

**NORTHERN  
PRECINCT**

Urban Design Assessment

Titanium Park Limited and Rukuhia Properties  
Limited





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# 1.0 INTRODUCTION

## 1.1 PURPOSE AND STRUCTURE

This report provides an Urban Design Assessment which has been prepared in support of a private plan change (PPC) requested by Titanium Park Limited and Rukuhia Properties Limited to the Operative Waipa District Plan (2016).

The Proposed Plan Change (PCC) seeks to rezone approximately 130 hectares of land from a mix of Airport Business and Rural zone to entirely Airport Business zone (referred to as the 'Northern Precinct'). The rezoning will enable 130 hectares of land to become suitable for a range of industrial and business types.

Our assessment is based on Masterplan that we have developed for the Northern Precinct over the past 18-24 months. The Masterplan provides an indication of how the site can be developed but includes flexibility to enable it to respond to market needs as the Northern Precinct is developed over the short and medium term. The Masterplan has also informed the Structure Plan that is proposed to replace the version within the Operative Waipa District Plan.

Our assessment outlines support for rezoning based on the proposed changes to the Structure Plan, which will enable outcomes that are consistent with the outcomes sought within the relevant policy documents, including the National Policy Statement for Urban Development, the Regional Policy Statement, and the Waipa District Plan. It will also enable a well-planned and integrated development of a growth area as outlined in the Future Proof Strategy and the Hamilton-Auckland Corridor Plan (H2A).

For this report the amalgamated land holding of Titanium Park Limited and Rukuhia Properties Limited are considered the "site" identified and referred to as the Northern Precinct.

The existing Airport Business Zone Structure Plan is shown in **Figure 1** below. This shows the location of the current extent of Northern Precinct and indicates how it is to be developed. We have identified aspects of the current Structure Plan are problematic; this will be covered in section 5.0 of the assessment.

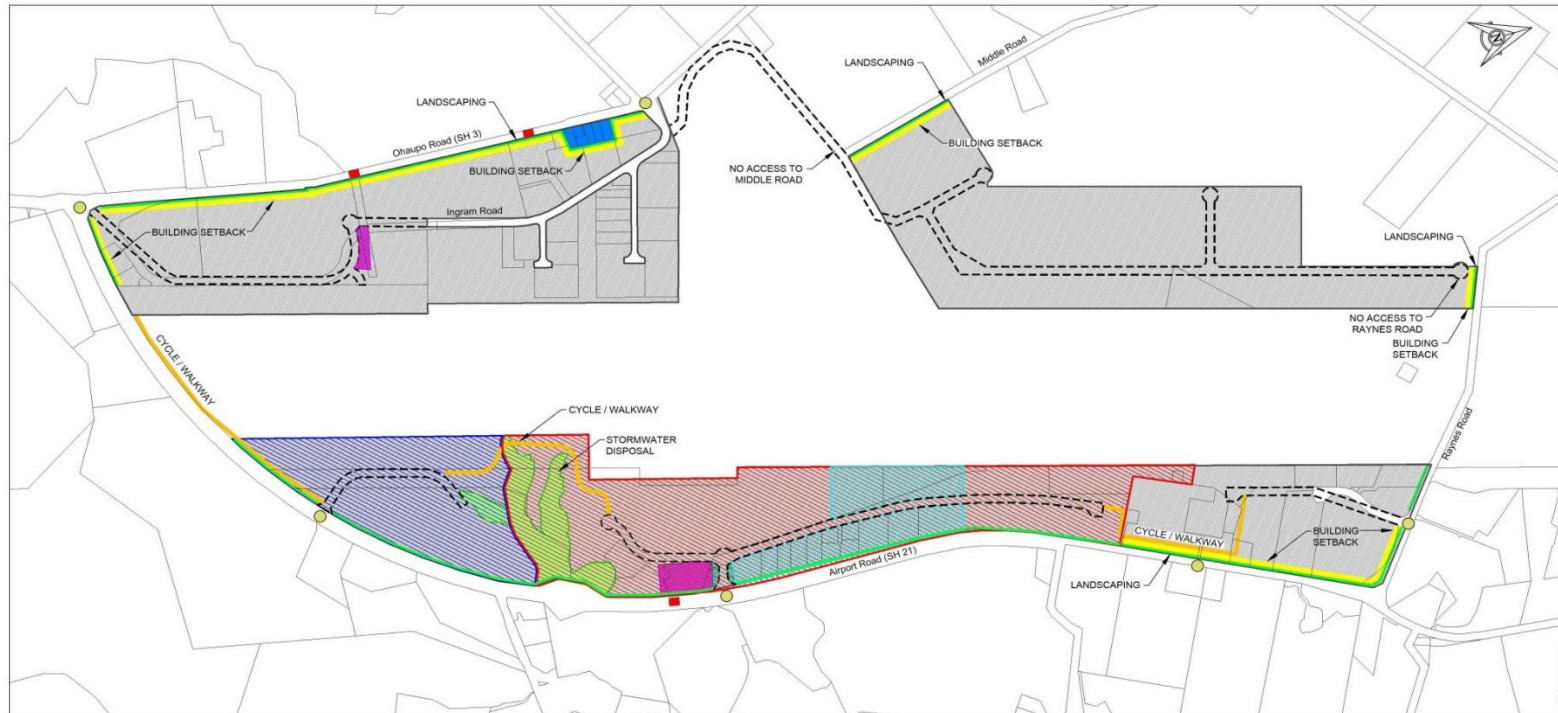
The Northern Precinct is located to the north of the Hamilton Airport, situated between State Highway 3 (to the west) and State Highway 21 (to the east). The designation for the alignment for Southern Links is located just north of the Northern Precinct, clipping the eastern and western edges of the underlying landholdings.

The proximity of the site in relation to the existing state highway network, the Hamilton Airport and the future Southern Links creates an optimal location for business and industrial uses. Land in proximity to the Hamilton Airport has been identified in the Future Proof Strategy as a key industrial development area, which will enhance and support growth and expansion of the airport.

This Urban Design Assessment has been broken down into the following sections:

- Section 2 provides a Context Analysis of the Northern Precinct, assessing the site characteristics and surrounding context.
- Section 3 provides the Policy Context for Northern Precinct, assessing the relevant urban design-based policies that are relevant to the proposal.

- Section 4 provides an outline of the Masterplan that we have developed for Northern Precinct.
- Section 5 provides our design assessment, providing a review and assessment of the anticipated outcomes enabled by the proposed Structure Plan and rezoning extent.
- Section 6 provides our concluding comments on the proposed changes to Northern Precinct.



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

**Airport Business Zone Structure Plan**  
Appendix S10



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Figure 1. Airport Business Zone Structure Plan

## 2.0 CONTEXT ANALYSIS

### 2.1 REGIONAL CONTEXT

The site is located within the northern extent of Waipa District, close to the border of the adjoining Hamilton City extent. It is approximately 9.7km south of the Hamilton metropolitan area, with good accessibility to the surrounding transport corridors with Ohaupo Road (SH3) to the west and State Highway 21 (SH 21) to the west linking to State Highway 1 (SH1). Cambridge is approximately 12.5km away to the southeast, and Te Awamutu approximately 17km away to the southwest (Refer to **Figure 2** below).

The surrounding land remains rural with a new residential growth node in the Peacocke Growth Cell to the north.

The Waikato River to the east of the site forms a vital ecological corridor through the region. Gully systems north and south provide pathways for overland stormwater flows and native flora and fauna. The importance of the river as a regional asset with potential for enhanced values is identified in the Future Proof, te Tau titoki strategy and the Hamilton Waikato Metropolitan Plan.

The Waikato River and its catchment area provides significant biodiversity to the ecology of the river. Surrounding land, connected wetlands, and lakes have been identified as a core consideration in the identity of the region offering opportunity for enhanced blue and green links.

External linkages from the site consider ecological and storm water flows. These include stormwater flows north of the site to the Nukuhau Stream gully and to the east to Nihokeke Stream.

The Southern Links project is intended to provide a network of state highway and urban arterial routes including, SH1 from Kahikatea Drive in Hamilton to the Waikato Expressway in Tamahere; and SH3 from Hamilton Airport to central and east Hamilton. The aim of the Southern Links project is to plan for long-term needs of the city, and the projected growth and development of the Peacocke, Tamahere and Hamilton Airport areas. The Southern Links transport route is located north and west of the site and the Waikato Expressway to the East offering good regional connectivity. A future rail link has been identified in the Hamilton Waikato Metropolitan Spatial Plan (MSP) as a possibility to the west of the site.

Peacocke is a residential growth area within existing Hamilton City limits where significant residential development is planned to occur over the next 20-30 years. The Airport is located within proximity to Peacocke. Good connections between the Airport and Peacocke are important because it is likely that many of the people who work and visit Titanium Park and the Airport in the future may live in Peacocke.

Direct pedestrian and cycling links are being investigated as part of the PPC to enhance multi-modal connections between the Airport and Peacocke. There is potentially an opportunity for a pedestrian and cycling shared path to be constructed on public land

along Middle Road and an existing unformed road which connects Raynes Road with Faiping Road.

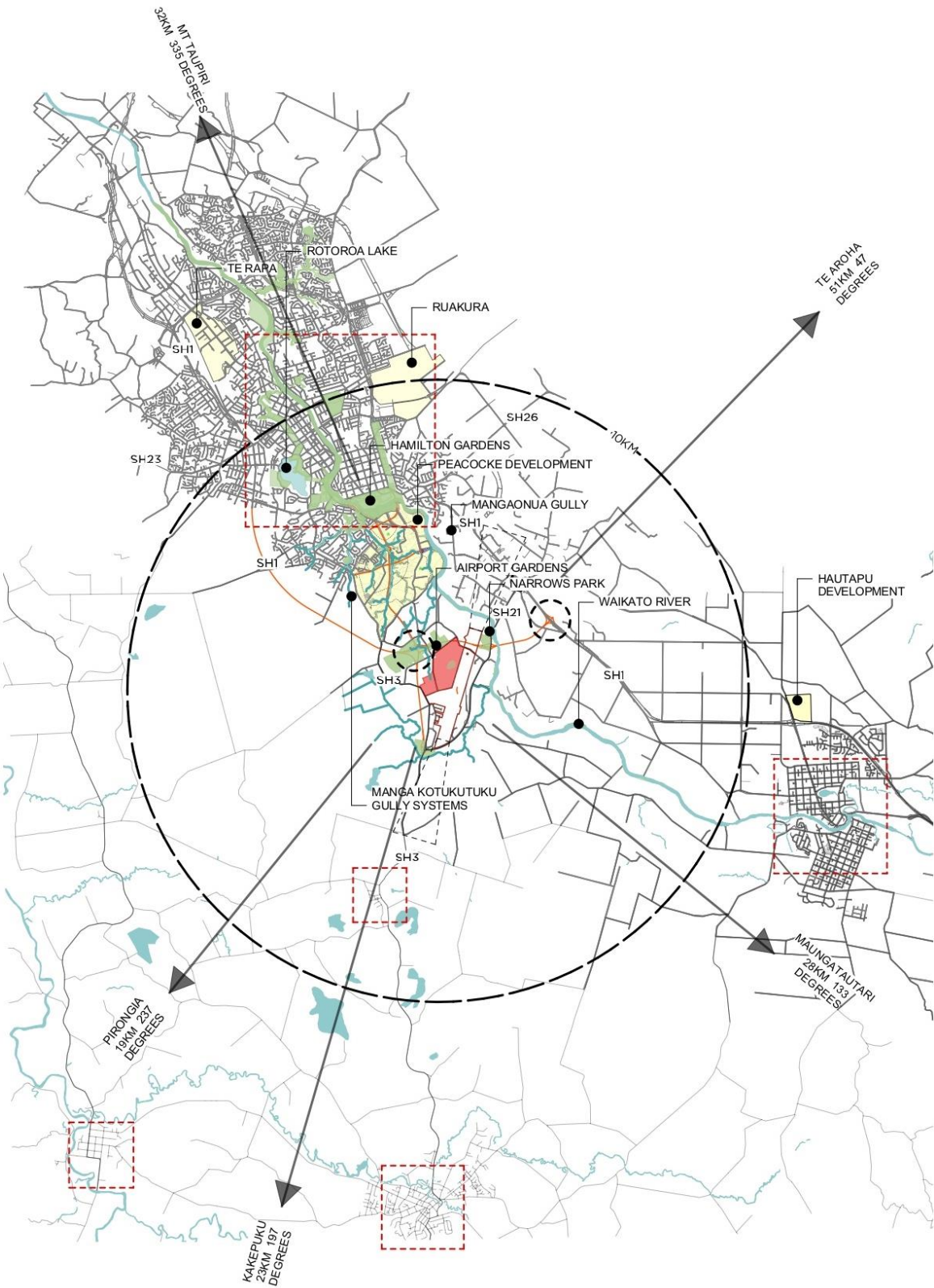


Figure 2. Site in regional context



## 2.2 SITE CONTEXT

The site is located northeast of the existing Hamilton airport and associated Titanium Park Business Park (refer **Figure 3** below).

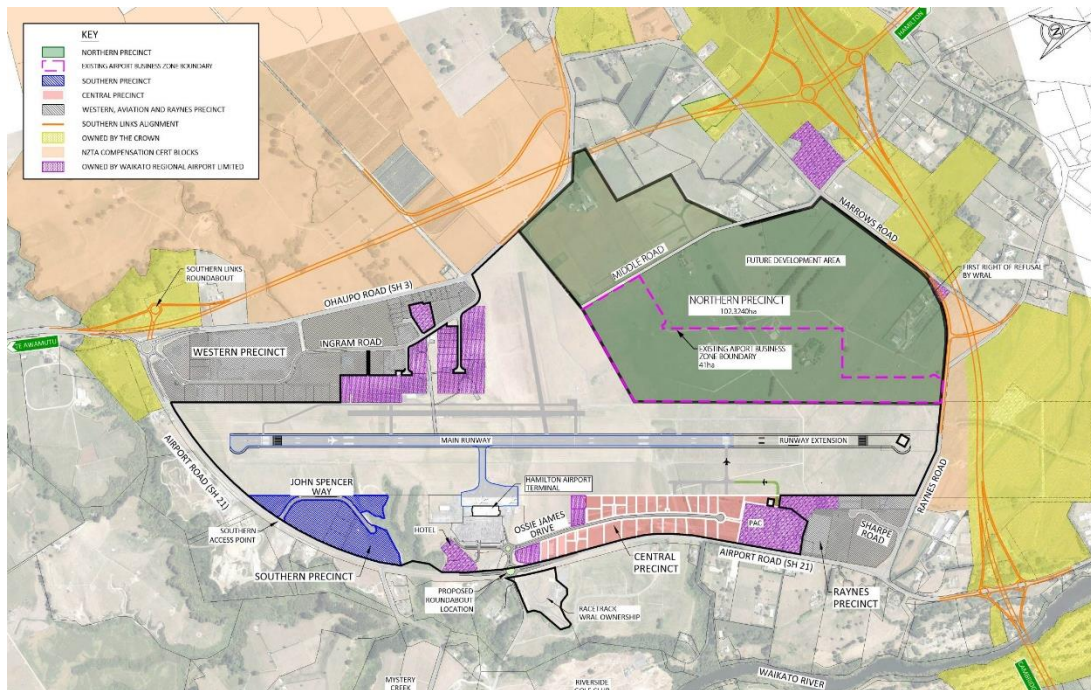


Figure 3. Airport and Airport Business Zone precincts

The existing Airport runway is located on a generally north/ south axis forms a boundary between the site and the Airport to the east. The site is bound by transport infrastructure on all sides but with very little opportunity for direct connections.

Access to the site is available at points of connection and intersection with the surrounding infrastructure, these include existing Road networks, including Middle Road and Raynes Road and, in the future, to Southern Links.

The site is bordered by Hamilton Airport's main runway to the east, the secondary grass runway to the south, Middle Road and Narrows Road to the west and Raynes Road to the north.

Approximately 41ha of the Northern Precinct is zoned Airport Business under the Operative Plan, with the remaining 90ha zoned Rural.

The site is near the Waikato River and Mystery creek event centre. These have been identified as a potential development nodes and enhanced employment area in the Hamilton Waikato Metropolitan spatial plan.

Through our analysis of the site context, we have identified existing patterns, site geometry, axes, and connections that are important to integrate as part any future development of the Northern Precinct. These include development grids established relative to the surrounding subdivision and development pattern (refer **Figure 4.3** below), views to distant landscape features such as Maunga (refer **Figure 4.1** below), the airport runway geometry and the existing street pattern (refer **Figure 4.2** below). These unique characteristics of the site context have been utilised in the development of the Masterplan as organising structure for the development and enabling integration into the local context. Local Maunga of significance and viewed from the site include Pirongia, Kakepuku, Maungatautari and Te Aroha (refer to **Figure 2** above).

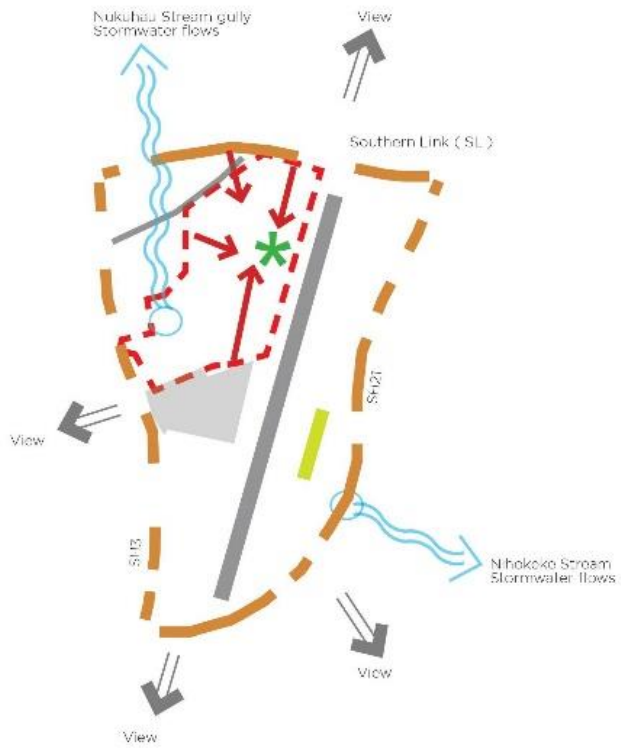


Figure 4.1. Site Context – Internal Focus and Views

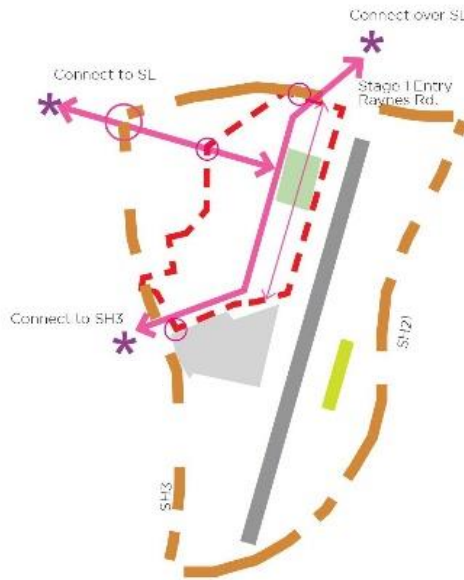


Figure 4.2. Site Context – Access & Connections

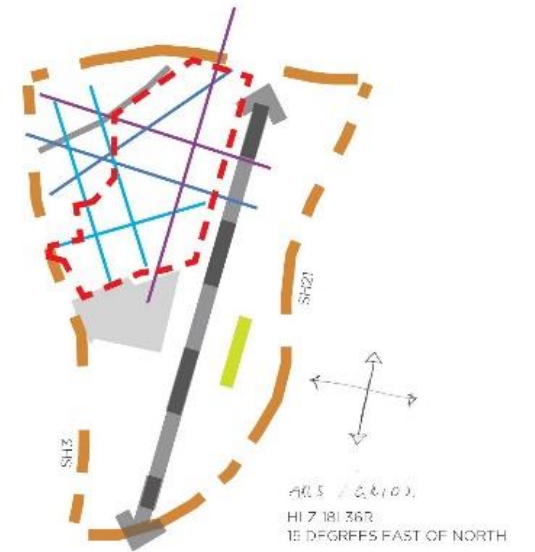


Figure 4.3. Site Context – Grid Pattern

## 2.3 SWOC ASSESSMENT

This section provides an analysis of the strengths, weaknesses, opportunities, and constraints of the Northern Precinct. We utilised this assessment to inform the development of both the Masterplan and Structure Plan for the precinct.

### 2.3.1 STRENGTHS

- Location (Airport) – golden triangle, proximity to Hamilton City (including new growth area at Peacocke) and affluent areas in Tamahere and Cambridge.
- Connectivity/Accessibility (core transport corridors SH3, SH21, SH1 and future Southern Links surrounding the site).
- Highlighted as Strategic Industrial Area, existing Structure Plan for Northern Precinct, existing airport use and associated amenities, and orientation of the runway (primary access, north-south).
- Existing resource consent for modular waste treatment plant, commercial viability based on low land cost, and space for scale – Freight and logistics facilities.
- Topography – flat apart from two minor hills, distant views across landscape contributing to place identity, and links to Ecological corridor and proximity to the river (stormwater).

### 2.3.2 WEAKNESSES

- Lack of connectivity from the Northern Precinct to the airport with weak cycle paths or pedestrian linkages in the exiting development and associated Structure Plan.
- Car focused development with existing disconnected development around the airport (Central, southern precincts).
- No clear timeframe for proposed infrastructure (namely Southern Links, wastewater treatment).
- Potential for ecological sensitivity with proximity to Waikato River and adjacent connected stream systems and wetlands.

### 2.3.3 OPPORTUNITIES

- Quality built environment that compliments and improves future identity of Waikato Airport arrival/departure gateway and strengthens connections with Hamilton City and beyond.
- Development of strong place/ identity, and a quality, comprehensively designed Business Park.
- Economic development – improve access to employment, particularly with high volumes of projected growth in Peacock and Cambridge
- Increased connectivity/accessibility to especially to the north and west and improved walkability within the site.
- Delivery on Iwi aspirations and potential for collaboration in the masterplan process.

- Ecological linkages through Peacock, Hamilton gardens (riparian margins and the gully networks), adjacent to Mystery Creek, integrated stormwater devices and using localised landscape as place defining.

#### 2.3.4 CONSTRAINTS

- Areas required for stormwater management and waste fields.
- District Plan development controls/ rules such as building height, runway protection area, height limitations
- Scale of development based on logistics and transportation scale – wide streets, with large tracking radius,
- Potential capacity issues at within the local road network.

## 3.0 POLICY CONTEXT

### 3.1 NATIONAL POLICY STATEMENT (NPS) ON URBAN DEVELOPMENT

The National Policy Statement on Urban Development 2020 (NPSUD) defines a series of objectives and policies to guide and inform how urban development should be undertaken in order to achieve well-functioning urban environments.

We have identified the specific policy and objectives of relevance to this assessment within section 5.0 below.

### 3.2 FUTURE PROOF STRATEGY

The Future Proof Strategy (the Strategy) is a 30-year growth management and implementation plan specific to the Hamilton, Waipa and Waikato sub-region that was last updated in November 2017. The purpose of the Strategy is to recognise cross-regional issues and co-coordinate decision making approaches and be used as a tool to best implement the National Policy Statement for Urban Development Capacity (the NPS-UDC) that applied at the time.

The Future Proof partners are currently updating the strategy and released a draft document for feedback in late 2021 (the 'Updated Future Proof Strategy 2021'. The updated strategy is based on the requirements of the NPSUD that has since replaced the NPSUDC.

The updated strategy has identified the Airport and surrounding Airport Business zone (which includes the Northern Precinct) as a Strategic Industrial Node and Urban Enablement Area (refer **Figure 5** below).

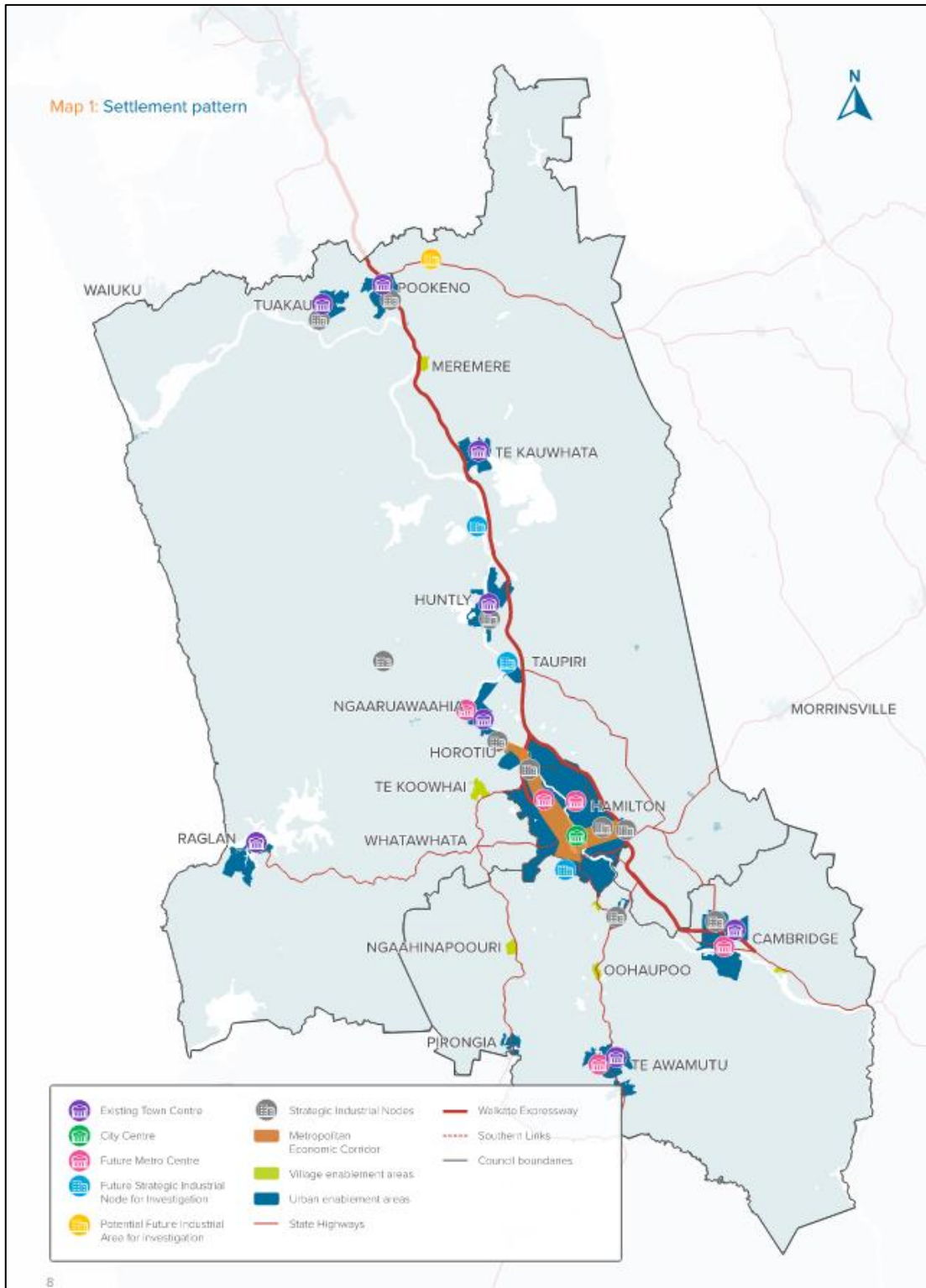


Figure 5. The Settlement Plan within the Updated Future Proof Strategy 2021.

### 3.3 HAMILTON-AUCKLAND CORRIDOR PLAN

The Hamilton-Auckland Corridor Plan (H2A) is currently a draft programme of potential key projects that includes future growth and development across the 100+ year spatial intent. The plan is forecasting significant growth within the Hamilton and Waikato regions and was implemented in September 2020.

This plan covers along the cross-boundary transport corridor which contains a collection of green spaces, towns, marae, and settlements. The corridor is connected along the Waikato River and the parallel inter-city road and rail line creating a valuable connection of people, goods, and water.

The implementation of this plan has identified the area around Hamilton Airport as a future urban area. The plan also signifies the Southern Links network as a freight and movement road network which could provide convenient and reliable access for the region's economic activity hubs. This would directly link the future urban areas identified around Hamilton Airport to the wider region.

### 3.4 HAMILTON-WAIKATO METROPOLITAN SPATIAL PLAN

The Hamilton Waikato Metropolitan Spatial Plan (MSP) is a framework plan for how Hamilton City and the neighbouring districts will grow and develop over the next 100 years. The Hamilton-Waikato metro area is an urban subregion of the Waikato, with Hamilton city acting as its core. The Waikato River is identified as having regional significance relative to its unique ecology, character and potential in both green and blue networks.

The MSP focuses on strategic urban growth and ensuring development is centred around a multi-modal rapid and frequent transport network enabling economic and quality urban development.

The following 'Transformational Moves' form the basis of the MSP:

- Waikato River - defining ecological features and connecting a blue-green network.
- Transport - multi-modal transport network, Waikato Expressway, Southern Links, and a public transport network.
- Metro Core – growing Hamilton City Centre into a metro core for the region connected by public transport.
- Economic Corridor – establishing and connecting an economic core of highly productive employment areas
- Iwi aspirations – environmental health and wellbeing of the Waikato River.
- Communities and Neighbourhoods - enabling quality denser housing options.

The MSP shows Hamilton Airport as one of the centres for growth by a key employment node and a future urban area.

Hamilton Airport has also been identified along with a number of other areas as a 'strategic industrial area', where the plan envisions a majority of industrial growth to occur in these areas (refer to **Figure 6** below). It projects an indicative 5,000 – 10,000 future jobs in these areas.

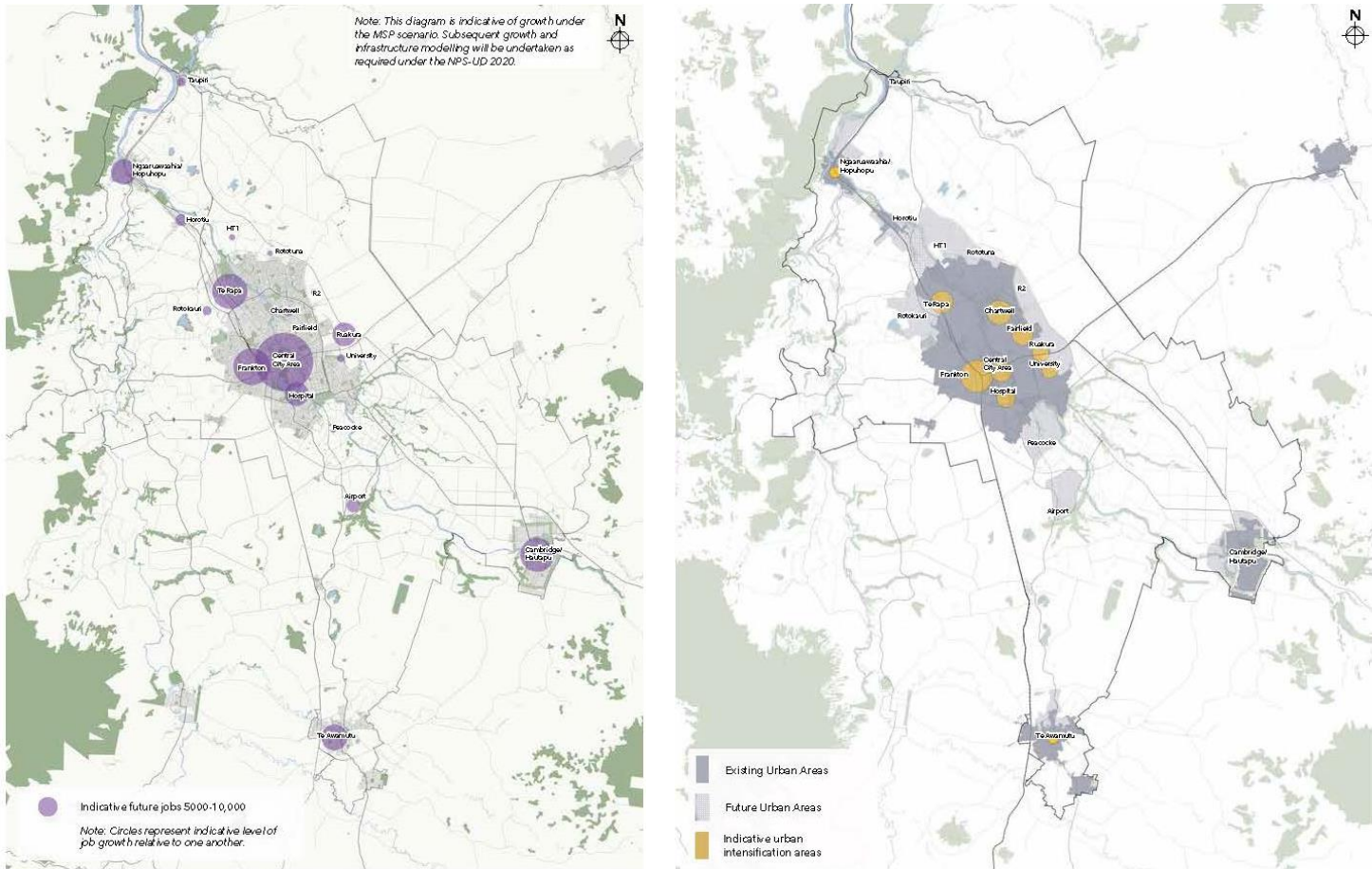


Figure 6. MSP strategic growth maps - Envisioned future employment priority areas (left), current and indicative future urban areas map (right).

### 3.5 WAIPA DISTRICT PLAN: OPERATIVE 2016

The Waipa District Plan (WDP) was made Operative in 2016. The plan contains objectives, policies, and rules to guide development in the district including the Airport Business zone.

There is already 40ha (approximately) of Northern Precinct that is zoned Airport Business, and the balance (approximately 90ha) is zoned Rural under the WDP (refer **Figure 7** below).

The WDP also includes a Structure Plan for the Airport Business zone that has been developed to guide the development of the various precincts within the Airport Business zone (refer **Figure 8** below). The Structure Plan envisages all access to the Northern Precinct to be achieved through a new internal road connection through the Western Precinct and onto the SH3 / SH21 roundabout to the south. It prevents any direct access from Northern Precinct from either Raynes or Middle Road

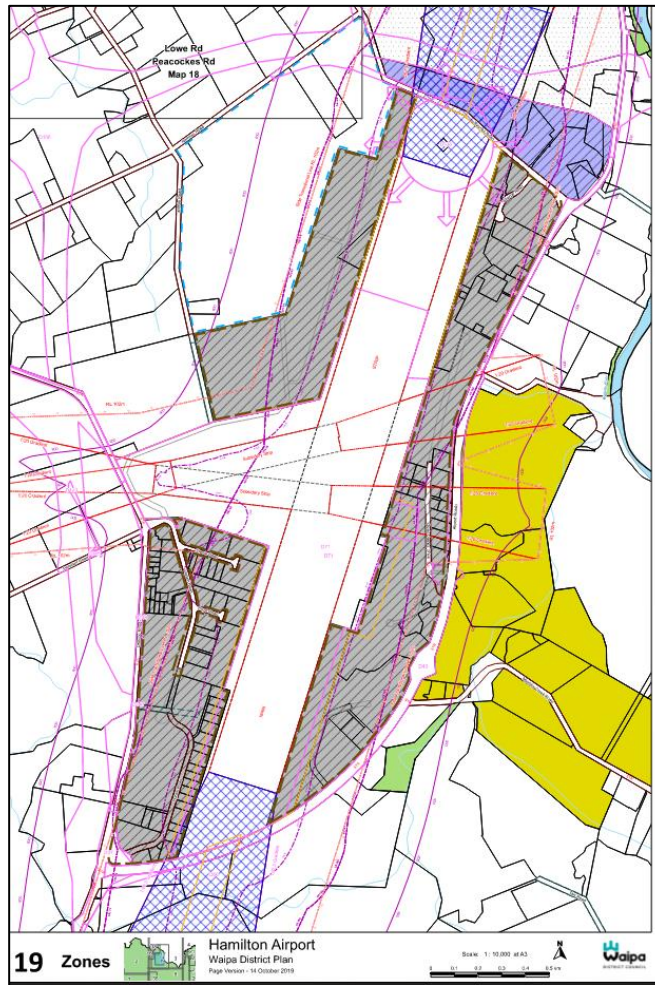


Figure 7. Shows the current zoning that is applied by the WDP to the Northern Precinct. With Airport Business zone shown in grey and rural in white.

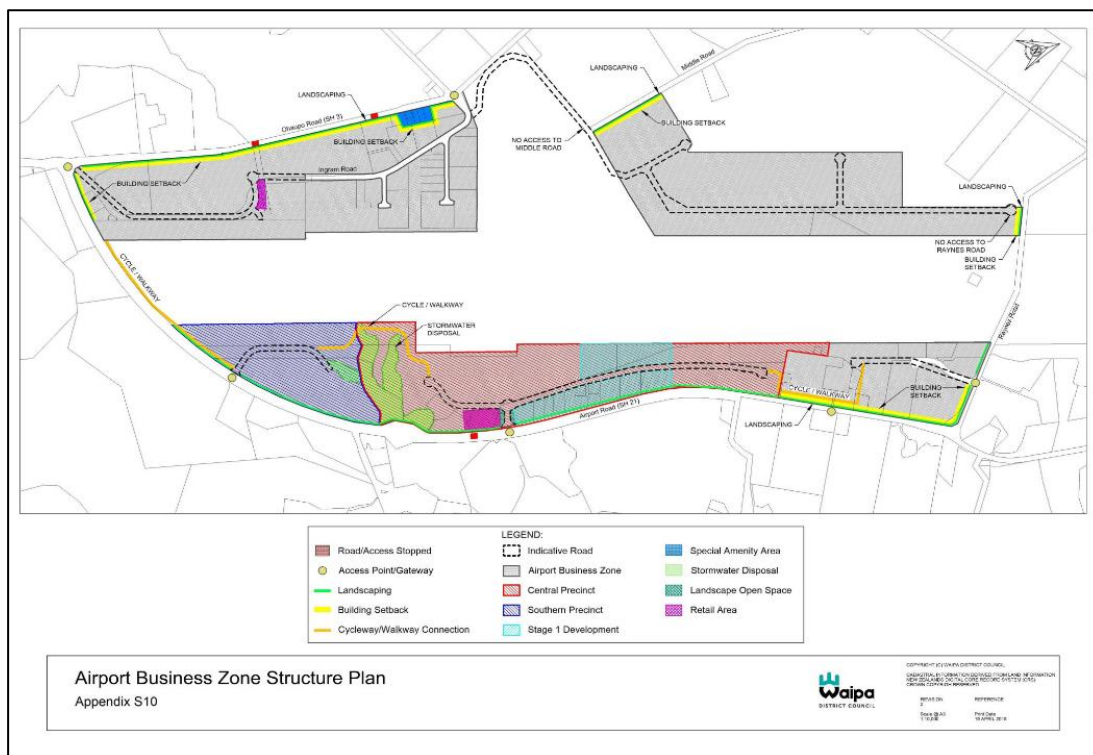


Figure 8. The current Structure Plan for the Airport Business Zone within the WDP



A 'future extension direction' beyond the Northern Precinct has already been identified in the WDP as a Future Growth Cell. The area is identified on the Hamilton Airport Growth Map, which is contained in Appendix S1 of the WDP (refer **Figure 9** below).

The map outlines where any further development should be located given the alignment of Southern Links. It is anticipated within the WDP that this future extension is to provide for future industrial land beyond 2035. TPL have identified that, based on current and projected demand for industrial land, this is needed to be brought forward significantly (i.e., it is required within the short and medium term rather than long term).

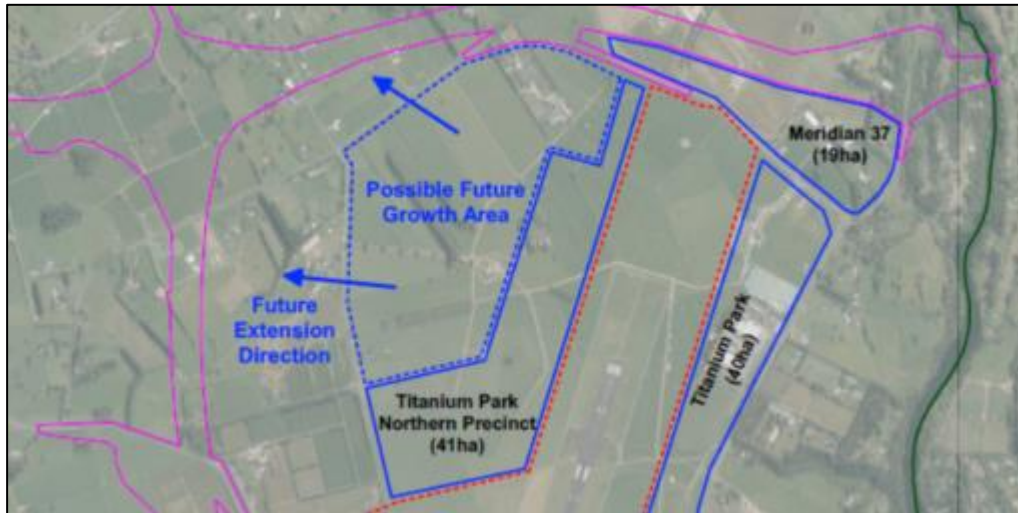


Figure 9. Appendix S1 of the Waipa District Plan

The Airport Business Zone enables a range of industrial, hospitality, retail, and construction activities. However, the Titanium Park Site is subject to a comprehensive development plan process to ensure traffic and infrastructure matters are addressed and therefore would become controlled activities.

Specific Assessment Criteria for the Airport Business Zone are contained within section 21 of the WDP and reference specific element for assessment in any resource consent application. These are considered as are used as the basis of our urban design assessment in section 5.0 below.

## 4.0 MASTERPLAN SUMMARY

### 4.1 MASTERPLAN PROCESS

Over the past 18-24 months we have been developing a Masterplan to guide the future development of the Northern Precinct. An integrated design process was followed, whereby opportunities and constraints were clearly identified and assessed by the multiple disciplinary project team. This has enabled the development of integrated design solutions whereby urban design, landscape, transport, and civil engineering aspects are considered in collaboration as the basis of site masterplan.

We followed an integrated and iterative process incorporating expert feedback to ensure that the proposal was robust and promoted desirable but feasible outcomes.

We have focused on the opportunities and characteristics of place and context, along with identified constraints, to enable the Northern Precinct to be both functional as a Business Park and considerate of the environment, economics, and cultural drivers while maintaining flexibility to respond to future demands as required.

The result is a Masterplan that is specific enough to guide direction and investment yet flexible enough to evolve over time (refer **Figure 10** below).

## **4.2 MASTERPLAN OBJECTIVES**

The Masterplan process considered and highlighted the following objectives:

- To deliver a site-specific and future-proofed Business Park which incorporates environmental, ecological, cultural, and economic considerations.
- Provide a flexible framework to accommodate a variety of site development opportunities of various scales.
- To create comprehensive and integrated linkages into existing transport corridors and the proposed transit network.
- To deliver a road typology and hierarchy plan associated with heavy vehicle movement, cycle and pedestrian movement and streetscape treatment.
- To create a Business Park “Hub” adding amenities and services to enable work life balance and local character.
- To preserve, improve and integrate important ecological aspects of site including stream systems and biodiversity as appropriate.
- To integrate stormwater management as a character giving aspect of the site through low impact water sensitive design.
- To incorporate landscape characteristics and ecology to enhance the site’s unique sense of place.
- To support the creation of a memorable and iconic heart for the development by ensuring a high standard of landscaping and architecture within the Hub area and all street (public) facing lots.
- To utilise a landscape and planting framework to highlight primary roads and enhance site legibility and the movement network.
- To set out the principles in formation of on-lot design and development guidelines in regard to building height, scale, setbacks and landscaping areas.
- To ensure consistent development quality throughout the precinct and development stages.
- To attract high calibre, long term occupiers and tenants.
- To establish a Business Park which recognises the character and history of the neighbouring aviation industry and regional context/ visibility.
- To ensure that design effort is focused on the interface between the fronts of buildings and the street boundary and/or public space, leaving the balance of the lot with the potential for practical outcomes as required.

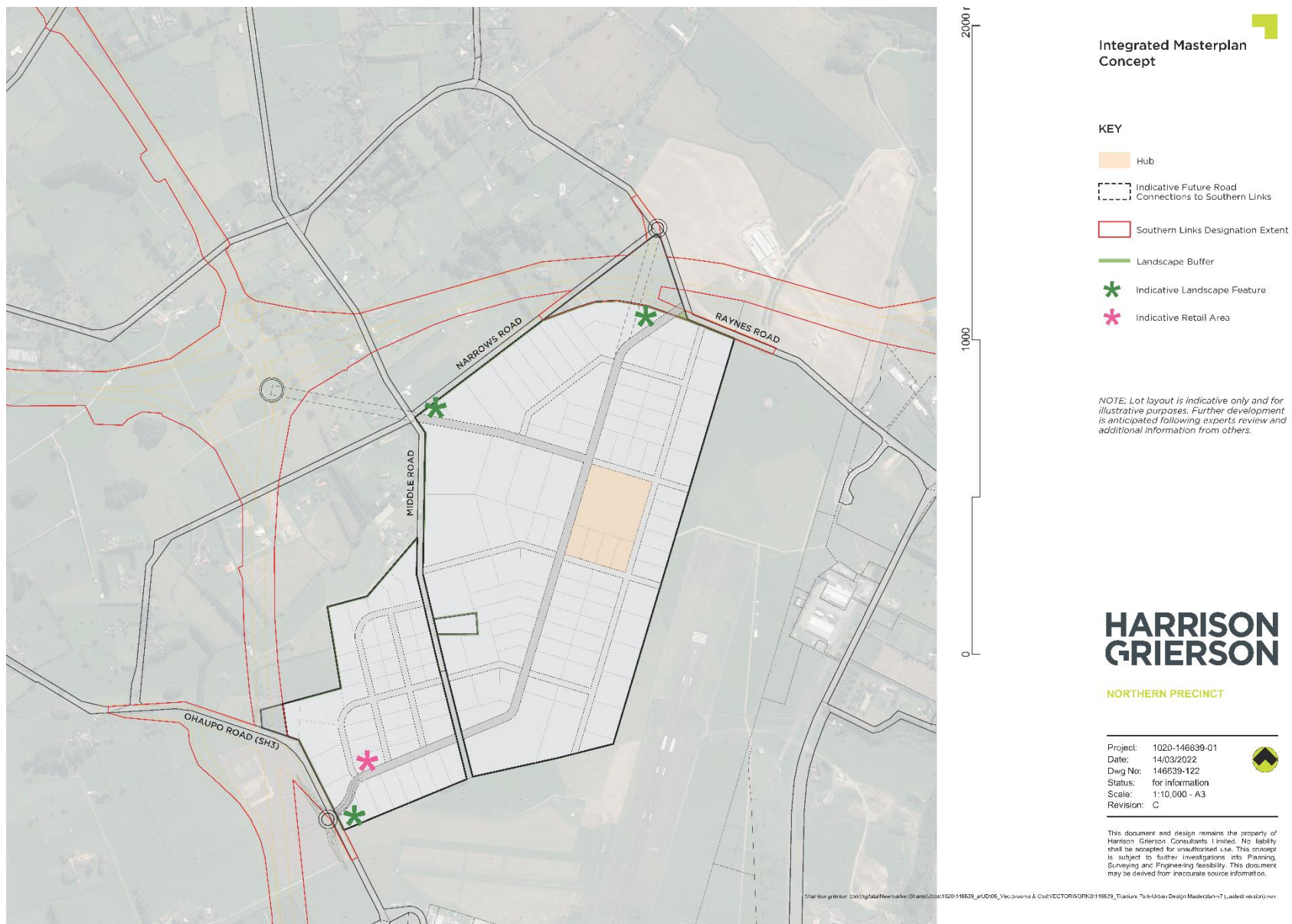
## **4.3 URBAN DESIGN PRINCIPLES**

The Proposed Masterplan was based on best practice urban design principles articulated as the following site-specific responses:

1. Create strong connectivity with the existing and planned transport network.
2. Align a central spine road parallel to the main airport runway linking to the North and west.
3. Create a central amenity Hub which utilises established vegetation and landform where possible.
4. Align roads to significant Maunga (mountain) viewshafts where possible.
5. Retain, manage, and treat stormwater through adopting water sensitive design / low impact design strategies.
6. Achieve a balance between development flexibility and a strong, clear, design structure.

These design principles are the basis for the Proposed Structure Plan for Northern Precinct, with the aim to enhance and strengthen the planning and development framework enabling a quality business environment that offers opportunities for a more balanced urban form with strong connectivity to the airport and existing development.

Figure 10.  
Northern  
Precinct  
Masterplan



#### **4.4 DESIGN ASSUMPTIONS:**

The Masterplan was developed based on the following assumptions:

- The Southern Links transportation project is a planned but unfunded project that may occur at some stage in the medium to long term.
- Any detailed design for Southern Links will fully integrate with any required access proposed in this masterplan.
- No archaeological or cultural significance is placed on the existing landforms within the site.
- The Airport terminal remains in its current location.
- The airport growth hub and Waikato generally continue to grow and create demand for industrial space.
- Peacock's development to the north-west continues and creates linkages to the Hamilton CBD.
- Design guidelines and a design review process (outside the RMA process) will continue to be used to ensure consistent quality across all precincts in the Airport Business zone.

#### **4.5 KEY CONSIDERATIONS OF MASTERPLAN**

##### **4.5.1 LAND USE & BUILDING SCALE**

The Masterplan has provided 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.

The Masterplan explores the likely land area that will be used for roading, infrastructure, reserves and the likely built form that could be achieved within the development.

Setbacks and from streets, front yards and internal boundaries were also considered as was parking location and vehicle and pedestrian access.

The scale of building utilised in the masterplan maintains the maximum height of the airport business zone with integration of landscaping utilised where appropriate.

The overall character of the development is created by the management of the relationship of street to building, building to front yards and landscape and parking.

The proposed central Hub offers character, amenity and open space creating more sustainable options for provision of mix of land uses servicing the businesses located on the Eastern side of the airport as well as those location in the Northern Precinct.

##### **4.5.2 ROAD TYPOLOGY & HIERARCHY**

The roading typologies layout proposed within the Masterplan have been developed to cater for a mix of traffic modes including heavy trucks, are based on those types already defined in the existing Airport Business Zone Structure Plan. The range of road types from spine road through to internal road are designed in a way that contributes to character and aids wayfinding.

Primary access is given via the central spine road that is accessed from a proposed intersection at SH3 (refer to the 1 notation in **Figure 11** below) and travels in the north direction to Raynes Road and, at some stage in the future, the proposed Southern Links over bridge. This is intended to be the primary route through the site, with its significance reinforced by its scale and the nature of planting along its length as well as the integration of a shared cycle and pedestrian path that runs on either side of the road.

We expect a narrowing of the roads at intersections to act to slow traffic in order to maintain general road safety (to encourage a mix of transport modes).


Access is proposed from Raynes Road (refer to notation 2 in **Figure 11** below) allowing a road parallel to the airside site boundary. As the development evolves, this street may become a local road servicing airside development and a secondary road for the centrally located larger lot development patterns.

The Masterplan contemplates a future connection to the Southern Links once it is constructed (refer notation 3 in **Figure 11** below) is proposed with a strong axis to the roundabout to the west of the site. Strong structural planting and landscape treatment on Southern Link connection will give this street importance as the main entry point into the development. This link will have a strong visual connection to the Hub at its eastern terminus and aid in forming the sense of a 'gateway' to the precinct.

Internal streets loop between the central spine road and connector road, maintaining the width that is necessary for heavy traffic whilst also accommodating on street parking. This will align with the principles outlined in the Structure Plan providing better separation between car and truck movements where possible. The internal and local roads provide sufficient access to the larger blocks whilst retaining a constant flow of traffic along the central spine road.

Internal roads require swales for stormwater management. It is assumed the low use on such roads means cyclists can safely use them or, alternatively, footpaths can be used as shared spaces (by pedestrians and cyclists).

**KEY**

-  Southern Links Connector
-  Spine Road
-  Local Road
-  Internal Road
-  Hub
-  Indicative Future Road Connection to Southern Links

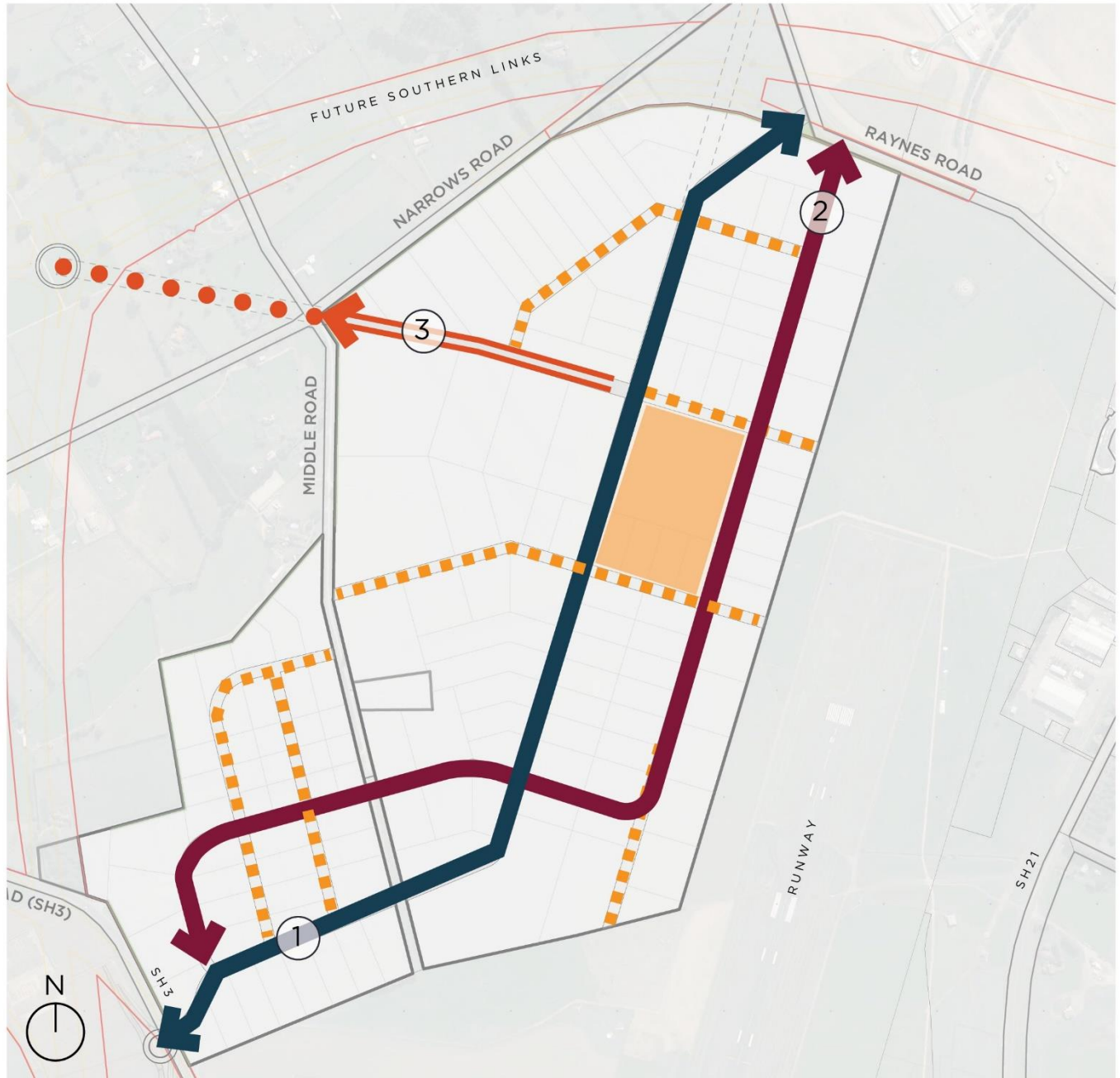


Figure 11. Road Typology & Hierarchy

### 4.5.3 PEDESTRIAN AND CYCLE CONNECTIONS

The Masterplan makes provision for pedestrian and cycle circulation within Northern Precinct as well as connecting the nearby Airport terminal through existing local road network (refer **Figure 13** below). Cyclists have been provided for by shared paths on the main roads with a slowed shared approach on the internal secondary roads. Off road paths have also been provided adjacent to the stormwater swale and through the Hub.

Cycling would be a sensible local transport option within the development given the (predominantly) flat topography of the site. A potential walking & cycling path has been proposed between the Peacocke residential development and Northern Precinct. The Proposed Structure Plan enables this connection and would enable a safe and functional connection approximately 2-5km long.

The walking & cycling path is approximately 1.9km long running along the existing Middle Road connecting to Faiping Road (unformed) (refer to **figure 12** below). This enables the Proposed Structure Plan to have a high level of permeability and diverse transport methods. This has been provided through enabling easy circulation within the site across pedestrian, cycle, and vehicle modes.

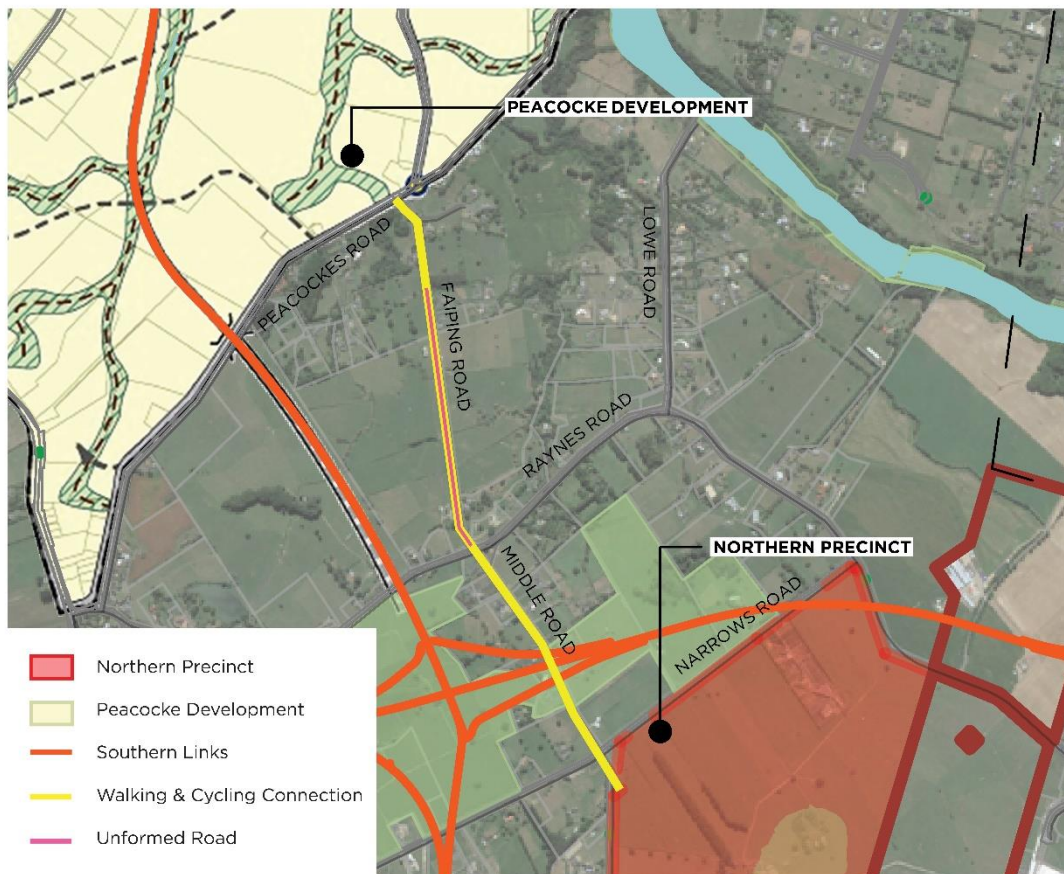


Figure 12. Proposed walking & cycling connection between Peacocke development and Northern Precinct.



**KEY**






-  Separate Pedestrian/Cycle path provided
-  Shared Vehicles/Cycles on carriageway
-  Pedestrian/Cycle path to Peacockes Road (under investigation)
-  Connections to existing roading infrastructure (potential upgrades)
-  Potential future Pedestrian/Cycle access tunnel under runway to airport terminal



Figure 13. Pedestrian & Cycle Linkages

#### **4.5.4 PLACEMAKING**

This section identifies the opportunities that exist for placemaking within the Northern Precinct.

##### **Entry, Landmark & Roundabout Features**

The three site entries points, the roundabouts and the Hub intersection provide opportunity for landmark landscape features and/ or artworks. These features will help to establish a quality site identity and points of interest to enhance site character and legibility. Public art could represent elements of cultural significance at these nodes.

The small hill on the site presents an opportunity to be retained as a key landscape feature adjacent to the location of the Hub This could enhance the character of the area forming a notable landmark and providing open space.

The elevated topography and landmark potential presented by the small hill would create greater legibility throughout the site and enhancing wayfinding. It is envisioned it could also become an important community focused space for surrounding businesses. The elevation relative to surrounding landscape will enable a viewpoint to the surrounding context and distant Maunga creating a link between the site and the wider region.

##### **Landscape Framework - Connector & Spine Road Street**

A landscape framework would highlight the roading infrastructure and hierarchy including the Southern Links Connector, the spine road, and the collector road.

Plant species are considered based on their ultimate size and hardiness. Offering substantial scale on the spine road comparable to the anticipated built scale of the roads while being able to flourish in a street environment fit for purpose. Native species would be incorporated throughout the site where appropriate. Smaller scale streets respond with smaller scale tree species contributing to urban character and further enhancing wayfinding.

Landscaping has been incorporated along the northern and western boundary of the site. The landscaping is provided to remedy visual and amenity effects which may be caused by the proposed change in zoning. The landscaping would screen the site from the street creating a more visually attractive streetscape. Landscape planting of rural character has been incorporated along the northern boundary of the north western boundary which adjoins existing rural land. The size and species of the landscape treatments directly responds to the rural character which will act to mitigate any potential effects on adjacent rural land.

##### **The Hub**

Key objectives of the masterplan discussed above were directly related to creating a Business Park “Hub” in support of enabling a strong community focus within the area.

- To create a Business Park “Hub” adding amenities and services to enable work life balance and local character.
- To incorporation landscape characteristics to enhance the site’s unique sense of place.
- To support the creation of a memorable and iconic heart for the development by ensuring a high standard of landscaping and architecture within the Hub area and all street (public) facing lots.

The Hub and surrounding street network are configured in a way which lead to the small hill and elevated landscaped area located at the heart of the central Hub. The

spine road aligns with and frames the Hub's western edge which ensures a strong visual and functional link throughout the entire site.

The spine road and Southern Link connector both provide direct access from the new vehicle arrival points to the Hub forming a central landmark to the precinct. This aligns with the principles of the Proposed Structure Plan to create a well-established centre with strong connections to sites key points of access.

The Hub will provide the amenity of an open space for the surrounding Airport Business Zone. This could retain identified mature trees and areas of pasture and both active and passive publicly accessible areas as a backdrop to a grouping of more diverse land uses including potential retail, hospitality and visitor accommodation.

The Hub will provide a community focus, open space and visual amenity to the area and would distinguish the Northern Precinct from other Business Parks.

### **Low impact Urban Design**

Stormwater flood basins and swales can be designed to ensure attractive outcomes. The stormwater management areas offer additional opportunities for landscape features and native supported native vegetation, interconnected pedestrian, cycle connections and additional activities like exercise trails.

### **Viewshafts**

Views to surrounding mountains and ranges including Pirongia, Kakepuku, Maungatautari and Te Aroha are addressed and given significance through the alignment of the axis of the proposed roading and/or from the top of retained landscape feature central to the Hub.

## **5.0 URBAN DESIGN ASSESSMENT**

### **5.1 METHODOLOGY**

In this section of the report, we consider the urban design aspects of the PCC relative to the existing zoning that applies to the Northern Precinct. This includes an assessment of the existing Structure Plan and the changes proposed as part of the PCC.

Section 10 - Airport Business zone currently states:

*“As most of the land adjacent to the Airport is undeveloped, there is an opportunity to implement the principles of good urban design in the development.”*

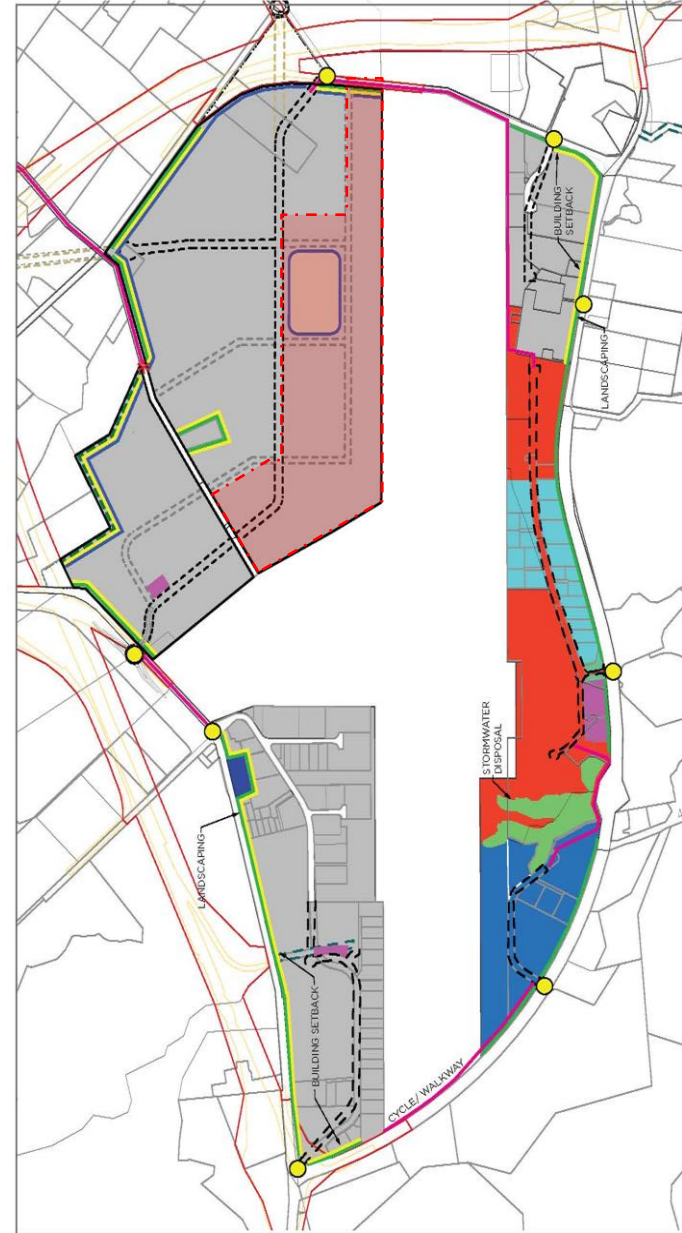
Our assessment of the Proposed Structure Plan is based on best practice urban design principles including responses to:

- Connectivity – within the site and to the surrounding area
- Character – of building public space and landscape
- Context - the interface between airport and rural zoned land

The National Policy Statement on Urban Development 2020 has been used as a guiding document for the proposed changes to the Structure Plan and rezoning extent, which is necessary to ensure that a well-functioning urban environment can be achieved.

Specific assessment criteria for the airport zoned land have been reviewed and considered as well as the Development Guidelines that have been developed by the applicants for previous development stages of the Airport Business zone within the Central and Southern Precincts. We note that these guidelines sit outside of the District Plan (and therefore the scope of the PPC) but are nonetheless useful in understanding what sort of development outcomes are likely to be achieved within Northern Precinct.

Figure 14. Operative Structure Plan (Left) & Proposed Structure Plan (Right), with Operative Structure Plan outlined in red.



## 5.2 URBAN DESIGN PRINCIPLES & STRUCTURE PLAN COMPARISON

To formulate a comprehensive investigation of the Proposed Structure Plan, the Operative Airport Business Zone Structure Plan will be used as a comparison to the Proposed Structure Plan (refer **Figure 14** above). This will outline the positive amenity values the plan provides, and how it will benefit the existing and future urban environment.

This assessment will be based on three urban design principles outlined above, namely connectivity, character, and context.

### 5.2.1 CONNECTIVITY

The Proposed Structure Plan enables integration with the future Southern Links by anticipating indicative future roundabouts and on/off ramps. By connecting the Airport Business Zone with the Southern Links transport network, this will have significantly greater connectivity to the wider region in comparison to the Operative Structure Plan. In the long term, this will enable a streamlined point of access to the site and maximise the efficiency on the surrounding local road network.

The Operative Structure Plan contained one access point at the south of the site at the roundabout located at the intersection of Ohaupo and Airport Roads. Though having high visibility, the resultant access to the Northern Precinct offers no connectivity to the surrounding Context including no access to Raynes Road.

The Operative Structure Plan includes multiple dead-end streets which would limit through traffic and restricts the ability to extend roads for future development. In the Operative Structure Plan access to the Proposed Southern Links is ignored.

In contrast, the Proposed Structure Plan would provide three points of access from the south, Ohaupo Road, west Middle Road and north Raynes Road. This enables much better connectivity, through movement and overall more efficient and convenient access to more parts of the site. Internally, all roads are through streets- and forming a more permeable street layout.

The Proposed Structure Plan also includes a hierarchy of indicative street types that 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 congestion. These street types have also accounted for parking, walking/ cycling connections and the size/ shape of larger vehicles used in industrial use. The site will provide strong walking and cycling connections to other parts of Airport Business zone including connections along:

- Raynes Road connecting the Northern Precinct with Raynes Precinct,
- Ohaupo Road (SH3) connecting the Northern Precinct with the Western Precinct, and
- Provides a potential opportunity for a walking and cycling connection to be formed between the Northern Precinct and the surrounding area (including Peacocke) along Middle Road and Faiping Road.

## 5.2.2 CHARACTER

The Operative Structure Plan offers a singular zone and associated land uses with little consideration of character.

The Operative Structure Plan did not include any form of retention of the existing site topography. Alternatively, the Proposed Structure Plan has promoted the retention and enhancement of the topography and mature vegetation of the small hill located central to the Site. The small hill would be used as the key feature for The Hub.

The Hub is in the centre of the site adjacent an existing landscape feature with slight elevation providing a strong landmark opportunity. It is envisioned as an opportunity for unique amenity to be provided including open space while also offering a wider range of land uses in the vicinity that contributes character.

As noted above, The Hub will overall greatly increase the character of the site providing amenity value to the area and creating a substantial open space with views and connection to surrounding landscape.

The Proposed Structure Plan enables more efficient choice of access to the Northern Precinct in comparison to the Operative Structure Plan. These access points are more significant and provide access to the Southern Links network. These access points are considered as gateways to the site with character enhances by unique landscape features.

The Operative Structure Plan does not integrate well with the existing street network nor the surrounding context. It contains no direct access to the adjacent street network with the only access through the Western Precinct.

The street layout shown in the Proposed Structure Plan was identified based on contextual analysis, connecting the character of the site with the surrounding area.

The axes of the central spine road parallel the geometry of the airport runway and site boundary. Local roads reflect the geometry and alignment with the surrounding street network including Ohaupo Road, Middle Road, and Narrows Road. The street layout of the Proposed Structure Plan is integrated with the existing and future roading network and creating additional place character throughout the site.

As noted in Section 5.2.1, the Proposed Structure Plan includes an indicative street hierarchy that will contribute improved character (and amenity) within the site, avoiding identical streets and translating to a more diverse urban environment. The Operative Structure Plan only included a singular road type, this would be detrimental to the character the area.

## 5.2.3 CONTEXT

The Proposed Structure Plan extends into the Future Growth Area and the Future Extension Direction (shown in **Figure 15** below). This enables a more integrated layout that fits within the existing street network and aligns with other sections of the Airport Business Zone.

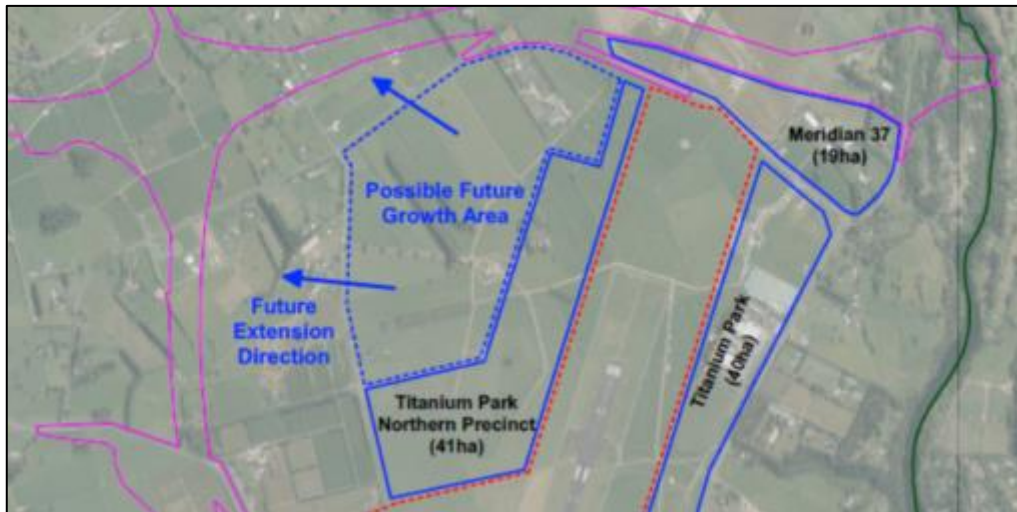


Figure 15. Appendix S1 of the Waipa District Plan

The Operative Structure Plan includes a singular zoning, the Airport Business Zone. This has potential to create a mundane built environment and offer no additional diversity or amenity to the area or the proposed businesses.

The proposed Structure Plan provides opportunity for diversity including, the Hub area where open space and retail is enabled. Even though the Airport Business Zone is the primary zone and will consist of industrial land uses, The Hub area will enable a wider range of business to be located which would potentially create more activity in this area and service the whole Northern Precinct area. A small scale retail zone has been proposed near the southern access of the Site to enable retail business with proximity and access from Southern Links and Ohaupo Road.

The extended area of the Northern Precinct enables greater developable land for the Airport Business Zone. Existing and future demand for business land has informed this extension and ensures a more sustainable urban environment that will fulfil the demand for business land in the area in alignment with the MPS. This section of land is also optimal for development for the following reasons:

- The site is in the golden triangle, the regions in and between Auckland, Hamilton, and Tauranga – this is a high development area where industrial uses are in growing demand.
- The site is also located within the subregional golden triangle between Hamilton, Te Awamutu and Cambridge – this is a high development area focused around regional, metro and business centres.
- The site enables a direct connection to the Southern Links network, providing excellent access to surrounding regions.
- The site is located adjacent Hamilton airport which provides further logistical amenity to business.
- The site topography is largely gradual and would be ideal for development, the only more severe topography is around the Hub and within the Operative Northern Precinct area. The greatest potential for development is located east and south of the Operative area where the Proposed Structure Plans extensions have been allocated.



### 5.3 NATIONAL POLICY STATEMENT: URBAN DEVELOPMENT

The National Policy Statement: Urban Development 2020 (NPS-UD) is developed to ensure that New Zealand's towns and cities create well-functioning urban environments that meet the changing needs of our diverse communities. The NPS-UD was in force from 20 August 2020 and replaced the National Policy Statement on Urban Development Capacity 2016.

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 planning. The changes proposed to the Operative Structure Plan clearly gives effect to each of the objectives and policies in the NPS-UD.

The Operative and Proposed Structure Plans will primarily be assessed against Objective 1 of the NPS-UD and the subsequent policies which relate to this objective. The following analysis is a summary of the key provisions which are most relevant to the changes sought in the Proposed Structure Plan and how it will more effectively achieve well-functioning urban environments.

2.1 Objectives – Objective 1 states:

*“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.”*

**Policy 1:** *Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:*

- a) have or enable a variety of homes that:*
- b) meet the needs, in terms of type, price, and location, of different households; and*
- c) enable Māori to express their cultural traditions and norms; and*
- d) have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and*
- e) 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*
- f) support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and*
- g) support reductions in greenhouse gas emissions;*

The Proposed Structure Plan has been designed to ensure that the Northern Precinct is able to be developed into a well-functioning urban environment. 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.

The Operative Structure Plan would only provide single front access lots along the spine road, whilst the Proposed Structure Plan enables dual access lots, varied lot shapes and sizes, and more opportune locations close to several access points. The Proposed Structure Plan provides greater accessibility to people traveling through and around the site utilising multiple transport modes.

The Operative Structure Plan included a singular point of access which went through the Western Precinct and connected to Ohaupo Road (SH3). The Proposed Structure Plan would provide three points of access all of which pass the Hub via the primary spine road. This would enable good access to the entire site and for people wanting to use the Hub from adjacent areas.

The Proposed Structure Plan would support more active transport in the area connecting the entire Airport Business Zone via a walking/ Cycling path which also enable a potential link between the Peacocke development and the Northern Precinct. These changes made in the Proposed Structure Plan would allow for well-functioning car and active forms of transport which will enable an even wider diversity of business sectors.

**Policy 3:** *In relation to tier 1 urban environments, regional policy statements and district plans enable:*

- a) *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*
- b) *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*
- c) *building heights of least 6 storeys within at least a walkable catchment of the following:*
  - i. *existing and planned rapid transit stops*
  - ii. *the edge of city centre zones*
  - iii. *the edge of metropolitan centre zones; and*
- d) *in all other locations in the tier 1 urban environment, building heights and density of urban form commensurate with the greater of:*
  - i. *the level of accessibility by existing or planned active or public transport to a range of commercial activities and community services; or*
  - ii. *relative demand for housing and business use in that location.*

The Operative Structure Plan did not provide for multiple modes of transport to connect the Northern Precinct with any other sections of the Airport Business Zone or the wider area. This would consequently decrease the variety of transport methods people would have access to.

The Proposed Structure Plan will create a walking/ cycling loop around the entire airport and has enabled a potential option to connect the Northern Precinct with the Peacocke development north of the airport. By providing these transport options the

Proposed Structure Plan will be more in align with a level of accessibility that will give effect to the NPS: UD.

The Operative Structure Plan enabled 41ha of Airport Business Zone land to be developed whilst the Proposed Structure Plan will enable approximately 130ha of developable land. 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).

It also 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

The economic assessment has analysed the demand for business land in the area. This assessment determined that the relative demand for business use in the area would require a large amount of Business zoned land than the Operative Structure Plan will currently provide.

The proposed expansion to Northern Precinct under the Proposed Structure Plan will address the potential long-term demand for business use in the area and will enable a more efficient and sustainable market as required by the NPS: UD.

**Policy 6:** *When making planning decisions that affect urban environments, decision-makers have particular regard to the following matters:*

- a) *the planned urban built form anticipated by those RMA planning documents that have given effect to this National Policy Statement*
- b) *that the planned urban built form in those RMA planning documents may involve significant changes to an area, and those changes:*
  - 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*
  - ii. *are not, of themselves, an adverse effect*
- c) *the benefits of urban development that are consistent with well-functioning urban environments (as described in Policy 1)*

The Proposed Structure Plan will significantly alter the land uses and activity of the area by rezoning a large section of land from Rural Zone to Airport Business Zone. This has the potential to detract from the existing rural amenity values but in proposing a more substantial Business Park future generations will have access to development that has been shown to be in demand and has potential to significantly improve the amenity to current and future businesses.

This growth has already been identified but was not addressed fully in the Operative Structure Plan which included dead end roads, a single access and little integration with the other precincts.

The Proposed Structure Plan will improve the amenity values available to business owners and workers, and future generations. The benefits that the Proposed Structure Plan will provide include:

- A future proofed street layout that can provide for a wide range of land uses at different sizes and scale of business.
- Proximity to Hamilton Airport enables greater benefits to airport related business and logistics and general industrial uses. The additional land and the provision would greatly improve supply issues while enhancing the amenity values appreciated by businesses in the Airport Business Zone.
- A hierarchy of indicative street types which provide walking/ cycling networks, stormwater treatment and low impact urban design, and guide traffic better forming a more well-functioning road network which would filter better onto the adjoining Southern Links.
- The Hub will provide greater amenity to business and the wider community by providing a notable landmark and open space amenity. The Hub will act as a strong community feature and will cater to future generations and development continues.
- By locating the edges of the Proposed Structure Plan aligned with existing roads and the Southern Links network, the Proposed Structure Plan will enable a strong edge between business uses and rural uses. The Operative Structure Plan has rural land located directly beside Airport Business land with no form of setback or landscape buffer. This forms an unnatural and abrupt transition between the two zones.
- The Proposed Structure plan will incorporate landscaping and building setback along the northern and western boundaries to protect amenity values appreciated by the existing community. Landscape planting of rural character will also protect the amenity value of existing rural land.

**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:*

- unanticipated by RMA planning documents; or*
- out-of-sequence with planned land release*

The Proposed Structure Plan will enable significant development capacity to the area by providing approximately 130ha of land zoned Airport Business Zone. The Proposed Structure Plan does this in a way that will contribute to well-functioning urban environments by creating direct vehicle and pedestrian access to other sections of the Structure Plan, and a well-informed integration with the existing and future urban environment. Setbacks and landscaped areas will protect existing amenity of rural land, whilst proposed connections to the Southern Links network will enable more efficient transport to Northern Precinct and the entire Airport Business zone.

The extended section of the Proposed Northern Precinct would be considered out of sequence with planned land release under the Future Proof Strategy 2017. Only the Operative Airport Business Zone area has been included as an urban enablement area (refer to **Figure 16** below). Although because it can be assessed that this extended section would add significantly to development capacity and contribute to well-functioning urban environments, the relevant local authorities' decisions affecting urban environments would be responsive to align with the NPS: UD.

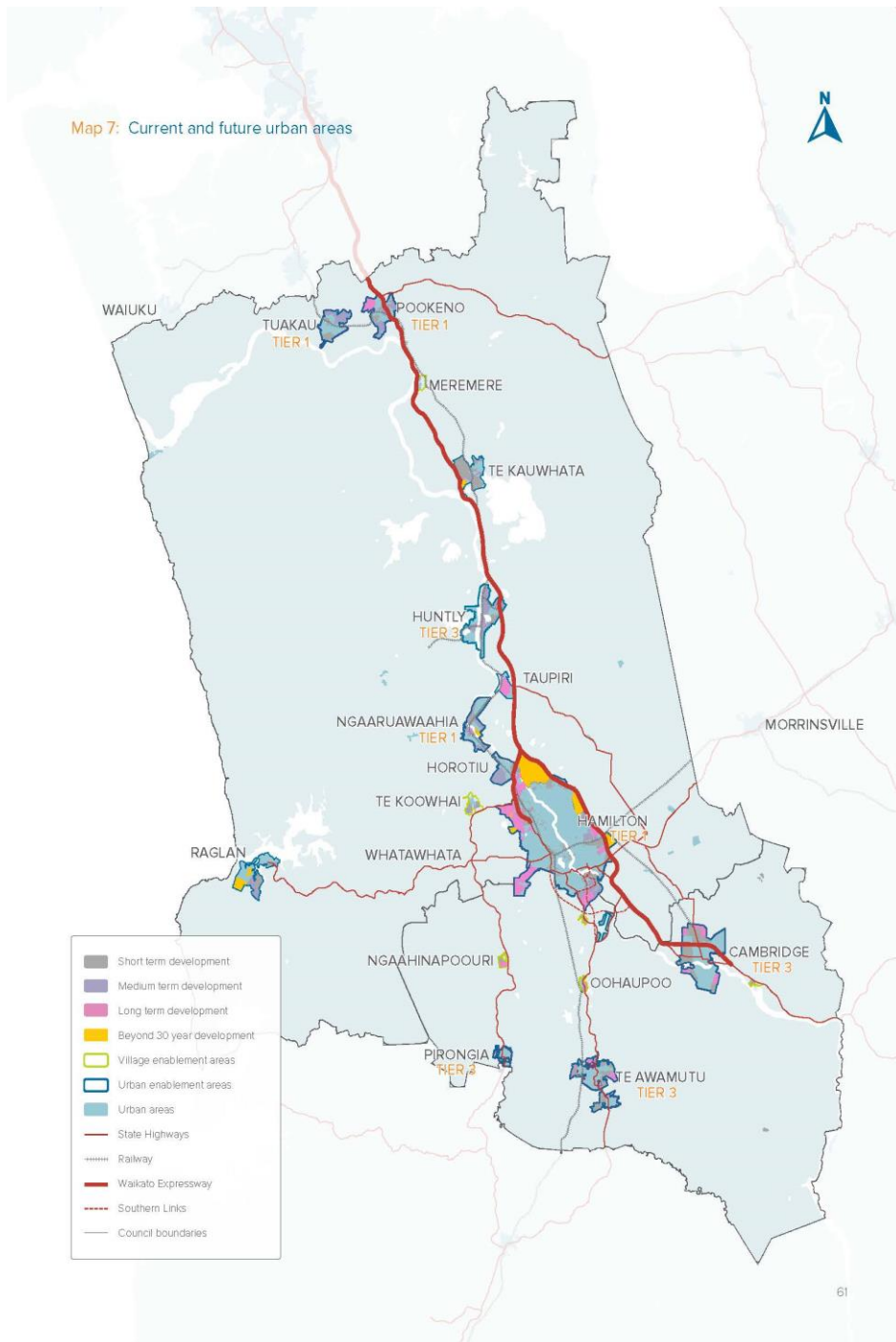


Figure 16. Future Proof Strategy Map 7 – Current and Future Urban Area, including Urban enablement areas.

## 6.0 CONCLUSION

The applicants are proposing to increase the extent of the Northern Precinct within the Airport Business zone and change its urban form through amendments to the existing Structure Plan for the zone. The changes to the Structure Plan have been informed by the development of a Masterplan for the Northern Precinct.

Our assessment demonstrates that:

1. The Proposed Structure Plan is a significant improvement on the Operative Structure Plan enabling better urban design outcomes to be achieved.
2. The proposal is considered in an integrated manner through a master planning process enabling a well-functioning urban environment.
3. The proposal creates better connectivity and integration into the existing context and future built environment. It enables development outcomes with greater potential for creating a unique sense of place.
4. The proposed Hub offers a commitment to providing opportunities for an open space resource and enhanced mixed of uses greatly increasing the amenity and potential character of site
5. The proposal enables existing and future demand for business uses to be satisfied in alignment with identified regional strategic growth locations.
6. The Proposal considers Future development including access to Southern Links and the Peacock development to the north while emphasizing opportunities for active transportation modes.
7. The Proposed Structure Plan is aligned with strategic regional and national urban development policy documents including NPS: UD, the Future Growth Strategy and the Hamilton – Waikato Metropolitan Spatial Plan (MSP) .

## 7.0 LIMITATIONS

This report is for the use by Titanium Park Limited and Rukuhia Properties Limited only and should not be used or relied upon by any other person or entity or for any other project.

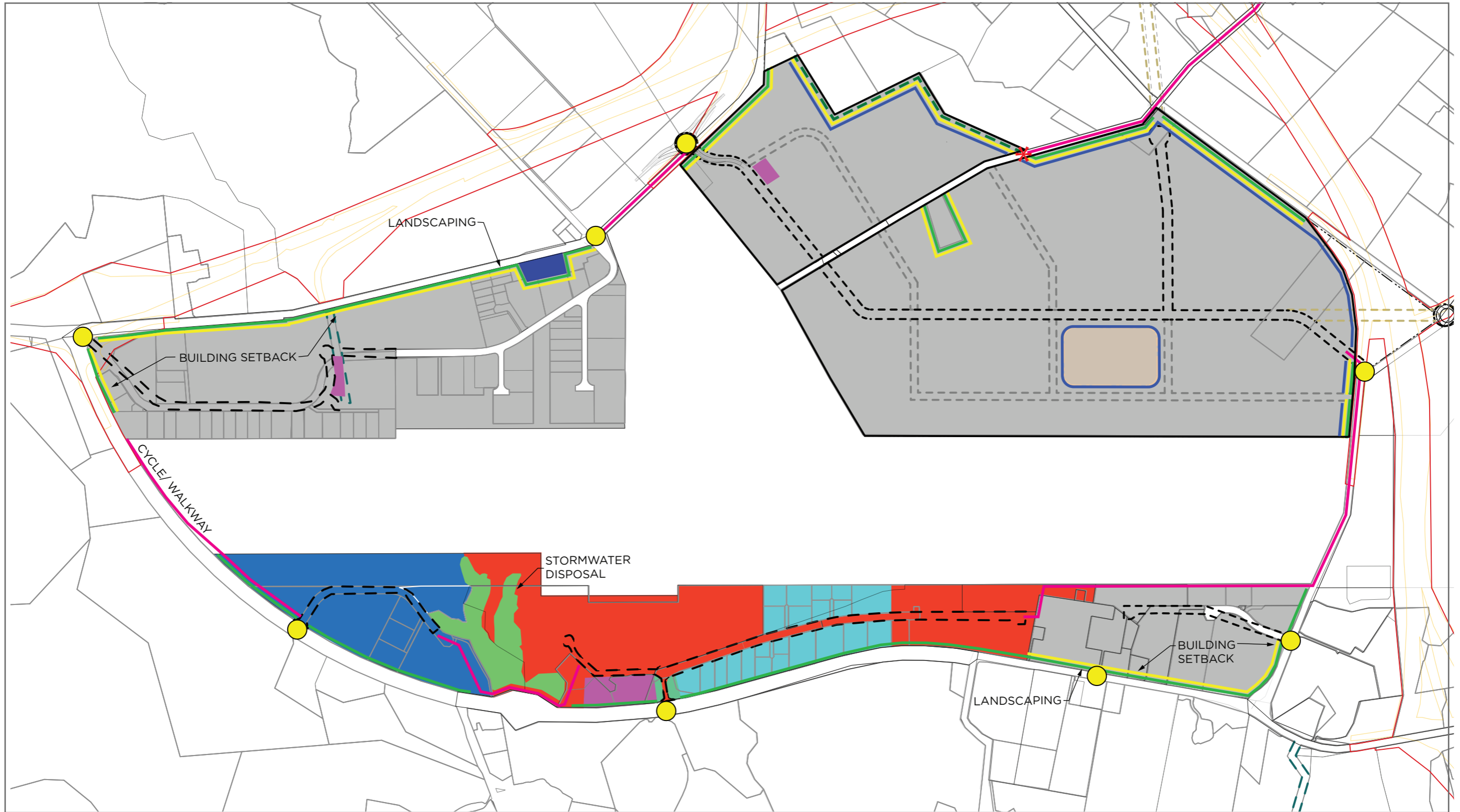
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# APPENDICES

# **APPENDIX 1**

## **PROPOSED STRUCTURE PLAN**





Legend			
Road/Access Stopped	Indicative Road	Special Amenity Area	Indicative Secondary Road
Access Point/Gateway	Airport Business Zone	Stormwater Disposal	Potential Future Connection Road
Landscaping	Central Precinct	Landscape Open Space	Unformed Road
Building Setback	Southern Precinct	Retail Area	Northern Precinct Hub
Cycleway/Walkway Connection	Stage 1 Development	Lighting Management Plan Area	Indicative Future Roundabout
			Southern Links - Designation Extent
			Airport Business Zone - Northern Precinct Extent
			Rural Landscaping
			Vehicle Access Restriction

# Airport Business Zone Structure Plan

## Appendix S10



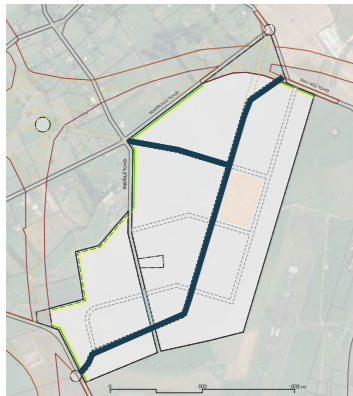
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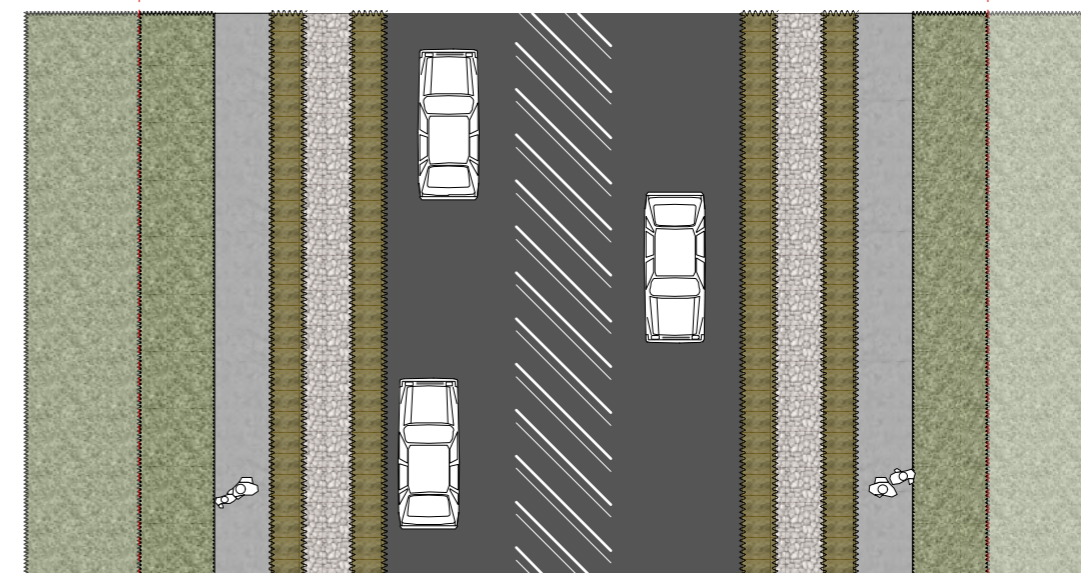
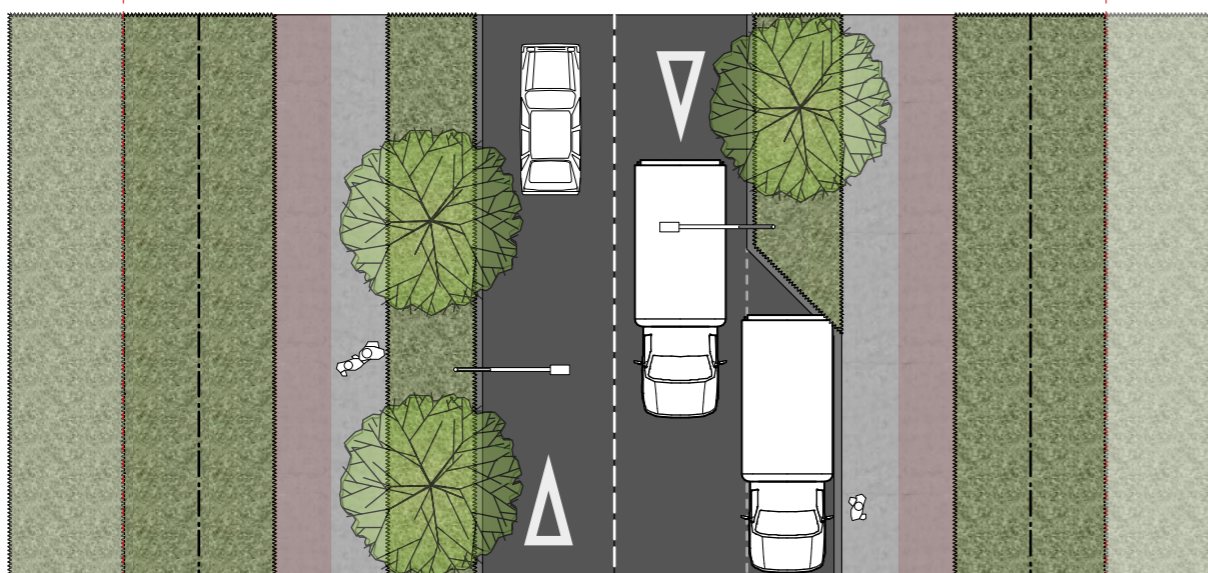
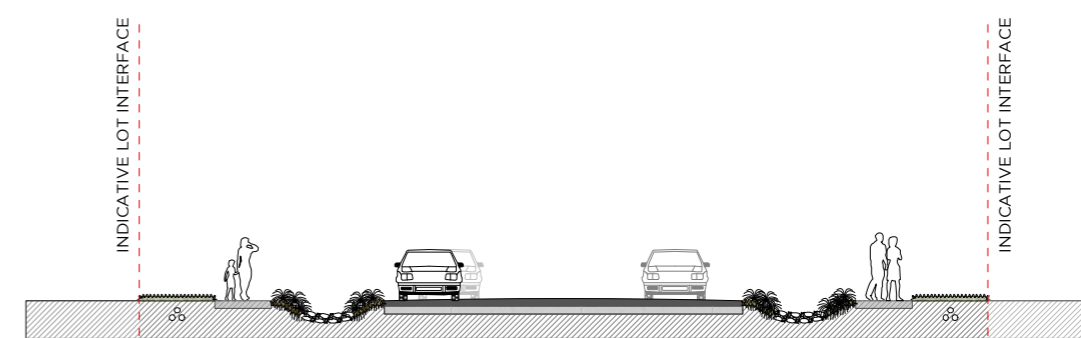
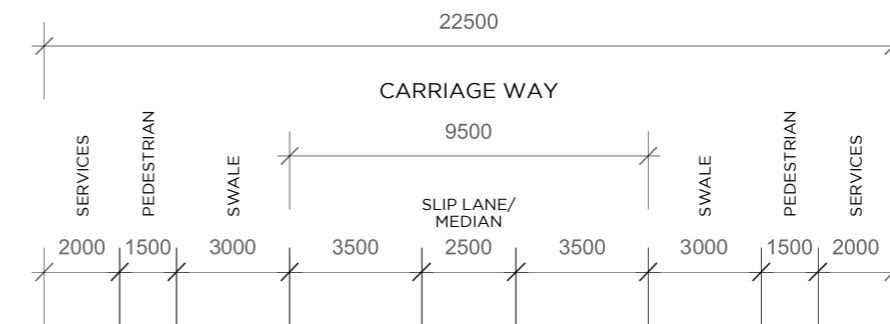
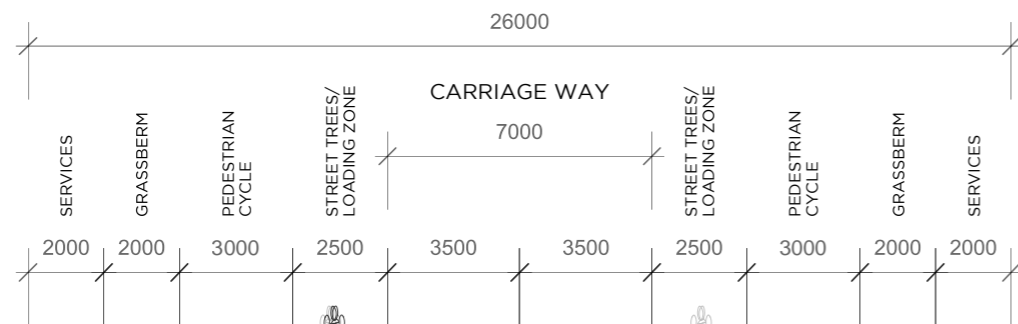
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## **APPENDIX 2**

# **INDICATIVE ROAD TYPES**



**PRIMARY ROAD & SECONDARY ROAD**



Primary Road  
Scale 1:200 @ A3

Secondary Road  
Scale 1:200 @ A3