping Road (including the paper road that has not yet been formed).

Walking and cycling paths will be provided on internal transport roads through the Northern Precinct, in addition to a walking and cycling path connection to Peacocke Road to the north (via Middle Road). This will provide active transport mode connectivity from the Peacocke residential growth cell to employment opportunities in Titanium Park.

Overall, the development of the plan change provisions and the Structure Plan have been responsive to recommendations outlined in the ITA, and the anticipated traffic effects arising from the plan change such that they will be acceptable.

## 8.6 ACOUSTIC ASSESSMENT

The applicants have engaged Marshall Day acoustic specialists to undertake an Acoustic Assessment of the proposal (including the proposed plan provisions) which is contained as **Appendix 13**.

The Acoustic Assessment noted that fundamentally, the proposal would move the existing interface of the Rural and Airport Business Zones and reviewed the existing performance standards for both zones.

The Acoustic Assessment found that road and aircraft are likely to be the predominant noise sources in the area, however considered that the construction and operation of the Southern Links is anticipated to increase noise in the area.

The assessment found that the plan rules for both zones, would allow for the anticipated activities to occur whilst ensuring that adverse effects of noise are avoided, remedied or mitigated to an appropriate level.

## 8.7 LANDSCAPE AND VISUAL EFFECTS ASSESSMENT

The applicants have engaged Harrison Grierson to undertake a Landscape Visual Assessment (LVA) to support and inform the proposal, which is contained as **Appendix 2**.

### Landscape Effects

The LVA reviewed and assessed the physical and visual nature of the site and effects that will incur from the change in land use, using New Zealand Landscape Assessment Guidelines as a general rating system for its values and effects.

The LVA noted that the existing environment is a flat alluvial plain with two small hills of gentle contours. A farm homestead with associated exotic vegetation located on the more prominent of the two hills. Additional vegetation on the site consists of small groves of exotic specimen trees and exotic shelter belts. There are no natural streams

on the site, with open artificial farm drains being the primary feature for water movement. The wider area (beyond the site) is distinguished by gentle low rolling hills and deep gully systems.

The LVA found that neither of the hills are not considered to be significant landmarks, but if the larger hill was retained and enhanced, it would provide the benefit in forms of wayfinding and amenity. The Structure Plan is responsive to this recommendation in that it has located the Hub in this location, which will sit more prominently on the site than other anticipated industrial/business growth and is more likely to result in its retention.

### **Visual Effects**

The LVA assessed the potential level of effects on the visual character arising from the proposal and assessed the site's ability to absorb visual effects. A total of 27 viewpoints were investigated, and of these, 11 locations were chosen to discuss due to their outlook to the site. The assessment found that the visual effects of developing the site in accordance with the Airport Business Zone rules would range from very low to low-moderate across these different viewpoints.

The LVA included several recommendations which have been reflected in the proposed Structure Plan and Airport Business Zone provisions including:

- Fence material requirements for external boundaries
- Landscaping requirements for sites adjoining Raynes Road, Narrows Road, Middle Road and SH3 and for sites adjacent to Rural Zones.

## **8.8 MANA WHENUA**

There has been a long history of engagement with mana whenua regarding activities at and surrounding Hamilton Airport. Specific to this Plan Change, the applicants have held two separate hui with NITOW – firstly early in the masterplanning process and secondly in the final stages of preparing the Plan Change Request.

The applicants have endeavoured to respond to the feedback that was received (including to maintain views of Pirongia) as well as well as investigating the ecological values on the site.

A CIA is being prepared to further understand the effects that the Plan Change request will have on mana whenua values.

## **8.9 URBAN DESIGN ASSESSMENT**

The applicants have engaged Harrison Grierson to undertake an Urban Design Assessment (UDA) of the proposal, which is contained as **Appendix 5**.

The UDA provides a Context Analysis, the Policy Context, an outline and review of the Structure Plan and rezoning extent. The UDA also explains the design process and considerations that went into the development of the proposed Structure Plan.

The UDA also considers the proposal against the strategic regional and national urban development policy documents including the NPS:UD and the Future Growth Strategy.

### **SITE CONTEXT**

The UDA found clear themes that the site's location is a great asset for future industrial growth, being relatively flat apart from two minor hills, and noting that it forms the southern corner of the Golden Triangle, is next to the Hamilton airport and is well connected through core transport corridors (SH3, SH21, SH1 and the future Southern Links).

The site presents an opportunity to develop a quality comprehensively designed business park with a strong identity, with opportunities to increase connectivity and accessibility through development in accordance with the proposed Structure Plan.

### **MASTERPLAN / STRUCTURE PLAN**

The Masterplan provides a high-level overview of possible development that is likely to result from the implementation of the proposed Structure Plan and rezoning of the Northern Precinct.

### **CONNECTIVITY**

The proposed Structure Plan enables significantly greater connectivity than the existing Structure Plan, which contained only one access point to the Northern Precinct and included several dead-end streets which would limit through traffic and didn't anticipate any future connection to Southern Links.

In contrast, the proposed Structure Plan would provide three points of access, enabling much better connectivity, through movement and a much more efficient and convenient access to more parts of the site.

The proposed Structure Plan also includes a hierarchy of indicative street types which have been investigated to enable character and legible connections and pathways through the site. This forms a system in which primary through traffic would stay to the wider spine road, whilst direct traffic can access sections of the site without causing additional congestion.

The street types have also accounted for parking, walking/cycling connections and the size/shape of larger vehicles used for industrial purposes.

### **CHARACTER**

The existing Structure Plan offers a singular zone and associated land uses with little consideration of character. The proposed Structure Plan includes the central hub, which is in the centre of the site on a slight elevation, providing a strong landmark opportunity.

The proposed Structure Plan includes several access point which will act like gateways to the site and draw attention to the centre where the hub is located.

The indicative street hierarchy proposed in the Structure Plan will also contribute improved character and amenity within the site, avoiding identical streets and translating to a more diverse urban environment.

### **URBAN DESIGN SUMMARY**

Overall, the UDA found that the proposed Structure Plan is a significant improvement to the operative Structure Plan and will enable better urban design outcomes to be achieved. The proposal has been considered in an integrated manner through a master planning process to enable a well-functioning urban environment.

The proposal enables better connectivity and integration into both the existing context and the future built environment.

The UDA also found that the proposal (including the proposed Structure Plan) is aligned with strategic regional and national urban development policy documents.

## 9.0 SECTION 32 ANALYSIS

A Section 32 Evaluation Report is included as **Appendix 18**.

## 10.0 CONCLUSION

This report has been prepared in support of the Applicants' request for a Private Plan Change to the Waipa District Plan. The request will enable the co-ordinated expansion of the Northern Precinct within the Airport Business zone and to enable it to be developed in line with what has been envisaged by the Northern Precinct Masterplan.

This request has been made in accordance with the provisions of Schedule 1 and Section 32 of the Act. The assessment has:

- Demonstrated that the proposal will have a positive environmental, social and economic effect;
- Demonstrated that any potential adverse effects arising from the proposal can be managed through the application of amended district plan rules; and
- Found that the request will achieve the purpose of the Act and will give effect to the Waikato Regional Policy Statement.

Taking all of the above into account, the Council has sufficient information to decide on this request and it is appropriate for the request to be accepted and approved.

## 11.0 LIMITATIONS

This report has been prepared for the particular project described and for the purpose of satisfying the statutory information requirements for an application being made under the Resource Management Act 1991. No responsibility is accepted by Harrison Grierson Consultants Limited (or its directors, agents or employees) for the use of the report or any part of it in any other context or for any other purpose.

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# **APPENDIX 1**

## **RECORD OF TITLE**

**APPENDIX 2**  
**LANDSCAPE AND VISUAL EFFECTS**  
**ASSESSMENT**



# **APPENDIX 3**

# **INTEGRATED TRANSPORT ASSESSMENT**

# APPENDIX 4 MASTERPLAN

# APPENDIX 5 URBAN DESIGN ASSESSMENT

# **APPENDIX 6**

## **INFRASTRUCTURE ASSESSMENT**

# APPENDIX 7 ECONOMIC ASSESSMENT

# **APPENDIX 8**

## **ECOLOGICAL ASSESSMENT**



# **APPENDIX 9**

## **GEOTECHNICAL ASSESSMENT (TPL LAND)**

# **APPENDIX 10**

## **GEOTEHCHNICAL ASSESSMENT (RPL LAND)**

# **APPENDIX 11**

## **ARCHAEOLOGICAL ASSESSMENT (TPL LAND)**

## **APPENDIX 12**

# **ARCHAEOLOGICAL ASSESSMENT (RPL LAND)**

# APPENDIX 13 ACOUSTIC ASSESSMENT

**APPENDIX 14**  
**PRELIMINARY SITE INVESTIGATION (TPL  
LAND)**

# **APPENDIX 15** **CONTAMINATED LAND ASSESSMENT (RPL LAND)**



# APPENDIX 16 PROPOSED ZONING MAP

# **APPENDIX 17**

## **PROPOSED STRUCTURE PLAN**

# **APPENDIX 18**

## **PROPOSED WDP PROVISION UPDATES**

# APPENDIX 19 SECTION 32 ANALYSIS