

To: Rogerson Block Development

From: Katherine Hu – Barker & Associates Limited

Date: 3 June 2025

Re: Urban Design Memorandum – Fast-Track Consenting Referral Application, Rogerson Block

1.0 Introduction

The applicant, Graeme Rogerson, for the Rogerson Block Development proposes to lodge an application for a referral project under the Fast Track Approvals Act (2024) to utilise the fast-track consenting process via an expert consenting panel. This application, known as **Rogerson Block Development**, relates to the subject site located at Tuhikaramea Road (the 'Site').

To support the referral application, this memorandum provides a high-level assessment of the urban design aspects of the development, including:

- Summary of the proposal and the Site's key characteristics;
- Preliminary assessment of the proposal against relevant policy documents;
- Summary of key known constraints and assumptions;
- Summary of key urban design opportunities and design response;
- Potential effects to be considered and potential mitigations;
- Preliminary recommendations and conclusion.

This memorandum should be read in conjunction with **Appendix 1 - Urban Design Drawing Package**, prepared by Barker & Associates Limited and dated June 2025.

Should the project be successful in referring to the Fast-track EPA process, a full Urban Design Assessment will be prepared and lodged as part of the full resource consent application.

2.0 Project Description and Summary

Graeme Rogerson engaged Barker & Associates ('B&A') to provide planning services for the master planning, consenting and design of the Site. The Site is located on the southwestern urban fringe of Hamilton. This site is bound by Tuhikaramea Road to the west, with established residential development immediately to the north, and is in close proximity to industrial zones located towards the east. The Site for the referral application is made up of three parcels of land as listed below:

- Pt Lot 1 DPS 10838 (approx. 3.81ha);
- Pt Lot 1 DP 13477 (approx. 18.4ha); and
- Lot 2 DPS 86155 (approx. 20.93ha).

Rogerson Block Development is a combined residential and industrial development within the wider Southern Links 1 ('SL1') area. 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 35 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 high-level indicative Rogerson Block masterplan is shown in Figure 1 below.

The residential development is underpinned by a series of design principles, which focus on utilising the existing connection points, specifically on Tuhikaramea Road and Karen Crescent, to ensure future development is supported by local roads, cycle connections and pedestrian pathways to create 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. These residential lots are anticipated to average around 300m² and will accommodate a diverse array of housing options suitable for medium-density living, including a mix of terraced dwellings, duplexes, and detached homes.

A continued 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, approximately 27.8 metres in width, will provide for the primary movement of people and vehicles through the site. Two additional transport corridors will be provided from this spine road to provide logical access for future allotments.

The density for industrial allotments has been carefully 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.

3.0 Masterplan

3.1 High-level Masterplan

* This masterplan document represents a high-level conceptual layout only. The proposed site layout, estimated yield, typologies, and land uses illustrated herein are based on the preferred development approaches and the existing industrially zoned areas within Hamilton. The exact residential typology, industrial activities, and lot sizes are subject to further adjustments upon comprehensive technical investigations and detailed design processes, including but not limited to engineering, ecological assessment, geotechnical analysis, and hydrological studies.

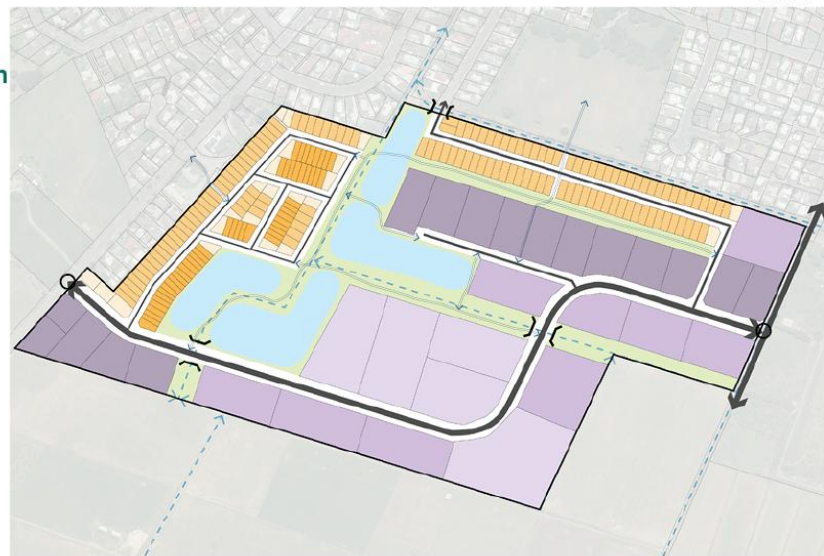
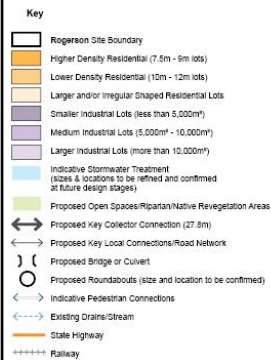


Figure 3: High-level Masterplan

Residential Metric	Typical Lot Size	Estimated Yield	Potential Typologies/Uses	Industrial Metric	Typical Lot Size	Estimated Yield	Potential Uses
Higher density (7.5m - 9m lot)	200m ² - 250m ²	50	Terraced dwellings, duplexes	Smaller lots	Less than 5,000m ²	16	Small-scale manufacturing, repair workshops, and wholesale businesses
Lower density (10m - 12m lot)	300m ² and above	133	Duplexes, detached dwellings	Medium lots	5,000m ² - 10,000m ²	9	Light industrial workshops, warehouse, and commercial showrooms
Larger lot and/or irregular shaped	400m ² and above	22	Detached dwellings	Larger lots	10,000m ² and above	5	Light industrial workshops, warehouse, and commercial showrooms
Total		205		Total		30	

Figure 1 Overall High-level Masterplan

3.0 Background Information with SL1

In the context of the wider SL1 project area, the Site represents a critical component in achieving a comprehensive urban expansion strategy. It aligns with the broader vision of creating cohesive, sustainable urban environments that balance housing, employment opportunities, and community amenities.

The Site is located in the most northwestern portion of the SL1 area, and it has been strategically planned to serve as a transitional area that integrates residential growth with adjacent industrial and existing urban areas.

Specifically, the site further maximises industrial capacities, providing additional industrial land choices which are essential to meet the current industrial shortfall in Hamilton and to support the spatial expansion of the Te Rapa – Frankton industrial zoned land corridor. Additionally, the Site strengthens local and regional transport connectivity, linking to planned collector roads, pedestrian and cycling networks, and public transport routes, thereby facilitating better integration and accessibility within the wider SL1 area. These comprehensive measures collectively ensure that the proposed development of the Site, coupled with the SL1 development, aligns with regional planning strategies and effectively supports the long-term growth objectives of Hamilton City.

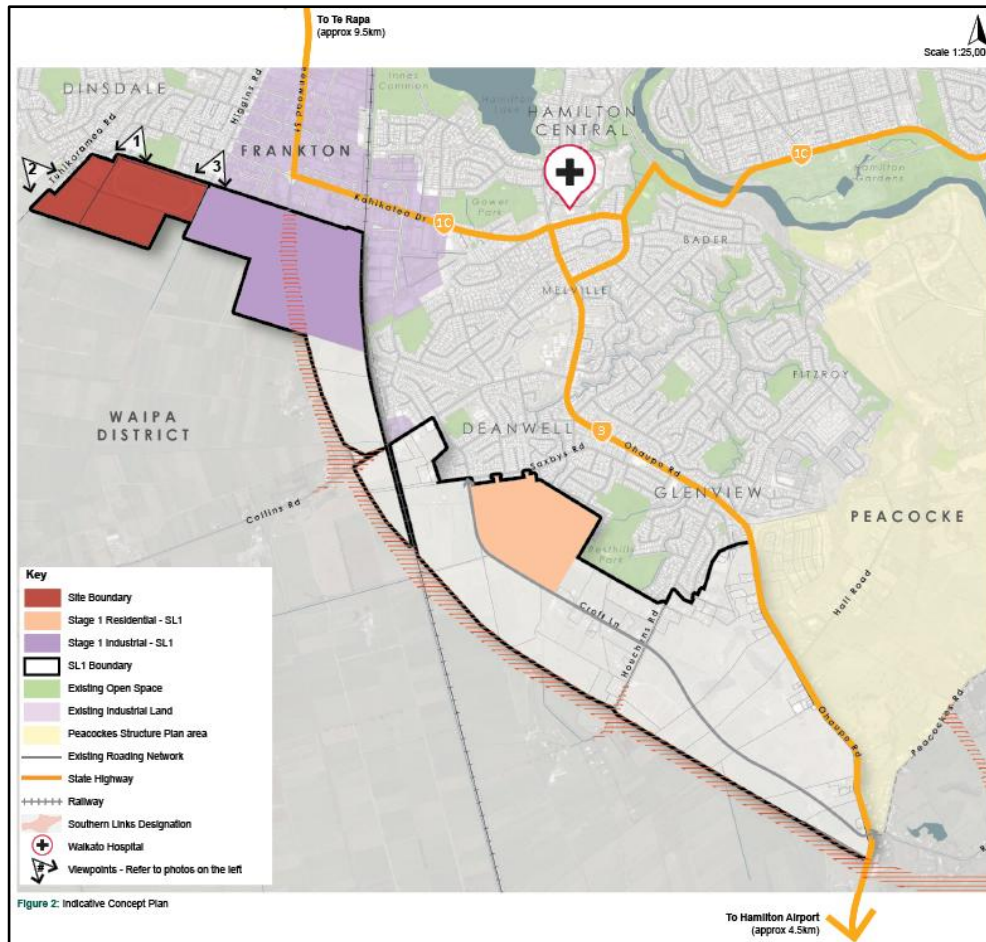


Figure 2 City-Wide Context Map

4.0 Site and Context Analysis Summary

B&A undertook a comprehensive site and accessibility analysis, which has been included in **Appendix 1**.

The Rogerson Block Development site covers approximately 43 hectares and is strategically located at the southwestern urban edge of Hamilton City, immediately adjacent to the residential communities of Dinsdale. It lies at the interface between Hamilton City's urban boundary and rural landscapes administered by the Waipa District Council.

The site is largely flat to gently undulating, with several prominent hydrological features, including Waitawhiriwhiri Stream and some existing drains. These features form a significant barrier for internal vehicular and pedestrian connectivity, necessitating infrastructure solutions such as bridges or culverts.

Accessibility to the site is currently through Tuhikaramea Road and Karen Crescent. A potential extension of Huggins Road to the east of the site would provide further vehicular access points into the site.

In terms of surrounding land uses and amenities, the site is well-situated relative to existing amenities and community infrastructures. In particular, the Site is directly bordered by Kahikatea Park, providing recreational facilities including a playground and large open spaces, along with direct pedestrian and cycling connections to nearby residential neighbourhoods and amenities. The Site is also in close proximity to Bremworth Park, with nearby community amenities in the surrounding suburbs of Frankton and Dinsdale,

including supermarkets, medical services, primary and intermediate schools, secondary schools and employment opportunities supporting future residential growth on the site.

5.0 Statutory Policy Documents

National direction from the central government supports and guides local decision-making under the Resource Management Act (**RMA**). Issued under the RMA, national policy statements (**NPS**) provide national direction for matters of national significance relevant to sustainable management. The RMA requires local authorities to give effect to an NPS by amending planning documents to meet the requirements. This section considers and addresses the key strategic considerations and national directions that are relevant to Ashbourne.

5.1 National Policy Statement on Urban Development

The National Policy Statement Urban Development (**NPSUD**) identifies the Waipa District as a Tier 1 territorial authority. This requires Council to take a strategic approach and determine future needs for the short, medium and long terms to meet the expected demand for housing and provide the development capacity to meet expected demand for business land.

This high-level Masterplan is generally consistent and in alignment with the NPSUD in the following ways:

- The Site is a large landholding on the edge of the existing Hamilton urban area, where a holistic approach is being taken to deliver a well-functioning urban environment. It will enable people to provide for their social, economic, and cultural well-being now and into the future. In particular, the Site can assist with delivering a good level of development capacity to meet the demand for housing and business land. It is anticipated that the Site can deliver over 200 residential units and 20ha of industrial land.
- Intensification outcomes are being enabled through the provision for higher-density housing around the key movement routes and public amenities. This is consistent with Objective 3 and Policy 3 of the NPSUD.
- The masterplan illustrates the opportunities for accessibility and connections with the existing urban fabric and roading network. It encourages and promotes active transport through a range of walking and cycling options to housing, jobs, community services, natural spaces and open spaces.
- The provision of infrastructure in terms of the development capacity that will be enabled has been considered. It is intended that infrastructure will be delivered through a staged approach and could be funded privately but also alongside and in conjunction with the territorial authority.

5.2 2024 Future Proof Strategy

The Future Proof Strategy is a 30-year growth management and implementation plan for the Hamilton, Waipā, Waikato and Matamata-Piako sub-regions. The Strategy is essential to managing growth in a staged and coordinated way while addressing complex planning issues. The Strategy incorporates seven transformational moves for change:

- Iwi aspirations;
- Waikato River at the heart;

- A comprehensive and fundamental evolution of our transport system;
- A vibrant metro core and lively metropolitan centres;
- A strong and productive economic corridor;
- Thriving communities and neighbourhoods; and
- Water-wise and water-sensitive communities.

The design principles and design process followed in the Rogerson Block Development Masterplan will give effect to the relevant transformational moves. Enabling this comprehensive development will achieve the vision of the Strategy by improving housing affordability and choices, improving access to employment, education and services, contributing to a low greenhouse gas emissions economy, providing resilience to the natural environment and landscape, and enabling quality-built environments.

5.3 Waipa District Plan and Hamilton City District Plan

The site is currently zoned General Rural under the Waipa District Plan, indicating its current primary use for rural activities and highlighting the need for rezoning or special planning processes to facilitate urban development. The adjacent areas along the Hamilton City boundary are zoned as General Residential Zone and Industrial Zone, which indicates potential for cohesive urban integration subject to planning changes.

While urban design assessment is informed by urban design principles and practice, urban design-related content in the District Plan provides a further frame of reference. Note that this memorandum does not systematically assess against the relevant objectives, however, a summary of key District Plan matters (both Waipa District Plan and Hamilton City District Plan) for consideration is outlined below.

- Promotes the efficient use of land and enables a range of built forms to support choice for a diverse and growing population. Recognising that design quality is increasingly important as the scale of development increases.
- Enabling higher levels of intensification and growth along public transport corridors and near open space.
- Subdivision and development respond to the physical characteristics and context of the Site and achieve attractive and safe streets.
- Providing quality on-site amenities for residents and meeting their day-to-day needs by providing privacy, outlook, daylight, sunlight, and necessary amenities.
- Managing building height and bulk to maintain daylight access, and a reasonable level of privacy, and to minimise visual dominance effects to adjoining sites.
- Ensuring that infrastructure is in place or can be provided to support new development.
- Providing additional industrial land to facilitate the growth and diversification of industrial activities, complementing existing businesses and supporting sectors, such as small-scale manufacturing, repair workshops, wholesale businesses, and commercial showrooms, contributes to economic vitality and employment growth.

6.0 Summary of Key Constraints and Assumptions

A range of significant constraints and assumptions that could influence the masterplan's design response have been identified and informed by the high-level specialist input and the wider SL1 development proposal. Note that the full set of opportunities and constraints analysis for the SL1 development is available as part of the listed Southern Links 1 project under the Fast-track Approvals Act 2024¹.

- Significant areas contain soft, shallow peat soils, requiring comprehensive ground remediation, engineered fill, and potentially limiting the typologies of housing and/or industrial building height that can be safely constructed.
- Several modified drains and ephemeral watercourses traverse the site, creating ecological sensitivities and hydrological constraints. Regulatory buffers of 10-20 metres are also required around all existing watercourses. These buffers significantly reduce developable areas but present opportunities for ecological restoration, stormwater management, and passive recreation.
- These existing central drains divide the site, posing a barrier for continuous vehicular and pedestrian access and potentially influencing overall connectivity. Modification or bridging structures will require specific approvals and careful integration into the masterplan.
- Current access points from Tuhikaramea Road and Huggins Road (extended) are limited, restricting vehicular entry and creating potential congestion points. Additional access points and connections to surrounding road networks would be recommended and are assumed necessary, subject to council approvals.
- The proposal assumes the feasibility of creating several new road and pedestrian connection points, including potential pedestrian connections to Kahikatea Park.
- New stormwater management features (ponds and wetlands) are proposed but will require detailed hydrological and engineering assessments to confirm their location, size, and efficacy. In addition, the management of stormwater discharges requires assumptions around capacity and infrastructure upgrades. Detailed discussions with council infrastructure teams will be necessary to validate these assumptions.
- The proposed housing typologies and densities are based on preliminary yield assumptions, recognising that exact numbers may vary following detailed site investigations and design stages. The industrial indicative development yield and lot sizes proposed are generally based on typical existing industrial lots and uses within the Frankton area. It is important to acknowledge that the exact development yield numbers and lot sizes may vary during detailed planning and market assessments.
- There are potential conflicts and interface management issues between the industrial and adjacent residential uses. Effective mitigation measures, including green buffers, appropriate land use transitions, and noise management strategies, will be critical in minimising adverse effects and ensuring coexistence between differing land uses.
- Assumptions have been made regarding the provision and scale of local amenities (e.g., neighbourhood centre, parks) adequate to support the anticipated residential population. Further demographic and economic analysis may influence the size and exact nature of these facilities.

¹ Available via link <https://www.fasttrack.govt.nz/projects/southern-links-1>

7.0 Urban Design Opportunities and Design Response

Key opportunities were also identified as part of the master planning process and have informed the overall design response of the Masterplan. These include:

- **Connectivity and Accessibility:** Providing a clear, legible, and integrated movement network throughout the Rogerson Block, including connections to the existing Tuhikaramea Road and surrounding local street networks. This will facilitate enhanced vehicular, pedestrian, and cycling connectivity, supporting active transport options within and beyond the site.
- **Industrial and Residential Integration:** The strategic placement of industrial activities in proximity to existing industrial zones, particularly the Te Rapa - Frankton corridor, coupled with careful management of residential interfaces through buffers and landscape treatments. This will ensure effective land-use transitions, mitigating potential operational conflicts.
- **Diverse Housing Typologies:** Delivering a variety of medium-density housing options, including terraced dwellings, duplexes, and detached houses, specifically designed to meet the varied housing needs of the growing Hamilton population. Housing densities are thoughtfully arranged to respond sensitively to surrounding residential areas, open spaces, and industrial interfaces.
- **Comprehensive Interface Management:** Carefully designed buffers, landscape screening, and scale transitions between residential and industrial land uses to minimise potential reverse sensitivity issues. This comprehensive approach includes transitional building heights, strategic lot sizing, setbacks, and landscape solutions to sensitively integrate new development into the existing urban fabric.
- **Green Infrastructure and Stormwater Management:** Incorporating naturalised stormwater features such as wetlands, riparian corridors, and ecological buffers into the overall design. These areas will enhance ecological value, improve biodiversity outcomes, and provide quality open spaces and recreational opportunities for residents and workers within the Rogerson Block.
- **Employment Support and Economic Vitality:** Establishing additional industrial capacities to complement and strengthen the existing industrial base in Hamilton. The development will support economic growth by addressing regional demand for industrial land while ensuring appropriate separation and compatibility with adjacent residential areas.
- **Active Mode Connections and Community Facilities:** Enhancing opportunities for pedestrian and cycle paths to support active and sustainable modes of transportation. This network will connect residential areas with employment zones, open spaces, and community amenities, fostering increased community interaction and cohesion throughout the Rogerson Block development.
- **Integration with Wider SL1 and Fast Track Approvals:** Ensuring the Rogerson Block development is closely coordinated and integrated with the broader SL1 area, portions of which are currently listed under the Fast Track Approval Schedule. This alignment facilitates streamlined planning and approval processes, promotes comprehensive infrastructure delivery, and ensures cohesive urban outcomes across the entire SL1 development area.

8.0 Potential Urban Design Effects

- 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.

9.0 Potential Mitigations

- **Sensitive Land Use Distribution:** Strategically position industrial activities within the proximity to existing industrial zoned areas to minimise potential operational impacts on adjacent residential areas, including placing smaller industrial lots with lower-intensity industrial uses closer to residential interfaces.
- **Buffer and Screening Measures:** Implement generous landscaped buffers, vegetation screens, and acoustic barriers between industrial and residential land uses to effectively mitigate visual, noise, and operational conflicts.
- **Comprehensive Development Controls and Residential Design Guidelines:** Establish a set of development controls to control building form and bulk, as well as setbacks, landscaping and lighting for industrial uses, ensuring sensitive integration into existing landscapes and minimising potential visual dominance and privacy concerns. Develop residential guidelines for quality residential outcomes and minimising potential visual dominance and privacy concerns.
- **Interface Management and Transition Controls:** Incorporate transitional controls, such as through carefully staged building heights and setbacks to ensure a gradual scale transition from industrial to residential areas, reducing perceived dominance and ensuring visual amenity is maintained.

- **Connectivity and Accessibility Enhancements:** Facilitate safe and convenient pedestrian and cycling links between residential and employment areas within the Rogerson Block, improving integration while ensuring appropriate separation from heavy industrial vehicle movements.
- **Reverse Sensitivity Management:** Apply specific management strategies, including restrictive covenants, appropriate zoning overlays, and acoustic insulation measures, to reduce potential reverse sensitivity issues arising from residential proximity to industrial uses.
- **Public Safety and CPTED Principles:** Apply Crime Prevention Through Environmental Design (CPTED) principles consistently across public spaces and at residential-industrial boundaries to ensure safety, visibility, and surveillance are maintained throughout the development.
- **Integrated Stormwater Management:** Design and implement integrated stormwater infrastructure and ecological enhancement features, such as wetlands and green corridors, serving as additional natural buffers between industrial and residential areas.
- **Geotechnical and Ecological Solutions:** Undertake detailed geotechnical and ecological investigations to inform engineering design solutions that respect site constraints, such as earthworks minimisation.

10.0 Preliminary Recommendations and Conclusion

Having undertaken a high-level urban design assessment, the Rogerson Block masterplan is considered appropriate and supportable from an urban design perspective, subject to further detailed considerations and mitigation measures.

Preliminary recommendations include:

- **Detailed Technical Assessments:** Undertake further geotechnical, ecological, acoustic, and infrastructure assessments to refine urban design strategies and mitigate potential conflicts between residential and industrial land uses.
- **Zoning Provisions:** Develop and apply zoning provisions specifically tailored to manage the residential-industrial interface effectively, addressing matters such as noise attenuation, visual screening, setbacks, and appropriate building scale and massing.
- **Comprehensive Design Guidelines:** Establish detailed design guidelines focusing on the quality of architectural and landscape outcomes, including specifics on building orientation, façade treatments, visual massing, landscape integration, and streetscape interface management.
- **Interface Treatments:** Implement clear guidelines for interface treatments, emphasising landscape buffers, acoustic barriers, and carefully considered transitional zones, to ensure coexistence between differing land uses.
- **Integrated Comprehensive Development:** Ensure that the Rogerson Block development actively coordinates and aligns with the wider SL1 area, enabling cohesive planning and consistent implementation of infrastructure, transport networks, ecological corridors, and land-use strategies to deliver a unified and comprehensive urban outcome across the entire SL1 development.

In conclusion, subject to the detailed recommendations above, the Rogerson Block masterplan will deliver a sustainable, well-integrated development, effectively addressing potential land use conflicts, enhancing urban quality, and aligning with Hamilton City's strategic growth and urban design objectives.

11.0 Qualifications and Experience

Barker & Associates is a specialist planning consultancy founded in 1997, with a team of more than 65 planning and urban design staff operating out of Kerikeri, Whangārei, Warkworth, Auckland, Tauranga, Hamilton, Cambridge, Hastings, Wellington, Christchurch, Queenstown and Wānaka offices.

Katherine Hu (BPlan (hons); MUDes) is an Associate – Urban Designer at Barker & Associates. **Katherine** has had over eight years of professional experience as an urban planner and urban designer in both the public and private sectors in New Zealand. Katherine has experience working on urban design review, spatial and strategic planning, master planning, as well as non-statutory place-making projects. Katherine’s experience also includes plan changes, resource consenting and development of key design documentation and urban design guidelines.



APPENDIX 1 - Urban Design Package

Fast Track Application Referral | June 2025



Project:
Rogerson Block Development - Fast Track Referral (JN #25679)

Prepared for:
Graeme Rogerson

Prepared by:
Barker and Associates, Hamilton

Document date:
14 May 2025 - For Review - Rev A
03 June 2025 - Finalised for Referral

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1.0 Introduction

1.1 Introduction

This drawing pack has been prepared to support the application for a referral project under the Fast Track Approvals Act (2024) at 183 and 293 Tuhikaramea Road, Hamilton, to accomodate future urban growth. This drawing pack should be read in conjunction with the associated urban design memo prepared by Baker & Associates (B&A).

Specifically this drawing pack seeks to provide the following:

- An understanding and high-level analysis of the site in context to the Hamilton City area, in particular to the existing and planned for movement and landuse patterns of Hamilton City;
- An analysis of constraints that impact the urban development of the site, including overlaying the specialists' reports and the issues they have identified that impact spatial outcomes within the site;
- An analysis of the spatial opportunities the site presents in terms of urban development including recommendations from the specialists' reports;
- A recommendation for a high level masterplan that illustrates the spatial form outcomes for urban development of the site that reflects the above analysis of the sites' context, its constraints and its potential opportunities.

1.2 City-wide and Wider SL1 Context

Rogerson Block Development (**'The Site'**) is a combined residential and industrial development within the wider Southern Links 1 (**'SL1'**) area. It is located at the most northwestern portion of the SL1 area, and it has been strategically planned to serve as a transitional area that integrates residential growth with adjacent industrial and existing urban areas.

The SL1 area is situated within the Waipa District, and contiguous with Hamilton City Council's southern boundary to the south-west. Located approximately 3 - 4 km south west of Hamilton City Centre, the site stretches from south Frankton to the south western edge of the Peacockes Structure Plan area. SL1 is partially bound by State Highway 3 (**SH3**) to the south east the North Island Main Trunk Rail to the north east and the Hamilton Southern Links designation to the west. As of August 2022, was identified by Hamilton City Council (**HCC**) as one of the 'Emerging Areas'. In addition, as of October 2024, Residential Stage 1 and Industrial Stage 1 of the SL1 development has been listed as one of the 149 projects in the Fast-track Approvals Bill Schedule (Application FTA352).

In the context of the wider SL1 project area, the Site represents a critical component in achieving a comprehensive urban expansion strategy. It aligns with the broader vision of creating cohesive, sustainable urban environments that balance housing, employment opportunities, and community amenities.

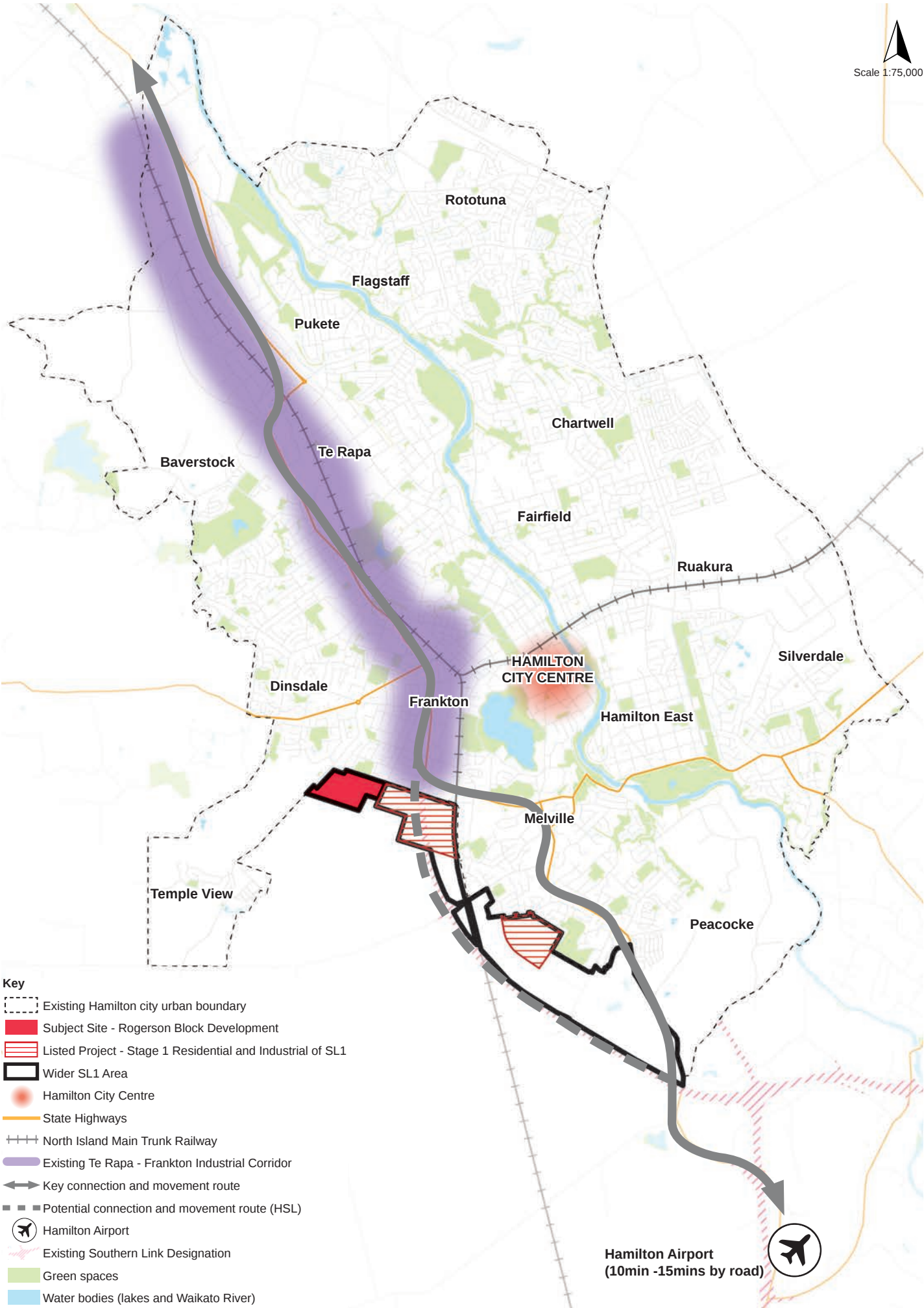


Figure 1: City wide and SL1 context map

1.3 Local Site Context

The Rogerson Block Development site covers approximately 43 hectares and is strategically located at the southwestern urban edge of Hamilton City, immediately adjacent to the residential communities of Dinsdale. It lies at the interface between Hamilton City's urban boundary and rural landscapes administered by the Waipa District Council.

The site is largely flat to gently undulating, with several prominent hydrological features, including Waitawhiriwhiri Stream and some existing drains. Accessibility to the site is currently through Tihikaramea Road and Karen Crescent. A potential extension of Huggins Road to the east of the site would provide further vehicular access points into the site.



VP 1: Looking south from Karen Cres



VP 2: Looking into the Site from Tuhikaramea Rd



VP 3: Looking south from Huggins Rd

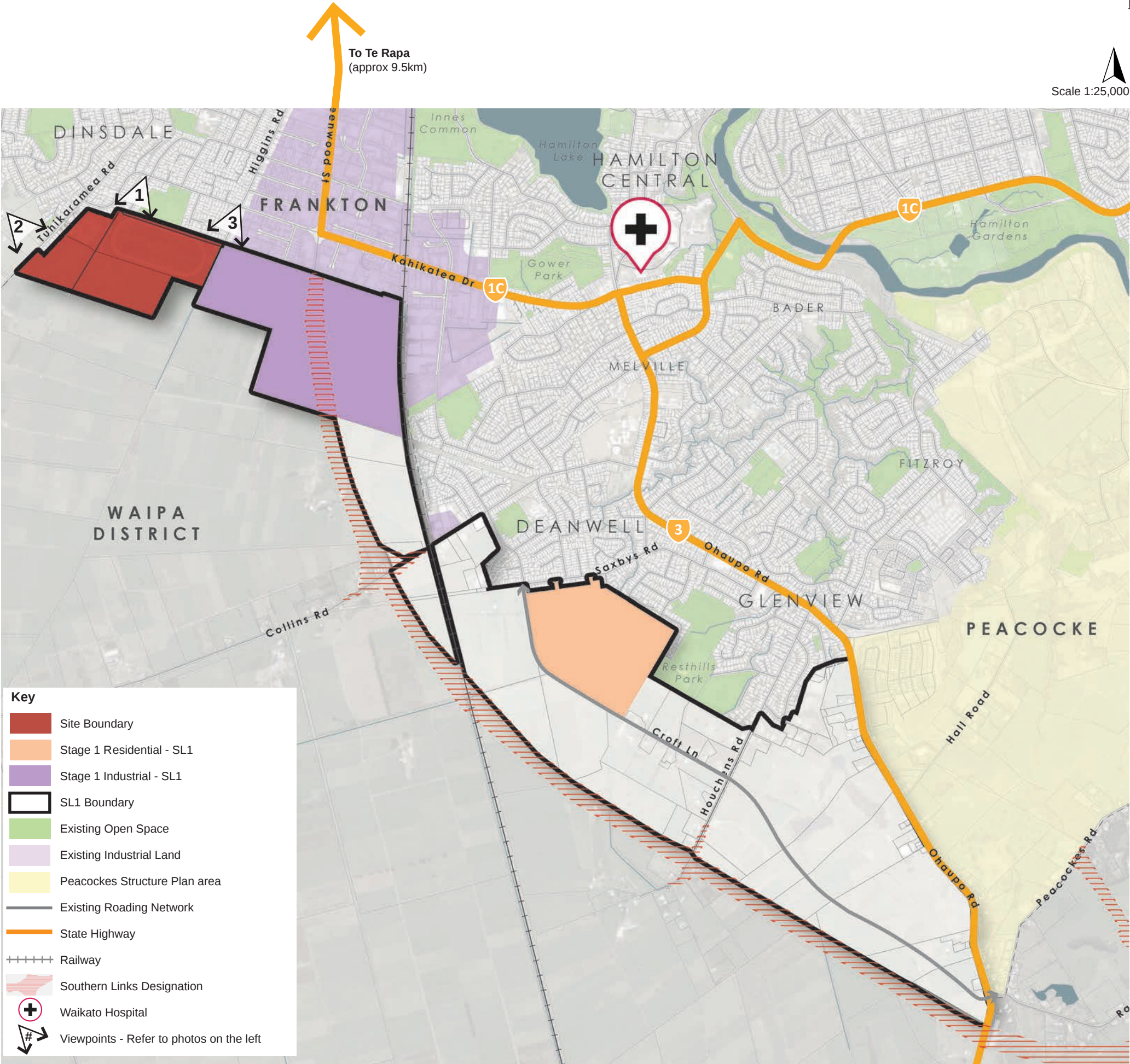
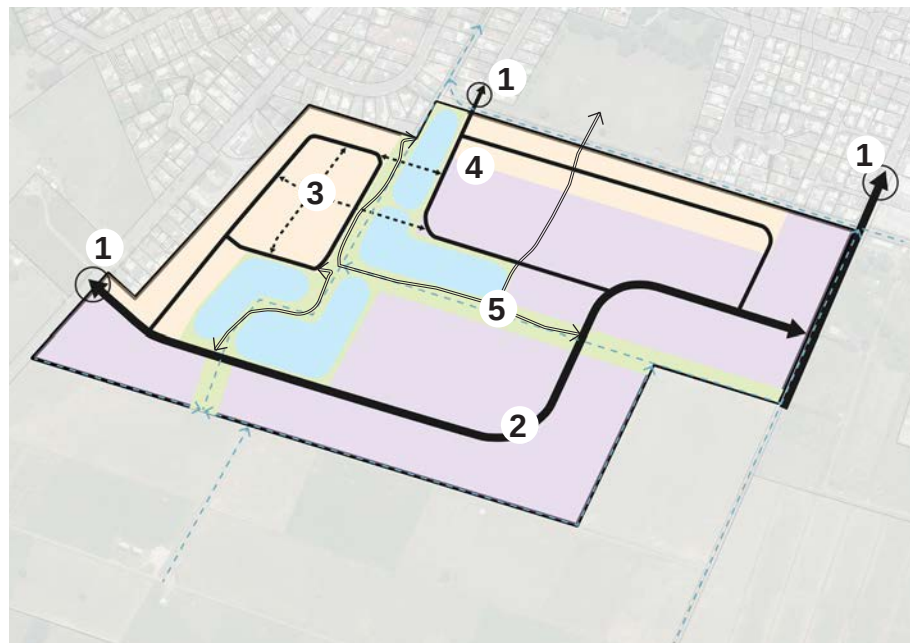


Figure 2: Indicative Concept Plan

To Hamilton Airport
(approx 4.5km)

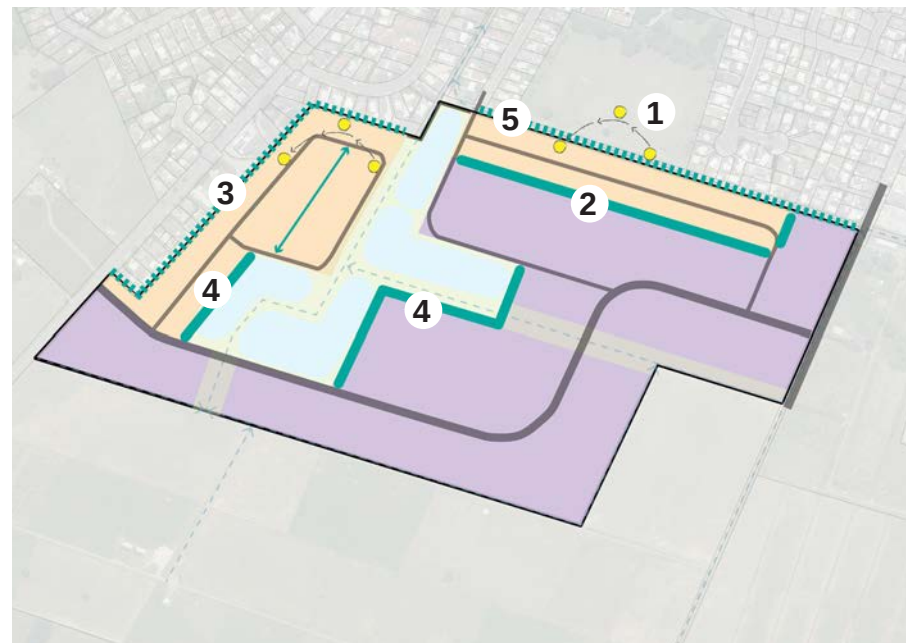
2.0 Design Responses

2.1 Key Design Opportunities



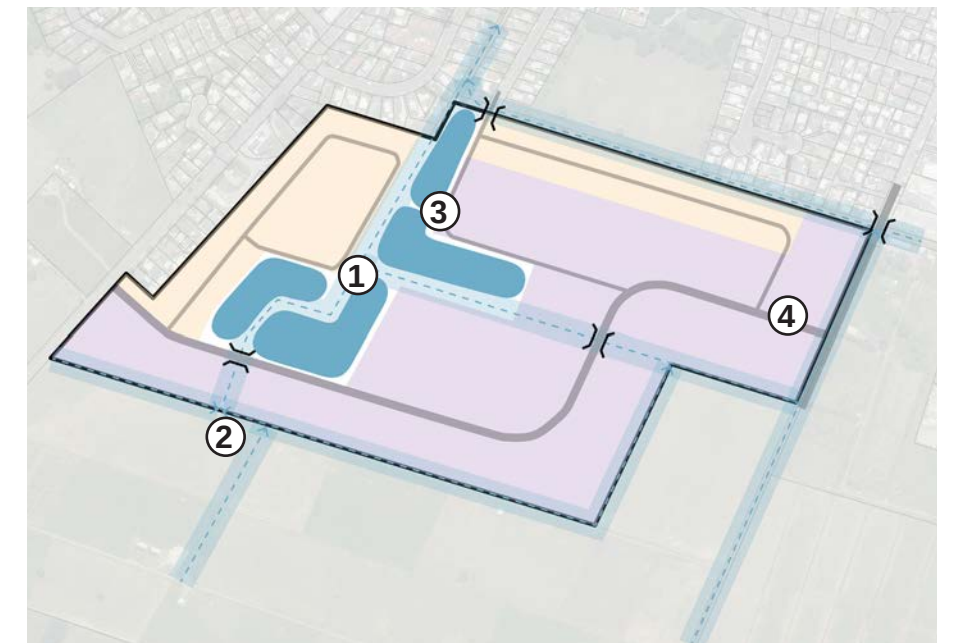
Site Access and Connectivity

- ① Existing access points available from Tuhikaramea Road and Karen Crescent, as well as potential future links to adjacent Higgins Road to enable a well-connected internal movement network.
- ② Opportunity to establish a clear collector road spine through the site to serve the majority of industrial movements and is able to link to the wider SL1 Stage 1 Industrial (located to the east) transport framework.
- ③ Opportunity to create a legible and grid-like movement network for the proposed residential areas and open spaces.
- ④ Minimise potential land use conflicts between industrial and residential areas by limiting the number of shared access roads and establishing separated road hierarchies tailored to each use.
- ⑤ Potential to create defined pedestrian and cycle links that connect to existing and proposed greenways, open spaces, and adjacent urban neighbourhoods.



Orientation and Interface

- ① Opportunity to orient residential lots to optimise solar access whenever it is practical, and enhance passive design outcomes while responding to site existing waterways and open space networks.
- ② Ability to manage sensitive interfaces between industrial and residential land uses through planting buffer, landscape screening, and graduated density transitions.
- ③ Opportunity to use of stepped setbacks and height transitions to reduce visual dominance to the existing lower density urban areas and create defined residential edges for the development.
- ④ Potential to activate street frontages and public spaces through careful building orientation, ensuring good surveillance, walkability, and amenity.
- ⑤ Interfaces with existing residential areas and parks present opportunities to strengthen local character and reinforce urban continuity.



Infrastructure and Enhanced Waterways

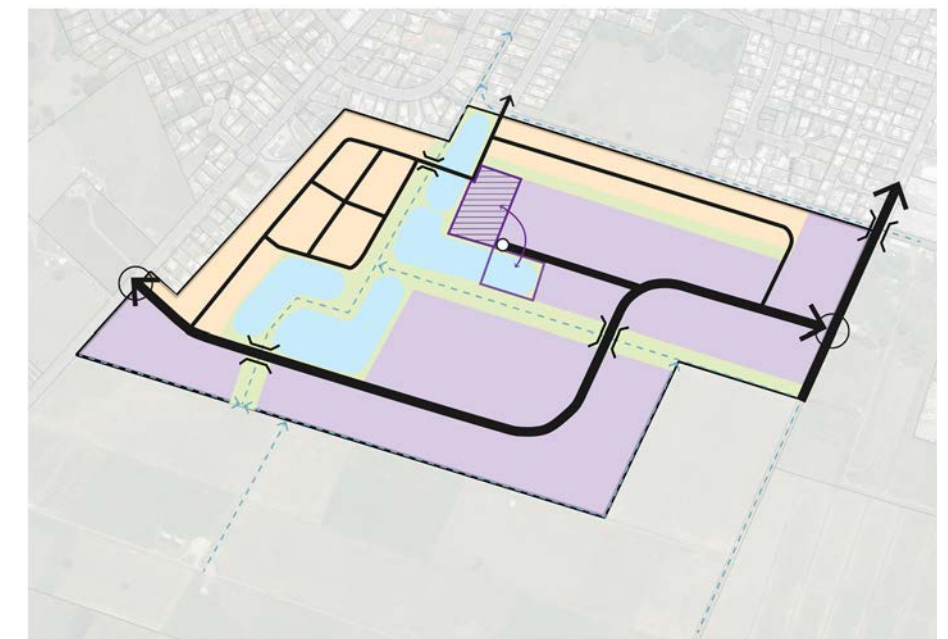
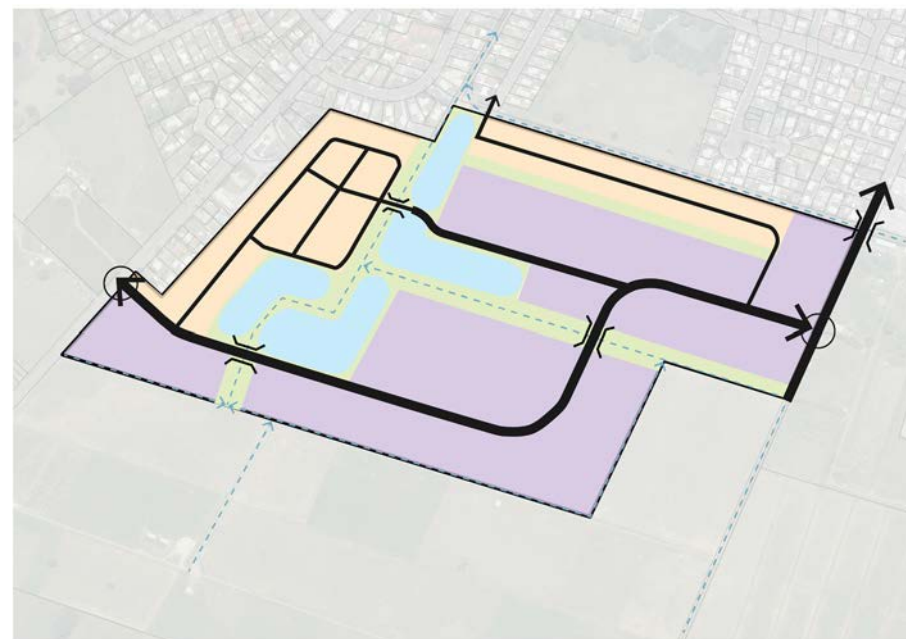
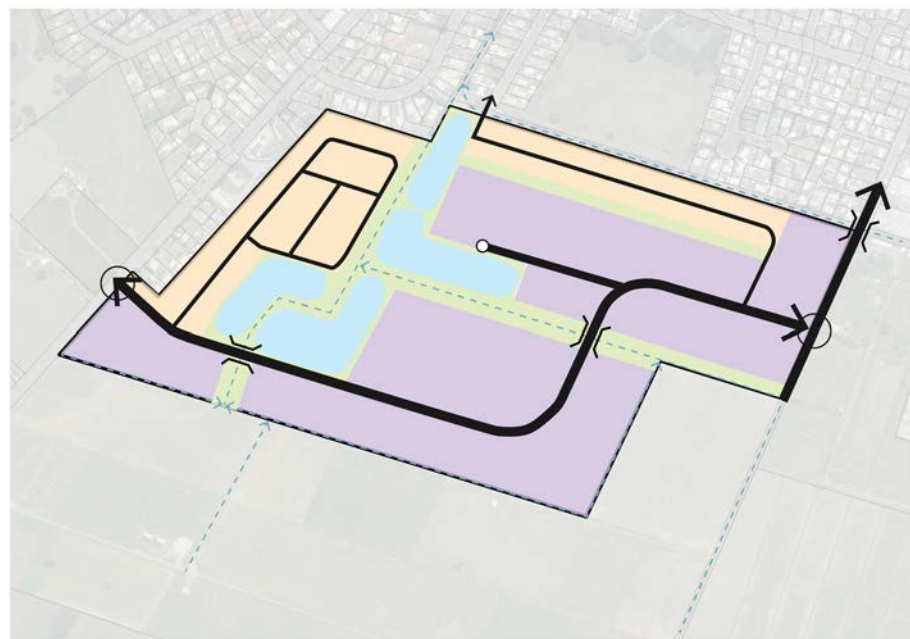
- ① Proposed stormwater wetlands can serve dual functions: infrastructure and ecological/recreational assets that enhance the site's environmental quality.
- ② Opportunity to realign or naturalise existing rural drains into green corridors that support biodiversity, public access, and visual amenity.
- ③ Integration of stormwater management with open space planning allows the creation of attractive public spaces while improving catchment performance.
- ④ Infrastructure upgrades (e.g., roads, three waters) can be coordinated with wider SL1 development to ensure efficient and future-proofed service delivery.

2.2 Preliminary Design Options

Three initial design options have been developed in response to the site's context and identified opportunities. One of these options has been progressed and refined into a high-level masterplan, providing a strategic layout that will align with current assumptions, design priorities and developer's preference.

However, the alternative design options remain relevant and offer viable responses to site-specific constraints and opportunities.

These options will continue to be considered as part of the substantive application process, with the final form and configuration of development to be determined following further technical investigations, including infrastructure servicing, transport modelling, stormwater management, and geotechnical inputs.



Commentary and Notes

- Minimum number of shared access roads which enables residential and industrial movements to be separated.
- Minimum number of culverts and/or bridges required.
- Pedestrian and cycle links can be established within the open space areas and be connected to the proposed roading network.
- Optimise residential local roads being adjacent to open spaces and benefit for activating street frontages and passive surveillance.
- The east-west orientated block which would result in residential lots potentially with south facing outdoor living areas. However, a different block orientation could potentially create variety and diversity for the development.

Commentary and Notes

- The shared access road that would serve both residential and industrial movements would require careful design to establish clear hierarchies between uses.
- Improved vehicular connectivity between two residential areas within the area. Although more culverts and/or bridges might be required.
- Pedestrian and cycle links can be established within the open space areas and be connected to the proposed roading network.
- Optimise residential local roads being adjacent to open spaces and benefit for activating street frontages and passive surveillance.
- The north-south orientated blocks with residential lots to optimise solar access whenever it is practical.

Commentary and Notes

- Minimum number of shared access roads which enables residential and industrial movements to be separated.
- Improved vehicular connectivity between two residential areas within the area. Although more culverts and/or bridges might be required.
- Relocation, reshaping and/or resizing the proposed stormwater ponds would be required. This might result in undesired outcome for a combined stormwater pond serving both industrial and residential uses
- Pedestrian and cycle links can be established within the open space areas and be connected to the proposed roading network.
- Optimise residential local roads being adjacent to open spaces and benefit for activating street frontages and passive surveillance.
- The north-south orientated blocks with residential lots to optimise solar access whenever it is practical.



3.0 Masterplan

3.1 High-level Masterplan

* This masterplan document represents a high-level conceptual layout only. The proposed site layout, estimated yield, typologies, and land uses illustrated herein are based on the preferred development approaches and the existing industrially zoned areas within Hamilton. The exact residential typology, industrial activities, and lot sizes are subject to further adjustments upon comprehensive technical investigations and detailed design processes, including but not limited to engineering, ecological assessment, geotechnical analysis, and hydrological studies.

Key

Rogerson Site Boundary

Higher Density Residential (7.5m - 9m lots)

Lower Density Residential (10m - 12m lots)

Larger and/or Irregular Shaped Residential Lots

Smaller Industrial Lots (less than 5,000m²)

Medium Industrial Lots (5,000m² - 10,000m²)

Larger Industrial Lots (more than 10,000m²)

Indicative Stormwater Treatment (sizes & locations to be refined and confirmed at future design stages)

Proposed Open Spaces/Riparian/Native Revegetation Areas

Proposed Key Collector Connection (27.8m)

Proposed Key Local Connections/Road Network

Proposed Bridge or Culvert

Proposed Roundabouts (size and location to be confirmed)

Indicative Pedestrian Connections

Existing Drains/Stream

State Highway

Railway

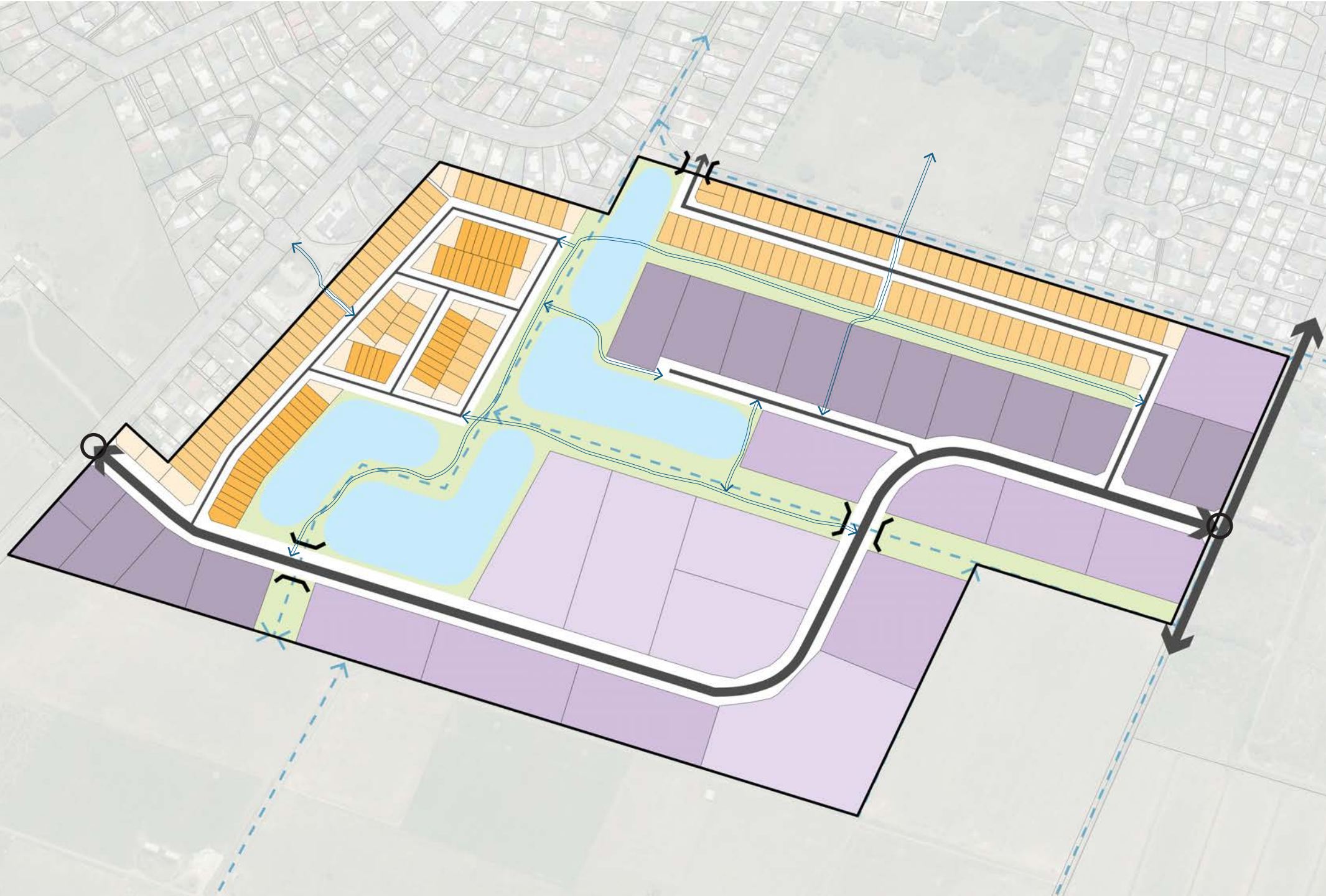


Figure 3: High-level Masterplan

Residential Metric	Typical Lot Size	Estimated Yield	Potential Typologies/Uses	Industrial Metric	Typical Lot Size	Estimated Yield	Potential Uses
Higher density (7.5m - 9m lot)	200m² - 250m²	50	Terraced dwellings, duplexes	Smaller lots	Less than 5,000m²	16	Small-scale manufacturing, repair workshops, and wholesale businesses
Lower density (10m - 12m lot)	300m² and above	133	Duplexes, detached dwellings	Medium lots	5,000m² - 10,000m²	9	Light industrial workshops, warehouse, and commercial showrooms
Larger lot and/or irregular shaped	400m² and above	22	Detached dwellings	Larger lots	10,000m² and above	5	Light industrial workshops, warehouse, and commercial showrooms
Total		205		Total		30	

3.2 Staging and Infrastructure Sequence

Proposed Stages	Catchment Areas (approx.)	Wetland Required	Approx. Yield
Residential Stage 1	5.7 ha	Wetland 1A	78
Residential Stage 2	7.4 ha	Wetland 1B	127
Industrial Stage 1	15.1 ha	Wetland 2A	16
Industrial Stage 2	13.3 ha	Wetland 2B	14

Key

- | | |
|---|---|
|  | Rogerson Site Boundary |
|  | Residential Stage 1 |
|  | Residential Stage 2 |
|  | Industrial Stage 1 |
|  | Industrial Stage 2 |
|  | Higher Density Residential (7.5m - 9m lots) |
|  | Lower Density Residential (10m - 12m lots) |
|  | Larger and/or Irregular Shaped Residential Lots |
|  | Smaller Industrial Lots (less than 5,000m ²) |
|  | Medium Industrial Lots (5,000m ² - 10,000m ²) |
|  | Larger Industrial Lots (more than 10,000m ²) |
|  | Indicative Stormwater Treatment
(sizes & locations to be refined and confirmed
at future design stages) |
|  | Proposed Open Spaces/Riparian/Native Revegetation Areas |
|  | Proposed Key Collector Connection (27.8m) |
|  | Proposed Key Local Connections/Road Network |
|  | Proposed Bridge or Culvert |
|  | Proposed Roundabouts (size and location to be confirmed) |
|  | Indicative Pedestrian Connections |
|  | Existing Drains/Stream |
|  | State Highway |
|  | Railway |

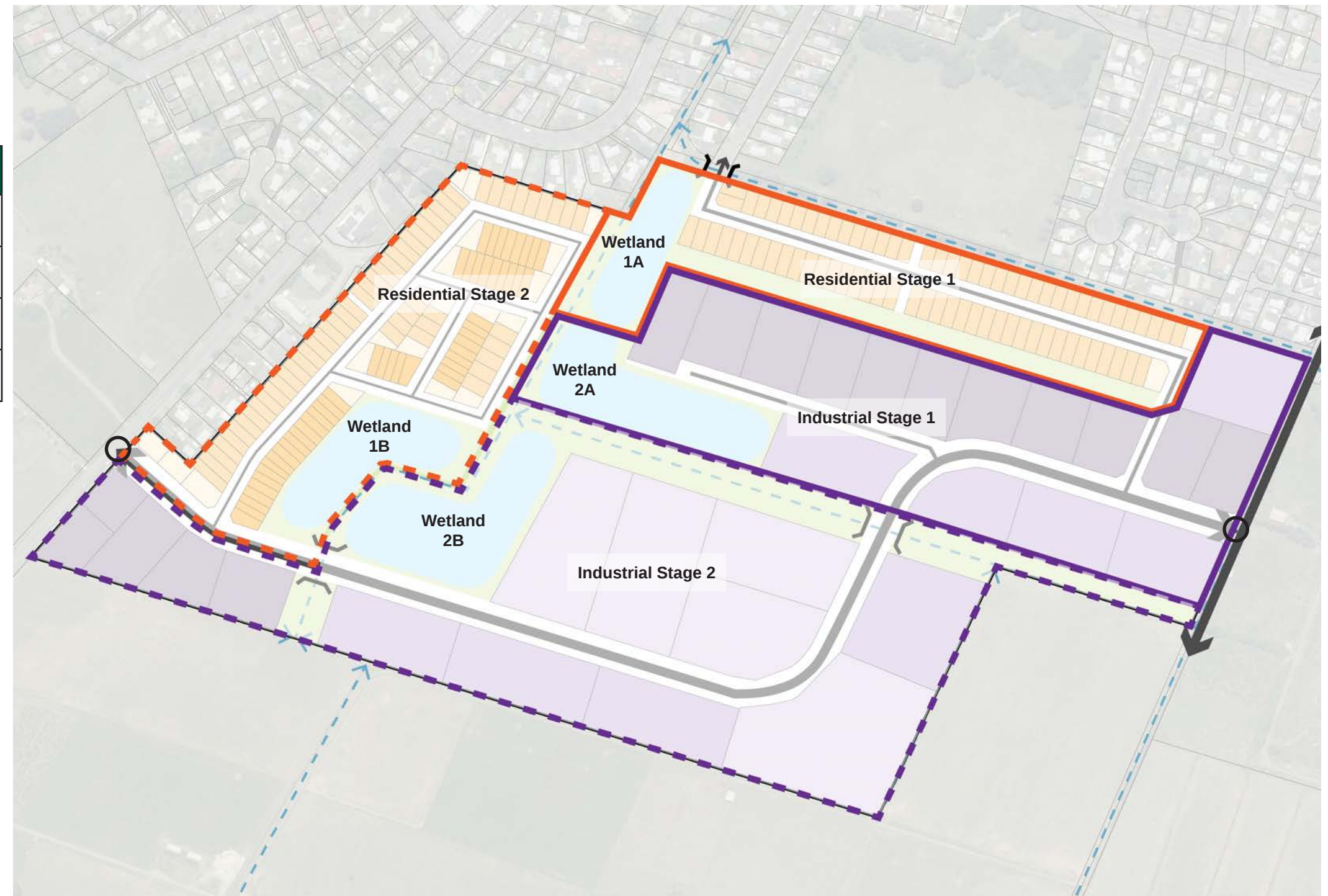


Figure 4: High-level Staging Plan

Residential Metric	Typical Lot Size	Estimated Yield	Potential Typologies/Uses
Higher density (7.5m - 9m lot)	200m² - 250m²	50	Terraced dwellings, duplexes
Lower density (10m - 12m lot)	300m² and above	133	Duplexes, detached dwellings
Larger lot and/or irregular shaped	400m² and above	22	Detached dwellings
Total		205	

Industrial Metric	Typical Lot Size	Estimated Yield	Potential Uses
Smaller lots	Less than 5,000m²	16	Small-scale manufacturing, repair workshops, and wholesale businesses
Medium lots	5,000m² - 10,000m²	9	Light industrial workshops, warehouse, and commercial showrooms
Larger lots	10,000m² and above	5	Light industrial workshops, warehouse, and commercial showrooms
Total		30	

3.3 Overall Concept Plan with SL1 Stage 1

SL1 listed residential and industrial stages 1 have been divided into several key sub-stages. The map on the right demonstrates the relationship between Rogerson Block Development and the SL1 stage 1 development areas, as well as the identified proposed future stages.

This has been informed by records of title, lot parcels development potential, high level transport and infrastructure analysis.

Estimated Timeline

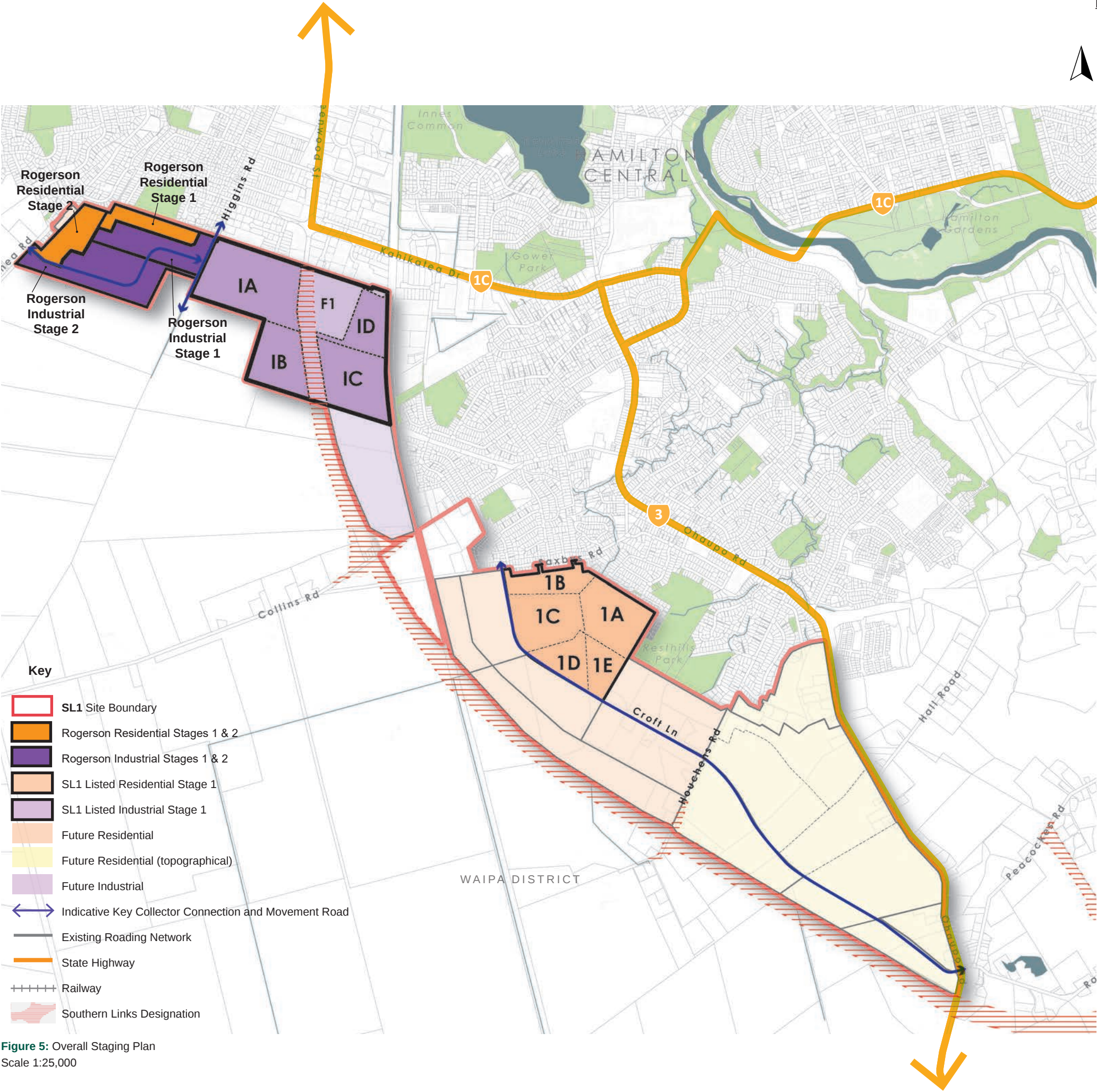
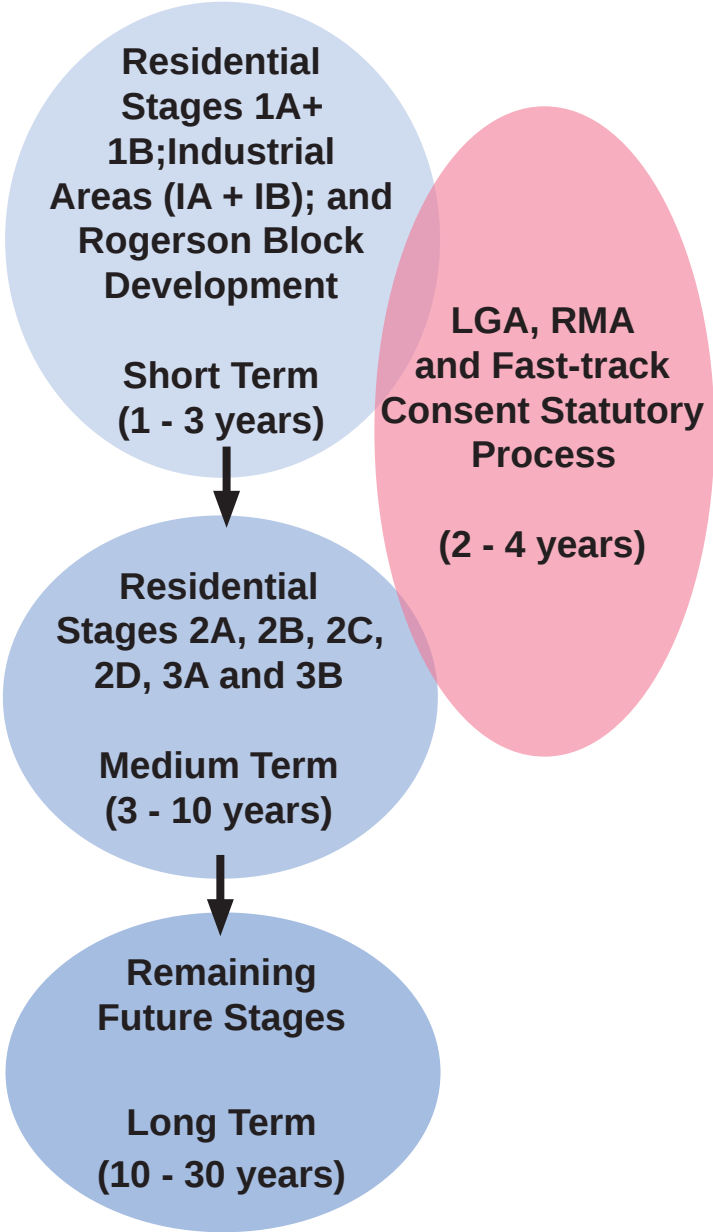


Figure 5: Overall Staging Plan
Scale 1:25,000

4.0 Context and Spatial Analysis (SL1)

The context and spatial analysis provided in the following section covers the entire SL1 development area. Given the integral relationship and strategic positioning of the Rogerson Block within the broader SL1 area, undertaking the analysis at this wider scale ensures a more comprehensive understanding of contextual influences, development opportunities, and constraints.

This holistic approach allows for informed urban design responses, facilitates better integration across land uses, infrastructure, and connectivity networks, and ultimately supports cohesive planning outcomes for both the Rogerson Block specifically and the broader SL1 area collectively.

4.1 Planning Context

The Rogerson Block Site is currently zoned as Rural Zone under the Waipa District Plan. Future development of the SL1 area, specifically for the industrial areas, should carefully consider the planning context under the Hamilton City Operative District Plan, in order to create a cohensive and comprehensive transition from the existing rural / semi-rural environment context into urban environment context.

KEY

Rogerson Block Development Area

SL1 Area Site Boundary

Railway Line

State Highway

Designation

Waipa District Policy Areas and Zoning

Viewshaft and SH3 Scenic Corridor

Waipa Structure Plan (Houchens Plan)

Rural Zone

Large lot Residential

Hamilton City Council Zoning

General Residential

Medium Density Residential

Future Urban Zone

Business - Suburban Centre

Business - Neighbourhood Centre

Industrial Zone

Industrial Amenity Protection Area

Community Facilities Zone

Major Facilities Zone

Open Space Zone

Peacocke Special Character Zone

Special Residential Zone,

Special Heritage Zone

Waikato River & Lakes

Existing Zoning Map
Scale 1:25,000

10



4.2 Infrastructure

KEY

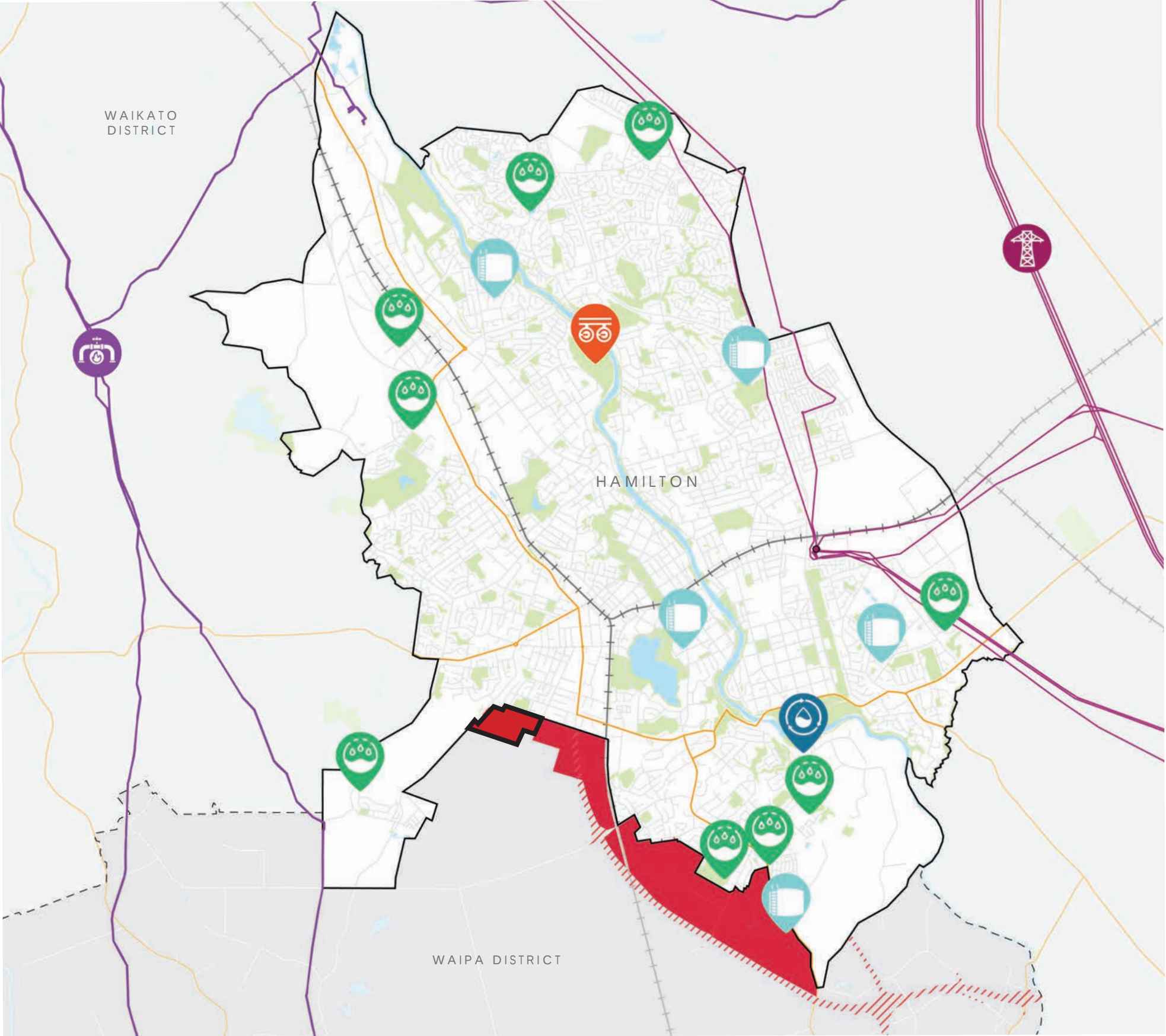
- Rogerson Block Site Boundary
- SL1 Area
- Reserves
- Railway Line
- State Highway
- Designation

National Infrastructure

- First Gas Lines
- Transmission Lines

Hamilton Infrastructure

- Water Treatment Plant
- Water Reservoir
- Wastewater Treatment Plant
- Stormwater Attenuation & Treatment



Existing Infrastructure Map
Scale 1:75,000

4.3 Land Transport and Existing Public Transport

Both the Rogerson Site and the SL1 area have access to both the arterial and local road network of Hamilton. The local road network, including primary and secondary collector roads, provide opportunities to link the site to proximate social amenities including schools and parks.

Key opportunities to connect for the SL1 area include:

- Macmurdo Avenue
- Fourth Crescent
- Saxbys Road
- Houchens Road
- Latham Court
- Wickham Street
- Collins Road
- Higgins Road
- Tuhikaramea Road
- Ohaupo Road

KEY

Rogerson Site Boundary

SL1 Site Boundary

Reserves

Railway Line

Designation

Site Access Opportunities

400m walkable catchment (5min walk)

Existing bus stops (within prximity of site)

One Network Road Classification (ONRC)

High Volume

Regional

Arterial

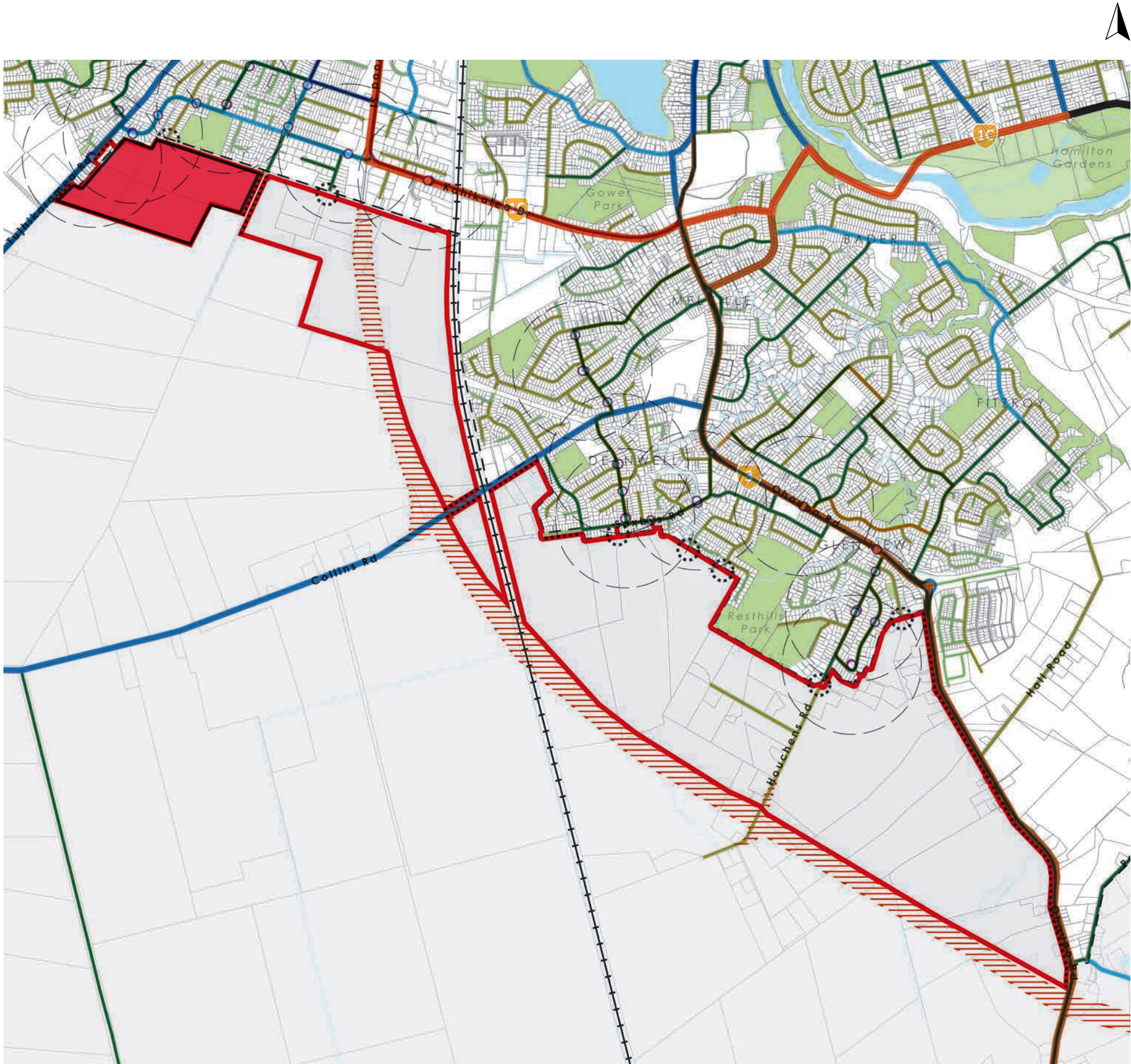
Primary Collector

Secondary Collector

Access

Low Volume

Unknown



Existing Land Transport Map
Scale 1:25,000

4.4 Social Amenities

Policy 3(d) of the NPS-UD identifies accessibility by active travel or public transport to a range of commercial activities and community facilities as being a relevant consideration for supporting growth or intensification.

The map on the right identifies the general location of those amenities within Hamilton city, which are considered important for supporting day-to-day living for a residential population including schools, preschools, supermarkets, medical facilities and retail destinations in relation to the Site.

In addition, a network analysis was undertaken to highlight a 800m catchment, which generally equals to approximately 10 minutes walking proximity from these amenities.

It is noted that existing bus routes and bus stops, as identified in the sections above, which could serve future residents should development be enabled.

In general, this analysis demonstrates that the Rogerson Block Site and the wider SL1 area are well located in terms of proximity to supporting amenities either via active travel modes or public transport.

KEY

Rogerson Site Boundary

SL1 Site Boundary

Waterbodies

Reserves / Green Spaces

Railway Line

State Highways

Southern Link Designation

800m catchment (approx. 10min walk)

Hospitals

General Practices

Local Centres

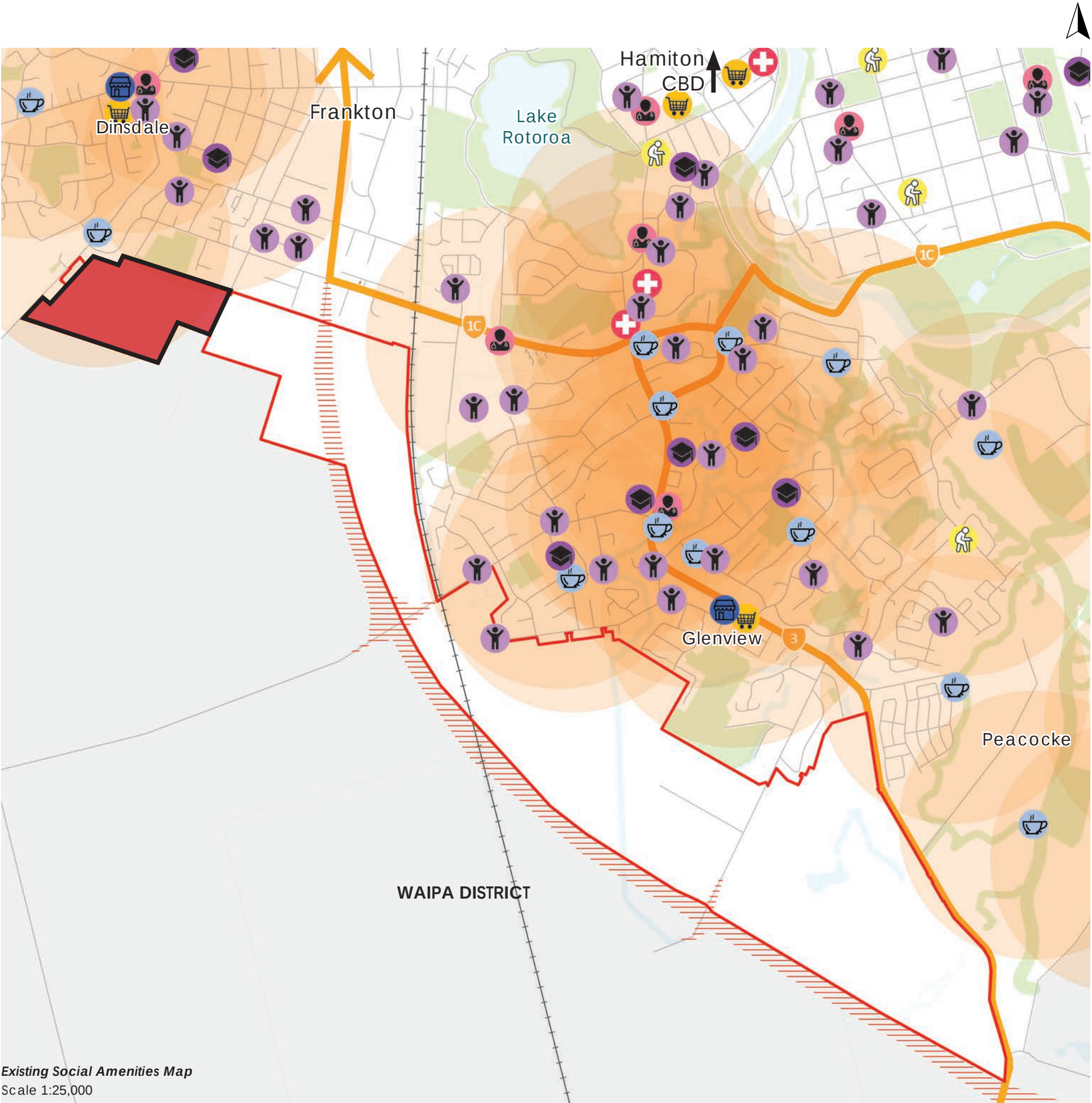
Neighbourhood Centres

Supermarkets

Retirement villages/ Senior Care Facilities

Schools

Preschools



Existing Social Amenities Map
Scale 1:25,000

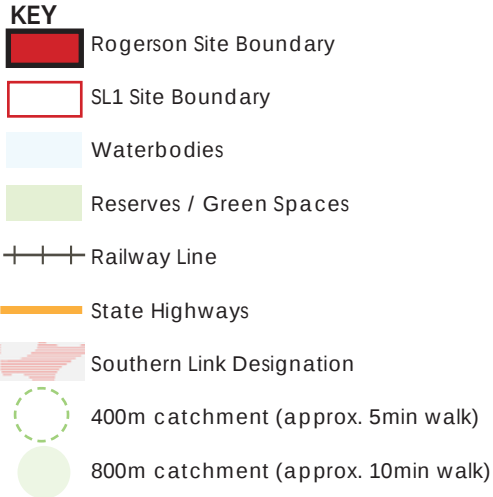
4.5 Open Spaces

Hamilton City Council holds about 1160 ha of green spaces which equals approximately 10% of the city's area. The map on the right shows the Rogerson Block site is located well within 400m catchment (approx. 5 minutes walking distance) to 800m catchment (approx. 10 minutes walking distance) of a park. The key parks that within the proximity to the wider SL1 area include:

- Resthills Park
- Deanwell Park
- Mahoe Park
- Kahikatea Park
- Pygmalion Park
- Rhode St Park
- Bremworth Park

The Mangakotukutuku Stream, other watercourse and wetland areas provide blue spaces for the site.

This analysis demonstrates that the Site is generally well located in terms of proximity to several key open spaces, in particular within its north-west part and mid-north part of the site.



4.6 Accessibility Analysis - Access to Employment

Further to an assessment of the SL1 area's proximity to social amenities, of particular relevance to strategic assessment of potential growth areas is proximity to employment opportunities.

This links back to Objective 3 which of the NPS-UD **enables more people to live in, and more businesses and community services to be located in**, areas are in or near a centre zone or other area with many employment opportunities.

The map on the right identifies the site in relation to estimated 2020 job numbers per the 2018 Census SA2 unit boundaries.

The Rogerson Block Site sits immediately adjacent to the existing Frankton industrial area and further connect to Te Rapa industrial area. This Frankton - Te Rapa area comprises the largest area of employment in the region.

The Waikato Hospital and Hamilton Airport are also a major employment generators located in close proximity to the SL1 area.

In addition, the site is in proximity to the Hamilton city centre and several suburban centres, including Glenview suburban centre and Dinsdale suburban centre.

KEY

Rogerson Site Boundary

SL1 Site Boundary

Waterbodies

Reserves / Green Spaces

Railway Line

State Highways

Southern Link Designation

Hamilton City Centre

Sub-regional Cenetre (Te Rapa and Chartwell)

Suburban Centres

Hospital

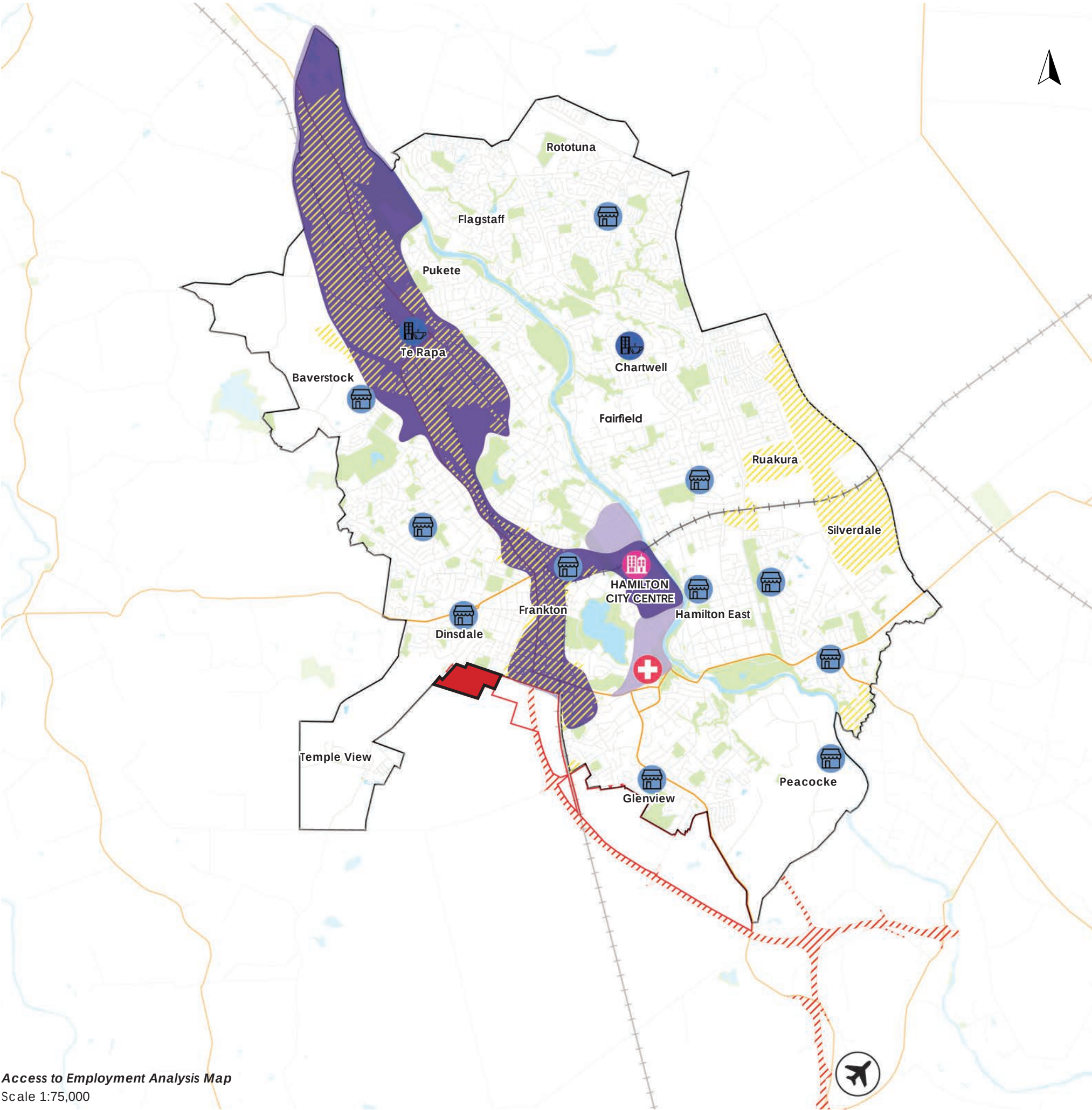
Hamilton Airport

Industrial Zoned Areas

Estimated 2020 job numbers (per 2018 census)

Greatest number of jobs

Second greatest number of jobs



4.7 Overall Accessibility Analysis

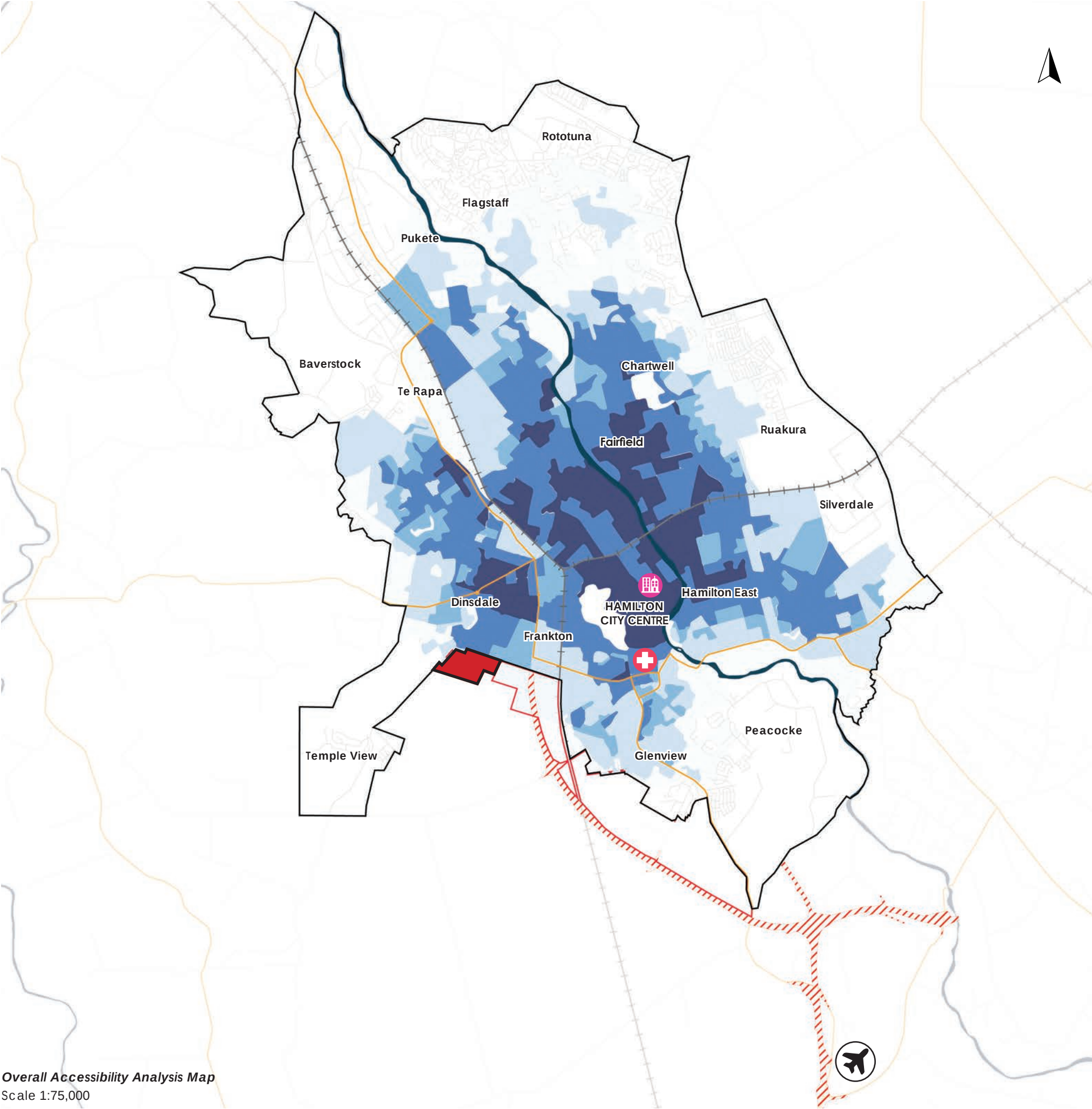
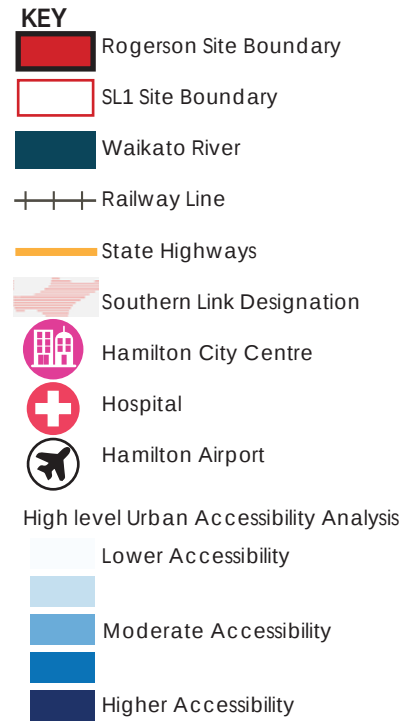
A high-level desktop study looking at overall accessibility across Hamilton has been undertaken.

This study has taken into consideration access to job numbers via walking, cycling and public transport, as well as walking catchments for key social amenities including primary, intermediate and secondary schools, supermarkets, general practices, town centres, and Waikato Hospital.

These layers were then layered on top of each other, and those areas that have the most layers that reach / cover over them are then defined as high accessibility and those areas that have the least are defined as low accessibility.

This coarse analysis unsurprisingly indicates that Hamilton City Centre and its fringe are the most accessible areas within Hamilton. In addition, this analysis also indicates that areas to the southeast through to south-west of the City Centre could generally be considered more accessible than Hamilton's northern suburbs.

The result of the analysis is shown and it indicates an opportunity for the SL1 area, in particular for the Rogerson Block site, to leverage off this improved accessibility and this should be reflected in residential densities enabled across the site.



4.8 Soils - Peat and Highly Productive Land

As shown in the map on the left, soil within the brown dash line shown the existing extent of peat soil under the Waipa District Plan Soil Classification map. Areas outside of the dash line is classified as 'other soil', which is non-peat soil.

In addition, work done to date in the area shows that there is large areas of peat soil with less than 2m depth, which will be suitable for early stages of the development. Areas of peat may limit the construction of tall buildings, however is still widely and readily used as residential land around New Zealand.

All peat soils are also classified LUC 2 under the National Policy Statement on Highly Productive Land (NPS - HPL).

There is no LUC 1 land identified within the site.

Key

Rogerson Site Boundary

SL1 Site Boundary

Waipa District Area

Waterbodies

Reserves / Green Spaces

Railway Line

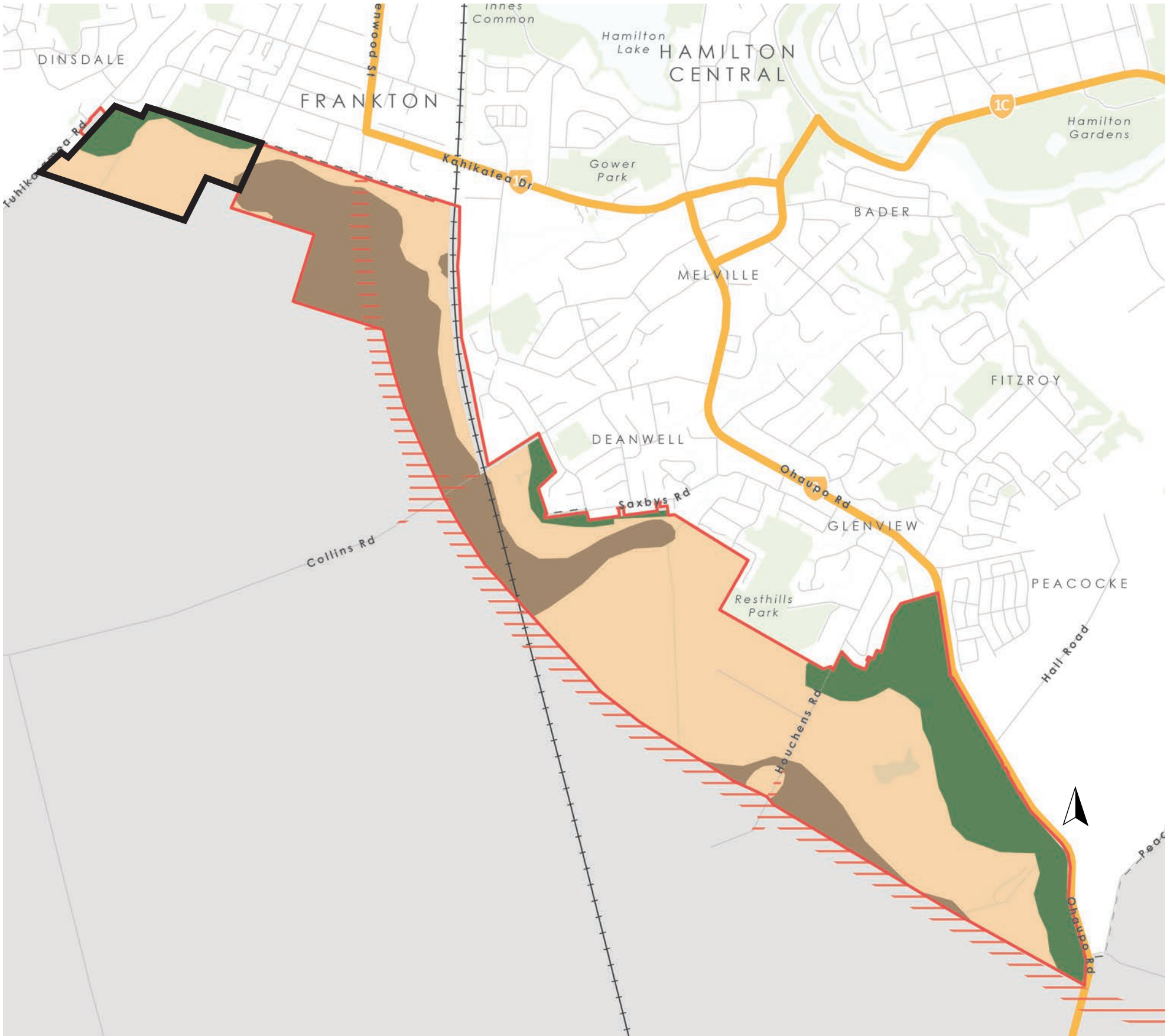
State Highways

Southern Link Designation

Non peat soil

Peat soil less than 2m in depth (LUC 2)

Peat soil greater than 2m in depth (LUC 2)

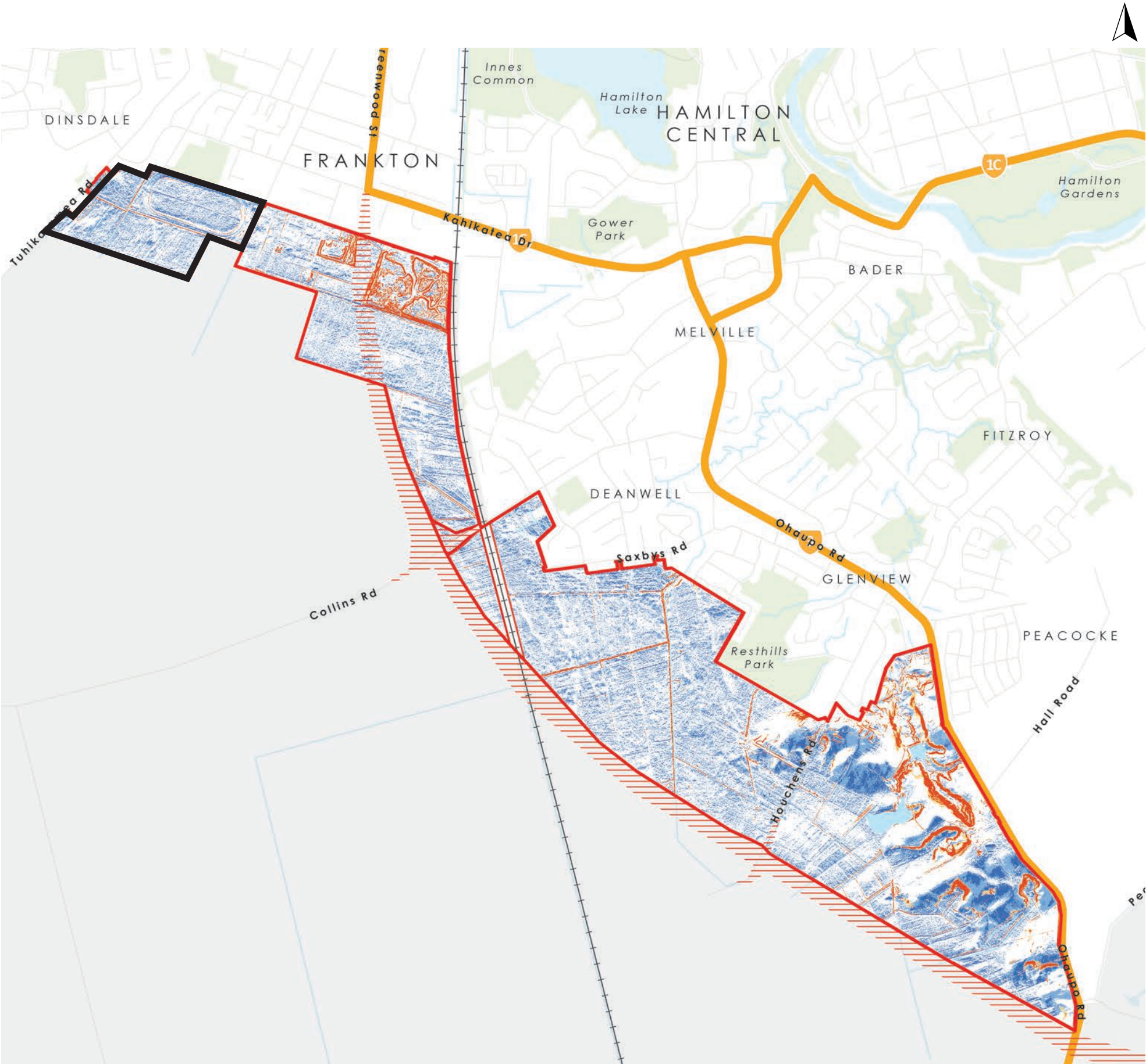
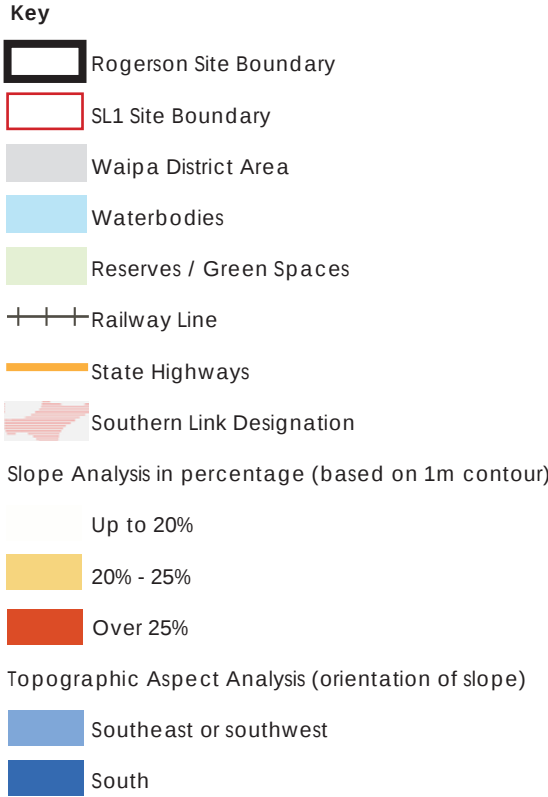


Peat Soil Map
Scale 1:25,000

4.9 Typography - Slope and Aspect Studies

The Rogerson Block Site is relatively flat and with mostly southeast, southwest and/or south aspects.

For the wider SL1 area, one of the defining characteristics of the most eastern part of the area is the steep topography. The slope gradients and aspects vary along its length but get as steep as over 25% in some places and there are some slopes with southeast, southwest and/or south aspects. Significant earthworks would likely be required to accomodate building platforms and to traverse this terrain in order to meet relevant subdivision and transport requirements of the District Plan.



Topography - Slope and Aspect Studies
Scale 1:25,000