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13 June 2025

To: Rogerson Landowner Consortium

CC: Quentin Budd, Waipā District Council
Bill Wasley, Chair – Future Proof

Dear Fraser,

Re: Statement of Facts in relation to Rogerson Block Fast Track Referral Application

Thank you for meeting with Hamilton City Council (HCC) and its Future Proof Partners (FPP) on 27th May 2025 to discuss your Fast-track Referral Application for the Rogerson Block. Attached are the minutes of this meeting (Attachment 1). This letter and attachment confirm that you have undertaken engagement and consultation with Hamilton City Council, Waipā District Council and Waikato Regional Council as a “relevant local authority” under section 11(1)(a) of the Fast-track Approvals Act 2024. We note that this is a continuation of your preliminary engagement with us and if you are successful in your referral application, we ask that you work closely with all Councils on all matters related to this development proposal. In preparing this letter we have engaged with Waipā District Council and Waikato Regional Council to provide you with an integrated response.

We note that Hamilton City Council and Waikato District Council have agreed to the establishment of an asset owning joint waters company (CCO). This joint waters company may also be involved in future discussion about the Rogerson Block. Alternatively, the CCO in formation between Waipā District Council and other councils may take the lead in future discussions.

The SL1 Consortium, specifically with a recent focus on the Rogerson Block, has been in consultation with Future Proof Partners over the past two months. The consultant team has confirmed through a recent presentation (see attached) the intended suite of land use activities and approach. As stated, on 4th April 2025 letter to SL1, the Hamilton City Council (HCC) and fellow Future Proof Partners (FPP) have no objection to the applicant engaging in the Fast-track Approvals Act process to seek the listing of the Rogerson Block for the same reasons stipulated in the aforementioned letter.

We record the following in relation to the referral application for the subject area:

1. 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.

2. 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.
3. 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.
4. A local government boundary adjustment may be required to enable integrated servicing and funding and financing (i.e. the collection of development contributions and rates). If the Minister for Infrastructure agrees to this application, the Councils will need to consider a boundary transfer process. It is also noted that only part of the application area is subject to a Strategic Land Agreement (SLA) between Waipā District Council and Hamilton City Council. For that part of the area not subject to the SLA, a further separate process of endorsement by both councils may be needed prior to any transfer.
5. Growth in this location will likely bring forward the need for a range of transport upgrades to the wider network.
6. It is Hamilton City Council's preference for the predominant land-use within the Rogerson Block to be industrial to meet the potential medium term and long-term industrial supply deficit for Hamilton in the Business Capacity Assessment 2024 and to leverage its location close to the Southern Links road of national significance, complementary planned industrial activity to the immediate east, and other key infrastructure such as the North Island Main Trunk Railway and Hamilton Airport.
7. It is noted in contrast to industry the planned residential component does not possess the same wider strategic value and the inclusion of residential is intended to function predominantly as a buffer between existing residential areas and the proposed industrial areas.
8. The proposal enables better transport connectivity – including the Rogerson Block will enable an east-west spine road to connect from Tuhikarama Road through to a potential connection point in Hamilton Southern Links. This will help ensure industrial trips do not use local residential streets such as Higgins Road and Kahikatea Drive. Heavy traffic movements on these local roads would create adverse effects for residents and traffic safety impacts, including rat-running. It is anticipated such an east-west link is constructed as a priority.
9. By providing this new transport linkage through the Rogerson Block may help relieve transport effects on the Dinsdale Roundabout which is part of the State Highway Network and currently has poor levels of network performance.

10. It is understood there are significant deposits of peat at various depths within the subject area. An appropriate response will need to be demonstrated in any substantive application.
11. Appropriate management of stormwater will also need to be demonstrated in any substantive application, particularly how management within the subject area is integrated with the wider surrounding area, and ensuring development does not result in any adverse downstream issues.

We note that this area is outside of the HCC territorial control and sits in Waipā District Council. As per the Fast Track Approvals Act Waipā District Council is the “relevant local authority”. As HCC is not considered a relevant local authority under the FTAA, it is understood the applicant intends to enter into a legal agreement with HCC and its partners for the recovery of all reasonable costs. This legal agreement will also commit all parties to carry out engagement as part of the preparation of a Fast Track application (either singular or combined with the existing SL1 Northern scheduled application) under the umbrella of a suite of principles, collectively known as “Development Principles”. This gives assurance to all parties from the start to a certain good-faith process, which is anticipated to more readily result in mutually agreeable outcomes.

This letter is a summarised statement of facts applying to the proposal. It does not constitute a letter of support and should not be used to predetermine outcomes of interaction. It is intended instead to help fully inform any potential approval of the Rogerson Block referral application, indicates the high degree of interaction taken thus far and Council’s commitment to further interaction.

Hamilton City Council wishes to record its appreciation of the applicant’s willingness to engage and consult in relation to its Fast-track Referral Application. We ask that this engagement continue, and that Hamilton City Council and the other Future Proof partners be recognised as key stakeholders in this process.

Yours sincerely,



Dr Mark Davey PhD, MNZPI, BPlan (Hons)
Director Urban and Spatial Planning Unit

Attachment One

Fast-track

Project Name	Fast-Track	# of meeting notes	001
Meeting	Rogerson Block	Date of meeting	27/05/2025
Location	Teams Meeting	Notes taken by:	Andrea Spalding

Attendees and apologies

☒	Chris Dillon	HCC	☐	Miffy Foley	WRC
☐	Mark Davey	HCC	☒	Quentin Budd	Waipa DC
☐	Jackie Colliar	HCC	☐	Robert Brodnax	Beca
☒	Tony Denton	HCC	☒	Fraser McNutt	Barker
☐	Brent Manning	Cairocat	☒	Sam Le Heron	Barker
☒	Donna Tracey	WDC	☒	Dave McPherson	
☒	Dean Morris	Maven			

DRAFT

Please provide your review comments to note-taker within two days of receiving the document.
Minutes become final after two days.

Action items

ID.	Actions	Who	By When
1.0	Draft a letter that can accompany the referral application. Fraser to draft then forward to Chris for consideration by FTAT.	Fraser	ASAP

Noted

- This land is owned by Graham Rogerson. Dave is representing Graham Rogerson.
- Go for a referral in the next couple of weeks. Fraser - this will be a 3-4 months process.
- On the map note the red is the site, orange is for residential, and purple is industrial.
- 200 – 400 residential lots of medium density. Industrial 30 lots and sizes of 5000-10000 sqm.
- Four stages to the Rogerson Block development.
- Suite of consents to be obtained.
- Stormwater – drain maintained through the North and wetland adjacent to the existing drain. A drain also to the stage one area which is a horse track now. Ponds are large due to the catchment going to them.
- W/w first option is to connect to the existing structure and pump station to the North of Karen Crescent.
- Water connect to the North via Tuhikarama Road if they can. Also, SL1 area to be one take. Looking seriously on this and will engage with Iwi.
- Quentin – Southern parcel is not in the strategic boundary area connected to HCC as remains in Waipa and zoned rural. How does that work to connect to ww as not in Hamilton city? Boundary agreement with both councils. Not bring one part with out another part. Look at staging.
- Dave – Whole referral happening then discuss with both councils as make sense to be dealt with as one. Land use to go with it until such time a boundary change happens.
- Chris - Boundary change HCC can't commit to it. Fraser – the full sequence is largely understood.
- Tony – plug n play in existing network has challenges.

- Stage 1 connects to Karen Crescent then Higgins Road than Tuhikaramea in the first instance.
- NZTA meeting on Friday.
- Whole growth stage makes sense. What happens with the stages 1, 2, and 3.
- Fraser - this is not locking in stages - like to hear everyone's thinking.
- Chris - How are you doing the assessments? Not applying individually for RMA consents. Sam - This is the next phase to get into detail.
- Sequencing of the stages are important.as four different landowners.
- Putting it on paper and working with us. Having a consortium all sign off as one consent.
- Have an Iwi working group.
- Tony – how tied together are 1A—1E with Rogerson Block?

Attachments

Rogerson Block Master Plan

Adjourned at: 130pm.

Attachment Two



Rogerson Block Preliminary Masterplan

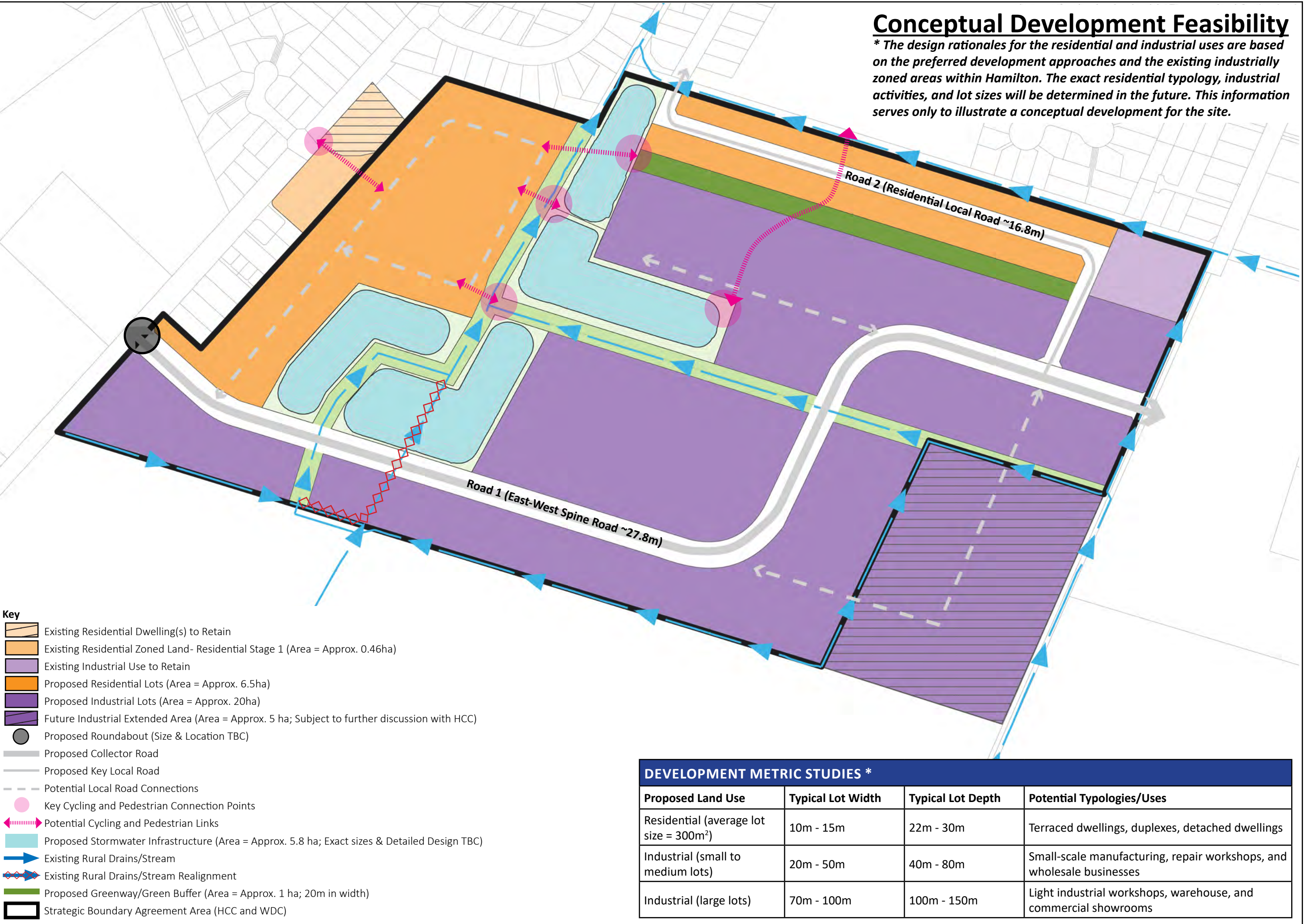
Preliminary Conceptual Masterplan | Hamilton | February 2025

B&A

Urban & Environmental

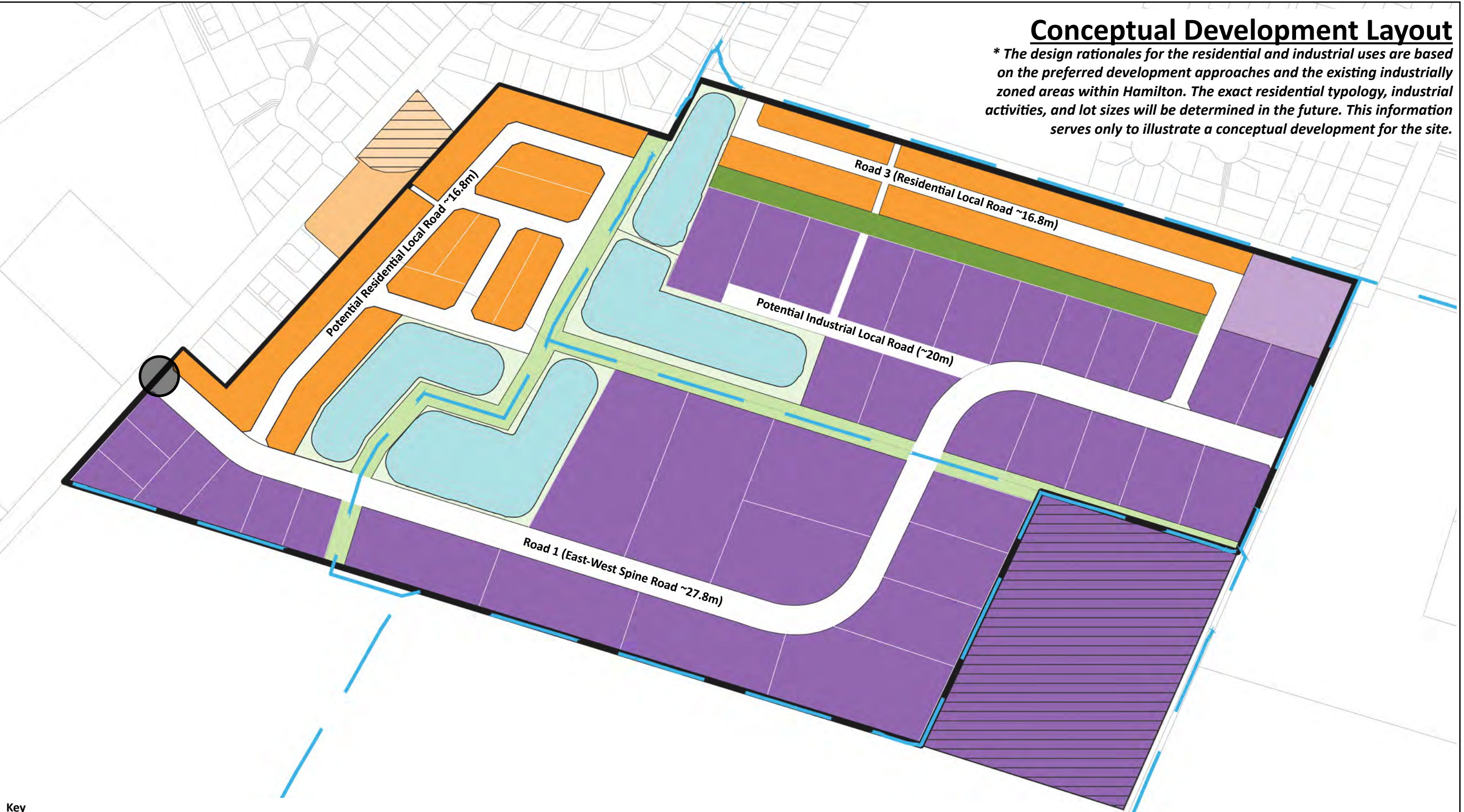
Conceptual Development Feasibility

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



Conceptual Development Layout

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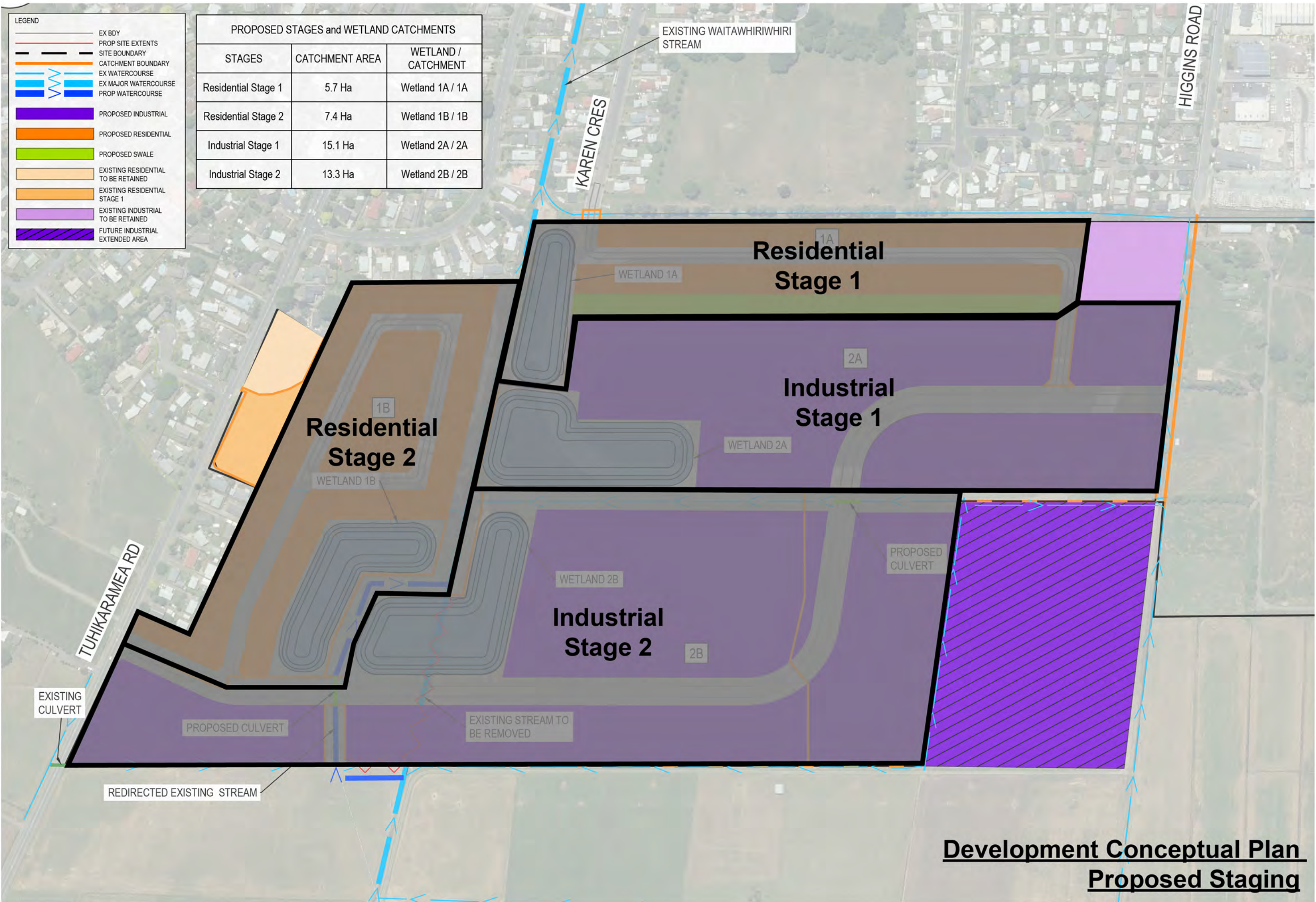


Key

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

DEVELOPMENT METRIC STUDIES *

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



SL1 CONCEPT PLAN - Additional Industrial

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

The revised development metrics of SL1 is as below.

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

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

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

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

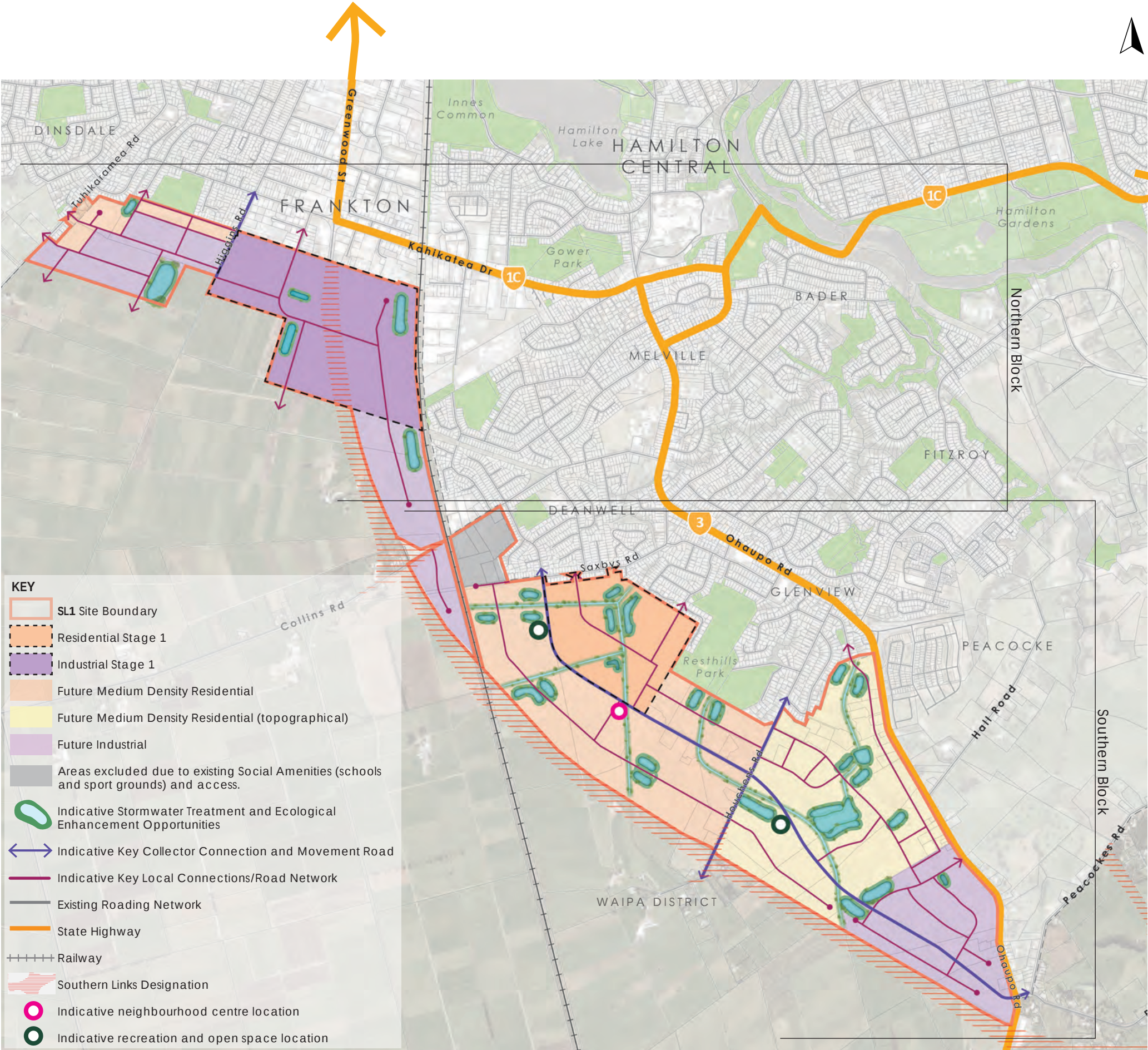
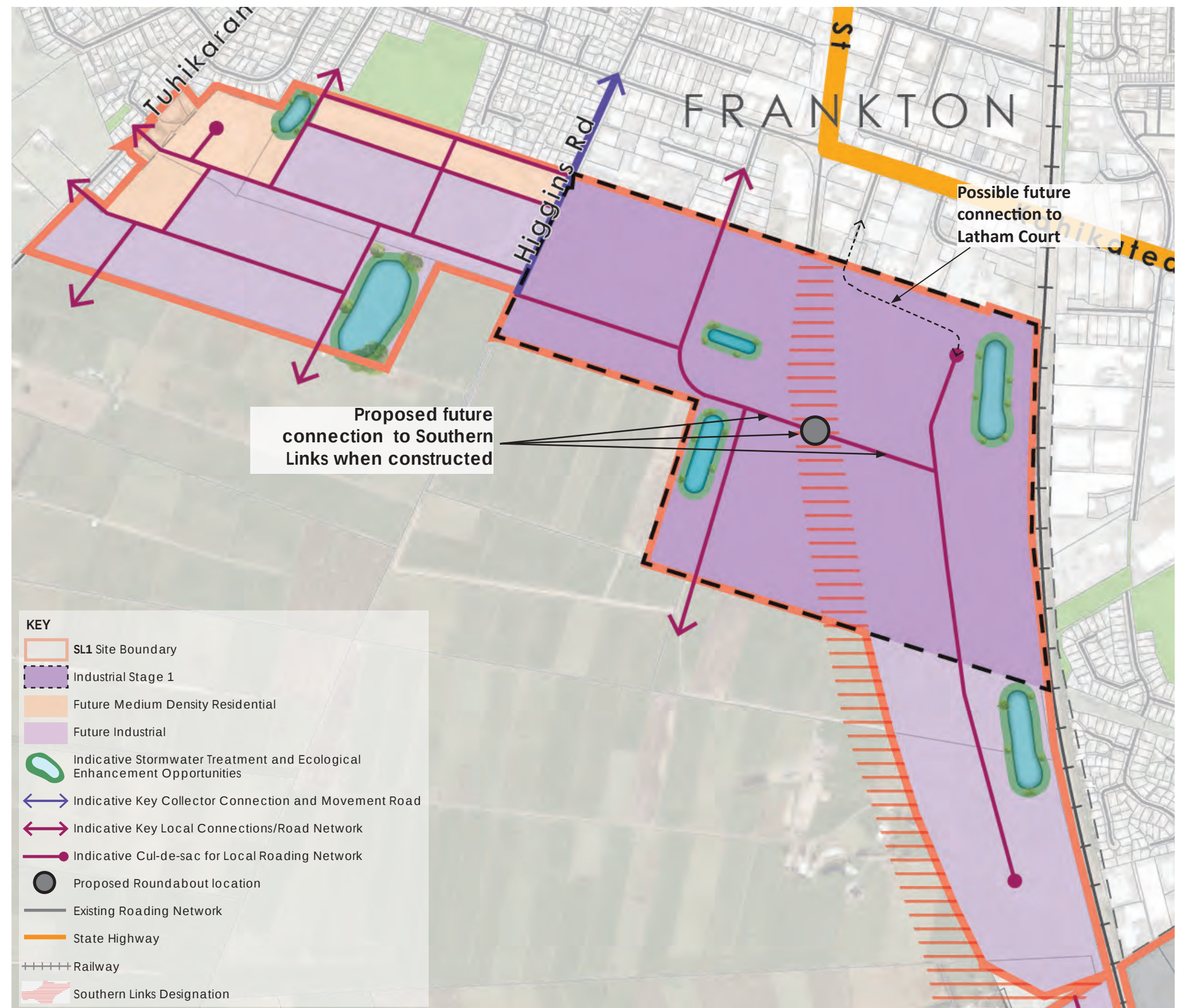


Figure 1: Indicative Concept Plan
Scale 1:25,000

NORTHERN BLOCK - INDUSTRIAL AREAS

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

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



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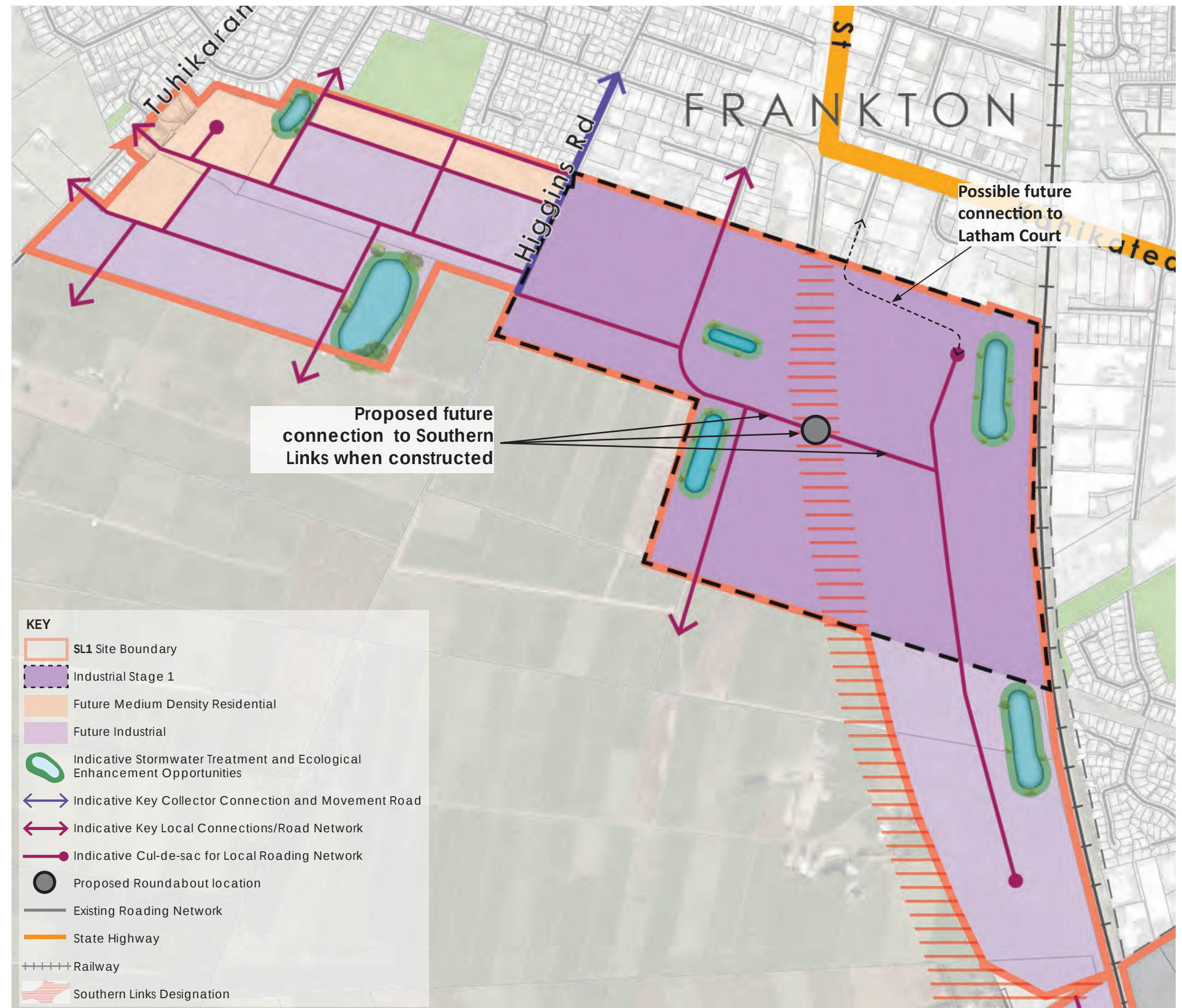


Figure 2: Indicative Industrial Concept Plan - Northern Block