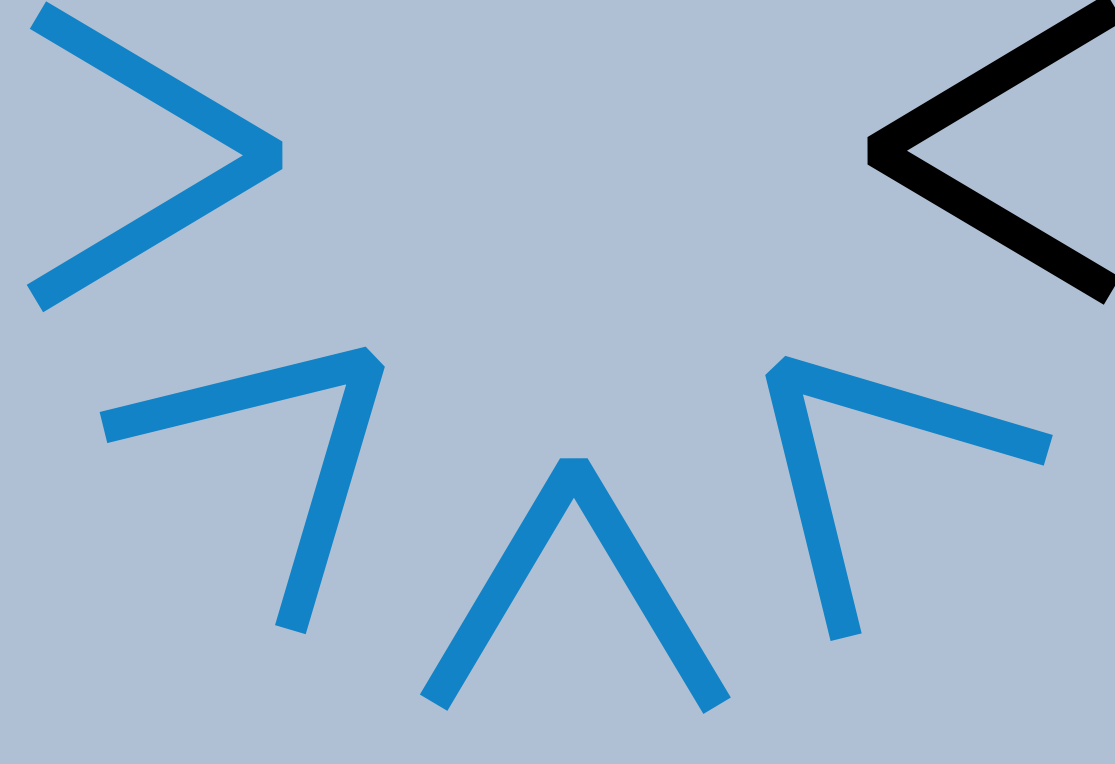


NORTHERN PRECINCT



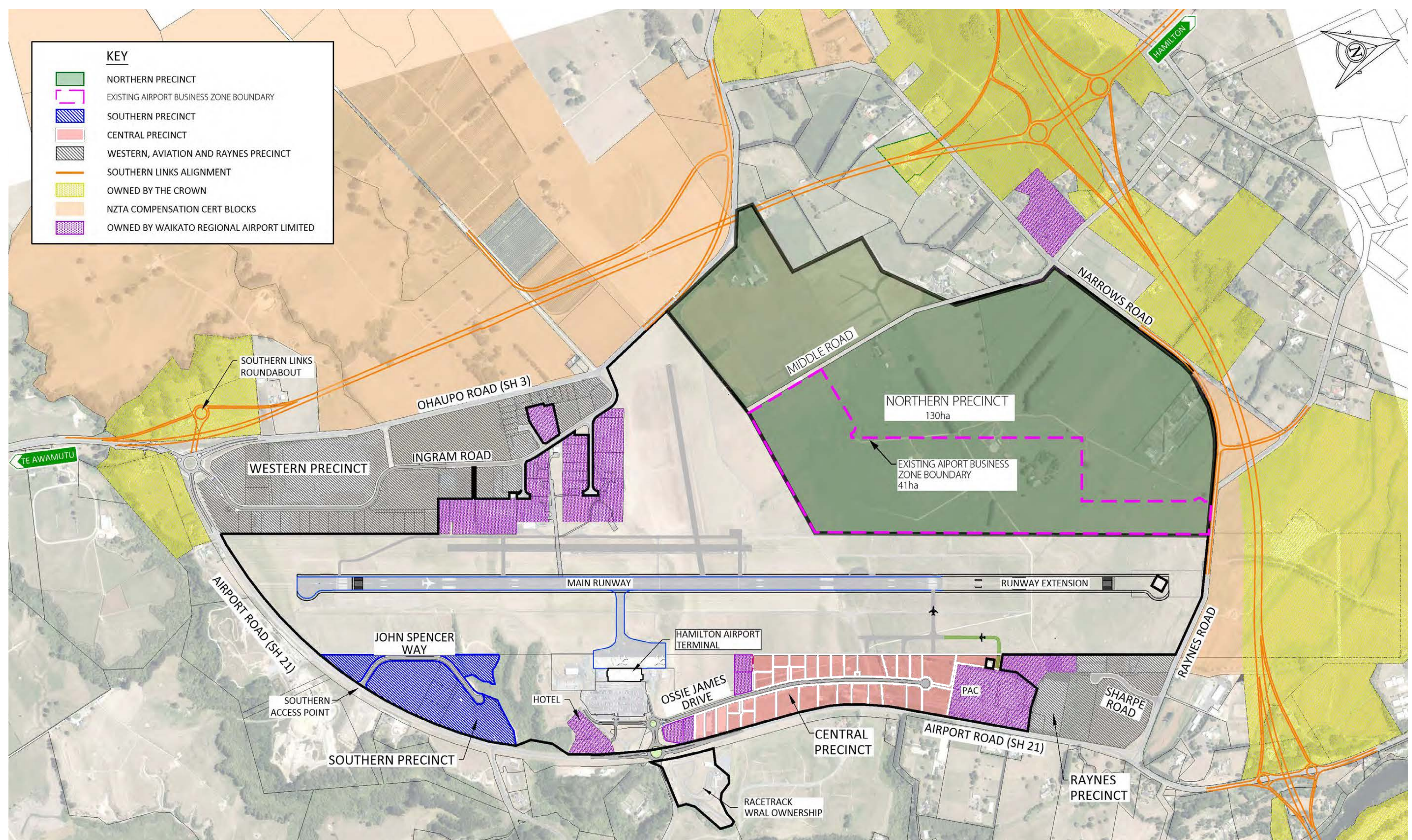
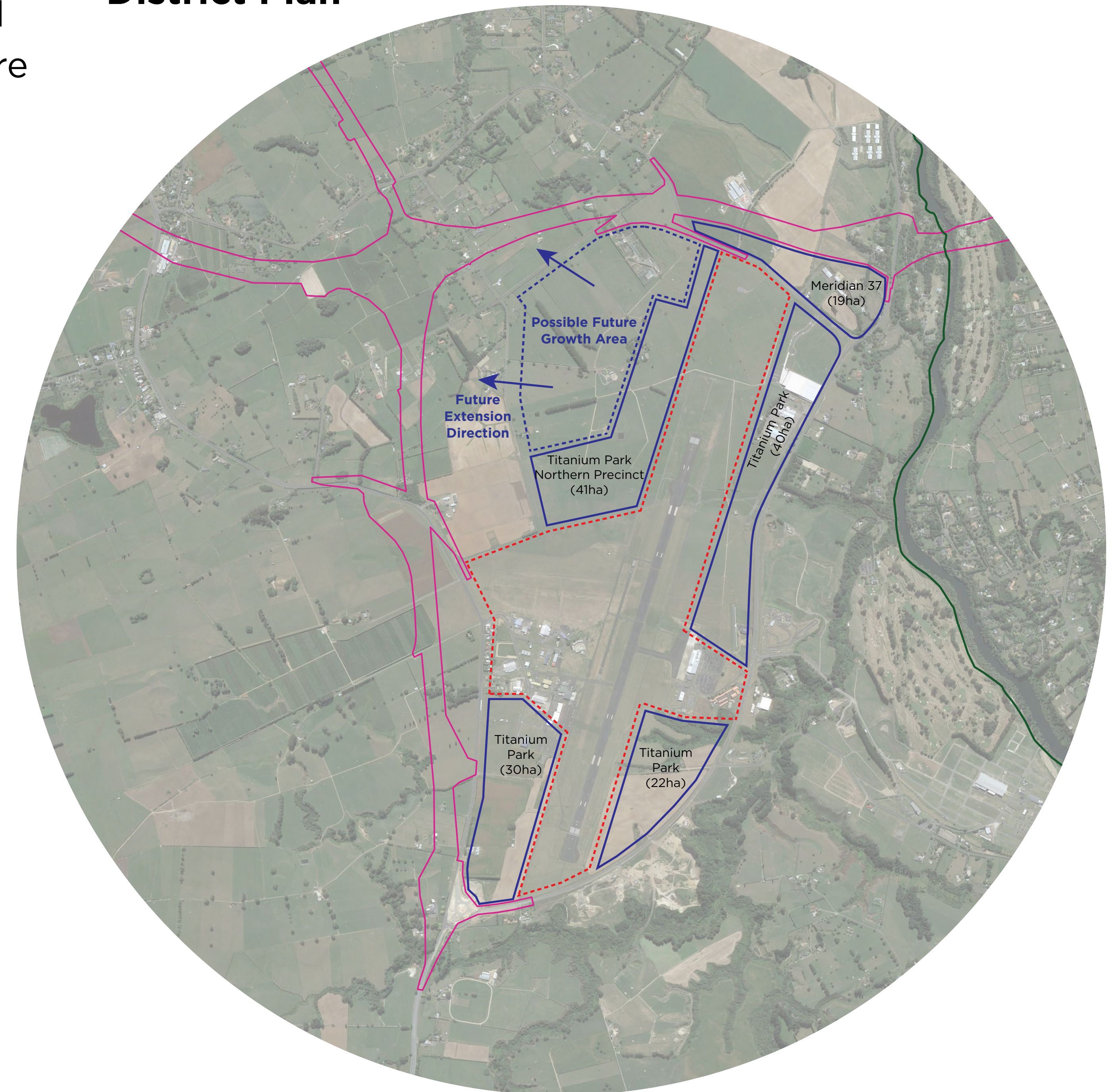
Titanium Park is a business park that is being developed near Hamilton Airport. The development of Titanium Park is being led by Titanium Park Ltd which is a company associated with Waikato Regional Airport Ltd (who are the owners and operators of Hamilton Airport).

Very high demand for land at Titanium Park has meant that most of the land within the Southern, Western, Central and Raynes Precincts (to the south and east of the Airport) has either already been developed or has been purchased for development.

The next planned stage of development surrounding the Airport is the Northern Precinct, which is an area of approximately 130ha located west of the Airport's main runway. Most of the land within the Northern Precinct is owned by Titanium Park Ltd and Rukuhia Properties Ltd who are working together to plan for the future development of the area.

The Northern Precinct is bordered by the Airport's main runway to the east, the secondary grass runway to the south, State Highway 3 and Narrows Road to the west and Raynes Road to the north.

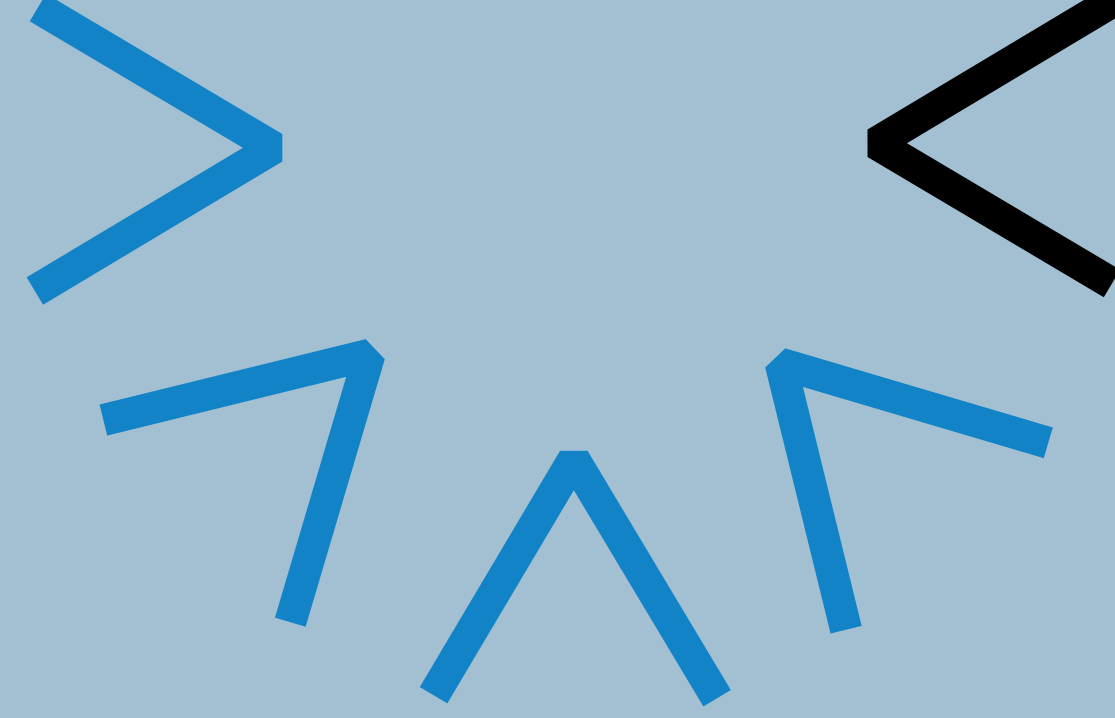
Hamilton Airport Growth Map - Waipa District Plan



Approximately 41ha of the Northern Precinct is already within the Airport Business Zone under the Waipa District Plan and approximately 89ha is currently within the Rural Zone. The District Plan identifies the Rural zoned area as a possible area for future growth beyond 2035. Because available land within Titanium Park has nearly run out, the development of the Northern Precinct will now be required much sooner than this to meet demand.

It is anticipated the first stage of works will commence within 12-18 months and that the full development of the 130ha area could take around 15 years.

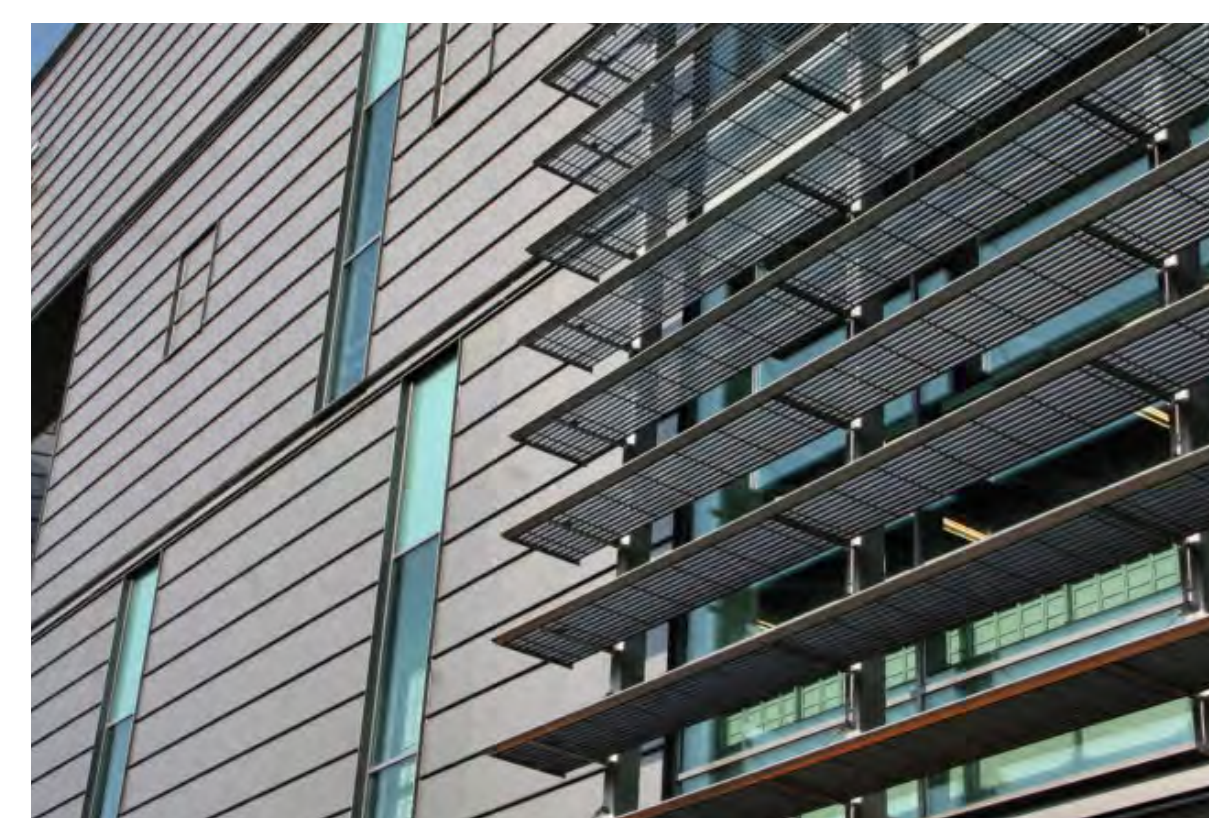
NORTHERN PRECINCT MASTER PLANNING



Titanium Park Ltd and Rukuhia Properties Ltd have recognised the need for a master plan for the Northern Precinct to enable a comprehensive approach to the future development of the area. A team of experts have been engaged to prepare a master plan and to advise on the development of the site. The project team includes urban designers, landscape architects, planners, civil engineers, traffic engineers, geotechnical engineers, acoustic engineers, ecologists, archaeologists, cultural advisors, soil contamination specialists, economists and logistics specialists.

ARCHITECTURAL OBJECTIVES & GUIDELINES

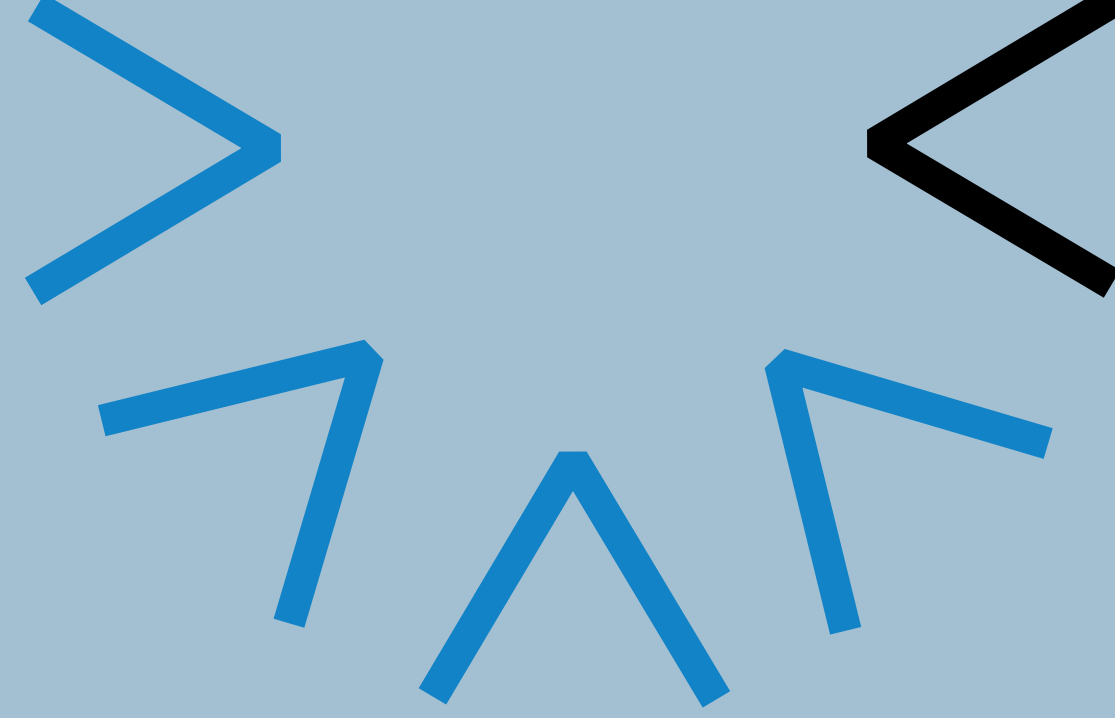
ENVIRONMENTAL & SUSTAINABLE DESIGN GUIDELINES



The preparation of the master plan is being informed by consultation with stakeholders such as Waipa District Council, Waka Kotahi (NZ Transport Agency), Hamilton City Council and mana whenua. The local community's feedback on the master plan is important and is currently being sought.

The purpose of the master plan is to establish a future vision for the Northern Precinct and to assist in establishing key opportunities and considerations to guide its future growth.

MASTER PLAN FEATURES

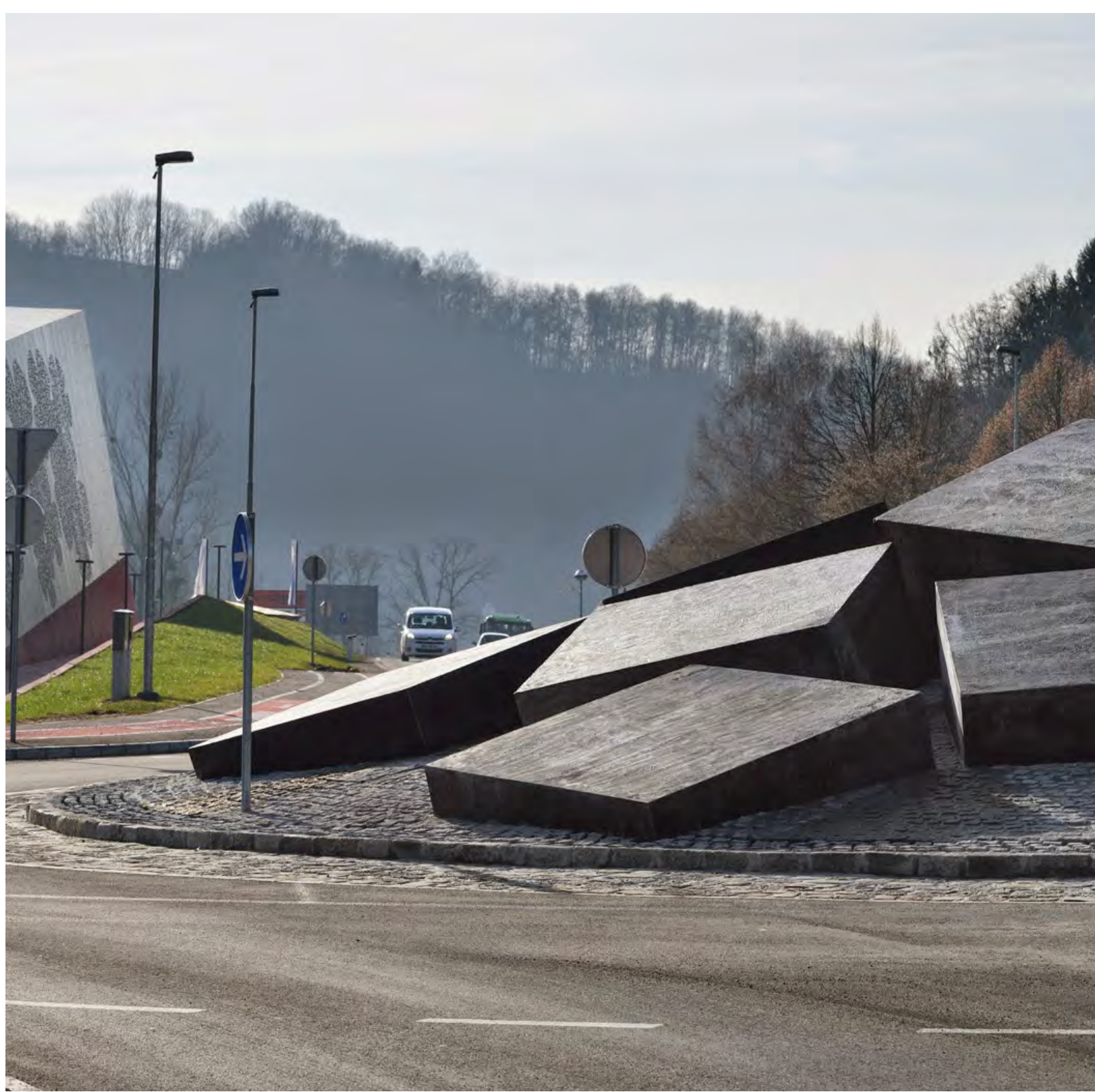


A RANGE OF LAND USES

Industrial and other business activities that establish within the Northern Precinct in future may include warehouses, manufacturing, logistics, data centres and other similar uses. The master plan's indicative internal road layout can accommodate small and large businesses, as well as businesses which may benefit from direct airside access to the Airport's main runway.

The Northern Precinct will result in a lot more people being employed near the Airport. The master plan includes a central area, referred to as The Hub, for day-to-day retail and convenience services to support the local working population within the Northern Precinct. This area may also include conference facilities and visitor accommodation.

OPPORTUNITIES & LANDSCAPE CHARACTER



Entry, Landmark & Roundabout Features



Vegetative Framework - Connector & Spine Road Street Trees



Site Topography



Hamilton Airport



Waikato River



Hub - Focal Hill & Specimen Trees



Rural Vegetative Framework & Farming Grid Pattern



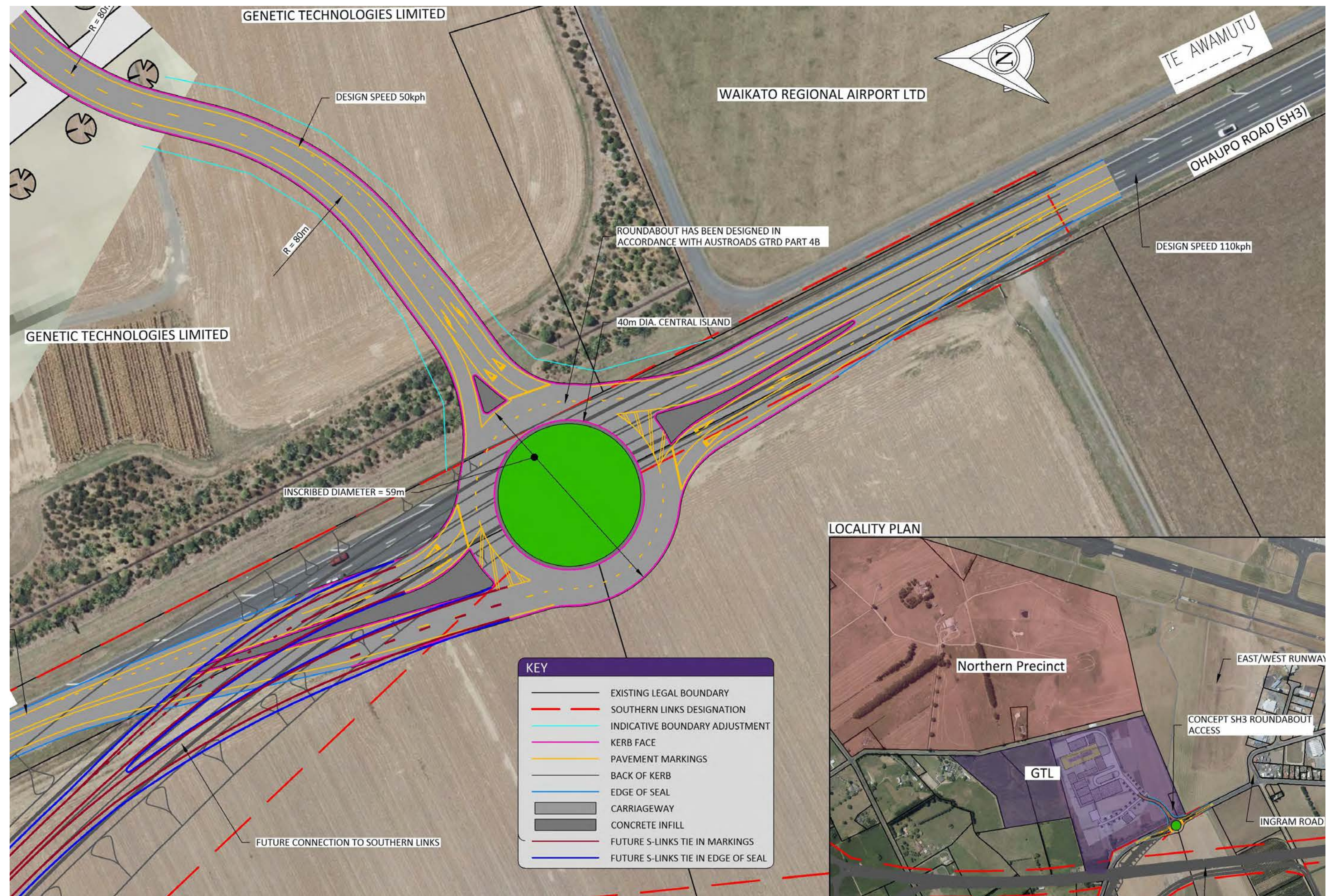
Cultural

MASTER PLAN FEATURES

NORTHERN PRECINCT GATEWAYS

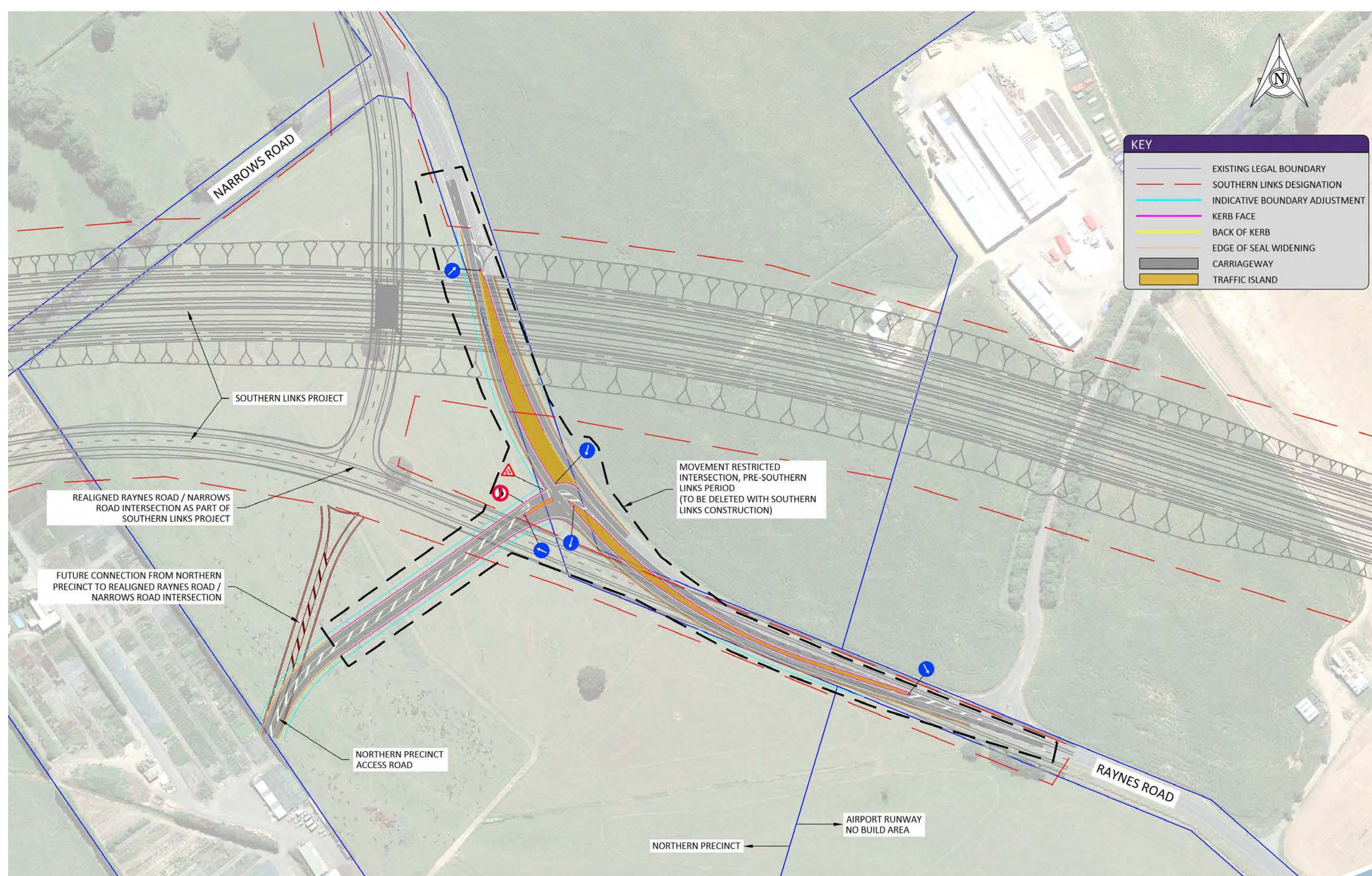
Two gateways have been identified to provide the initial road access to the Northern Precinct. One of the access points is proposed to be via a new roundabout on State Highway 3 and the other access point via a proposed new intersection on Raynes Road.

The concept design for the roundabout on State Highway 3 shows two traffic lanes on the highway to accommodate through traffic as well as traffic turning into the Northern Precinct.

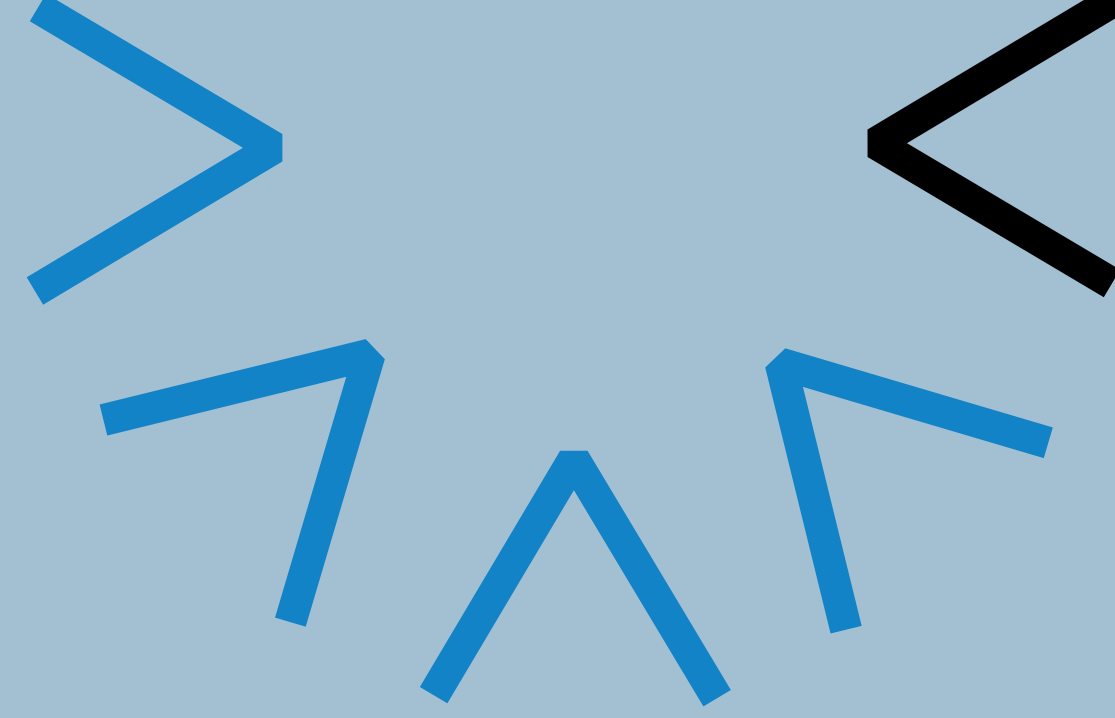


The intersection of Raynes Road is proposed to be designed to ensure that traffic movements to and from the Northern Precinct will only be able to be made in the direction of State Highway 21 prior to Southern Links. The purpose of this is to minimise the northern end of Raynes Road being used by cars and trucks for access to the Northern Precinct.

No direct vehicle access will be provided from the Northern Precinct to either Narrows Road or to Middle Road, except for the part of Middle Road that is within the Northern Precinct. This will require Middle Road to be severed.

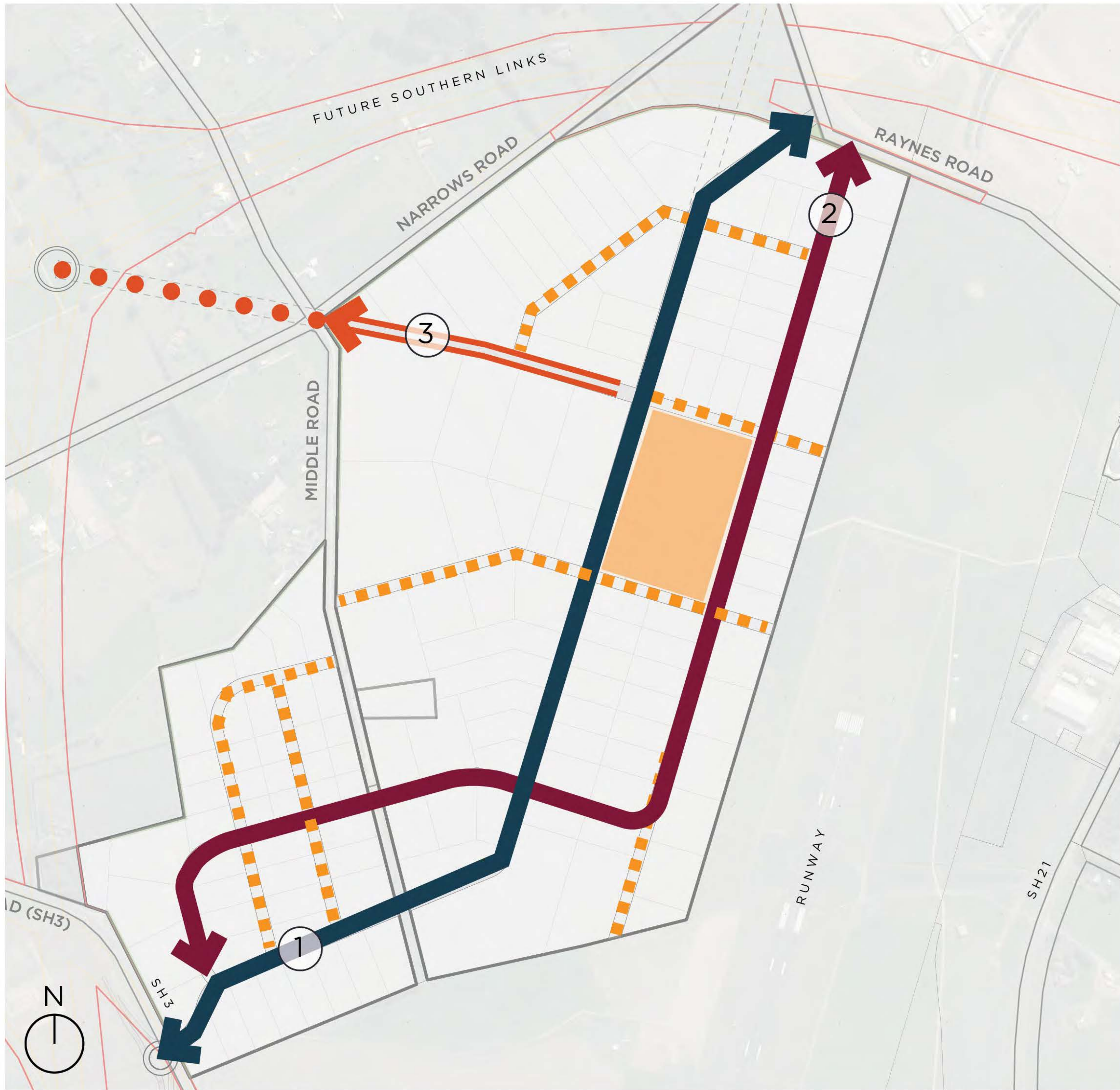


MASTER PLAN



- | | | | |
|----------|--|--|------------------------------|
| 1 | Titanium Park Limited Land | | Indicative Landscape Feature |
| 2 | Rukuhia Properties Limited Land | | Hub |
| | Southern Links Designation Extent | | Landscape Treatment |
| | Indicative Future Road Connections to Southern Links | | 15m Building Setback |

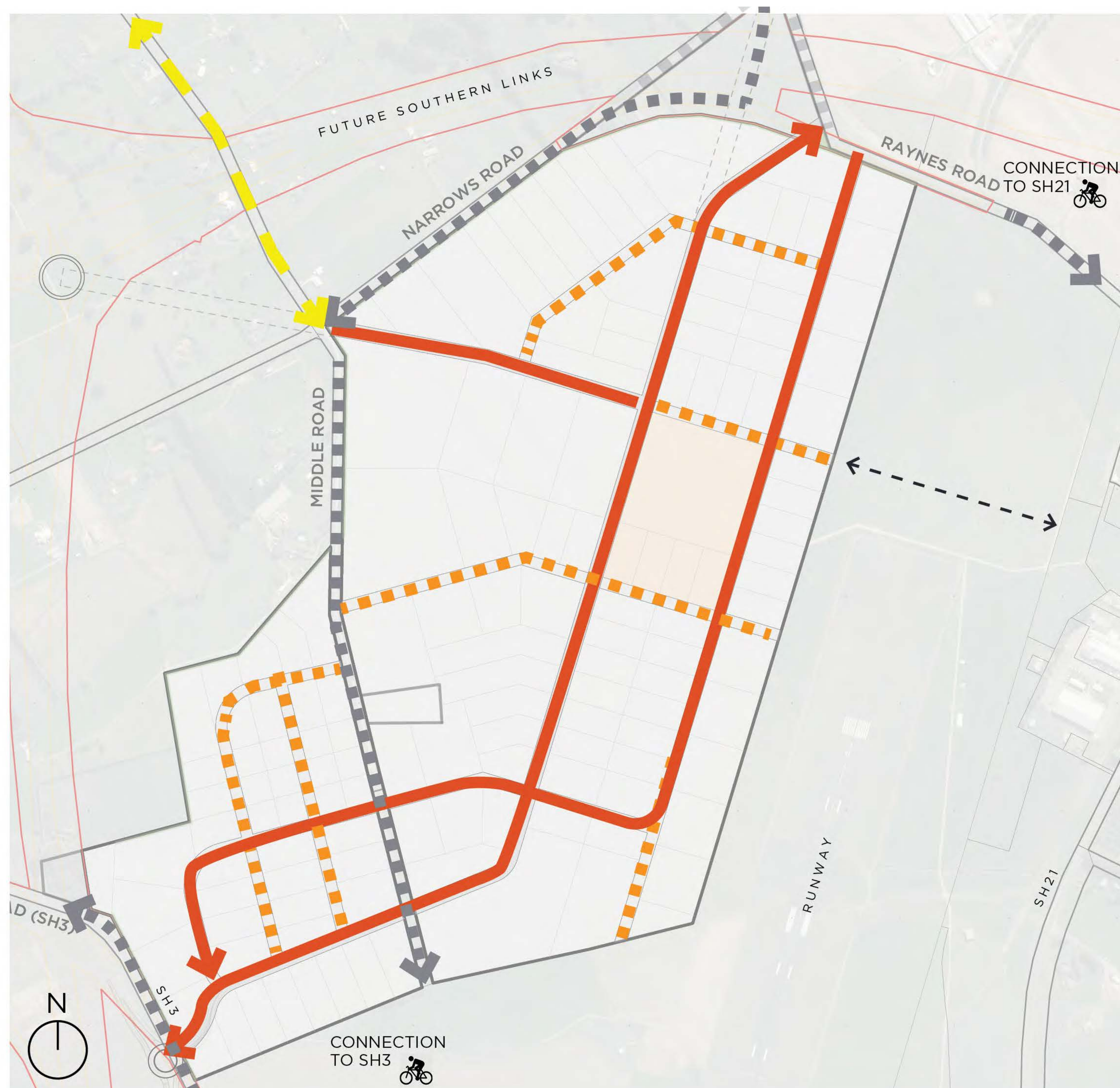
MASTER PLAN DIAGRAMS



ROAD TYPOLOGY & HIERARCHY

KEY

- Southern Links Connector
- Spine Road
- Local Road
- Internal Road
- Hub
- Indicative Future Road Connection to Southern Links

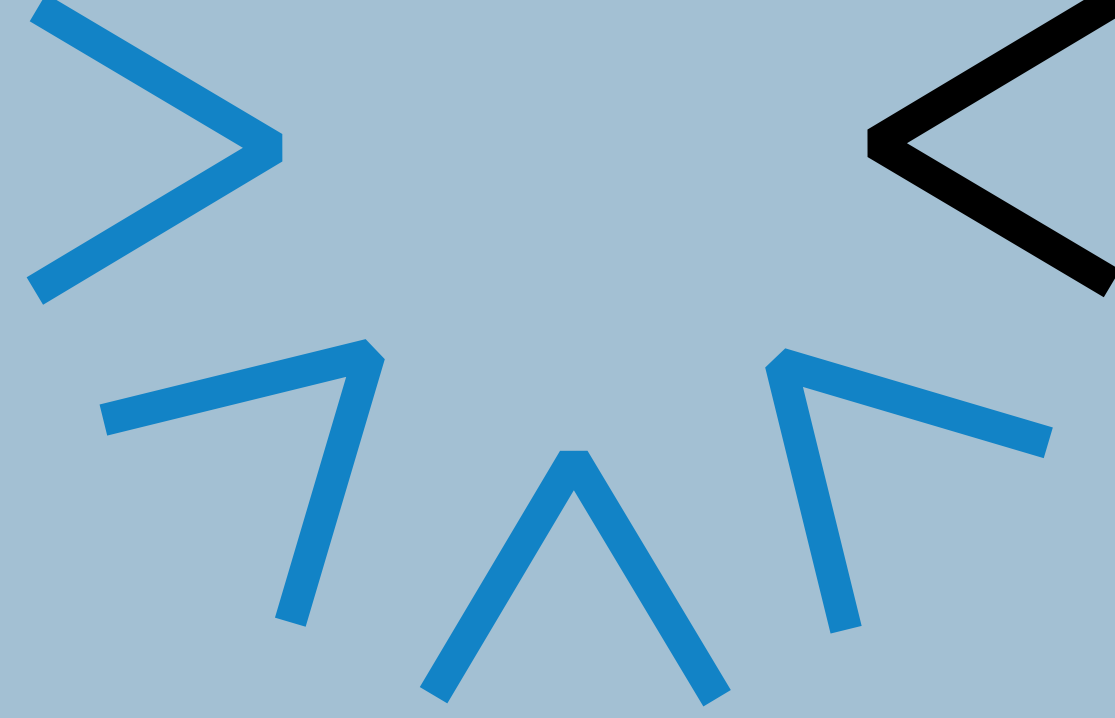


PEDESTRIAN & CYCLE LINKAGES

KEY

- Separate Pedestrian/Cycle path provided
- Shared Vehicles/Cycles on carriageway
- Pedestrian/Cycle path to Peacockes Road (under investigation)
- Connections to existing roading infrastructure (potential upgrades)
- Potential future Pedestrian/Cycle access tunnel under runway to airport terminal

THREE WATERS



Urban areas, such as the Northern Precinct, need to be appropriately serviced with 'three waters' infrastructure (water, wastewater and stormwater). An important part of the master planning process has been considering how this infrastructure can be best provided to service future development within the Northern Precinct.

Water Supply

Water is currently piped and provided to Titanium Park and the Airport from the Waipa District Council's Pukerimu Supply. This supply is proposed to be extended to the Northern Precinct. An important feature of development within the Northern Precinct will be capturing rainwater to minimise demand on the Council's water supply.

Wastewater

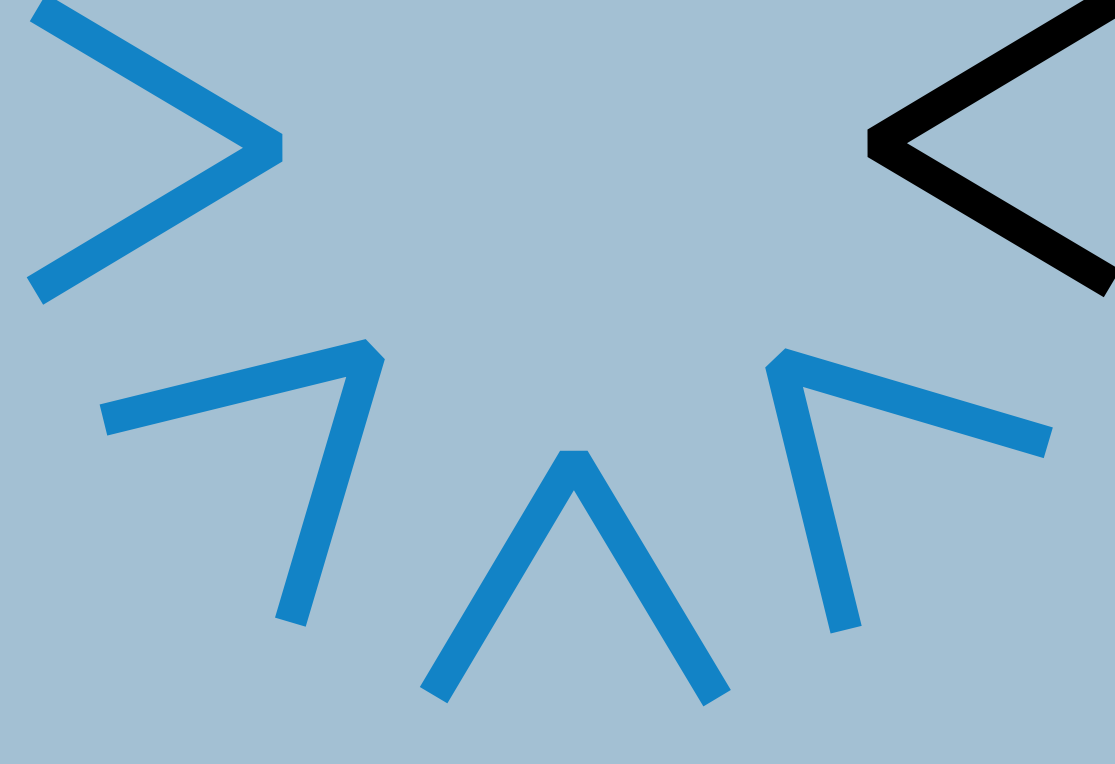
Wastewater from Titanium Park and the Airport is currently sent via pipes to a central storage system where it is transported away on trucks for disposal. Waipa District Council, Hamilton City Council and Waikato District Council have recently been investigating the possibility of a new wastewater treatment plant for Southern Hamilton which might provide an alternative future solution. Important decisions about a possible Southern Hamilton treatment plant are yet to be made by the Councils so even if such a plant is built in the future it is likely that an interim system will be needed for the Northern Precinct in the short term at least. If an interim system is required then it would probably involve a small treatment plant to service the Northern Precinct and potentially other parts of Titanium Park and the Airport.

Stormwater

A low impact approach is proposed for stormwater management for the Northern Precinct. The methods that are likely to be used include roadside swales and central wetlands/ponds which will treat runoff from development areas to a high standard and store it before the water is discharged into streams and drains. Runoff volumes will also be reduced by reusing rainwater within developments as additional water supply. Swales, wetlands and ponds create excellent opportunities for native planting which can look attractive and provide ecological benefits.



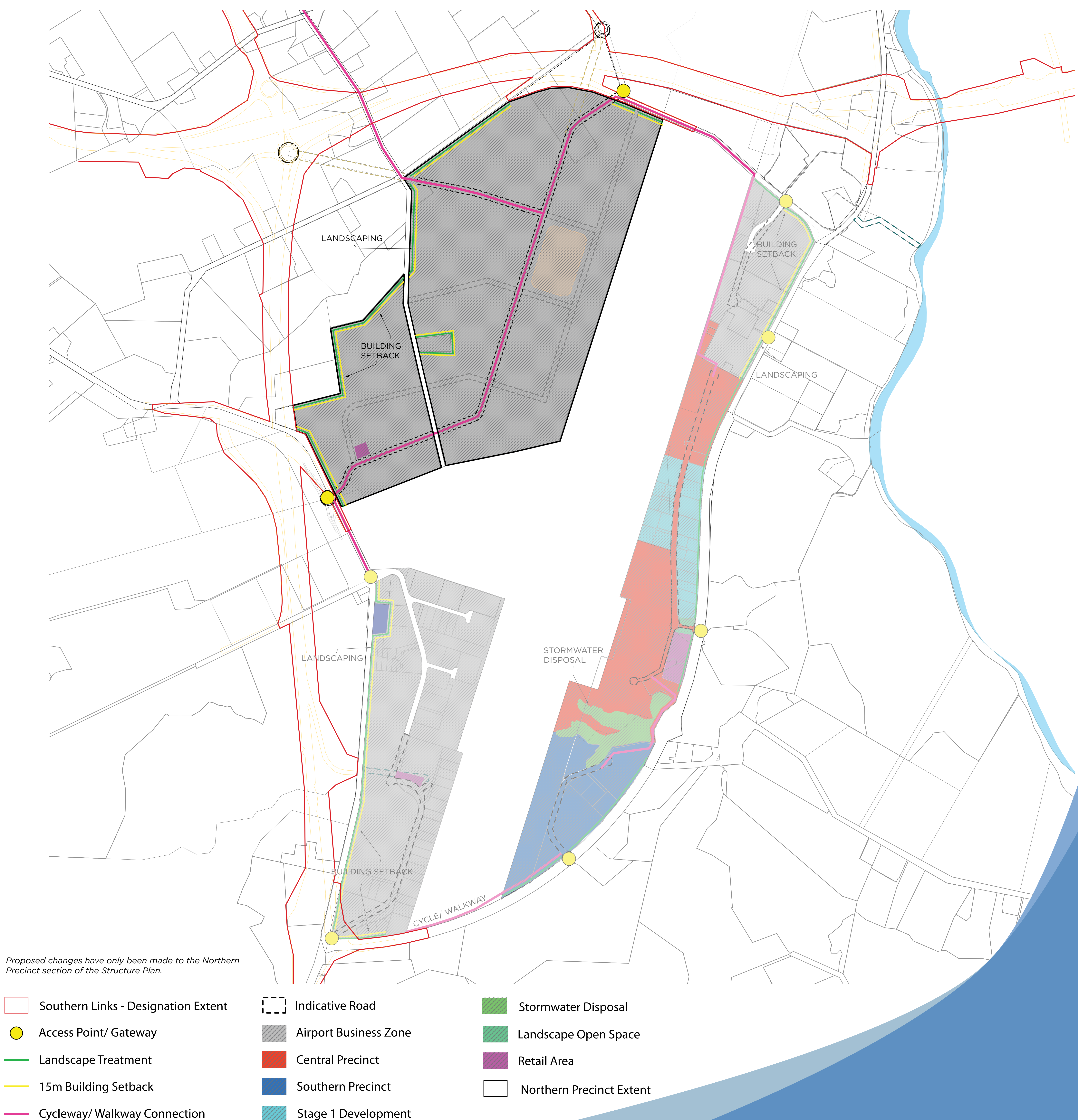
DRAFT AIRPORT BUSINESS ZONE STRUCTURE PLAN



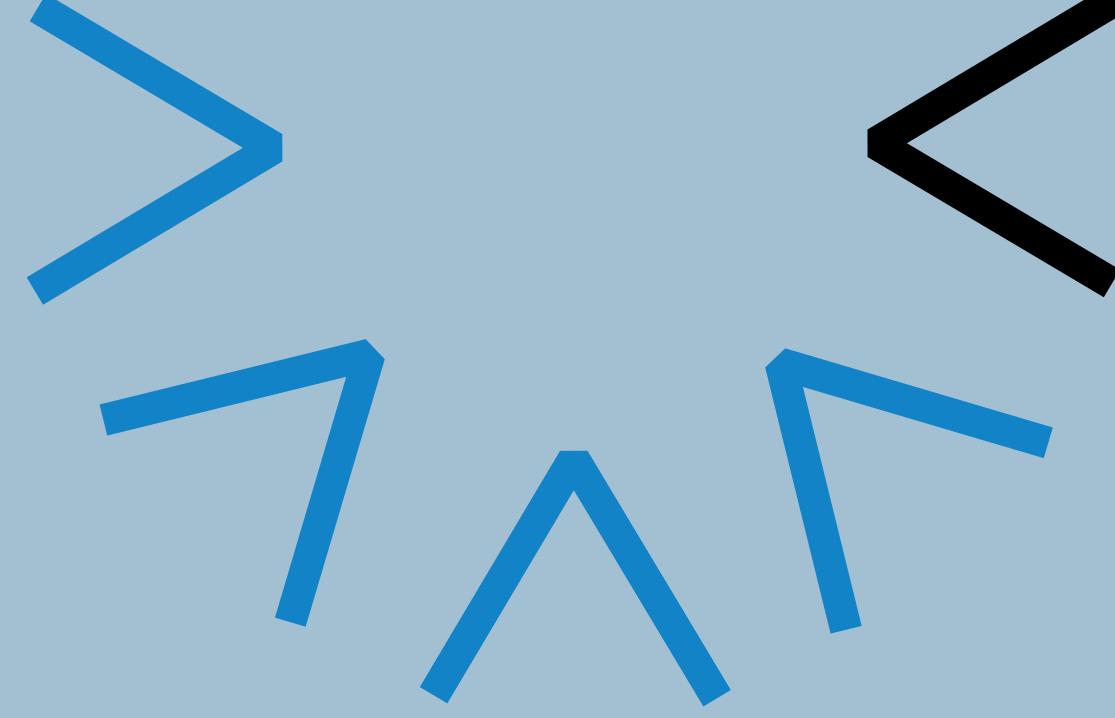
A structure plan is a plan which is prepared to identify the important matters that guide development of an area. A structure plan is already included in the Waipa District Plan for the area surrounding the airport.

The existing structure plan needs to be updated to reflect the key outcomes of the master planning for the Northern Precinct. The process that is required to include the updated structure plan in the Waipa District Plan is a plan change.

The draft changes which are proposed to the structure plan identify the proposed access points from the Northern Precinct to State Highway 3 and Raynes Road, an indicative internal roading layout within the Northern Precinct and areas where specific landscaping and building setback requirements will apply around the edges of the Northern Precinct.



SOUTHERN LINKS

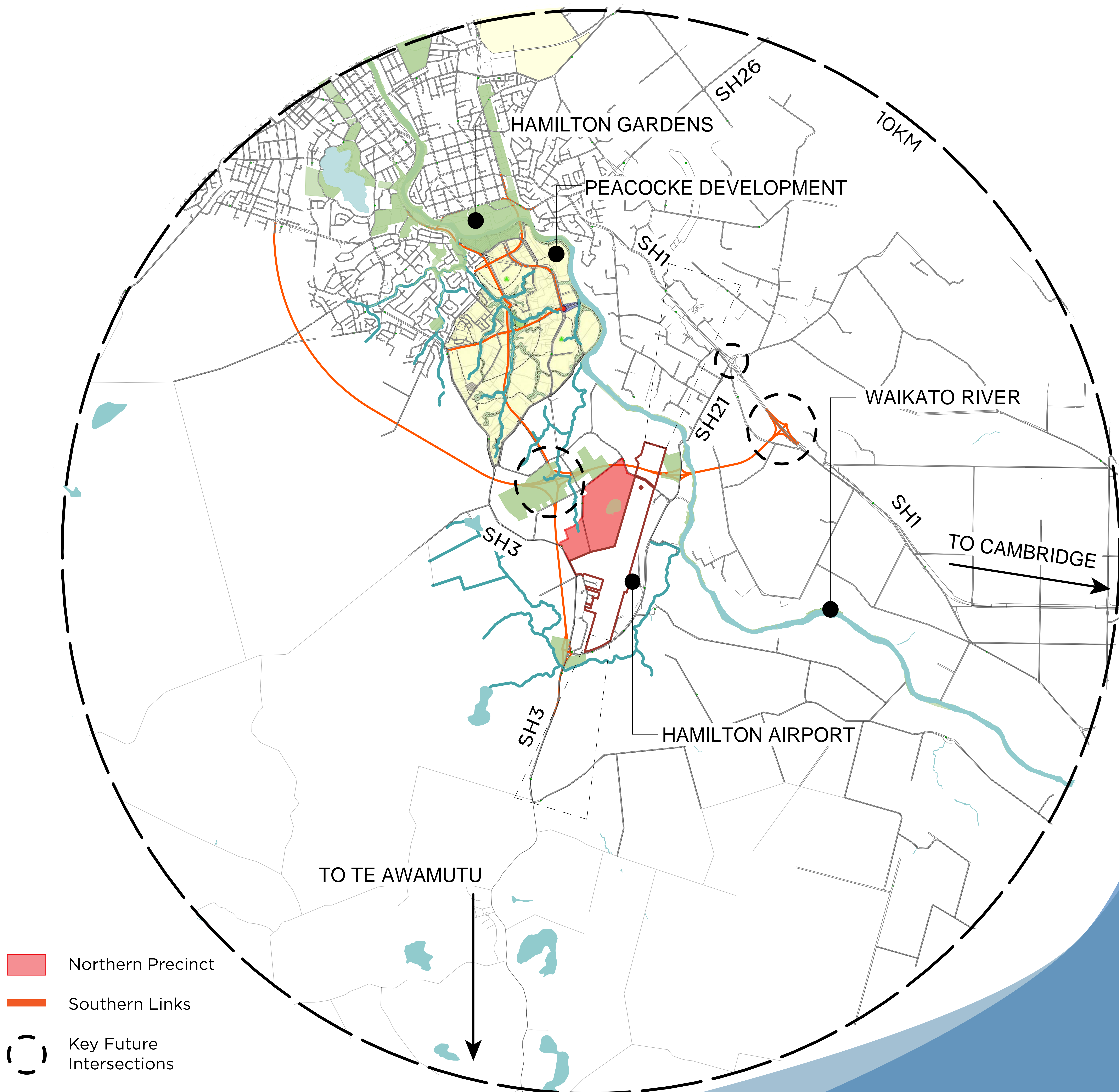


The area of southern Hamilton surrounding the Airport is a location where significant urban growth is planned to occur.

Southern Links

The Southern Links project is a network of state highway and urban arterial routes including, SH1 from Kahikatea Drive in Hamilton, to the Waikato Expressway in Tamahere; and SH3 from Hamilton Airport, to central and east Hamilton. One of the aims of the Southern Links project is to plan for the long-term needs of the city, and the projected growth and development of the Peacocke, Tamahere and Hamilton Airport areas.

The master plan retains the possibility of a future road link between the Northern Precinct and the central interchange of Southern Links in the future. However, no decisions have been made by Waka Kotahi (NZ Transport Agency) at this stage about construction timeframes for Southern Links.

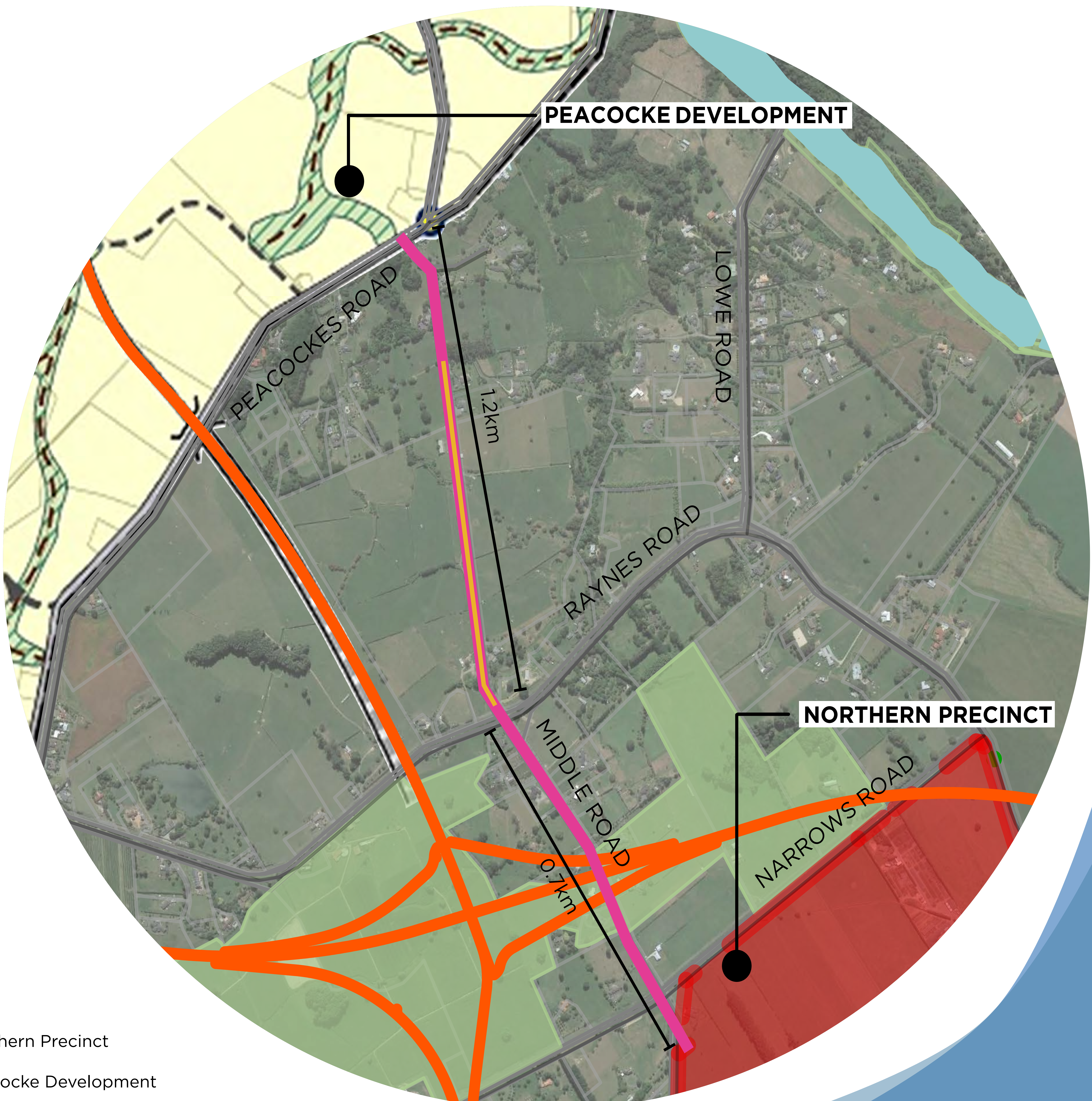


PEACOCKE CONNECTION

Peacocke

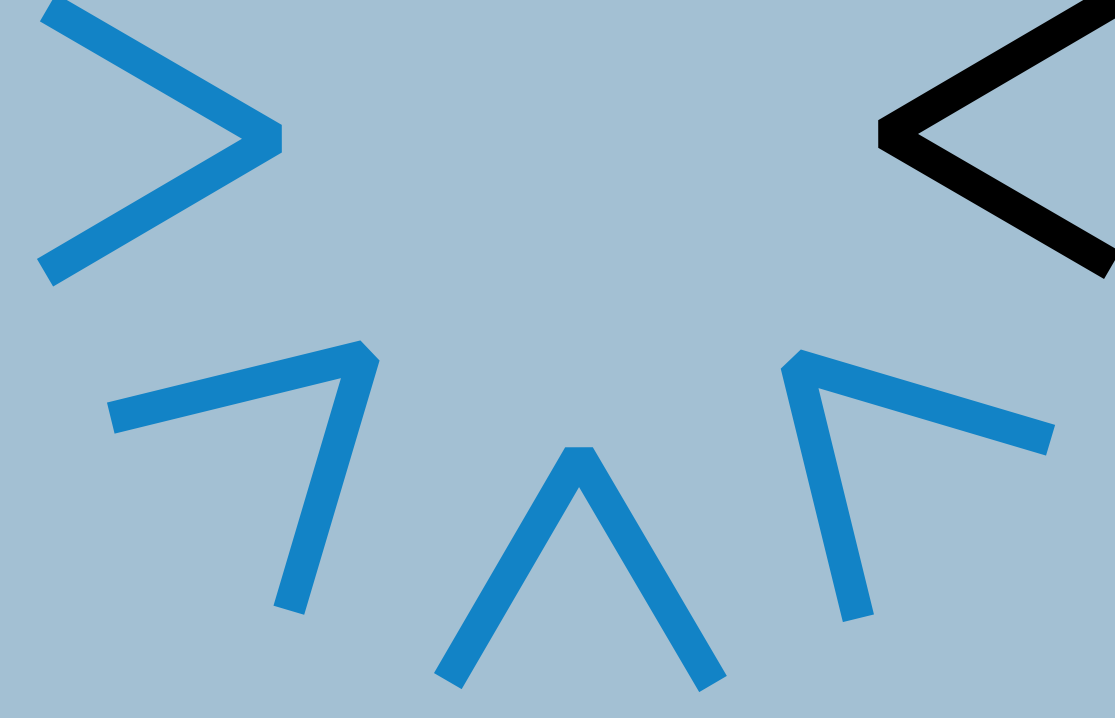
Peacocke is a key growth area within Hamilton City where significant residential development is planned to occur over the next 20-30 years. The Airport is located within close proximity to Peacocke. Good connections between the Airport and Peacocke are important because it is likely that many of the people who work and visit Titanium Park and the Airport in the future will live in Peacocke.

A direct pedestrian and cycling link is being investigated as part of the Northern Precinct Plan Change to enhance multi-modal connections between the Airport and Peacocke. There is potentially an opportunity for a pedestrian and cycling shared path to be constructed on public land along Middle Road and an existing unformed section of Faiping Road between Raynes Road and Peacockes Road. This opportunity will be considered further by Titanium Park Ltd and Rukuhia Properties Ltd in conjunction with Waipa District Council.



- Northern Precinct
- Peacocke Development
- Southern Links
- Walking & Cycling Connection
- Unformed Faiping Road

NORTHERN PRECINCT PLAN CHANGE



Reasons for a Plan Change

A Plan Change is a formal process for making changes to a District Plan, such as rezoning land and amending structure plans and objectives, policies and rules.

The 41ha of the Northern Precinct that is currently zoned Airport Business under the Waipa District Plan is approximately one third of the area that has been master planned for the Northern Precinct. It will not provide enough development land to meet medium to long term demand for business and industrial activities around the Airport.

Titanium Park Ltd and Rukuhia Properties Ltd are preparing a Plan Change application to submit to Waipa District Council to rezone the remaining 89ha from Rural Zone to Airport Business Zone. The Plan Change will also propose updates to the Airport Business Zone Structure Plan and changes to some of the provisions in the District Plan which relate to the Airport Business Zone.



What information will accompany the Plan Change application?

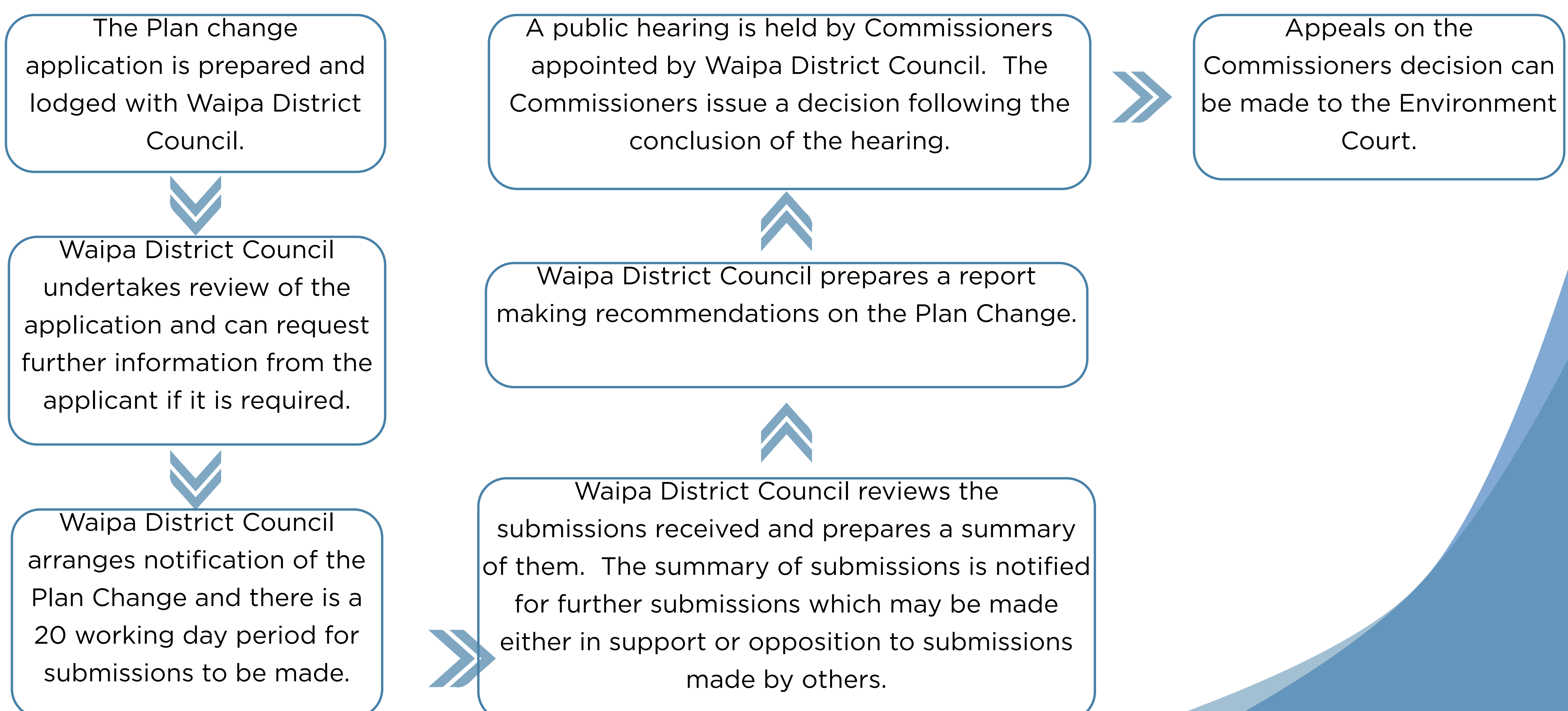
Plan Change applications must include comprehensive information regarding the changes that are proposed to the District Plan, including an Assessment of Environmental Effects. The Northern Precinct Plan Change application will include technical assessments prepared by experienced experts. The assessments will cover planning, urban design, landscape and visual effects, civil engineering, traffic engineering, geotechnical engineering, ecology, archaeology, acoustic engineering, soil contamination and economics.

The assessments are currently being prepared and will be available for the public to read following lodgement of the Plan Change application.

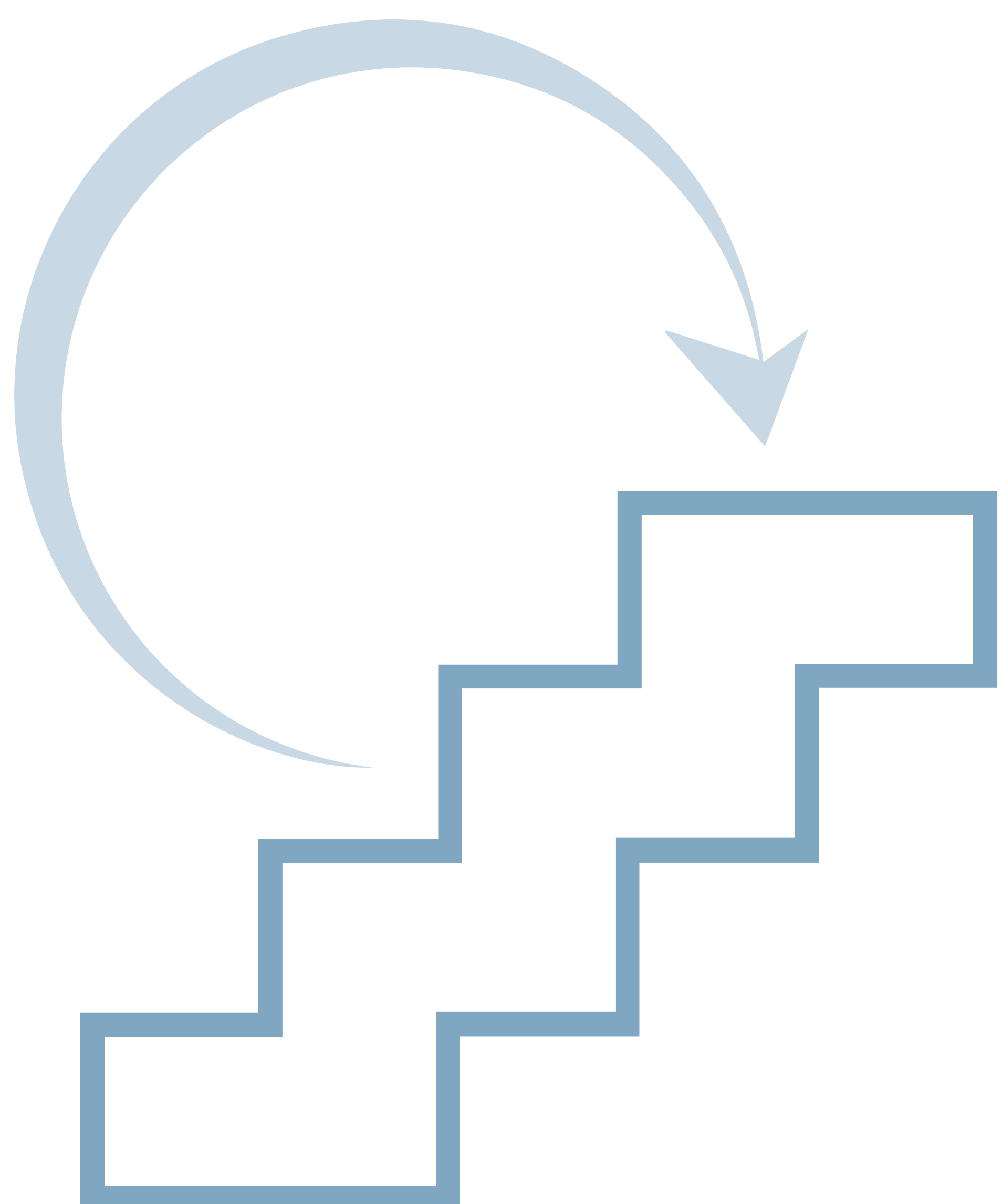
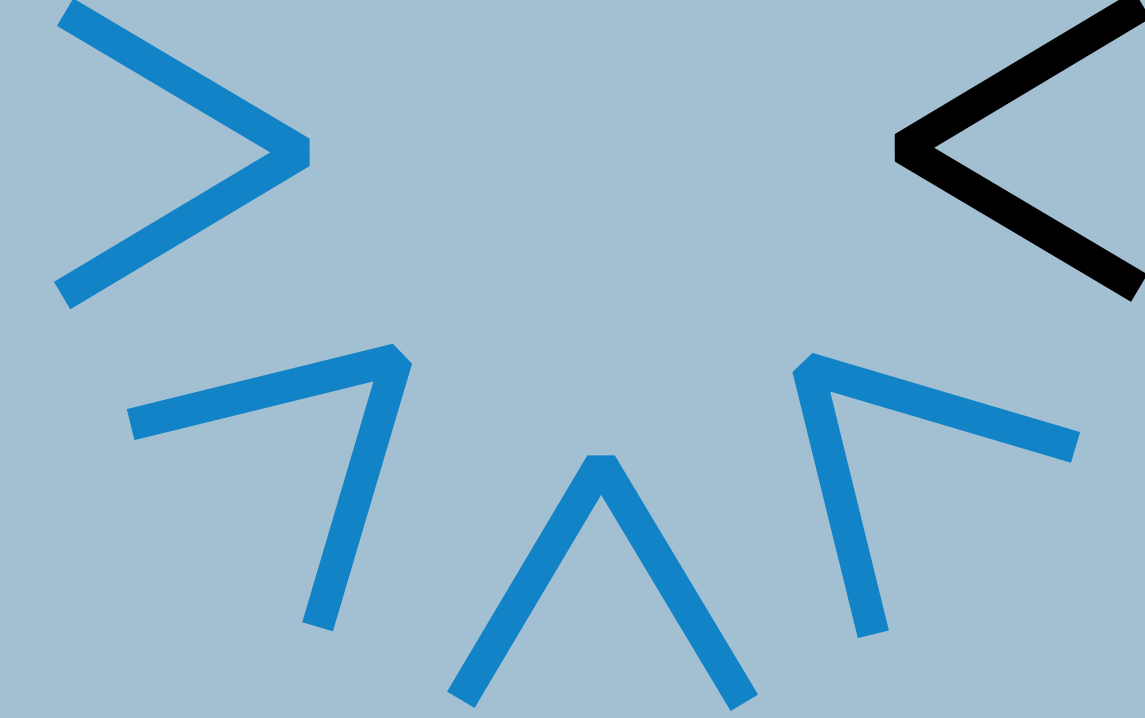


What is the process for a Plan Change application?

Key process steps for the Plan Change include:



NEXT STEPS & YOUR FEEDBACK



Next Steps

Titanium Park Ltd and Rukuhia Properties Ltd are currently undertaking consultation and completing the Plan Change application for lodgement with Waipa District Council. The application is planned to be lodged in mid-March 2022. Notification of the Plan Change will likely occur in mid-2022. The Plan Change will probably take most of the year to conclude.

Your Feedback

We welcome your feedback on the Northern Precinct proposal and would appreciate you telling us what you think. Feedback can be submitted to the project team via the Northern Precinct website.



We would appreciate receiving your feedback by Monday 7th March 2022. However, feedback can continue to be provided via the website at any time.

www.hamiltonairport.co.nz/northern-precinct

Please note that formal submissions will be made directly to Waipa District Council during the submission period rather than via the Northern Precinct website.