



Master Planned For Business



What is a Master Plan?

A master plan brings a project vision to life. A process of analysis responds to the constraints and opportunities of the site and develops a creative response which typically considers;

- Economic viability;
- 'Future proofing' through being flexible and adaptable within the established limits;
- Social and community benefits;
- Progressive, or staged, delivery;
- Environmental responsibility;
- Technical compliance; and
- Design Quality.

All these are assessed in terms of;

- Minimising adverse impacts; and
- Maximising opportunities.

Source: Terry morris, Morris Bray Architects, Sydney - Master Planner for Titanium Park

Urban Design

McConnell Property is a founding signatory to the Urban Design Protocol. This means that we are particularly focused on applying good urban design through the master planning process.

Good urban design should consider:

Context: Optimise relationships between buildings, places, spaces, activities and networks.

Character: Buildings and spaces should be unique, appropriate to their location and compliment their historic identity.

Choice: Flexible and adaptable design to foster diversity and offer choice.

Connections: Easy to navigate and well connected for getting around as well as services, infrastructure and communication networks.

Creativity: Creative and innovative solutions are explored and integrated public art is valued.

Custodianship: Environmentally sustainable and responsive design solutions.

Collaboration: A common vision is used to bring together a collaborative team and meaningful decision-making processes are shared.





**INDICATIVE
STAGING**



Raynes



Central



Western



Gateway



Terminal



Southern

Western Precinct

The Western Precinct, adjacent to State Highway 3, has the potential to house large industrial buildings as well as commercial / retail uses on the gateway entrance road to the precinct.

Smaller industrial sites have an opportunity for direct airside access. Streetscapes feature 5 metre setbacks (increasing for larger buildings) and high quality office components of buildings. Future intersection upgrade is planned to address growth in Hamilton-bound traffic.

Southern Precinct

Adjacent to and accessible from the runway, the Southern Precinct features smaller, lower traffic generating, industrial and commercial uses.

Zero side setbacks allow opportunities for efficient use of land by sharing access driveways and manoeuvring between buildings. 5 metre front building setbacks (increasing to 14.5 metres for larger buildings) will allow the use of landscaping to screen buildings at a pedestrian level. Quality architectural office components will be included to either address the internal road or potential exposure to State Highway 21.

Titanium Park Joint Venture reserves the right from time to time to change details, materials, sizes, specifications, and any other aspect of this document, without notice. Intending purchasers are to rely on their own investigations



Terminal Precinct

Identified for future airport supporting functions, which could include a hotel / conference facility with highway visibility. The road through this precinct is designed to maximise terminal accessibility with clearly identifiable entry and exit points.

Central Precinct

Featuring both airside and highway frontage lots, the Central Precinct contains the “spine road” which connects the terminal with the entrance gateway to State Highway 21.

The airside lots offer potential for airport related industries with possible access to airside operations. Commercial uses benefit from the high visibility roadside lots with exposure to the State Highway and spine road. Building separation allows for maximum sunlight penetration and creates view corridors into the Precinct and to runway operations. Wide building setbacks on either side of the spine road (14.5 metres) are intended to deliver a generous landscaped streetscape and emphasise the role of the spine road as the interface between the Terminal and Gateway precincts and the national road system. They also create a more appealing streetscape.

Gateway Precinct

The Gateway Precinct is the main future access point for Titanium Park and Hamilton International Airport.

It will include a Retail Precinct, open space (parklands) with an airport viewing area and a boutique office / industrial business unit precinct. Specific landscape designs for each entrance have been developed. These feature an overall rural theme linking to the surrounding farmland and connecting to the central road that runs through the site. The Gateway Precinct will feature strong landscaping, public space and a plane watching area.

Raynes Precinct

With its own separate access off Raynes Road, the Raynes Precinct offers maximum flexibility for larger industrial / warehouse buildings and uses. There is also the opportunity for direct airside access. Highway frontage provides a high visibility option for the larger users.

Shared access driveways and manoeuvring areas increase the land efficiency of the smaller airside sites. The 14.5 metre building setbacks for the larger industrial buildings will create a highly appealing streetscape.





Master plan principles

Titanium Park has been “designed for business” with the following guiding master planning and landscape principles:

Flexibility to accommodate different types and sizes of uses;

- Including flexible lot sizes to allow for diversity of demand.
- Including options for highway frontage or airside access depending on user requirements.

Easy to navigate and get around;

- Clearly identifiable access to / from the State Highways (arrival / departure points), including to / from the existing passenger terminal.
- The use of precincts to break the development up into zones, each providing differing lot sizes, accessibility requirements and types of uses.
- Separation of car and truck traffic where possible.
- Provision for future public transport and cycle / walk paths.

Responding to the airport context

- Identification of lots with airside access potential.
- Inclusion of a public parks and plane viewing area.
- Design of site layouts to allow for runway view corridors.

Quality environment

- Plantings and building setbacks designed to create the most desirable streetscapes.
- Focusing on external expression of the development to present a low scale, well landscaped, built environment without domination of the existing neighbouring buildings or environment.
- Use of design guidelines to maintain quality over the longer term.
- Landscape strategy provides park unity and regional identity for the development.

A sustainable development

- Lot orientation to maximise energy saving potential.
- Use of swales to improve stormwater quality.
- Staging plan to ensure financial viability and minimal impact on initial occupants.

