

BEFORE THE WAIPĀ DISTRICT COUNCIL

IN THE MATTER of the Resource Management Act 1991

AND

IN THE MATTER of Proposed Plan Change 20 – Airport Northern
Precinct Extension to the Operative Waipā
District Plan

STATEMENT OF EVIDENCE OF MARK ANDREW MORGAN

(TITANIUM PARK LIMITED – CORPORATE OVERVIEW)

28 February 2023

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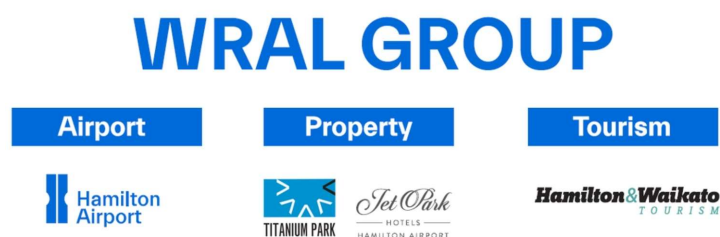


INTRODUCTION

Background and experience

1. My name is Mark Andrew Morgan. I am the Chief Executive of Titanium Park Ltd (“TPL”), which is one of the joint applicants for Plan Change 20 (“PC20”). I am also the Chief Executive of Waikato Regional Airport Limited (“WRAL”), which is TPL’s holding company and operates Hamilton Airport. I have held this position since July 2015.
2. The WRAL group (Group) includes the following subsidiary companies, as summarised in the figure below:
 - (a) TPL;
 - (b) Waikato Regional Airport Hotel Limited; and
 - (c) Hamilton Waikato Tourism Limited.

Figure One: WRAL Group



3. My responsibilities extend to the leadership and oversight of Group operations, including the Group property interests (TPL), the Airport and the Airport Hotel. In relation to these entities, I am the key company representative.¹
4. This evidence is on behalf of TPL and I am authorised to present this evidence on its behalf.

Involvement with PC20

5. I have been directly involved with, and have stayed fully abreast of, the development of PC20. That has involved – together with other team members – a range of workstreams, including attending internal project meetings and workshops; property acquisition negotiations; and external consultation such as public information days, hui with mana whenua representatives, and engagement with interested parties. I am also responsible

¹ I am also a director of Hamilton Waikato Tourism Limited.

for the commercial arrangements with the other joint applicant for PC20: Rukuhia Properties Limited (“RPL”).

SCOPE OF EVIDENCE

6. In my evidence, I:
 - (a) Summarise, by way of background, the WRAL Group business context, including:
 - (i) the Group corporate structure and strategic intent;
 - (ii) Hamilton Airport’s assets, operations, strategic location, and importance to the region;
 - (iii) the Group’s/TPL’s approach to environmental management and corporate responsibility;
 - (b) provide an overview of the Titanium Park Business Park;
 - (c) outline the PC20 proposal which seeks to expand the Titanium Park Northern Precinct, including:
 - (i) the rationale for PC20 and its importance to TPL and the Waikato region;
 - (ii) the approach to engagement/consultation; and
 - (d) briefly respond to certain matters raised in submissions [and the officer’s s42A Report]; and
 - (e) set out some concluding comments.
7. In preparing my evidence I have reviewed the submissions and the s42A Report.

GROUP BUSINESS CONTEXT²

Corporate structure

8. WRAL is a 100% council-controlled entity with its shareholding held by the Waikato territorial authorities: Hamilton City Council (50%); Waikato, Waipā, Matamata-Piako District Councils (15.62%) each; and Otorohanga District Council (3.12%).

² To the extent this section addresses the wider Group context, as opposed to TPL specifically (the joint applicant for PC20), this is largely provided for background/context purposes.

9. As identified above, WRAL has three subsidiary companies: TPL (the joint applicant for PC20); Hamilton Waikato Tourism Limited; and Waikato Regional Airport Hotel Limited.

Strategic intent

10. The Group core purpose and key objectives, which recognise the strategic intent of the business, are summarised below:

(a) **Core purpose:**

- (i) Enabler of air services to the region.
- (ii) Operate a first class, safe, sustainable and compliant airport.
- (iii) Strategic positioning of the business to enhance capital value.

(b) **Key objectives:**

- (i) Operate an efficient, sustainable and resilient airport.
- (ii) Enhance the traveller experience.
- (iii) Maintain a viable and sustainable aeronautical business.
- (iv) Maximise revenue diversification through non-aeronautical business opportunities.

Hamilton Airport

11. The Airport was established at its current site in 1935. During WWII it was taken over by the Royal New Zealand Airforce. In 1946 the air force operation officially ended, and the Waikato Aero Club began flying from the Airport. Since then, the Airport has developed into a regional airport with scheduled domestic passenger services, and in the mid-1990s and 2000s it operated as an international airport with scheduled flights to Australia.³

12. Hamilton Airport is a regionally significant transport and infrastructure hub which holds an important role in Waikato's regional economy in terms of passengers, logistics, and employment:

- (a) Hamilton Airport has the fourth longest commercial runway in the country. It is located within the "golden triangle" of Auckland, Tauranga, and Hamilton and therefore occupies a key strategic location.⁴ With a catchment of around half a

³ The last scheduled trans-Tasman flights were suspended in 2012.

⁴ The proposed "Southern Links" roading project will enhance transport connections around the

million people, it provides travellers with a waharoa (gateway) to the central North Island.

- (b) Air New Zealand, Originair and Sunair fly to cities and towns around New Zealand from Hamilton Airport each day. The Airport supports 139 flights a week (20 flights every weekday), directly connecting five destinations: Hawke's Bay *Te Matau-a-Māui*; Palmerston North *Papaioea*; Wellington *Whanganui-a-Tara*; Nelson *Whakatū*; and Christchurch *Ōtautahi*. Scheduled routes and numbers of flights using the Airport are summarised in the figure below:

Figure Two: Scheduled routes out of Hamilton Airport, and flight numbers summary⁵



- (c) In 2020, 304,000 passengers were handled at Hamilton Airport and there were 116,000 aircraft movements.⁶
- (d) The Airport supports a number of regular public transport services and a variety of general aviation (GA) activities. In the past ten years over three million passengers have flown domestically from Hamilton Airport and the Airport has grown to be New Zealand's second busiest by volume of aircraft movements.
- (e) The Airport can operate 24 hours a day, seven days a week (there are no regulatory-imposed curfews). Maintaining such flexibility is strategically very important.

Airport to support Hamilton's growth.

⁵ The routes and flight numbers shown in **Figure Two** are subject to airline schedule changes.

⁶ WRAL Annual Report for the year ending June 2020. Since 2020 (inclusive) aircraft and passenger numbers have been materially impacted by the COVID-19 pandemic.

- (f) The Airport is surrounded by a vibrant aviation community which includes a pilot training organisation, helicopter operators, aircraft manufacturers and aviation maintenance businesses.⁷
- (g) There are also various general commercial opportunities at and around the Airport including the current Titanium Park mixed use industrial and commercial business offering (outlined in my evidence below), the Jet Park hotel, as well as Airport property leases.

Recent terminal upgrade

- 13. By mid-2023, Hamilton Airport will have completed a \$15M terminal upgrade. The upgrade provides for a modern, functional, and attractive terminal that celebrates the Airport's status as gateway to the Waikato and beyond, and the area's rich cultural history. The design intent for the terminal was to emphasise Waikato's connection with the land and mana whenua. Design inspiration was taken from the Pekapeka which has been incorporated into the terminal to reflect its cultural symbolic significance of a gateway between worlds.⁸ Māori design specialists and artists formed part of the design team and cultural artworks were commissioned throughout.⁹

Authorised runway extension

- 14. In 2011, Hamilton Airport secured planning approval, including a suite of designations under the Resource Management Act 1991 and plan provisions, for a proposed runway extension and related activities/controls.¹⁰ These allow for an extended main runway (from the then 2,200m to just short of 3,000 metres), taxiways, extended apron, and associated activities/controls. Since 2011, the Airport has undertaken extensions/improvements to the runway and related infrastructure but has not fully constructed the authorised runway extension.¹¹ WRAL has engaged Airbiz to undertake a review and update to the Airport's Masterplan and this will form the basis of its strategic planning for the next 20-30 years. The Masterplan will include updated projections of

⁷ Businesses located within the Hamilton Airport aviation community include Waikato Aero Club; Super Air; Avia Air Charter; Phillips Search & Rescue Trust; Helicorp; Hamilton Aero Maintenance; Rotor-Craft; Oceania Aviation; Alpha Aviation; and Flight Structures.

⁸ The Pekapeka's presence in the wider environment has been recognised through the terminal building by way of holes and cutouts to represent roosting sites and through sonar waves appearing throughout the terminal.

⁹ This includes master weaving for the ceiling, and bespoke carpet and fit out designs incorporating Waikato Awa and Pekapeka references.

¹⁰ Several of the key designations have lapse periods running until 2026.

¹¹ For example, in 2011 the main runway existing starter extension was converted to full runway and marked to include 240m of additional landing area. In addition, a further 60m of clearway and 240m of Runway End Safety Area (RESA) were formed to the north of the extended seal area. Material areas of sealed taxiway have also been designed and built to service Titanium Park lots.

aircraft movements and types over that same time period. Since the last review in 2009 there have been significant changes to aircraft types and performance parameters. The Masterplan process is still underway at the time of preparing this evidence and expected to be completed by mid-2023.

15. During consultation on the proposed runway extension the Airport received feedback from the local community on aircraft noise. This feedback identified the increasing movements of General Aviation (small aircraft), and particularly circuit training, as an Airport noise issue. As a result, the Airport developed and continues to implement a Noise Management Plan (“NMP”). The NMP describes the policies, standards and procedures used to manage noise generated by Airport activities and is designed to be expanded as noise mitigation measures are identified and implemented. An important component of the NMP was the formation of the Airport Community Liaison Group, with an independent Chair, which provides a means for the Airport, community and operators to understand the issues, identify possible mitigation measures, and make recommendations to the Airport.
16. It is important at this point to note that the Hamilton Airport is a regionally significant infrastructure asset that unavoidably operates in a high noise environment. Mr Bell-Booth provides further detail on the noise environment. Aviation operational requirements require lighting to a particular standard, restrictions on potential obstacles and the on-going need to mitigate the risk of bird strike. The consequence of these requirements in the context of PC20 will be addressed by various TPL experts, however simply put, the design of the Northern Precinct and the response to issues raised by submitters (for example with respect to the Pekapeka) cannot result in compromises to aviation safety.

Environmental management and corporate responsibility

17. Hamilton Airport and the Group generally (including TPL) are committed to the long-term good of the environment. Kaitiakitanga (guardianship) and sustainability are core team values and key themes in all company strategy documents. To ensure our people feel informed and their work has clear alignment to the goals, Group annual reporting adopts the sustainability framework across three key pillars: People, Profit, and Planet.¹²
18. The Group is passionate about minimising our impact on the environment, minimising the use of natural resources, and improving the quality of life for our community. We

¹² *People:* A high performing team, with a strong focus on safety and customer experience. *Profit:* Financially sound, dynamic and opportunistic. *Planet:* We work to understand and minimise our environmental impact.

continually challenge ourselves to seek out, develop and implement new processes that make our business more sustainable.

19. The Group acts locally and thinks globally. We accept the role carbon dioxide and other greenhouse gases play in climate change. We also believe in the science behind climate change and have committed to lower emissions and work with our suppliers, customers and the wider economy to reduce or eliminate fossil fuels. This is supported by the Group Carbon Emission Reduction Policy, which applies to the Airport (WRAL) and all wholly owned subsidiaries such as TPL.¹³
20. Group operations are carefully planned to manage any adverse effects on the environment, including through a range of internal policies and external certification. The Airport company is a participant in the Tiaki Promise which is an acknowledgement of the special connection the company holds with the land and its duty to protect that.¹⁴
21. The Airport is also a signatory to the NZ Tourism Sustainability Commitment, which consists of a set of 12 commitments across four sustainability elements (economic, visitor, community, environments).
22. Hamilton Airport holds the following accreditations:
 - (a) **Airport Carbon Accreditation:** The Airport has achieved Level 1 Mapping accreditation under the globally-recognised Airport Carbon Accreditation programme and is seeking Level 3 certification in 2023.¹⁵ This represents the Airport's first big step in its commitment to reducing carbon emissions.¹⁶
 - (b) **Instep Bronze Certification:** In 2021 the Airport achieved bronze certification under instep's carbon and sustainability programme.
23. The Group's commitment to the natural environment is matched by its commitment to the community in which the business operates. The Group works hard to be a fair and

¹³ <https://www.hamiltonairport.co.nz/carbon/>

¹⁴ As stated on the Tiaki – Care for New Zealand website (https://www.tiakinewzealand.com/en_NZ/about-tiaki/), "Tiaki – Care for New Zealand is a collaborative kaupapa (platform). The strategy and direction are guided by a collective of seven organisations across public and private sectors, as well as an independent Tikanga Advisor. These organisations are: Air New Zealand, Department of Conservation, Local Government New Zealand, New Zealand Māori Tourism, Tourism Holdings Limited, Tourism Industry Aotearoa, and Tourism New Zealand. Organisations right across the tourism industry help to bring the Tiaki kaupapa to life."

¹⁵ The programme independently assesses and recognises progress by airports to manage and reduce carbon emissions through six levels of certification – Mapping, Reduction, Optimisation, Neutrality,

¹⁶ Transformation and Transition. Level 1, *Mapping* required Hamilton Airport to measure and inventorise its carbon footprint, and the focus will now be on Level 2: *Reduction* of that carbon footprint.

responsible employer and a positive corporate citizen, including a good neighbour and community member. The Group makes significant contributions to a wide variety of sponsorship and community projects ranging from the Rotary Run the Runway, the Waikato Business Awards, Hobbiton Halfling Marathon, and contributing to the Ohaupo Pest Control programme under the Mystery Creek umbrella.

Mana whenua

24. TPL and the wider Group companies greatly value the longstanding positive relationships they hold with mana whenua. There is a history of good faith engagement between mana whenua and the Airport companies on a range of issues and activities relating to the Airport and its surrounds. The Group seeks to foster these relationships through ongoing engagement and initiatives based on mutual trust and transparency.
25. Later I outline mana whenua engagement for PC20 and Mr Hill provides further comment on the recent engagement with mana whenua and the Cultural Impact Assessment he prepared.

TITANIUM PARK

Background

26. In 2004, WRAL undertook a comprehensive review of its land holdings with a view to planning for development of the Airport and its surrounds. The result of that process was that approximately 175ha of land was identified as being necessary for Hamilton Airport's long-term operational needs. This area consisted of runways, a runway extension, safety areas, taxiways, navigation aids, and the passenger terminal. A further approximately 120ha of land was identified as not being needed for the on-going direct operations of Hamilton Airport, and a decision was made to advance the Titanium Park Business Park. Titanium Park Joint Venture lodged a plan change (Plan Change 57) request with Waipā District Council to rezone the Titanium Park land from Rural to Airport Business. The Plan Change was approved. Mr Richards provides further detail on this process in his evidence.

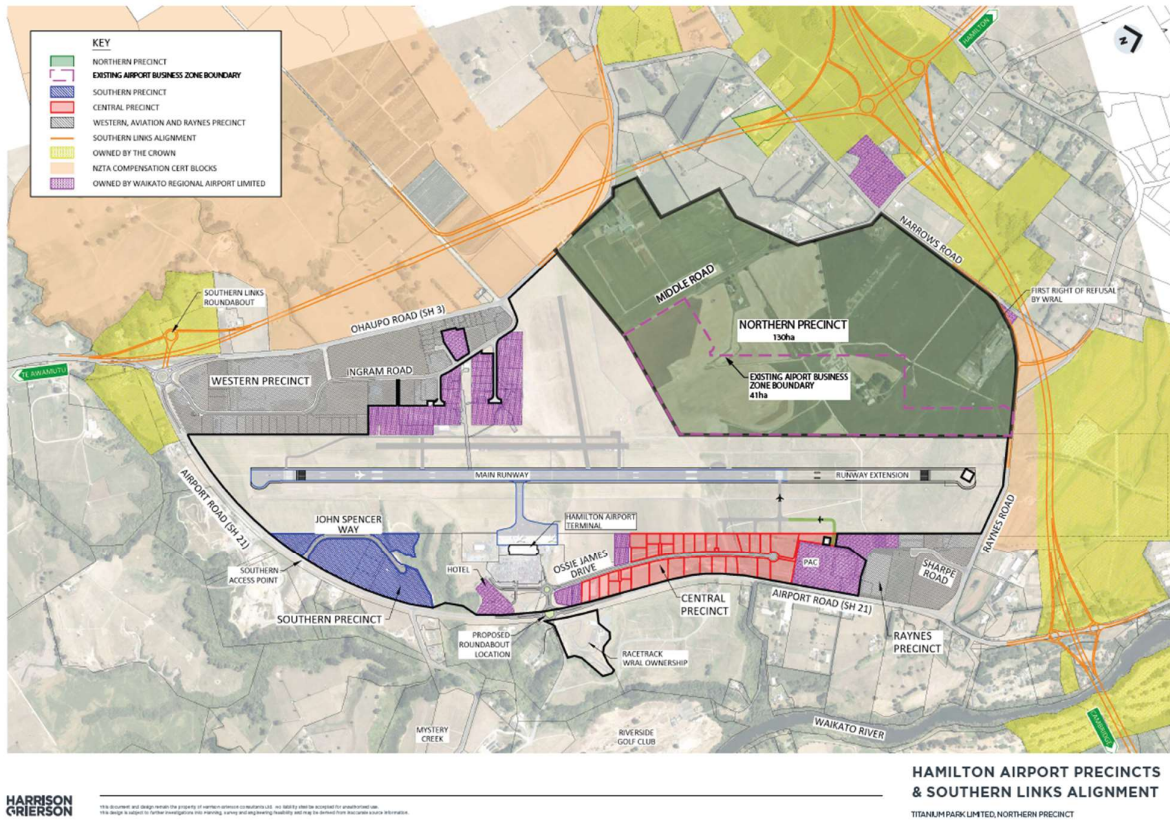
Titanium Park summary

27. Titanium Park is a master planned business park. It is centrally located between Cambridge, Hamilton and Te Awamutu. It is also at a central junction between Auckland, Tauranga, New Plymouth, Taupo, and Rotorua. With immediate access to Hamilton Airport, Titanium Park is well positioned for local and nation-wide business. A key advantage of Titanium Park is therefore its accessibility and connectivity. It is equipped

with high-quality business infrastructure, local and national highway connections, and is centrally located to Waikato agri-business. It provides “highway-side” and “airside” locations with flexible lot sizes, and a range of lot types and tenure options.

28. Titanium Park includes the precincts shown in the figure below, all of which have been developed except for the Northern Precinct.

Figure Three: Titanium Park precincts



- (a) *Raynes Precinct:*
- (i) This precinct is in the north-eastern corner of Titanium Park. Raynes Precinct land has been fully taken up by a range of businesses.
- (b) *Central Precinct:*
- (i) Featuring both airside and highway frontage lots, the Central Precinct contains the “spine road” which connects the Airport terminal with the entrance gateway to SH21.

- (ii) Airside lots provide for airport-related industries with access to airside operations.
 - (iii) Commercial uses benefit from the high visibility roadside lots with exposure to the state highway and spine road.
 - (iv) Wide building setbacks on either side of the spine road (14.5 metres) are intended to deliver a generous landscaped streetscape and emphasise the role of the spine road as the interface between the Terminal and Gateway precincts and the national road system.
- (c) *Southern Precinct:*
 - (i) The Southern precinct features highway and airport land frontage lots, accessed via John Spencer Way which provides immediate access to Airport Rd (SH21).
- (d) *Western Precinct:*
 - (ii) The Western Precinct is bound by SH3 to the west and SH21 to the south. It contains a large manufacturing and distribution facility and other businesses, with connectivity to the Aviation Precinct proposed to be achieved in 2023 via extension of Ingram Road.
- (e) *Aviation Precinct:*
 - (iii) This generally contains aviation and other aeronautics-related activities adjacent to the Airport runway.
- (f) *Airport Precinct:*
 - (iv) This includes the Airport terminal, Jet Park Hotel, the head office of Helicorp (an executive flight operator), Hamilton Waikato Tourism Ltd, and Lunch Box food tenancy.
- (g) *Northern Precinct:*
 - (i) The Northern Precinct is the future development area within Titanium Park. Currently, 41ha of Airport Business zoned land comprises the Northern Precinct and PC20 seeks to provide for an approximately 89ha extension to the Northern Precinct so that it totals approximately 130ha.

29. Titanium Park caters for a wide range of industrial and commercial activities, with limits on the GFA for retail.¹⁷
30. Very high demand for land at Titanium Park has meant the land within the Southern, Western, Central and Raynes Precincts (to the south and east of the Airport) has either already been developed or has largely been purchased for development. There is only a very amount of land remaining for aeronautical use. Based on current forecasts, TPL expects demand to continue to be very high for the Northern Precinct.
31. Titanium Park has been designed for enduring quality. Covenants and design guidelines which set standards and maintain quality on a lot-by-lot basis are utilised to protect both the environment and TPL's and tenants' investments.¹⁸ Design guidelines will also be applied to Northern Precinct and a copy of the current TPL guidelines are attached as Annexure A.

PC20: TITANIUM PARK NORTHERN PRECINCT EXTENSION

Rationale for PC20

32. PC20 is an important part of giving effect to the Group's core purpose and key objectives, as outlined in paragraph 10 above. It is especially aligned with:
 - (a) Core Purpose (iii), which is about strategically positioning the business to enhance capital value; and
 - (b) Objective (iv) which is about developing and optimising land holdings to generate a long-term income from a diversified property portfolio.
33. PC20 will support the development of land in a manner that is consistent with a sound, strategic approach to long-term planning for the Airport precinct. It will provide for quality development of non-aeronautically strategic land in a coordinated way and represents an important and positive step for TPL. PC20 is also entirely consistent with future aeronautical development of the airport, providing for appropriate development proximate to the runway's north-western interface with surrounding land.

¹⁷ Occupants include Genera Biosecurity, L3 Technologies, Helicorp, Waikato Aviation, Hamilton Aero, Vickers Aircraft Company, TyreLine Distributors, Torpedo 7, Visy, Storage King, Waikato Storage, Waitomo (fuel), 1-day, Armourguard, Beaurepaires, Trade Depot, NZ Boxer, Hamilton and Tauranga Caravan Rentals, Jet Park Hotel, Red Stag Timber, Safety Genius, Scafpro, Smiths.

¹⁸ Design guidelines have been prepared for each precinct at Titanium Park setting out standards and desired objectives including in relation to building setbacks; building height, bulk, and scale; and landscaping.

34. However, in addition to being aligned with the business's strategic intent, PC20 will also develop important business and employment opportunities for the Waikato region and will have significant social and economic benefits, including for local businesses and workers. It will contribute to meeting the region's strong demand for business land in this strategic location. The range of economic benefits that will be realised by PC20 are addressed in Mr Colegrave's evidence.
35. I am also confident that PC20 has been comprehensively assessed and designed by a team of independent and highly qualified and experienced experts to align with the Group's environmental imperatives and to achieve good environmental outcomes. PC20 contains a number of strengthened provisions when compared to the existing district plan including landscaping and setback requirements, defined transport upgrades including a cycle path to connect into the Peacockes development and since lodgement, a revised set of provisions addressing potential effects on the Pekapeka.

Engagement/consultation

36. TPL's comprehensive consultation for PC20 is outlined in the AEE. I wish to record that as part of its commitment to environmental management and the community, TPL has engaged with a wide range of parties. The masterplanning process and PC20 were worked up in consultation with stakeholders such as Waipā District Council, Hamilton City Council, Waikato Regional Council, Waka Kotahi NZ Transport Agency, network utility providers, mana whenua, local businesses and the local community (including New Zealand National Fieldays Society Inc).¹⁹ Since lodgement engagement has continued with for example with mana whenua representatives, Waka Kotahi, Fire and Emergency, and Waikato Regional Council.
37. I wish to stress that TPL is committed to the local and regional communities and to delivering a quality Titanium Park Northern Precinct extension. TPL places high importance on community and stakeholder involvement in the project and has prioritised meaningful engagement - ultimately, the Airport and its subsidiaries are owned by local ratepayers. Having received submissions, the TPL experts were instructed to consider how changes to the Structure Plan and/or PC20 provisions could be made to provide for a meaningful response. The experts will address these changes in their statements.
38. In terms of engagement with mana whenua on PC20, TPL has – with mana whenua groups – continued with the history of productive engagement on Airport-related issues.²⁰

¹⁹ See for example the opportunity for feedback provided on the Hamilton Airport website: <https://www.hamiltonairport.co.nz/northern-precinct/>

²⁰ For example place naming, street naming, and planting; and opportunities for education and incorporation of cultural narratives.

Several cultural reports have previously been prepared for the Titanium Park development,²¹ and TPL and RPL engaged Mr Hill of Te Hira Consultants Ltd to assist with mana whenua engagement on the Northern Precinct.

39. A number of hui have been held on PC20. Several initiatives have been incorporated into PC20 as a result of dialogue with mana whenua, including retaining important views to nearby maunga. In addition, a range of opportunities for cultural expression as part of the PC20 development have been identified. Mr Hill prepared a Cultural Impact Assessment (“CIA”) accompanying the plan change request to ensure PC20 is approached in a way that respects and promotes the relationships of mana whenua with their whenua, wai, and taonga. The CIA has informed the expert assessments. Hui are scheduled in early March to further the development of a Memorandum of Understanding. TPL can assure the Hearings Panel that it is committed to responding to the CIA’s recommendations and continuing with a long term and enduring relationship.

PC20 summary

40. As outlined above, the area subject to PC20 (the Northern Precinct extension) largely comprises land which TPL has entered into agreement(s) to acquire, and land owned by RPL.²² TPL and RPL, who are both long-term owners/caretakers of land who share similar business/development philosophies, have been working together to plan the future development of the area. The companies decided to work together to jointly pursue PC20 because of the opportunity presented for the proposal to be coordinated, comprehensive, and integrated. TPL and RPL consider that the approach adopted provides certainty of development outcomes and will benefit each other and the wider locality and region.
41. TPL, and more recently RPL, have developed the PC20 proposal over many years. From early on, TPL recognised the need for a masterplan for the Northern Precinct to guide a comprehensive approach to its future development. A team of experts were engaged to prepare a masterplan and to advise on the development of the site. The PC20 request

²¹ Refer the AEE, section 6.1 (Mana whenua).

²² Note the following:

- (a) 208 Narrows Road: This land is owned by the Crown, following its purchase to enable the construction of the Southern Links transport project. TPL has an agreement with the previous owner to acquire the southern portion of the property once it is no longer required for Southern Links (the Southern Links designation only applies to the northern extent of the property).
- (b) 141 Middle Road, which is privately owned. Negotiations for TPL to acquire this property are ongoing. Because TPL does not own the property, additional setback, landscaping and noise controls are proposed for this property.

and the evidence before the Panel represents the culmination of several years' input from a range of independent technical expert advisors.

42. In practical terms, key features of the proposed PC20 development include:
- (a) Extending the Northern Precinct (currently 41ha but undeveloped) by an additional approximately 89ha to create a new Northern Precinct of approximately 130ha to meet the district and region's future demand for business land.
 - (b) Industrial and other business activities that establish within the Northern Precinct extension may include warehouses, manufacturing, logistics, data centres and other similar uses. The internal road layout can accommodate small and large businesses, as well as businesses which may benefit from direct airside access to the Airport's main runway.
 - (c) The Northern Precinct will result in many more people being employed near the Airport.
 - (d) A range of ecological protection/enhancement measures are proposed, including a bat corridor to provide for connectivity through the site and a bat habitat area within much of the Hub area. Various experts will elaborate on that proposal.
 - (e) PC20 includes a range of opportunities for landscape, character, and urban design enhancement.²³ These include landscape/yard requirements, and the identification of important walking and cycling connections between the Northern Precinct and Peacockes.
 - (f) PC20 incorporates a range of cultural initiatives resulting from engagement with mana whenua, including enabling a roading pattern that will retain important views to surrounding maunga.²⁴
 - (g) Two gateways have been identified to provide the initial road access to the Northern Precinct. One of the access points is proposed to be via a new roundabout on SH3 and the other access point via a proposed new intersection on Raynes Road.²⁵ Mr Inder will comprehensively outline the significant upgrades to the transportation network that have been built into PC20.

²³ See the urban design, landscape, and visual evidence of Ms Jack.

²⁴ As noted above, a range of opportunities for cultural expression as part of the PC20 development have also been identified.

²⁵ Refer to the transport evidence of Cameron Inder.

43. TPL and RPL are long-term neighbours with longstanding interests in the local community. Collaboration to date has reinforced to me that both parties are committed to a quality and enduring development legacy in the form of PC20.

RESPONSE TO SUBMISSIONS

44. Throughout the project, TPL and RPL have attempted to take on board and respond to feedback from the community and stakeholders. TPL and RPL, along with the independent consultant team, have carefully reviewed all submission on PC20 and have sought to respond to matters raised where practicable. This has resulted in several post-notification changes to PC20 which TPL and RPL are now proposing (as outlined in the evidence), and which are supported by the applicants' team of independent expert advisors.
45. For example, in response to several submission on bats, TPL and RPL have proposed important changes to PC20, including major redesigns to the development enabled by PC20. Bat habitat areas consisting of a bat corridor through a large part of the TPL site and a significant part of the Hub area are now proposed to protect and enhance those areas for bats. This has come at a very considerable cost given the bat corridor consists of over 22,000m² and the bat habitat in the Hub is over 27,000m². as While this will come at a significant development yield cost TPL and RPL have elected to pursue these changes as part of their commitment to environmental management and stewardship. Building setbacks from the bat corridor, lighting standards, restricted activities within the bat corridor and enhancement planting have been proposed in the revised PC20 provisions. I am advised by Mr Inger that many of the revised provisions relating to the Pekapeka reflect the approach taken in respect of Plan Change 5 which relates to the Peacocke development nearby in Hamilton.
46. Additionally, a 11ha lifestyle property at 5/235 Raynes Road has recently been acquired by way of a conditional contract based on the advice of Ms Cummings and Mr Inger as to the importance such a property can provide through habitat enhancement for the Pekapeka. The advice received was that the property represented an excellent opportunity to enhance the habitat of the Pekapeka particularly due to its location adjacent to the Waikato River. While Ms Cummings and Mr Inger address the Raynes Road property in further detail in their evidence, I note that the property's acquisition is a significant commitment in excess of \$3M not including any enhancements to the

property that would be required under the Bat Management Plan. The various initiatives now part of PC20 cumulatively represent a very significant commitment to the Pekapeka.

47. I wish to briefly respond to Riverlea Environment Society's submission (#13) where the submitter is critical of a decision to remove shelterbelt trees from the TPL site and states that this "*does not suggest a commitment to conservation*". WRAL was required to remove shelterbelt trees from its site following advice from the Farm Manager that in late December 2020 and early 2021 a number of poplar trees had toppled over during various adverse weather events and that this was causing an on-going health and safety concern to farm operations. WRAL must take such health and safety concerns very seriously. I am advised that specialist arborist advice was obtained and based on the frequency and severity of failure, the removal of the remaining trees needed to be seriously considered. Given the health and safety issues presented to WRAL, the decision was made to remove the trees. However before doing so, specialist bat ecology advice was obtained which included inspection of the trees for potential roost habitat and bioacoustics surveys. I am advised that no roosts were found, and the trees were felled prior to dusk and on the same day as inspections occurring. Felled trees were inspected for bat roosts, with none being recorded. The removal of the trees was fully addressed in the PC20 application. I trust given the significant commitments TPL has made to responding to the presence of the Pekapeka outlined above, the submitter's concerns as to our conservation commitment have been allayed.
48. The various experts will address other aspects of submissions received including changes to the transport provisions and response to Fire and Emergency.

RESPONSE TO S42A REPORT

49. TPL is pleased with the recommendation of the s42A Officer. There are some minor matters of detail raised by some of the technical reviewers and the expert team for TPL and RPL will address those matters in their evidence.

CONCLUSION

50. Following the very strong uptake of existing Titanium Park offerings, TPL is confident that now is the appropriate time to be planning for the extension of the Northern Precinct through PC20.

51. TPL considers that PC20 represents a valuable opportunity for the company and the local and regional community. It will facilitate the expansion of a strategically located and coordinated high-quality master planned business park in a manner that has been carefully designed to manage all environmental effects. It will enable businesses to develop and expand with ready access to efficient and modern transport infrastructure, helping to secure the Airport's ongoing contribution to the region. It will cater for the continuing strong demand for business land supported by strong transport and market links. PC20 is also sensibly located near, and in step with, several other major long-term developments, including the significant Peacockes (Plan Change 5) development, the Southern Links roading project, the nearby New Zealand National Fieldays site, and other commercial/industrial development. The Peacockes development in particular provides a workforce catchment for PC20 with residents able to live/work in close proximity to one another. That proximity was a reason for including a cycleway as part of PC20 along Faiping Road towards the Peacockes development.
52. As outlined in Mr Colegrave's evidence, an expanded Titanium Park will also have a range of social and economic benefits, including for local businesses, employees and consumers. It will be a catalyst for regional economic growth and will facilitate new industries and jobs.
53. TPL and RPL have responded in good faith to a range of feedback from the community and stakeholders, including – most recently – proposing substantial redesigns of the proposed PC20 development and significant strengthening of PC20 provisions as a result of submissions on the Pekapeka. To provide the Panel and interested persons with certainty of outcome, the Raynes Road property has been secured to compensate for any residual impact on the Pekapeka.
54. While TPL accepts that some residents and other parties seek amendments to or are opposed to PC20, TPL is confident that PC20 will deliver a high-quality modern Titanium Park extension that positively addresses the wants and needs of the local and regional communities as a whole.

Mark Morgan
CEO, Titanium Park Limited

28 February 2023

ANNEXURE A – TPL DESIGN GUIDELINES



TITANIUM PARK



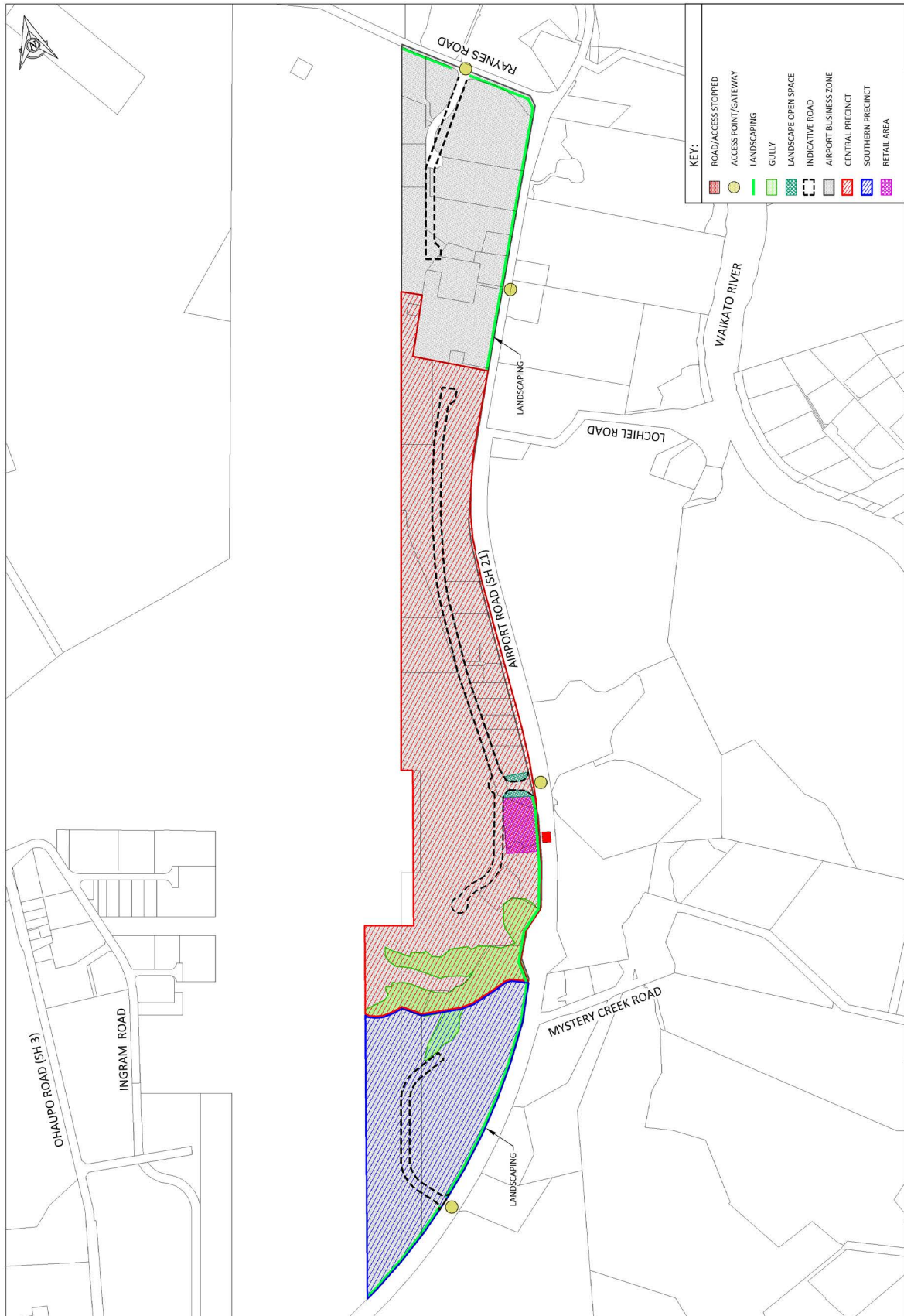
Development Guidelines Central and Southern Precincts

Hamilton, New Zealand

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Figure 1. Site plan





1. Introduction

1.1 Land to which these guidelines apply

These Development Guidelines apply to the Titanium Park Ltd land within the Central and Southern Precincts of Titanium Park as shown in Figure 1 (previous page).

1.2 Values and benefits

Titanium Park is a master planned Business Park, located at Hamilton Airport, which has been designed with enduring quality in mind.

The Guidelines have been developed to set standards that will maintain that quality on a lot-by-lot basis and to ensure that development does not adversely affect Airport operations.

These Design Guidelines have been prepared for the Central and Southern Precincts at Titanium Park to set out the standards and desired objectives in relation to:

- Building setbacks where the built form can impact on the public and private domain;
- Building height, bulk and scale to avoid excessive bulk or overshadowing; and
- Landscaping zones to produce a predominantly 'green environment' in which business and recreational activities can flourish.

1.3 Aims and objectives of these guidelines

The principal aims and objectives for development within the Business Park are established in the Waipa District Plan rules (i.e. Airport Business Zone).

These Design Guidelines aim to complement and strengthen the planning and development framework to accommodate the evolving and progressive development of the Business Park, in response to changing development trends and with an overarching goal of delivering a quality and sustainable built environment.

1.4 Land covenants

These Design Guidelines should be read in conjunction with the land covenants applied to the individual lot.

Where a requirement in the covenant is more restrictive than these Design Guidelines then compliance with the more restrictive provision must be achieved.

1.5 District plan compliance

These Design Guidelines should be read in conjunction with the Waipa District Council provisions as set out in the Waipa District Plan.

Where a requirement in the District Plan is less restrictive than these Design Guidelines then compliance with the most restrictive provision must be achieved.

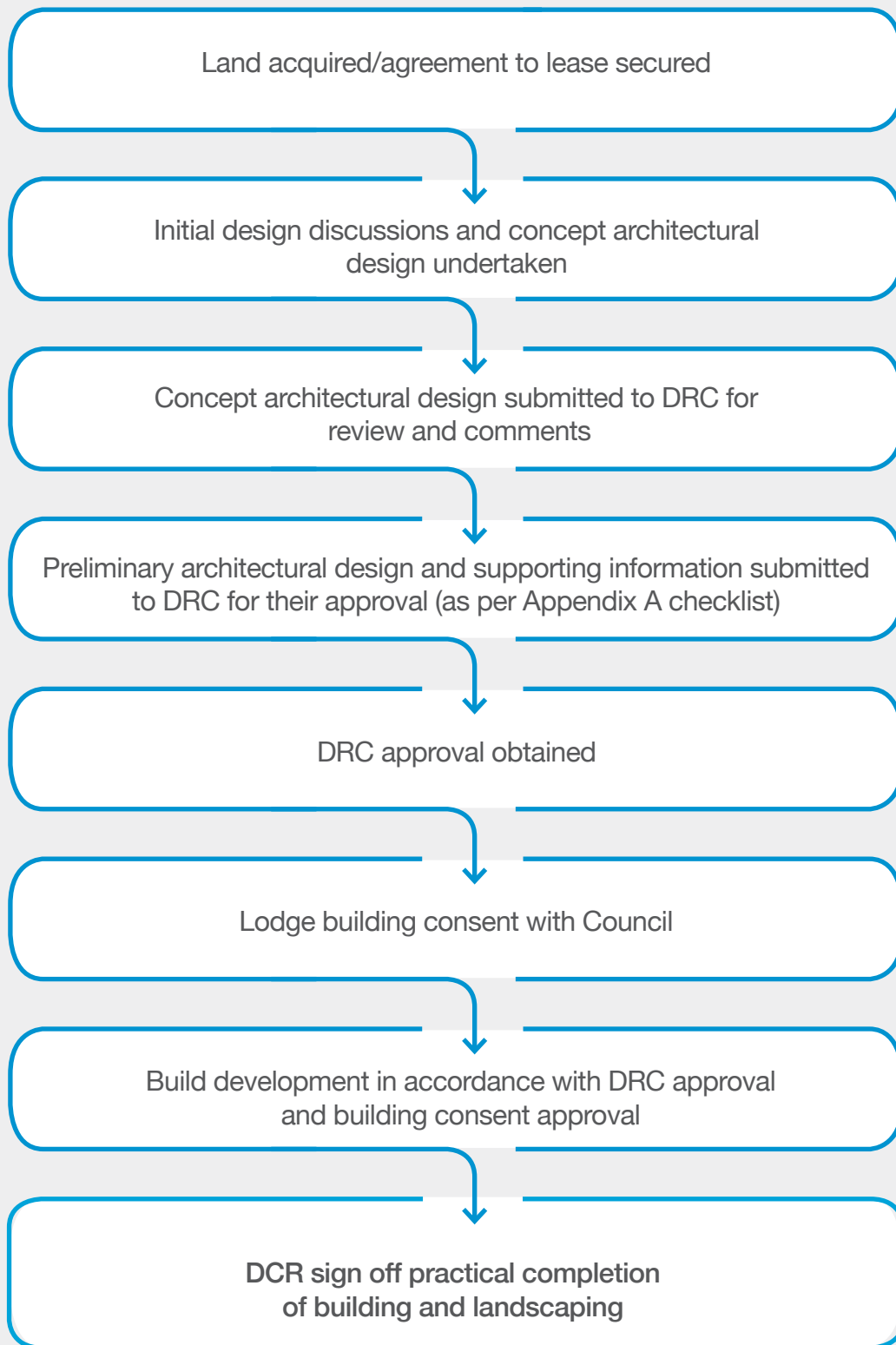
Titanium Park Ltd shall be informed of any resource consents sought prior to any application being made to Waipa District Council for breaches with the District Plan performance standards.

1.6 Titanium park – design review committee approval process

The following flow chart (Figure 2) confirms the process that must be followed to obtain the Design Review Committee (DRC) approval for development.

Appendix A includes a checklist of the information that must be submitted for DRC approval.

Figure 2: Process Flow Chart for Design Review Committee (DRC) Approval





2. Built form requirements

2.1 Setbacks

Objectives

- To define building envelopes within each lot by determining minimum setbacks.
- To achieve pleasant streetscapes.
- Ensure buildings present an acceptable scale and bulk when viewed from the public realm.

Controls

- Building setbacks are to comply with Table 1 below.
- No building or part of a building may be erected within a setback area without prior approval from the Design Review Committee.
- Carpark areas may intrude into setback areas, as described in Table 1 below.
- No storage above ground is permitted within landscaped areas or front setback without prior approval by DRC.
- All landscaping within the setback areas must be in accordance with the landscaping guidelines set out in Section 4 of these Development Guidelines.
- The DRC may increase or vary the minimum landscaped setback requirements depending on the bulk and scale of the development.
- When loading and unloading docks and associated truck manoeuvring areas are proposed adjacent to an adjoining 'internal road' or Airport Road/State Highway 21, the minimum landscaped setback is to be extended by the same width as the original setback and landscaped accordingly.

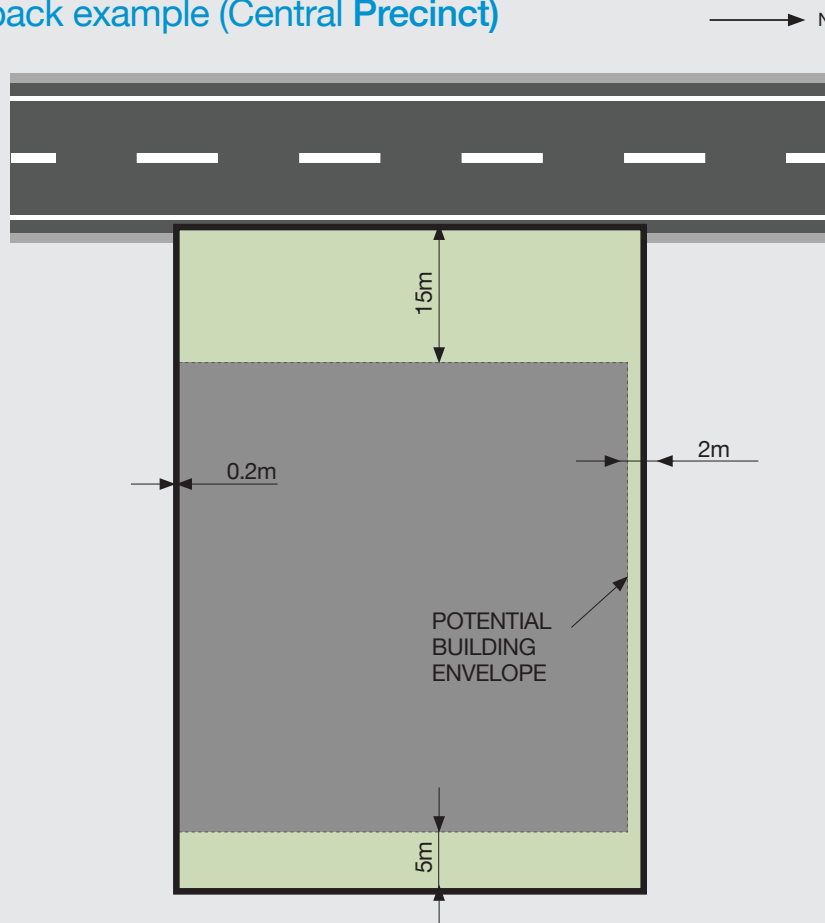
Submission requirements

- All setbacks should be appropriately shown, dimensioned and noted in the architectural drawings submitted for the DRC approval.

Table 1

PRECINCT	FRONT	NOTES	REAR	NOTES	SIDE
Central	15m	3m fully landscaped with 12m allowed for parking intrusion.	5m	Fully landscaped	2m, apart from southern boundary of lot where 0.2m can be sought.
Central (Retail Area)	5m	Fully landscaped.	5m	Fully landscaped	2m, apart from southern boundary of lot where 0.2m can be sought.
Southern	15m	3m fully landscaped with 12m allowed for parking intrusion.	5m	Fully landscaped	2m, apart from southern boundary of lot where 0.2m can be sought.

Figure 3. Setback example (Central Precinct)



2.2 Building height

Objectives

- To ensure the safe operation of Hamilton Airport.
- To encourage building design of a high architectural standard that reflects the natural, functional and aesthetic opportunities provided by the Business Park.
- To encourage quality and consistency in the treatment of built form, facades and streetscapes.
- To ensure sufficient visual relief is achieved on facades visible from adjoining sites and the public domain, including major thoroughfares.
- To ensure development addresses the primary street frontage.
- To achieve an appropriate mix of scale and form.

Controls

- All built structures must comply with the Hamilton Airport OLS (Object Limitation Surface) controls as depicted in Appendix B.
- Building height and daylighting are to comply with Table 2 below.
- Roof design is to promote visual interest, natural lighting, and compatibility with the overall building design.
- Where visible from a public area, all rooftop or exposed structures (lift motor rooms, plant rooms etc) must be suitably screened and/or integrated with the building.

Submission requirements

- The building height relative to the below height controls shall be demonstrated in the architectural drawings (elevations) submitted for the Design Review Committee approval.

Table 2. Height controls

PRECINCT	HEIGHT	DAYLIGHTING
Central	12m maximum height at building line	Recession pane at right angles from the building line inwards at an angle of 60° from a point 4.5m above the ground level
Central (Retail Area)	12m maximum height at building line	
Southern	12m maximum height at building line	

2.3 Building separation

Objectives

- To allow solar access to buildings and communal areas.
- To allow for planting between buildings.
- To provide a visual break between buildings and reduce the perceived bulk and scale of the built environment.
- To provide outlook from buildings.
- To allow for adequate airflow between buildings.

Controls

- Separation between buildings must be sufficient so as to enable solar access to communal areas and windows of adjoining buildings for a minimum of 3 hours from 9 am to 5 pm on June 21st.
- Minimum building separation is recommended to be 3m.

Submission requirements

- Building separation requirements shall be demonstrated in the architectural drawings (elevations) submitted for the Design Review Committee approval.
- Shadow diagrams shall also be provided to demonstrate compliance with the solar access requirements to communal areas and adjoining buildings.

2.4 Materials and colours

Objectives

- To promote integrated, visually harmonious and attractive buildings.
- To encourage the use of materials which minimise impact on the environment.
- To ensure that any reflective materials are used with sensitivity to neighbouring developments, vehicular traffic and public domain areas.
- To create distinctive high quality gateways.
- Create identifiable, attractive and safe streetscapes and entrances to buildings.

Controls

- External finishes should be constructed of durable, high-quality and low maintenance materials.
- Material should be selected that will minimise the long-term environmental impact over the whole life of the development.
- The use of featured / inlaid pre-cast concrete panels is recommended.
- External finishes should contain a combination of materials and colours, which are compatible with the surrounding developments and landscape features.
- Any wall visible from the public domain must be finished with a suitable material to enhance the appearance of that façade.
- Building materials should be selected such that reflection is minimised and will not adversely affect adjacent development, vehicular traffic and public domain areas.
- Where visible from a public area, all rooftop or exposed structures (lift motor rooms, plant rooms etc) must be suitably screened and/or integrated with the building.
- Materials containing VOCs or other compounds contributing to poor indoor air quality should be avoided.
- The following should be considered in the choice of building materials in all developments:
 1. Energy efficiency;
 2. Use of renewable resources;
 3. Low maintenance;
 4. Recycled or recyclable;
 5. Non-polluting; and
 6. Minimal PVC content.

Submission requirements

- A preliminary sample board detailing external colours and finishes shall be provided with the architectural plans for Design Review Committee approval.

2.5 Environmentally sensitive building design

Objectives

- To ensure that developments are steered towards environmentally sustainable development.
- To minimise consumption of potable water and discharge of wastewater.
- To ensure that development incorporates water conservation and re-use measures in design and operation.
- To minimise the consumption of energy required for the operation and maintenance of new buildings.
- To maximise opportunities for natural ventilation where possible.
- To promote the use of environmentally sustainable forms of transport.
- To provide an appropriate level of on-site bicycle parking for the volume of staff likely to be accommodated in the building.
- To integrate parking facilities with the overall site planning and landscape.
- Solar orientation of buildings.
- Target NZGBC 4 Star Rating.

Controls

- Development will need to use water efficient fixtures such as taps, showerheads, and toilets.
- Applications are required to submit a Site Water Management Plan that investigates, and where feasible, provides for the integrated management and use of water.
- Bicycle parking facilities are to be provided.
- Consideration should be given to providing staff change rooms and washing facilities.
- Rainwater tanks must be below ground level.

Submission requirements

- Site Water Management Plan that demonstrate that other water sources have been considered including:
 1. An integrated water collection and recycling system for capturing and recycling of roof water;
 2. The reuse of grey water on site;
 3. The capture and re-use of stormwater from the site;
 4. Where possible, treating and re-using any water generated by the development; and
 5. Controlling the quality of wastewater and stormwater from the site.
- Cross ventilation diagrams, where applicable.
- Bicycle parking provision shall be demonstrated on the architectural drawings submitted for Design Review Committee approval.



3. Streetscape requirements

3.1 Fencing

Objectives

- To ensure that fencing does not detract from the overall visual amenity and character of the Business Park.
- To enhance pedestrian safety, security and amenity within each Precinct.
- To create a unified streetscape.
- To provide weather protection, safety and security for pedestrians.
- To demarcate building entries and contribute to the image and identity of development.

Controls

- Any entrance walls should be all the same detail to provide consistency.
- Any fence in the front yards will be discouraged.
- Side fencing behind the building line may comprise chain wire mesh or similar open style fence, plastic coated in dark green or black.
- Fencing along rear boundaries adjacent to open / public space land shall be integrated with any landscaping of the required building setback area.
- Fencing adjacent to roads should be arranged so it does not obscure sightlines for drivers.
- Security fencing is to be located within the setback extension and landscaped as to substantially screen the security fences.

Submission requirements

- All fencing to be marked and dimensioned in the architectural drawings submitted for Design Committee Review approval.
- Applicants are required to submit a materials sample board detailing external colours and finishes of proposed fencing.

3.2 Lighting and signage

Objectives

- To provide businesses with the opportunity of identifying their location and activity.
- To ensure that signs do not proliferate to an extent that detracts from the aesthetic quality of the Business Park.
- To ensure that there are no adverse impacts on the operation of the Airport from the lighting installed and used in the Business Park.
- To provide safety and security for pedestrians.
- To encourage the use of materials, colours and sizes of lighting elements to be consistent with the overall Business Park standards and style.
- Compliant, environmentally friendly and safe lighting levels for Business Park users

Controls

- Signage is to relate to the use occurring on the respective property and should identify the relevant business name.
- Business identification signage should be attached to the wall of the main building and be designed to complement the architectural style of the building.
- Freestanding signs will only be permitted where signs are integrated with the landscaping and visual character of the site and surrounding area.
- Directional signs for car parking areas, loading docks, delivery areas and the like should be located close to the main access of a development site.
- The design, colouring, type and scale of signage within individual properties should be consistent with signage across the site and Precinct as a whole.
- Signage is only to display corporate logos and company names and is not to occupy more than 5% of any façade or wall of a building; this limitation may be increased on individual development merits with DRC approval.
- All lighting is to comply with the operational requirements of the Airport.
- Rooftop signage /advertising is not permitted.
- The design and lux of any internal or external lighting shall be designed to avoid off-site or traffic safety impacts.
- The use of flood lighting will be permitted, provided it does not interfere with safe operation of the Airport.
- Signage is not to have a detrimental impact on the visual character of the site or surrounding area.
- Maintenance and management of signage and lighting is required to ensure long term sustainable use and compliance.

Submission requirements

- Details of all proposed signage and outdoors lighting, including free standing, fascia, and wall signs and lighting must be provided with the architectural drawings for Design Committee Review approval.



4. Landscaping Requirements

4.1 Landscaping within lots

Objectives

- To encourage a high standard of landscape design that enhances the streetscape and amenity of the Business Park.
- To enhance the appearance, amenity, energy and water efficiency of development through integrated landscape design.
- To ensure that the public domain and outdoors staff area is landscaped.
- Throughout the consistent landscape elements and materials, produce an integrated, estate wide high-quality working environment.

Controls

- The minimum percentage of developable area of each lot to be provided as a landscaped area is to comply with Table 3 (below) and the planting requirements set out in the Waipa District Plan.
- Landscaped areas are required between buildings (i.e. within the building separation zone).
- All landscape components in front setbacks to internal roads must follow the landscape design principles and concepts as depicted in Appendix C.
- Lot landscaping is to be undertaken as part of an integrated design with site planning and building design to:
 1. Reduce the scale of built form from the street;
 2. Reduce visual impact and extent of continuous building facades.
 3. Highlight architectural features and complement façade articulation;
 4. Identify site and building entries, car park entries and parking areas, in coordination with signage;
 5. Mitigate adverse site conditions through buffering of western sun, provision of shade, wind protection, and screening of poor views;
 6. Integrate usable and attractive external seating and amenity areas for staff incorporating paved areas, soft landscape, and shade planting (and canopies where necessary).
 7. Planted areas shall be planted in simple, strong, grouped forms to provide a robust landscape design to help develop a consistent theme for the whole development.

8. Planted areas shall be planted in groups of single species, each group is to be used as a part of the site and building articulation.
9. In landscape areas for the front yard, the Landscape Plan shall add a row of further trees to replicate the street planting provided by others.
10. Front yard landscaping facing the street where carparks are to be placed shall include a simple low cut hedge to help screen the effects of the parking.
 - Lot landscape is to incorporate hard and soft elements in pavements, retaining walls, low walls and terracing, trees, garden bed planting, turfed areas and irrigation.
 - Proposed vegetation species must comply with the planting schedule in Appendix D.
 - Landscaped areas are to be separated from vehicular access areas by an appropriate edge, preferably a raised kerb.
 - Landscaped areas are to be separated from storage areas by an appropriate edge, preferably low walls.
 - Signage and management strategies are to be put in place to ensure that storage activities do not impact on, and extend into, landscaped areas. No storage is allowed in landscaped setback areas.

Table 3. Planting percentages for lots

PRECINCT	PERCENTAGE OF LOT PLANTED
Central	10%
Central (Retail Area)	15%
Southern	10%

- Rainwater harvesting for landscape maintenance / irrigation is preferred.

Submission requirements

- A detailed Landscaping Plan depicting landscaped areas (with a corresponding area calculation schedule), vegetation species, hard paving, any retaining walls and/or garden wall details shall be submitted for Design Review Committee approval.

4.2 Landscaping within carparking areas

Objectives

- To minimise the visual impact of on-site parking.
- To integrate parking facilities with the overall site landscaping.

Controls

- A maximum of 5 car spaces are allowed between landscape bays.
- Landscape bays shall be a minimum of 2 metres wide.
- All landscape bays shall include a tree.

Submission requirements

- Carpark layout drawings and supporting Landscape Plan shall be submitted for Design Review Committee approval.



5. Access & parking requirements

5.1 Vehicular access

Objectives

- To ensure that vehicles can enter and exit premises in a safe and efficient manner in a forward direction.
- To minimise the impact of vehicle access points on the quality of the public domain and pedestrian safety.
- To provide off-street manoeuvring, loading and docking facilities that are adequate for the operational needs of the land use.

Controls

- Adequate vehicular entrance to and exit from the development is to be provided and designed in order to provide safety for pedestrians and vehicles using the site and adjacent roadways.
- All internal accesses are to have a minimum width suitable to the proposed activities of the site.
- Vehicular ingress and egress to the site must be in a forward direction at all times.
- Turning circles will not be permitted to encroach upon any building.
- Adequate space is to be provided within the site for the loading, unloading and fuelling (if applicable) of vehicles.
- Setback and landscaping requirements may be increased when loading and unloading / manoeuvring areas are located against the lot frontage or rear boundaries to State Highway 21.

Submission requirements

- Plans and details of proposed vehicular access to the lot and vehicle circulation within the lot shall be submitted for Design Review Committee approval.

5.2 Carparking

Objectives

- To ensure that carparking demands generated by the development are accommodated within the development site.
- To provide an appropriate level of on-site car and bicycle parking provision.
- To minimise the visual impact of on-site parking.
- To integrate parking facilities with the overall site planting and screening.
- To encourage the use of bicycles through providing bicycle parking spaces.

Controls

- As set out in the Waipa District Plan the nature of the activity proposed.

Submission requirements

- Carparking provisions to be clearly noted and dimensioned in all architectural drawings to be submitted for Design Committee Review approval.



6. Subdivision requirements

6.1 Lot size and orientation

Objectives

- To enable the orderly subdivision and development of land in relation to the land use, access, parking, landscaping, built form and building separation.
- To allow opportunities to locate perimeter planting, landscape and building features around entrances and areas visible from the public realm.
- To allow for a range of lot sizes to cater for a diversity of land uses and employment opportunities within the Business Park.
- To ensure lots are oriented to appropriately address the public domain.
- To provide passive architectural design opportunities in order to minimise energy and water consumption.

Controls

- Lots are to be relatively regular in shape. Irregular shaped lots with narrow street frontages should be avoided, particularly where several of these are proposed in an adjoining manner.
- Lots should be orientated and aligned:
 1. So that future buildings can face the adjoining road that services the lot and to avoid streetscapes with loading docks and long blank walls.
 2. To facilitate solar efficiency; and
 3. To encourage building design that has frontage to landscaped areas and the public domain as appropriate.
- Access to lots shall be sited to ensure that sight lines are unimpeded when exiting and entering the lot.
- Where a residue lot is created through subdivision, it should be demonstrated that future development of that residue lot can meet the controls in these guidelines.

Submission requirements

- A concept Subdivision Scheme Plan that shows the proposed lot configuration and access arrangement shall be provided for review by the Design Review Committee, for their approval, prior to any subdivision consent being sought from Waipa District Council.



7. Environmental management

7.1 Waste management

Objectives

- Minimise discharge from building construction and to promote recycling strategies when operational.
- Minimise discharge from operating facilities.

Controls

- Provision for recycling bins.
- Contract management of building construction.
- Green star building rating tools are encouraged (refer to section 2.5).

Submission requirements

- Waste Management Strategy.

7.2 Storm water and waste management

Objectives

- Minimise discharge to downstream systems and recycle/reuse where possible.
- Optimise water quality and reduce contaminants.

Controls

- Comply with the Stormwater Management Plan that is applicable to the site.
- Manage 10-year rain event within each site.
- Meter water usage as a control on wastewater produced.
- Limit dirty industry. i.e industrial operations producing significant quantities of adverse trade-waste discharge.

Submission requirements

- Drainage plans to be submitted with the architectural drawings for Design Review Committee approval.

7.3 Pollution control

Objectives

- Avoid and/or minimise adverse discharge to environment and discourage dirty industry from the Business Park.

Controls

- Comply with Waikato Regional Council and Waipa District Council requirements as set out in the Regional Plan and District Plan.
- Backup systems to minimise effects on sensitive areas.

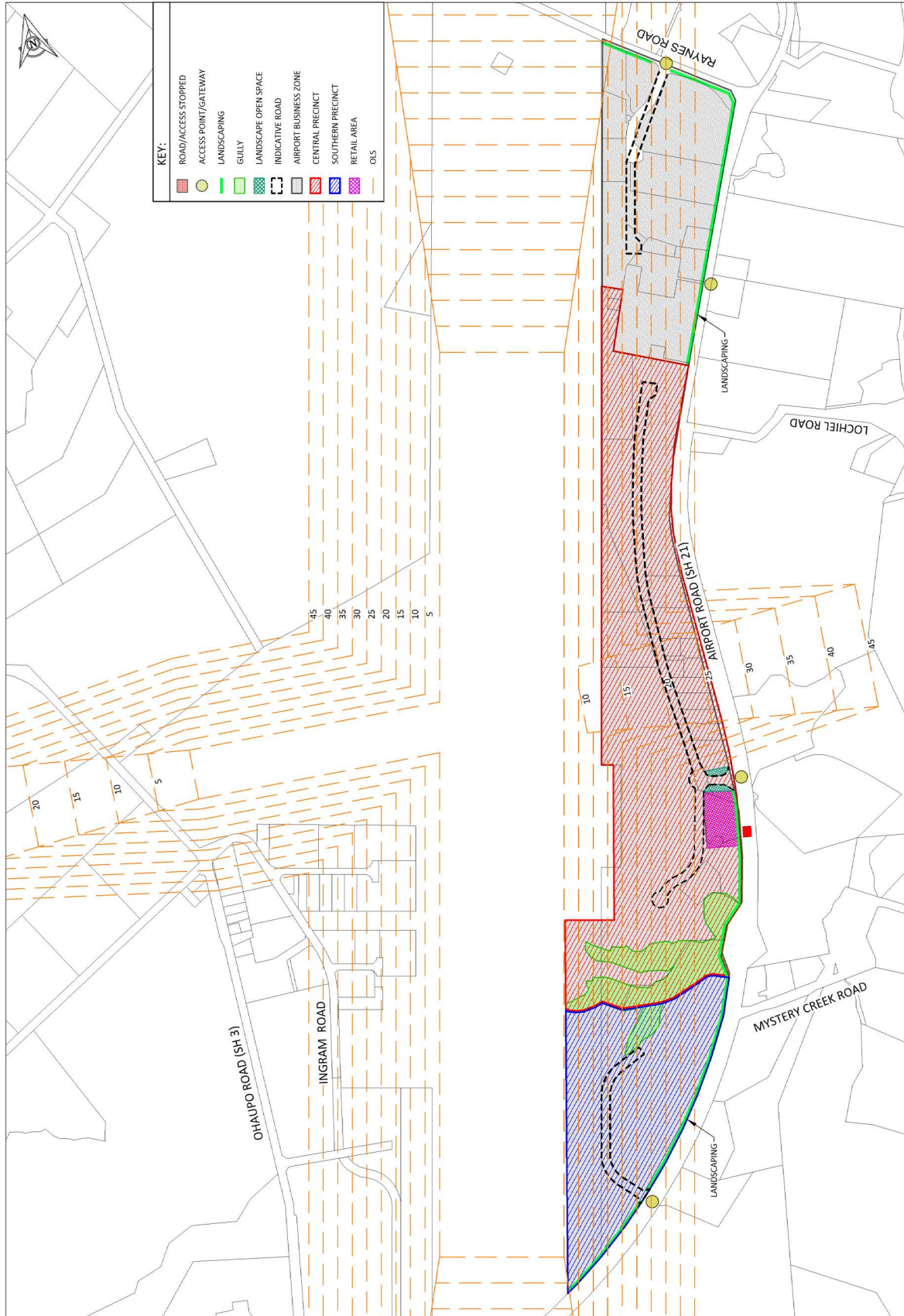
Submission requirements

- Provide details of any discharges proposed and methods proposed to control discharges at the time of provision of architectural plans to Design Review Committee.

Appendix A - Design review committee information checklist

SUBMISSION REQUIREMENTS	DRC COMMENT
<p>Architectural plans that demonstrate:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Layout and location of proposed buildings relative to site boundaries and setback requirements. <input type="checkbox"/> Floor plans of proposed building or buildings <input type="checkbox"/> Site coverage calculations <input type="checkbox"/> Shadow diagrams to demonstrate compliance with the solar access requirements to communal areas and adjoining buildings <input type="checkbox"/> Vehicle parking and bicycle parking spaces and associated manoeuvring <input type="checkbox"/> Calculations of the number of spaces required based on the type of activity proposed on the site <input type="checkbox"/> Vehicle access to the site <input type="checkbox"/> Elevation plans that show building height relative to height controls <input type="checkbox"/> Details of both freestanding and building signage <input type="checkbox"/> Fencing location and design <input type="checkbox"/> External lighting location and design <input type="checkbox"/> Cross ventilation diagrams <input type="checkbox"/> Water, wastewater and stormwater provision 	
<p>Landscaping plan that demonstrates:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Depicting size and location of proposed buildings/structures and carparking areas associated landscaped areas (with a corresponding area calculation schedule) <input type="checkbox"/> Plant species within landscaping areas (refer Appendix C of the Design Guideline) <input type="checkbox"/> Hard landscaping proposed i.e hard paving, retaining walls, garden walls, kerbing etc 	
<p>Material sample board that demonstrates:</p> <ul style="list-style-type: none"> <input type="checkbox"/> External colours and finishes for building(s) <input type="checkbox"/> Fencing materials and colours 	
<p>Site Water Management plan that demonstrates that other water sources have been considered including:</p> <ul style="list-style-type: none"> <input type="checkbox"/> An integrated water collection and recycling system for capturing and recycling of roof water <input type="checkbox"/> The reuse of grey water on site <input type="checkbox"/> The capture and re-use of stormwater from the site <input type="checkbox"/> Where possible, treating and re-using any water generated by the development <input type="checkbox"/> Controlling the quality of wastewater and stormwater from the site. 	
<p>Waste Management strategy that demonstrates:</p> <ul style="list-style-type: none"> <input type="checkbox"/> How waste will be minimised in construction of building and future use of the building <input type="checkbox"/> Any discharges proposed and management of those discharges 	
<p>For subdivision:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Concept Scheme Plan 	

Appendix B - Object limitation surface controls



Appendix C - Landscape concept plan



Appendix D - Landscaping details

Planting schedule

SPECIMEN TREE PLANTING SCHEDULE					
	COMMON NAME	BOTANICAL NAME	GRADE	SIZE (m)	SPACING (m)
MaLG	Magnolia	Magnolia 'Little Gem'	PB95	1.7m	Na
Meaz	Indian Bead Tree	Melia azadarach	PB95	2.8m	Na
OIEG	Olive Tree	Olea 'El Greco'	PB95	1.7m	Na
PotA	Golden Totara	Podocarpus totara 'Aurea'	PB95	1.6m	Na

SHRUB PLANTING SCHEDULE					
	COMMON NAME	BOTANICAL NAME	GRADE	SIZE (m)	SPACING (m)
Cavi	Purei	Carex virgata	PB3	0.4m	0.5 crs.
Coac	Coprosma	Coprosma acerosa	PB3	0.2m	0.5 crs.
Coki	Coprosma	Coprosma kirkii	PB3	0.2m	0.8 crs.
Coco	Korokio	Corokia cotoneaster	PB12	0.6m	0.6 crs.
Grii	Kapuka	Griselinia littoralis	PB12	0.6m	0.6 crs.
Heal	Hebe	Hebe albicans	PB5	0.4m	0.6 crs.
Hedi	Hebe	Hebe diosmifolia 'Mauve'	PB5	0.4m	0.6 crs.
Lipe	Creeping Iris	Libertia peregrinans	PB3	0.3m	0.4 crs.
Phco	Mountain Flax	Phormium cookianum	PB5	0.4m	0.8 crs.
Phem	Flax Cultivar	Phormium 'Emerald Gem'	PB5	0.4m	0.6 crs.

Indicative plant species photos

Grasses/Monocots



Carex Virgata, Purei



Libertia Peregrinans,
Creeping Iris



Phormium Cookianum



Phormium 'Emerald Gem'

Shrubs



Hebe Diosmifolia 'Mauve',
Hebe



Hebe Albicans, Hebe



Coprosma Kirkii



Coprosma Acerosa,
Sand Coprosma

Ground Cover

Trees



Olea 'El Greco' Olive Tree
Evergreen



Podocarpus Totara "Aurea"
Golden Totara Evergreen

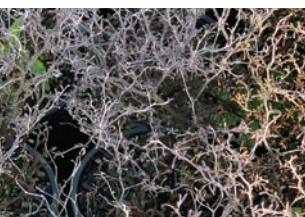


Magnolia 'Little Gem'
Magnolia Evergreen



Melia azadarach, Indian
Bead Tree Deciduous

Hedges



Corokia Cotoneaster,
Corokia



Griselinia Littoralis, Puka



TITANIUM PARK

Titanium Park Ltd reserves the right from time to time to change details, materials, sizes, specifications, and any other aspect of this document, without notice. Intending purchases are to rely on their own investigations.