







8 November 2010

Hamilton Airport Plan Change and Variations  
c/o Waipa District Council  
Private Bag 2402  
TE AWAMUTU 3840

**BY EMAIL TO:** [submissions@waipadc.govt.nz](mailto:submissions@waipadc.govt.nz)

To Whom It May Concern,

**FUTURE PROOF IMPLEMENTATION COMMITTEE SUBMISSION TO HAMILTON AIRPORT PLAN  
CHANGE AND VARIATIONS**

This is a submission by the Future Proof Implementation Committee (“FPIC”) in **general support** of the following proposed plan change, variations and related designations by Waikato Regional Airport Limited:

- Private Plan Change 69 to the Waipa District Plan;
- Variation 14 to the Waikato District Proposed Plan;
- Variation 22 to the Hamilton City Council Proposed Plan;
- Notice of requirement for alterations to existing designations:
  - DN39, DN71, DN130 and DN150 in the Waipa District Plan; and
  - DN1 in the Proposed Waikato District Plan; and
- Notice of requirement for new designations in the Waipa District Plan on land to the north of Raynes Road and to the south of Airport Road (SH21) for:
  - the High Intensity Approach Lighting (both north and south ends of the runway extension); and
  - a new VOR navigation facility (southern end only).

The FPIC is the implementation arm of the Future Proof Growth Strategy (“Future Proof” or “Strategy”). The FPIC includes representatives from the Future Proof sub-regional councils of Hamilton City, Waipa District, Waikato District, the Waikato Region, as well as tāngata whenua.

The FPIC understands that the proposed plan change, variations and related designations seek to:

- Extend the main runway towards Raynes Road and to a total length of 2,984m for the purpose of accommodating additional long haul aircraft and enhancing safety measures for all aircraft;
- Remove the existing noise contour boundaries from the Proposed Hamilton District Plan and amend the noise contour boundaries of the Waipa District Plan and Proposed Waikato District Plan in accordance with up to date noise modelling and predicted aircraft movements;
- Establish new rules for noise insulation within the affected noise contour areas;
- Provide new rules that recognise and manage the effects of unscheduled engine testing at the airport;
- Amend the Obstacle Limitation Surfaces (in the Waipa, Waikato and Hamilton District Plans) surrounding the airport in accordance with the extended runway and operational requirements;
- Install High Intensity Approach Lighting at each end of the extended runway and to establish a new navigational facility south of State Highway 21;
- Provide for a new parallel taxiway east of the main runway and to realign the existing grass cross runways.

The Future Proof Strategy recognises that the expansion of the Airport has important economic advantages for the sub-region. The Future Proof Strategy also recognises that the Airport should continue to be protected from reverse sensitivity effects through controls to avoid the establishment of new activities which would be adversely affected by airport noise and operational effects (particularly residential and rural-residential activities).

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, are supported by Future Proof in order to ensure that development does not adversely impact on the operation of the Airport.

The FPIC therefore generally supports the current proposals provided that adverse effects can be adequately avoided, remedied or mitigated.

The FPIC reserves the right to appear in support of its submission. If others make a similar submission the FPIC would also be prepared to consider presenting a joint case with them at a hearing.

Sincerely,



Ken Tremaine  
**Future Proof Implementation Advisor**

**CC:**

Waikato Regional Airport Limited  
 c/- Bloxham, Burnett and Olliver Limited  
 PO Box 9041  
 HAMILTON 3240