

Minutes of SL1 Tangata Whenua Working Group Meeting

Date: 2 April 2025

Time: 10:00 AM (Karakia by Sonny)

Attendees: Wairere Harris, Sonny Matenga, Harry Wilson, Norm Hill, Fraser McNutt

Apologies: Not Rangiua

1. Overview of SL1 Development

- Location: Southern end of Hamilton City Council (HCC) and Waipa District Council (Waipa DC)
- Land Use: Combination of industrial and residential development
- Sub-Catchment Stormwater Management: Incorporation of stormwater ponds, particularly around the Mangakotukutuku Stream

2. Fast Track Application & Development Staging

- Listed 149 Fast Track Application: Not yet lodged
- Stage 1: Includes industrial and residential development
- Land Ownership: Six to seven key landowners:
 - Stride Property & Les Harris
 - Selwyn Mexted (Rob Dol)
 - Porters Group
 - GD Jones
 - Ford (not involved yet)
- Master Planning:
 - Rogerson Lands leading the industrial masterplan, with emphasis on water storage and treatment
 - Inclusion of referral Fast Track application in the first stage

3. SL1 North & SL1 South Considerations

- Land Characteristics: Largely peat-based
- Environmental Solutions:
 - Use of black sand to manage peat conditions
 - Indigenous biodiversity considerations
- Transport & Infrastructure:
 - Transport triggers to guide the staging of growth
 - SL2 wastewater considerations to ensure no overflows
 - Council preference for integrated service systems rather than separate infrastructure
 - Co-location of services with NZTA designation
 - Regional consent requirements
- Housing Density & Affordability:
 - Aiming for genuine affordability (\$600K–\$700K)
 - Tier 1 housing on 400–500m² sections
 - Commitment to 10% affordability quota

4. Key Features & Cultural Considerations

- Mangakotukutuku Stream: Opportunity for walking and cycling pathways
- Cultural Areas & Identity:
 - Preservation of whakapapa and identity
 - Recognition of boundaries such as Mangaonua and Mangakotukutuku streams
 - Potential for archaeological findings (e.g., bones along streambeds)
- Holistic Growth Cell Approach:
 - Unified planning strategy across the entire growth cell
 - Commitment to best environmental outcomes for taiao
- Infrastructure Challenges:
 - Accumulative impacts of infrastructure development
 - Ensuring sustainable and equitable growth

5. MOUs & Future Planning

- Three MOUs in Development:
 - Selwyn Mexted (North)
 - GD Jones (South)
 - Additional stakeholder agreement
- Mitigation Plan: To align with the Cultural Impact Assessment (CIA)
- Peat Resource Management: Strategies for preservation
- Site Walkover: To be scheduled for mana whenua, with drone footage for further analysis
- Scope Development: Fast Track application to be lodged by November 2025

6. Next Steps & Administrative Actions

- Site Visit: To be planned
 - Norm to prepare Terms of reference for working group
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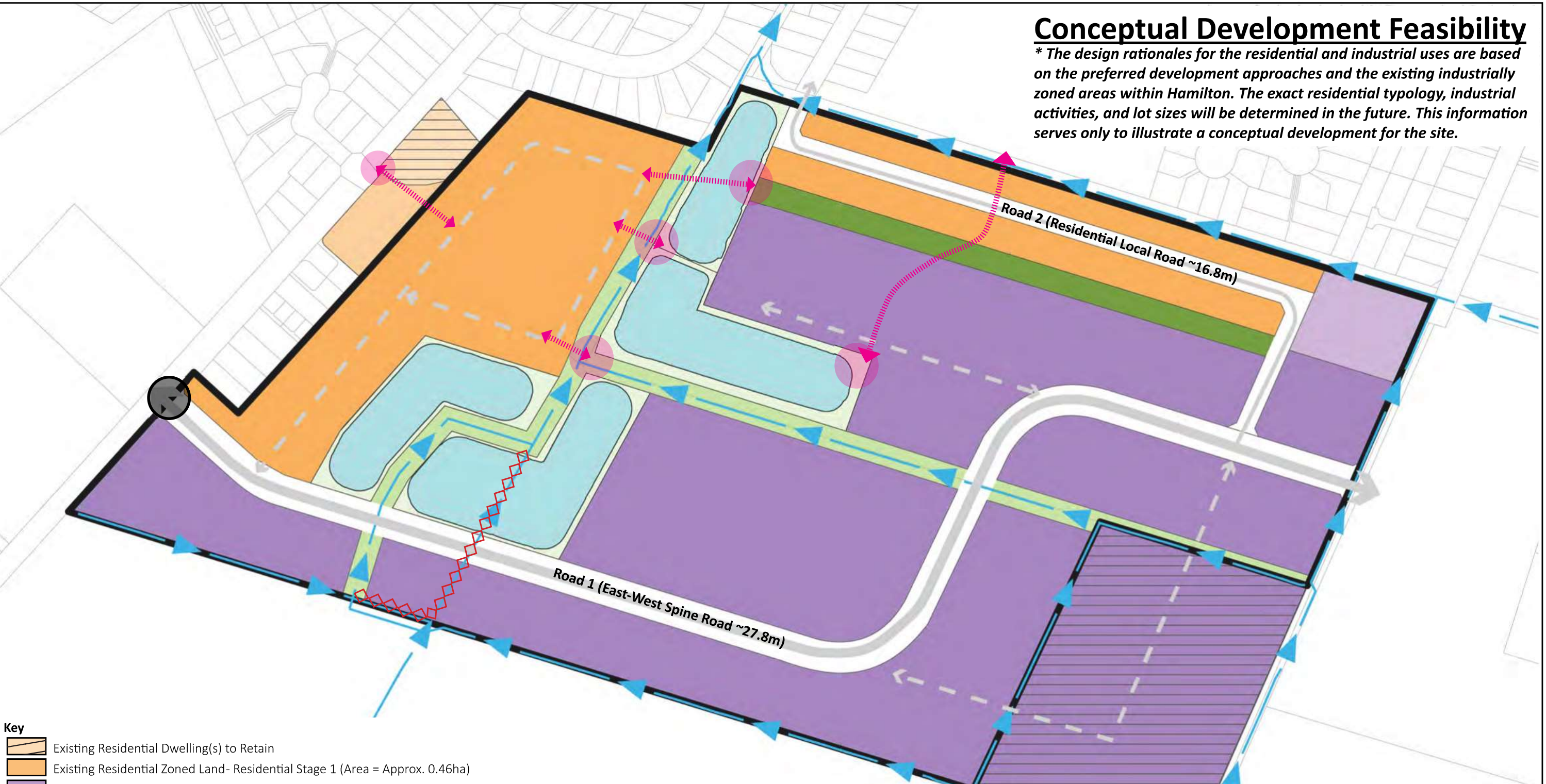


Rogerson Block Preliminary Masterplan

Preliminary Conceptual Masterplan | Hamilton | February 2025

Conceptual Development Feasibility

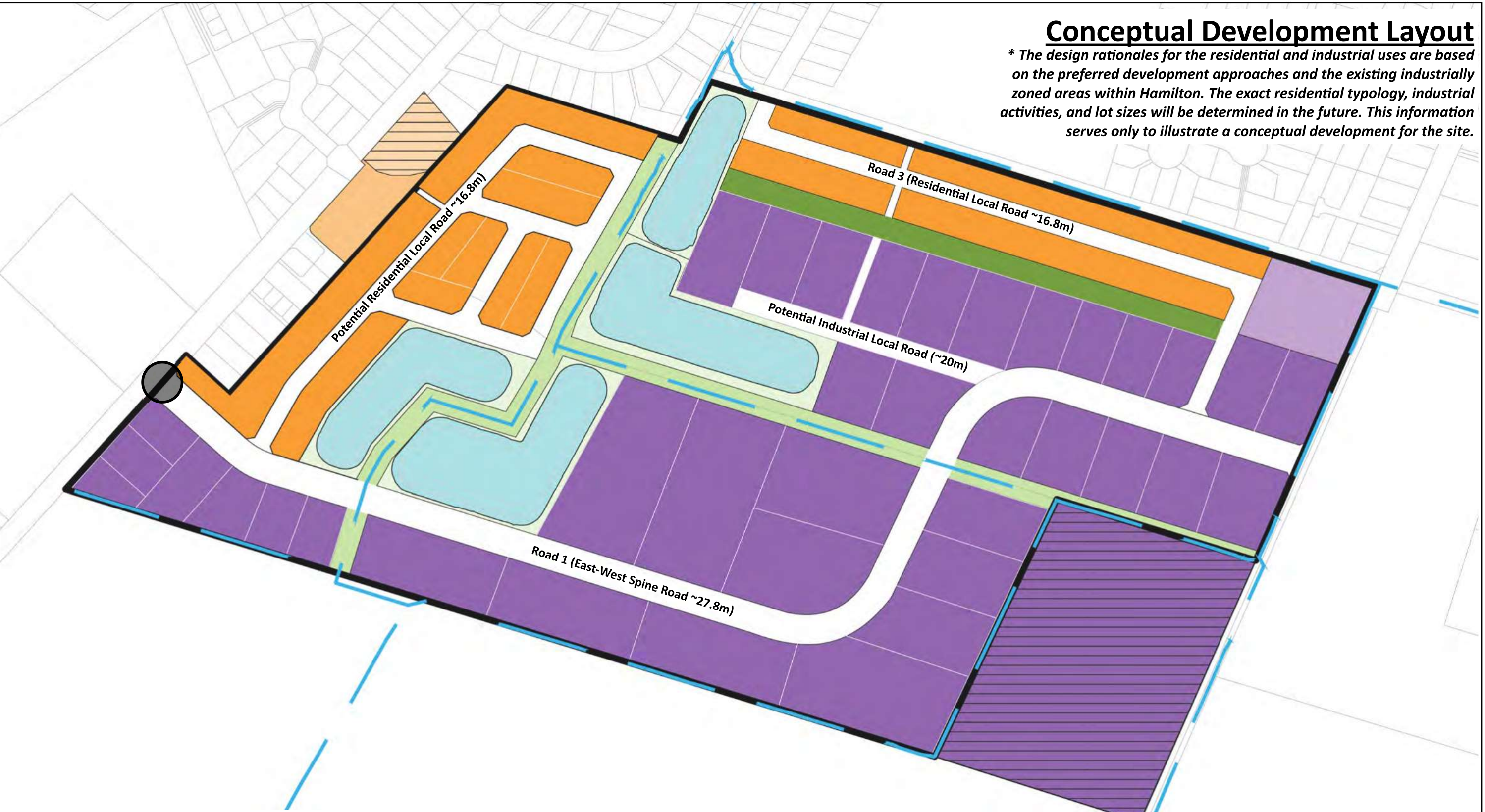
* The design rationales for the residential and industrial uses are based on the preferred development approaches and the existing industrially zoned areas within Hamilton. The exact residential typology, industrial activities, and lot sizes will be determined in the future. This information serves only to illustrate a conceptual development for the site.



DEVELOPMENT METRIC STUDIES *			
Proposed Land Use	Typical Lot Width	Typical Lot Depth	Potential Typologies/Uses
Residential (average lot size = 300m ²)	10m - 15m	22m - 30m	Terraced dwellings, duplexes, detached dwellings
Industrial (small to medium lots)	20m - 50m	40m - 80m	Small-scale manufacturing, repair workshops, and wholesale businesses
Industrial (large lots)	70m - 100m	100m - 150m	Light industrial workshops, warehouse, and commercial showrooms

Conceptual Development Layout

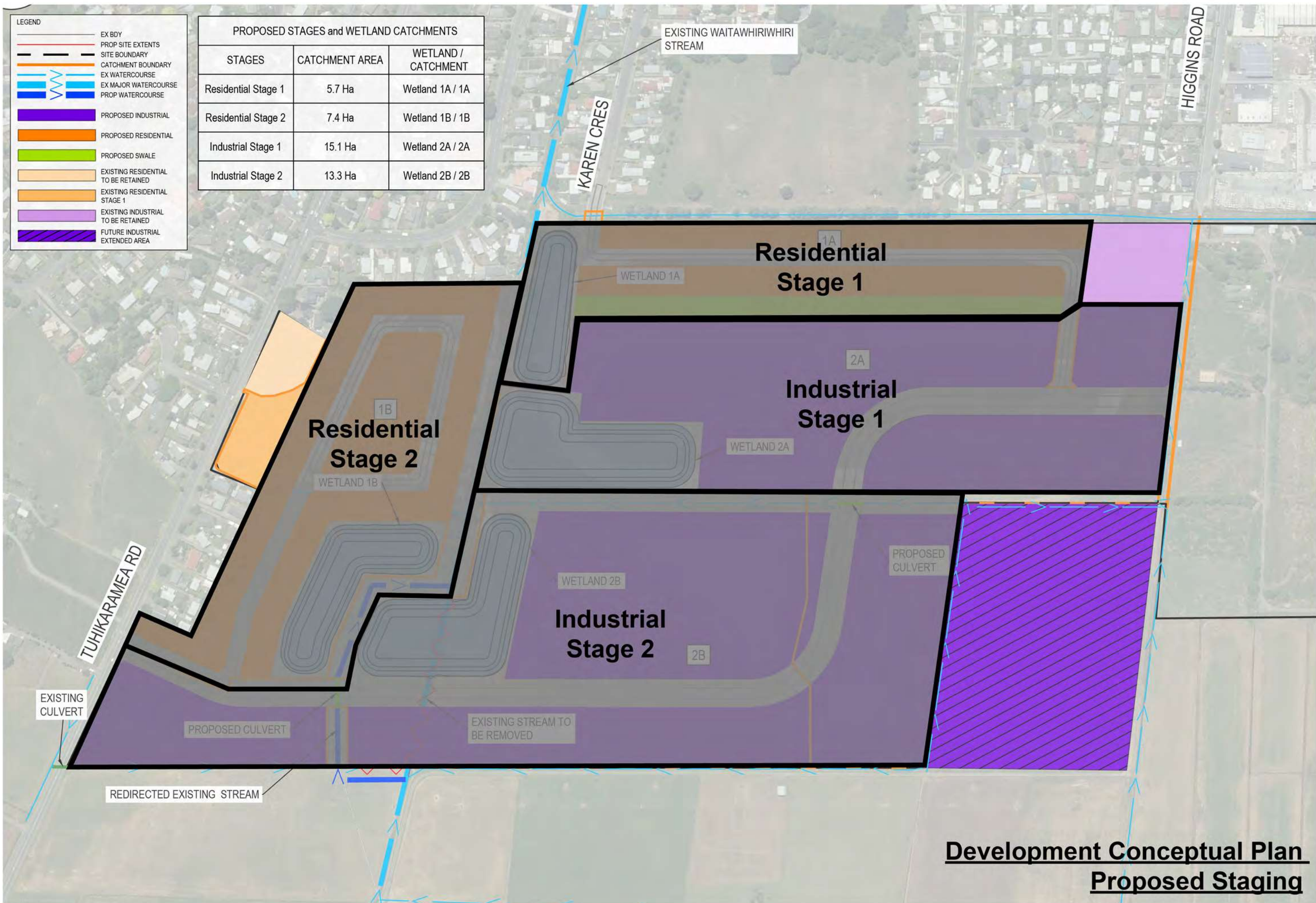
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Key

- Existing Residential Dwelling(s) to Retain
- Existing Residential Zoned Land- Residential Stage 1 (Area = Approx. 0.46ha)
- Proposed Residential Lots (Area = Approx. 6.5ha)
- Existing Industrial Use to Retain
- Indicative Industrial Lots
- Future Industrial Extended Area (Area = Approx. 5 ha; Subject to further discussion with HCC)
- Proposed Roundabout (Size & Location TBC)
- Proposed Stormwater Infrastructure (Area = Approx. 5.8 ha; Exact sizes & Detailed Design TBC)
- Existing Rural Drains/Stream to Retain
- Proposed Greenway/Green Buffer (Area = Approx. 1 ha; 20m in width)
- Strategic Boundary Agreement Area (HCC and WDC)

DEVELOPMENT METRIC STUDIES *			
Proposed Land Use	Typical Lot Size	Approx. Yield	Potential Typologies/Uses
Residential	300m ²	200	Terraced dwellings, duplexes, detached dwellings
Industrial (small lots)	less than 5000m ²	17	Small-scale manufacturing, repair workshops, and wholesale businesses
Industrial (medium lots)	5000m ² - 10,000m ²	13	Light industrial workshops, warehouse, and commercial showrooms
Industrial (large lots)	over 10,000m ²	5	Light industrial workshops, warehouse, and commercial showrooms



SL1 CONCEPT PLAN - Additional Industrial

The overall concept plan on the right demonstrates a potential alternative development opportunity for additional industrial land within SL1.

The revised development metrics of SL1 is as below.

RESIDENTIAL DEVELOPMENT METRICS			
Stage	Gross Areas (ha)	Average Lot Size	Estimated Yield
1	48	250m²	1,035 ¹
Future Medium Density ²	120	250m²	2,900
Future Medium Density ² (Topographical)	115	350m²	1,600
Sub-total	283	-	5,535

INDUSTRIAL DEVELOPMENT METRICS			
Stage	Gross Areas (ha)	Developable percentage	Estimated Net Areas
1	80	70%	56
Future Industrial	115	70%	80
Sub-total	195	-	136

*1 Estimated yield figure as per most recent Fast Track Application submission.

*2 A 60% developable percentage is used as the base assumption for medium-density greenfield expansion. The street network generally accounts for around 30% of the total developable area. A further 5% - 10% accounts for open space/ reserves/riparian areas. More restrictive areas (50%) are applied to sites with identified constraints (e.g. steep land) to account for potential unsuitability of land.

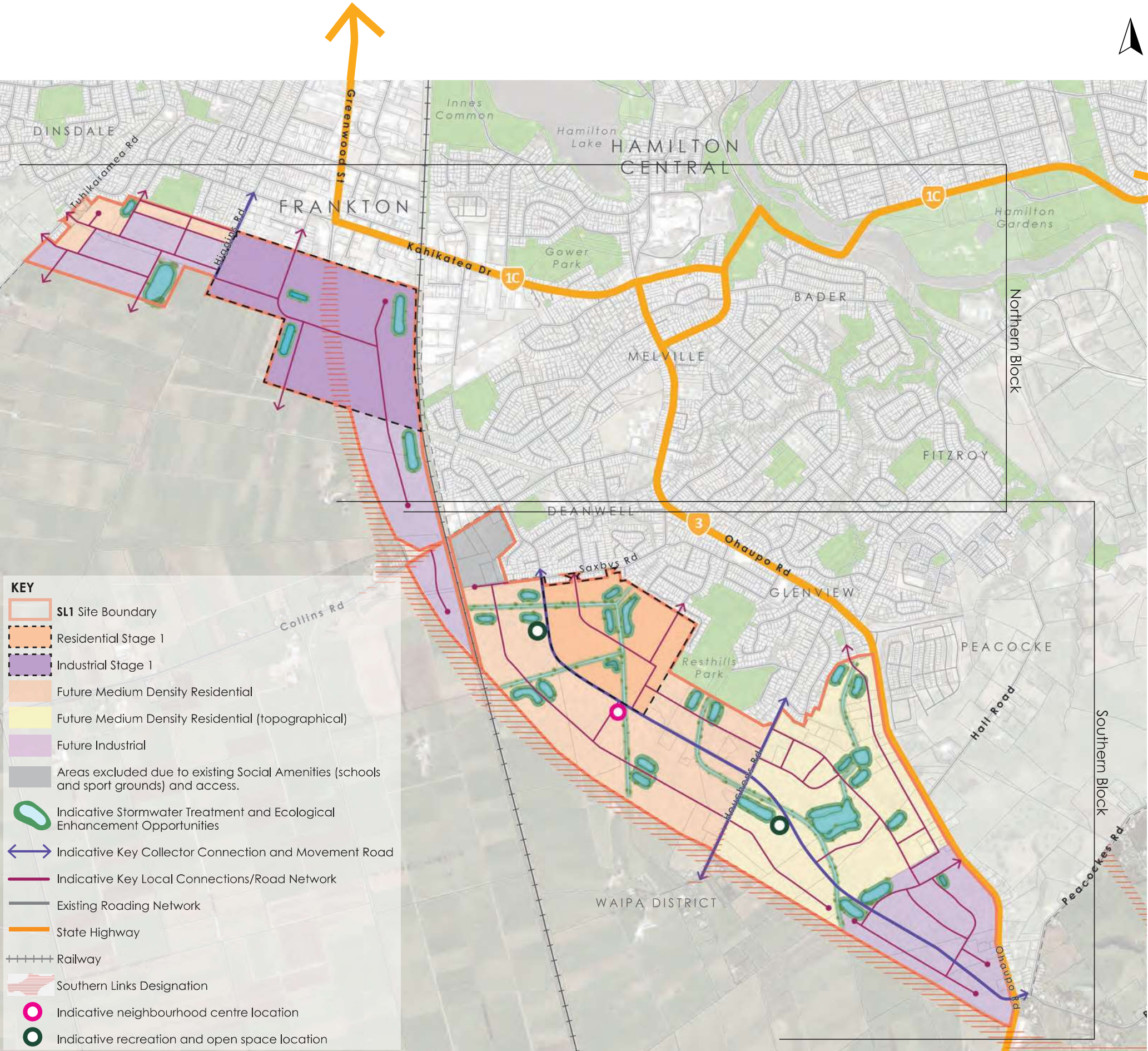
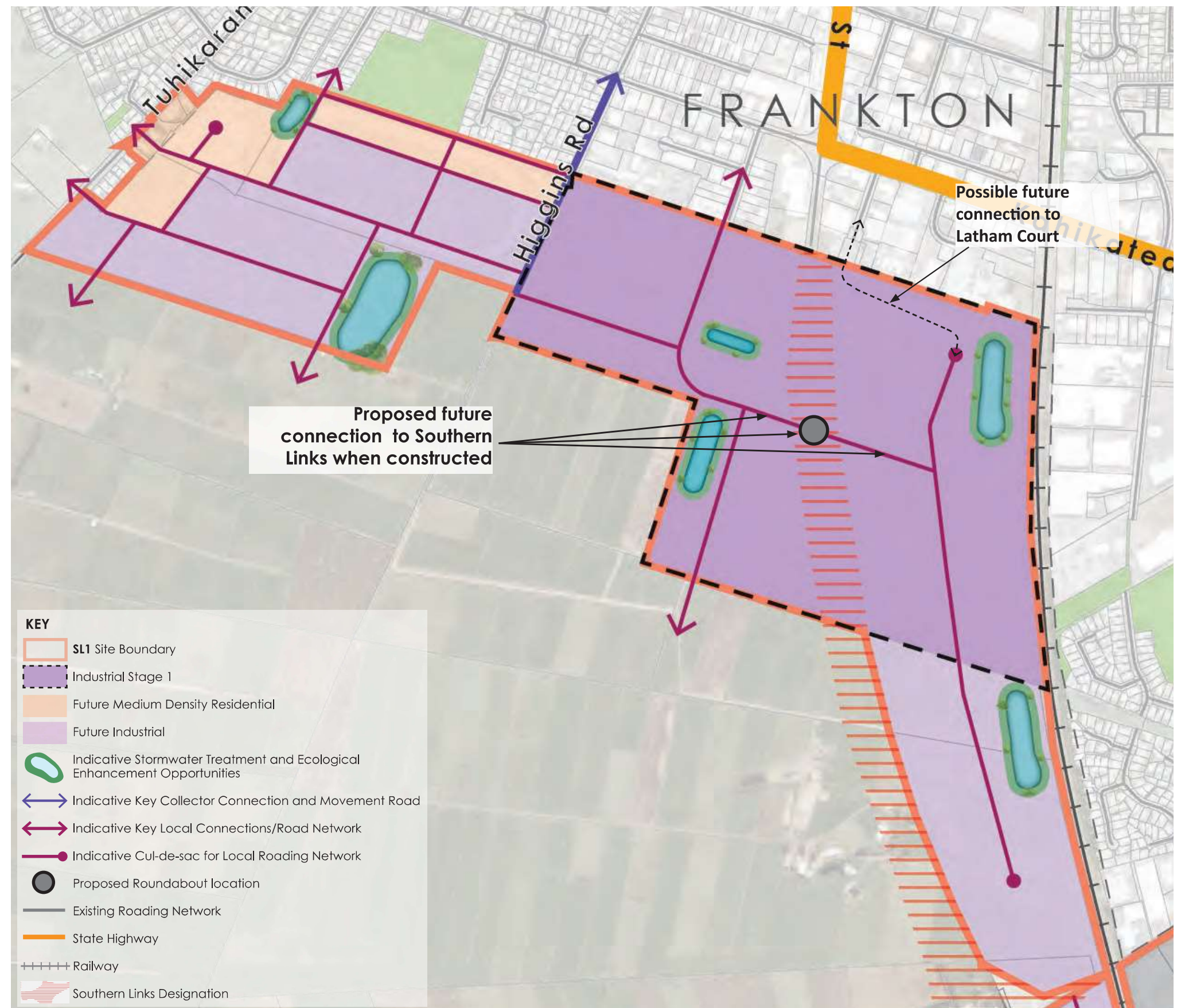


Figure 1: Indicative Concept Plan
Scale 1:25,000

NORTHERN BLOCK - INDUSTRIAL AREAS

As shown in Figure 2 on the right, in order to responding to the additional Future Industrial area, key amendment in relation to the stormwater and transportation infrastructures include:

- opportunities for additional industrial land to meet the shortfall;
- consolidating stormwater treatment facilities;
- sensible buffer whereas adjoining existing residential;
- rational transportation connectivity to Tuhikaramea Dr and Higgins Rd;
- potential connections to the adjoining land to the south;
- sensible block structures to support a range of industrial land uses that generally aligns with existing land ownership boundaries.





ATTACHMENT 1 - Urban Design Package

Fast Track Application | 3 May 2024



Urban & Environmental

Prepared for:

Colliers Project Leader (on behalf of SL1 Consortium)

Prepared by:

Alicia Lawrie - Barker and Associates

Katherine Hu - Barker and Associates

Reviewed by:

Fraser McNutt - Barker and Associates

Document date:

6 May 2024

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Site Address / Location

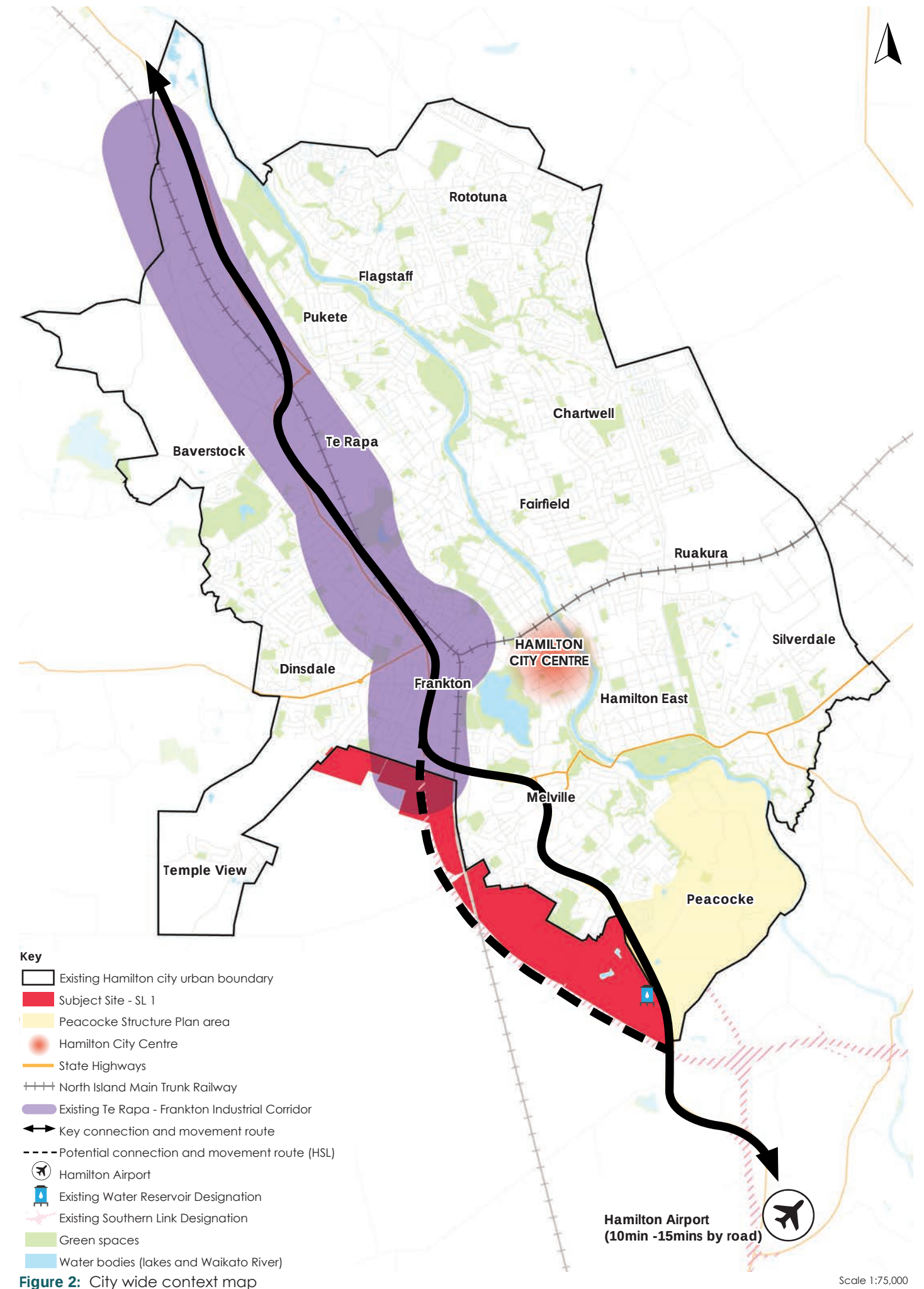
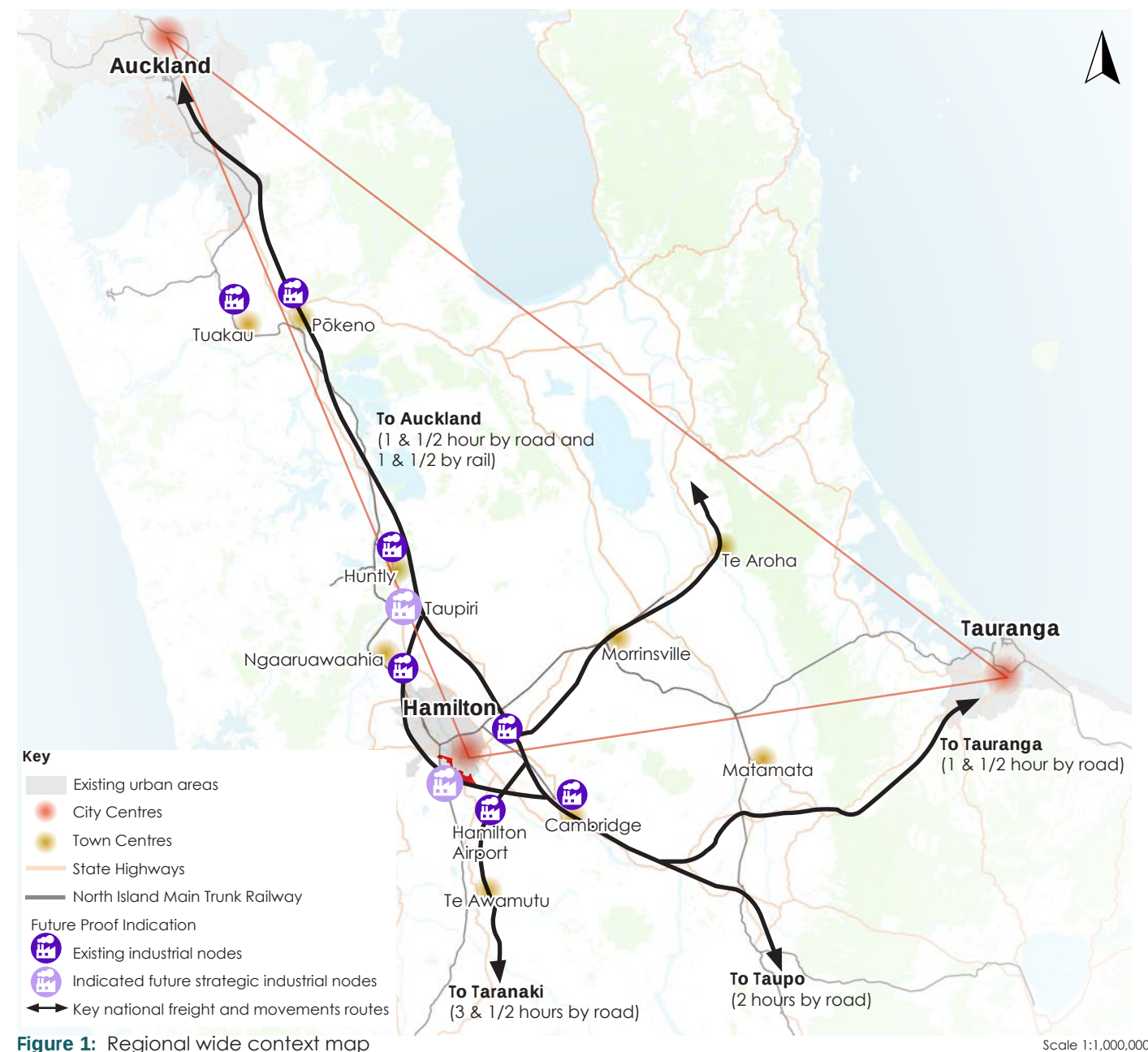
(SECTION 1: PROJECT LOCATION)

1.1 Regional and City-wide Context

The subject site (SL1) is situated within the Waipa District, and contiguous with Hamilton City Council's southern boundary to the south-west. Located approximately 3 - 4 km south west of Hamilton City Centre, the site stretches from south Frankton to the south western edge of the Peacockes Structure Plan area (Plan Change 5).

SL1 is partially bound by State Highway 3 (SH3) to the south east the North Island Main Trunk Rail to the north east and the Hamilton Southern Links designation (HSL) to the west.

This land is formally identified as 'Southern Links 1' (SL1), and as of August 2022, was identified by Hamilton City Council (HCC) as one of the 'Emerging Areas'.



1.2 Site Location

The site is approximately 440 ha in size. It is situated between the established Hamilton suburbs of Dinsdale, Frankton, Deanwell and Glenview to the northeast, and rural land within Waipa to the southwest. The site is currently zoned rural under the Waipa District Plan and comprises of lots in pasture, rural lifestyle, equine industry and peri-industrial use.

The Hamilton Airport is located approximately 4.5 km south-east the site and is accessible from Ohaupo Road/SH3. The site is well connected to the existing Frankton industrial activities to north and through State Highway 1c (SH1c) are also connected to the industrial area of Te Rapa further north. Waikato Hospital is also located approximately 3km to the north.

SL1 is split into two distinct parts due to the North Island Main Trunk Rail line (NIMTR), the Collins Road arterial and the Southern Links designation.

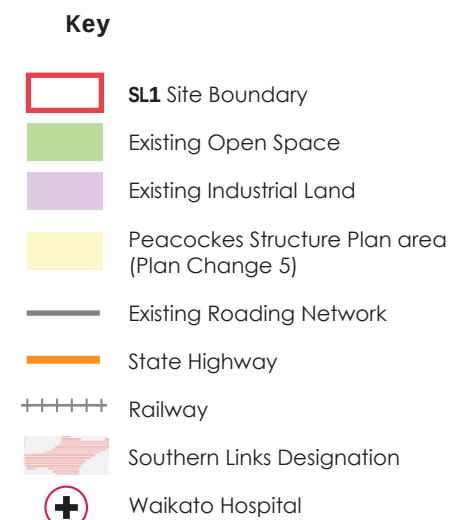
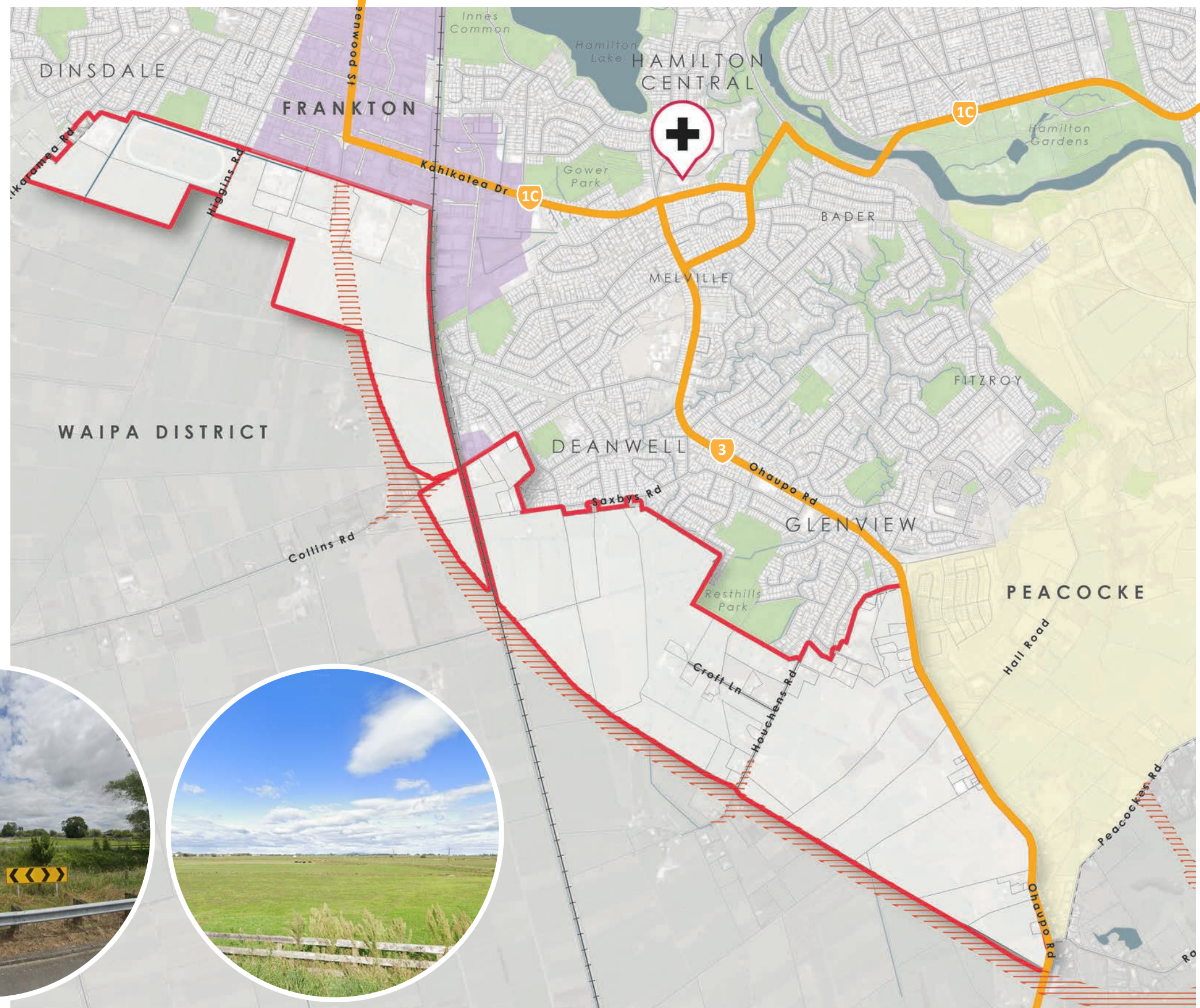


Figure 3: Indicative Concept Plan
Scale 1:25,000



To Hamilton Airport
(approx 4.5km)

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Project Summary

(SECTION 2: PROJECT DETAILS)

2.1 SL1 CONCEPT PLAN

SL1 is an extensive area of land that comprises of future industrial and residential development potential. The full **SL1 Concept Plan - Background/ Analysis** can be found in **Appendix One**.

The site has two distinct parts know and the 'Northern block' and 'southern block.' Divided by Collins Road, the southern block comprises of residential development potential, while the northern block is a proposed as a mix of residential and industrial land (divided by Higgins Road).

PROJECT DETAILS

This project seeks to give effect through consent applications for the first stages:

- Residential Stage 1
- Industrial Stage 1

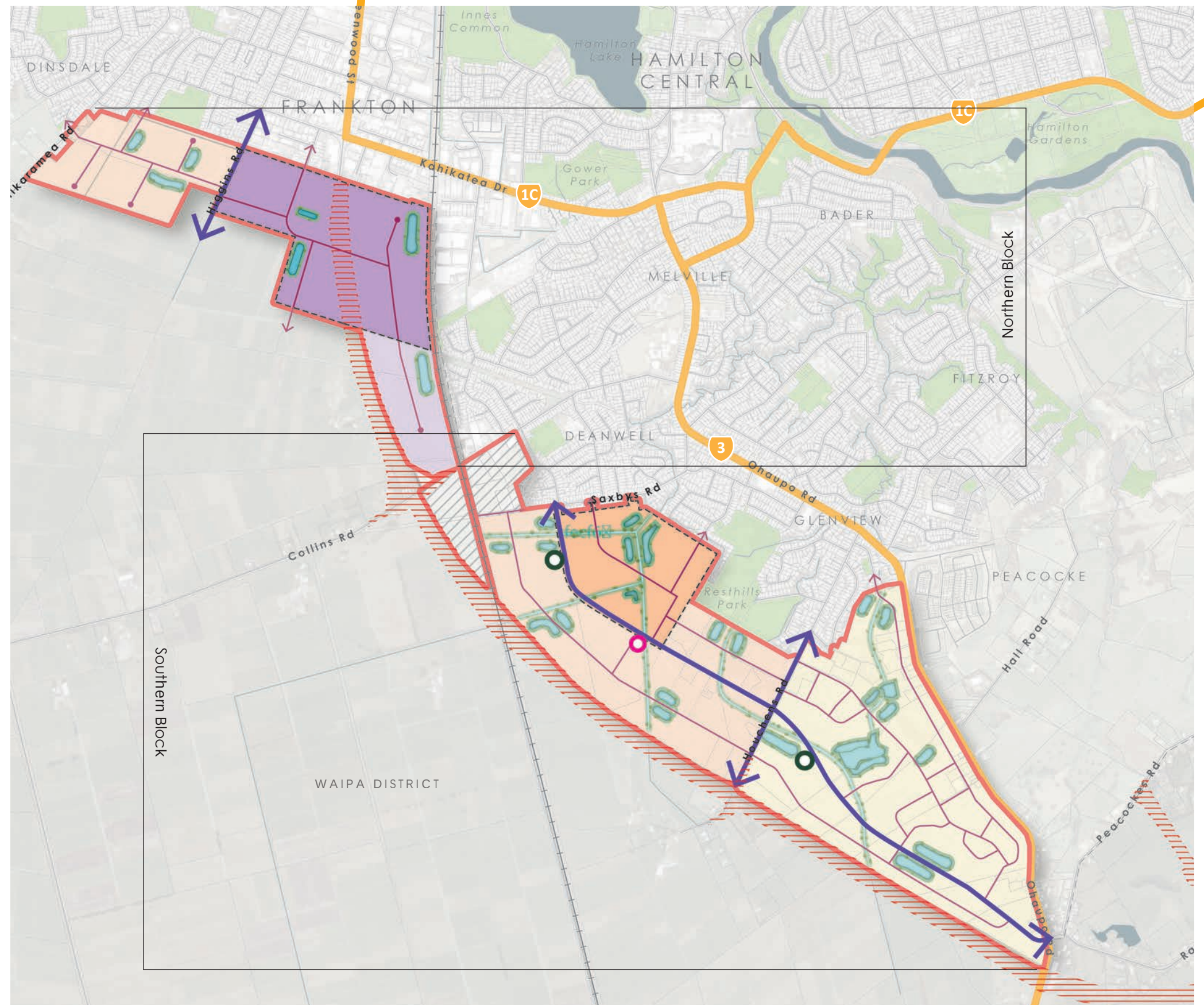
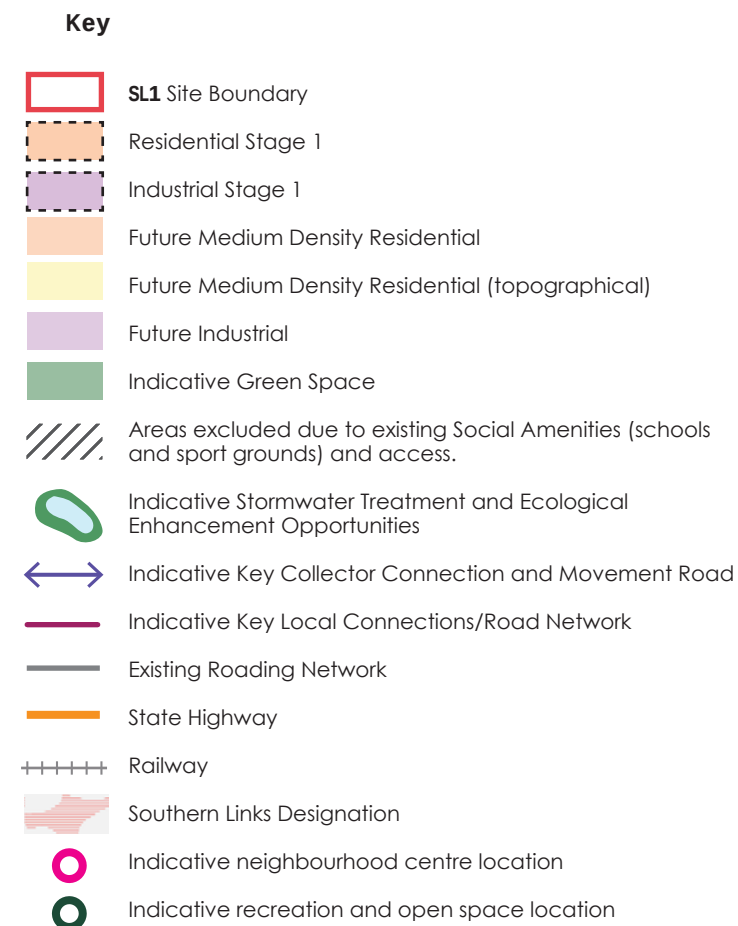


Figure 4: Indicative Concept Plan
Scale 1:25,000

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Project Staging

(SECTION 2: PROJECT DETAILS)

3.1 Full Staging Plan

SL1 has been divided into four key stages (Industrial Stage 1, and Residential Stage 1, 2 & 3) as well as identified proposed future stages. This has been informed by records of title, lot parcels development potential, high level transport and infrastructure analysis.

As noted previously, this project seeks to give effect to Residential Stage 1 and Industrial Stage 1.

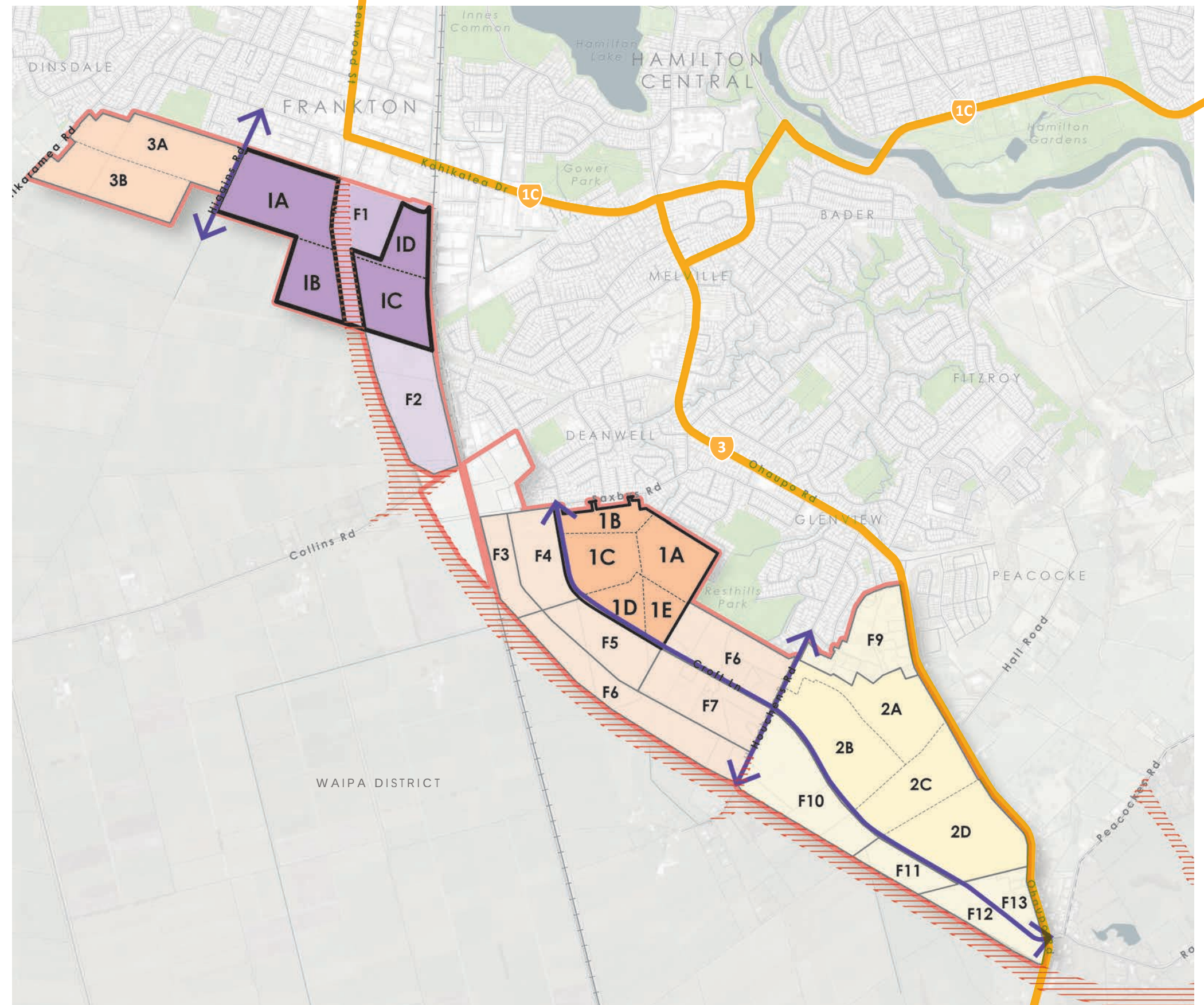
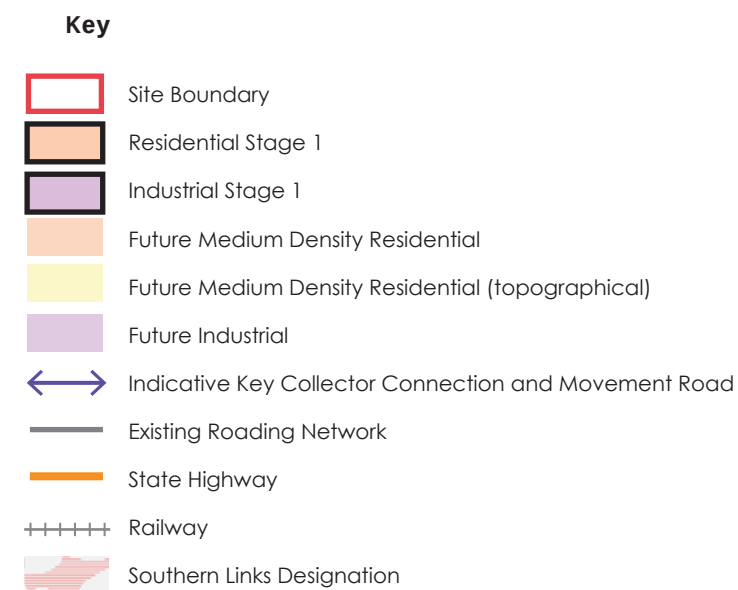


Figure 5: Full Staging Plan
Scale 1:25,000

3.2 Indicative Transport Trigger Plan

Estimated Timeline

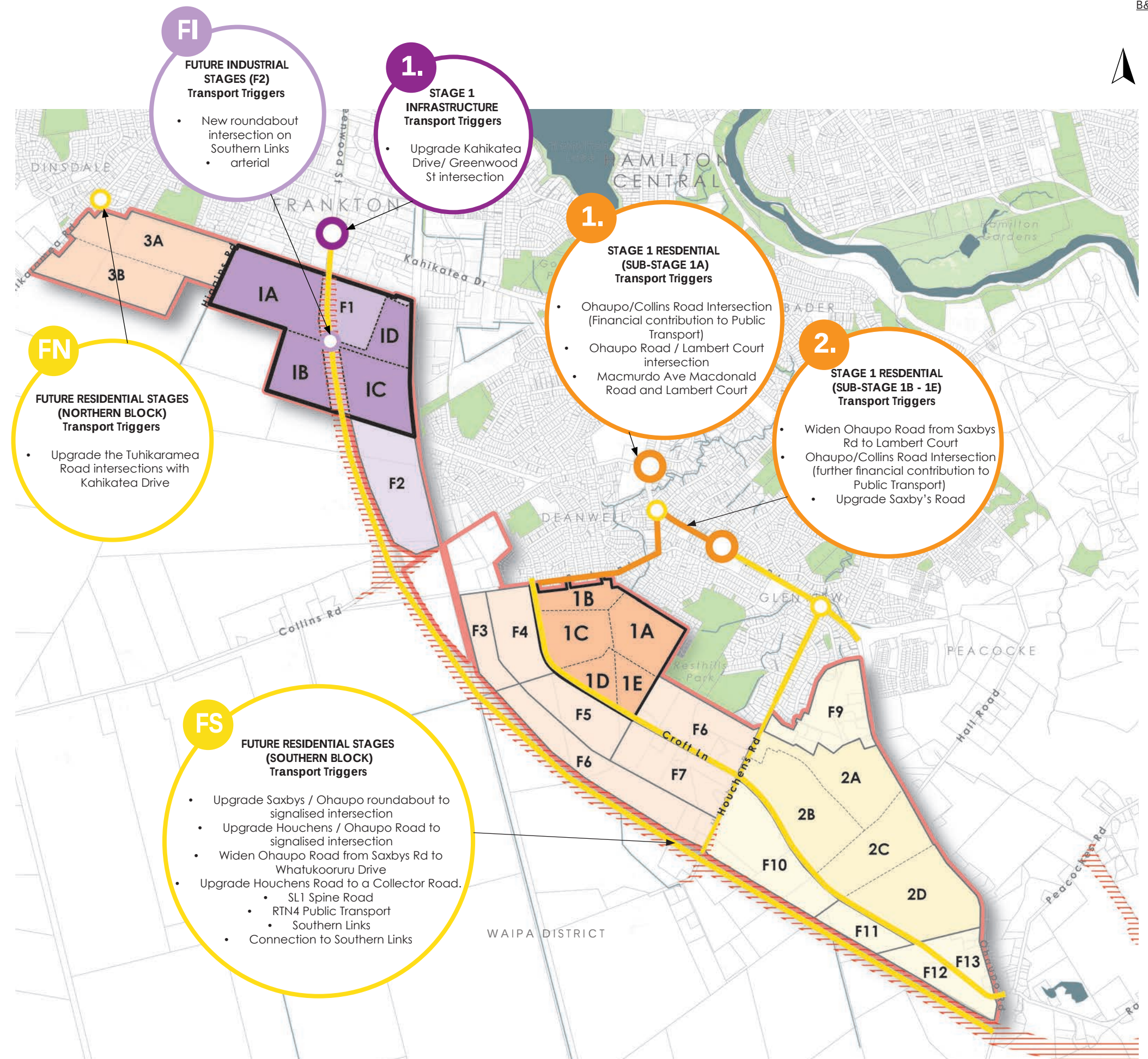
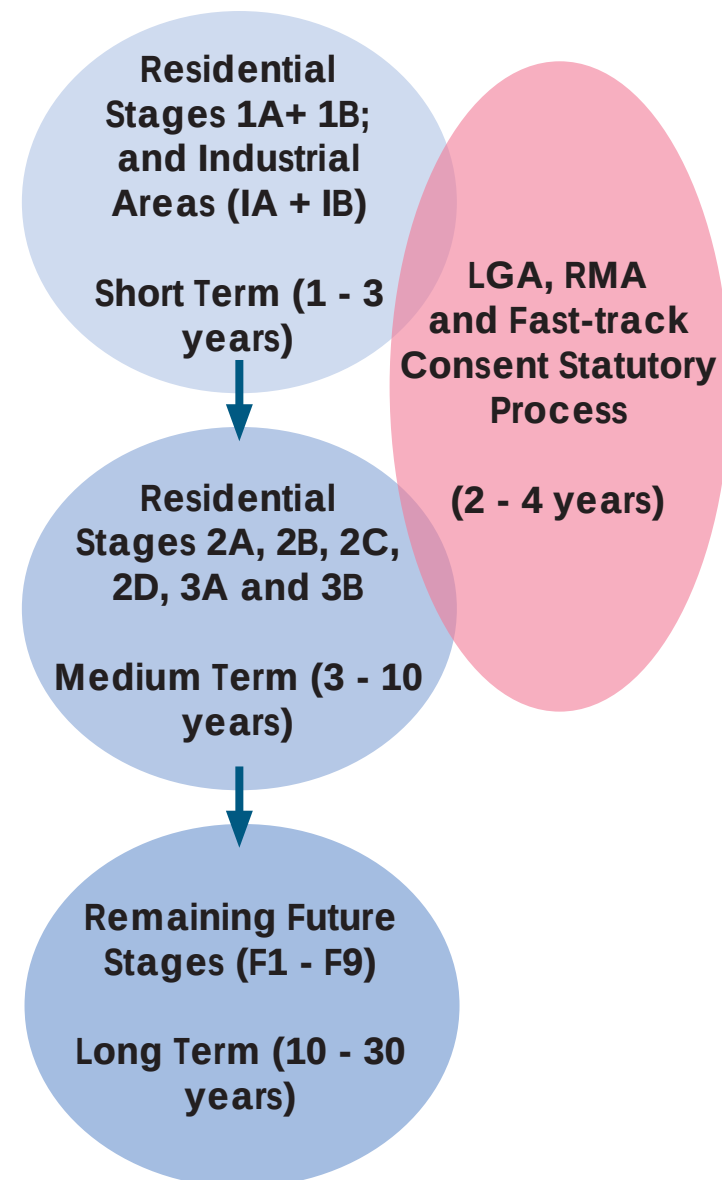


Figure 6: Transport Trigger Plan
Scale 1:25,000

3.3 Indicative Infrastructure Trigger Plan

Estimated Timeline

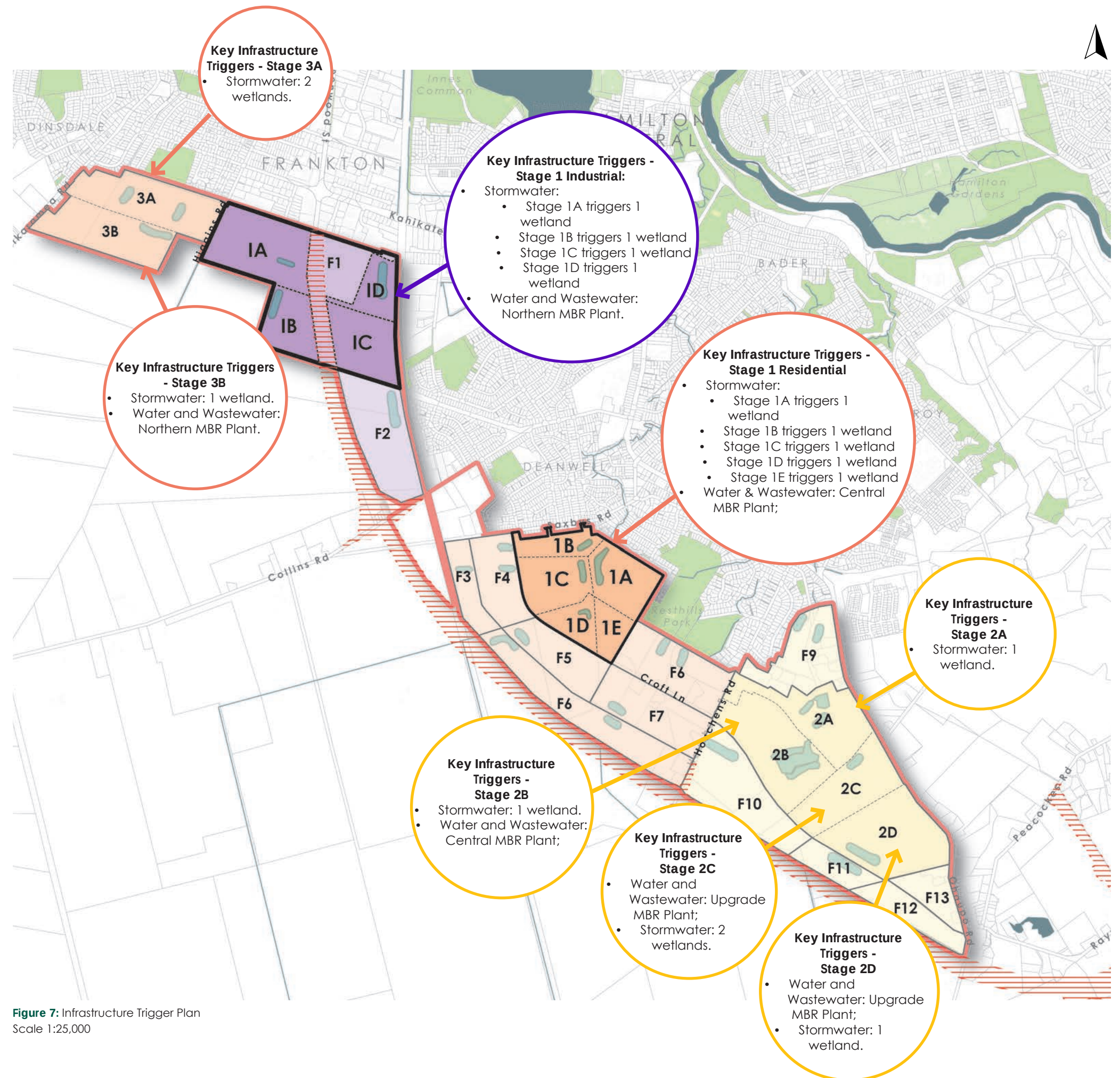
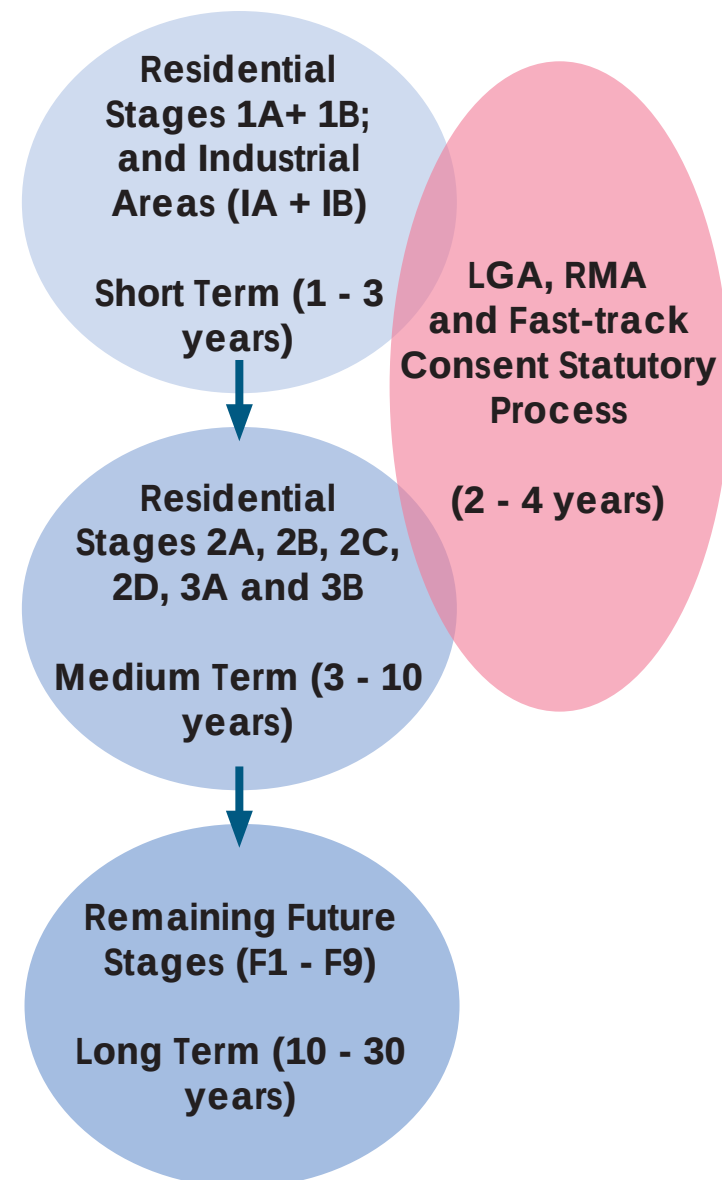


Figure 7: Infrastructure Trigger Plan
 Scale 1:25,000

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RESIDENTIAL STAGE 1

(SECTION 2: PROJECT DETAILS)

4.1 RESIDENTIAL DEVELOPMENT METRIC

RESIDENTIAL DEVELOPMENT METRICS			
Sub Stages	Block	Ave. Density (sqm per lot)	Estimated Yield (per block)
1A	1	300m ²	22
	2	300m ²	24
	3	200m ²	34
	4 - 9	200m ²	40
	10	200m ²	20
1B	11	200m ²	12
	12	300m ²	14
	13	300m ²	22
	14	200m ²	26
	15	200m ²	32
1C	16 & 17	200m ²	40
	18	250m ²	30
	19	200m ²	18
	20	250m ²	25
	21	200m ²	40
	22	200m ²	30
	23	200m ²	50
	24	200m ²	48
1D	25 & 26	200m ²	24
	27	250m ²	50
1E	28	250m ²	24
	29 & 30	200m ²	24
	31	200m ²	16
	32	200m ²	34
	33	200m ²	22
	34	200m ²	20
GRAND TOTAL (STAGE 1)			1,035
NET DENSITY			46 units per ha

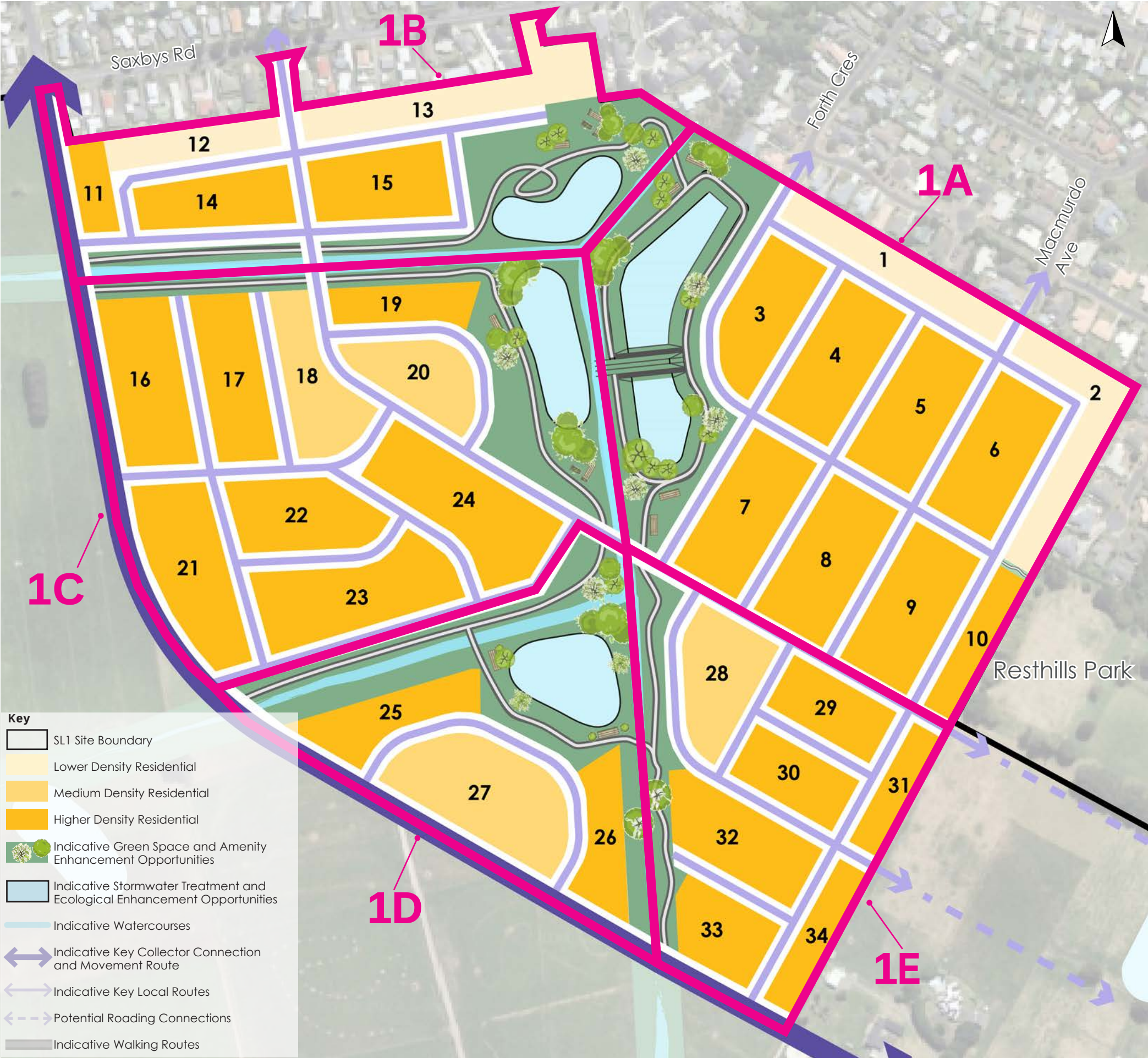


Figure 8: Indicative Residential Development Metric
Scale 1:3,500

4.2 RESIDENTIAL MOVEMENTS HIERACHY PLAN



Figure 9: Indicative Residential Movement Hierarchy Plan
Scale 1:3,500

4.3 RESIDENTIAL ACTIVE MODE MOVEMENT PLAN

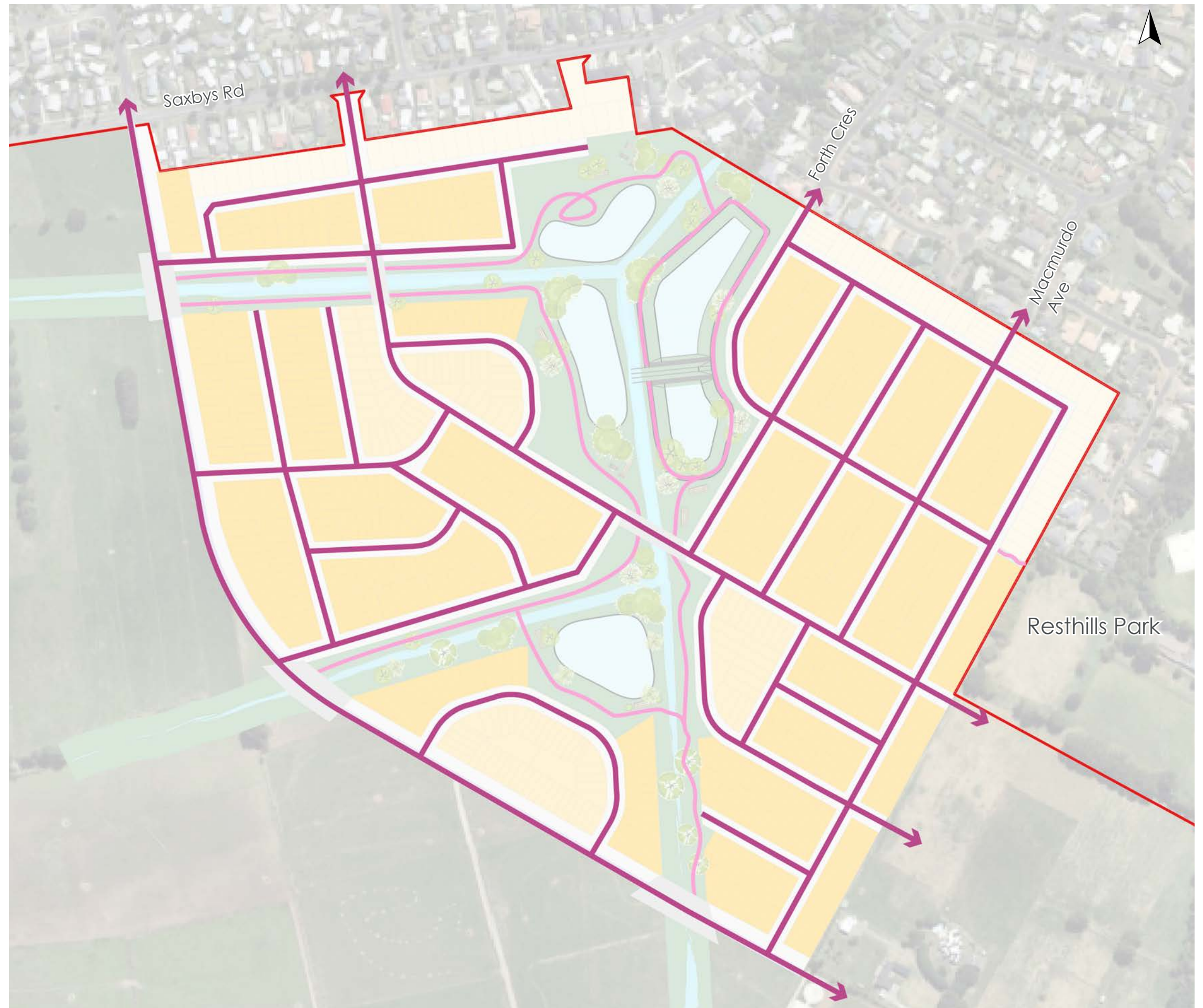
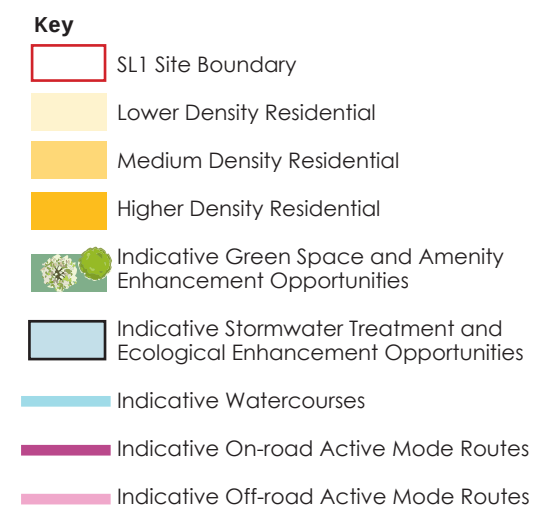


Figure 10: Indicative Residential Masterplan Development
Scale 1:3,500

4.4 RESIDENTIAL INDICATIVE MASTERPLAN



Figure 11: Indicative Residential Masterplan Development
Scale 1:3,500

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INDUSTRIAL STAGE 1

(SECTION 2: PROJECT DETAILS)

5.1 INDUSTRIAL DEVELOPMENT METRICS

INDUSTRIAL DEVELOPMENT METRICS		
Sub Stages	Gross Area (hectares)	Developable Land / Super-blocks (hectares)
IA	24.2ha	19.9ha
IB	12.4ha	9.5ha
1C	16.5ha	15.6ha
1D	8.5ha	4.7ha
GRAND TOTAL (STAGE I)	61.6ha	49.7ha (80.6%)

Key



Industrial Stage 1 boundary



Indicative Stormwater Treatment and Ecological Enhancement Opportunities



Proposed connections to local road



Stage IA



Stage IB



Stage IC



Stage ID



Proposed Round-a-bout location



Southern Links Designation



Parcels under other landownership

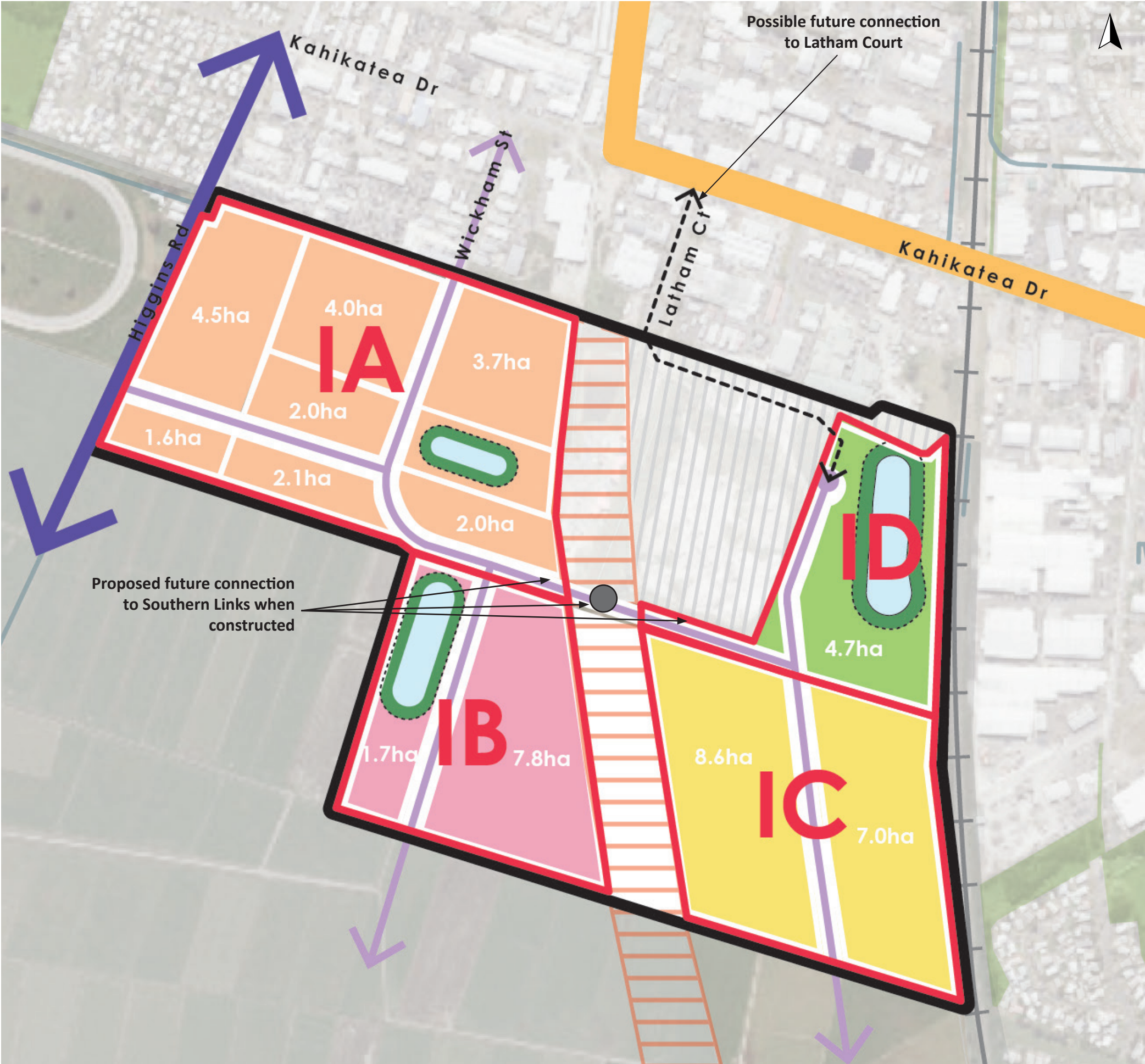


Figure 12: Indicative Industrial Staging Plan
Scale 1:6,000