

**BEFORE INDEPENDENT HEARING COMMISSIONERS
APPOINTED BY THE WAIKATO DISTRICT COUNCIL**

IN THE MATTER of the Resource Management Act 1991 (**Act**)

AND

IN THE MATTER of hearing submissions and further submissions
on the Proposed Waikato District Plan.

SUBMITTER NZTE Operations Limited

Submitter [No. 823]

**SUMMARY OF EVIDENCE OF JONATHAN BROEKHUYSEN ON BEHALF
OF NZTE OPERATIONS LIMITED**

(URBAN DESIGN)

Dated: 3 March 2021

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INTRODUCTION

- 1 My name is Jonathan Paul Broekhuysen. I am a New Zealand Institute of Landscape Architects Registered Landscape Architect and Director at Adapt Studio Limited (Adapt Studio), a firm I started as a sole practitioner in May 2017.
- 2 I outlined my qualifications, experience, and commitment to comply with the Environment Court Expert Witness Code of Conduct in my Evidence in Chief dated 15 February 2021 (**EIC**).

SUMMARY OF EVIDENCE

- 3 The Te Kowhai Airpark (**Airpark**) concept is a vision first conceived by the original owner, Max Clear, and subsequently in partnership with the Readman family. The Airpark provides for aviation enthusiasts to live at the Aerodrome in a purpose-built community that allows residents and visitors to fly their planes directly to their doorstep, and utilise the amenity benefits of such an aviation-based community.
- 4 The Airpark proposal is a unique opportunity for Te Kowhai and the Waikato. It is unique in its scale, its mix of proposed land uses, and the integrated approach to the overall concept of a residential airpark.

Masterplan

- 5 The masterplan was a design-led exercise that incorporated the original vision while implementing lessons garnered through extensive international and domestic research into existing airparks. This included an airpark study tour to the United States of America, in February 2017, which I attended together with the core NZTE Operations Limited team.
- 6 Consultation on the masterplan involved various community and stakeholder consultation meetings. I was directly involved in a public open day on 5 December 2017 at the Te Kowhai Community Hall and multiple meetings with adjoining landholders.
- 7 The following key urban design principles for an Airpark were sought to be achieved through the masterplan:

- (a) Integration into the surrounding community so that the Airpark is not an isolated element while remaining sensitive to the rural context.
 - (b) Creation of a benchmark for airpark development in New Zealand by offering a variety of aviation related land uses (including residential airpark homes) at a large enough scale to facilitate a sustainable critical mass of activity.
 - (c) Creation of a variety of residential sections to promote choice and offer homes for people at different stages of their lives and at different levels of affordability.
 - (d) Ensuring that all homes have direct runway access.
 - (e) Promoting ongoing development of aviation related industries at Te Kowhai.
 - (f) Ensuring ongoing public access and engagement with the Airpark for the local and wider community.
 - (g) Ensuring that the Airpark design can either be self-serving in terms of wastewater infrastructure or plug into any future reticulated network.
 - (h) Future proofing the runway and its ongoing operations by meeting the current Civil Aviation Authority standards and the latest trends in aviation technology (i.e. Instrument Flight Rules (**IFR**)).
- 8 The final masterplan concept (see **Annexure A**) consists of four defined precincts as follows:
- (a) Precinct A - Runway and Operations Precinct;
 - (b) Precinct B - Commercial Precinct;
 - (c) Precinct C – Medium Density Residential Precinct; and
 - (d) Precinct D – Residential Precinct.
- 9 These precincts are connected through a system of roads, taxiways, and shared path connections to ensure access to the runway and ease of movement through the development, enhancing the sense of community through the Airpark. Future connections to the commercial centre at Te Kowhai are provided for to improve connectivity with the existing Te Kowhai

settlement. An explanation of the masterplan design is set out under at paragraph [51] of my EIC.

Framework plan

- 10 The masterplan was used to develop the framework plan (see **Annexure A**) and Te Kowhai Airpark Zone (**the Airpark Zone**) provisions. The framework plan and the Airpark Zone provisions are critical to ensuring the masterplan intent is successfully translated into the regulatory framework and is ultimately delivered upon.

Issues raised in submissions

- 11 Issues relating to urban design raised by submissions in opposition primarily focus on the effect of the Obstacle Limitation Surface (**OLS**) on the development potential of adjoining properties.
- 12 I have undertaken an in-depth analysis on the potential impact on development of the five properties in close proximity to the runway and have concluded that:
- (a) The development potential of these landholdings will not be unduly affected by the OLS in the proposed Waikato District Plan and Variation 1.
 - (b) The potential impacts of the OLS on the future development potential of these adjoining landholdings can be appropriately managed.
 - (c) When considered against the wider site constraints of these five properties, and the predominant housing typology of the Te Kowhai area, the OLS does not unreasonably inhibit the potential development options for these properties.

CONCLUSION

- 13 The masterplan, framework plan, and the Airpark Zone create a framework which facilitates the development of a well-functioning airpark.
- 14 Development of the Airpark Zone in accordance with the masterplan vision will lead to the appropriate utilisation of an existing piece of infrastructure

and further integrate the Aerodrome into the wider Te Kowhai community, making it an even greater asset for the region.

Jonathan Broekhuysen

3 March 2021

Attachment A

MASTERPLAN & FRAMEWORK PLAN



Legend

- Site Boundary
- Precinct Boundary
- - - Gas Line
- - - Taxiway
- Airpark Lot 450-550m²
- Airpark Lot 550-800m²
- Airpark Lot 800-1000m²
- Airpark Lot 1000-2500m²
- Airpark Lot 2500-3000m²
- Airpark Lot 3000-4000m²
- Airpark Lot 4000m² +
- Main Road Street Tree
- Local Road Street Tree
- Rural Shelter Belt Trees

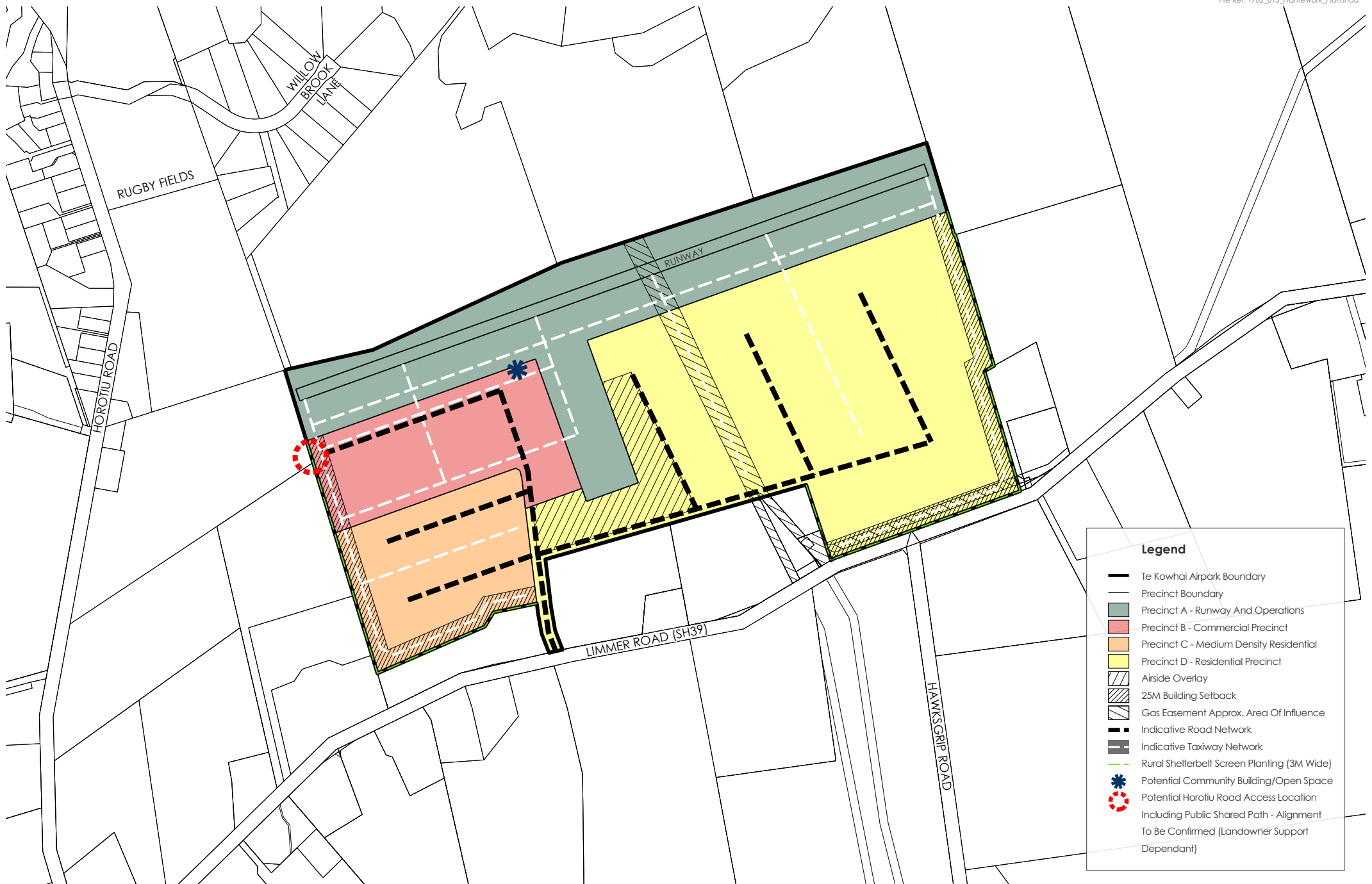
- NOTES**
1. Potential shared path link to existing public reserve
 2. Potential connection to Horotiu Road and future connection to deferred residential area
 3. Airpark entry zone - Aeroplane and car shared space
 4. Public cafe and aeronautical themed public park
 5. Carpark for adjoining commercial buildings
 6. Relocated re-fuel station and aeroplane maintenance facilities
 7. Potential future sealing of runway
 8. Laneway streets with golf cart / cycle connections across taxiways
 9. Upgraded access onto Limmer Road
 10. Access to taxiway from existing homes with aeroplane hangers



TE KOWHAI AIRPARK
Concept Masterplan

Date: 20 February 2018 | Revision - A
 Drawing Number: 1702_019

Plan prepared by Adapt Studio Ltd for Te Kowhai Airfield Ltd



Legend

- Te Kowhai Airpark Boundary
- Precinct Boundary
- Precinct A - Runway And Operations
- Precinct B - Commercial Precinct
- Precinct C - Medium Density Residential
- Precinct D - Residential Precinct
- Airside Overlay
- 25M Building Setback
- Gas Easement Approx. Area Of Influence
- Indicative Road Network
- Indicative Taxiway Network
- Rural Shelterbelt Screen Planting (3M Wide)
- Potential Community Building/Open Space
- Potential Horotiu Road Access Location Including Public Shared Path - Alignment To Be Confirmed (Landowner Support Dependant)