

Appendix H

**Tracked Changes version of District Plan text
and amended Planning Maps**

Proposed changes to the Waipa District Plan – Tracked Changes Version

Outlined below in the ~~struckthrough~~ and underlined text is the proposed additional text and deletions as a result of the Plan Change.

Planning Maps

Proposed are the following changes to the Planning Maps within Volume 3 of the District Plan:

- Planning Maps 3, 17 and 19 – Zones – Amend the indicative roading layout for the Airport Business Zone
- Planning Maps 3, 17 and 19 – Policy Areas – Amend the indicative roading layout for the Airport Business Zone

Copies of these amended Maps are included below.

Section 10 - Airport Business Zone (Titanium Park)

The following new objective and policy is proposed for the Airport Business Zone and relates specifically to activities in the Southern Precinct.

Objective – Development within the Southern Precinct

10.3.3 To enable the development of the Southern Precinct while maintaining the safety and efficiency of State Highway 21.

Policy – Types of activities

10.3.3.1 To restrict the types of activities located in the Southern Precinct to ensure the safe and efficient operation of the access to State Highway 21.

The changes proposed to the Section 10 – Airport Business Zone activity status tables are as follows:

10.4.1 Activity Status Tables

10.4.1.1	Permitted activities The following activities must comply with the performance standards of this zone
(a)	General and commercial aviation activities and buildings.
(b)	Industrial activities.
(c)	Transport and freight depots, <u>and bus depots.</u> , vehicle rental and valet services, vehicle parking and storage.
(ca)	<u>Vehicle rental and valet services, vehicle parking and storage (excluding Southern Precinct)</u>
(d)	Emergency service facilities.
(e)	Helicopter pads and facilities for their servicing and management. <i>Note: Civil Aviation Authority requirements also apply.</i>
(f)	Utility services and utility structures, including navigational aids and control towers.
(g)	Storage and sale of aircraft fuel and lubricants.
(h)	Service stations and commercial garages <u>(excluding Southern Precinct).</u>

10.4.1.1	Permitted activities The following activities must comply with the performance standards of this zone
(i)	Cafes, restaurants, takeaway food outlets and licensed premises (<u>excluding Southern Precinct</u>).
(j)	Visitor accommodation (<u>excluding Southern Precinct</u>).
(k)	Places of assembly (<u>excluding Southern Precinct</u>).
(l)	Conference facilities (<u>excluding Southern Precinct</u>).
(m)	Offices (excluding Titanium Park <u>Southern and</u> Northern Precinct).
(n)	Titanium Park <u>Southern and</u> Northern Precinct offices ancillary to any permitted activity.
(o)	Laboratories and research establishments (<u>excluding Southern Precinct</u>).
(p)	Hire facilities, storage warehouses and building supply outlets (<u>excluding Southern Precinct</u>).
(pa)	<u>Storage warehouses.</u>
(q)	Education facilities (excluding aviation educational training <u>and excluding the Southern Precinct</u>) between the outer control boundary Ldn 55 and the air noise boundary Ldn 65.
(r)	Aviation education training.
(s)	Retail activities and wholesale shops, subject to Rules 10.4.2.11 and 10.4.2.12 (<u>excluding Southern Precinct</u>).
(t)	Earthworks
(u)	Temporary construction buildings.
(v)	Signs
(w)	Demolition and removal of buildings and structures, except those listed in Appendix N1 Heritage Items.
(x)	Relocated buildings, except for those listed in Appendix N1.

10.4.1.5	Non-complying activities
(a)	Failure to comply with Rules 10.4.2.11 and 10.4.2.12 - Maximum floor space for retail activities and Rules 10.4.2.16 to 10.4.2.18 - Noise: aircraft and engine testing.
(b)	Residential activities between the Outer Control Boundary (Ldn55) and the Air Noise Boundary (Ldn65).
(c)	All other activities not listed in activity status table Rules 10.4.1.1 to 10.4.1.4.
(d)	The following activities within the Titanium Park – Northern Precinct: (i) Offices (excluding ancillary offices – refer to Rule 10.4.1.1(n)) (ii) Retail activities and wholesale shops (iii) Visitor Accommodation (iv) Healthcare facilities (v) Education facilities (excluding aviation education training)
(e)	Scheduled engine testing that exceeds the standard in Rule 10.4.2.16 by more than 5dBA.
(f)	<u>The following activities in the Titanium Park – Southern Precinct:</u> (i) <u>Vehicle rental and valet services, vehicle parking and storage;</u> (ii) <u>Service stations and commercial garages;</u> (iii) <u>Cafes, restaurants, takeaway food outlets and licensed premises</u> (iv) <u>Visitor accommodation;</u> (v) <u>Places of assembly;</u> (vi) <u>Conference facilities;</u> (vii) <u>Offices (excluding ancillary offices – refer to Rule 10.4.1.1(n));</u> (viii) <u>Laboratories and research establishments;</u>

	(ix) <u>Hire facilities and building supply outlets;</u> (x) <u>Retail activities and wholesale shops, subject to Rules 10.4.2.11 and 10.4.2.12</u>
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Section 15 - Infrastructure, Hazards, Development and Subdivision

The changes to Section 15 – Infrastructure, Hazards, Development and Subdivision as it relates to how the Airport Business Zone obtained access to SH21 are as follows:

Airport Business Zone

- 15.4.2.83 All development and subdivision in the Airport Business Zone shall comply with the Airport Business Zone Structure Plan in Appendix S10 of this Plan including the location and form of access points to State Highway 3, State Highway 21, and Raynes Road, provided that strict compliance in terms of the internal road location is not required, as the roads are indicative only.

Activities that fail to comply with this rule will require a resource consent for a discretionary activity, except as provided in Rule 15.4.2.85 and 15.4.2.86 below.

Development accessed via State Highway 21

- 15.4.2.84 Notwithstanding Rule 15.4.2.83, prior to the construction and completion of the new Airport and State Highway 21 intersection near Lochiel Road, and any necessary intersection upgrade at State Highway 3/State Highway 21, an initial gross area of land of no more than 8ha within the Central Precinct, excluding road reserve as identified on the Airport Business Zone Structure Plan in Appendix S10 as Stage 1 Development, may be subdivided and developed (but not for retail purposes) in accordance with these rules, provided that access is obtained from the existing Airport terminal access from State Highway 21 or the new Lochiel Road Airport/State Highway 21 intersection, if constructed.

Activities that fail to comply with this rule will be a restricted discretionary activity with the discretion being restricted over:

- Effects on the State Highway network.
- These matters will be considered in accordance with the assessment criteria in Section 21.

- 15.4.2.85 Any development or subdivision within the Central Precinct beyond the Stage 1 Development Area identified in the Airport Business Zone Structure Plan in Appendix S10, up to a total of ~~43.5~~ 36.6ha including road reserve, of the land area within the Airport Business Zone accessed from State Highway 21, will require the closure of the existing terminal access and a new access point Airport/ State Highway 21 intersection to be constructed ~~on State Highway 21 near Lochiel Road~~, in accordance with the Structure Plan attached in Appendix S10.

Activities that fail to comply with this rule will be a restricted discretionary activity with the discretion being restricted over:

- Effects on the State Highway network.

These matters will be considered in accordance with the assessment criteria in Section 21.

Appendix S10 - Airport Business Zone Structure Plan

The changes to Appendix S10 – Airport Business Zone are set out below. It is also proposed that the Airport Business Zone Structure Plan is also amended as be the enclosed revised Structure Plan.

S10.3 Principles

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 ~~well just~~ to the north of its existing location and ~~thereby, the~~ need to develop an ~~major~~ internal ~~vehicle-access-link~~ roading network from this new access point to the existing terminal, ~~and~~ its expanded car parking and service areas and to the areas identified for development.

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.

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.

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. This also means large trucks are to be kept away from passenger vehicle traffic and generally contained north of the new State Highway 21 entrance point. Only low volumes of small trucks are expected in the area between the new entrance from State Highway 21 and the terminal precinct and little or no need for trucks to cross through the terminal area to access the southern most precinct.

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.

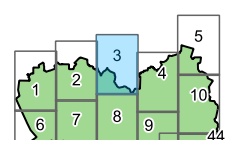
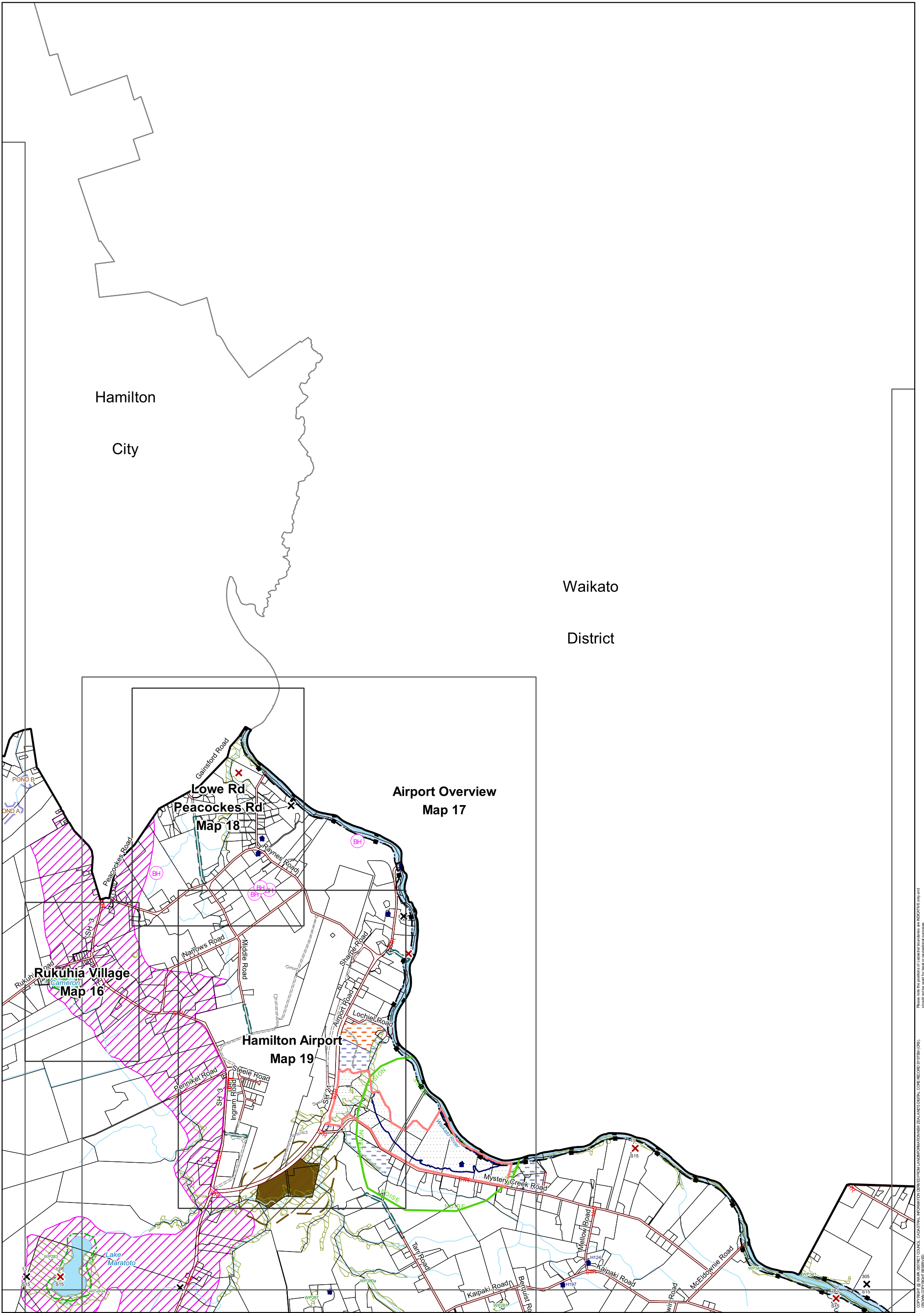
S10.4.4 Areas of landscaped open space have been integrated into strategic points within the development to take advantage of viewing areas of runways from proposed public roads

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 in the vicinity of Lochiel Road 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.

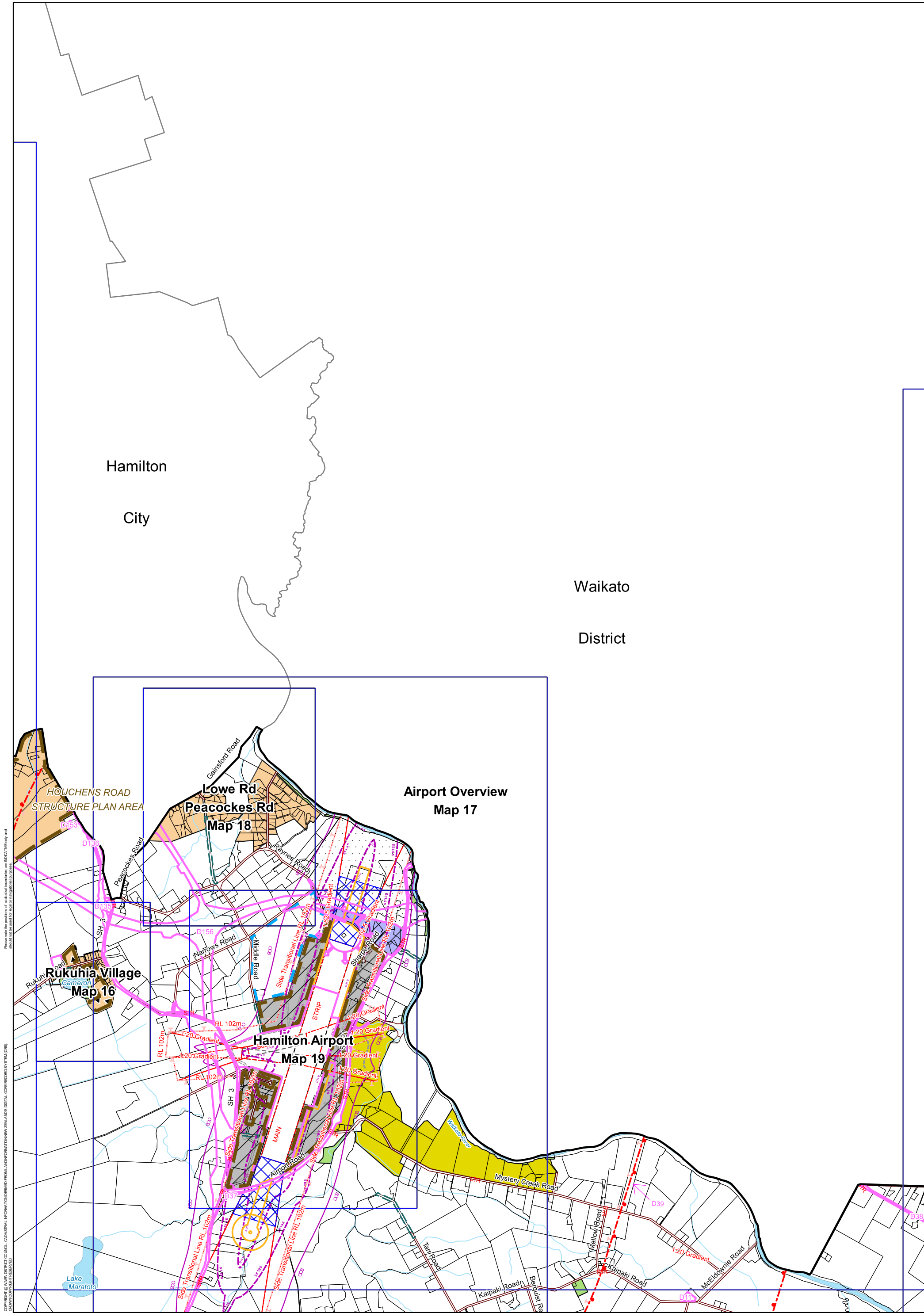


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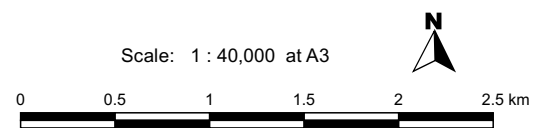
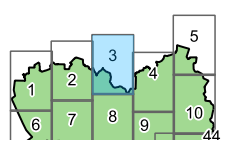
Hamilton
City

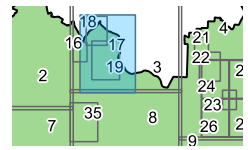
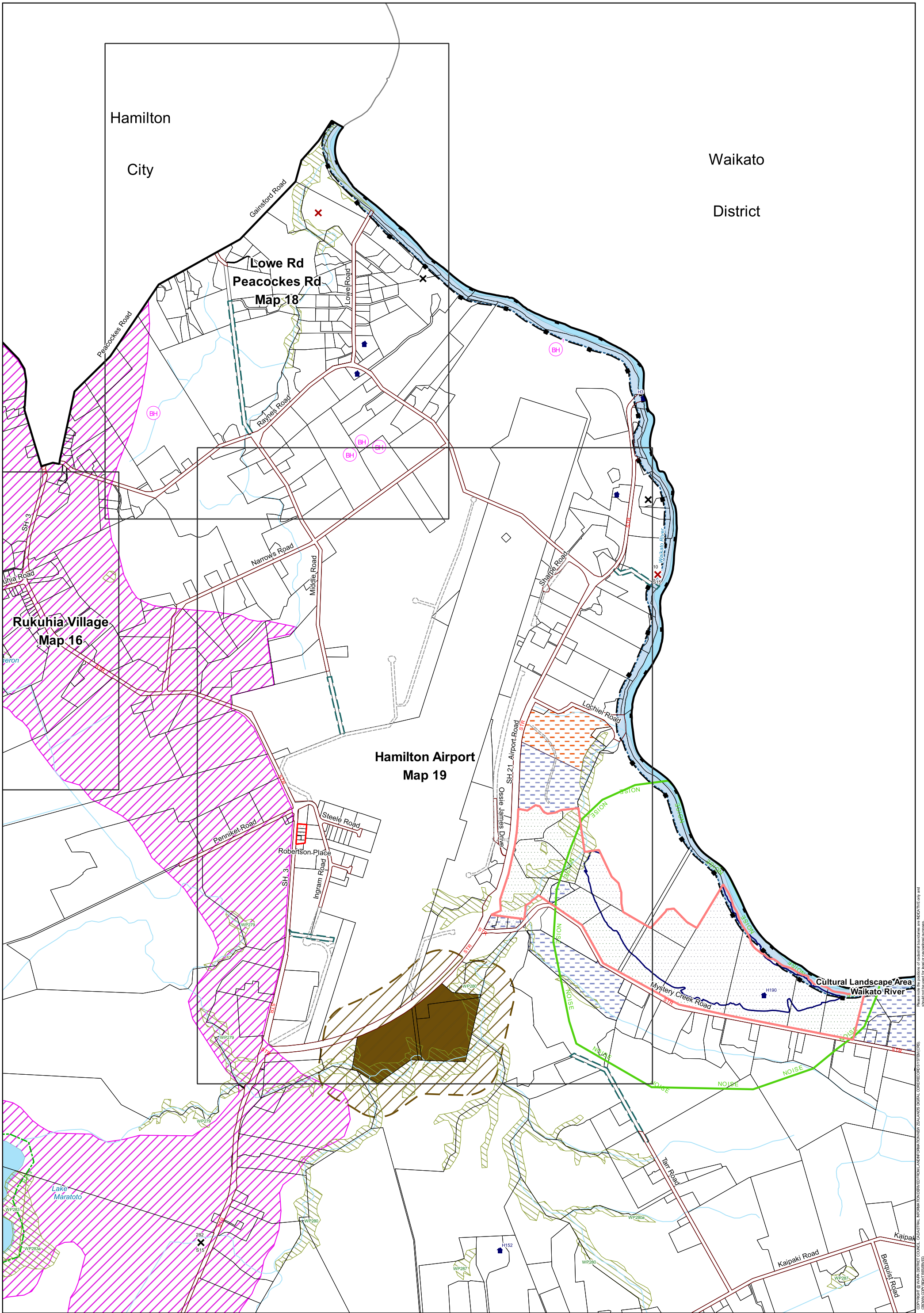
Waikato
District

**Airport Overview
Map 17**



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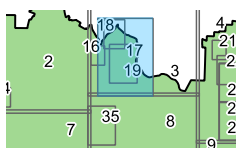
Low Rd
Peacocks Rd
Map 18

Rukuhia Village
Map 16

Hamilton Airport
Map 19

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17 Zones



Airport Overview

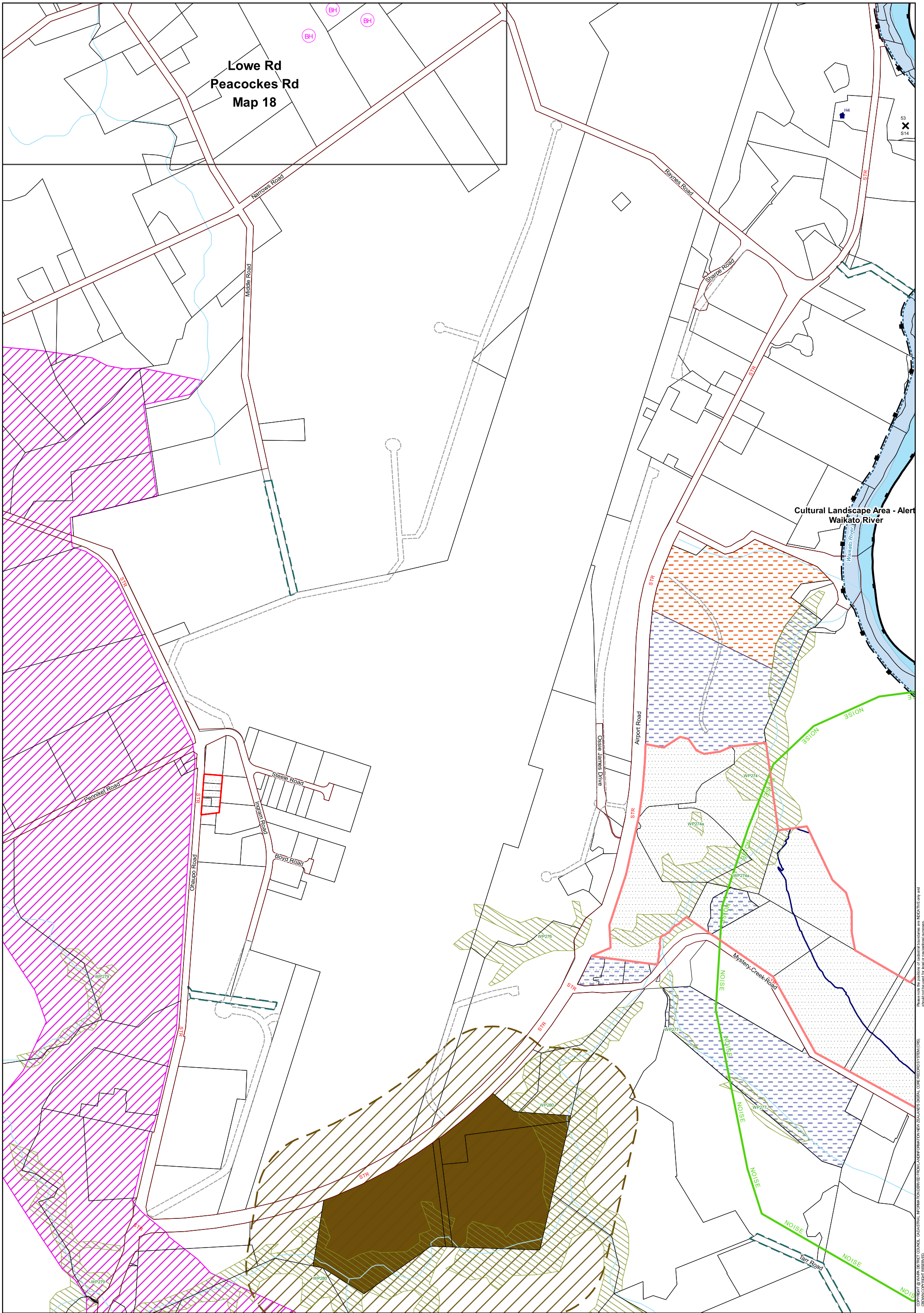
Waipa District Plan
Page Version - 14 February 2017

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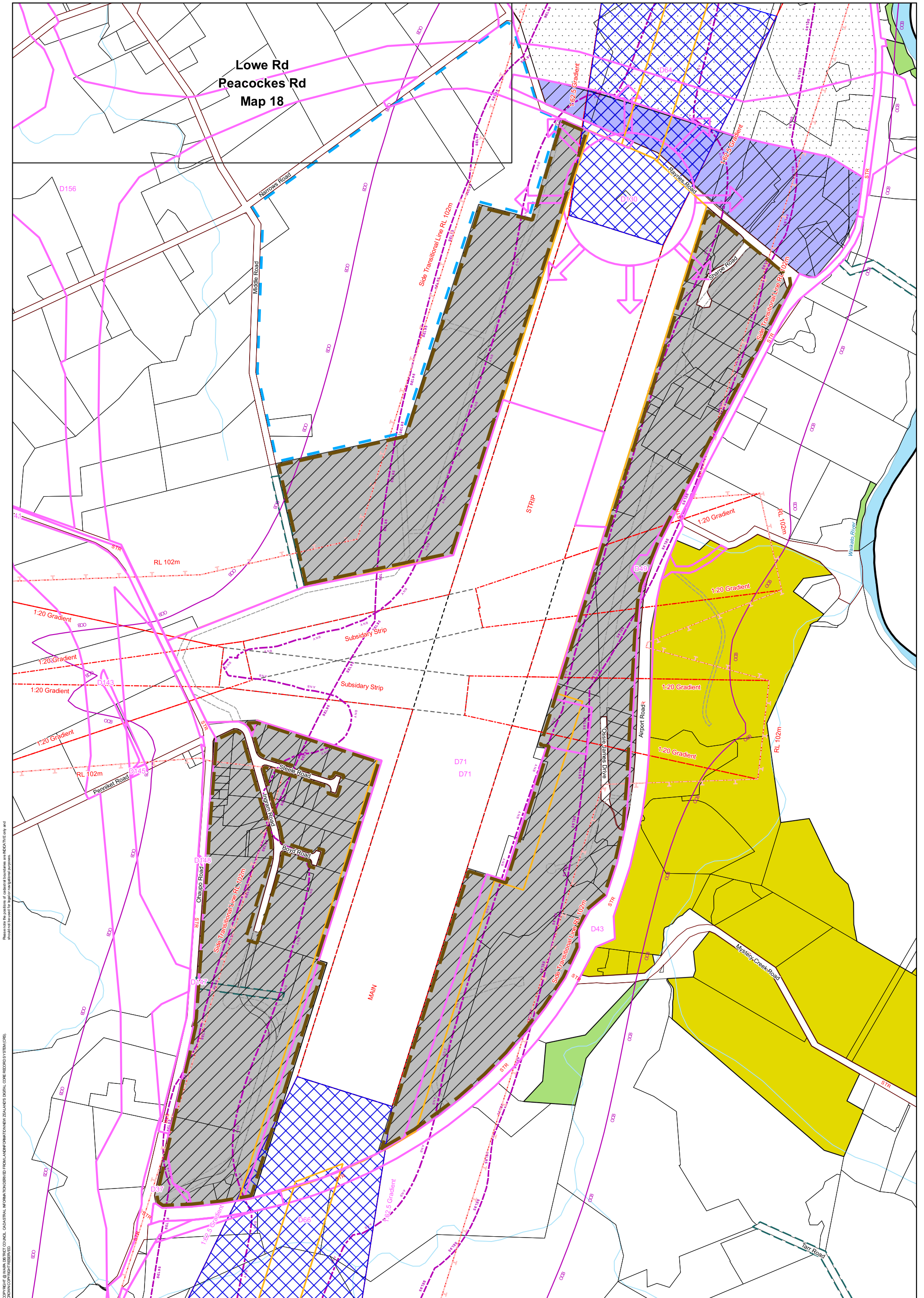
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Low Rd
Peacockes Rd
Map 18



Low Rd
Peacockes Rd
Map 18



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