

To: Listed Projects Team – Ministry for the Environment

From: Fraser McNutt and Sam Le Heron– Barker & Associates Limited

Date: 19 June 2025

Re: Planning Memorandum for Rogerson Referral Application

1.0 Introduction

1.1 Rogerson Block Development

Graeme Rogerson, as the applicant, has engaged Barker & Associates (B&A) to provide planning services for the master planning, consenting and design of the project referred to as the **Rogerson Block Development**. The Rogerson Block is approximately 43 hectares of land located on the Waipa District / Hamilton City boundary, immediately southwest of Hamilton City, to the south of Dinsdale. It is proposed to develop this land with a mix of residential and industrial uses. The Rogerson Block high level masterplan is shown in **Figure 1**, and contained within the Urban Design Memorandum that forms part of the referral application package.

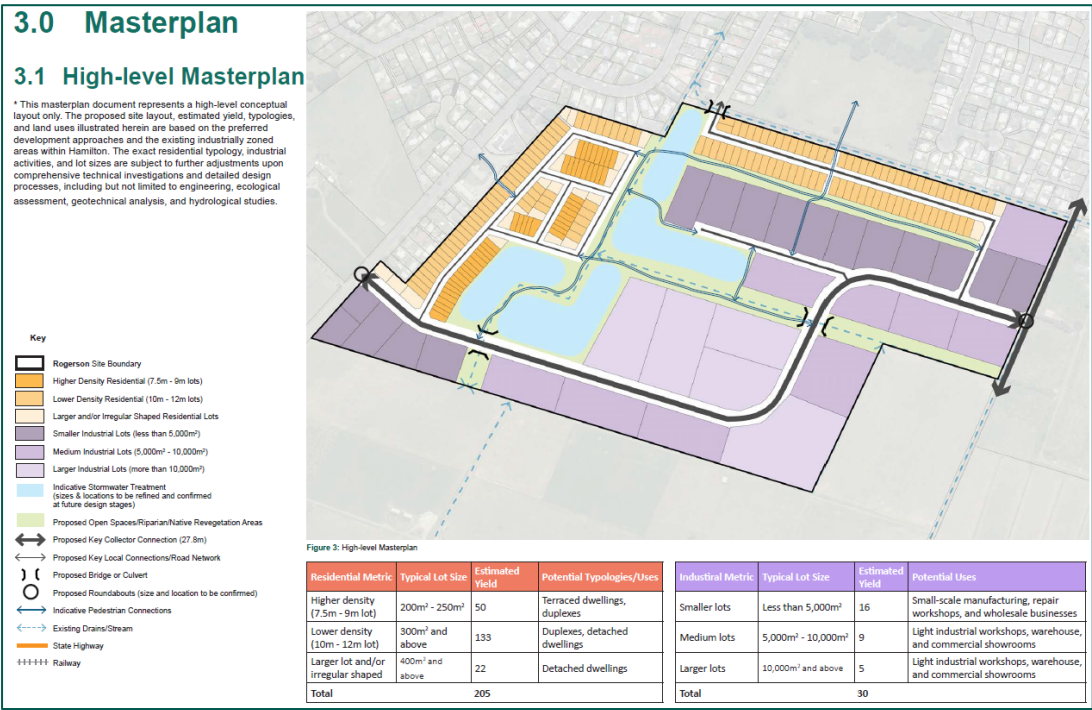


Figure 1: Rogerson Block Masterplan

Rogerson Block Development is a combined residential and industrial development within the wider Southern Links 1 (‘SL1’) area (see Figure 2).

Graeme Rogerson is part of a well-established group of developers involved in a consortium that has been established for some time that represent the bulk of the SL1 growth cell, recognised by Future Proof and the development community in the Waikato. Strong synergies with the listed (SL1 Stage 1 Industrial and Stage 1 Residential), Fast-Track project exist.

The Rogerson Block comprises circa 43 hectares, which will be split into approximately 13 hectares of medium density residential development and 28 hectares of industrial development. The residential component of the proposal will comprise circa 200 residential units, primarily medium-density (300m² allotments), of varying typologies such as terraced, duplex and detached dwellings. The industrial component of the proposal will comprise circa 30 industrial allotments of varying size, including less than 5,000m² (small lots), 5,000m² to 10,000m² (medium lots), and over 10,000m² (large lots), to provide for a range of uses from small-scale manufacturing or workshops to light industrial workshops and warehouses. The Rogerson Block masterplan is shown in Figure 1 above and contained within the Urban Design Memorandum.

The residential development is underpinned by a series of design principles, which focus on creating a well-connected, legible and integrated community on Hamilton City's urban fringe. The proposed transport network utilises the existing connection points, specifically on Tuhikarama Road and Karen Crescent, to ensure the community is supported by local roads, cycle connections and pedestrian pathways to create an accessible and legible development. As aforementioned, a range of housing typologies and densities are proposed to meet the growing and changing needs of the housing market to ensure there are options for future residents. Each typology has been thoughtfully located, based on opportunities and constraints, with density ranging from terraced, duplex and detached dwellings to ensure integration with the adjoining urban footprint.

A thoughtful open space network will buffer the residential component of this proposal from the industrial component, with a proposed 20 metre wide green buffer and artificial wetlands, to provide amenity for local residents and create a functional development. A series of four artificial wetlands will provide both a stormwater function and amenity function.

The larger east-to-west spine road, of approximately 27.8 metres in width, will provide for the movement of people and vehicles through the site. Two additional transport corridors will be provided from this spine road to provide logical access for the industrial allotments. The industrial allotments have been thoughtfully located, with the small lots adjoining the proposed residential development and the larger lots integrating with the neighbouring proposed industrial development of the wider SL1 development and adjoining rural land.

The development will be appropriately serviced via a robust infrastructure strategy, which includes utilisation of existing services, stormwater artificial wetlands, and if required new water bores.

1.2 Wider Southern Links Growth Cell Context

As outlined above, the Rogerson Block Development forms an immediate and contiguous boundary to the existing Listed SL1 Stage 1 Industrial Fast-Track project. Below is more specific context to the wider Southern Links Growth Cell, and the listed SL1 Project (which includes both Stage 1 Industrial and Stage 1 Residential). The referral application for the Rogerson Block Development is presented as a standalone referral application, and the specialists have accordingly assessed it as such, however the locational advantages and contiguous nature of the land holdings, and role of Graeme Rogerson as a member of the SL1 Landowner Consortium for the past 5 years emphasise the intertwined nature of this referral application, with the existing listed Project.

As outlined in the Urban Design Memorandum, the wider 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 southwest of Hamilton City Centre, the site stretches from south Frankton to the southwestern edge of the Peacocke Structure Plan area (Plan Change 5). The SL1 Growth Cell is partially bound by State Highway 3 (SH3) to the southeast the North Island Main Trunk Rail line (NIMTR) to the

northeast, the Hamilton Southern Links designation (HSL) to the west and Tuhikarama Road on the western edge.

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 southeast of 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.

Figure 2 below shows the existing Listed SL1 Stage 1 Industrial and Stage 1 Residential in the context of the Rogerson Block development (highlighted in blue).

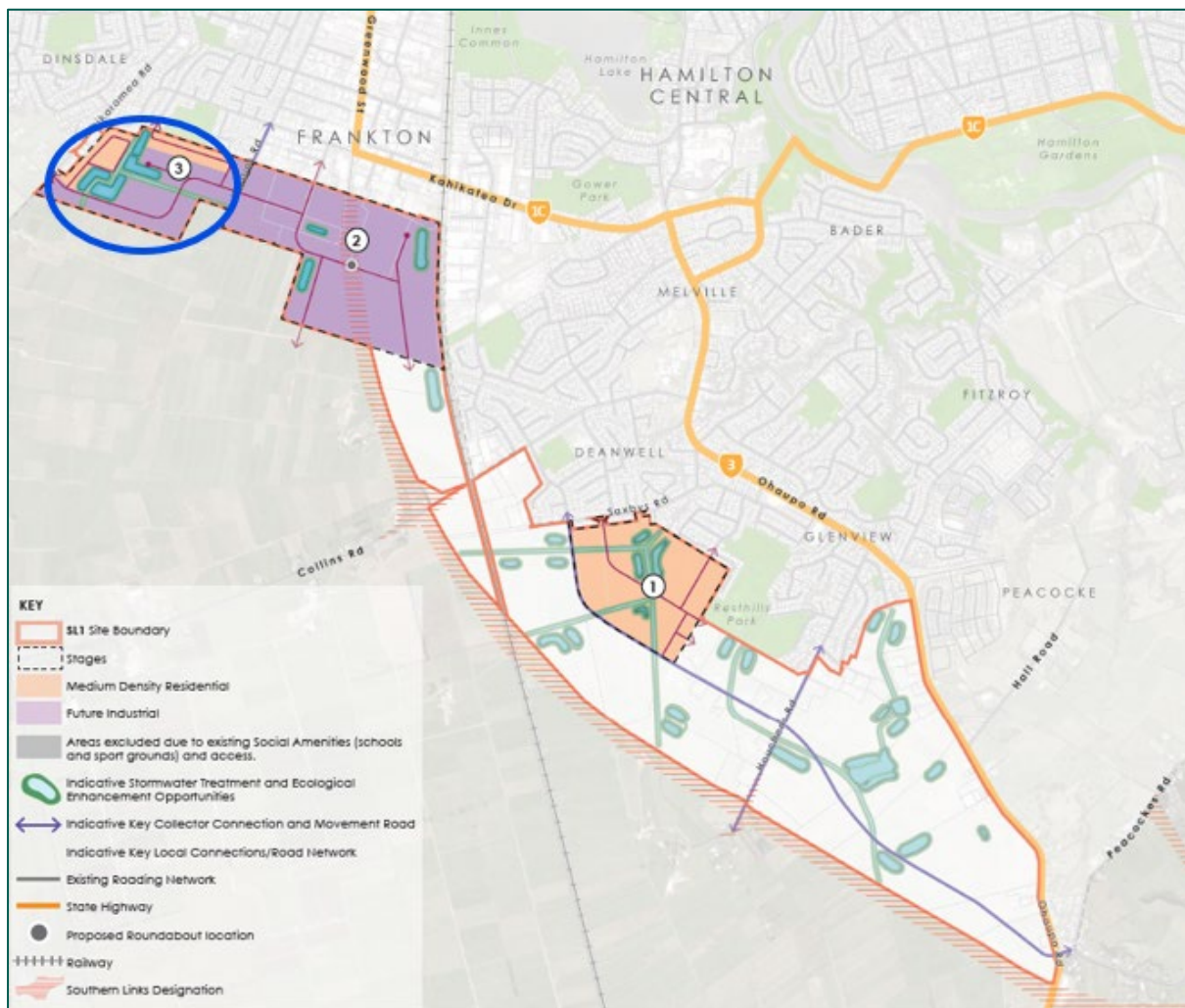


Figure 2: SL1 Concept Plan with Rogerson Block Development and Listed SL1 Stage 1 Industrial and Stage 1 Residential, within balance of SL1 Growth Cell

The Listed SL1 Stage 1 Industrial and Stage 1 Residential includes:

- Concurrent land and subdivision for residential development across a gross area of approximately 48ha. This includes 1,000-1,200 units in a range of typologies, as well as the establishment of associated works, roads and infrastructure.



Figure 3: Listed SL1 Stage 1 Residential

Concurrent land and subdivision for general industrial use over an area of approximately 80ha (shown as areas shaded purple and denoted as IA and IB in the attached), as well as the establishment of associated works, roads and infrastructure.

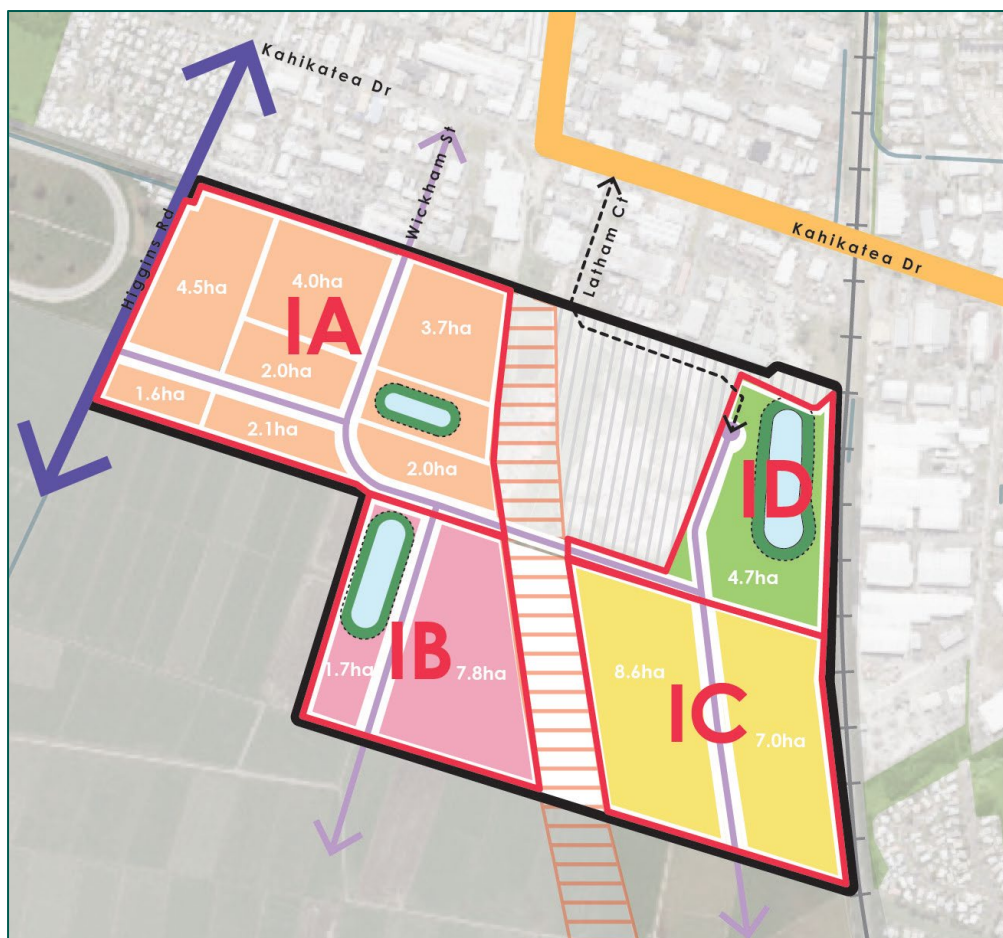


Figure 4: Listed SL1 Stage 1 Industrial

As summarised above, the Listed SL1 Stage 1 Industrial and Residential will enable:

- 48ha (gross) of land with residential activities, resulting in an anticipated yield of 1,035 residential units; and
- 66ha (gross) of land with industrial activities, resulting in the creation of 11 new superlots.

SL1 intends to provide a supply of affordable housing and industrial land for the foreseeable future (short, medium and long term) within the Hamilton Environs. The Listed Stage 1 will give effect to a large-scale urban development growth cell that is recognised in existing spatial planning documents Future Proof (FP)/Future Development Strategy (FDS). The project will integrate with the existing Hamilton urban fringe, provide connectivity and enable Southern Links Road which is designated and identified and listed within the Government Policy Statement on land transport (GPS 2024) as a Road of National Significance.

The project involves earthworks, roading, wastewater infrastructure, stormwater infrastructure, water supply infrastructure. The earthworks will require formation of building platforms, road formations, new stormwater wetlands and land formation of recreational areas. Roding will involve the creation of new local (low volume) roads, local roads and collector roads for residential and industrial traffic.

Wastewater infrastructure will involve establishing new wastewater reticulation, installing underground wastewater storage tanks, wastewater pump-stations, wastewater rising mains and possibly MBR plants for onsite wastewater treatment. Stormwater will include establishing new stormwater reticulation, road culverts, stormwater wetlands, road soakage devices, on lot retention devices and stormwater channels.

Water supply infrastructure will include creating new water supply reticulation, some roof collection tanks, constructing a new water reservoir, and possibly establishing water bores within the development in combination with onsite containerised water treatment devices for potable water supply.

1.3 The proposal

The development comprises approximately 13 hectares of medium-density residential development and 28 hectares of industrial development, within the wider 43ha site.

1.3.1 Residential

The residential component of the proposal is approximately 200 medium-density (average area of 300m²), of varying typologies such as terraced, duplex and detached dwellings. A range of housing typologies and densities are proposed to meet the growing and changing needs of the housing market and create options for future residents. The Urban Design Memorandum (see Attachment 3), outlines preliminary design options that relate to opportunities and constraints within the site. As part of a substantive application, the overall design response will be refined to balance the overall onsite connectivity and outcomes and how they interact with the adjoining existing established residential and park within Hamilton.

The residential development is underpinned by a series of design principles that focus on utilising the existing connection points at Tuhikarama Road and Karen Crescent, to ensure future development is supported by local roads, cycle connections and pedestrian pathways to create accessible and legible development.

1.3.2 Industrial

The industrial component of the proposal will comprise approximately 30 industrial allotments ranging from small lots (5,000m²), medium lots (5,000m² to 10,000m²) and large lots (over 10,000m²). The range of lot sizes are intended to provide for a range of uses from small-scale manufacturing or workshops to light industrial workshops and warehouses.

The density of industrial allotments has been carefully considered with the small lots adjoining the proposed residential development and the larger lots integrating with the neighbouring proposed industrial development of the wider SL1 development and adjoining rural land. No promotion of wet industry or noxious type industrial activities will occur, with the site well located to benefit from light industrial type activity seen elsewhere in the Frankton Industrial node.

1.3.3 Open space, roading and infrastructure

A continuous open space network will provide a buffer between the residential and industrial areas, including a 20-metre-wide green buffer and series of artificial wetlands that will provide both a stormwater function and an amenity function.

An east west spine road, approximately 28 metres wide and located in the industrial area, will provide for the primary movement of people and vehicles. Two additional transport corridors will support access to the wider development.

The high-level Masterplan adopts three primary access points to facilitate the separation of residential and industrial traffic as much as practicable within the constraints of the subject site. Key components of the network are described below:

- Provision of an east / west orientated Collector Road through the industrial zone (“Road 1”).

- Connection of Road 1 at the west end to Tuhikaramea Road via a new access intersection, and at the east end to an extended Higgins Road while future proofing a connection to the SL1 North Industrial land area to the east.
- Connection of the Stage 1 residential area to Karen Crescent, and to the eastern end of Road 1.
- Connection of the Stage 2 residential area to the western end of Road 1.
- Provision of a safe and efficient road network within the subject site that supports the types of vehicles and movements associated with industrial and residential activities.
- Provision of a safe and convenient walking and cycling network throughout the subject site connecting to existing active mode infrastructure on the wider road network.

For full details of the proposed transportation servicing see Attachment 6 Transportation Memorandum.

The following is a summary of key infrastructure considerations:

Stormwater:

A preliminary Stormwater Management Plan (SMP) has been developed for Rogerson Block to set out the best practice framework for stormwater management. The stormwater is currently managed by the existing wetlands, farm drains and culverts to convey the surface runoff through the site. The draft consultation document for stormwater treatment for the Mangakotukutuku Integrated Catchment Management Plan (ICMP) provides draft stormwater treatment guidelines refer to SMP for further details.

The stormwater methodology outlined in the Infrastructure Memorandum, includes consideration of reticulation, stormwater quality and quantity, groundwater recharge, rainwater harvesting and reuse, existing stream enhancement, flooding and feedback from Hamilton City.

Further refinement of the stormwater management and methodology will continue as part of a substantive application.

Wastewater:

As outlined in the Infrastructure Memorandum, Maven have considered reticulated, decentralised, and at source wastewater solutions for the Rogerson Block. The site is in a rural location and there is no existing gravity reticulation within the site to service the proposed development. A staged approach in developing the proposed infrastructure will likely be adopted, with a preference to connect into the existing wastewater infrastructure where possible.

The wastewater methodology is outlined in the Infrastructure Memorandum, includes existing public infrastructure, reticulation, strategic wastewater connections, discharge to a new southern wastewater treatment plant, alternative treatment options, at source treatment, decentralised treatment and feedback from Hamilton City.

The Infrastructure Memorandum presents wastewater options (see section 5.9.1 of Attachment 5) and a recommendation.

Further refinement of the wastewater methodology will continue as part of a substantive application.

Water:

As outlined in the Infrastructure Memorandum, Maven have considered potable water for the Rogerson Block. The water methodology includes existing public infrastructure, reticulation and capacity, strategic upgrades, alternative supply options and feedback from Hamilton City.

The Infrastructure Memorandum outlines *the proposed watermains through the industrial areas will only provide water supply for firefighting purposes. The industrial lots will require roof water collection tanks for non-potable water supply, and they will have the option to treat the non-potable water onsite for potable water supply. The residential lots will be provided with individual lot connections for potable water supply. For the existing residential stage 1 area, these residential lots will be provided with individual lot connections off the existing 250mm AC trunk watermain in Tuhikaramea Road.*

Option 1 would be the preferred option if there is sufficient water supply capacity to support the overall development. If it is determined that all or a portion of the site could not be serviced, then alternative water supply options could be investigated further.

Wider services, including communications and gas have been outlined in the supporting Infrastructure Memorandum.

The Infrastructure Memorandum concludes the following;

Stormwater drainage can be provided for the Rogerson Block through wetlands, ground water recharge and piped stormwater networks. Overland flow paths will be managed through the development, and it will reduce any potential flooding risks. An overarching stormwater strategy has been developed, and this sets out the high-level, best practice approach for stormwater management within the catchment.

Wastewater drainage can be provided for the Rogerson Block though piped networks to intermediary pump stations or alternatively use a low-pressure wastewater system that would transfer the wastewater through the site for discharge into the existing HCC wastewater network. If the existing network cannot provide sufficient capacity for stages of the development decentralised portable onsite wastewater treatment will be implemented, until the downstream public network can support them.

Water supply can be provided for the Rogerson Block though water supply networks through the development site and by connecting into the existing water supply network. If the existing network cannot provide sufficient capacity for stages of the development, new water bores will be established a strategic locations and onsite portable water treatment devices will treat the water before entering the public water supply network.

For full details of the proposed infrastructure servicing see Attachment 5 Infrastructure Memorandum. Overall, there is a robust and comprehensive infrastructure servicing approach for the Rogerson Block development.

1.4 Staging and sequencing

The Rogerson Block Development is proposed to comprise of circa 200 residential lots of a range of densities and 30 industrial sites, also of a range of sizes, supported by a series of artificial wetlands. The development is proposed to be delivered in four stages, reflecting the scale of the proposal over 43 hectares and to ensure efficient and effective delivery of supporting infrastructure. A snapshot of the staging plan is show in Figure 5 below. The four stages will all form part of one single substantive consent application.

3.2 Staging and Infrastructure Sequence

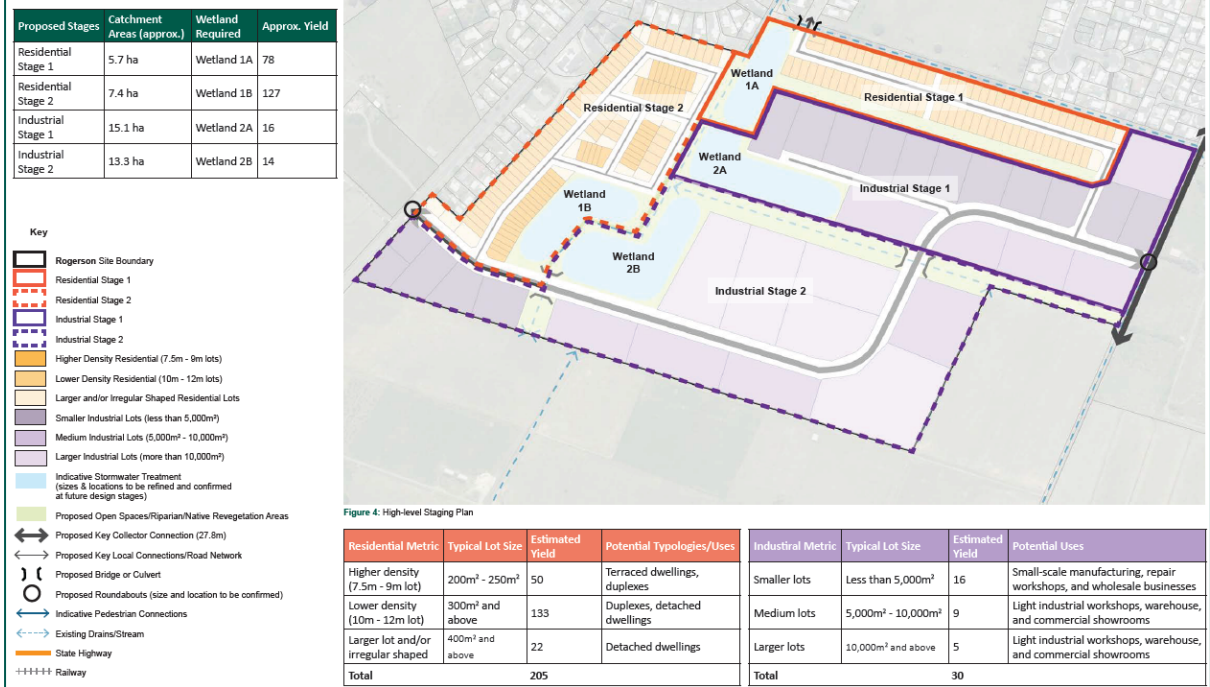


Figure 5: Proposed staging

The proposed staging is indicative only and subject to change based on detailed technical assessments, infrastructure investigations, and further design refinement. Final staging will be confirmed and determined as part of the substantive consent application.

Indicative staging is as follows:

- Residential Stage 1 – approximately 78 lots across 5.7 hectares and creation of Wetland 1A and a connection to Karen Crescent. This stage the development is in the northern part of the site and immediately south of Kahikatea Park and Karen Crescent.
- Residential Stage 2 – approximately 127 lots across 7.4 hectares and creation of Wetland 1B. This stage the development is in the northwest of the site and adjoins existing development along Tuhikaramea Road.
- Industrial Stage 1 – approximately 16 lots across 15.1 hectares and creation of Wetland 2A. This stage the development is south of Residential Stage 1.
- Industrial Stage 2 – approximately 14 lots across 13.3 hectares and creation of Wetland 2B. This stage the development forms the final and southernmost part of the overall masterplan, adjoining rural land to the south.

The staging makes the most efficient use of infrastructure, creates a buffer between existing and planned residential and future industrial development and is informed by practicalities of delivering housing within the Waikato (in terms of viability of each construction season). The proposed staging also supports the wider management of infrastructure and connectivity and broader delivery of the project. In determining what is considered an appropriate scale for each stage, Barker & Associates in combination with our client have sequenced and scaled the development to reflect the Waikato context.

Detailed specialist reporting will further refine the staging and sequencing and relevant infrastructure triggers, but all opportunities to develop stages in parallel will be sought where achievable.

1.5 The Site

The site is within the Waipa District, directly adjoining the southern territorial boundary of Hamilton City. Located on the edge of Hamilton, the site adjoins existing general residential areas to the north and east, and rural land to the south and anticipated industrial land to the west. Spatially, the site is well located to access local amenities and services in the surrounding suburbs of Dinsdale and Frankton, including supermarkets, medical services, primary, intermediate and secondary schools and employment opportunities. There are also multiple public open spaces in the vicinity, including Kahikatea Park and Bremworth Park.

Topography of the site is flat to gently undulating, with several prominent hydrological features, including Waitawhiriwhiri Stream and existing drains. These features will require bridges or culverts to support accessibility and connectivity across the site once developed.

Access is via Tuhikaramea Road and Higgins Road currently. The site is currently used for a horse training facility and grazed pasture.

The site comprises three land parcels, as outlined in **Table 1** and shown in **Figure 3** below, full titles available as Attachment 1 – Records of Title.

Table 1: Land parcels

Legal description	Landowner Name(s)	Approximate area (hectares)
Part Lot 1 Deposited Plan 13477	Graeme Arthur Rogerson	18.4
Lot 3 Deposited Plan 415839 and Part Lot 1 Deposited Plan South Auckland 10838	Graeme Arthur Rogerson	3.8
Lot 2 Deposited Plan South Auckland 86155	Deborah Gail Rogerson, Gary Bruce Rogerson, Graeme Arthur Rogerson and JW Trustees (Stadium) Limited	20.9

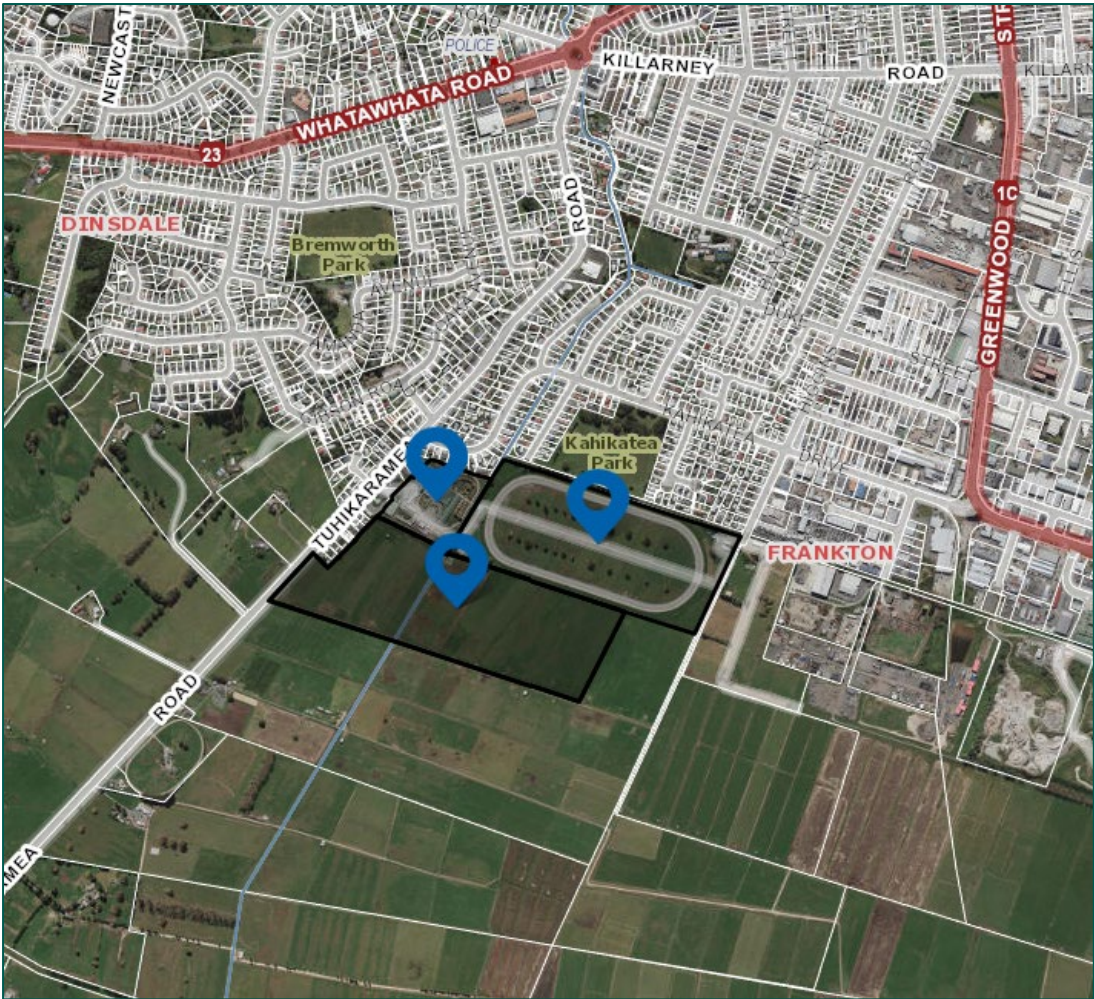


Figure 6: The site (source: Emaps)



Figure 7: Looking east from Kahikatea Road across the grazed pasture part of the site (source: Google Maps)

1.6 Connection to Southern Links 1

Further to Section 1.2 above, the site is strategically located at the northern end of the wider Southern Links 1 (SL1) area. As set out in the Urban Design Memo, this site is a critical component of the wider SL1 urban expansion strategy, serving as a transitional area that integrates residential and industrial growth with adjacent industrial and urban residential areas.

Development of the site will improve overall local and regional transport connectivity by linking to future collector roads, walking and cycling networks and public transport networks planned as part of SL1.

Figure 8 below is a snip from the accompanying Urban Design Memorandum and Masterplan and shows the site in the context of SL1.

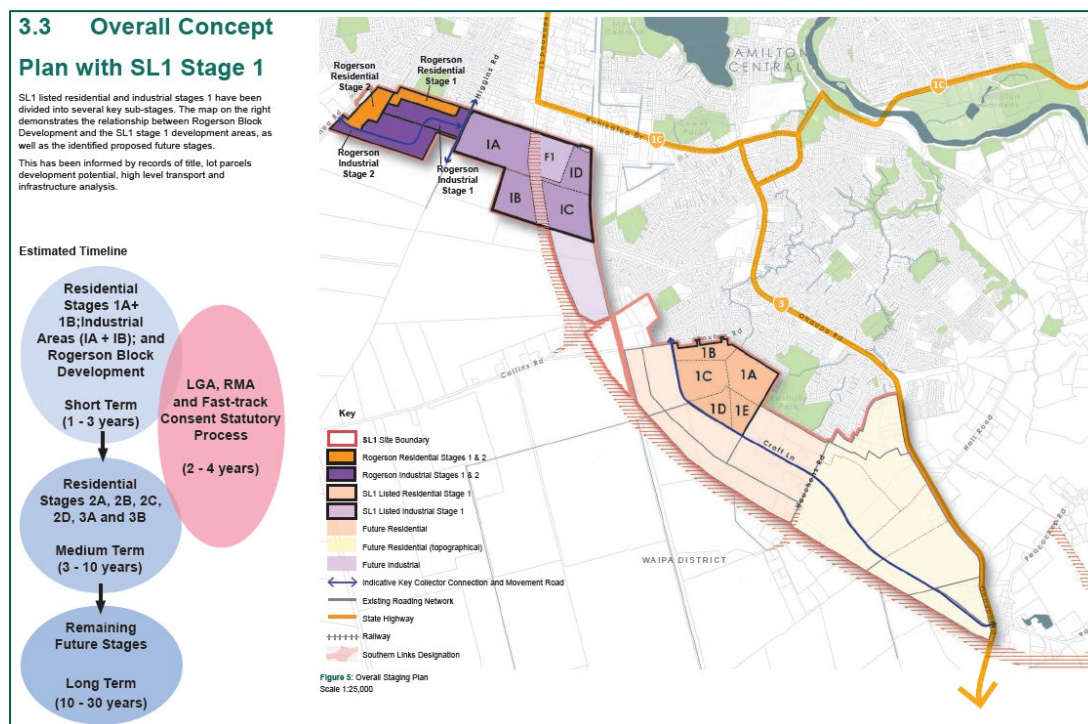


Figure 8: Site and location relative to SL1

2.0 Regional significance of the project

The benefits of the Rogerson Block Development would be regionally, and in some cases nationally significant, for a number of reasons. An Economic Memorandum, see Attachment 9, prepared by Insight Economics provides an assessment of the economic benefits of the proposal and is included with the fast-track referral package and concludes that the proposal will create significant boosts to housing and industrial land supply and that the proposal delivers significant short-term economic gains and **sustained long term benefits for the region.**

The Insight Economics Memorandum concludes;

The proposal enables a mix of residential and industrial development within the SL1 growth cell, supporting both housing and employment objectives in a strategically planned area. Specifically, the proposal:

- Supports the delivery of regionally significant infrastructure (e.g., the Southern Links corridor);
- Makes a meaningful contribution to housing supply and urban form;

- *Generates significant regional economic benefits; and*
- *Aligns with adopted spatial and planning strategies.*

By progressing through the Fast-track process, these benefits can be realised sooner and more efficiently than under traditional consenting pathways. On that basis, we consider the proposal meets criteria 22(2)(a)(ii), (iii), (iv), and (x) of the FTAA, and we support it on economic grounds. (p. 23 of Attachment 9)

In addition to this Economic Memorandum, the regional benefit is further acknowledged by Hamilton City and Future Proof Partners (Attachment 14 – Pre-lodgement Referral Future Proof Consultation Letter), where it states;

The subject site lies within the ‘SL1 Growth cell area’ which is identified for urbanisation under the Future Proof Future Development Strategy (FDS). Hamilton City Council and Future Proof Partners acknowledge the ongoing consultation that has taken place over the past 12-18 months, in relation to the wider SL1 Consortium area that incorporates the Rogerson Block, in recognition of its proximity to the Hamilton urban area, acknowledgement contained in the FDS, potential construction of Southern Links and presence of existing urban areas and uses.

The potential regional benefits of enabling SL1 North (that area defined as the northern portion of the existing SL1 approved Fast Track area (Application FTA352- Southern Links 1 (‘SL1’), plus the Rogerson block) for urban development – most particularly industrial, alongside the existing approved Fast-track candidate to the east; in particular it’s contiguous nature with the City, proximity to the City’s reticulated networks and genuine commitment to establish industry in the first instance is welcomed by HCC and FPP.

Hamilton City Council considers the referral for Fast Track of the Rogerson Block and its potential combination with the existing approved Fast Track application to the immediate east will create a more integrated approach to the planning of the wider area, including the Southern Links Road of national significance. Increasing the critical mass of industrial activity in this area has the potential to assist the feasibility of enabling infrastructure by enabling more cost-efficient infrastructure solutions to be delivered as the serviceable area increases and therefore the spread of costs among more beneficiaries.

The contiguous nature of the Rogerson Block with the SL1 Stage 1 Industrial (Listed Project) will enable a more cohesive approach to industrial development in this context, cumulative benefits of agglomeration (shared infrastructure and connectivity) and is a unique aspect about this referral application.

The project will generate a wide range of economic benefits that will be **regionally significant**, including but not limited to the following.

2.1 Employment

The project will support employment levels in the **region** during the planning phase, construction phase and operational phase.

Through consenting and design, the project will generate a number of jobs, that require expertise beyond the immediate locality of Hamilton, including from the Bay of Plenty, Waikato, and Auckland. This is anticipated to be ongoing as the project moves to detailed design, particularly as this is a staged development proposal.

The number of jobs generated will then increase once construction of the project begins. Given the scale of the project, construction workers will be required from outside of the immediate locality of Hamilton, from the wider Waikato and Bay of Plenty area. As outlined in the supporting Economic Memorandum, during the five year construction and including flow on effects the Rogerson Block Development will generate approximately 404 full time jobs.

Once operational, the industrial component could provide full time employment for 720 people.

2.2 Housing

The development of around 200 residential units contributes to overall greater residential choice in terms of location, accessibility and typology that will support additional residential capacity and respond to the regional and national housing shortage. The current regional housing market is characterised by high demand and low supply, and this development will contribute to alleviating this with a range of housing typologies and high-quality, safe and warm houses for a significant number of people, now and into the future.

The Economic Memorandum reports that an additional 200 residential dwellings enabled by this proposal represents a significant increase in development capacity, noting that recent data for Tier 1 councils in the North Island indicates that only the top 1% of consents created 75 or more lots. The residential proposal is therefore considered to be of regional significance.

2.3 Industrial

The Economic Memorandum notes that as per the latest Business Capacity Assessment prepared for Future Proof, Hamilton City has insufficient industrial land available to meet expected demand across most of its existing industrial areas, including the Frankton industrial node where there is insufficiency over the short, medium and long terms. The site's proximity to Frankton will respond to the need for more industrial land in this location by providing new industrial lots of various sizes and contributing to regional industrial land supply.

The Economic Memorandum also highlights the proposal may support the delivery of regionally significant infrastructure, being the Southern Links transport corridor. The locational attributes of the industrial land, proximity to existing infrastructure in Hamilton, and the planned connectivity of the Road of National Significance – Southern Links, and then in turn connectivity to the Waikato Expressway demonstrate how well placed this industrial land is to support wider regional benefit.

2.4 Social and cultural

The project will generate a wide range of social and cultural benefits that will be regionally significant, including but not limited to:

- The project delivers around 200 residential units that respond to the national housing shortage, by providing a range of housing typologies that are high quality, safe and warm for a significant number of people, now and into the future.
- Through ongoing consultation with Mana Whenua, the project will incorporate cultural values into the design to ensure the regional and national cultural narrative of Mana Whenua are reflected in the development. This may include art, and taonga, using Iwi-endorsed artists, indigenous planting schemes, and cultural naming.

2.5 Environmental

The project will generate a wide range of environmental benefits that will be regionally significant, including but not limited to:

- The development proposal directly responds to the **national** risk of climate change and natural hazards through the management of flooding hazards, via the stormwater management provided by the stormwater basins, and the incorporation of measures to support the reduction of greenhouse gas emissions, such as promotion of walking and cycling.
- As noted in the Ecology Memorandum that forms part of the fast-track referral application, the proposal provides potential for riparian and wetland restoration, removing exotic and pest plant species and in turn increasing the amount of native vegetation within the site, and enhancing habitat for native fauna.
- The project incorporates stormwater detention devices with native plantings, contributing to a positive ecological outcome. This will support the environmental outcomes within the immediate locality, but also on a **regional** scale due to its relationship with the Waitawhiriwhiri Stream and catchment back into Hamilton.
- By including riparian and wetland restoration where possible, the project will support biodiversity, and safeguards natural water filtration processes to benefit the **region**. The inclusion of stormwater management features helps mitigate runoff, capture sediment, and facilitate bioremediation, improving water quality. Additionally, native planting enhance **regional** ecosystems by creating wildlife corridors, improving air quality, and moderating urban temperatures.

2.6 Staged Development

- Given the scale of development sought, up to circa 200 residential units and 30 industrial lots, a staged approach to sequencing of development will occur. As outlined in Figure 5 above, and discussed within Section 1.4 above, the development will likely commence with Stage 1 Residential and Stage 1 or 2 Industrial being the first phase, with the subsequent stages being tied to infrastructure. Whilst it is a staged approach, the overall site will be considered as part of one substantive application.
- The integrated nature of infrastructure solutions for the Rogerson Block, will ensure that the sequencing and coordination of stages is clear and will support a cohesive approach to development occurring.
- The rationale for the staged approach to development and sequencing is driven by Barker & Associates, with support from relevant specialists, and our intimate understanding of the Waikato development sector, and particularly the residential and industrial considerations.

2.7 Consistency with Local and Regional Planning Documents, including Spatial Strategies

As outlined in the Economic Memorandum, see Attachment 9, *the proposal aligns with the Future Proof Strategy, which explicitly recognises the SL1 growth cell as a strategically significant area for urban expansion. Table 9 of the strategy identifies SL1 as part of Hamilton’s urban enablement area under the NPS-UD, with planned intensification supported by future public transport. Its inclusion in Future Proof, and the support it has from the development community, signals a high level of planning certainty and infrastructure readiness. This reduces delivery risk, increases investor confidence, and helps attract earlier and more sustained private sector investment. In this way, strategic recognition not only supports alignment with planning documents but also contributes to more efficient and timely economic outcomes. (p. 18).*

Further the Future Proof Letter, Attachment 14, acknowledges that *the subject site lies within the ‘SL1 Growth cell area’ which is identified for urbanisation under the Future Proof Future Development Strategy (FDS). Hamilton City Council and Future Proof Partners acknowledge the ongoing consultation that has taken place over the past 12-18 months, in relation to the wider SL1 Consortium area that incorporates the Rogerson Block, in recognition of its proximity to the Hamilton urban area, acknowledgement contained in the FDS, potential construction of Southern Links and presence of existing urban areas and uses. (p.1)*

We consider that the Rogerson Block proposal, and the wider SL1 Growth Cell is broadly in alignment with spatial strategies and long-term vision that is evolving in the Waikato. The strategic significance and importance of this SL1 Growth Cell will continue to be embedded as spatial strategies, and local and regional planning documents are progressed and updated moving forward.

2.8 Conclusion of Regional Significance

Overall, the proposal delivers both significant short-term economic gains and sustained long-term benefits for the region. It enables new housing and industrial capacity in a strategically recognised growth area and aligns with key transport and spatial planning priorities. Specifically, the proposal:

- Supports the delivery of regionally significant infrastructure (Criterion 22(2)(a)(ii));
- Increases housing supply and contributes to a well-functioning urban environment (Criterion 22(2)(a)(iii));
- Delivers significant economic benefits through construction activity and ongoing industrial employment (Criterion 22(2)(a)(iv); and
- Aligns with the Future Proof Strategy and wider regional planning documents (Criterion 22(2)(a)(x)).

3.0 Benefit of the Fast-track Approvals Act 2024 for the Rogerson Block Development

As outlined in Section 22(1)(b)(i) and (ii) of the Fast-track Approvals Act 2024 (FTAA), part of the determination for accepting a referral application includes outlining whether fast-track approvals process would facilitate a more efficient and timely delivery of the project;

(b) referring the project to the fast-track approvals process—

- would facilitate the project, including by enabling it to be processed in a more timely and cost-effective way than under normal processes; and*
- is unlikely to materially affect the efficient operation of the fast-track approvals process.*

As outlined in Section 5.0 below, the Rogerson Block Development requires a range of resource consents (land use and subdivision) from Waipa District Council and Waikato Regional Council, including under NES CS, a specific approval under the Wildlife Act 1953 (WA) for an Authority (WAA) for Copper Skinks and an archaeological authority under Heritage New Zealand Pouhere Taonga (HNZPT). The ability to apply for a comprehensive range of consenting requirements within one application, to be considered by one panel, offers significant efficiencies in planning and specialist inputs required for managing and navigating the consenting process. The overall intent of the FTAA, legislation designed for regionally and nationally significant infrastructure and development projects, supports the scale and significance of the Rogerson Block Development. The consolidated timeframes for engagement with interested stakeholders and parties,

wider consultation requirements to support substantive applications, and the overall detail required support a more timely and efficient consideration of the project.

Outside of the FTAA process, it is anticipated that the Rogerson Block would be subject to a challenging and complex consenting requirement that would test the current district and regional planning provisions. Our understanding of the FTAA legislation is to support regionally and nationally significant projects with a single consenting process. This would enable development commencing sooner and the economic, social and wider positive benefits to be realised sooner than under the traditional Resource Management Act 1991 (RMA) path. The FTAA process is considered the right instrument for this scale of project, and the Rogerson Block project is not considered to materially impact on the intent of the FTAA process, more so it would reinforce the value and opportunity that the FTAA presents for regionally and nationally significant projects, and reinforces the strategic significance and contiguous nature of the land holding from the existing SL1 Stage 1 Industrial and Stage 2 Residential project.

4.0 Consultant experience

B&A have provided planning expertise on a wide range of developments, under the RMA, COVID-19 Recovery (Fast-track Consenting) Act 2020, Fast Track Approvals Bill and the recently enacted FTAA. This includes, but is not limited to: providing planning advice; referral applications; obtaining resource consents under district plans, regional plans, and National Environmental Standards; stakeholder engagement consultation; and as expert planning witnesses in council and Environment Court hearings.

4.1 Rotokauri Greenway & Minor Arterial Fast-track Consent

B&A were responsible for the planning inputs for the 'Rotokauri Greenway & Minor Arterial Transport Corridor' resource consent application. On behalf of Hamilton City Council and Hounsell Holdings Limited, B&A obtained a comprehensive suite of resource consents for the construction of the Rotokauri Greenway and Minor Arterial transport corridor, under the COVID-19 Recovery (Fast-track Consenting) Act 2020.

Located in Rotokauri, Hamilton, this development involved the construction of a 4.7 kilometre length greenway corridor between two lakes to effectively manage and attenuate stormwater within the catchment, construction of artificial wetlands for stormwater treatment, construction of a 1.3 kilometre Minor Arterial transport corridor, and supporting infrastructure.

This primarily infrastructure project was complex, particularly as it involved works within designation and notice of requirement areas, with several ecological matters (such as black mudfish and natural wetlands) that required offsetting and compensation.

B&A led and supported with the following:

- Coordination of specialist documentation;
- Consultation with stakeholders, including territorial authorities, Mana Whenua, and adjoining landowners;
- Preparation and filing of the referral application;
- Preparation and lodgement of the resource consent application;
- Participation in expert witness conferencing;
- Obtaining Section 176 Approval; and
- Review of draft conditions.

Resource consent was granted by the panel, subject to conditions of consent, on 17 July 2024.

4.2 Current Projects under Fast-track Approvals Act

B&A are continuing their involvement with fast-track projects, with the referral applications prepared for a number of those listed on Schedule 2 of the Fast-track Approvals Bill. Of particular relevance to the Rogerson Block Development are ‘Southern Links 1’ and ‘Wallace Road Stage 1A and 1B subdivision and land use consent with associated roading and infrastructure’, which are both housing and land development projects.

Southern Links 1

B&A led the preparation of the referral application for ‘Southern Links 1’, which was successfully listed. This project enables extensive greenfield development that comprises 48 hectares of residential development to deliver 1,035 residential units and 66 hectares of industrial development. The project extends across multiple territorial boundaries and triggers a number of both regional and territorial resource consents.

B&A will be responsible for coordinating the substantive fast-track application, providing input into the design, oversight of consultation, and preparation of the application. As outlined previously the Rogerson Block forms a contiguous boundary with the Stage 1 Industrial.

Wallace Road Stage 1A and 1B

B&A led the preparation of the referral application for ‘Wallace Road Stage 1A and 1B subdivision and land use consent with associated roading and infrastructure’, which was successfully listed. This project enables greenfield development of 115 hectares to deliver 230 residential units. The project triggers a number of both regional and territorial resource consents, specifically in relation to land use, transport corridors, infrastructure, and subdivision.

B&A will be responsible for coordinating the fast-track application, providing input into the design, oversight of consultation, and preparation of the application.

Related referral applications

B&A have also recently submitted three applications for referral in the wider Waikato region (Gordonton Country Estate Development, Ashbourne and Brymer), with confirmation received recently that Ashbourne has been confirmed as a referred project, and we await a determination on the Gordonton and Brymer referral applications.

5.0 Reason for Consent

5.1 Waipa District Plan

The proposal would potentially trigger resource consent under the Waipa District Plan for the following reasons:

- Activities not provided for within the Rural Zone;
- Subdivision;
- Formation and construction of roads;
- Servicing;
- Earthworks;

- Under the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011;
- Residential Activity;
- Signage; and
- Three Waters Infrastructure & Servicing

Overall, under the Waipa District Plan, the proposal requires resource consent concurrently for land use and subdivision as a **Non-complying Activity**.

5.2 Waikato Regional Plan

The proposal would potentially trigger resource consent under the Waikato Regional Plan for the following reasons:

- Chapter 3 – Water Module
 - Groundwater Take
 - To be conservative, a temporary groundwater take will be sought for the purpose of dewatering to lower the groundwater table during construction under **Discretionary Activity** Rule 3.3.4.24.
 - To be conservative, a groundwater take will be sought for the water supply source (via a bore) under **Discretionary Activity** Rule 3.3.4.24.
 - Surface Water Take
 - To be conservative, a surface water take will be sought for the purpose of dust suppression during earthworks under **Controlled Activity** Rule 3.3.4.16.
 - It is noted that it is not considered appropriate to seek a surface water take in relation to the temporary diversion of groundwater as the surface water will be temporarily diverted via the stormwater channel.
 - Discharge Permit
 - The proposal will require resource consent under **Discretionary Activity** Rule 3.5.7.7 for the discharge of wastewater to and into land from the urban development.
 - The proposal will require resource consent under **Discretionary Activity** Rule 3.5.11.8 for the discharge of stormwater to a new stormwater basin from the urban development.
 - To be conservative, resource consent for a discharge of water or sediment-laden water will be sought for the purpose of temporary dewatering activities, which is not provided for and will be sought under **Discretionary Activity** Rule 3.5.10.2.
 - Damming Permit
 - The proposal will require resource consent under **Controlled Activity** Rule 3.6.4.9, **Controlled Activity** Rule 3.6.4.12 and **Discretionary Activity** Rule 3.6.4.14 for the damming of water to establish the new stormwater basins.
 - Diversion Permit

- The proposal will require resource consent under **Discretionary Activity** Rule 3.6.4.13 to divert groundwater to lower the groundwater table for the purpose of the new stormwater basins.
- o Drainage of Wetlands
 - As it has not been confirmed, to be conservative, the proposal will seek resource consent for the potential drainage of wetland(s) under **Discretionary Activity** Rule 3.7.4.7.
- o Drilling
 - To be conservative, the proposal may require drilling for dewatering under **Controlled Activity** Rule 3.8.4.7.
- Chapter 4 – River & Lake Bed Module
 - o Culverts
 - The proposal will require resource consent under **Controlled Activity** Rule 4.2.9.3 for the installation of culverts in a catchment not exceeding 500 hectares.
- Chapter 5 – Land & Soil Module
 - o Soil Disturbance
 - The proposal will require resource consent under **Discretionary Activity** Rule 5.1.4.15 as the soil disturbance activities exceed 1,000m³ across an area of more than two hectares.
 - The proposal may require resource consent under **Discretionary Activity** Rule 5.2.5.3 for large scale overburden disposal.

Overall, a number of resource consents will be required under the Waikato Regional Plan:

- Land Use Consent for Soil Disturbance;
- Land Use Consent for Culverts;
- Groundwater Take Permit;
- Discharge Permit for Wastewater onto or into Land; and
- Discharge Permit for Stormwater.

5.3 National Environmental Standards

The proposal would potentially trigger resource consent under the following National Environmental Standards.

5.3.1 National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011

Consent is likely to be required under the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 (**NES-CS**).

As outlined in Appendix 10 Contaminated Site Memorandum, from the information reviewed as part of this assessment, it is unlikely that the site is grossly contaminated – rather there is the potential for isolated hotspots associated with current/former buildings containing ACM and the storage of small quantities of

fuel and chemicals. Given HAIL activities have been identified on a more likely than not basis and that trigger activities are likely to be undertaken as part of the development of the site, the NES-CS will apply. Should the proposed development be unable to comply with the permitted activity criteria of the NES-CS a land use consent is required. Conservatively it is anticipated consent will be required under the contaminated land provisions of the Waikato Regional Plan. As part of a substantive application a Detailed Site Investigation (soil investigation) will be provided. This DSI will inform whether remediation and/or management is required of the soils.

Resource consent as a Restricted Discretionary Activity is required under Regulation 10 of the NES-CS.

5.3.2 National Environmental Standards for Freshwater Management 2020

A full assessment under the National Environmental Standards for Freshwater Management 2020 (**NES-F**) is required. The NES-F potential consent/s relates to potential natural inland wetlands, with the extent to be determined as part of the substantive application.

A Hydrological Memorandum, see Attachment 8, has been prepared in support of this referral application. It is anticipated that consents could be required for diversion of surface water, damming and diversion of groundwater, temporary water take, vegetation clearance and earthworks within or around natural inland wetlands, potential drainage of natural inland wetlands, and potential loss of natural inland wetlands. A full assessment of the proposal against the NES-F will be completed once design is further advanced as part of the substantive application.

5.4 Other Approvals

5.4.1 Wildlife Act 1953

Based on the Ecological Memorandum, see Attachment 7, prepared in support of this referral application, it is anticipated that a WAA would be required from the Department of Conservation (**DOC**), for the management of fauna and management of lizards. This includes, specifically, including handle, capture and relocation of salvaged lizards, including the accidental kill. Further specialist reporting will determine if any other approvals will be sought under WAA. The details of the WAA approval are to be progressed with DOC as part of pre-lodgement consultation of the substantive application and would be outlined in detail as part of a Lizard Management Plan, or other type of plan as required, for a substantive application. Should any other WAA be required as part of further specialist reporting this will be worked through in consultation with DOC.

5.4.2 Heritage New Zealand Pouhere Taonga Act 2014

Pre-lodgement consultation with HNZPT received (see Attachment 13), concludes that no archaeological assessment was provided with the pre-lodgement consultation, and that there are no recorded archaeological sites in the project area. Notwithstanding this, HNZPT advice is that an archaeological authority may then be required to proceed before starting works on the site. HNZPT recommend that an archaeological assessment is completed by a suitably qualified consultant archaeologist who can then assist in making recommendations in accordance with statutory requirements. For these reasons we will seek an HNZPT authority as part of the bundle of consents and approvals being sought. A full evaluation will be completed as part of the substantive application.

6.0 Statutory Planning Framework

On 28th May 2025, we contacted the Ministry for the Environment in relation to Section 11 consultation. On 4 June 2025, see Attachment 15, we received a response from the Ministry for the Environment, outlining

that an assessment of the project against any relevant national policy statement, national environmental standards and if relevant the New Zealand Coastal Policy Statement is required. This assessment is provided in the subsequent sections.

6.1 National Policy Statement for Freshwater Management 2020

The National Policy Statement for Freshwater Management 2020 (**NPS-FM**) seeks to manage natural and physical resources to prioritise firstly, the health and well-being of water bodies and freshwater ecosystems, secondly, the health and needs of people, and thirdly the ability to provide for the social, economic, and cultural well-being of people and communities.

Based on advice provided in the Ecological Memorandum and Hydrological Memorandum, it is considered that the project is consistent with the relevant policies of the NPS-FM that relate to land development for the following reasons:

- The development of the Rogerson Block provides opportunity for ecological restoration of an area that has low ecological value.
- The project seeks to minimise greenhouse gas emissions where possible through this development. The nature of the proposal is to provide infrastructure that will enable efficiencies that will support the reduction of greenhouse gas emissions.
- The project seeks to improve the health and well-being of Waikato River by treating stormwater prior to discharge through a number of best-practice stormwater management devices.
- Mana Whenua have been involved and consulted to this point of the project, which will continue to occur. The project will incorporate cultural values in its design, using Mana Whenua expertise to integrate their values and cultural heritage (which is currently largely invisible).
- Maximising the opportunities within the proposed reserve and open space areas for future enhancement, particularly within the buffer areas including ecological restoration and enhancement, replanting and offsetting.
- Significant opportunities for restoration and enhancement across the site, including through the maintenance of habitat and vegetation cover where possible.
- Ongoing monitoring will take place to ensure the condition of water bodies and freshwater ecosystems is not degraded.

Based on the assessment above, it is considered that the project is consistent with the NPS-FM.

6.2 National Policy Statement for Highly Productive Land 2022

The National Policy Statement for Highly Productive Land 2022 (**NPS-HPL**) ensures the availability of New Zealand's most favourable soils for food and fibre production, now and future generations. The NPS-HPL came into effect on 17 October 2022, and was amended in August 2024.

The objective of the NPS-HPL is to protect highly productive land for use in land-based primary production, however, there are exceptions to this in particular circumstances. Until such time as more detailed mapping is completed by the regional council, highly productive land is land mapped as Land Use Capability (**LUC**) 1 – 3. The majority of the Rogerson site is mapped as LUC 2 under the Manaaki Whenua Landcare Research Mapping and therefore the NPS-HPL applies.

The entire SL1 Growth Area is identified in the Future Proof Strategy 2022 as an area for “investigation” for future urbanisation, and has a strategic boundary agreement signed between Waipa and Hamilton City Council. The development area has also been identified as an ‘Emerging Growth Area’ by HCC in their Hamilton Urban Growth Strategy (HUGS). In addition, it is noted that a Memorandum of Understanding (MOU) has been signed by the SL1 consortium and Hamilton City Council. This outlines an agreed timeline and process to enact a boundary agreement and bring in the SL1 area to Hamilton City. Attachment 14 Future Proof Consultation Letter, identifies within point 1 that the ‘SL1 Growth Cell Area’ is identified for urbanisation under the Future Proof Future Development Strategy (FDS). For these reasons, in our view, the Rogerson Block development as part of the wider SL1 area, is exempt from the mapping as per section 3.4 (2), which states: *“However, despite anything else in this clause, land that, at the commencement date, is identified for future urban development must not be mapped as highly productive land.”*

Notwithstanding this, we also consider Clause 3.6 of NPS-HPL provides a pathway for the urban rezoning of highly productive land if (a) it is required to provide sufficient development capacity to meet a demand for housing to give effect to the National Policy Statement on Urban Development 2020 (NPS-UD), (b) there are no other reasonably practicable or feasible options for providing at least sufficient development capacity within the same locality and market while achieving a well-functioning urban environment and (c) the environmental, social, cultural and economic benefits outweigh the costs associated with loss of highly productive land.

The Economics Memorandum prepared by Insight Economics in support of the Rogerson Block development outlines that there is a housing shortfall in the area and that the Rogerson Block can help meet an identified shortfall in capacity. The site is part of a wider strategic growth cell known as SL1, includes a strategic boundary agreement for a portion of the site, which reaffirms the locational attributes of the site, and its longstanding use for equine related activities. Should further evaluation on these three tests be required, then this can be included as part of the substantive application. It is considered that as part of a substantive application that the proposal can demonstrate that it either does not apply (3.4(2) or that the proposal minimises and mitigates any actual loss or potential cumulative loss of the availability and productive capacity of highly productive land and will avoid any reverse sensitivity effects.

Based on the assessment above, it is considered that there is a pathway and the project can be consistent with the NPS-HPL.

6.3 National Policy Statement for Indigenous Biodiversity 2023

The National Policy Statement for Indigenous Biodiversity 2023 (NPS-IB) ensures the protection, maintenance and restoration of New Zealand’s most threatened indigenous species.

It is considered that the project is consistent with the relevant objectives and policies of the NPS-IB for the following reasons:

- This project seeks to maintain and enhance indigenous biodiversity.
- There are no mapped Significant Natural Areas on the site.
- The applicant has engaged with local Mana Whenua to recognise and provide for Hutia Te Rito in the management of indigenous biodiversity. Several options to managing indigenous species were considered to ensure a holistic and integrated approach was being undertaken.
- The proposed development will include a variety of indigenous plants and seeks to retain and enhance indigenous biodiversity, which will promote peoples’ wellbeing and allow current and future communities to connect with nature.

- Indigenous biodiversity can be protected from the effects of climate change and be utilised to reduce the effects of climate change, with planting of indigenous species proposed as part of wider detailed open space creation.
- The project seeks to maintain and enhance existing indigenous biodiversity. While no Significant Natural Areas are identified for this site, any areas of significant indigenous vegetation or significant habitat of indigenous fauna identified during the further development of this proposal will be appropriately managed.

Based on the assessment above, it is considered that the project is consistent with the NPS-IB.

6.4 National Policy Statement on Urban Development 2020

The NPS-UD (amended 2022) ensures New Zealand’s towns and cities are well-functioning urban environments that meet the changing needs of our diverse communities. It removes overly restrictive barriers to development to allow growth ‘up’ and ‘out’ in locations that have good access to existing services, public transport networks and infrastructure.

The NPS-UD enables the development of land and infrastructure for urban land uses while recognising the national significant of well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing (Objective 1 and Policy 1).

It is considered that the project is consistent with the relevant objectives and policies of the NPS-UD and will contribute to a well-functioning urban environment for the following reasons:

- The Rogerson Block Development will deliver an integrated, multi-functional development that includes around 200 new homes, of varying housing types, locations and prices in a connected and accessible location.
- The most recent Housing and Business Capacity Assessment identifies that there are capacity shortfalls for industrial in the short-term, medium-term and long-term for Hamilton. This proposal will contribute to alleviating that shortfall in an adjoining location.
- The proposal enables people to provide for their social, economic and cultural wellbeing, with the site being accessible to nearby services, amenities and employment areas within wider Hamilton City.
- The site layout will encourage and promote active transport through a range of walking and cycling options from housing to nearby employment, schools, community services and open spaces.
- The project takes into consideration climate change, particularly through the stormwater management provided by the stormwater basins, and incorporates measures to support the reduction of greenhouse gas emissions (such as mode transport infrastructure).
- The project is well suited to the local area and is strongly aligned with delivering a well-functioning urban environment that reduces climate change through providing infrastructure and services in an integrated manner.
- A geotechnical desktop review is included within the Infrastructure Memorandum that accompanies this application. The Infrastructure Memorandum concluded that the Rogerson Block should be suitable for the intended development, but does present some geotechnical challenges and should therefore be supported by a detailed geotechnical investigation and

earthworks management. Recommendations are also made with respect to engineered fill and building foundations.

- The Infrastructure Memorandum supporting this referral application confirms that the proposed development can be appropriately serviced with three waters infrastructure.

Based on the assessment above, it is considered that the project is consistent with the NPS-UD.

6.5 National Environmental Standards for Air Quality 2004

The Resource Management (National Environmental Standards for Air Quality) Regulations 2004 (**NES-AQ**) sets standards to guarantee a minimum level of health protection for people living in New Zealand.

No specific consents relating to this standard are required for the project, although the relevant regulations in the NES-AQ informs the assessment of construction and operational air quality effects. The potential for effects on air quality in relation to the proposed development relate primarily to dust during the construction phase. Measures are proposed to manage potential effects in response to the air quality objectives and policies.

The management of dust and odour will be addressed in the Construction Management Plan and an Erosion and Sediment Control Plan that will form part of the substantive application. As such, ambient air quality will be maintained once the Rogerson Block is constructed.

6.6 National Environmental Standards for Freshwater 2020

The NES-F sets standards to regulate activities that pose risks to the health of freshwater and freshwater ecosystems. Of particular relevance to the project are provisions which prohibit works in and around natural wetlands. Resource consent may be required under the NES-F as works are proposed in and around potential natural inland wetlands.

Potential natural inland wetlands have been identified on the site with the extent to be determined by further ecological investigation, however this may relate to vegetation clearance and earthworks within or around natural inland wetlands, drainage of natural inland wetlands, and loss of natural inland wetlands.

A further evaluation against the NES-F will be included in the substantive application. Offsetting and compensation, if appropriate, can be assessed as part of a further Ecological Assessment that would be included as part of a substantive application.

6.7 National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health 2011

The NES-CS sets a nationally consistent set of planning controls and soil contaminant values.

A desktop study has been completed for the site, see Attachment 10, of the referral application. The desktop study confirms that it is highly unlikely that the site is grossly contaminated, but that there is potential for isolated hotspots associated with current and former buildings containing asbestos containing materials and the storage of small quantities of fuel and chemicals.

A detailed site investigation will be prepared as part of the substantive application package.

As discussed earlier, resource consent will be required under Regulation 10 of the NES-CS as a Restricted Discretionary Activity. On this basis, any requirements of the NES-CS can be addressed as part of the substantive application and potential risks to human health can be appropriately managed and mitigated.

7.0 Assessment of effects

The proposal will not generate significant adverse environmental effects, as any adverse effects on the environment will be appropriately avoided, remedied or mitigated to be minor or less than minor in nature. The key potential adverse effects are addressed in general below and should be reviewed in conjunction with the supporting technical expert memorandums accompanying this application.

7.1 Construction effects

7.1.1 Contaminated Land

A desktop assessment concludes that there may be isolated hotspots associated with current and former buildings containing asbestos containing materials and the storage of small quantities of fuel and chemicals. It is considered that this can be mitigated through remediation prior to earthworks commencing on site.

7.1.2 Earthworks

Earthworks for the project will be carried out in accordance with best practice appropriate erosion and sediment control measures to ensure potential adverse effects are avoided or minimised. Earthworks are proposed to be carried out during the summer earthworks season to reduce the potential discharge of sediment into receiving waters. Any potential adverse effects are able to be mitigated and managed via an Erosion and Sediment Control Plan.

7.1.3 Dust

During construction, it is anticipated that there will be dust generated by the earthworks and land disturbance. Dust effects are able to be mitigated and managed via an Erosion and Sediment Control Plan.

7.1.4 Construction noise and vibration

During construction, noise and vibration is anticipated to occur as a result of the works proposed to be carried out on the site. Construction will be managed in accordance with the NZS 6803:1999 Acoustics – Construction Noise and German Standard DIN 4150-3:1999 Structural vibration – Effects of vibration on structures.

Construction noise and vibration, particularly during any rock breaking, will be managed in accordance with a Construction Noise and Vibration Management Plan (**CNVMP**). The CNVMP will outline measures, such as restrictions on days and hours on noisy works, consultation with neighbours and use of quieter machinery (among others) to ensure that potential construction noise effects of the project are appropriately managed.

7.1.5 Construction traffic

It is anticipated that there will be potential adverse traffic effects as a result of the construction of the Rogerson Block.

Construction traffic effects will be temporary and will be managed in accordance with a Construction Traffic Management Plan (**CTMP**). The CTMP will outline measures such as anticipated number of truck movements per day and truck routes (among other measures) to ensure that the potential construction traffic effects of the project are appropriately managed. The bulk of construction and related earthwork traffic movements will be kept within the site constraints and have little impact wider afield.

7.2 Infrastructure and servicing

An Infrastructure Memorandum has been prepared and appended to the referral application. The Infrastructure Memorandum sets out how the proposed development can be appropriately serviced. Based

on the advice in that memo, there are not considered to be any significant adverse effects in relation to infrastructure and servicing.

7.3 Transportation

A Transportation Memorandum, see Attachment 6, accompanies the referral application. This memo details the local roading approach as well as how the Rogerson Block Development can integrate with the wider transport network.

The proposed development will generate vehicle trips on the local and state highway network that have the potential to affect the safety and efficiency of the transport network. The Transportation Memorandum notes there is a pattern of crashes at the Kahikatea Drive / Higgins Road intersection but concludes that the additional trips will not cause a material increase to the predicted injury crash rate at this intersection. The Transportation Memorandum recommends evaluating the upgrading of certain existing intersections, and we anticipate part of a substantive assessment will include staging triggers, specific details of upgrades and the sequenced nature of these for the Rogerson Block. A number of transport infrastructure improvements are considered, and are to be explored further as part of a substantive application, including exploring signalling the SH1C (Greenwood Street) / Duke Street intersection given uncertainties around funding the Hamilton Southern Links Arterial project.

Taking into account the Transportation Memorandum and that further detailed assessment and mitigations will be developed as part of the substantive application, it is considered that transport effects can be appropriately managed.

7.4 Character, urban design landscape and heritage

7.4.1 Character

Part of the site is currently used for equine related activities associated with the horse racing industry and the balance is in pasture. The surrounding area is a mix of rural, residential and industrial. Due to the site's proximity to the urban fringe of Hamilton, there is an opportunity to integrate with the surrounding mixed character.

As discussed below, the proposal will need to be carefully designed to integrate with the mixed character context of the area, with a focus on the transition from urban to rural as well as providing buffers between existing and proposed residential and the proposed industrial development. This will be achieved through a range of design measures, such as locating proposed residential areas adjacent to existing residential and using design and location of open spaces to provide buffer and separation from the proposed industrial areas.

7.4.2 Urban Design

B&A have prepared an Urban Design Memorandum, appended to the referral application, that details the potential urban design effects of the proposal and potential mitigations.

Potential urban design related effects, as set out in the memo are:

- The introduction of medium-density residential typologies (such as duplexes, terraces and zero-lot homes) and industrial uses adjacent within a previously rural context can result in visual changes to the existing environment, potentially leading to adverse visual and amenity effects to the adjacent existing rural and lower-density residential areas.

- The soil conditions of the site present challenges for residential construction, potentially affecting buildable areas, street layout, housing orientation, and overall legibility of neighbourhoods.
- The existing central drain and limited access points create a potential barrier to the effective integration of new residential areas into existing neighbourhoods, affecting movement patterns and accessibility. This also means the orientation of some lots cannot maximise sunlight access.
- The introduction of residential and industrial uses near existing rural and ecological features could generate reverse sensitivity effects, such as conflicts arising from noise, odour, visual privacy, or general rural activities.
- Potential incompatibilities between medium density residential and adjacent industrial areas could result in visual dominance, privacy impacts, or inadequate integration with the surrounding public realm. Future industrial uses may generate visual amenity effects, increased traffic, noise, lighting spill, and signage impacts, particularly affecting residential interfaces.
- Public open spaces create potential safety risks without careful design, potentially leading to isolated or poorly surveilled areas.
- Intensified activities near sensitive ecological areas, such as wetlands and watercourses, could disturb local biodiversity and impact hydrological regimes.

Potential mitigations identified, that will be further developed as more detailed design progresses include:

- Sensitive land use distribution
- Buffering and screening
- Use of development controls and design guidelines
- Use of transition controls to manage interfaces between different land uses
- Enhancing connections and accessibility
- Managing potential for reverse sensitivity effects
- Use of CPTED principles in design of public spaces and at boundaries between different land uses
- Use of integrated stormwater management that will also support enhanced ecological features and serve as buffer areas
- Further geotechnical investigations to ensure appropriate engineering design solutions for the site constraints.

It is considered that potential urban design adverse effects can be appropriately managed and mitigated through integrated urban design, and that the Rogerson Block Development is supported from an urban design perspective.

7.4.3 Landscape

B&A have prepared a Landscape Memorandum, see Attachment 4, appended to the referral application, that details the landscape and visual effects of the proposed development and how the Rogerson Block Development can integrate within the environment. This memo concludes while the Rogerson Block development presents unavoidable changes to character, amenity, and cultural values, the effects can be

significantly moderated through careful planning, context-sensitive design, and ongoing collaboration with mana whenua and community stakeholders.

7.4.4 Heritage and archaeology

There are no natural heritage overlays that apply over the site, however, there is a risk that archaeological sites may appear or be uncovered in the construction process. Pre-lodgement consultation with HNZPT has indicated that an application for an Archaeological Authority, with supporting archaeological assessment, is recommended, and as part of preparation of a substantive application this will be commenced. In addition to any outcome of the Archaeological Authority, the adoption of best practice accidental discovery protocols will form part of conditions of consent as part of the substantive application. See HNZPT letter as Attachment 13.

7.5 Cultural

Mana whenua engagement has occurred in the preparation of the referral application for the Rogerson Block, in addition to the wider SL1 Growth Area. A tangata whenua working group, facilitated by Norm Hill (Te Hira), has been established for both the SL1 Listed Project, and the Rogerson Block.

Formal pre-lodgement consultation and engagement with mana whenua took place on the 2nd April 2025, see Attachment 19. Representation was considered by Norm Hill (Te Hira) based on mana whenua within the area, and aligned with recent advice from Waipa District Council and Hamilton City Council on the relevant representation as part of broader iwi engagement on other projects.

In this case, we have engaged with Ngāti Wairere, Ngāti Māhanga, Ngāti Koroki Kahukura, Ngāti Tamainupō, Ngāti Hauā, and Waikato-Tainui.

The members include Wayne Harrison representing Ngāti Wairere, Rangiuia Riki from Ngāti Māhanga, Te Matarini representing Waikato-Tainui, Sonny Matenga from Ngāti Tamainupō, Norm Hill representing Ngāti Hauā, and Harry Wilson from Ngāti Koroki Kahukura.

The representation included relevant iwi from Ngā Iwi Tōpū O Waipā (NITOW) given the land is currently in Waipa. Where representatives from Ngāti Hauā; Ngāti Koroki Kahukura and Ngāti Māhanga were invited to attend. Further ongoing engagement will take place as part of a substantive application, including undertaking a Cultural Impact Assessment.

In addition, Waikato Tainui were also invited as part of a Future Proof consultation session outlined in Section 8 below.

Through ongoing and meaningful engagement with Mana Whenua, it is considered that any potential adverse effects can be appropriately mitigated. Appropriate protocols (such as karakia, cultural monitors and cultural protocols), involvement in the design, and promotion of indigenous planting are examples of mitigation.

There is a risk that archaeological sites may appear or be uncovered in the construction process, which can be managed through accidental discovery protocol. The project will incorporate cultural values in its design, using Mana Whenua expertise to integrate their values and cultural heritage (which is currently largely invisible). This is an opportunity to reflect the area's cultural history in the development, including through activities, facilities, forms, artwork, local flora, and materials significant to the reinstatement of their presence and aspirations.

7.6 Ecology

The Ecology Memorandum, appended with the referral application identifies positive and adverse effects on ecological values arising from the proposal as well as proposed mitigations. These include:

- The potential for riparian and wetland restoration, removing exotic and pest plant species and in turn increasing the amount of native vegetation within the Site, and enhancing habitat for native fauna.
- The potential for higher quality water discharging from the site over the long term through the removal of stock and a change in land use leveraging stormwater management strategies.
- Removal of poor quality, predominantly exotic terrestrial vegetation and habitats and the effects of this loss on any terrestrial fauna (e.g., birds, lizards, bats) resident within the project area. This can be managed to avoid adverse effects on native fauna. A management plan approach is proposed to address any effects on birds, lizards and bats so that they are avoided or adequately mitigated. Management of fauna would be subject to the provisions of the WA, and the management of lizards specifically, would require a WAA from DOC as previously identified.
- Unavoidable loss of low-quality wetland habitat, if present (i.e., via groundwater draw down and/or earthworks). This effect will be addressed via avoidance where practicable, and where loss cannot be avoided, remedied or mitigated in accordance with the effects management hierarchy, biodiversity offsetting and/or aquatic compensation will be implemented. In addition to any specific offsetting or compensation, stormwater treatment wetlands constructed as part of the development would be designed to maximise their ecological value as habitat for native species.
- Unavoidable loss or modification (i.e., via groundwater draw down and/or earthworks) of some artificial drains which may provide habitat for black mudfish and other native fish such as eels.
- Potential adverse effects on short-term water quality and aquatic life due to sediment and/or contaminant discharges.
- Potential disturbance of fish migration and spawning during the works, depending on timing. These effects will be reduced by managing the timing of the works and use of well-designed temporary diversion channels as required to allow fish passage around any active works. Adverse effects on indigenous fish during instream works will be managed through the implementation of a fish management plan.
- The potential for the temporary restriction of fish passage. Culverts will be designed in accordance with best practice solutions to provide fish passage.
- The potential for introduction of weed and pest species. This can be managed via a weed management plan which includes biosecurity protocols (e.g., for earthworks machinery entering the site) and including weed and pest management as part of habitat restoration.

Relying on the Ecological Memorandum, it is anticipated that adverse ecological effects are manageable. A detailed ecological assessment and ecological management/offsetting plan will be included in the substantive application.

7.7 Highly Productive Land

As considered in Section 6.2 above, it is considered that there is a pathway, and the project can be consistent with the NPS-HPL.

7.8 Noise and vibration

An Acoustic Memorandum is included within the application package, see Attachment 11. This assessment concludes that future industrial activities can be designed, located and managed to achieve compliance with the permitted activity noise standards when measured and assessed at all adjacent receivers. A number of options for management of noise are discussed in the report that will form part of detailed consideration for the substantive application.

The Acoustic Memorandum outlines in the Summary (p.19) *that the proposal can be designed to achieve compatibility with the level of acoustic amenity anticipated and provided for in the adjacent Rural Zone of Waipa District and the Residential Zone and Future Urban Zone of Hamilton City.*

We recommend that the substantive application includes a detailed construction noise and vibration assessment that determines compliance with the recommended numerical limits and assessment procedures set out in NZS 6803:1999 Acoustics – Construction Noise. The assessment should also confirm that vibration generated from construction work will comply with the DIN limits in Rule 25.8.3 of the HCDP. We recommend that the assessment should describe how a CNVMP will be used to ensure the best practicable option is adopted so that construction noise and vibration effects are minimised for receivers as far as practicable.

The management of noise effects within the site can be undertaken where;

Compatibility between the industrial and noise sensitive land use activities within the Site can be achieved through a range of measures. We have outlined a range of recommendations that can be explored and refined as part of detailed technical assessments to support a substantive application.

Based on this advice it is considered that noise and vibration effects associated with construction and implementation of the proposal are acceptable and can be further refined as part of a substantive application.

7.9 Greenhouse gas emissions

The project will contribute to supporting climate change mitigation, including the reduction of greenhouse gas emissions, specifically through providing for urban form that supports low emission transport choices and mode shift, encouraging growth in areas that have or can support good travel choices and shorter average trip lengths. As detailed through the SL1 Concept Plan, the site is well located to provide for diverse multi modal transport choices due to its excellent accessibility and location. This includes, freight, bus, train, walking and cycling transport modes. The project site is:

- Within 2km of the CBD;
- Strategically located to provide good accessibility and connections with Southern Links;
- Within walking distance to existing bus stops which provides direct connections to wider Hamilton;
- Within 2km of Te Huia train station; and
- Within close proximity to access Hamilton airport.

The Rogerson Block, and wider SL1, is highly accessible to the CBD, housing, jobs, commercial activities, community services, open space and the airport. Increased population will also improve the viability of more

frequent public transport connections which could also benefit the neighbouring residential areas. Notably, the proposed residential development will support public transport use through its proximity to existing PT services in Dinsdale and Melville via a short walk, scooter or cycling trip. The project includes the provision of new footpaths, legible connections to the CBD, schools, existing open space and parks, connections into existing public transport networks, dedicated walking and cycling facilities.

Overall, it is considered that the project will balance the potential adverse effect of greenhouse gas emissions by providing for a walkable, densified future residential and industrial development that discourages private vehicle movements and appropriately mitigates adverse effects on the environment (where possible).

7.10 Positive Effects

The Rogerson Block Development will deliver a number of positive effects, including but not limited to:

- Increasing housing supply and diversity for the region;
- Increasing industrial land supply, responding to an identified shortfall for the region;
- Creation of employment opportunities;
- Enhancement of the natural environment through the design which seeks to weave open space throughout the development area;
- Generation of a wide range of economic benefits, such as providing a direct boost in housing supply to meet growing demand, meeting the needs of an evolving population, provision of employment (construction and operational) and contributing to the wider support and investment in regionally significant infrastructure (like the Southern Links Road of National Significance).

7.11 Mitigation

This memorandum, and the supporting memorandums from the technical experts, identify a range of measures to address potential adverse effects and ensure that those adverse effects are avoided, remedied, or mitigated. This includes the application of standard and well-established mitigation measures and more bespoke approaches to manage the particular effects of this proposal. These can be addressed through design, conditions of consent, and monitoring.

8.0 Consultation

The applicant, both as part of the SL1 Consortium and for the Rogerson Block referral, has undertaken extensive consultation with key stakeholders, and this consultation is summarised below.

Over the past four years there has been ongoing consultation with the Regional Future Proof Partners (FP) that combine to include Waipa, Waikato & Hamilton City Council, Waikato Regional Council, NZTA as well as local mana whenua and Waikato Tainui. The extent of the wider SL1 area is covered in the various master planning and spatial plans attached to this application.

SL1 Consortium Consultation has focused on three key areas

1. Boundary Agreement (Between Waipa and Hamilton City Council) and associated memorandum of understanding (attached) that set out the pathway for enactment via HCC ‘emerging areas’ process.
2. Servicing the development of land for residential and industrial use.

3. Land use pattern, density, typology, affordability, Private Developer Agreements and relevant National Direction Statements.

Consultation has taken the form of;

- Submissions to the FP committee which included the Future Development Strategy (FDS) 2024.
- Submissions to Regional Land Transport Plan.
- Presentations to Hamilton City Council (multiple) staff and council.
- Presentations to Waipa District Council (multiple) staff and council.

In addition to this SL1 Consortium Consultation, to which the Rogerson Block forms part of this strategic land holding and group of landowners, project specific consultation has occurred as part of preparation of the referral application.

Rogerson Block Specific Consultation has included:

- **Hamilton City Council**

This engagement occurred in February and April 2025, including discussions around the Rogerson Block Master Plan and land use mix, pathway for a Referral Application, establishing the basis of a mutually beneficial relationship to maximise fast-track consenting opportunities, as well as developing an understanding of the project and how it can be delivered.

The overall outcome from this engagement was that Hamilton City Council are generally supportive of the project if approved under the Fast-track Approvals Act 2024, see Attachment 16 Letter, inclusive of Future Proof Chair, dated 4 April 2025

- **Future Proof Partners (Representatives from Hamilton City, Waikato Region, Waipa District, NZTA, Waikato Tainui, Waikato District) – 27th May 2025**

Pre-lodgement consultation with Future Proof Partners via Microsoft Teams on 27th May 2025.

Key discussion points included:

- Contiguous nature of the development from Hamilton City’s boundary and existing Listed SL1 Fast-Track project;
- Servicing strategy – specifically the options available;
- Transportation considerations and connectivity;
- Key disciplines to be included in a referral application.

After this meeting a letter outlining acknowledgement and that engagement and consultation has occurred with relevant local authorities under section 11(1)(a) of the Fast-Track Approvals Act 2024 was received, see Attachment 14.

- **Ngāti Wairere, Ngāti Māhanga, Ngāti Koroki Kahukura, Ngāti Tamainupō, Ngāti Hauā, and Waikato-Tainui**

Te Hira facilitated a tangata whenua working group with representation from the relevant iwi and hapu for the Rogerson Block. Ongoing engagement is expected as part of a

substantive application, including a Cultural Impact Assessment. A summary of the pre-lodgement engagement is described in Section 7.5 above and included as Attachment 19.

- Department of Conservation**

Pre-lodgement consultation initiated via formal application to DOC email at Fasttrackapplicationenquiries@doc.govt.nz. Subsequently, we have provided DOC with relevant specialist reporting documentation and wider project scope. A Pre-Lodgement Referral Meeting was had on the 12th June, with meeting notes captured as Attachment 12. We will continue to engage with DOC in general and for the Wildlife Act Authority as part of this consultation and will meet further with the DOC project lead as we progress toward a substantive application. Evidence of pre-lodgement consultation is outlined in *Attachment 12*.

- Heritage New Zealand Pouhere Taonga**

Pre-lodgement consultation initiated via formal email to HNZPT regional office with supporting information and reports. Subsequently received a letter of support, with confirmation an Archaeological Authority is recommended as a precautionary approach with limited known information in this area, and without a supporting Archaeological Assessment at this time, see *Attachment 13*.

- Ministry for the Environment**

Pre-lodgement consultation was undertaken with MFE on the 28th May 2025, with a formal response received 3rd June 2025, see Section 11 Response as Attachment 15.

9.0 Section 22 Fast-Track Approvals Act (2024)

The following section is intended to guide the overall consideration of the Rogerson Block Referral application under Section 22, where relevant. **Table 2**.

Table 2 Section 22 – Fast-track Approvals Act 2024 Criteria

Section 22 – Fast-track Approvals Act 2024 Criteria	Criterion	Signpost
(1)(a)	<i>the project is an infrastructure or development project that would have significant regional or national benefits; and</i>	<i>Section 2.0 of this Planning Memorandum and Attachment 9 Economic Memorandum</i>
(1)(b)	<i>referring the project to the fast-track approvals process—would facilitate the project, including by enabling it to be processed in a more timely and cost-effective way than under normal processes; and is unlikely to materially affect the efficient operation of the fast-track approvals process.</i>	<i>Section 3.0 of the Planning Memorandum.</i>
(2)(a)(ii)	<i>will deliver new regionally or nationally significant infrastructure or enable the</i>	<i>See Sections 2.0 and 2.3 above, and Economic Memorandum Section 7 (Attachment 9).</i>

	<i>continued functioning of existing regionally or nationally significant infrastructure:</i>	
(2)(a)(iii)	<i>will increase the supply of housing, address housing needs, or contribute to a well-functioning urban environment (within the meaning of policy 1 of the National Policy Statement on Urban Development 2020):</i>	<i>See Section 2.2 above, and Economic Memorandum Section 6 & 7 (Attachment 9).</i>
(2)(a)(iv)	<i>will deliver significant economic benefits:</i>	<i>See Section 2.0 above, and Economic Memorandum Sections 4, 5, 6, 7 (Attachment 9).</i>
(2)(a)(x)	<i>is consistent with local or regional planning documents, including spatial strategies:</i>	<i>See Section 2.7 above, and Economic Memorandum Section 7 (Attachment 9)</i>

10.0 Conclusion

Having undertaken a high-level planning assessment, it is considered that there are no planning-related reasons why the Rogerson Block Development could not proceed under the Fast-Track Approvals Act 2024. Through strong design and technical input, the Rogerson Block Development can achieve a built form, environment and community that positively impact future residents and employment opportunities within the Waikato community, without having an adverse effect on the environment.

It is acknowledged that a full and comprehensive Assessment of Environmental Effects will be undertaken as part of the substantive consent application, however at this stage, on balance, it is anticipated that no more than minor adverse effects are anticipated that preclude the development from occurring.