

# Urban Design

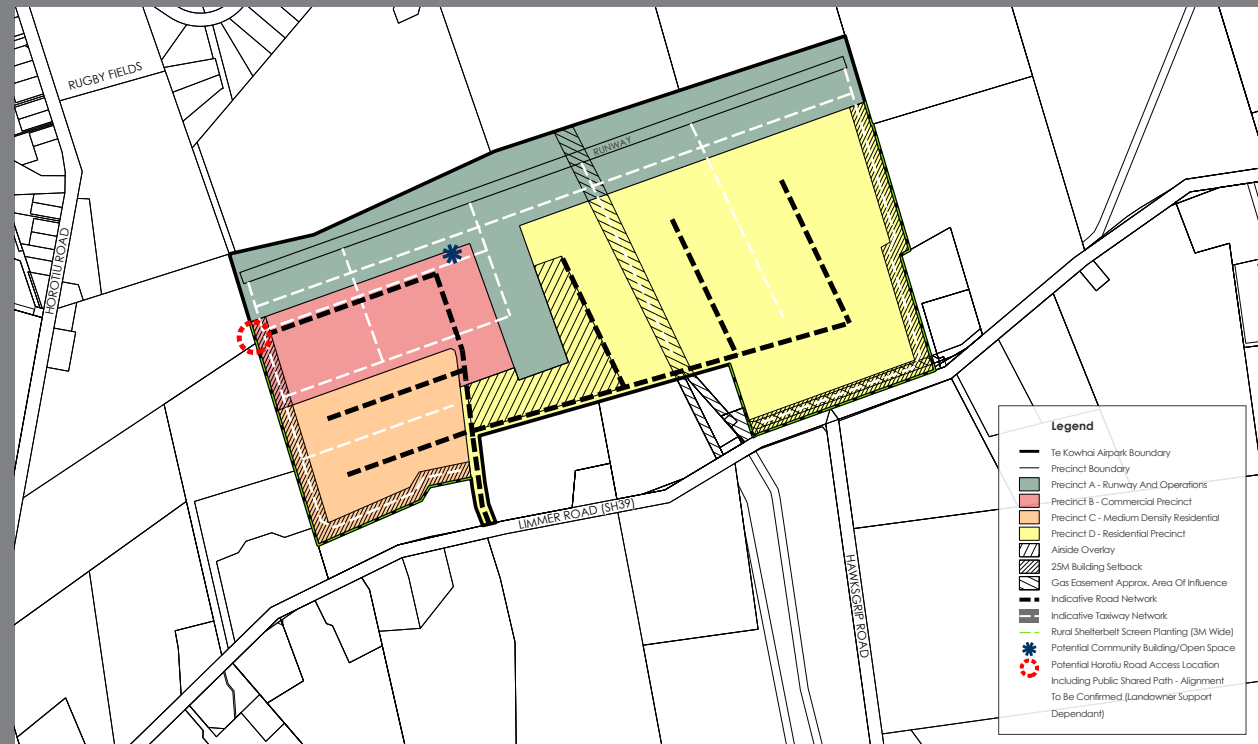
## ATTACHMENT A - EVIDENCE IN REPLY HIGHLIGHTS PACKAGE

JONATHAN BROEKHUYSEN ON BEHALF OF NZTE

SUBMITTER #823

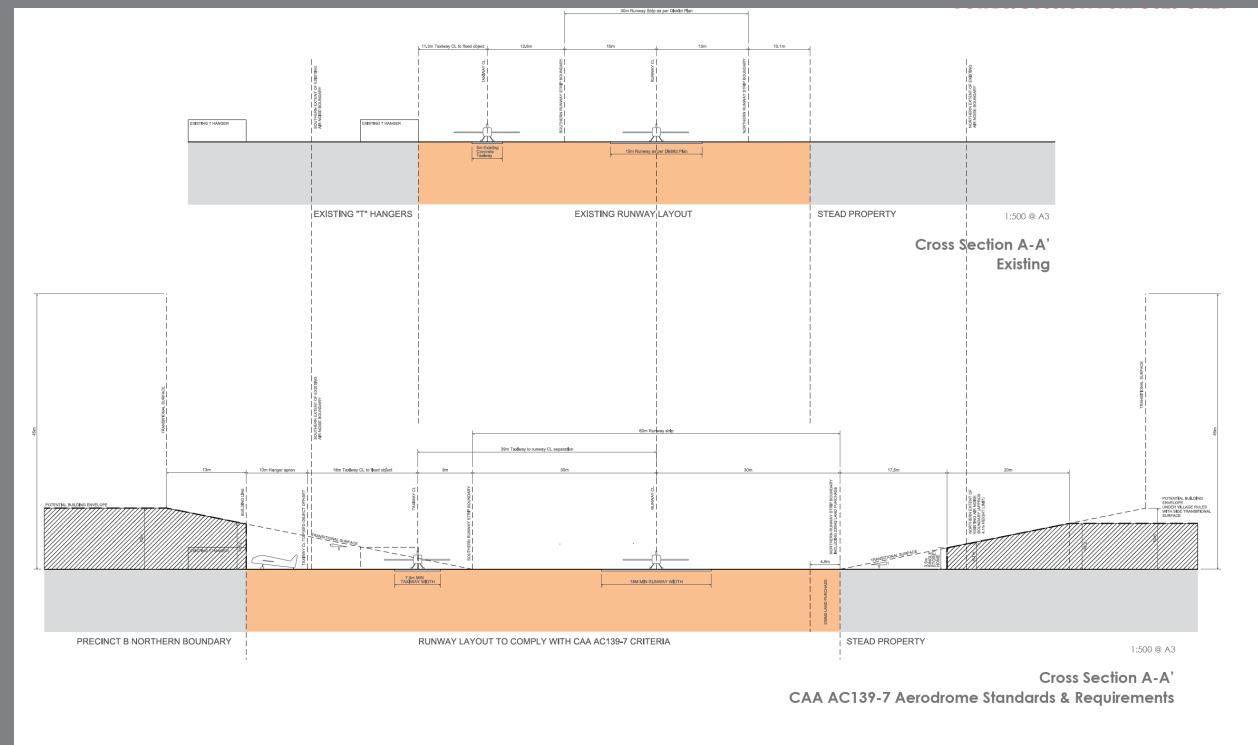
# INTRODUCTION

- DESIGN LED MASTERPLANNING PROCESS BASED ON DOMESTIC AND INTERNATIONAL BEST PRACTICE AIRPARK DESIGN
- FRAMEWORK PLAN & TKAZ PROVISIONS TO GIVE EFFECT TO MASTERPLAN
- NO OUTSTANDING URBAN DESIGN POINTS OF DISAGREEMENT RELATING TO INTERNAL LAYOUT
- INVOLVEMENT IN STUDIES OF IMPACT ON DEVELOPMENT POTENTIAL OF ADJOINING LANDHOLDINGS DUE TO OLS CHANGES
- THE DEVELOPMENT POTENTIAL OF ADJOINING LANDHOLDINGS NOT UNDULY EFFECTED BY CHANGES TO OLS
- ANY IMPACTS CAN BE MANAGED THROUGH APPROPRIATE DESIGN RESPONSE
- THE MASTERPLAN, FRAMEWORK PLAN AND TKAZ PROVISIONS HAVE BEEN CAREFULLY CONSIDERED TO RESULT IN GOOD URBAN DESIGN OUTCOMES



# STEAD PROPERTY OLS

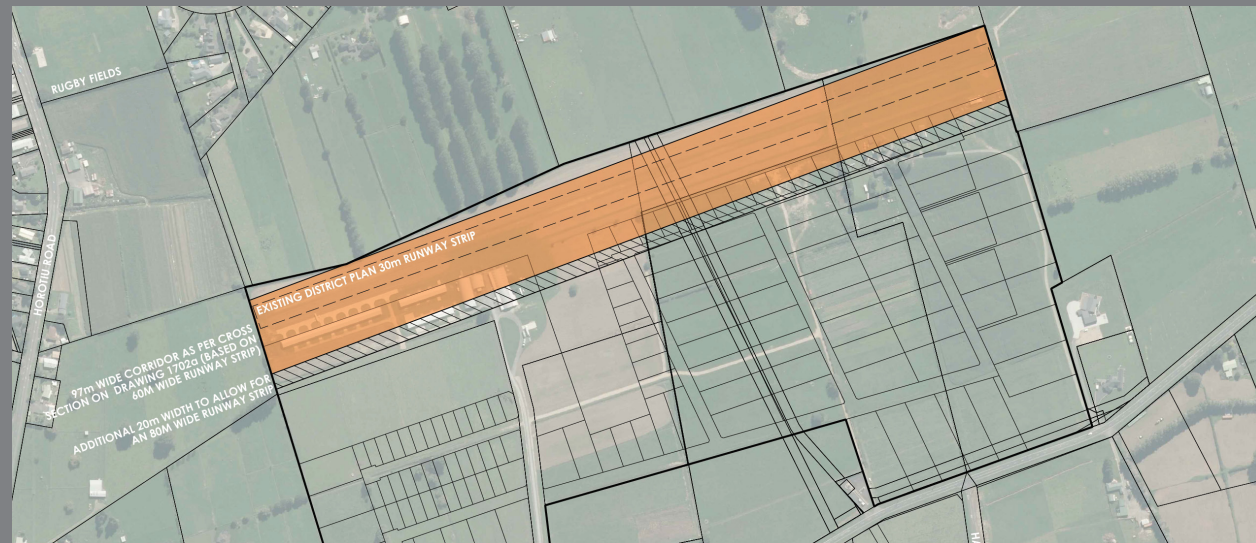
- DOCTOR FORRET NOTED PRIMARY CONCERN IS EFFECT OF OLS ON DEVELOPMENT POTENTIAL
- STEAD PROPERTY HAS MOST POTENTIAL FOR IMPACT FROM THE OLS DUE TO SOUTHERN KINK IN BOUNDARY AND PROPOSED RESIDENTIAL ZONE
- 230M<sup>2</sup> LAND ACQUISITION REQUIRED FOR COMPLIANT RUNWAY STRIP
- OLS RISES AT 1 IN 5 FROM EDGE OF RUNWAY STRIP
- OLS REACHES 3.5M IN HEIGHT 22.4M INTO SITE AT “KINK”
- OLS REACHES RESIDENTIAL HEIGHT LIMIT OF 7.5M 42.4M INTO SITE
- LIKELY FUTURE DEVELOPMENT LAYOUT AND FORM OF LOTS AND HOMES
- THE UPDATED OLS WILL NOT UNDULY AFFECT THE DEVELOPMENT YIELD OF THE STEAD PROPERTY





# STEAD REPLY

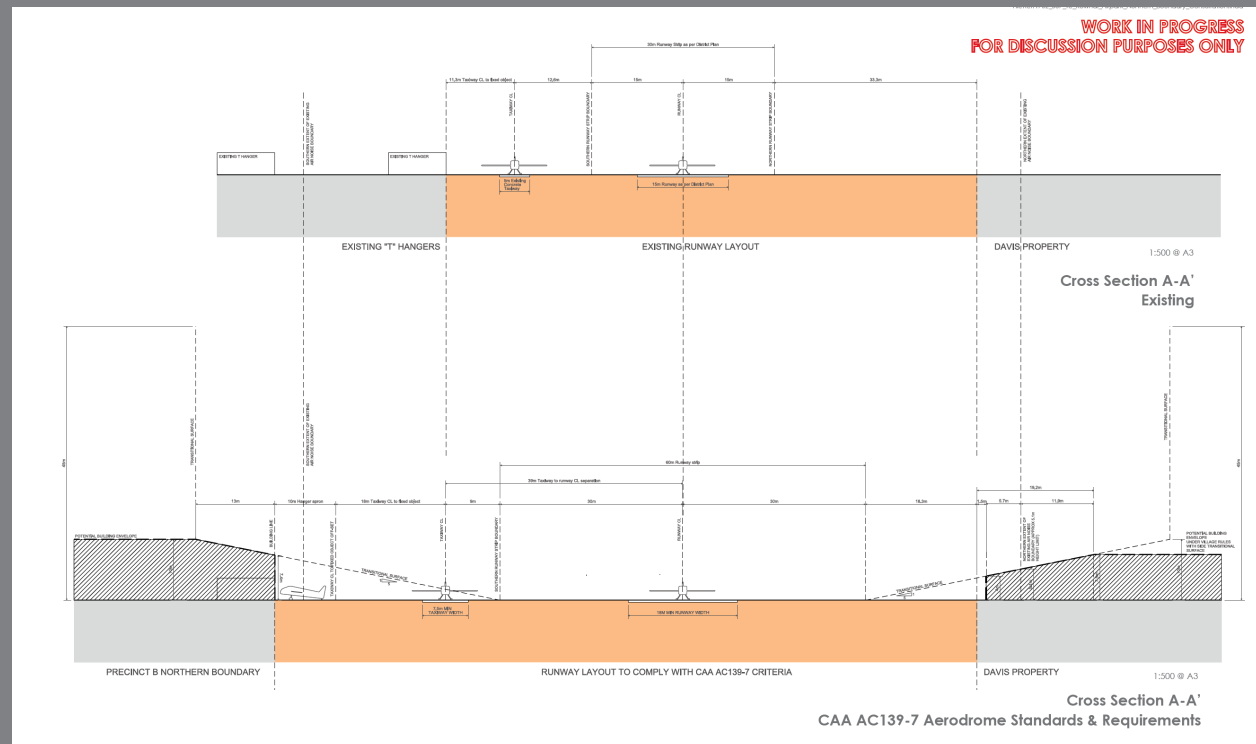
- MARSHALL STEAD UNSURE WHY RUNWAY CANNOT BE MOVED (SLIDE 2 IN HIGHLIGHTS PACKAGE)
- FEASIBILITY STUDY UNDERTAKEN IN 2017 TO TEST MOVING THE RUNWAY SOUTH
- MARSHALL STEAD NOTES ISSUE WITH EXISTING NZTE HANGERS (SLIDE 5 IN HIGHLIGHTS PACKAGE)
- NZTE ACKNOWLEDGE THEY WILL NEED TO RELOCATE HANGERS AND THAT HANGERS *BUILDINGS* ARE LEASED, NOT THE *LAND*
- MARSHALL STEAD CONCERNED ABOUT HIS EXISTING TREES (SLIDE 7 IN HIGHLIGHTS PACKAGE)
- TREES WOULD BE TAKEN DOWN DURING DEVELOPMENT OF STEAD LAND AND ARE CURRENTLY BEING TAKEN DOWN AND SOLD AS FIREWOOD





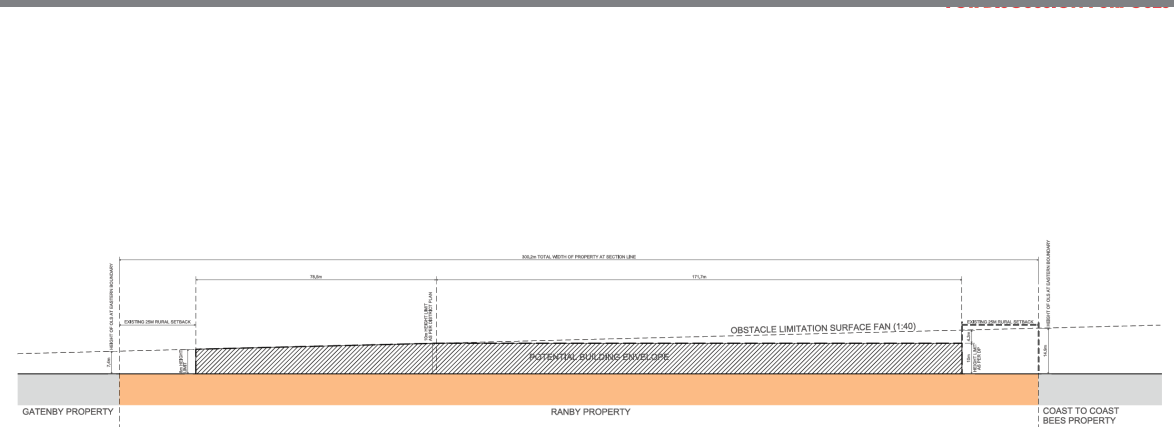
# DAVIS PROPERTY OLS

- LESS POTENTIAL FOR DEVELOPMENT EFFECT THAN STEAD PROPERTY FROM OLS
- IS ALSO PROPOSED TO BE ZONED RESIDENTIAL
- OLS REACHES 4M IN HEIGHT 1.5M (RESIDENTIAL MINIMUM SETBACK) INTO SOUTHERN BOUNDARY
- OLS REACHES RESIDENTIAL HEIGHT LIMIT OF 7.5M 19.2M INTO SITE
- LIKELY FUTURE DEVELOPMENT LAYOUT AND FORM OF LOTS AND HOMES
- JASON STRANGWICK NOTED THAT RULES WILL PREVENT DEVELOPMENT ON APPROX A QUARTER OF DAVIS PROPERTY (SLIDE 3 IN HIGHLIGHTS PACKAGE)
- MY FINDINGS ARE THAT THE PROPOSED OLS WILL NOT EFFECT THE DEVELOPMENT POTENTIAL OF ANY OF THE DAVIS PROPERTY



# RANBY PROPERTY OLS

- RANBY PROPERTY OFF THE EASTERN END OF THE RUNWAY AND IS ZONED RURAL
- OLS FAN RISES AT 1 IN 40
- OLS IS AT 8M 25M INTO THE SITE (RURAL SETBACK REQUIREMENT)
- 8M IS SUFFICIENT FOR MOST RURAL BUILDINGS
- OLS REACHES RURAL ZONE HEIGHT LIMIT OF 10M 103.5M INTO SITE
- MS WATSON NOTED THAT THE OLS WILL EFFECT THE FUTURE DEVELOPMENT PLANS OF THE RANBY FARM
- MY FINDINGS ARE THAT THE UPDATED OLS WILL NOT EFFECT THE ONGOING RURAL ACTIVITES OR THE BUILDING OF POTENTIAL RURAL BUILDINGS OR ANY FUTURE RESIDENTIAL DEVELOPMENT PLANS THAT MAY OR MAY NOT EVENTUATE ON THE RANBY PROPERTY



1:1000 @ A3

Cross Section A-A'  
CAA AC139-7 Aerodrome Standards & Requirements



# OTHER SUBMITTERS REPLY

- ISSUES RELATING TO NOISE AND REASONS FOR OLS CHANGE COVERED BY OTHERS AS ARE HOW EXISTING VEGETATION WILL BE MANAGED
- EFFECT OF OLS ON METCALFE PROPERTY COVERED BY OTHERS
- MISS ENSOR RECOMMENDS THAT RESIDENTIAL LAND USE BE LIMITED WITHIN THE 65DB NOISE CONTOUR WITHIN THE AIRPARK
- PEOPLE WHO LIVE IN AN AIRPARK GENERALLY LOVE AEROPLANES AND WANT TO BE NEAR THE ACTION. LIMITING RESIDENTIAL WITHIN THE 65BD NOISE CONTOUR WOULD STERILISE THE NORTHERN 60-90M OF PRECINCT D AT THE COST OF APPROXIMATELY 12 OF THE MOST VALUABLE “BEACH FRONT” LOTS



# SUMMARY

- THE DEVELOPMENT OF AN AIRPARK CONCEPT AT AN EXISTING AERODROME IS A GOOD CONTEXTUAL FIT
- FUTURE PROOFING OF THE RUNWAY IS IMPORTANT
- POTENTIAL IMPACTS ON DEVELOPMENT POTENTIAL OF NEARBY LANDHOLDINGS CAN BE MANAGED
- THE MASTERPLAN, FRAMEWORK PLAN AND TKAZ PROVISIONS WILL RESULT IN A SUSTAINABLE AND WELL DESIGNED AIRPARK RESULTING IN POSITIVE URBAN DESIGN OUTCOMES FOR THE SITE AND WIDER COMMUNITY

