
To: Nick Grala, Harrison Grierson **Cc:** Tony Quickfall, Manager
District Plan and Growth

From: Michael Hall, Consultant Planner

Date: 12 August 2022 **File Ref:**

Subject: Private Plan Change 20 – Titanium Park Limited and Rukuhia Properties Limited –
Airport Northern Precinct Extension Request for further information

The above private plan change request was formally received by the Council on **Friday 29 April 2022**, and placed on hold while a Cultural Impact Assessment and updated Ecology Report was provided. Council acknowledges that a resubmitted PPC20 application was lodged and received by 26 July 2022. The date by when a Council must make a further information request is **19 August**. This memo outlines the requested further information to help Council better understand:

- The nature of the proposal in respect of the effect it will have on the environment.
- The ways in which any adverse effects may be mitigated.
- The benefits and costs, the efficiency and effectiveness, and any possible alternatives to the request.
- The nature of any consultation undertaken or required to be undertaken.

If further information is requested, Council has a further 15 working days from the receipt of that information to commission a report in relation to the plan change request and notify the applicant that this has been done. The applicant can decline to provide the information or agree to the commissioning of a report and may require Council to proceed with the consideration of the plan change.

I have reviewed the application and supporting reports and Council specialists have also commented on specific subject matters. Requests for further information are outlined below.

Transport

The following requests for information to better understanding the basis of the ITA findings are outlined below from Aurecon:

- Provision of the 'with' and 'without' traffic flows for the design year to ensure that the scale of the development inputs can be understood
- Commentary on how the traffic mode has been calibrated / validated against traffic counts
- Clarification on whether the application and masterplan shown assumes that southern link is constructed and mitigation if it is not
- Specific timing and changes required to how access is gained to the site for initial development of the Northern Precinct. This is in regard to the 'main' access for development of the site and therefore the construction traffic affects that would occur on the external network and the

intersection(s) proposed. There is discussion on this in Table 1 but we are still unclear on a number of points including the 2031 scenario with the single lane roundabout which seems to have insufficient capacity

- Clear understanding for the access and egress to/from the site with and without the proposed southern links, and any associated sensitivity testing for the access/egress points for distribution of the trips
- Clarification for the site build out and the staging and sequencing of the development
- Clarification on parking provision, and how the spaces have been calculated to determine Gross Floor Area (GFA) of the site
- Clarification on infrastructure development undertaken by the applicant if the stated infrastructure requirements are not provided by 3rd parties.
- Clarification on what steps are being undertaken to achieve or contribute to the government Emissions Reduction Plan (ERP) for example provision and encouragement of PT or active modes and the affect this will have on trip generation to and from the site and the parking requirements proposed

A memo and issues tracker is provided outlining further detail to the rationale behind this request as appendix A.

Consultation

The following request for information is provided below:

- On page 4 of the Plan Change request, property ownership for 208 Narrows Road is outlined. Her Majesty the Queen (the Crown) currently own this land for the provision of the Southern Links Project. On page 28, section 6.2 consultation with Waka Kotahi is outlined and further discussion is provided in the Integrated Transport Assessment. No specific consultation with the Waka Kotahi Property team is provided in the application outlining whether the land and how much of this land could be potentially disposed of and used by the Applicant in the future.
- Please clarify what consultation with Waka Kotahi has been undertaken regarding disposal of the property and timeframes for this process to occur. This is so we can better understand the viability of the structure plan road access through this property. The road in question is shown in figure 1 below.

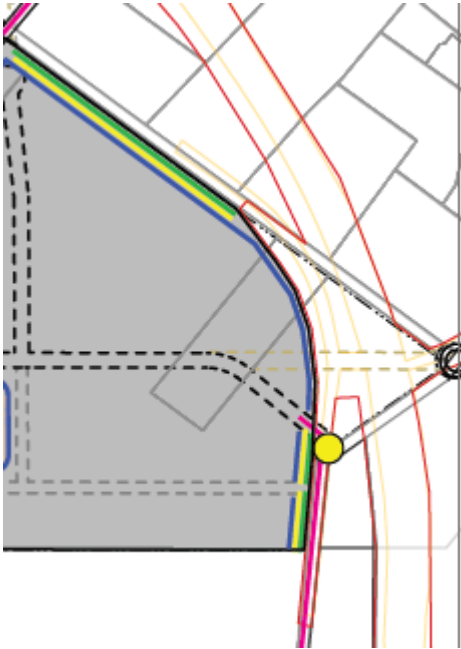


Figure 1 – excerpt showing the structure plan road overlaid through 208 Narrows Road.

Landscape

The following request for information is provided below:

- Clarity is requested as to how the Hub space is intended to work to ensure that the topography is able to be retained. Currently the 2d plan shows the cadastral parcel as delineating retail uses to a degree around the landform. But no open space zoning or controls are proposed limiting how the hill can be used to manage retention of this topography.
- The Landscape and Visual Impact Assessment (LVIA) focuses on physical effects. An assessment on perceptual and associative effects in particular around loss of rural character and amenity in the rural zone is also required
- Visual Assessment
 - a. Please provide a key with each viewpoint photo to outline the various linetypes, because their meaning is not always clear.
 - b. Discuss the visual impact on 141 Middle Road if this land is not acquired
 - c. The LVIA was completed prior to receiving the Cultural Impact Assessment. As such no assessment on the cultural landscape was undertaken. Please confirm how the mana whenua historical narratives will be reflected in the landscape?

No other further information requests have been requested from the technical team.

Michael Hall
CONSULTANT PLANNER
Date: 12 August 2022

APPENDIX A – AURECON TRANSPORT ASSESSMENT

Memorandum

To	Michael Hall, Nick Williamson, Tony Quickfall	From	Aurecon
Copy	James Tinnion-Morgan	Reference	P522315
Date	2022-08-12	Pages (including this page)	2
Subject	Private Plan Change 20 – Hamilton Airport Northern Precinct Integrated Transport Assessment Review		

Introduction

Waipaa District Council have received a Private Plan Change application to rezone approximately 133 hectares (ha) of rural zoned land to Airport Business Zone (ABZ). Waipaa District Council are a shareholder of Hamilton Airport and therefore require an independent review by Aurecon of the Bloxam Burnett and Oliver (BBO) Integrated Transport Assessment (ITA) for the Titanium Park Limited (TPL) and Rukuhia Properties Limited (RPL) application.

This memo summarises some key items that are required by Waipaa DC to assess the impacts of the development.

This memo follows our memo of 1st June and considers the responses from the project team and further clarification where requested.

Initial findings

Aurecon has completed an initial review of the Integrated Transport Assessment (ITA) The key issues are listed below. More detailed comments are summarised in the spreadsheet provided with this memo.

Key issues: Transportation Effects

The key further information requests that we would like provided to enable our assessment to be completed are listed below:

- Provision of the 'with' and 'without' traffic flows for the design year to ensure that the scale of the development inputs can be understood
- Commentary on how the traffic mode has been calibrated / validated against traffic counts
- Clarification on whether the application and masterplan shown assumes that southern link is constructed and mitigation if it is not
- Specific timing and changes required to how access is gained to the site for initial development of the Northern Precinct. This is in regard to the 'main' access for development of the site and therefore the construction traffic affects that would occur on the external network and the intersection(s) proposed. There is

discussion on this in Table 1 but we are still unclear on a number of points including the 2031 scenario with the single lane roundabout which seems to have insufficient capacity

- Clear understanding for the access and egress to/from the site with and without the proposed southern links, and any associated sensitivity testing for the access/egress points for distribution of the trips
- Clarification for the site build out and the staging and sequencing of the development
- Clarification on parking provision, and how the spaces have been calculated based Gross Floor Area (GFA) of the site
- Clarification on infrastructure development undertaken by the applicant if the stated infrastructure requirements are not provided by 3rd parties.
- Clarification on what steps are being undertaken to achieve or contribute to the government Emissions Reduction Plan (ERP) for example provision and encouragement of PT or active modes and the affect this will have on trip generation to and from the site and the parking requirements proposed

The attached issues tracker is proposed to be used to confirm completeness of the ITA and to be used during the review of the assessment of effects.

Summary

The applicant should consider the points discussed in the associated comments table. A number of these requests for further information have been clarified for the applicant to action.

We would be happy to discuss these in more detail if required. Feel free to get back to us as required.

Best regards,

Tim Booth

Principle, Integrated Transport & Mobility, Aurecon

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