



Hamilton Airport and Adjacent Lands Study



August 2013

Table of Contents

Summary	1
1. Introduction	4
1.1 Purpose	4
1.2 Scope	5
1.3 Issues	5
1.4 Objectives	7
2. Background	8
3. Existing Policy Framework	9
3.1 Future Proof Strategy	9
3.2 Waikato Regional Policy Statement	10
3.3 Waipa 2050	13
3.4 Waipa District Plan	14
4. Existing Land Use Pattern	17
4.1 Titanium Park	19
4.2 Mystery Creek	19
4.3 Meridian 37	19
4.4 Rural Residential	20
4.5 Tamahere	20
4.6 Residential and Employment Balance	20
5. The Waikato Regional Airport	22
5.1 Background	22
5.2 Regionally Significant Infrastructure	23
6. Landowner Aspirations	25
6.1 Waikato Regional Airport Ltd and Titanium Park Joint Venture	25
6.3 Meridian 37	28
6.4 Mystery Creek / New Zealand Fieldays	28
6.5 The Position of the Future Proof Partners on the Proposed Developments	29
7. Infrastructure	32
7.1 Memoranda of Understanding and Agreements	32
7.2 Three Waters	33
7.3 Transport	33
8. Proposed Approach	38
8.1 Protecting Regionally Significant Infrastructure	38
8.2 Titanium Park Northern Precinct	39

8.3	Meridian 37 and Other Land in the Vicinity of the Airport	44
8.4	Mystery Creek	44
8.6	Waipa District Plan	45
9.	Recommendations and Actions	46
9.1	Recommendations	46
9.2	Action Plan	48
Appendix 1: Hamilton Airport and Adjacent Lands Study Brief		51
Appendix 2: The Airport and Surrounding Area - Summary of What We Know		55
Appendix 3: Airport Business Zone Objectives and Policies (Proposed Waipa District Plan)		65
Appendix 4: Proposed RPS Alternative Land Release Criteria		66

Summary

Introduction

The purpose of the Airport and Adjacent Lands Study is to develop an agreed land use and infrastructure pattern for the area in order to sustainably manage the effects of the competing interests that exist and to determine a level of development appropriate to future airport operations and its future role. The findings of this Study will be used to inform the Future Proof Strategy review in 2014.

The study area encompasses the land west of the Waikato River and includes Mystery Creek and the land between the airport and the Hamilton City boundary.

The objectives for the study are as follows:

- Provide an agreed Stage 1 Future Proof position and evidence base on the Hamilton Airport and surrounding area land uses for informing the current Proposed RPS appeal mediation and possible Environment Court hearings as well as the Waipa DP hearings.
- Identify a process for resolving the conflicting objectives for the Airport, i.e. enabling a piece of regionally significant infrastructure to meet its future needs and contribute fully to the regional economy while not undermining the agreed commercial and industrial land use pattern for the sub-region.
- An agreed land use pattern for the Airport and surrounding area which will feed into any transport modelling undertaken for the area and any subsequent work undertaken on the Southern Links project, including designations. The identified land use pattern will also help to inform the Future Proof Strategy review in 2014.
- Identify and understand infrastructure implications, including servicing agreements between the Airport, landowners and Councils.
- Take into account the potential role of the Airport and adjacent lands as a significant long term employment hub for future growth in the south of Hamilton as well as the south of the Future Proof sub-region. This includes achieving a better relationship between the sub-regional residential growth emphasis to the south and employment land.

Content of the Study

The Study sets out the background to the work, considers the existing policy framework and the existing land use pattern. The role of the Hamilton International Airport is then described, including its contribution to the regional economy. The Airport and Adjacent Lands are under development pressure and in order to understand this, the Study identifies the various landowner aspirations.

The Study considers the existing and proposed infrastructure for the area. There is particular focus on water supply and transport given that these are the two which are most challenging for the Airport and the surrounding area. Transport is particularly important given the future role of the Southern Links project.

Proposed Approach, Recommendations and Actions

This Study sets out a proposed approach for ensuring that the Hamilton International Airport remains a valuable strategic asset for the Waikato Region. It also contains recommendations for managing the adjacent land uses in a way that supports this goal and is in line with Future Proof Strategy principles.

This Study does not propose to move away from the agreed Future Proof land use pattern as set out in the Proposed RPS. The recommendations seek to alter the timing of the Hamilton Airport Strategic Industrial Node but not the allocated amounts or the locations.

The Airport and Adjacent Lands Study contains recommendations which are set out in two stages.

Stage 1 Recommendations

There are some specific Stage 1 recommendations and actions which flow from the proposed approach outlined in section 8 of the Study. These need to be completed before the Waipa DP hearings in mid-October 2013 and also in order to inform the Proposed RPS appeal process. These are:

1. Continued support for Airport as regionally significant infrastructure. This includes ensuring it is protected from reverse sensitivity issues through the implementation of noise contours and other mechanisms.
2. In the interests of regional economic development it is recommended that the land release in Table 6-2 of the RPS for Stage 1 of the Titanium Park Northern Precinct (40ha) be moved forward from 2041-2061 to the 2010-2021 period so that this land can be developed for airport-related activities, provided a suitable solution for both the water and transport issues can be found.
3. That provision is made in the Waipa DP review for the Titanium Park Northern Precinct Stage 1 to have an amended Airport Business Zoning for airport related activities along with controls related to retail and office activities. Also that the plan includes appropriate standards and conditions in order to ensure that infrastructure servicing criteria are met before the land uses commence.
4. That the Titanium Park Northern Precinct pays for an equitable share of its infrastructure impacts and that there is a logical rollout of development to ensure that the Northern Precinct does not consume existing Titanium Park infrastructure capacity without contributing to costs.
5. It is recommended that Stage 2 of the Northern Precinct be allocated deferred zoning and that it is not developed until a later date. An appropriate trigger for Stage 2 may be once at least 60% of both Titanium Park and Stage 1 of the Northern Precinct have been used, taking account of land banking.
6. Ensure that a water supply solution is found in order to enable the development of the Titanium Park Northern Precinct
7. That apart from the former Ashton Block (now part of the Mystery Creek Events Centre) and because of the level of provision in the RPS and district plans no additional industrial land is developed at the Airport or in the surrounding area within the short to medium term (ie the next 20 years).
8. That appropriate actions are taken to inform the RPS and the relevant district plan provisions of the outcomes sought through this work.

9. Using the NZTA current efficiency and safety work as a base, identify and cost a comprehensive set of transport network improvements.

Stage 2 Recommendations

These recommendations are to be implemented post the October 2013 Waipa DP hearings.

10. That these shorter term works be considered alongside the designation of the Southern Links project in order to determine the optimal investment pattern.
11. That the Future Proof partners identify appropriate funding solutions for transport network improvements. This may involve the use of a Consensus Building Group or similar forum to reach agreement on a wider funding toolkit than currently exists.
12. That the Future Proof partnership oversees the completion of a comprehensive structure plan in 2014 for all the lands associated with the State Highway 3 and 21 transport catchments between the south and west of Hamilton City until these highways merge on the south western side of the airport. This should be funded by the Future Proof partners, in particular Waipa District Council and Hamilton City Council, with technical input from the NZTA.
13. That the Airport and Adjacent Lands Study be reviewed and if necessary updated, once the Southern Links designation hearings and appeals have been completed noting that this is likely to be toward the end of 2014 or early 2015.
14. That the idea of Southern Links staging in particular the implementation of an alternative Hamilton City CBD access as well as a “north-south” link through Peacockes and the link to the SH 3/21 intersection south west of the airport be raised during the Southern Links designation hearings in 2014 and that a practical implementation approach be agreed.
15. Redrafting of the 2007 *Construction of Pipeline and Supply of Water Agreement* and the 2009 *Development Agreement* between Waipa District Council, the Waikato Regional Airport Ltd and the Titanium Park Joint Venture in order to reflect moving the Northern Precinct Stage 1 land forward. This will include ensuring that the Titanium Park Northern Precinct pays for an equitable share of its infrastructure impacts and that there is a logical rollout of development to ensure that the Northern Precinct does not consume existing Titanium Park infrastructure capacity without contributing to costs.
16. Renegotiation of the agreement between the New Zealand Transport Agency, Titanium Park and the Waikato Regional Airport Ltd in order to cover the short-term transport issues.

An action plan has been included which will implement the recommendations.

1. Introduction

1.1 Purpose

The purpose of the Airport and Adjacent Lands Study is to develop an agreed land use and infrastructure pattern for the area in order to sustainably manage the effects of the competing interests that exist and to determine a level of development appropriate to future airport operations and its future role.

The Airport and Adjacent Lands Study is an initiative of the Future Proof partners. It has been developed under the partner councils planning and regulatory role rather than as a stakeholder in the Waikato Regional Airport.

This Study is intended to provide a spatial plan for the Airport and surrounding area. A Study brief has been prepared for this work which has been approved by the Future Proof Implementation Committee. The Study brief is attached to this report as **Appendix 1**. This work is a planning study rather than a development feasibility assessment and as such the focus is on achieving the best planning outcome set within a Future Proof Strategy context. The findings of this Study will be used to inform the Future Proof Strategy review in 2014.

The Proposed Waipa District Plan (“Waipa DP”) was notified in May 2012 and contains important provisions relating to the Airport and surrounding land uses. Part of the rationale for completing this Study is to provide a clear identification of emphasis for the Waipa DP hearings on Airport provisions in October 2013. The Proposed RPS also covers the Airport and surrounding land uses. The Proposed RPS is currently at appeals stage and the outcomes of this Study will help to inform discussions during that process.

Also relevant to this Study is the Southern Links project - a 32 kilometre future transport network which is proposed to be designated later this year. The designation process for this route will not be completed until the Waipa DP is at the appeals stage. While the detail of the designations and associated notices of requirement have yet to be lodged, this Study will need to anticipate this project and the impact it will have on the Airport and the surrounding land uses.

The Airport and Adjacent Lands Study needs to be seen as part of a larger and longer-term land use and infrastructure picture for the Southern area. This work focuses on the Airport and its adjacent lands but there are other external drivers and influences which are beyond the timeframe of this Study. For this reason the Study includes two stages of recommendations. Stage 1 includes this Study as well as a series of actions to be completed prior to the Waipa DP hearings in October 2013. Stage 2 involves actions that will need to be completed in 2014, including a review and update of the Study once more detailed investigations into water and transport infrastructure and funding have been undertaken, and once the Southern Links designation process has been completed and any Environment Court appeals resolved. In short the two stages are:

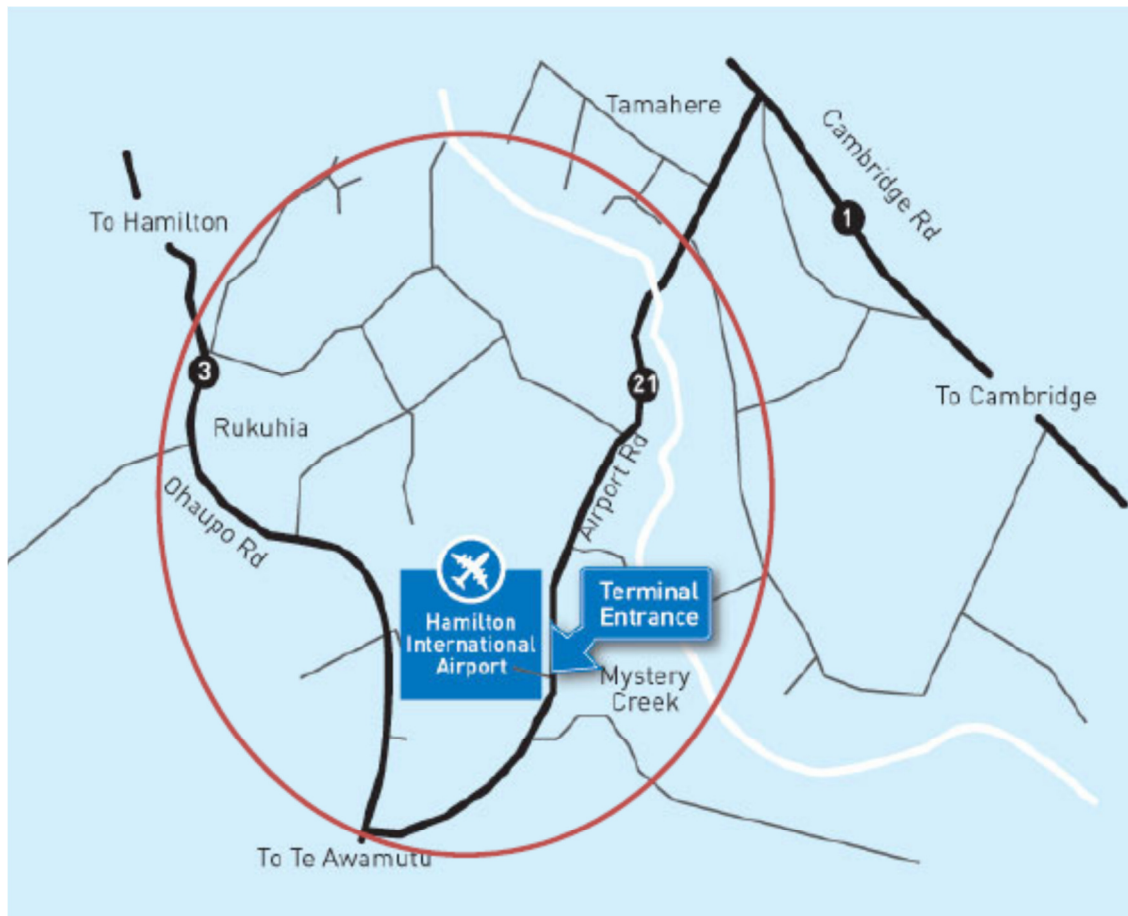
- **Stage 1:** The completion of this Study with a focus on providing material to help inform a Future Proof partner position for the Waipa DP hearings in October 2013. This stage will include a preliminary analysis of the proposed Southern Links and related arterial roading designations.
- **Stage 2:** A series of actions that can be completed post the Waipa DP hearings. This will include updating the Airport and Adjacent Lands Study as part of the Future Proof Strategy review in 2014, and undertaking a comprehensive structure planning exercise which will involve taking a wider land use picture of the whole southern area and a review of the land use, infrastructure staging, timing and funding as well as local government administrative boundaries once further

work has been completed on infrastructure improvements and once the Southern Links and related designations are in place.

1.2 Scope

The study area encompasses the land west of the Waikato River and includes Mystery Creek and the land between the airport and the Hamilton City boundary. This area is broadly shown in **Figure 1** below.

Figure 1: Airport and Adjacent Lands Study Area



While the study relates to the Airport and adjacent lands, consideration is also being given to the traffic catchment areas of State Highways 3 and 21 from an integrated land use and transport planning perspective. The New Zealand Transport Agency (“NZTA”) has undertaken modelling to better understand the traffic impacts on each corridor in order to determine existing and future development limitations. The conclusions of this work are set out in Section 7 of this Study.

Areas such as Peacocke and Tamahere are not specifically part of the Study, however they have been taken into account given their proximity and potential impacts.

1.3 Issues

This Study has identified the following issues relevant to the Airport and the surrounding land which it will address:

1. The Hamilton International Airport is a piece of regionally significant infrastructure; however it faces a number of challenges. The aviation business is extremely volatile and the airport company does not have a diverse income stream, making it vulnerable to fluctuations in the aviation business.
2. Airports have a natural attraction for businesses providing support services and products. Hamilton Airport is already a people magnet, carrying 350,000 passengers per year. There is a lack of a sufficient range of zoned land from a site size and airside land limitation perspective around the Airport to accommodate all associated services.
3. The Airport creates opportunities for economic development that are unique to the region, such as pilot training and aircraft manufacturing and maintenance, including their support services.
4. Airside land is strategically important and if it is developed for general industrial activities opportunities could be lost. However, airside land is not just land immediately adjacent to the runways; access can also be provided by taxiways or access legs into adjacent industrial land.
5. Nationally and internationally, Airports often attract commercial development such as large format retailing that in the Future Proof area are better located elsewhere as they have the potential to undermine other commercial and industrial areas. It is important that industrial land at the Airport is used for appropriate activities.
6. The Airport is incompatible with residential activities and any other noise sensitive activities. It therefore requires a degree of 'isolation' from urban areas, contradicting traditional urban planning principles of providing employment and business land close to where people live.
7. The land surrounding the Airport is under pressure from various developers seeking commercial, industrial and residential activities.
8. There is a lack of future employment land to the south of the Future Proof sub-region to balance the residential population growth occurring in the southern part of the sub-region. Further development adjacent to the airport would help to address the balance issue.
9. A significant proportion of the Waipa District's population commutes into Hamilton for work.
10. The Airport is a multi-modal transport hub that transfers people and goods from one transport mode (air) to another (road) and possibly in the future, rail. These transfers need to take place in an efficient and reliable manner within maximum travel times.
11. There are transport challenges to be resolved, including constraints in the State Highway network servicing the Airport. One of the purposes of State Highway 21 is to provide efficient access to the Airport. The current lead time to overcome the challenges (ie the proposed Southern Links project) is too long. In the interim short-term network improvements will need to be considered.
12. Titanium Park and the aviation cluster do not currently have sufficient critical mass to readily attract other like-minded industries and activities.

13. There is a timing and activity mismatch between the Airport's aspirations and regional and district planning instruments.
14. Ensuring that development, infrastructure and funding are all coordinated.
15. Locations and quantum for industrial land in the Future Proof sub-region have been carefully worked through and are now identified in the Proposed Regional Policy Statement ("RPS"). There is a need to ensure that industrial land is not over-provisioned or located in the wrong places which could result in undermining other strategic industrial nodes and adverse effects on infrastructure.

1.4 Objectives

The objectives for the study are as follows:

- Provide an agreed Stage 1 Future Proof position and evidence base on the Hamilton Airport and surrounding area land uses for informing the current Proposed RPS appeal mediation and possible Environment Court hearings as well as the Waipa DP hearings.
- Identify a process for resolving the conflicting objectives for the Airport, i.e. enabling a piece of regionally significant infrastructure to meet its future needs and contribute fully to the regional economy while not undermining the agreed commercial and industrial land use pattern for the sub-region.
- An agreed land use pattern for the Airport and surrounding area which will feed into any transport modelling undertaken for the area and any subsequent work undertaken on the Southern Links project, including designations. The identified land use pattern will also help to inform the Future Proof Strategy review in 2014.
- Identify and understand infrastructure implications, including servicing agreements between the Airport, landowners and Councils.
- Take into account the potential role of the Airport and adjacent lands as a significant long term employment hub for future growth in the south of Hamilton as well as the south of the Future Proof sub-region. This includes achieving a better relationship between the sub-regional residential growth emphasis to the south and employment land.

2. Background

Both the Future Proof Strategy and the Proposed Regional Policy Statement identify the Hamilton Airport as regionally significant infrastructure. A key assumption in the Future Proof Strategy is that Hamilton Airport will continue to develop and add value to the regional economy. Airport expansion is also identified as a growth driver.

There are competing objectives between protecting the Airport as a piece of regionally significant infrastructure, and the need for the Airport to run as an economic business entity.

There are also significant ongoing development pressures around the Hamilton International Airport and adjacent lands, especially those within the transport catchments of State highways 21 and 3. The potential land use pattern for the next 10 years is set out in the Proposed Waipa District Plan which is at the hearing of submissions stage. The Future Proof partnership needs to have an agreed and consistent position in relation to the Airport and its future development, including surrounding land and any impacts on infrastructure. This position will be presented in evidence to Commissioners in October 2013. The Future Proof partners also need a consistent position for the Proposed RPS appeal process which includes appeals relating to the Airport and surrounding land.

The Future Proof partners need to consider the long-term development pattern for the area which recognises the Airport as a piece of regionally significant infrastructure and a growth driver. This has to be set within a wider Southern Area context which considers other pressures in areas close to the Airport. We need to understand the cumulative effects of ongoing development, in particular any that will compromise the efficiency of State highway 3 and State highway 21 and its interaction with the Hamilton section of the Waikato Expressway.

There is a comprehensive body of knowledge contained within existing studies in relation to the Airport and the surrounding area. A summary of the findings of the existing work is contained in **Appendix 2** of this report. While there is currently a considerable amount of information available in relation to the Airport, we need to better understand and identify the long-term development pattern for the Airport and surrounding area as well as how the Airport relates to other strategic industrial nodes within the Future Proof area.

The Future Proof partners have to date supported the Titanium Park development at the Airport as part of the identified Strategic Industrial Node which is included in the Proposed RPS. The Titanium Park Northern Precinct development is also supported, although not until post 2041. Other general industrial developments around the Airport have not been supported as they are not part of the identified Strategic Industrial Node at the Airport as contained in the Proposed RPS. To date, the Future Proof partners have also been concerned that Airside land at the Airport be retained for this purpose and that inappropriate activities do not locate in this area. The partners have lodged original and further submissions on the Waipa DP in line with this policy position.

The various issues outlined in section 1.3 of this Study have necessitated that further consideration be given to the current policy position and whether any adjustments can be made in order to address these issues without undermining the principles of the Future Proof Strategy.

3. Existing Policy Framework

3.1 Future Proof Strategy



Future Proof is the sub-regional growth strategy and implementation plan for Hamilton City Council, the Waikato Regional Council, and Waipa and Waikato District Councils. The Strategy provides a platform for ongoing co-operation and implementation. It is underpinned by a range of key principles that aim to contribute to the effective management of growth.

The Future Proof sub-region is an area of population and development growth. The Waikato region is the 4th largest in New Zealand and is part of the Upper North Island growth areas that is made up of Northland, Auckland, Waikato and the Bay of Plenty. The Upper North Island area contains over half the nation's population, accounts for 50% of GDP and handles 55% of New Zealand's freight task.¹

The Future Proof sub-region is the growth hub of the Waikato region. It is projected that the Future Proof sub-region will contain 96% of the entire Waikato region's population growth out to 2026.

The Strategy seeks to provide a consistent knowledge base and vision for its partner councils and other agencies in order to plan for, and sustainably manage growth in an integrated manner. Specifically the Strategy provides a framework for co-operatively managing growth and setting goals for future implementation. This allows the costs and resources required to fund and manage infrastructure such as transport, wastewater, stormwater, recreation and cultural facilities to be identified and provided for.

Strategy Features

The key features of the Future Proof Strategy are:

- A focus on providing well designed, sustainable and affordable housing and lifestyle choices;
- Increased densities in new residential development and more intensive redevelopment of some existing urban areas to reduce the need for car dependency;
- Hamilton City being a vibrant and lively place where people want to live, work and play;
- Thriving business centers in the sub-region's towns providing local housing and employment options along with a range of social and recreational activities;
- Development directed away from hazard areas;
- Green spaces (i.e. wildlife habitats, public open space and farmland) between settlements;
- Planning focused on resilience of communities and infrastructure while moving towards highly energy efficient devices and low carbon emissions;
- Protection of future infrastructure corridors, energy generation sites and mineral deposits;
- Protection of versatile and productive farmland by directing rural-residential and residential development and business land closer to towns and villages. This will also assist in reducing reverse sensitivity issues;
- Identification, planned maintenance and enhancement of biodiversity areas, clusters and corridors;
- Integrated transport and land-use planning;

¹ UNISA, *Upper North Island Freight Story*, April 2013

- The values, principles, aspirations, role, responsibility and place of tāngata whenua in the sub-region;
- Development of key transport corridors; and
- Recognition of and support for protection of strategic nationally and regionally important service and businesses.

The Future Proof Strategy and the Airport

A key assumption in the Future Proof Strategy is that Hamilton Airport will continue to develop and add value to the regional economy. The Airport expansion is also identified as a growth driver.

The Airport and some of its surrounding land forms part of the Future Proof Settlement Pattern. The following features and key principles of the Settlement Pattern are relevant to the Airport:

- Airport / Mystery Creek as an identified growth area.
- The Airport and Titanium Park are identified areas for capitalising on business opportunities provided by air passengers / freight.
- Additional provision of airport related accommodation in defined areas.
- The Airport will continue to be protected from reverse sensitivity effects through controls to avoid the establishment of new activities which would be adversely affected by the Airport noise and operational effects (particularly residential and rural-residential activities).
- Airport / Mystery creek will serve as a key industrial and business area within the Waipa District as recognised by Waipa 2050.
- The Airport is identified as a Strategic Industrial Node in Table 5 along with land capacity and staging.

The Future Proof Strategy also includes efficient access to and from Hamilton Airport as a key transport approach. Another key transport approach is the continued implementation of noise contours, obstacle limitation surfaces and other land-use restrictions including controls on the types of development permitted on land at the ends of the main runway, in order to ensure that development does not adversely impact on the operation of the Airport.

3.2 Waikato Regional Policy Statement

The Waikato Regional Policy Statement is a key RMA 1991 document. It was reviewed and publically notified in 2010. Hearings were held in 2012 and decisions of the Hearing Committee released in November 2012. The Proposed Regional Policy Statement (“Proposed RPS”) is currently subject to appeals.

The Proposed RPS sets out the significant resource management issues for the region and how these will be addressed.

The Hamilton International Airport is identified as Regionally Significant Infrastructure. Objectives, policies and methods for such infrastructure include:

- Recognising its value and long-term benefits (objective 3.11)
- Management of the built environment to ensure that effectiveness and efficiency of existing and planned regionally significant infrastructure is protected (policy 6.6)
- Regional and district plans shall include provisions that give effect to policy 6.6 and that they do not result in land uses incompatible with existing and planned regionally significant infrastructure (method 6.6.1)

- Local authorities to use methods to ensure the safe, efficient and effective operation of regionally significant infrastructure (method 6.6.5)
- Local authorities to encourage ways of maintaining and improving the resilience of regionally significant infrastructure (method 6.6.6)

The Hamilton Airport is an identified Strategic Industrial Node in the Proposed RPS (Table 6-2) with 124ha of land allocated out to 2061 along with staging:

Table 6-2: Future Proof Industrial Land Allocation

Strategic Industrial Nodes located in Central Future Proof area (based on gross developable area) ¹	Industrial land allocation and staging (ha)			Total Allocation
	2010 to 2021	2021 to 2041	2041 to 2061	2010-2061 (ha)
Rotokauri	85	90	90	265
Ruakura	80	115 ²	210 ²	405
Te Rapa North	14	46	25	85
Horotiu	56	84	10	150
Hamilton Airport	74	10	40	124
Huntly and Rotowaro	8	8	7	23
Hautapu	20	30	46	96
TOTAL HA	337	383	428	1148

1 Gross Developable Area includes land for building footprint, parking, landscaping, open space, built and location requirements and land for infrastructure including roads, stormwater and wastewater facilities.

2 Development beyond the 2021 period is subject to the completion of the Waikato Expressway.

The explanation which accompanies Table 6-2 sets out the following in relation to the Hamilton Airport Strategic Industrial Node:

The land identified for the Hamilton Airport in 2021-41 is part of the Ashton Block on the southern side of SH21. The land identified in the 2041-61 period is part of the Montgomery Block as identified in the Waipa 2050 Growth Strategy (2009).

The first stage (2010-2021) is for the Titanium Park development.

New industrial development is required to predominantly be located in the Strategic Industrial Nodes identified in Table 6-2. There are some limited exceptions to this, in particular Policy 6.13(f). This policy provides that:

Where land is required for activities that require direct access to Hamilton Airport runways and where these activities cannot be accommodated within the industrial land allocation in Table 6-2, such activities may be provided for within other land adjacent to the runways, providing adverse effects on the arterial road network and other infrastructure are avoided, remedied or mitigated.

This policy provides for “airside” land which is for activities that require direct access to the Airport runways.

The decisions version of the Proposed RPS also includes an industrial land flexibility method. Under Method 6.13.2, the land area allocated in a particular stage for a Strategic Industrial Node may be increased by bringing forward a future allocation from a later stage in that node where it is demonstrated that the criteria in Method 6.13.3 can be met. The criteria in method 6.13.3 are as follows:

District plans and structure plans may consider an alternative residential or industrial land release than that indicated in Tables 6-1 and 6-2 in section 6D provided that:

- (a) to do so will maintain or enhance the safe and efficient function of existing or planned infrastructure when compared to the release provided for within Tables 6-1 and 6-2;*
- (b) the total allocation identified in Table 6-2 for any one strategic industrial node is not exceeded;*
- (c) sufficient zoned land within the greenfield area or industrial node is available or could be made available in a timely and affordable manner; and making the land available will not undermine the benefits of committed infrastructure investments made to support other greenfield areas or industrial nodes; and*
- (d) the effects of the change are consistent with the development principles set out in Section 6A.*

Proposed RPS Appeals

Appeals and Section 274 notices² have been lodged on the Proposed RPS. The appeals and Section 274 notices that are relevant to the Airport are summarised in the table below:

Appeal Party	Relief Sought	Relevant Section 274 Notices
Meridian 37	Seeking amendment to clause ed) of policy 6.13 so that alternative land release patterns need to demonstrate consistency with Future Proof rather than supporting a deviation from the Future Proof land use pattern. Amendment to clause f) of policy 6.13 to allow for airport related activities. Amend Table 6-2 to increase the amount of land allocated to the Airport. Associated amendments to the explanation.	<ul style="list-style-type: none"> ▪ Future Proof Implementation Committee (against relief sought in relation to Policy 6.13(f)) and Table 6-2). ▪ Hamilton City Council ▪ Raglan Land Company ▪ NZTA ▪ Titanium Park Joint Venture ▪ Waikato Regional Airport ▪ Waipa District Council
Waikato Regional Airport	Seeking to increase the amount of land allocated to the Airport in Table 6-2 along with associated amendments to the explanation. Amendment sought to Policy 6.13(f) to allow for airport related activities.	<ul style="list-style-type: none"> ▪ Future Proof Implementation Committee (against relief sought). ▪ Hamilton City Council ▪ Meridian 37 ▪ NZTA ▪ Waipa District Council
Titanium Park Joint Venture	Seeking to increase the amount of land allocated to the Airport in Table 6-2 along	<ul style="list-style-type: none"> ▪ Future Proof Implementation

² A Section 274 notice under the RMA 1991 notifies the Environment Court that a submitter wishes to become a party to the appeal proceedings in accordance with that section of the RMA.

	with associated amendments to the explanation. Amendment sought to Policy 6.13(f) to allow for airport related activities.	<p>Committee (against relief sought).</p> <ul style="list-style-type: none"> ▪ Hamilton City Council ▪ Meridian 37 ▪ NZTA ▪ Waipa District Council
NZTA	Appealed Table 6-2 in relation to the Airport to ensure it accurately reflects the allocation and timing signalled in Future Proof documentation.	<ul style="list-style-type: none"> ▪ Future Proof Implementation Committee (against the questioning of Table 6-2 and in order to be party to the conversation). ▪ Hamilton City Council ▪ Waikato Regional Airport ▪ Fonterra ▪ Tainui Group Holdings Ltd

3.3 Waipa 2050

The Waipa 2050 Growth Strategy is a plan to manage the growth of the Waipa District. The overall aim of the strategy is to take an integrated approach to managing growth with the following identified as key action areas:

- Recognize, protect and enhance the features of Waipa that make the district a special place
- Set a pattern for the future growth of settlements
- Integrate growth with infrastructure provision for a more cost effective approach to development

Waipa 2050 contains a section on the Airport / Mystery Creek area. The Strategy recognises that the Airport locality is a vital part of the Regional economy and that Airport facilities have been developed and expanded to take advantage of opportunities for international travel and freight services, including the Titanium Park business development.



The Strategy notes that additional residential developments are avoided in the vicinity of the Airport given the potential for reverse sensitivity issues. Industrial / business activities (eg logistics and transport related) are provided for in addition to Titanium Park, in close proximity to the Airport.

The Strategy acknowledges that because of the Airport's proximity and importance to Hamilton City and the Waikato District, future development at the Airport needs to be planned for at a sub-regional level.

The Strategy outlines that the establishment of activities sensitive to Airport operations, particularly residential activities, need to be managed to avoid reverse sensitivity effects. In addition land at either end of the runway is of particular strategic significance given its potential to be utilised for future Airport activities and expansion.

The Strategy sets out growth areas and sequencing for the Airport/Mystery Creek area, which are as follows:

- Titanium Park – 117 ha (initial staging of 8 ha – development beyond this requires establishment of necessary infrastructure)
- A2 (Ashton Land) – 8 ha
- A3 (Montgomerie Airside Land) – 40 ha³

3.4 Waipa District Plan

Proposed Waipa District Plan

The Proposed Waipa District Plan was notified in May 2012. The main features of the Plan are:

- The incorporation of the Waipa 2050 growth management directions.
- Changes to subdivision standards in the rural area and residential zones.
- An increased emphasis on the design of subdivisions and developments.
- The addition of significant natural areas.

The Proposed Plan recognises Hamilton Airport as significant regional infrastructure and contains policies and rules to help ensure that it is not compromised by inappropriate development and land uses.

The development of an Airport associated business park featuring ‘airside’ businesses as well as other businesses and industries is included in the Plan. There are limits on the range and size of activities that are permitted in the Airport Business Zone, including a limit on retail floorspace to ensure retailing is of a ‘neighbourhood centre’ scale. Future development planned for the Airport in the Northern Precinct area is subject to a deferred zone. Industrial land is provided at the Airport in accordance with the Proposed RPS.

The Strategic Framework set out in section 1 of the Waipa DP contains the following policies on the Airport and surrounding land:

Policy - Airport Business Zone

1.3.1.4 To enable a mixed use, industrial and business area that supports the Hamilton International Airport’s role as a transport hub, and is within the allocation specified by the Waikato Regional Policy Statement, but is not of a large enough size or diverse enough function to compromise the primary commercial centres of Cambridge and Te Awamutu and the Hamilton central business district in the context of the sub-region.

Policy – Airport Business Zone - Activities Policy Overlay

1.3.1.5 Within the Airport Activities Policy Overlay to enable, through a plan change process, the further development of airside land for activities that require direct access to the runways, or are airport related and cannot be provided for within the Airport Business Zone.

Section 10 of the Waipa DP contains provisions relating the Airport Business Zone (Titanium Park). The section identifies the Hamilton International Airport as a facility of economic and social

³ This is now known as Titanium Park Northern Precinct Stage 1

importance to the Waikato Region. The Airport Business Zone (Titanium Park) has been established to leverage off the advantages of locating industrial and business activities adjacent to an Airport. The zone is confined to the area south of Airport Road, State Highway 3 to the west and Raynes Road to the east.

A structure plan is in place and guides development within this zone. The structure plan contains controls on the release of land, and states the infrastructure requirements that are to be in place prior to development occurring. The main infrastructure requirements relate to roading infrastructure on Airport Road and State Highway 3.

Land immediately adjacent to the operational area is called 'airside' land and is a location for businesses that required direct access to the runways. The Waipa DP also notes that land included within the Airport Business Zone beyond the airside land is also an unusual and scarce resource, because it is part of the interface between the land transport network and the air transport network, and is needed to provide services and support to the Airport and its users. This unique combination of factors leads to a need to efficiently and effectively use the land resource around the Airport, while also creating an opportunity to establish a wider range of business activities including those that provide some local services and make use of infrastructure. One of the keys to successful development of this land is the efficient integration of land use, air transport and various land transport modes.

The specific objectives and policies for the Airport Business Zone are attached as **Appendix 3**.

The Waipa DP also contains growth cells and their associated timing in Appendix S1. The Titanium Park development (excluding the Montgomerie Block / Titanium Park Northern Precinct) is included in stage 1 as is the A2 land (formerly the Ashton Block – now part of Mystery Creek). Stage 1 means that the industrial land is zoned and can be developed subject to standards set out in the District Plan and other preconditions, such as infrastructure requirements. The Montgomerie Block / Titanium Park Northern Precinct which is shown on the map as 'A3' is a stage 2 growth cell. This land is subject to a deferred zoning and development is not anticipated during the lifetime of the District Plan.

Appendix S10 contains a structure plan for the Airport Business Zone.

Plan Change 57 (Titanium Park)

In 2008 the Titanium Park Joint Venture (a joint venture between the Waikato Regional Airport Ltd and McConnell Property Ltd) obtained approval for Plan Change 57 which rezoned 117ha of land around the Hamilton International Airport to Airport Business Zone. A business park is currently being established on this land. A masterplan for the development of Titanium Park was prepared and lodged as part of the Plan Change 57 process. The business park is intended to be an employment area which supports the Airport. The elements of Plan Change 57, including the Structure Plan, have been incorporated into the Waipa DP.

The Airport Business Zone which applies to Titanium Park provides for a wide range of commercial and industrial activities. This includes industrial activities, warehousing, laboratories, offices and a limited amount of local retailing. There are some areas of 'airside land' which is immediately adjacent to the Airport's operational area, including taxiways and runways.

Plan Change 69 (Runway Extension and Airport Noise Rules)

In 2011, the Waikato Regional Airport Ltd received approval for a designation and plan change to extend the Hamilton Airport runway and resulting changes to noise boundaries and obstacle limitation surfaces. This approval is now subject to four Environment Court appeals.



The designation and plan change approval allows for an extended runway (to just short of 3,000 metre), taxiways, extended apron, associated air noise boundaries changes, and also includes land designations at both ends of the runway for the protection of runway lights and navigation aids to allow the implementation of instrument landing system high intensity lighting - in support of long haul wide body services.

Plan Change 67 (Meridian 37)

Plan Change 67 is a private plan change application to the Waipa DP lodged by Meridian 37 Ltd. The proposed development is intended to provide for industrial activities which are designed to complement the Airport and Titanium Park. The Plan Change was declined at the first instance hearing. It is currently under appeal to the Environment Court. The appeal is on hold pending lodgement of the Southern Links Notice of Requirement and decisions on the Proposed Waipa District Plan.

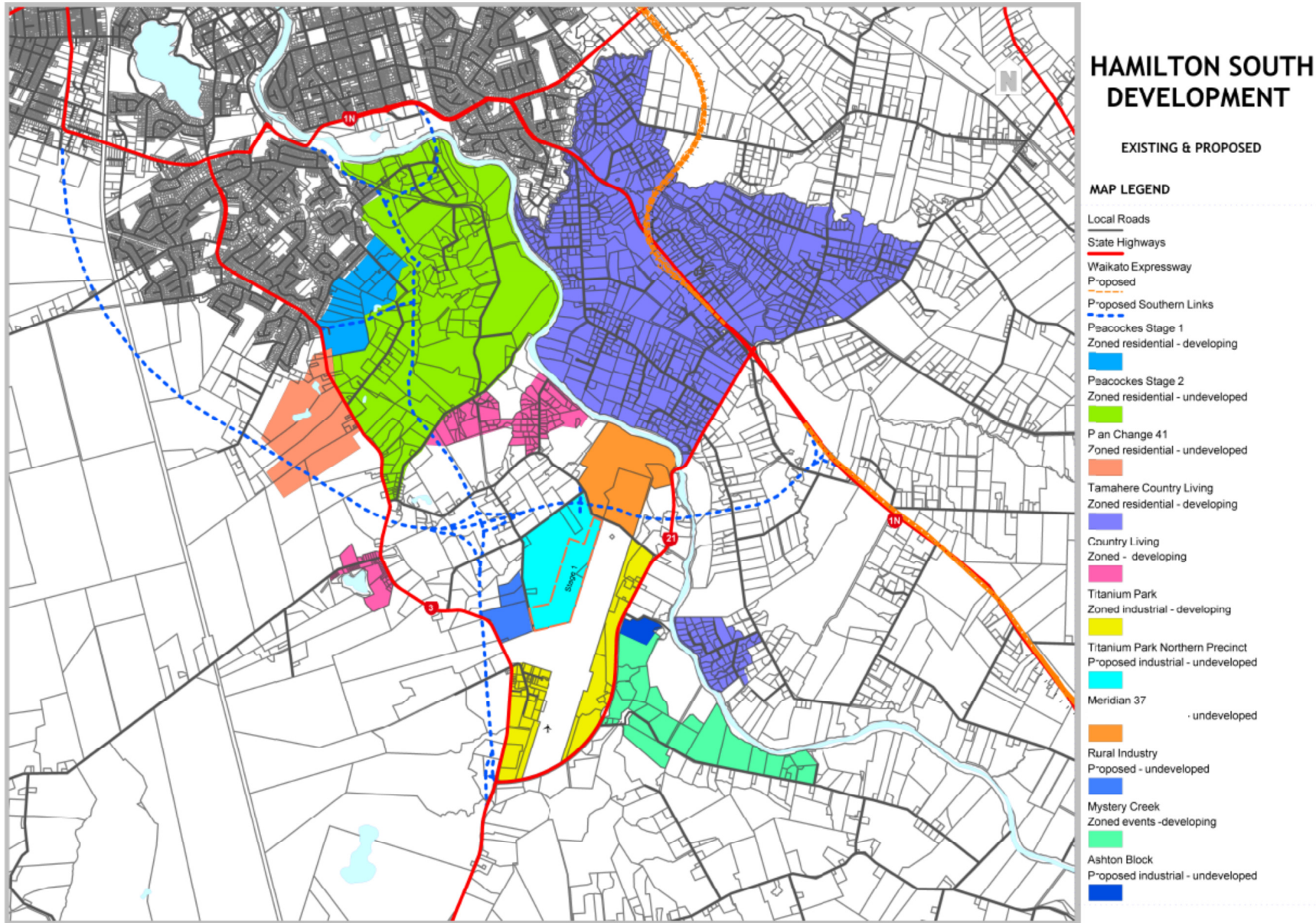
Further information on this development is provided in Section 6.3.

4. Existing Land Use Pattern

The Airport and its adjacent land are located in a rural part of Waipa District. The area lies between the Waikato River to the east and State Highway 3 to the west and includes Mystery Creek and the land between the airport and the Hamilton City boundary. Land uses in the area are dominated by the existing Airport operation and associated businesses, rural farming / horticultural operations, and interspersed residential lifestyle blocks. The extent of the area is illustrated and its surrounding land uses is illustrated in **Figure 2** below.

Airport facilities have been developed and expanded over time to take advantage of opportunities for international travel and freight services. A range of aircraft related activities have established around the Airport including aircraft manufacturers, maintenance, training and accommodation.

Figure 2: Airport and Surrounds Land Uses (Existing and Proposed)



4.1 Titanium Park

The Titanium Business Park has been established adjacent to the Airport, the current extent of this is shown in **Figure 3**.⁴ Titanium Park is around 75ha in size, forming part of the 117ha of land rezoned by Plan Change 57. In August 2011 Titanium Park sold 12 hectares of land, the entirety of the Stage One development, to internet e-commerce retailer and logistics company Torpedo7. Construction of Stage Two of Titanium Park is currently under way.

There is also around 108 ha of land to the north-west of the Airport shown as 'A3' in Figure 3 which Titanium Park wish to develop. This was formerly known as the 'Montgomerie Block' and is now the Titanium Park Northern Precinct. This area of land is made up of two stages with the first stage of 40 ha being mostly land fronting the runways and a second stage of 68 ha but is not shown on this map.

4.2 Mystery Creek

The Mystery Creek area is the Waipa District's premier location for holding major events, the most significant of which is National Fieldays – an agricultural and agribusiness expo. The four day event attracted in excess of 125,000 visitors in 2012.

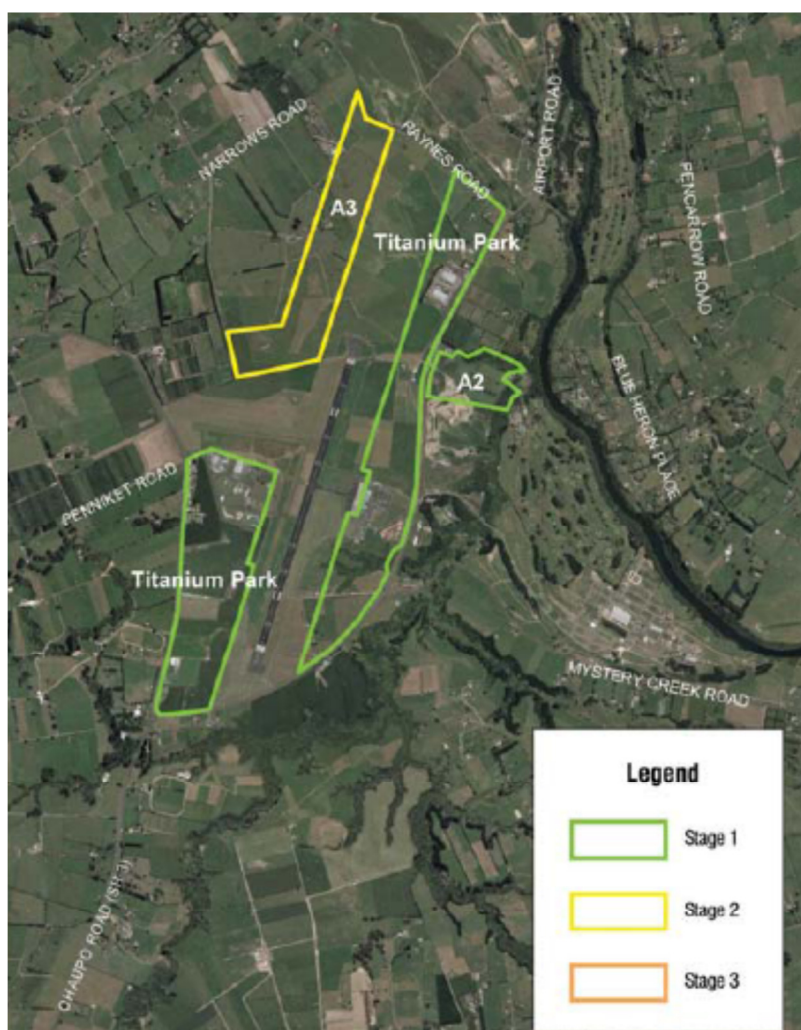
The Mystery Creek Events Centre contains a number of venues, including a convention centre, as well as 88 hectares of park environs.

The land shown as 'A2' on the Figure 3 map was known as the Ashton Block and has now been sold to the New Zealand National Fieldays Society who operates the Mystery Creek Events Centre. This area of land is around 10ha in size and is staged for development in 2021-2041 in the Proposed RPS. It is not yet clear what this land will be used for.

4.3 Meridian 37

Meridian 37 Ltd owns an area of land towards the north of the Airport situated between Raynes Road and Airport Road. This is currently being promoted as the Narrows Structure Plan area.

Figure 3: Airport Growth Cell



⁴ Source: *Proposed Waipa District Plan*, 31 May 2012, Appendix S1 at page S1-13

The area contains an existing development known as Narrows Landing which contains a conference facility and accommodation. It also includes a Crew Training Centre (“CTC”) accommodation area.

There are further proposals for this area which are set out in Section 6 of this Study.

4.4 Rural Residential

Parts of the rural area around the Airport are under pressure for rural-residential development.

There is some rural residential development in the village of Rukuhia. In line with the Future Proof Strategy this area is only identified for limited development overall and that any future development that does occur is clustered around the village.



To the north of the Airport there are some rural residential lifestyle blocks along Lowe Road in the Waipa District. These had a zoning change from rural to rural-residential and subsequent subdivisions occurred.

4.5 Tamahere

While not part of the Study area the neighbouring village of Tamahere in the Waikato District has been under intense pressure for countryside living for some time. It currently has a population of around 2,100 people. It is primarily a large lot rural residential area which is very close to Hamilton City. Tamahere has the potential to impact on the transport network that services the Airport. The NZTA and the Waikato District Council are in discussions regarding the function and connections of the Tamahere roading network to State Highways 1 and 21. Further discussions are also taking place around the scope and extent of effects of Proposed Plan Change 3 (Tamahere Structure Plan) on local access to the Expressway.

4.6 Residential and Employment Balance

One of the key principles underpinning the Future Proof Strategy is a “Live, Work, Play and Visit” philosophy that ensures future employment is located adjacent to or in close proximity to existing and future residential locations.

The Future Proof industrial land provisions as well as the commercial hierarchy have attempted to align with the key residential growth areas. However, when the Future Proof employment land review was undertaken in 2010, an issue was identified where a large amount of industrial land and infrastructure investment was targeted to north of the Future Proof sub-region, particularly in the short to medium term, while 56% of future population growth was projected to be south of the Hamilton CBD.

This raises a potential disconnect between the Future Proof policies and principles, particularly those relating to compact urban form, sustainability and live, work, play, and the allocation of industrial land. However, the increase in provision of land at Ruakura which is located to the east of the Hamilton CBD, as well as the inclusion of Hautapu near Cambridge in the Future Proof and Proposed RPS industrial land allocations has the potential to address some of this imbalance. Also, the two major residential growth areas to the west and south of Hamilton City of Rotokauri and Peacocke, will take some time to be fully developed. Rototuna, which is to the north east of Hamilton City,

remains the current primary residential growth area for Hamilton City.⁵ There is still a number of years' capacity existing within this area.

There is a need to ensure that residential and employment land are aligned, particularly in terms of staging. However, the imbalance between population growth and industrial land allocations that was identified three years ago is less of an issue now given the increase in employment land provision to the south coupled with a greater emphasis, at least in the short to medium term, on residential growth to the north. By the time the residential growth area of Peacocke is substantially developed, the strategic industrial nodes of Ruakura as well as land at the Airport will be coming on stream.

This matter does raise issues around timing and it also highlights the importance of ensuring that there is adequate provision of industrial land to the south to support future population growth and existing residential areas. This highlights the importance of the provision of industrial land at the Airport.

⁵ Hamilton Urban Growth Strategy, 2008 at page 11

5. The Waikato Regional Airport

5.1 Background

Hamilton International Airport is owned by five local shareholder authorities – Hamilton City Council and the Waipa, Waikato, Matamata-Piako and Otorohanga District Councils. The airport is a Council Controlled Organisation run by an independent commercial Board of Directors.

The Airport Company also has a 50% stake in the Titanium Park Joint Venture which has developed the Titanium Park business park. The ownership structure of the Joint Venture is shown in the **Figure 4** below.

For most of the last 15 years the airport has been the 4th largest international airport in New Zealand by international passenger numbers. The airport is also the third busiest in New Zealand (after Auckland and Ardmore) in terms of total aircraft movements. Activities associated with the airport account for about 830 full time employees.



The Airport has recently received approval for a runway extension, to just short of 3,000 metres (note that this is subject to Environment Court appeals). This will allow the Airport to accommodate wide-body jet aircraft and long-haul flights that could potentially open up new markets beyond the Tasman, particularly to Asia and the ability to have unrestricted passengers and freight into all of Australia. While there are no immediate plans to build the runway extension, having the appropriate consents in place means that Airlines are more likely to commit to commencing new services. It also means that Hamilton Airport is well placed to take advantage of opportunities when they arise.

The Airport also has significant airfreight potential. There are high volumes of imported and exported airfreight being trucked close to the Airport on State Highways 1 and 3. It has been estimated that 40,000 tonnes per annum of airfreight for export and 70,000 tonnes per annum of imported airfreight is trucked past the airport or used locally. At present most of the airfreight uses Auckland Airport.⁶ There is significant potential for the Hamilton International Airport to take advantage of the airfreight potential.

In 1995 trans-Tasman passenger flights commenced from Hamilton Airport following the establishment of the airline, Kiwi International. Freedom Air and subsequently Air New Zealand continued regular services to several Australian airports through to 2009, at which point Air New Zealand ceased trans-Tasman operations. During that period scheduled flights to Fiji were also operated by Freedom Air. In September 2009 Pacific Blue (Virgin Australia) re-established flights from Hamilton to Sydney and Brisbane with six flights a week using Boeing 737-800 aircraft. This was later reduced to four flights a week to Brisbane only. Virgin suspended operations in October 2012, following their alliance with Air New Zealand.

Since that time, the airport has reviewed its Strategic Plan and has recently undertaken research and high level planning for a nation-wide failover plan to mitigate the economic, social and operational

⁶ Evidence of Carly Wieland, Commissioner Hearing on request for District Plan Changes, Variations and Notices of Requirement for Designations in respect of Waikato Regional Airport proposed runway extension, February 2011

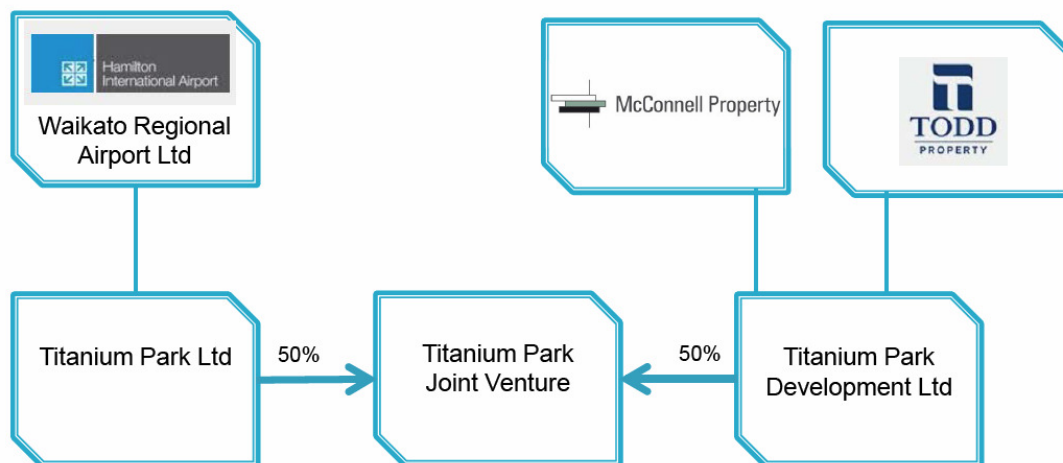
impacts of a medium or long term disruption to flights at Auckland International Airport. The resulting report highlights that Hamilton Airport would play a significant role in that plan for wide body jets based on an extension to the runway.

Like other major regional airports, Hamilton Airport faces ongoing risks of uncertainty regarding airline operating model changes, world and local economies and resulting demand for both domestic and international services.

The Airport has identified seven strategic goals that it will focus on:

1. Deliver sustainable airport operations for the central North Island
2. Protect and growth Hamilton Airport’s national and international connectivity according to demand
3. Utilise Airport property to enable economic development in the region
4. Protect and develop Airport capability
5. Deliver value to customers (airlines, travellers and tenants)
6. Enable our people to deliver
7. Support regional tourism

Figure 4: Titanium Park Joint Venture Ownership Structure



5.2 Regionally Significant Infrastructure

Hamilton Airport is a valuable asset for the Waikato Region and a critical hub in the region’s transport network.

The Airport makes a contribution to the economic value of the region through its services and related activities. This includes a contribution from tourism, the surrounding precinct employing several hundred people and accommodating approximately 300 trainee pilots annually, providing important connections to and from the region, developing an aviation cluster and industrial / employment growth.⁷ It is estimated that the Hamilton International Airport alone contributes approximately \$410 million of economic benefit to the region annually⁸, noting that this figure was calculated at a time when the Airport had international flights. However, it is evident that the Airport combined with other services and related activities like the Crew Training Centre, makes a substantial contribution to the regional economy.

The Proposed RPS specifically includes the Hamilton International Airport in its definition of 'regionally significant infrastructure'. This means that there are objectives and policies which apply relating to:

- the need to recognise and protect the value and long-term benefits of regionally significant infrastructure
- managing the built environment in a way that ensures the effectiveness and efficiency of existing and planned regionally significant infrastructure is protected
- having regard to the benefits that can be gained from the development and use of regionally significant infrastructure
- land uses should not adversely affect the effective and efficient operation of existing and planned regionally significant infrastructure



⁷ Hamilton International Airport, Annual Report, 2012

⁸ University of Waikato Institute for Business Research, *An evaluation of Economic Development Policies and Processes of the Hamilton City Council*, October 2011 at page 36

6. Landowner Aspirations

The following section sets out the aspirations of various landowners adjacent to the Airport.

6.1 Waikato Regional Airport Ltd and Titanium Park Joint Venture

The Waikato Regional Airport and the Titanium Park Joint Venture (a joint venture between the Airport, McConnell Property and Todd Property) have already established Titanium Park – a 75 ha area of land which is being developed as a business park. Stage 1 of this development (13ha) has been sold.

The Titanium Park Joint Venture is also seeking to rezone land adjacent to the north-west boundary of the Hamilton International Airport runway – the Titanium Park Northern Precinct (formerly known as the Montgomerie Block). This block of land is around 108 ha in size and is currently zoned rural with a ‘deferred Airport Business zone’ proposed for the first stage of this land in the Proposed Waipa District Plan.

The Titanium Park Northern Precinct development is proposed to occur in two stages. The first stage is 40ha and the second around 68ha. The first stage is made up principally of ‘airside land’, ie land located adjacent to the Hamilton International Airport runways. It also has sufficient depth to provide some larger lots that the market currently demands.

The Airport Company and the Titanium Park Joint Venture have a Masterplan which is shown in Figure 5 below.



The vision is for the existing Titanium Park development and the Northern Precinct to deliver a single, integrated and high quality business park. Ultimately the landowners wish to provide for a range of business activities, including building on the aviation cluster, manufacturing, industry, freight forwarding and logistics, retail and related support services.

Stage 1 of the Northern Precinct (40ha) is identified in the Proposed RPS as part of the Hamilton Airport Strategic Industrial Node. However, it is not timed for development until the 2041-2061 period. It is also included in the Proposed Waipa District Plan but is subject to a deferred zoning and is not anticipated for development in the lifetime of the District Plan (10 years). A precondition to its development is that there is no suitable airside land available within the Airport Business Zone – Titanium Park.

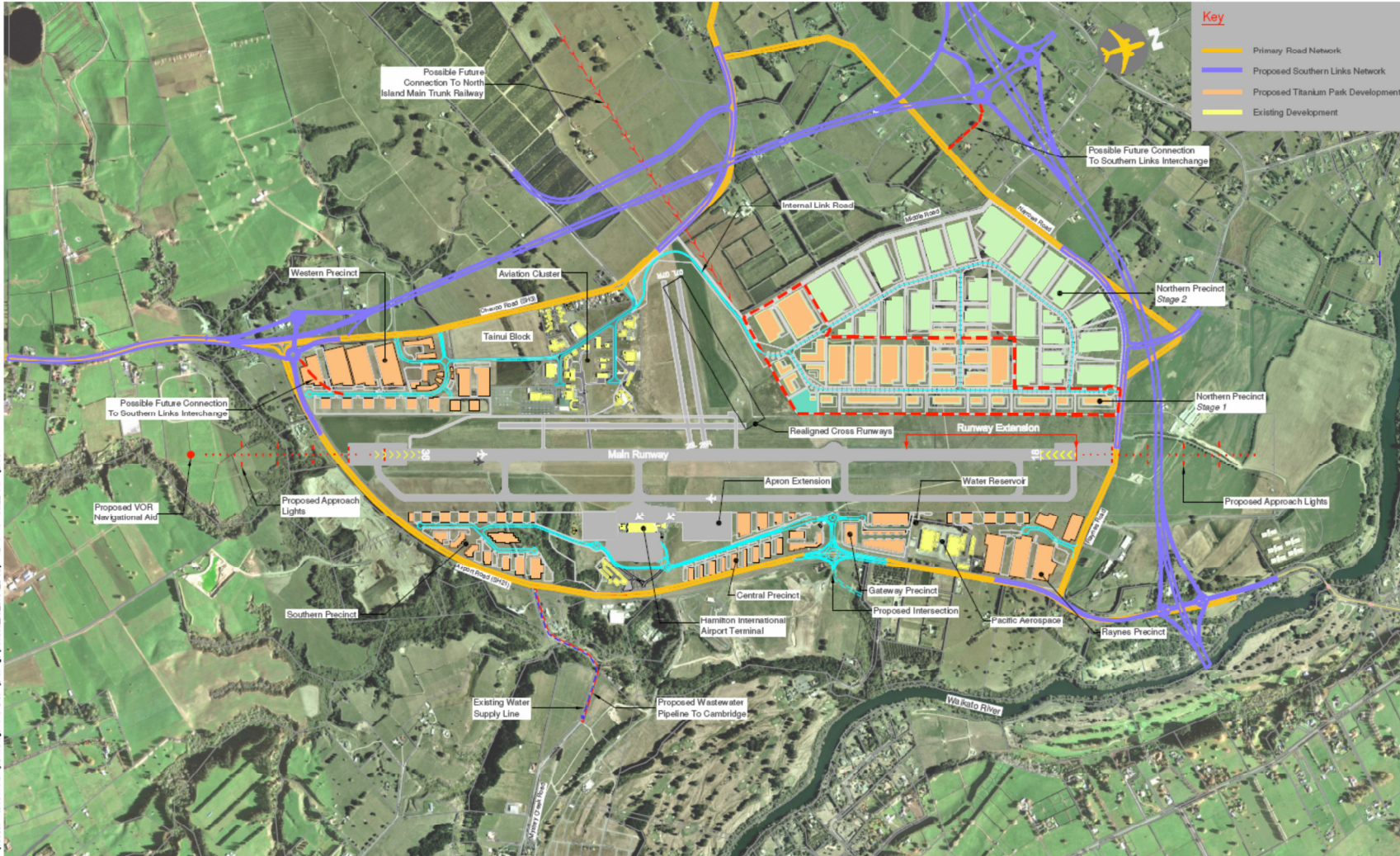
The Titanium Park Joint Venture wish to bring Stage 1 of the Titanium Park Northern Precinct forward and have it timed for release in the 2021 to 2041 period of the Proposed RPS.

The Waikato Regional Airport Ltd and the Titanium Park Joint Venture have appealed the Proposed RPS seeking the inclusion of the Titanium Park Northern Precinct in Table 6-2. In particular they are seeking the inclusion of the Titanium Park Northern Precinct Stage 1 (40ha) in the 2021-2041 period instead of in the 2041-2061 period, and the inclusion of Stage 2 (64ha) in the 2041-2061 period of Table 6-2. The appellants have also sought amendments to Policy 6.13(f) to widen the criteria for additional Airport land to “airport-related industrial activities” rather than activities requiring direct access to Hamilton Airport runways.

The Waikato Regional Airport and Titanium Park Joint Venture are seeking similar outcomes in the Waipa DP to their Proposed RPS appeals. In particular, they have lodged submissions seeking to rezone Stage 1 of the Titanium Park Northern Precinct as Airport Business Zone, but with restrictions on commercial type activities, and to rezone Stage 2 land as Deferred Airport Business Zone. They are also seeking to widen the use of the Northern Precinct land to airport-related activities, not just activities that require direct access to the runways. The reasons given for the rezoning are:

- The recent sale of 13ha of land in Titanium Park to Torpedo 7. This has effectively reduced the 74ha of vacant land within Titanium Park to 61ha.
- The generally long narrow shape of Titanium Park does not lend itself to delivery of large, regular shaped blocks of land that the market demands. The Northern Precinct can provide these blocks.
- The Titanium Park Joint Venture needs to be able to respond to market demands quickly, so it is not realistic to wait several years for a private plan change process to take place. The land needs to be zoned.
- Reports by Property Economics ('Montgomerie Block Rezoning; Titanium Park Joint Venture,' March 2012) and Livingston and Associates ('Waikato Regional Policy Statement, Waipa District Plan Review, The Demand and Allocation of Industrial land', April 2012) both provide evidence to support the view that there is a need for the Northern Precinct to be rezoned to meet predicted demand and to support the expansion of airport related activities around the airport.

Figure 5: Airport Masterplan



6.3 Meridian 37

Meridian 37 owns land at Raynes Road situated immediately north of the Hamilton International Airport.

This land is currently the subject of a private plan change application (Plan Change 67) to the Waipa DP. The proposed development is intended to provide for industrial activities which are designed to complement the Airport and Titanium Park. The Plan Change was declined at the first instance hearing. It is currently under appeal to the Environment Court. The appeal is on hold pending lodgement of the Southern Links Notice of Requirement and decisions on the Proposed Waipa District Plan.

Meridian 37 has also promoted a Narrows Structure Plan which covers their landholdings between Raynes Road and Airport Road, adjacent to the Hamilton International Airport. The activities included in the proposed Structure Plan include a Narrows Industrial area, expansion of the Crew Training Centre accommodation, recreation, visitor accommodation and tourism activities.

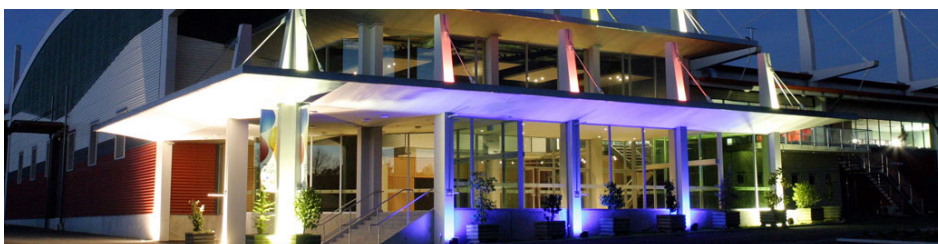
The Meridian 37 land under Plan Change 67 is not currently included in the Proposed RPS or the Proposed Waipa District Plan. Meridian 37 have appealed both documents seeking the inclusion of their land. In its appeal on the Proposed RPS, Meridian 37 has sought the inclusion of its industrial land in Table 6-2. In particular they are seeking an increase in provision from 124ha to 160ha. The extra 36ha is in the 2021-2041 period. The appellants have also sought amendments to Policy 6.13(f) to widen the criteria for additional Airport land to “airport-related industrial activities” rather than activities requiring direct access to Hamilton Airport runways, and that the additional land in question only needs to be adjacent to the Airport rather than the runways. The Meridian 37 submission to the Waipa DP seeks similar outcomes.

6.4 Mystery Creek / New Zealand Fieldays

The former Ashton Block (approximately 10ha) has recently been purchased by the New Zealand National Fieldays Society and now forms part of the Mystery Creek Events Centre land holdings. This land is included in the Proposed RPS and Waipa 2050 and is staged for development in the 2021 – 2041 period. It is also included in the Waipa DP as stage 1 industrial land which means it is zoned and development can occur subject to standards and other preconditions in the District Plan being met. A comprehensive development plan for the area also needs to be undertaken.

In its submission to the Waipa DP the New Zealand National Fieldays Society is seeking flexibility over the use of the industrially zoned land on the former Ashton Block located on Airport Road. The Society is seeking tourism and events related activities such as those provided for within the Mystery Creek Events Zone.

The Waikato Regional Airport Ltd and the Titanium Park Joint Venture have opposed the zoning of this land and have advocated that it remain rural.



6.5 The Position of the Future Proof Partners on the Proposed Developments

While this Study seeks to consider the Airport and its surrounding land afresh, it is still important to set out what the position of the Future Proof partners has been to date on the proposed developments outlined above. The summary includes consideration of submissions, further submissions, appeals and evidence given in relation to the Proposed RPS, the Waipa DP and Plan Change 67.

Future Proof Partner	Future Proof Partner Positions on Airport and Adjacent Land Developments		
	WRAL / Titanium Park Joint Venture	Meridian 37	Mystery Creek
Future Proof	<ul style="list-style-type: none"> ▪ Supports the development of the Northern Precinct Stage 1 (as identified in the Proposed RPS) but that it should be subject to a deferred zone (ie developed at a later date). ▪ Range of activities provided should not undermine the identified Future Proof commercial centres or compromise the strategic nature of the Airport. ▪ Airside land should be used for activities requiring direct access to the runways. 	Industrial development on this site is not supported due to concerns about over provision of industrial land in the sub-region, enabling a wide range of activities which could undermine other commercial centres, infrastructure servicing and inconsistencies with the Proposed RPS.	Development of the former Ashton Block is supported in the 2021-2041 period.
Waikato Regional Council	<ul style="list-style-type: none"> ▪ Land at the Airport to be used primarily for industrial purposes. ▪ Supports the development of the Northern Precinct Stage 1 (as identified in the Proposed RPS) but that it should be subject to a deferred zone (ie developed at a later date) and appropriate infrastructure being in place. No sufficient evidence provided by WRAL / Titanium Park JV that there is a need for this land at present. ▪ Range of activities provided should not undermine the identified Future Proof commercial centres or compromise the strategic nature of the Airport. 	Industrial development on this site is not supported due to concerns about over provision of industrial land in the sub-region, enabling a wide range of activities which could undermine other commercial centres, infrastructure servicing and inconsistencies with the Proposed RPS.	Development of the former Ashton Block is supported in the 2021-2041 period.

	<ul style="list-style-type: none"> ▪ Airside land should be used for activities requiring direct access to the runways. 		
Hamilton City Council	<ul style="list-style-type: none"> ▪ Supports the development of the Northern Precinct Stage 1 (as identified in the Proposed RPS) but that it should be subject to a deferred zone (ie developed at a later date). ▪ Airport node should be limited in size as per Proposed RPS. ▪ Range of activities provided should not undermine the identified commercial / retail hierarchy. ▪ General commercial development at the Airport not supported. ▪ Airport should not become a 'transport hub'. ▪ Airside land should be used for activities requiring direct access to the runways. 	Industrial development on this site is not supported due to concerns about over provision of industrial land in the sub-region, enabling a wide range of activities which could undermine other commercial centres, infrastructure servicing and inconsistencies with the Proposed RPS.	Development of the former Ashton Block is supported in the 2021-2041 period.
Waikato District Council	Has not submitted on anything specifically relating to the Airport.		
Waipa District Council	Position in Proposed Waipa DP is that Northern Precinct Stage 1 is supported but subject to a deferred zoning. This land is not anticipated during the lifetime of the District Plan.	This development has not been provided for in the Proposed Waipa DP.	Development of the Ashton Block is zoned and can be developed subject to standards set out in the District Plan and other preconditions, such as infrastructure requirements.
New Zealand Transport Agency	<ul style="list-style-type: none"> ▪ Supports the development of the Northern Precinct Stage 1 (as identified in the Proposed RPS) but that it should be subject to a deferred zone (ie developed at a later date) and that preconditions are met (completion of a structure plan plus no suitable airside land being available within Titanium 	Industrial development on this site is not supported due to concerns about over provision of industrial land in the sub-region, enabling a wide range of activities which could undermine other commercial centres, infrastructure servicing and inconsistencies	Development of the former Ashton Block is supported in the 2021-2041 period subject to access issues being resolved and that the land is only used for industrial purposes.

	Park). <ul style="list-style-type: none"> ▪ Retailing in the Airport Zone should be restricted. ▪ Airport should not become a 'transport hub'. ▪ Airside land should be used for activities requiring direct access to the runways. 	with the Proposed RPS.	
--	--	------------------------	--

The Future Proof partners are all in alignment in terms of their position in relation to the three proposed developments. All of the partners support the Titanium Park Northern Precinct Stage 1 development but that this should occur at a later date (2041-2061). All of the partners want the range of activities on this land restricted to those which are airport related and airside land to only be used for activities requiring direct access to the runways. Hamilton City Council and the NZTA also don't want the Airport to become a transport hub.

None of the Future Proof partners support industrial development on the Meridian 37 land.

All of the partners are supportive of the former Ashton Block but that this development shouldn't occur until the 2021-2041 period and that certain preconditions must be met first.

7. Infrastructure

7.1 Memoranda of Understanding and Agreements

Construction of Pipeline and Supply of Water Agreement, 2007

This is an agreement between the Waipa District Council and the Waikato Regional Airport Ltd for the supply of water to the Airport and Titanium Park. The agreement is to supply 200m³/day as stage 1 and then another 400m³/day as stage 2, a total of 600m³/day. The final 200m³/day is subject to negotiation in relation to cost and terms.

The water supply is from Waipa District Council's Pukerimu Supply Scheme which takes water from the Waikato River.

This agreement was in place at the time of hearings on Plan Change 57 (Titanium Park) and was relied on to support the rezoning. Evidence was provided which indicated that the water quantity was sufficient to support Titanium Park.

Development Agreement, 2009

This agreement between Titanium Park Joint Venture, Waikato Regional Airport Ltd and the Waipa District Council covers all services to Titanium Park and the Airport. The agreement records the water allocations from the 2007 agreement (summarised above) but does not supersede it. It formalises the sharing of the water allocation between Titanium Park and the Waikato Regional Airport. It does not cover the Northern Precinct.

The agreement also records that the Joint Venture is responsible for designing and constructing a wastewater pipeline from the airport to the Cambridge Wastewater Treatment Plant once the wastewater volume reaches 150m³/day. It also specifies that new stormwater infrastructure will vest in the Council and that eventually the stormwater discharge consents currently held by the Airport will be transferred to the Council.

Local and internal development roading is also covered in the agreement.

Waipa District Council and Titanium Park have commenced drafting a new water supply agreement which will reflect the nature of the infrastructure now planned. This draft agreement includes the water supply stages set out in the 2007 agreement, therefore there have been no changes to this.

Memorandum of Agreement between NZTA, Titanium Park and Waikato Regional Airport Ltd, 2011

This agreement sets out the preferred interface between the Airport and the Titanium Park development as being one vehicle access from State Highway 3 and one from State Highway 21. This is to be developed on a staged basis. The agreement seeks to ensure appropriate integration of future development at the Airport with the adjacent Stage Highways.

The agreement does not include the Titanium Park Northern Precinct.

Various stages for the development of the State Highway access points are set out in the agreement along with the responsibility for costs. Most of the costs are to be met by the Titanium Park Joint Venture with the NZTA only required to contribute to Stage 4 of the State Highway 21 access

(construction of a grade-separated interchange or other roading solution to replace roundabout). Trigger points are set out in the agreement for the staged upgrade of the intersections.

Also attached to the Memorandum of Agreement is a second agreement between the parties which covers another access point from Raynes Road (near the Raynes Road / State Highway 21 intersection). This agreement also sets out various upgrade triggers.

The agreement also requires the parties to use their best endeavours to promote an appropriate local road connection strategy with Waipa District Council which rationalises existing crossing and intersections to State Highway 21 from other local road that provide access to Mystery Creek and Lochiel Golf Course.

7.2 Three Waters

From a review of the existing material on wastewater and stormwater it appears that the Airport and all of the Titanium Park lands, including the Northern Precinct, can be serviced by existing infrastructure and when development reaches certain thresholds provision can be made for new infrastructure to accommodate this.

The issue of water supply is similar in that provision for the Airport and Titanium Park has been covered in the Supply of Water Agreement (2007). While the Northern Precinct Land was not part of this agreement, analysis has indicated that the 600m³ per day would be sufficient to service the first stage of the Northern Precinct as well as Titanium Park and the Airport. The 600m³ per day demand was based on very conservative assumptions at the time. Since the water supply agreement was put in place in 2007, there are now actual water consumption figures. As a result of this information, 600m³/day is considered to be sufficient to service the Titanium Park Northern Precinct Stage 1 development (40ha) as well as the rest of Titanium Park and the Airport. However, some questions remain over the last 200m³ of this supply. It is not yet clear whether this final 200m³ would require upgrades to the pipe network and / or potential supplementation from an additional source (eg from Hamilton City Council). Further work is needed to identify the best options for supplying the last 200m³, including discussions with Hamilton City Council.

With regards to other proposed development areas such as Meridian 37, these are not currently serviced by public three waters infrastructure and there are no proposals to do so. However, in the case of Meridian 37 the development plans to provide on-site service to manage its effects.

It is unclear what servicing arrangements are in place for the former Ashton Block (identified as A2 land in the Waipa DP), however the Waipa DP signals that there are a number of preconditions that the development needs to meet before it could go ahead, one of which is the completion of a development plan. The Waipa DP also states that infrastructure considerations for this area will be determined as part of the concept plan. It is important that infrastructure planning for this block is advanced so that a comprehensive approach to infrastructure for the whole area can be taken.

7.3 Transport

Existing Network

The transport network that services the Airport and the adjacent land areas is made up of State Highway 21 which has direct access to the Hamilton International Airport, State Highway 3 which is located towards the western side of the Airport, Narrows Road and Raynes Road to the north of the Airport. The area does not currently have direct access to rail. Rail access is considered to be unlikely

in the foreseeable future due to funding constraints and has not been taken any further in this Study.

Southern Links

The proposed Southern Links project involves 32 kilometres of future transport network, including 21km of state highway. The proposed route runs adjacent to the Hamilton International Airport and beside the Titanium Park Western and Northern Precincts. The route also runs across the Meridian 37 land to the north of the Airport and partly down Raynes Road.

The Southern Links project has a significant impact on the Airport and its adjacent lands. The purpose of the project is stated as being:

*To develop an effective network of integrated state highway and urban arterial routes linking SH1 from Kahikatea Drive in Hamilton City to Tamahere and the Waikato Expressway in the south, and SH3 from Hamilton International Airport to central and east Hamilton. The urban arterials will establish the key transport network within the Peacocke growth cell and become the building blocks for future urban development.*⁹



Southern Links is identified in the Waikato Regional Land Transport Strategy as a future regionally significant corridor. The NZTA has indicated that the Southern Links project is unlikely to be constructed for another 20 – 30 years. However, the route itself still has implications for how the Airport and its surrounding area are planned.

Southern Links has been through an investigation and route determination phase. It is now at the stage where a Notice of Requirement (“NOR”) is to be lodged to designate the route. The public notification is currently timetabled to occur in August 2013. Hearings on the Southern Links designation are likely to be in 2014. A draft outline of the proposed route is shown in **Figure 2** but this is still subject to change until the NOR is lodged with Hamilton City and Waipa District Councils.

There are potentially certain components of the route (eg various interchanges) that could be constructed at an earlier date in order to achieve a better alignment between airport growth and staged infrastructure provision.

While the ultimate Southern Links roading network will not be constructed for some years, it is important to take account of this proposed network as part of this Study, since the designation procedures will commence this year triggering a discussion on longer term land uses, integration with the transport network and also local government boundaries. This Study will need to be reviewed and potentially updated once the Southern Links designation is in place.

⁹ New Zealand Transport Agency, State highway project information - Southern Links: <http://www.nzta.govt.nz/network/projects/project.html?ID=55>

State Highways 3 and 21

State Highway 3 is a key inter-regional State Highway. This route runs from Hamilton connecting the Waikato with the Taranaki region. This highway is important from an economic development and tourism point of view.

State Highway 21 provides a key link between State Highways 3 and 1 and access to the Hamilton Airport. This highway is a sub-regionally significant route. The role and function of this State Highway is to be reviewed as part of the Southern Links project.

The objective is to ensure efficient connections between the Waikato Expressway, State Highways 21 and 3, and developments in the immediate vicinity of the Hamilton International Airport.

The main issues for State Highways 3 and 21 concern how these networks interface with the Airport and surrounding developments. The addition of new developments or bringing planned developments forward will have significant consequences for these two State Highways. This is in terms of efficiency and safety issues.

NZTA has undertaken some modelling work in order to better understand the impact on State Highways 3 and 21 of:

- Stage 1 of the Peacocke development
- Rural residential development as part of Plan Change 47
- Completion of the existing Titanium Park development (ie the eastern and western precincts)
- Additional industrial land in the vicinity of the Airport

These land uses are shown in **Figure 2**.

This modelling work has concluded that in relation to State Highway 3, the developments already consented (ie Peacocke, Plan Change 47 and the existing Titanium Park development) can be expected to result in increasing congestion with long peak hour delays and a poor level of service in the peak periods if this development all takes place prior to the Southern Links project. These congestion problems may require some interim improvements to capacity on the State Highway 3 corridor. These effects could be exacerbated by traffic growth on State Highway 3 from any additional developments.

In relation to State Highway 21, the modelling work has concluded that this corridor appears able to accommodate the anticipated traffic from the currently consented Titanium Park development. However, the form of the Raynes Road / State Highway 21 intersection might warrant amendment to safely and efficiently accommodate any further development such as the Titanium Park Northern Precinct or Meridian 37.

In short, the modelling work indicates that the expected developments in and around the Airport result in efficiency concerns at the Ohaupo/Normandy roundabout and the Collins Road signals. Existing safety and efficiency problems will deteriorate at Dixon Road and Raynes Road unless upgraded. Releasing further land for development would exacerbate all of the problems to a degree. State Highway 21 on the other hand appears able to accommodate the anticipated traffic from the currently consented Titanium Park development; however the form of the Raynes Road/State Highway 21 intersection might require amendment to safely and efficiently accommodate any further development on Raynes Road.

The Hamilton section of the Waikato Expressway project will also impact on State Highway 21. Traffic flows will change post completion of the Waikato Expressway. The NZTA have estimated that there will be approximately 5,000 additional vehicles per day on State Highway 21 after the Waikato Expressway is completed. There is also a need to consider how traffic will get from the new Waikato Expressway to the Airport. NZTA is considering this as part of delivering the Hamilton section of the Waikato Expressway.

As outlined in Section 7.1, the Airport and the existing Titanium Park development have an agreement with the NZTA in terms of how the development connects with the State Highway network. That agreement provides for one vehicle access point from State Highway 3 and one from State Highway 21. This is to be developed on a staged basis. There is also to be another access point from Raynes Road (near the Raynes Road / State Highway 21 intersection).

A transport solution for the Titanium Park Northern Precinct has not yet been determined. There is an urgent need to model the impacts of this development, including land uptake estimates, and to identify a preferred approach.

Development of the former Ashton Block which is now owned by Mystery Creek, is dependent on roading improvements to State Highway 21.

A traffic assessment was completed for the Meridian 37 development as part of the Plan Change 67 appeals.¹⁰ This assessment concluded that the State Highway 3 / Raynes Road intersection would need to be upgraded in order to accommodate forecast traffic associated with the proposed plan change. A further upgrade of this intersection would be required to accommodate the forecast 2021 and 2041 traffic volumes. The existing State Highway 21 (Airport Road) / Raynes Road intersection is expected to have sufficient capacity to accommodate the forecast growth.

The cumulative effect of the various developments on the functioning from an efficiency and safety perspective of both State Highways 3 and 21 needs to be carefully considered.

There are also concerns over introducing too many roundabouts on the State Highway network. This could have the effect of turning sub-regionally and inter-regionally significant routes into urban arterials.

Staged Implementation

There are transport network issues for both current and any further development in the vicinity of the Airport. However, it is possible to work on network impact management incrementally over time. The Southern Links project would address many of the issues raised, but this route is unlikely to be completed within the next 30 years.

There are staged projects which could be undertaken in the meantime which would alleviate some of the State Highway issues. For example, a roundabout at the intersection of State Highway 21 and 3 could be constructed as soon as the Southern Links designations are in place. It would also form part of the ultimate Southern Links intersection in this location, thereby accelerating a part of the Southern Links network at the same time as addressing an airport access issue and an existing safety issue at that intersection.

¹⁰ Meridian 37 Ltd Raynes Road Private Plan Change, *Transportation Assessment Update Report*, Traffic Design Group, April 2021

All of the developments proposed around the Airport (Titanium Park, the former Ashton Block and Meridian 37) require various interchanges and connections with the existing State Highway network. They also will all have an impact on the efficient functioning and safety of State Highways 3 and 21. There is a need to better understand development thresholds and appropriate staging in order to ensure that the transport network is not compromised. This is work that will need to be completed as part of the Stage 2 recommendations of this Study.

8. Proposed Approach

This Study sets out a proposed approach for ensuring that the Hamilton International Airport remains a valuable strategic asset for the Waikato Region. It also contains recommendations for managing the adjacent land uses in a way that supports this goal and is in line with Future Proof Strategy principles.

The Airport makes a significant contribution to the economic value of the region through its services and related activities. The Airport needs to be viewed in a wider Upper North Island context given the growth that is occurring in this area. Part of this context is about ensuring that the Waikato region positions itself as a key link in the Upper North Island supply chain, that it has a well-connected multi-modal freight network now and into the future, and that there is certainty in planning and investment.

The proposed approach of this Study aims to recognise and protect the value and long-term benefits of the Airport, including having regard to the benefits that can be gained from the development and use of a piece of regionally significant infrastructure. The approach also enables the sustainable management of the Airport as a physical resource by managing its use, development, and protection. This is required to sustain the potential of the Airport to meet the reasonably foreseeable needs of future generations by ensuring the retention of the Hamilton Airport as a viable facility that can continue to make a contribution to the regional economy. This approach has been confirmed by the Environment Court in a 2009 case involving the Paraparaumu Airport.¹¹ In that case the Environment Court approved a Plan Change which enabled the efficient use and development of the Paraparaumu Airport in order to provide a viable environment for the continued operation of the Airport as a strategic resource for the Kapiti District.

The whole southern area of the Future Proof sub-region has not been the subject of comprehensive structure planning. This is in contrast to the north and the east where good structure planning is either in place or close to completion. There is a structure plan for Peacocke but there is a significant area of land between Hamilton City and the Airport that needs to be addressed from a comprehensive long term land use and infrastructure point of view. During the 2014 hearings for the Southern Links designation many longer term land use issues are likely to be raised. The Study recommends that further work be completed in this area.

This Study does not propose to move away from the agreed Future Proof land use pattern as set out in the Proposed RPS. The recommendations seek to alter the timing of the Hamilton Airport Strategic Industrial Node but not the allocated amounts or the locations.

Specific recommendations are outlined for each of the key development areas in and around the Airport.

8.1 Protecting Regionally Significant Infrastructure

The Airport is a significant regional resource and needs to continue to be protected from reverse sensitivity effects through controls to avoid the establishment of new activities which would be adversely affected by the Airport noise and operational effects (particularly residential and rural-residential activities). There needs to be continued implementation of noise contours, obstacle limitation surfaces and other land-use restrictions including controls on the types of development

¹¹ *Cammack & Evans v Kapiti Coast District Council*, 2009, W069/2009

permitted on land at the ends of the main runway, in order to ensure that development does not adversely impact on the operation of the Airport.

Efficient access to and from Hamilton Airport as a key transport approach also needs to be maintained.



8.2 Titanium Park Northern Precinct

This Study recommends that the Titanium Park Northern Precinct (Stage 1) development of 40ha be moved forward to the 2010-2021 period using the land release flexibility provisions of the Proposed RPS so that this land can be developed for airport-related activities. It is recommended that Stage 2 of the Northern Precinct (68 ha) has a deferred zoning and is not developed until a later date. This land is not included in the Proposed RPS Table 6-2 land allocation. An appropriate trigger for Stage 2 may be once at least 60% of both Titanium Park and Stage 1 of the Northern Precinct have been developed, taking account of land banking. A change to the RPS would also be needed.

The Titanium Park Joint Venture has undertaken work which indicates a demand for the Northern Precinct land.¹² In terms of known uptake rates there is only one area of land at the Airport which has been zoned and is ready to be developed – this is Titanium Park. Titanium Park is 74 ha in size and stage 1 (13ha) has already been sold. The Central Precinct stage is for sale while other stages are still under development.

The Airport is a piece of regionally significant infrastructure. It is economically challenged in the current environment. One means of generating further income and therefore greater stability for this strategic resource is to provide investment certainty by bringing forward Stage 1 of the Northern Precinct.

It is acknowledged that the Titanium Park Northern Precinct is owned by the Titanium Park Joint Venture which is 50% owned by the Waikato Regional Airport Ltd and 50% by private developer interests. It will be vulnerable to the same market and economic forces which any private development is subject to. The proposed approach set out in this Study is to provide an enabling environment for Airport related development so that the Airport can continue to be a piece of regionally significant infrastructure and contribute to the regional economy.

This Study includes recommendations to ensure that the Titanium Park Northern Precinct pays for an equitable share of its infrastructure impacts and that there is a logical rollout of development so that the Northern Precinct does not consume existing Titanium Park infrastructure capacity without contributing to costs.

The Airport is by its nature an urban land use and is close to Hamilton City. When Southern Links is completed the Airport will be approximately 15 minutes from the Hamilton CBD.

This recommendation comes with the proviso that the Northern Precinct land be used for airport-related activities only. It would not be desirable to have this land used for significant general industry, retailing or office activities.

¹² Property Economics, *Montgomerie Block Rezoning*, March 2012

Reasons for this Recommendation

The reasons for making this recommendation are:

- To improve the economic viability of the Airport and to increase its role as regionally significant infrastructure.
- To help position the Waikato as a key freight hub to support Upper North Island growth.
- To support the economic growth of the Waikato region.
- To clarify the use of airside land and take advantage of this scarce resource.
- The approach is consistent with the Future Proof Strategy, Waipa 2050 and the Proposed RPS. The Titanium Park Northern Precinct Stage 1 is identified in the Proposed RPS, however it is included at a later stage of 2041-2061.
- Provides certainty and greater investment confidence for Airport development.
- Enables the sustainable management of a physical resource, including its efficient use and development
- It builds on an existing strategic industrial node and supports the aviation cluster at the Airport.
- Takes advantage of a distinct opportunity to grow logistics and key national industries at the Airport.
- It will provide important employment land which will help to balance the residential growth forecast to occur in the south of the Future Proof sub-region.

There are a number of challenges which flow from this recommendation and these need to be addressed. These challenges are outlined below.

The Proposed RPS

The 40ha which makes up Stage 1 of the Titanium Park Northern Precinct is identified in Table 6-2 of the Proposed RPS under the Hamilton Airport Strategic Industrial Node. The 40ha has been allocated to the 2041-2061 period. The Airport Study proposes that this be moved forward into the 2010 - 2021 period. It is noted that the Airport Company in its appeal on the Proposed RPS has sought release in the period 2021-2041. However, the flexibility provisions of the RPS, if satisfied, mean that the land could come forward into the 2010-2021 period.

Implementation Method 6.13.3 of the Proposed RPS provides for alternative land release for the strategic industrial nodes provided certain criteria are met. The criteria are as follows:

- (a) To do so will maintain or enhance the safe and efficient function of existing or planned infrastructure when compared to the release provided for within Tables 6-1 and 6-2;
- (b) The total allocation identified in Table 6-2 for any one strategic industrial node is not exceeded;
- (c) Sufficient zoned land within the greenfield area or industrial node is available or could be made available in a timely and affordable manner; and making the land available will not undermine the benefits of committed infrastructure investments made to support other greenfield areas or industrial nodes; and
- (d) The effects of the change are consistent with the development principles set out in Section 6A.

The Titanium Park Northern Precinct Land is likely to meet the criteria set out in (b), (c) and (d). The matters to be addressed in moving this land forward are all infrastructure related and fall under (a).

A more detailed analysis of how the Titanium Park Northern Precinct Land (Stage 1) could meet the Proposed RPS alternative land release criteria is set out in **Appendix 4**.

Policy 6.13(f) of the Proposed RPS also makes provision for land that is required for activities that need direct access to Hamilton Airport runways. Where these activities cannot be accommodated within the industrial land allocation in Table 6-2, such activities may be provided for within other land adjacent to the runways, providing adverse effects on the arterial road network and other infrastructure are avoided, remedied or mitigated.

The approach that provides the greatest level of certainty from a developer and local authority perspective, is to rely on Table 6-2. The Titanium Park Northern Precinct Stage 1 land is already included in the industrial land allocations. It is only the timing that requires changing.

There are significant infrastructure challenges which have to be overcome before the alternative land release criteria of the Proposed RPS can be met and the land can be zoned in the Waipa DP for development. These relate to:

- Adequacy of water supply
- Efficiency and safety issues on State Highways 3 and 21

Water Supply

Provision for the Airport and Titanium Park has been covered in the Supply of Water Agreement (2007). While the Northern Precinct Land was not part of this agreement, analysis has indicated that the 600m³ per day would be sufficient to service the first stage of the Northern Precinct as well as Titanium Park and the Airport. Since the water supply agreement was put in place in 2007, there are now actual water consumption figures. As a result of this information, 600m³/day is considered to be sufficient to service the Titanium Park Northern Precinct Stage 1 development (40ha) as well as the rest of Titanium Park and the Airport. However, some questions remain over the last 200m³ of this supply. It is not yet clear whether this final 200m³ would require upgrades to the pipe network of the Pukerimu Scheme and / or potential supplementation from an additional source.

Possible solutions for this issue are:

- The Airport Company provides evidence that the 400m³ per day will be adequate for all development including the existing Titanium Park and the proposed Northern Precinct.
- If 600m³ is needed then Waipa District Council has indicated that it can provide it. This may involve water supply options other than Pukerimu. In the unlikely event that this is not possible, there are other backup options, including sourcing the water from Hamilton City.

Transport

The modelling work undertaken by the NZTA has confirmed that the existing and consented developments alone will result in efficiency and safety concerns for State Highway 3. These problems will deteriorate at Dixon Road and Raynes Road unless upgraded. State Highway 21 appears able to accommodate the anticipated traffic, however the form of the Raynes Road/State Highway 21 intersection will need amendment to safely and efficiently accommodate the Titanium Park Northern Precinct development.

In transport terms our options for addressing these network shortcomings are:

(a) Transferring Traffic Generation Capacity

Transfer traffic generation capacity by adjusting or limiting the nature of the activities (ie office and retail) permitted in Plan Change 57 and reallocating this to the Northern Precinct.

(b) Bringing the Southern Links Project Forward

The optimal transport solution for the Airport and Adjacent Lands area is Southern Links. This project will address the transport network issues on State Highways 3 and 21 that have been identified. However, Southern Links is 20-30 years away from construction. From a regional economic development point of view, it is untenable to wait for this length of time before any solutions are found to the transport issues facing the Airport.

One option is to advocate to NZTA and Central Government, as well as considering additional Waikato regional funding sources, for the Southern Links project to be brought forward in time. This would then address the network issues for the Airport and the surrounding area. However, the Southern Links project is also only at the designation stage and will require confirmation of the designated route, property purchase and other planning work before construction could be contemplated.

Agreeing the relationship between short and long term improvements is a particular challenge.

A staged approach could also be taken to Southern Links implementation. That part of the project which would provide an improved southern access to the Hamilton CBD would also advantage Peacocke's Stage 2 as well as development in the vicinity of the airport. It is likely that these staging issues will be raised during the designation hearings in 2014. This matter along with the need to finalise short and long term infrastructure improvements is referred to in the Stage 2 recommendations.

(c) Identifying and Undertaking Specific Network Improvements

There is a need to identify the specific network improvements required in order to ensure that efficient access to and from the Airport is maintained and that the Titanium Park Northern Precinct development can go ahead without compromising the network. The network improvements can be staged to parallel ongoing development of the Airport.

From current information, the network improvements required to service the Hamilton International Airport Strategic Industrial Node, including the Titanium Park Northern Precinct and the Ashton Block, are as follows:

- Lochiel Road Roundabout
- State Highway 3 intersection upgrade
- State Highway 3 / 21 intersection upgrade

Detailed modelling and costing of selected improvements needs to be undertaken as a priority. Stage 2 recommendations refer to this in Section 9 of this Study.

Funding for transport network improvements is also a significant challenge. There are very limited sources of money in the current economic climate.

The Titanium Park Joint Venture has \$1.4 million budgeted to build an intersection for the Titanium Park Western Precinct access which could be reallocated. There are also other interchanges beyond Titanium Park that need to be built or reconfigured.

At present the NZTA has two priority projects which will consume Waikato regional transport funding resources from the National Land Transport Fund. The first is the completion of the Waikato Expressway. The second is the Southern Links designation, which may require up to \$100 million in property purchase. There is very little funding for other projects given the size of these activities.

This means that the NZTA has no additional funding for incremental network improvements to State Highways 3 and 21 at the present time.

A potential approach for addressing these issues is the development and implementation of a staged transport network solution. This would involve a two stage approach to Airport access onto State Highways 3 and 21. Stage 1 is to develop an initial access solution, for example a roundabout. Stage 2 is the post Southern Links solution.

The \$1.4 million of Titanium Park Joint Venture funding for State Highway 3 access could be reallocated to fund Stage 1. However, this would only cover about one third of the roundabout cost. Also, this would only address Airport highway access issues, not wider efficiency problems and Hamilton City to the Airport travel time issues. There is also the challenge of ensuring that any staged solutions are compatible with long-term solutions (ie Southern Links).

Additional sources of funding will be required in order to fund a staged transport solution. This is not a situation that is unique to the Waikato. It is present in a number of other New Zealand areas where there is a significant gap between transport needs and available funds. The Auckland Council has established a Consensus Building Group to find solutions and recommend alternative sources for transport funding in the region.

There are a number of additional sources of funding that should be explored. These can be developed in more detail at a later date.

Any successful outcome is likely to extend beyond the timeframe of the Study. A lead agency will be required to complete investigations and make recommendations. In the meantime it is recommended that Future Proof maintain an overview of these issues as part of strategy implementation. This is part of the Stage 2 recommendations.

Activity Type

There is a need to ensure that any development of the Northern Precinct is used predominantly for airport related industrial uses and is not just a site for unrelated office and retail uses which are seeking cheaper rural sites. While Plan Change 57 makes provision for some office and retail development at Titanium Park this is not proposed in the Northern Precinct.

We also need to ensure that the nature and scale of development must be such that a general logistics / transport hub unrelated to the Airport does not emerge that then competes with other sites for uses already identified in the Proposed RPS.

Land which is immediately adjacent to the Airport operational area is called 'airside' land and is an essential location for businesses such as air freight or aircraft manufacturing that require direct access to the runways. The Titanium Park Northern Precinct contains airside land. There is a need to ensure that this land is used for activities that require direct access to the runways and that the surrounding land is used for activities that are related to the airport and build on those activities. For

the airside land freight logistics activities will be encouraged. The activities promoted within the wider Northern Precinct area are intended to be primarily industrial and service related activities compatible with an Airport environment (i.e. less sensitive activities with the ability to comply with the relevant requirements associated with air noise boundaries). Activities should be dependent on or more appropriate to be located near to an Airport.

Provision needs made in the Waipa DP review for the Titanium Park Northern Precinct to have an amended Airport Business Zoning for airport related activities with limits on retail and office activities. Also the plan needs to make any development conditional upon infrastructure servicing criteria being met.

8.3 Meridian 37 and Other Land in the Vicinity of the Airport

Plan Change 67 is currently at the appeals stage and is likely to continue through due process. This Study does not wish to undermine this process; however it is important to determine whether the position of Future Proof has changed as a result of this Study.

The Meridian 37 land is not included in the Proposed RPS or the Waipa DP. Future Proof does not wish to deviate from the agreed settlement pattern. The Future Proof Business Land Review¹³ and subsequent documents¹⁴ set out the amount of industrial land required in the sub-region out to 2061 as well as allocations and staging for this land. This work has informed the Proposed RPS. The locations of the Strategic Industrial Nodes as well as the land allocations have been carefully worked through. This includes consideration of achieving a more compact urban form, attempting to locate employment close to where people live, infrastructure availability and timing, and ensuring that other strategic industrial nodes are not undermined.

This Study does not recommend any increases in the provision of land at the Airport and its surrounding area. There is already sufficient industrial land available at the Airport and in other strategic nodes. There is also a need to ensure that the Airport and its surrounding area is not turned into a de-facto general industrial land area. Its primary role is for the Airport and airport-related activities.

8.4 Mystery Creek

The Mystery Creek Events Centre is an established use adjacent to the Airport. The Events Centre now owns the former Ashton Block (approximately 10ha). This land is included in the Proposed RPS and is staged for development in the 2021-2041 period. It is also included in the Waipa DP and is zoned as industrial land, subject to standards and other preconditions in the District Plan being met. A comprehensive development plan for the area also needs to be undertaken.

This Study does not recommend any changes to this land. However, it is important that before any development takes place that the preconditions set out in the Waipa DP are met, especially issues concerning State Highway 21.

¹³ *Future Proof Business Land Review: Summary Report of Findings and Recommendations*, October 2010

¹⁴ *Future Proof Business Land Reconciliation* report, November 2010 and *Future Proof Business Land: Changes Sought to Proposed RPS*, December 2010

8.6 Waipa District Plan

To achieve an enduring link between long-term land use, infrastructure improvement and funding for the Airport and surrounding area will take time. There are a number of implementation tools that will be important to achieve this. One key policy tool is the Proposed Waipa District Plan. The District Plan has an important role in terms of setting the long-term land use framework and for providing community leadership.

The proposed approach set out in this Study will require recommended changes to the Proposed Waipa District Plan, which Future Proof will need to advocate for in evidence presented to the hearing. These changes are:

- To include an amended Airport Business Zone for the Titanium Park Northern Precinct Stage 1 but have standards and conditions that would need to be met before development could proceed.
- The conditions would include:
 - A council approved structure plan
 - Infrastructure issues being resolved (water and transport)
 - Limitation on the type of activities (eg no office and retail)

A formal case would also need to be made in order to satisfy the alternative land release criteria in the Proposed RPS if the land is to be released in the 2010-21 period.

9. Recommendations and Actions

9.1 Recommendations

Stage 1 Recommendations

There are some specific Stage 1 recommendations and actions which flow from the proposed approach outlined in section 8. These need to be completed before the Waipa DP hearings in mid-October 2013 and also in order to inform the Proposed RPS appeal process. These are:

1. Continued support for Airport as regionally significant infrastructure. This includes ensuring it is protected from reverse sensitivity issues through the implementation of noise contours and other mechanisms.
2. In the interests of regional economic development it is recommended that the land release in Table 6-2 of the RPS for Stage 1 of the Titanium Park Northern Precinct (40ha) be moved forward from 2041-2061 to the 2010-2021 period so that this land can be developed for airport-related activities, provided a suitable solution for both the water and transport issues can be found.
3. That provision is made in the Waipa DP review for the Titanium Park Northern Precinct Stage 1 to have an amended Airport Business Zoning for airport related activities along with controls related to retail and office activities. Also that the plan includes appropriate standards and conditions in order to ensure that infrastructure servicing criteria are met before the land uses commence.
4. That the Titanium Park Northern Precinct pays for an equitable share of its infrastructure impacts and that there is a logical rollout of development to ensure that the Northern Precinct does not consume existing Titanium Park infrastructure capacity without contributing to costs.
5. It is recommended that Stage 2 of the Northern Precinct be allocated deferred zoning and that it is not developed until a later date. An appropriate trigger for Stage 2 may be once at least 60% of both Titanium Park and Stage 1 of the Northern Precinct have been used, taking account of land banking.
6. Ensure that a water supply solution is found in order to enable the development of the Titanium Park Northern Precinct
7. That apart from the former Ashton Block (now part of the Mystery Creek Events Centre) and because of the level of provision in the RPS and district plans no additional industrial land is developed at the Airport or in the surrounding area within the short to medium term (ie the next 20 years).
8. That appropriate actions are taken to inform the RPS and the relevant district plan provisions of the outcomes sought through this work.
9. Using the NZTA efficiency and safety modeling work as a base, identify and cost a comprehensive set of transport network improvements.

Stage 2 Recommendations

These recommendations are to be implemented post the October 2013 Waipa DP hearings.

10. That these shorter term works be considered alongside the designation of the Southern Links project in order to determine the optimal investment pattern.
11. That the Future Proof partners identify of appropriate funding solutions for transport network improvements. This may involve the use of a Consensus Building Group or similar forum to reach agreement on a wider funding toolkit than currently exists.
12. That the Future Proof partnership oversees the completion of a comprehensive structure plan in 2014 for all the lands associated with the State Highway 3 and 21 transport catchments between the south and west of Hamilton City until these highways merge on the south western side of the airport. This should be funded by the Future Proof partners, in particular Waipa District Council and Hamilton City Council, with technical input from the NZTA.
13. That the Airport and Adjacent Lands Study be reviewed and if necessary updated, once the Southern Links designation hearings and appeals have been completed noting that this is likely to be toward the end of 2014 or early 2015.
14. That the idea of Southern Links staging in particular the implementation of an alternative Hamilton City CBD access as well as a “north-south” link through Peacockes and the link to the SH 3/21 intersection south west of the airport be raised during the Southern Links designation hearings in 2014 and that a practical implementation approach be agreed.
15. Redrafting of the 2007 *Construction of Pipeline and Supply of Water Agreement* and the 2009 *Development Agreement* between Waipa District Council, the Waikato Regional Airport Ltd and the Titanium Park Joint Venture in order to reflect moving the Northern Precinct Stage 1 land forward. This will include ensuring that the Titanium Park Northern Precinct pays for an equitable share of its infrastructure impacts and that there is a logical rollout of development to ensure that the Northern Precinct does not consume existing Titanium Park infrastructure capacity without contributing to costs.
16. Renegotiation of the agreement between the New Zealand Transport Agency, Titanium Park and the Waikato Regional Airport Ltd in order to cover the short-term transport issues.

9.2 Action Plan

The following table sets out implementation actions for this Study which flow from the recommendations set out in section 9.1

Action	Who*	Timeframe**
<p>1. Titanium Park Northern Precinct Stage 1 in the Waipa DP</p> <p>Advocate through evidence for provision to be made in the Proposed Waipa District Plan for the Titanium Park Northern Precinct Stage 1 to have an amended Airport Business Zoning for airport related activities along with controls relating to retail and office activities. Also that the plan includes appropriate standards and conditions in order to ensure that infrastructure servicing criteria are met before the land uses commence.</p>	Future Proof	Immediate
<p>2. Titanium Park Northern Precinct Stage 2 in the Waipa DP</p> <p>Advocate through evidence for Stage 2 of the Northern Precinct to be allocated deferred zoning and that it is not developed until a later date. An appropriate trigger for Stage 2 may be once at least 60% of both Titanium Park and Stage 1 of the Northern Precinct have been used, taking account of land banking.</p>	Future Proof	Immediate
<p>3. Water Supply</p> <p>Ensure that a water supply solution is found in order to enable the development of the Titanium Park Northern Precinct.</p>	Waipa DC Future Proof	Immediate
<p>4. Industrial Land Supply</p> <p>Continue to ensure that apart from the former Ashton Block (now part of the Mystery Creek Events Centre) and because of the level of provision in the Proposed RPS and district plans, no additional industrial land is developed at the Airport or in the surrounding area within the short to medium term (ie the next 20 years).</p>	Future Proof	Immediate - Medium
<p>5. Implementation through Proposed RPS and Waipa DP</p> <p>That appropriate actions are taken to inform the RPS and the relevant district plan provisions of the outcomes sought through this work, this will include:</p> <ul style="list-style-type: none"> ▪ Advocating and implementing this approach through the Proposed RPS appeal process ▪ Submitting a case for alternative land release under Implementation Method 6.13.3 of the Proposed RPS ▪ Providing evidence to the Proposed Waipa DP hearings on the approach recommended in this 	Future Proof	Immediate

Study		
<p>6. Short-Term Transport Improvements Identify and cost a comprehensive set of transport network improvements for State Highways 3 and 21 in the vicinity of the Airport. Complete modelling and network assessment analysis for consideration at the Waipa DP hearings in October / November 2013. These shorter term works then need to be considered alongside the designation of Southern Links in order to determine the optimal investment pattern.</p>	Future Proof, NZTA	Short / Medium
<p>7. Funding for Transport Identify appropriate funding solutions for transport network improvements. This may involve the use of a Consensus Building Group or similar forum to reach agreement on a wider funding toolkit than currently exists.</p>	Future Proof NZTA, Waikato RC, Waipa DC, HCC, Waikato DC	Medium
<p>8. Comprehensive Structure Plan Complete a comprehensive structure plan for all the lands associated with the State Highway 3 and 21 transport catchments between the south and west of Hamilton City until these highways merge on the south western side of the airport.</p>	Future Proof NZTA, Waikato RC, Waipa DC, HCC, Waikato DC	Medium
<p>9. Study Review and Update Review and update the Airport and Adjacent Lands Study once the Southern Links designation hearings and appeals have been completed noting that this is likely to be toward the end of 2014 or early 2015.</p>	Future Proof	Medium-LongerTerm
<p>10. Staging of Southern Links Advocate for the staging of the Southern Links project during the Southern Links designation hearings in 2014 and through other processes (eg RLTP, NZTA and Government engagement). Agree on a practical implementation approach for the project.</p>	Future Proof	Medium
<p>11. Water Supply Agreement Redrafting of the 2007 Construction of Pipeline and Supply of Water Agreement and the 2009 Development Agreement between Waipa District Council, the Waikato Regional Airport Ltd and the Titanium Park Joint Venture in order to reflect moving the Northern Precinct Stage 1 land forward.</p>	Waipa DC	Medium
<p>12. Transport Agreement Renegotiation of the agreement between the New Zealand Transport Agency, Titanium Park and the Waikato Regional Airport Ltd in order to cover the short-term transport issues.</p>	NZTA	Medium

*Lead agencies for each action are highlighted in bold. The other agencies will act in a support capacity.

**Immediate = Stage 1 recommendation - by October 2013; Medium = 2014; Longer Term = 2014+

The budgets and resourcing for these actions will be covered as part of the ongoing Future Proof work programme and Future Proof implementation budget.

Progress on implementing these actions will be reported to the Future Proof Implementation Committee on a six monthly basis.



Hamilton Airport and Adjacent Lands Study

Project Brief

February 2013

1. Introduction

Both the Future Proof Strategy and the Proposed Regional Policy Statement identify the Hamilton Airport as regionally significant infrastructure. A key assumption in the Future Proof Strategy is that Hamilton Airport will continue to develop and add value to the regional economy. Airport expansion is also identified as a growth driver.

There are conflicting objectives between protecting the Airport as a piece of regionally significant infrastructure, and the need for the Airport to run as an economic business entity.

There are also significant ongoing development pressures around the Hamilton International Airport and adjacent lands, especially those within the transport catchments of State highways 21 and 3. The potential land use pattern for the next 10 years is set out in the Proposed Waipa District Plan which has been formally notified. Future Proof submitted and further submitted on the Proposed Plan, including raising matters associated with the Airport and its surrounding land. The Future Proof partnership needs to have an agreed and consistent position in relation to the Airport and its future development, including surrounding land and any impacts on infrastructure.

The Future Proof partners need to consider the long-term development pattern for the area which recognises the Airport as a piece of regionally significant infrastructure. This has to be set within a wider Southern Area context which considers other pressures in areas close to the Airport. We need to understand the cumulative effects of ongoing development, in particular those that will compromise the efficiency of State highway 21 and State highway 3 and its interaction with the Hamilton section of the Waikato Expressway. We also need to anticipate the potential effects of ongoing development in the vicinity of the airport on the allocation of sub-regional business land in Table 6.2 of the RPS.

There is a comprehensive body of knowledge contained within existing studies in relation to the Airport and the surrounding area. A summary of the findings of the existing work is contained in **Appendix 1**. While there is currently a considerable amount of information available in relation to the Airport, we do not have an overall picture which shows the detail of the development planned for the Airport. We also do not have an agreed position in relation to the long-term development of the Airport among the Future Proof partners and importantly how future Airport development relates to other development hubs within the Future Proof area.

The Airport Company has a Masterplan which is attached as **Appendix 2**. However we still need to understand the other development proposals that are in the wider Airport catchment. We also need to better understand the impact of the various developments and land use patterns, both at the Airport and in the wider southern area, on the transport network. It is intended that this Study will focus on an agreed land use pattern for the Airport and surrounding area along with infrastructure implications.

Through current RPS appeal processes, the Airport Company and the Titanium Park Joint Venture is seeking to:

- Significant increase the land provision
- Weaken the airport related industry provisions so the company can attract uses such as large scale retail and general industry which is amply provided for elsewhere.

Both Future Proof and some partners have opposed these requests. A similar approach is being taken by the Airport Company and Titanium Park Joint Venture to the Waipa District Plan.

The Study is a Future Proof initiative led by the Implementation Advisor.

2. Purpose and Scope

The purpose of the Airport and Surrounds Study is to develop an agreed land use and infrastructure pattern for the area in order to sustainably manage the effects of the competing interests that exist and to determine a level of development appropriate to a future airport operation.

The study area will encompass the land west of the Waikato River and include Mystery Creek and the land between the airport and the Hamilton City boundary.

While the study relates to the airport and adjacent lands thought also needs to be given from an integrated land use / transport planning perspective on the traffic catchment areas of State highways 3 and 21. NZTA is separately commissioning work relating to the SH21 catchment between the airport and the new Hamilton expressway. An agreed land use pattern will inform both studies.

3. Study Objectives

The objectives for the study are as follows:

- Provide an agreed Future Proof position and evidence base on the Hamilton Airport and surrounding area land uses for informing the current RPS appeal mediation and possible Environment Court hearings as well as the Waipa District Plan hearings.
- Identify a process for resolving the conflicting objectives for the Airport, i.e. enabling a piece of regionally significant infrastructure to meet its future needs while not undermining the agreed commercial and industrial land use pattern for the sub-region.
- An agreed land use pattern for the Airport and surrounding area which will feed into the State highway 21 Corridor Study that is currently being developed by the NZTA and any work subsequent work undertaken on the Southern Links project , including designations.
- Identify and understand the implications of any future servicing agreements signed between the Airport, landowners and Councils.
- Take into account the potential role of the Airport and adjacent lands as a significant long term employment hub for future growth in the south of Hamilton as well as the south of the Future Proof sub-region.

4. Proposed Approach

The approach of the Airport and Surrounds Study will be to:

- Identify the land use pattern in terms of what is planned and what has been included in both the decisions version of the RPS and the Proposed Waipa District Plan
- Consider how the aspirations of the Airport Company and other land owners could affect this pattern
- Consider the impacts on infrastructure over say a 30-50 year period, particularly transport, and how much land can be serviced on site from a water wastewater and stormwater perspective before full reticulation is required
- Confirm the preferred Future Proof land use pattern for the area
- Identify any infrastructure needs as well as timing and funding

- Consider an appropriate policy response including how to reconcile the differences between airport aspirations arising from the need to grow shareholder value and the effects of this outcome on the sub-regional land use pattern.

The Study will be completed between February and April 2013.

5. Project Management

The Study will be project managed and developed by the Future Proof Implementation Advisor on behalf of the Future Proof partners. A small project group made of members across the Future Proof partnership will be established to oversee the project and report back to the Implementation Management Group. The draft report and key findings will be reported to the Chief Executives Advisory Group and then to the Future Proof Implementation Committee.

6. Budget

The total budget for this Study is \$35,000. The costs will be shared between the Future Proof partnership (\$25,000) to come out of the Future Proof contingency budget, and the NZTA (\$10,000).

Appendix 2: The Airport and Surrounding Area - Summary of What We Know

1. Introduction

There are significant ongoing development pressures around the Hamilton International Airport and adjacent lands, especially those within the transport catchment of State highway 21. The land use pattern for the next 10 years is set out in the Proposed Waipa District Plan which has just been formally notified. The Future Proof partners need to consider the long-term development pattern for the area which recognises the Airport as a piece of regionally significant infrastructure. This has to be set within a wider Southern Area context which considers other pressures in areas close to the Airport. We need to understand the cumulative effects of ongoing development, in particular those that will compromise the efficiency of State highway 21 and its interaction with the Hamilton section of the Waikato Expressway. Set out below is a summary of what we know already in terms of current and future development in and around the Airport and wider Southern area. The key question that we need to ask is – are there gaps between what we know and what we need to know for long-term land use planning for the Airport and the surrounding area? This is addressed at the end of this paper under ‘conclusions’. The existing studies are briefly summarised and their key findings recorded.

2. Summary of Existing Studies

Relevant Document	Summary	Key Findings / Implications in Relation to Airport and Surrounding Area
Future Proof Strategy 2009	Future Proof is the sub-regional growth strategy and implementation plan for Hamilton City Council, the Waikato Regional Council, and Waipa and Waikato District Councils. The Strategy provides a platform for ongoing co-operation and implementation. It is underpinned by a range of key principles that aim to contribute to the effective management of growth. The Strategy provides a framework for co-operatively managing growth and setting goals for future implementation.	<p>A key assumption in the Future Proof Strategy is that Hamilton Airport will continue to develop and add value to the regional economy. The Airport expansion is also identified as a growth driver.</p> <p>Settlement pattern:</p> <ul style="list-style-type: none"> ▪ Airport / Mystery Creek an identified growth area. ▪ The Airport and Titanium Park are identified areas for capitalising on business opportunities provided by air passenger / freight. ▪ Additional provision of airport related accommodation in defined areas. ▪ The Airport will continue to be protected from reverse sensitivity effects through controls to avoid the establishment of new activities which would be adversely affected by the Airport noise and operational effects (particularly residential and rural-residential activities). ▪ Airport / Mystery creek will serve as a key industrial and business area within the Waipa District as recognised by Waipa 2050. ▪ The Airport is identified as a Strategic Industrial Node in Table 5 along

Relevant Document	Summary	Key Findings / Implications in Relation to Airport and Surrounding Area
		<p>with land capacity and staging.</p> <p>Transport – Key Approaches and Actions:</p> <ul style="list-style-type: none"> ▪ Ensure that there is efficient access to and from the Hamilton Airport. ▪ Continued implementation of noise contours, obstacle limitation surfaces and other land-use restrictions including controls on the types of development permitted on land at the ends of the main runway, in order to ensure that development does not adversely impact on the operation of the Airport.
<p>Proposed Waikato Regional Policy Statement¹⁵</p>	<p>The Waikato RPS is a key RMA 1991 document. It was reviewed and publically notified in 2010. Hearings were held in 2012 and the decisions of the Hearing Committee were released in November 2012. The Proposed RPS sets out the significant resource management issues for the region and how these will be addressed.</p>	<p>The Hamilton International Airport is identified as Regionally Significant Infrastructure. Objectives, policies and methods for such infrastructure includes:</p> <ul style="list-style-type: none"> ▪ Recognising its value and long-term benefits (objective 3.11) ▪ Management of the built environment to ensure that effectiveness and efficiency of existing and planned regionally significant infrastructure is protected (policy 6.6) ▪ Regional and district plans shall include provisions that give effect to policy 6.6 and that they do not result in land uses incompatible with existing and planned regionally significant infrastructure (method 6.6.1) ▪ Local authorities to use methods to ensure the safe, efficient and effective operation of regionally significant infrastructure (method 6.6.5) ▪ Local authorities to encourage ways of maintaining and improving the resilience of regionally significant infrastructure (method 6.6.6) <p>The Hamilton Airport is an identified Strategic Industrial Node in the Proposed RPS (Table 6-2) with 152ha of land allocated out to 2061 along with staging.</p> <p>Policy 6.13(f) provides for activities that require direct access to the Airport runways.</p>
<p>Waikato Regional Land</p>	<p>The Waikato RLTS sets out the strategic</p>	<p>The Hamilton Airport is noted as having the potential to become an</p>

¹⁵ For the purposes of this summary the notified version of the Proposed Waikato Regional Policy Statement (November 2010) has been used

Relevant Document	Summary	Key Findings / Implications in Relation to Airport and Surrounding Area
Transport Strategy 2011	approach for transport in the region over the next 30 years.	<p>important regional freight and logistics hub. Safe and efficient access to the Airport is an important consideration for the Strategy.</p> <p>Action A 7.20 is for road controlling authorities and KiwiRail to facilitate safe and efficient access to key economic and transport hubs, including the Hamilton International Airport, through strategic planning and development of the transport network.</p> <p>One of the strategic transport packages in the RLTS is State highway 21 and the Airport Area. It is noted that this package needs to be scoped to determine the extent of land and transport issues and potential solutions.</p>
Waikato Regional Land Transport Programme 2012	The Waikato RLTP collates and prioritises land transport activities in the Waikato region for funding from the national land transport fund.	The RLTP does not contain any information relating to the Airport, however there will be projects that are relevant eg the Hamilton Section of the Waikato Expressway and Southern Links.
Waikato Expressway Network Plan 2012	The purpose of the Waikato Expressway Network Plan is to guide and support on-going integrated planning and decision making for the Waikato Expressway and its associated sub-regional network. This includes integration of the Expressway with the local transport network, significant land use activities and associated infrastructure within the wider Waikato network and region.	<p>A key issue identified in the Network Plan is land use pressures for the Airport.</p> <p>Under the Central Sector, plan changes in the vicinity of the Hamilton International Airport are identified as an issue. These may affect future connectivity requirements for SH21 to the Waikato Expressway and SH3. Further investigations into the links to Hamilton Airport from Expressway are needed.</p> <p>Titanium Park already has consent for 117ha to be developed as part of stage 1.</p> <p>SH 21 and the Airport area – objective is to ensure efficient connections between the Expressway and developments along SH21 and at the Hamilton International Airport. Developments (Titanium Park and Meridian 37) have the potential to adversely impact on the effectiveness of the Expressway.</p> <p>The Network Plan also includes a package of activities for State highway 21 and the Airport Area (Group 15). Southern Links is a key project in this package.</p>

Relevant Document	Summary	Key Findings / Implications in Relation to Airport and Surrounding Area
Southern Links Strategy Study 2004¹⁶	A joint arterial roading strategy between NZTA and Hamilton City Council to determine the structure for east / west links and southern connections to the city.	Identifies arterial network issues to the south of Hamilton and around the Airport. Identifies the concept of an arterial ring road around Hamilton (ie Southern Links) as the preferred approach.
Southern Links – Various Investigations	The Southern Links project is in the investigation stage. The designation process including the lodgement of a notice of requirement is expected to occur in late 2012/2013.	The purpose of Southern Links is to develop an effective network of integrated state highway and urban arterial routes linking SH1 from Kahikatea Drive in Hamilton City to Tamahere and the Waikato Expressway in the south, and SH3 from Hamilton International Airport to central and east Hamilton. This project is part of planning for the long-term growth and development of the Airport.
Southern Sector Study 2010	The Future Proof Strategy contains an action for a specific study to be completed which looks at the Southern Sector Area (including the Airport). The Study was completed in 2010. It aims to establish a collaborative land use pattern and implementation plan for the types of land uses to be provided for; including future zoning, infrastructure provision and potential staging requirements to sustainably manage the effects of the competing interests that exist in this area.	<p>Key issues identified in relation to the Airport:</p> <ul style="list-style-type: none"> ▪ The Airport is a significant regional infrastructure resource and employment node that is coming under pressure from development proposals surrounding it. ▪ Continued expansion of the airport and an increasingly diverse range of activity being undertaken within it are increasing the level of its effect on surrounding land uses. ▪ The range of activities currently provided for in the Titanium Park development are similar to those able to be undertaken in industrial areas elsewhere in Greater Hamilton i.e. opportunities for Airside service and logistics activities may be lost in favour of activities that could reasonably establish elsewhere. ▪ Growth of activity at Airport is a key consideration for the Southern Links project. ▪ Opportunities for freight hubbing at the Airport are not currently well provided for. <p>The recommended land use pattern includes a number of elements that are relevant to the Airport and surrounding area. This includes:</p> <ul style="list-style-type: none"> ▪ Additional activities sensitive in nature will be prevented from establishing within the noise contours.

¹⁶ Formerly known as the *Southern Hamilton Arterial Network Strategy Study*

Relevant Document	Summary	Key Findings / Implications in Relation to Airport and Surrounding Area
		<ul style="list-style-type: none"> ▪ Nominated approach path should be kept clear of built up activities. ▪ There is sufficient industrial zoned land in the area to more than provide for the market demand for the foreseeable (15 years) future. ▪ Release of further land should be avoided with the exception being large lots for airside industrial / freight forwarding necessary to support airport operations. ▪ Need to consider the ‘mix’ of activities provided for in the Business Park area of Titanium Park. <p>There are also several actions in the Southern Sector Study which are relevant to the Airport:</p> <ul style="list-style-type: none"> ▪ Action 1: Complete a structure plan for the Airport ▪ Action 3: Identify a stage 2 deferred industrial/business development beyond Titanium Park. Montgomerie Block considered to be the other suitable location. ▪ Action 5: As part of DP review process put more emphasis on protecting the Airport resource. ▪ Action 10: Increase the Airport designation.
Plan Change 57 to the Operative Waipa District Plan	Put in place a structure plan for Titanium Park and forms the basis of the Airport Business Zone in the Waipa District Plan. Plan Change was promoted by the Waikato Regional Airport Ltd.	The Plan Change provides for industrial activities, service activities and other businesses that benefit from association with the Airport to cluster around it. Also provides for the future development of Hamilton International Airport and its surrounding land as a transport hub and business location.
Proposed Waipa District Plan	<p>The Proposed Waipa District Plan was notified in May 2012. The main features of the Plan are:</p> <ul style="list-style-type: none"> ▪ The incorporation of the Waipa 2050 growth management directions. ▪ Changes to subdivision standards in the rural area and residential zones. ▪ An increased emphasis on the design of subdivisions and developments. 	<p>The Proposed Plan recognises Hamilton Airport as significant regional infrastructure and contains policies and rules to help ensure that it is not compromised by inappropriate development and land uses.</p> <p>The development of an Airport associated business park featuring ‘airside’ businesses and industries is included in the Plan. There are limits on the range and size of activities that are permitted in the Airport Business Zone. Future development planned for the Airport is subject to a deferred zone. Industrial land is provided at the Airport in accordance with the Proposed RPS.</p>

Relevant Document	Summary	Key Findings / Implications in Relation to Airport and Surrounding Area
<p>Waipa 2050 (2009)</p>	<ul style="list-style-type: none"> ▪ The addition of significant natural areas. <p>The Waipa 2050 Growth Strategy is a plan to manage the growth of the Waipa District. The overall aim of the strategy is to take an integrated approach to managing growth with the following identified as key action areas:</p> <ul style="list-style-type: none"> ▪ Recognize, protect and enhance the features of Waipa that make the district a special place ▪ Set a pattern for the future growth of settlements ▪ Integrate growth with infrastructure provision for a more cost effective approach to development 	<p>Waipa 2050 contains a section on the Airport / Mystery Creek area. The Strategy recognises that the Airport locality is a vital part of the Regional economy. Airport facilities have been developed and expanded to take advantage of opportunities for international travel and freight services, including the Titanium Park business development.</p> <p>The Strategy notes that additional residential developments are avoided in the vicinity of the Airport given the potential for reverse sensitivity issues. Industrial / business activities (eg logistics and transport related) are provided for in addition to Titanium Park, in close proximity to the Airport. The Strategy acknowledges that because of the Airport's proximity and importance to Hamilton City and the Waikato District, future development at the Airport needs to be planned for at a sub-regional level.</p> <p>The Strategy outlines that the establishment of activities sensitive to Airport operations, particularly residential activities, need to be managed to avoid reverse sensitivity effects. In addition land at either end of the runway is of particular strategic significance given its potential to be utilised for future Airport activities and expansion.</p> <p>The Strategy sets out growth areas and sequencing for the Airport/Mystery Creek area, which are as follows:</p> <ul style="list-style-type: none"> ▪ Titanium Park – 117 ha (initial staging of 8 ha – development beyond this requires establishment of necessary infrastructure) ▪ A2 (Ashton Land) – 8 ha ▪ A3 (Montgomerie Airside Land) – 40 ha
<p>Waipa Integrated Transport Strategy (2010)</p>	<p>A 30 year transport strategy which aims to:</p> <ul style="list-style-type: none"> ▪ provide the strategic direction for delivery of transport actions consistent with the district's aspirations and future growth patterns ▪ contribute to achieving the objectives of 	<p>The Transport Strategy identifies the Airport / Titanium Park as a key industrial and business area with the following key outcomes and actions:</p> <ul style="list-style-type: none"> ▪ Coordination of transport and land use provisions. ▪ Titanium Park for airport operations, freight processing, hub of activities. ▪ Protection of a rail corridor into the Airport area for freight purposes.

Relevant Document	Summary	Key Findings / Implications in Relation to Airport and Surrounding Area
	<p>the New Zealand Transport Strategy and the Government Policy Statement on Land Transport Funding</p> <ul style="list-style-type: none"> ▪ provide a detailed implementation plan to inform and support the vision of the Waikato RLTS, Future Proof, Waipa 2050, the Long Term Council Community Plan (LTCCP) and district strategies and plans ▪ satisfy NZTA planning and funding requirements by providing evidence of strategic context for applications for financial assistance and submissions to future Regional Land Transport Programmes. 	<ul style="list-style-type: none"> ▪ Airport / Titanium Park capitalising on business opportunities provided by air passenger / freight. ▪ Additional provision for airport related accommodation in defined areas. ▪ Protection of Airport from reverse sensitivity effects. <p>The Strategy contains an action to review the District Plan in order to give statutory effect to the settlement pattern as identified in Future Proof and Waipa 2050. The Titanium Business Park and Airport are specific areas to address. There is also an action to develop structure plans for new growth cells and the Titanium Business Park and Airport are priority areas.</p> <p>The Strategy notes that the Hamilton Airport has been identified as a strategic industrial node for the region with 152 ha of land allocation between 2012 and 2061, sufficient to provide for market demand for the foreseeable (15 year horizon) future.</p> <p>Titanium Park, A2 (Ashton land) and A3 (Montgomerie land) are identified as development areas. A2 and A3 have requirements to be compatible with the Airport environment with A3 being considered for airport related activities. The Strategy notes the following in relation to these areas:</p> <ul style="list-style-type: none"> ▪ Airside and air related freight hub with potential to increase opportunities for rail connections in the future. ▪ Infrastructure for Titanium Park is being determined through an agreement with the developer and the Council. Key transport infrastructure includes: <ul style="list-style-type: none"> - Lochiel Rd Roundabout - SH3 Intersection Upgrade - SH1 / 21 Intersection Upgrade ▪ Both A2 and A3 will be sufficiently serviced by road transport upgrades to support the Titanium Park development.

Relevant Document	Summary	Key Findings / Implications in Relation to Airport and Surrounding Area
		<p>The Strategy notes that the Waikato Regional Rail Strategy (draft) states that there is unlikely to be enough demand to justify a rail link to the airport, and that this should not be a priority. However, this position could be reviewed should a major freight generating activity locate near the airport.</p>
Waikato District Growth Strategy	<p>The Waikato Growth Strategy seeks to ensure that growth is well planned, considered and sustainable given that the population of the Waikato District is expected to double over the next 50 years. The aim of the Strategy is also to grow and revitalise the district's towns by consolidating the majority of the district's growth around existing towns, whilst recognising the importance of providing choice in housing options. The importance of protecting the productive potential of rural land is recognised and tighter controls around countryside living is proposed.</p>	<p>The relevant growth area identified in the Waikato District Growth Strategy that is relevant to the Airport and surrounding area is the Hamilton Periphery. Tamahere, Matangi and Tauwhare are particularly key given their proximity to the Airport. For this growth area, the Strategy notes that:</p> <ul style="list-style-type: none"> ▪ Growth will be concentrated around existing towns and villages in order to keep the infrastructure costs to an acceptable level, limit the loss of productive lands and reduce the need for highly dispersed services. ▪ Careful management of further countryside living and residential growth opportunities. ▪ Encourage further passenger services to and from employment hubs in Hamilton and Waipa through possible park and ride facilities.
Plan Change 2 to the Waikato District Plan	<p>Plan Change 2 (formerly Variation 16) covers District Wide Growth and Rural and Coastal Subdivision. Decisions on the Plan Change were released in November 2011. This is subject to appeals to the Environment Court.</p>	<p>The Plan Change promotes residential and industrial growth primarily occurring in towns, villages and defined growth areas and for urban growth to be compact. The plan change confirms the importance of productive rural activities and seeks to ensure opportunities to undertake these activities are retained. Limited subdivision is provided for in the Rural and Coastal zones. That provision is more restricted than the current regime. The overall effect of the plan change is to reduce the potential maximum number of rural lots and potential dwellings. This is relevant to the area surrounding the Airport as this is predominantly rural in nature. Therefore the Plan Change will ultimately reduce the amount of rural residential development occurring around the Airport. Reverse sensitivity effects in relation to Hamilton International Airport</p>

Relevant Document	Summary	Key Findings / Implications in Relation to Airport and Surrounding Area
Plan Change 3 to the Waikato District Plan: Tamahere Structure Plan (2012)	Waikato District Council has reviewed and updated the Tamahere Country Living Zone Structure Plan which identifies future land use patterns and key infrastructure needed to support development in the Tamahere Country Living Zone.	are also recognised in the Plan Change. The Structure Plan proposes rezoning of some land for future retail and recreation activities, recommends amendments for stormwater and wastewater management along with some new provisions and design guidelines. The Plan Change is mostly focussed on the Tamahere Village Business Zone which aims to provide a compact village and retail centre which allows for a diverse range of small scale commercial development and community activities. Significant accommodation, large format retail or warehousing and drive through services are prohibited.
Tamahere Community Plan 2011-2021 (reviewed)	The Community Plan aims to provide a clear direction for the future development of Tamahere.	Key issues identified in the Tamahere Community Plan are: <ul style="list-style-type: none"> ▪ The design of the Expressway through Tamahere needs to protect, recognise and enhance community connectivity ▪ Additional roads are needed to ensure ease of movement throughout the community without using State highways. ▪ Through traffic needs to be contained on the State highway and / or arterial roads ▪ Key projects include Southern Links and the Expressway, completion of the Link Road (Devine/Airport/Newell Roads) ▪ Development of a Tamahere community hub development plan ▪ Ensuring that Tamahere is retained as a rural residential low-density community, that commercial operations in this area are concentrated, no further industrial development ▪ Plan change to identify and establish buffer zones
Matangi Community Plan 2005-2015	The Matangi Plan sets out the community's view on Matangi's future, including a priority list of desired works and activities.	The Community Plan identifies that potential areas for business development need to be reviewed, in terms of any future development, the rural feel of Matangi needs to be retained, subdivision should not jeopardise existing infrastructure, uncoordinated residential and commercial development to be avoided (maintain rural image and minimise urban sprawl), and areas for potential future residential growth need to be identified.
Tauwhare Community Plan 2007-2017	Sets out the community's view Tauwhare's future, including a priority list of desired	Key projects and aims identified in the Plan are: <ul style="list-style-type: none"> ▪ Retain the rural look and feel of the area

Relevant Document	Summary	Key Findings / Implications in Relation to Airport and Surrounding Area
	works and activities.	<ul style="list-style-type: none"> ▪ Avoid sporadic subdivisions that threaten infrastructure such as roading and may produce adverse environmental effects
Private Plan Change 69 – Extension of Airport Runway	<p>Plan Change initiated to protect the Airport’s ability to extend its main runway in the future to enable international flights beyond Australia and to accommodate larger aircraft.</p> <p>Plan change allows the runway to be extended to 3000 metres. The Plan Change was granted in 2011.</p>	<ul style="list-style-type: none"> ▪ Future extension of the main runway provided for. ▪ If built, the runway will allow the Airport to accommodate larger aircraft. ▪ Part of Hamilton Airport’s vision to become a low cost secondary airport gateway into New Zealand.
Airport Statement of Corporate Intent	Content unknown	This document has not yet been able to be sourced.

Appendix 3: Airport Business Zone Objectives and Policies (Proposed Waipa District Plan)

10.3 Objectives and Policies

Please also refer to the objectives and policies of Parts C, Part E and Part F, as relevant.

Objective - Strategic physical resource

10.3.1 To support the economic and social wellbeing of the Waikato Region through providing for the integrated future development of the Airport and its surrounding land as a transport hub and business location, taking advantage of its strategic location and infrastructure while managing adverse effects on Airport operations.

Policy - Integrated development

10.3.1.1 To enable development of a strategically important business park around the Airport, including integration of development with the Airport's operational requirements, integration with the State Highway network, provision for public transport and other alternative transport modes such as walking and cycling, and provision for safe and sustainable road access from the road network.

Policy - Infrastructure costs

10.3.1.2 To ensure that the cost of any infrastructural services or upgrades needed to avoid, remedy or mitigate adverse effects on the environment arising from activities in the Airport Business Zone are met by those parties that create the need for such services or upgrades.

Policy - Managing effects on Airport operations

10.3.1.3 To ensure that activities within the Airport Business Zone are located and developed in a manner that manages adverse effects on the Airport and its operations.

Objective - Provide for business park

10.3.2 To provide for industrial and business activities, including offices and limited retail activities in an integrated mixed use business park within a defined area.

Policy - Limited retail activities

10.3.2.1 To provide for limited retail activity within the Airport Business Zone as a means of providing a service to the Airport and business park users, and the immediate neighbourhood.

Policy - Distinctive edge

10.3.2.2 To ensure that development in the Airport Business Zone is contained by creating a visually defined edge where the zone adjoins State Highway 3, State Highway 21 and Raynes Road.

Appendix 4: Proposed RPS Alternative Land Release Criteria

The 40ha which makes up Stage 1 of the Titanium Park Northern Precinct is identified in Table 6-2 of the Proposed RPS under the Hamilton Airport Strategic Industrial Node. The 40ha has been allocated to the 2041-2061 period. This Study proposes that the land be moved forward into the 2010-2021 period. This is possible under Implementation Method 6.13.3 of the Proposed RPS which provides for alternative land release for the strategic industrial nodes as long as certain criteria are met. The following table provides a preliminary analysis of how the Stage 1 Titanium Park Northern Precinct land meets these criteria. Further work is required in some areas.

Implementation Method 6.13.3 Criteria for alternative land release

District plans and structure plans may consider an alternative residential or industrial land release than that indicated in Tables 6-1 and 6-2 in section 6D provided that:

Proposed RPS Criteria	Analysis of Stage 1 Titanium Park Northern Precinct Land
(a) To do so will maintain or enhance the safe and efficient function of existing or planned infrastructure when compared to the release provided for within Tables 6-1 and 6-2	There are no issues concerning wastewater or stormwater. The matters of water and transport will require further analysis in terms of the specific improvements required and the funding of these as outlined in this Study.
(b) The total allocation identified in Table 6-2 for any one strategic industrial node is not exceeded	Moving the 40ha for the Titanium Park Northern Precinct Stage 1 from the 2041-2061 period to the 2010-2021 period will not exceed the total allocation of 124ha for the Hamilton Airport Strategic Industrial Node as set out in Table 6-2 of the Proposed RPS.
(c) Sufficient zoned land within the greenfield area or industrial node is available or could be made available in a timely and affordable manner; and making the land available will not undermine the benefits of committed infrastructure investments made to support other greenfield areas or industrial nodes; and	<p>There is sufficient land within the Hamilton Airport Strategic Industrial Node that would enable the 40ha to be brought forward. Under the Proposed Waipa District Plan this land is currently zoned as deferred Airport Business with an Airport Activity Policy Overlay. This land can be made available in a timely and in affordable manner (subject to the resolution of the identified infrastructure issues).</p> <p>Making this land available will not undermine the benefits of committed infrastructure investments made to support other industrial nodes. This is because the 40ha is already part of the Proposed RPS. The allocations in the RPS are based on the Future Proof Business Land Review which considered, among other things, the efficient and effective use of land across the sub-</p>

	region. Also, the Titanium Park Northern Precinct land is intended to be used for Airport related activities. Most of the infrastructure required to support the Hamilton Airport Strategic Industrial Node is either in place or can be put in place.
(d) The effects of the change are consistent with the development principles set out in Section 6A: <i>New development should:</i>	
support existing urban areas in preference to creating new ones	The Titanium Park Northern Precinct supports both the existing Titanium Park development and the Airport itself. It builds on an existing Strategic Industrial Node.
occur in a manner that provides clear delineation between urban areas and rural areas	The Airport and the surrounding Titanium Park development will provide a clear definition between urban (in this case industrial and business land) and rural land. By its nature the Airport itself is required to be surrounded by rural land given reverse sensitivity issues. Planting is proposed around the boundaries of the site which will create an interface between the Airport Business Zone and the rural area.
make use of opportunities for urban intensification and redevelopment to minimise the need for urban development in greenfield areas	The nature of the Airport is such that there is a limit as to how much intensification of land use can occur. However, the Titanium Park Northern Precinct does build and graft on to an existing development.
not compromise the safe, efficient and effective operation and use of existing and planned infrastructure, including transport infrastructure, and should allow for future infrastructure needs, including maintenance and upgrading, where these can be anticipated	This matter, in particular efficient and effective operation of the transport network, needs to be dealt with in greater detail. Further modeling is required to understand the impacts on the State Highway network, as well as the optimal transport solution and how this can be staged and funded over time.
connect well with existing development and infrastructure	The Titanium Park Northern Precinct connects very well to the Airport and the Titanium Park Western Precinct, including the aviation cluster.
be directed away from identified significant mineral resources and their access routes, natural hazard areas, energy transmission corridors, locations identified as likely renewable energy generation sites, and high class soils	There are no known mineral resources that form part of the Titanium Park Northern Precinct land. Nor or there any natural hazards areas in close proximity. The development does not intrude on any energy transmission

	<p>corridors or locations identified as likely renewable energy generation sites. The <i>Proposed Rezoning of the Montgomerie Block</i>¹⁷ report does indicate that the majority of the land around the Airport (including the Montgomerie Block) is classed as prime agricultural land. Detailed site investigations have identified limitations of the property for agricultural activities due to poor subsoil drainage and high groundwater table. Because the land in question adjoins the Airport, it is a scarce resource in its own right. The <i>Proposed Rezoning of the Montgomerie Block</i> report concludes that its use for airport related purposes constitutes a more efficient and effective use of the resource than its potential use for rural purposes. Any effects on the rural land resource will be minor.</p>
<p>promote compact urban form, design and location to:</p> <ul style="list-style-type: none"> i) minimise energy and carbon use; ii) minimise the need for private motor vehicle use; iii) encourage walking, cycling , use of public transport and multi-modal transport connections; and iv) maximise opportunities for people to live, work and play within their local area 	<p>The Titanium Park Northern Precinct builds on to an existing Strategic Industrial Node, therefore it does promote a more compact development than opening up a new industrial node. The land at the Airport also provides important employment land for people working in the southern part of the Future Proof sub-region. This will mean that the distance they have to travel to get to work will be less if employment is provided closer to where they live.</p>
<p>maintain or enhance landscape values and provide for the protection of historic and cultural heritage</p>	<p>Planting is proposed around the boundaries of the site which will create an interface between the Airport Business Zone and the rural area. Boundary planting can also incorporate strategic landscape buffers along boundaries where there are views from nearby residential properties. It is intended that a finalised Landscape Strategy Plan will be developed for the Titanium Park Northern Precinct.</p> <p>There are no recorded archaeological or cultural sites in the Northern Precinct.</p> <p>Further consultation with Tāngata Whenua on the Northern Precinct development is planned.</p>
<p>promote positive indigenous biodiversity outcomes and protect significant</p>	<p>The <i>Proposed Rezoning of the Montgomerie Block</i> report states that the</p>

¹⁷ Titanium Park Joint Venture, *Proposed Rezoning of the Montgomerie Block*, February 2012

<p>indigenous vegetation and significant habitats of indigenous fauna. Development which can enhance ecological integrity, such as by improving the maintenance, enhancement or development of ecological corridors, should be encouraged</p>	<p>Northern Precinct site is low gradient to flat land with site vegetation limited to open pasture and hedge rows. There are no watercourses in close proximity. The site is considered to have limited ecological values.</p> <p>It is proposed that existing on-site vegetation be retained and enhanced, that landscape buffers are provided and that landscaping vegetation complements the landscape character of the area.</p>
<p>maintain or enhance public access to and along the coastal marine area, lakes and rivers</p>	<p>There are no waterways in close proximity to the Northern Precinct.</p>
<p>avoid as far as practicable adverse effects on natural hydrological characteristics and processes (including aquifer recharge and flooding patterns), soil stability, water quality and aquatic ecosystems including through methods such as low impact urban design and development (LIUDD)</p>	<p>A detailed analysis of stormwater is provided in the <i>Proposed Rezoning of the Montgomerie Block</i> report. That report includes a geotechnical investigation regarding the suitability of the site for on-site stormwater disposal and preliminary design recommendations for stormwater management. There is also an existing network of subsoil drains in order to address any surface flooding.</p>
<p>adopt sustainable design technologies, such as the incorporation of energy-efficient (including passive solar) design, low-energy street lighting, rain gardens, renewable energy technologies, rainwater harvesting and grey water recycling techniques where appropriate</p>	<p>Wet industries (high water demand) are intended to be excluded from the Titanium Park Northern Precinct.</p> <p>The Titanium Park Joint Venture intend on embedding sustainability principles within the design of the development. This includes the efficient capture, management and reuse of water.</p>
<p>not result in incompatible adjacent land uses (including those that may result in reverse sensitivity effects), such as industry, rural activities and existing or planned infrastructure</p>	<p>The Titanium Park Northern Precinct is compatible with the Airport and surrounding land uses as it is intended to be used for Airport related activities. It is also an industrial land use which will not result in any reverse sensitivity issues with the Airport.</p>
<p>be appropriate with respect to projected effects of climate change and be designed to allow adaptation to these changes</p>	<p>Detailed work on water and stormwater management has been undertaken. The stormwater investigations appear able to adapt to climate change effects. There does not seem to be any current analysis of energy considerations except that a substation is planned to support the development of the Airport and provide sufficient capacity and security of supply for the Airport and the surrounding district.</p>
<p>where appropriate, promote opportunities to visually recognise tāngata whenua connections within an area by considering the effects on relationships, values, aspirations, roles and responsibilities</p>	<p>Further work and consultation is required to be undertaken with tāngata whenua.</p>

support the Vision and Strategy for the Waikato River in the Waikato River catchment	The Airport is within the wider Waikato River catchment. Further work is required here.
encourage waste minimisation and efficient use of resources (such as through resource-efficient design and construction methods)	The Titanium Park Joint Venture intend on embedding sustainability principles within the design of the development.
avoid adverse effects on ecosystem services.	The <i>Proposed Rezoning of the Montgomerie Block</i> report states that the site has limited ecological values and that it is considered that no adverse ecological effects of the development are anticipated.