

Amended Version 28th February 2023.

Notified changes shown in red text, post-notification ecology changes shown in blue text, post-notification other changes shown in green text.

Appendix S10 - Airport Business Zone Structure Plan

(Additions in underline, deletions in strikethrough)

S10.1 General

S10.1.1 The Airport Business Zone Structure Plan covers an area of some 250ha ~~157ha~~ surrounding the airport operational area. ~~It contains some existing industrial and service activities on the west side of the airport but the majority of the land is undeveloped. Much of the zone has already been developed, except for the Northern Precinct. The Northern Precinct comprises of 130ha of land, which~~ This provides the opportunity to apply quality urban design principles to the development.

S10.1.2 A master planning approach has been applied to underpin this structure plan which, in turn, is intended to assist in achieving a functional high quality business park which recognises the constraints imposed by an expanding airport and a rural surrounding. This approach is possible because the majority of the land is in one ownership.

S10.2 Northern Precinct ~~land~~

S10.2.1 A ~~40ha~~ 130ha area of land to the northwest of the airport adjacent to the main runway known as the Northern Precinct has been identified for expansion of the business park. ~~A master planning approach has also been applied to this land so the principles in S10.3 (where relevant) will apply to it.~~

S10.2.2 There will be no direct vehicle access from lots or activities within the Northern Precinct land to Narrows Road, Raynes Road, or any section of Middle Road that does not have Airport Business zoned land on both sides ~~and vehicle access will be by way of an internal road connection to the Western Precinct.~~

S10.2.3 Access will be achieved through intersections onto State Highway 3 (SH3) and Raynes Road while protecting the ability to establish a direct connection to the future Southern Links Central interchange when it is constructed.

S10.2.4 Several transport upgrades will be required to enable the full development of the Northern Precinct. These upgrades, along with when they will be required, are set out within Rule 10.4.2.13A within Section 10.

S10.2.5 Development of the Northern Precinct will occur in a way that protects identified Bat Habitat Areas and maintains or enhances long-tailed bat habitat values.

~~S10.2.7.3.2~~ Development of the Northern Precinct land is also subject to ~~approval of a Comprehensive Development Plan in accordance with~~ the rules in Section 10 – Airport Business Zone (Titanium Park) and Section 15 – Infrastructure, Hazards, Development and Subdivision.

S10.3 Principles

- S10.3.1 Clearly identifiable passenger vehicle access to and from State Highway 21 and the existing passenger terminal, ensuring it creates a sense of a 'gateway' to the District and Region.
- S10.3.2 Separation of car and truck movements, wherever possible.
- S10.3.3 Rationalisation of the design and location of the site access points from the two adjacent State Highways.
- S10.3.4 Direct access (wherever possible) for goods from "landside" buildings to "airside" freight transport areas.
- S10.3.5 An internal road design strategy which deals with vehicle size ranges, limited on-street parking, precinct accessibility, potential for passenger transport and passenger amenities, stormwater swales and visual character.
- S10.3.6 A high quality visual outcome, including visual containment within defined edges and landscaping within the road reserves.
- S10.3.7 Direct convenient access for public transport at State Highway 3, State Highway 21 and Raynes Road. A continuous cycle/walkway connection from all three access points in accordance with the structure plan.
- S10.3.8 Provision for public transport infrastructure including bus stops and terminals.
- S10.3.9 On the west side, the available land for development is relatively small and, therefore, the likely development patterns are very much a product of maximised airside/landside access for small scale future buildings and a road profile which accommodates a reasonable mix of car and truck access demands.
- S10.3.10 The eastside strategy is more complex and the proposed pattern of precincts is largely determined by the need to relocate the access point from State Highway 21 just to the north of its existing location and the need to develop an internal roading network from this new access point to the existing terminal, its expanded car parking and service areas and to the areas identified for development.
- S10.3.11 For the Central Precinct, the access configuration leads to a linear form of business park centred on a spine road. An important objective was to ensure a strong visual and functional link from the new vehicle arrival point, at State Highway 21, to the existing terminal area.
- S10.3.12 For the Southern Precinct, the access configuration leads to direct access to the State Highway for vehicles which are more likely to be heavy and service vehicles, and avoids conflict between those vehicles and terminal traffic. *[DR10]*
- S10.3.13 For the Northern Precinct, the areas which are identified as Bat Habitat Areas are to be protected and enhanced as bat habitat. Enhancement of the corridor which forms part of the Bat Habitat Areas will occur in general accordance with Figures 1 and 2. Multi-functional use of the Bat Habitat Areas involving stormwater networks is anticipated and provided for to enable efficient use of the land where the activities do not adversely affect use of the areas by long-tailed bats to a more than minor extent.

S10.4 Circulation and access

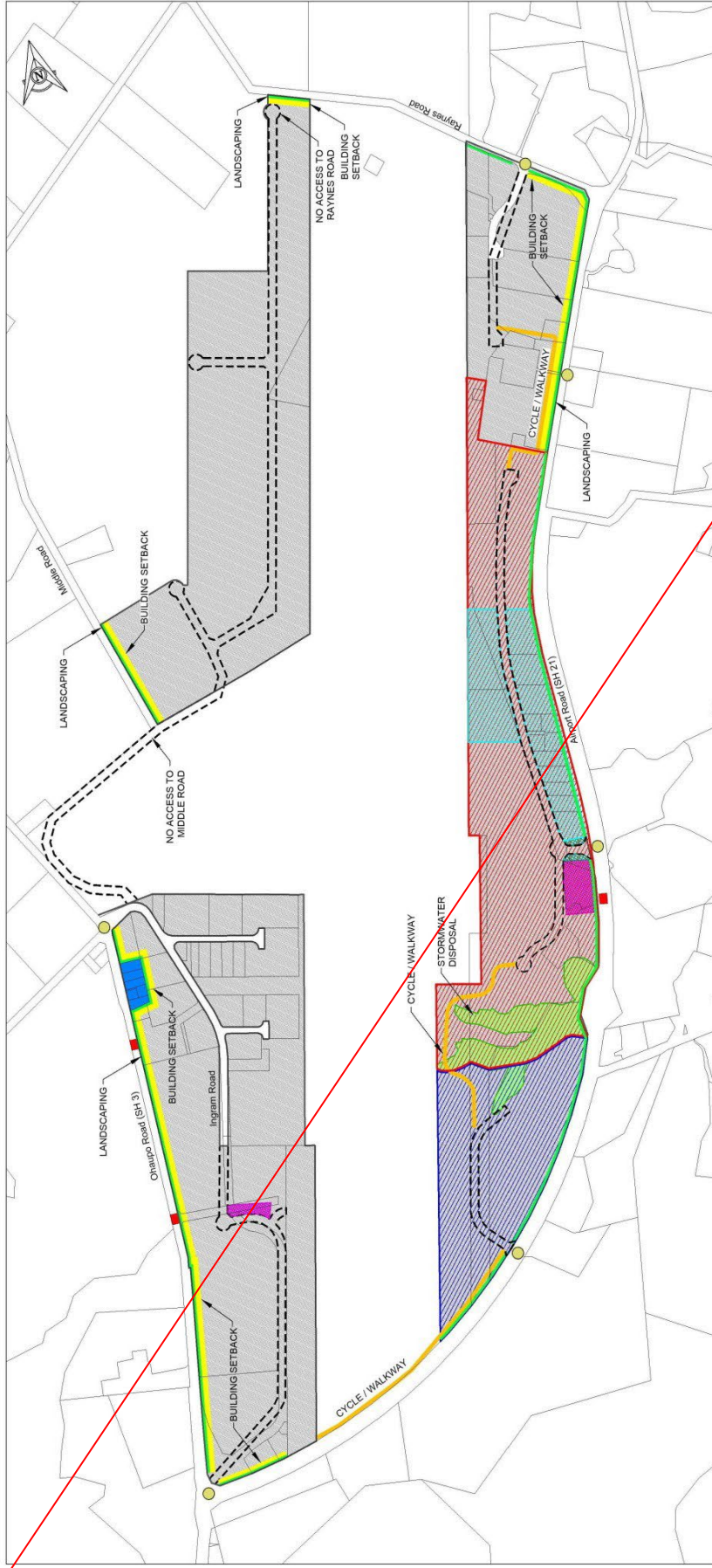
- S10.4.1 On the east side, a key constraint is to maintain ease of circulation for passenger vehicles to

and from the terminal zone.

- S10.4.2 The new entry to the Terminal and Central Precinct shall be designed to prioritise terminal traffic and generally separate Airport terminal traffic from heavy vehicles.
- S10.4.3 Road designs to be applied throughout the park will reflect these traffic management concepts and the carriageways, drainage swales, truck turning and kerb-side street parking requirements for each precinct are reflected in the road profiles proposed.
- S10.4.4 Areas of landscaped open space have been integrated into strategic points within the development to take advantage of viewing areas of runways from proposed public roads on both the east and west side, as well as parks to maximise the quality of the entrance boulevard from the new entrance point from State Highway 21.
- S10.4.5 Intersection design for the access from State Highway 21 is intended to safely accommodate turning traffic by initially developing a limited stage 1 area with access through the existing Airport Terminal intersection. A roundabout intersection will be developed to the north of the existing access once the initial stage 1 area is exceeded and at that time the existing Airport Terminal intersection would be closed.
- S10.4.6 Access for the Southern Precinct development area is to utilise a new intersection with SH21.
- S10.4.7 Pedestrian and cycle movement between the Central Precinct and Southern Precinct is provided for via off-road shared paths, with no vehicle connection.

S10.5 Southern Links

- S10.5.1 The Southern Links arterial roading project involves the realignment of State Highway 3 and construction of a grade separated interchange at the State Highway 3/21 intersection. The project will affect the access to the west side of Titanium Park. In order to efficiently accommodate Southern Links the structure plan for the west side shows the following arrangements:
 - (a) An access point at the State Highway 3/21 intersection that will be in the form of a roundabout with an access leg into Titanium Park ~~to be completed in 2017~~ and which will eventually form part of the grade separated SH3/21 interchange.
 - (b) Retaining the designated partial grade separated intersection (D50) so that it is able to be built if demand requires.
 - (c) Retaining the Ingram Rd/SH3 intersection which is to be upgraded to provide a right turn bay and widening. It may be limited to left-in, left-out movements in the future when demand requires.



LEGEND:

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

Airport Business Zone Structure Plan
Appendix S10

Waipa
DISTRICT COUNCIL

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 CADASTRAL INFORMATION DERIVED FROM LAND INFORMATION
 NEW ZEALAND DIGITAL CORE RECORD SYSTEM (CRS)
 OWNERSHIP RIGHTS RESERVED
 REVISION 2 2018 @ S10
 1:10,000
 REFERENCE PH1 Ch1
 19 APRIL 2018



- Legend**
- Road/Access Sloped
 - Access Point/Gateway
 - Landscaping
 - Building Setback
 - Cycleway/Walkway Connection
 - Indicative Road
 - Airport Business Zone
 - Central Precinct
 - Southern Precinct
 - Stage 1 Development
 - Special Amenity Area
 - Stormwater Disposal
 - Landscape Open Space
 - Retail Area
 - Indicative Future Roundabout
 - Indicative Secondary Road
 - Potential Future Connection Road
 - Unimproved Road
 - Northern Precinct Hub
 - Wet Habitat Area
 - 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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BAT HABITAT AREAS (CORRIDOR)

FIG 1 Bat Habitat Areas (Corridor) - Typical Cross Section @ 1:500 - A4

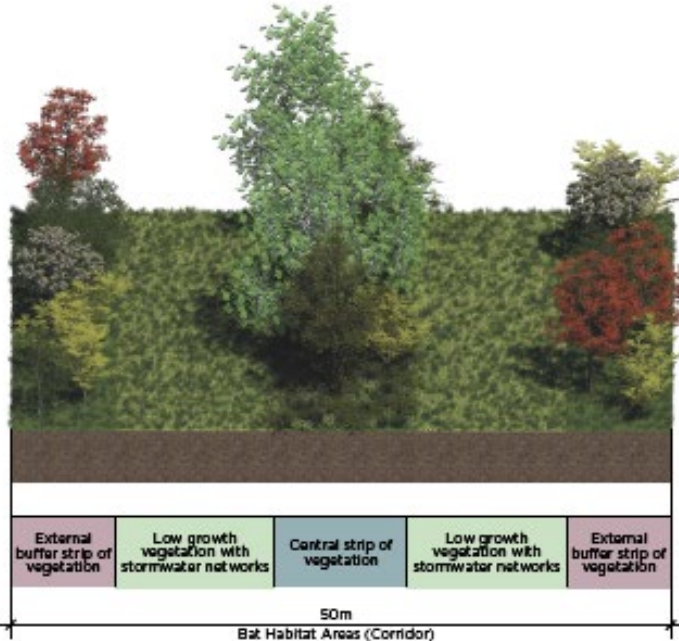
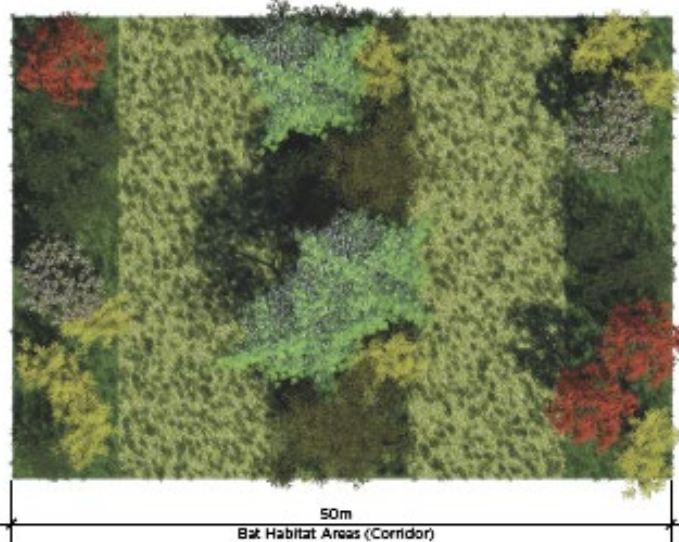
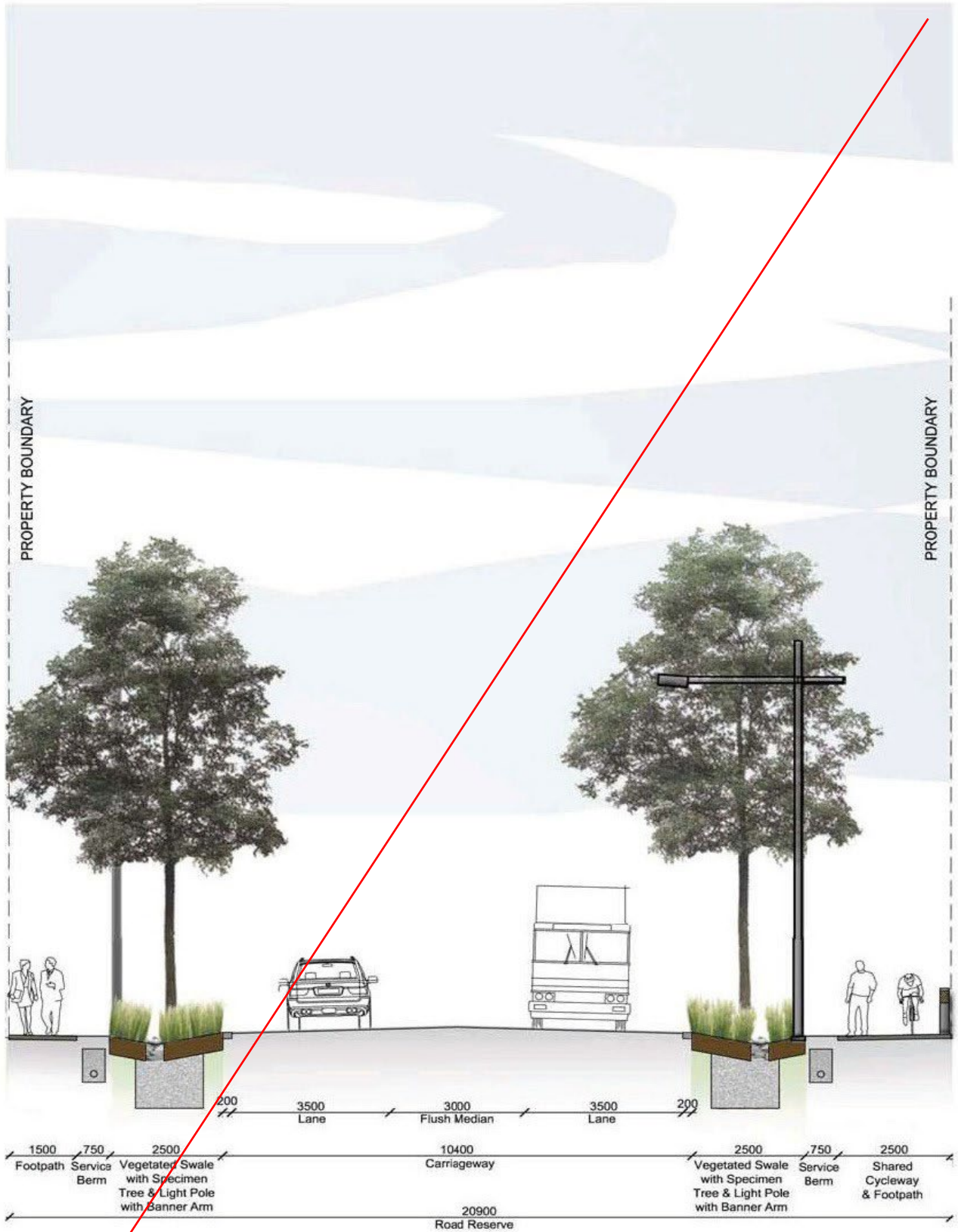


FIG 2 Bat Habitat Areas (Corridor) - Typical Plan Layout @ 1:500 - A4

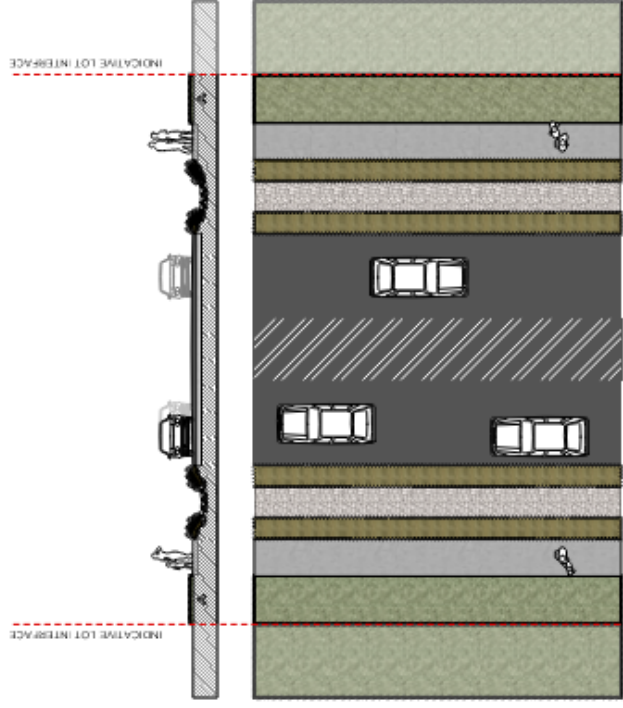
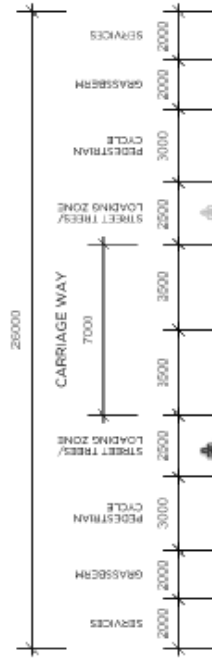
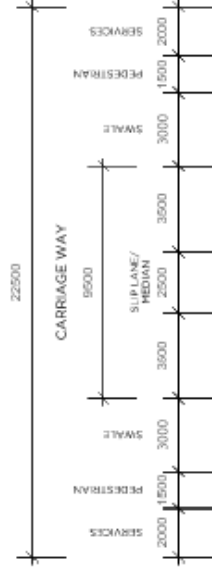




**TYPICAL ROAD
CROSS SECTION**

DATE: 29.08.08
SCALE: 1:150 @ A3

PRIMARY ROAD & SECONDARY ROAD



Secondary Road
Scale 1:200 @ A3



Primary Road
Scale 1:200 @ A3