

## Future Proof Partners

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**B&A**

Urban & Environmental

4 November 2025

To: Colin Litt, c/o Fraser McNutt (Barkers and Associates Ltd)

CC: Miffy Foley, Waikato Regional Council  
Donna Tracey, Waikato District Council  
Mark Rushworth, New Zealand Transport Agency

Dear Fraser,

**Re: Statement of Facts in relation to HT1 - Orchard Grove Fast Track Referral Application**

Thank you for meeting with Hamilton City Council (HCC) and its Future Proof Partners (FPP) between May and September 2025 to discuss your Fast-track Referral Application for HT1 - Orchard Grove. Attached are the minutes of the key meeting held on 11/09/25 (Attachment 1). This letter and attachment confirm that you have undertaken engagement and consultation with Hamilton City Council and Waikato District Council (WDC) as the 'relevant local authorities' under section 11(1)(a) of the Fast-track Approvals Act 2024 (FTAA), and with Waikato Regional Council (WRC) as a key stakeholder regarding regional matters. 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 WDC and WRC to provide you with an integrated response.

We note that HCC and WDC have agreed to the establishment of an asset owning joint waters company (CCO), IAWAI. This joint waters company will be involved in future discussions about HT1 - Orchard Grove.

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

1. The subject site lies within the 'HT1 Growth cell area' which is identified as an Urban Enablement area under the Future Proof Strategy (FPS)<sup>1</sup>. Situated north of Hamilton City, the growth cell lies within the Waikato District Council's jurisdiction and is strategically earmarked for urbanisation. HT1 is bounded by the Waikato Expressway to the east, the Waikato River to the west, and Kay Road, one Hamilton city's northernmost roads. The area represents a strategically positioned growth cell that aligns with the city's long-term development objectives. The Orchard Grove site forms part of the southern portion of HT1, bordered by Resolution Drive, Reynolds Road, Osborne Road, and Kay Road. Its proposed development would represent the contiguous urban expansion of the Flagstaff and Rototuna North suburbs.
2. Hamilton North has seen significant public and private investment over the past decade, especially in the Rototuna North and Flagstaff suburbs. This includes the delivery of key infrastructure and community assets such as a water reservoir, library, community centre,

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<sup>1</sup> Future Proof. 2024. *Future Proof Strategy – Part C. Table 9 - Intensification targets within urban enablement areas.* Pg106

sports park, indoor recreation facility, and multiple schools. Council investment reflects strong commitment to supporting growth and urban amenity in the area. Flagstaff, anchored by the Borman Road neighbourhood centre, is well-established with schools, parks, playgrounds and retail services that contribute to a well-functioning urban environment. Orchard Grove, located immediately adjacent to these suburbs is well-positioned to benefit from this existing investment and integrate with the surrounding urban fabric. Its proximity to established amenities and infrastructure presents an opportunity to support coordinated urban expansion and deliver high-quality residential outcomes.

3. A local government boundary adjustment is anticipated through an existing agreement between HCC and WDC called a Strategic Boundary Agreement (SBA). This agreement will enable integrated servicing, funding and financing (i.e. connection to city infrastructure and the delivery of council services, to be funded through the collection of development contributions and rates) for HT1. If the Minister for Infrastructure agrees to this application, the Councils will need to consider a boundary adjustment process. HT1 is identified in the FPS as a growth area and is explicitly noted as being subject to an SBA between the two councils, to support Hamilton's long-term urban growth.<sup>2</sup>
4. The FPS outlines intensification targets within Urban Enablement Areas, with preferred residential densities in the HT1 Growth Cell ranging between 30 and 50 dwellings per hectare.<sup>3</sup> Given these targets, the planning and delivery of three waters infrastructure, transport networks, ecological protection, and urban design will need to be thoroughly considered to ensure the development supports a well-functioning and sustainable urban environment.
5. **Transport considerations**

Orchard Grove is well-located to integrate with the wider transport network serving both Hamilton City and the Waikato District. As part of the development, upgrades to the local transport network will be required to support future activity. This includes consideration of road hierarchy, safe intersection design including roundabouts, public transport routes and infrastructure, and active mode connections within and to surrounding suburbs. Traffic modelling will be essential to assess capacity, safety, and integration with existing roads to ensuring the transport network supports a well-functioning urban environment. This should be considered within the context of the Hamilton Waikato Metropolitan Spatial Plan which provides the strategic framework for evolving the sub-region's transport network in line with the Future Development Strategy Transformational Move.<sup>4</sup>

#### **Northern River Crossing:**

The Northern River Crossing has long been identified as a strategic east–west transport connection extending from State Highway 1C in the east to Resolution Drive in the west, with route options and high-level planning work undertaken to support its future delivery. The indicative alignment (Attachment 2) should be considered in the planning of Orchard Grove to ensure the corridor is protected.

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<sup>2</sup> Future Proof. 2024. *Future Proof Strategy – Part B*. Table 1 - Future Proof staging of growth areas. Pg70

<sup>3</sup> Future Proof. 2024. *Future Proof Strategy – Part C*. Table 9 - Intensification targets within urban enablement areas. Pg106

<sup>4</sup> Future Proof. 2020. *Hamilton Waikato Metropolitan Spatial Plan*. Pg4

The corridor alignment and cross-section are subject to refinement but should allow for both the final transport function and the temporary construction footprint. A designation width of up to 80 metres may be required in some areas to accommodate construction activities, stormwater infrastructure, and future servicing needs. Once finalised, the corridor should be appropriately scaled to accommodate typical transport corridor elements, including provision for utilities, development setbacks, planting and screening, separated walking and cycling paths, and stormwater management areas. Intersection design at Resolution Drive and access to adjoining land uses will need to be carefully considered to support efficient traffic movement. The corridor is expected to operate at speeds up to 80 km/h, with limited access and appropriately designed collector road intersections to maintain network performance.

We wish to acknowledge the engagement that has taken place with the developer's agents regarding the integration of the Northern River Crossing corridor within their proposed development. This corridor is strategically significant for Hamilton's long-term transport network and will also serve as a key connection for the HT1 area, likely including future bulk water supply, wastewater, and other essential services such as power, telecommunications, and gas.

While we appreciate the alternative alignment proposed along Reynolds Road, HCC has some concerns about its suitability in achieving the intended strategic outcomes. We believe further collaborative engagement is needed to explore an alignment and adjoining development pattern.

## 6. **Three-waters considerations**

The subject area will require coordinated planning across territorial and regional authorities. Engagement with WRC will be necessary to secure water-related consents and ensure alignment with regional frameworks.

### **Water Supply**

Servicing of the HT1 area is not currently planned by WDC. Integration with HCC's infrastructure should be explored, with consideration given to long-term solutions such as reservoir and water treatment facilities. Reliance on bore water is not preferred, alternative water sourcing options should be investigated.

### **Wastewater**

Due to capacity constraints in surrounding networks, early assessment of servicing options is recommended. These may include connection to existing infrastructure or the establishment of on-site treatment systems.

### **Stormwater**

Stormwater management should be integrated with the wider catchment context. When designing or managing on-site watercourses or drainage features, dual use of open space should be avoided, and appropriate buffers and flow paths should be maintained to support effective stormwater management and downstream protection. As this area is located within the Waikato Central drainage scheme, development of this area will need to ensure that there is no impact on the level of service provided to the remainder of the drainage scheme.

## 7. Urban Design

Given its strategic location near the Rototuna Town Centre, Orchard Grove is suited for a higher level of residential development supported by nearby amenities and services. This supports an integrated urban environment. The concept plan should consider and integrate the following urban design matters and outcomes:

- The design and layout should respond to the site's natural features and contours to minimise earthworks while promoting walkability and improved connections to surrounding areas.
- The design should integrate with the wider urban fabric, guided by established urban design principles to ensure high-quality sustainable outcomes.
- Provide for housing choice through the inclusion of a range of section sizes and housing typologies including terrace and apartment units in keeping with the agreed density targets.
- In terms of street block and orientation – maximise opportunities for sunlight access by aligning roads north/south and lots east/west providing south facing lots with north facing backyards ensuring sunlight access to roads, limiting the size and length of urban blocks and by avoiding rear lots as they inherently generate public/private conflict along the sides of front and adjacent lots and don't provide connection to the road

We note that the Orchard Grove site is located outside of the HCC territorial control and sits in WDC. As per the Fast Track Approvals Act, WDC 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 agreement will also outline a commitment to ongoing engagement, guided by a set of principles known as the “Development Principles”. These principles reflect HCC’s, WRC’s and WDC’s expectations and provide a clear basis for engagement. 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 HT1 -Orchard Grove referral application, indicates the high degree of interaction taken thus far and Council’s commitment to further interaction.

HCC 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 HCC and the other Future Proof partners be recognised as key stakeholders in this process.

HCC does not oppose the progression of the HT1 - Orchard Grove proposal through the Fast-track referral process and recognises the potential advantages of this mechanism in supporting timely, coordinated urban development.

Yours sincerely,

**Dr. Juliana Reu Junqueira**  
**Director - Urban and Spatial Planning Unit**

## Fast-track

<b>Project Name</b>	Fast-track	<b># of meeting notes</b>	003
<b>Meeting</b>	HT1 (Orchard Road) Meeting of Relevant Authority staff with Agent (for Applicant) re lodging of referral application	<b>Date of meeting</b>	11/09/2025 (2pm)
<b>Location</b>	Teams	<b>Notes taken by:</b>	Jaimee Wilson

## Attendees and apologies

<input checked="" type="checkbox"/>	Chris Dillon	HCC	<input type="checkbox"/>	Matthew Horsfield	WDC
<input checked="" type="checkbox"/>	Colin Hattingh	HCC	<input checked="" type="checkbox"/>	May Soe	HCC
<input checked="" type="checkbox"/>	David Bastion	WDC	<input type="checkbox"/>	Paul Bowman	WRC
<input type="checkbox"/>	Glen Boyd	HCC	<input type="checkbox"/>	Richard Pullar	
<input checked="" type="checkbox"/>	Juliana Reu Junquera	HCC	<input type="checkbox"/>	Nick Birdsall	WDC
<input checked="" type="checkbox"/>	Katrina Andrew	WRC	<input checked="" type="checkbox"/>	Ben Petch	HCC (InPlace)
<input checked="" type="checkbox"/>	Kelly Nicolson	WDC	<input type="checkbox"/>	Greg Carstens	HCC
<input checked="" type="checkbox"/>	Leslie Lao	HCC	<input type="checkbox"/>	Chris Allen	HCC
<input type="checkbox"/>	Li Xu	WDC	<input type="checkbox"/>	Jackie Colliar	HCC
<input checked="" type="checkbox"/>	Marieka Van Der Lee	WDC	<input checked="" type="checkbox"/>	Andrea Philips	HCC
<input type="checkbox"/>	Mark Marr	HCC	<input type="checkbox"/>	Parvati Patel	HCC
<input checked="" type="checkbox"/>	Mark Roberts	HCC	<input type="checkbox"/>	Rebecca Jackson	HCC
<input checked="" type="checkbox"/>	Brent Manning	HCC (CairoCat)	<input type="checkbox"/>	Donna Tracey	WDC
<input checked="" type="checkbox"/>	Steve Denize	HCC	<input checked="" type="checkbox"/>	Virendra Prasad	WDC
<input checked="" type="checkbox"/>	Tony Denton	HCC	<input type="checkbox"/>	Basil Mathew	Watercare
<input checked="" type="checkbox"/>	Stephen Howard	WDC	<input checked="" type="checkbox"/>	Miffy Foley	WRC
<input checked="" type="checkbox"/>	Leo Hills	B&A	<input type="checkbox"/>	Bridget Morgan	HCC
<input checked="" type="checkbox"/>	Richard Clark	Watercare	<input checked="" type="checkbox"/>	Fraser McNutt	B&A
<input checked="" type="checkbox"/>	Dean Morris	Maven	<input type="checkbox"/>		

## FINAL

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

## Agenda

- To go through the key points from the feedback extracted from HCC and partners

## Action items

ID.	Actions	Who	By When
2.	All attendees to contribute comments to the Miro board (link provided during meeting or send comments directly to Chris Dillon and Ben Petch via email.	All	Complete
2.1	Visit site and assess subdivision layout against best practice.	Colin	Complete

	Review open space provision and avoid overlap with stormwater areas.		
2.2	Transport - Further modelling needed to assess intersection solutions and network hierarchy. <b>Update: started considering designation for Northern River Crossing and strategic corridor.</b>	Tony D	
2.3	Water and Wastewater - Confirm infrastructure strategy and cost recovery mechanisms (via IAWAI). Align with LTP funding and potential boundary shifts.	Brent	
2.4	Stormwater - Develop or update ICMP for HT1 area. Address downstream flooding and environmental impacts.	Andrea P/Brent	
3.1	Transport – provide HCC northern river crossing information to applicant team	Tony D	Attached
3.2	Finalise cost-recovery agreement	Chris D/Fraser	
3.4	Applicant to confirm level of detail that will be provided for referral stage	Fraser	

## Noted

### HCC comments presented to Applicant team:

- **Transport**
  - Master planning required to integrate site with wider area.
  - Must include northern river crossing and services.
  - Transport modelling should reflect broader context, not just site-specific.
  - No historic transport modelling available for HT1 of relevance.
  - HCC study for northern river crossing – envelope of where corridor should be, and in context of surrounding/connecting roads. (Relevant sections attached for info)
- **Water & Wastewater**
  - Strategic sizing needed to service wider area.
  - No existing local services; reservoir required.
  - Bore water reliance discouraged; preference for river water allocation.
  - Reticulation must align with transport planning.
  - Reservoir ideally located at higher elevation.
  - No modelling of 3 waters has been undertaken for the area. A high-level review indicates that the 3 waters network in Rototuna is at capacity, servicing would need to direct to/from Te Rapa.
- **Stormwater**
  - Solutions must be contextualised within wider masterplan.
  - Avoid dual use of parks/open space for stormwater.
  - Additional open space encouraged.
  - Conveyance channel to be maintained; 20m channel + 10m buffers recommended.
- **Urban Design**
  - Current master plan lacks place-based design.
  - Concerns about urban sprawl.
  - Design should reflect site contours to reduce earthworks.

### Applicant's team comments:

- Key point for this stage of the process is finding the right level of detail required to get referred. Currently at the consultation stage, with the final design guided by HCC input. Current focus is on getting referred before adding further detail to the growth cell design.
- Aiming to lodge referral application in 5–6 weeks.
- Working with iwi and DOC.
- Preference for river water take and HCC wastewater connection.
- Indicative yield: 846 houses.
- Walking and cycling connectivity will be included in application but at this stage of the process, detail will only be provided as needed to meet the referral requirements.
- Have been in discussion with surrounding landowners with regard to development of the wider area.
- Transport modelling scope to be confirmed. Strategic connections indicated in consultation package; detailed design to follow post-referral. Outcomes of final transport comments from HCC may change final design.
- Urban design guide and typology mapping will be provided. Larger sections intended, with potential for denser housing. Still to be confirmed with the Applicant.
- Staging: approximately 100 lots per stage, starting at Kay Rd, based on servicing and stormwater catchments.
- Stormwater: conveyance channel to be maintained. Soil testing yet to be undertaken, initial extraction estimate of 10mL. Flood modelling underway; treatment space allowed but not yet designed.
- Stream to be maintained/enhanced; no diversion planned.

#### **Discussion:**

HCC responded to the consultation package with the following comments:

- Main objective from HCC is for the application to be contextualised in terms of a wider master plan to achieve integrated planning.
- Andrea P noted accumulative effects downstream will need to be considered and potential mitigation. Also recommended that a 20m conveyance channel (+10m either side) is provided.
- Requests that the application documents are received once lodged for referral.

Waikato District Council comment:

- No further considerations. Taking HCC's lead as growth cell will connect into HCC services.

Closing comment from Applicant's team:

- Will engage with HCC on cost-recovery agreement.

#### **Attachments**

1. Consultation package as provided by FT applicant team
2. Northern river crossing information
3. HT1 Summary of points from previous meetings and background information

Close: 2:58pm.



# Orchard Grove Masterplan

Consultation Document | Hamilton | August 2025

# B&A

Urban & Environmental

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Kerikeri | Whangārei | Warkworth | Auckland | Tauranga | Cambridge | Hamilton | Napier | Wellington | Nelson | Christchurch | Queenstown | Wānaka

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**Document Controls**

Job number: 25880

Project name: Orchard Grove Masterplan Development

Issued date: August 2025

Prepared for: Colin Litt

Prepared by: Barker & Associates Ltd

Reviewed and Issued by: Barker & Associates Ltd

# 1.0 SITE CONTEXT AND ANALYSIS



Scale: 1:24,000 @ A3

## 1.1 Existing Regional and Local Context

Orchard Grove (formerly HT1) is a strategically identified growth cell located in Flagstaff, within the Waikato District, immediately north of Hamilton City. The area is earmarked for residential development and subject to a strategic boundary agreement to support Hamilton’s long-term urban growth. Medium-density residential development is anticipated across the site.

The subject site is located in the Waikato District, approximately 25km from Huntly, 13km from Ngāruawāhia, 50km to Tuakau and 44km from Te Kauwahta. Despite being in the Waikato District, the subject site adjoins the Hamilton City boundary and is only 10km from the centre of Hamilton.

The site is accessible via Reynolds Road to the north, Resolution Drive to the east, Kay Road to the south, and Osborne Road to the west. Kay Road lies within the shared jurisdiction of Waikato District and Hamilton City Councils, while Resolution Drive has been identified as an arterial route extending from Hamilton City.

### Proximity to Centres and Business Nodes

Orchard Grove is well located near existing centres and business nodes that provide services to meet the needs of future residents, as well as employment opportunities at both a local and sub-regional scale:

- The Borman Road Neighbourhood Centre (5-minute drive) and the and the Rotorua Suburban Centre

- (8-minute drive) to provide for the day-to-day needs of future residents.
- The Te Rapa Sub-Regional centre (15-minute drive) offers higher-order retail and commercial services.
- The Hamilton City Centre (20-minute drive) provides a wider range of employment, services, and amenities.
- The Te Rapa North Industrial area, a 200- hectare sized industrial growth area within Hamilton City will provide significant employment opportunities.

### Proximity to Community Services and Other Infrastructure

The site is well supported by a range of existing community services and infrastructure:

- Te Ao Mārama, Hamilton Christian School and Horsham Downs Primary schools and Rotorua High School.
- Several local childcare centres.
- Rotorua Library.
- Horsham Downs Community Hall, supporting local events and gatherings.
- Destination Playground and sports field located off Borman Road.
- Pukete Wastewater Treatment Plant.

#### Legend

HT1 Growth Cell	Subject Site	School and ECE
Waikato Expressway / SH	Retail Shops	Cafe / Restaurants
Hamilton City Arterial Routes	Community Hall / Church	Public Playgrounds
Parks and Open Spaces	Waterbodies	Green Spaces and Esplanade
Existing Interchanges		
Existing Roundabouts		

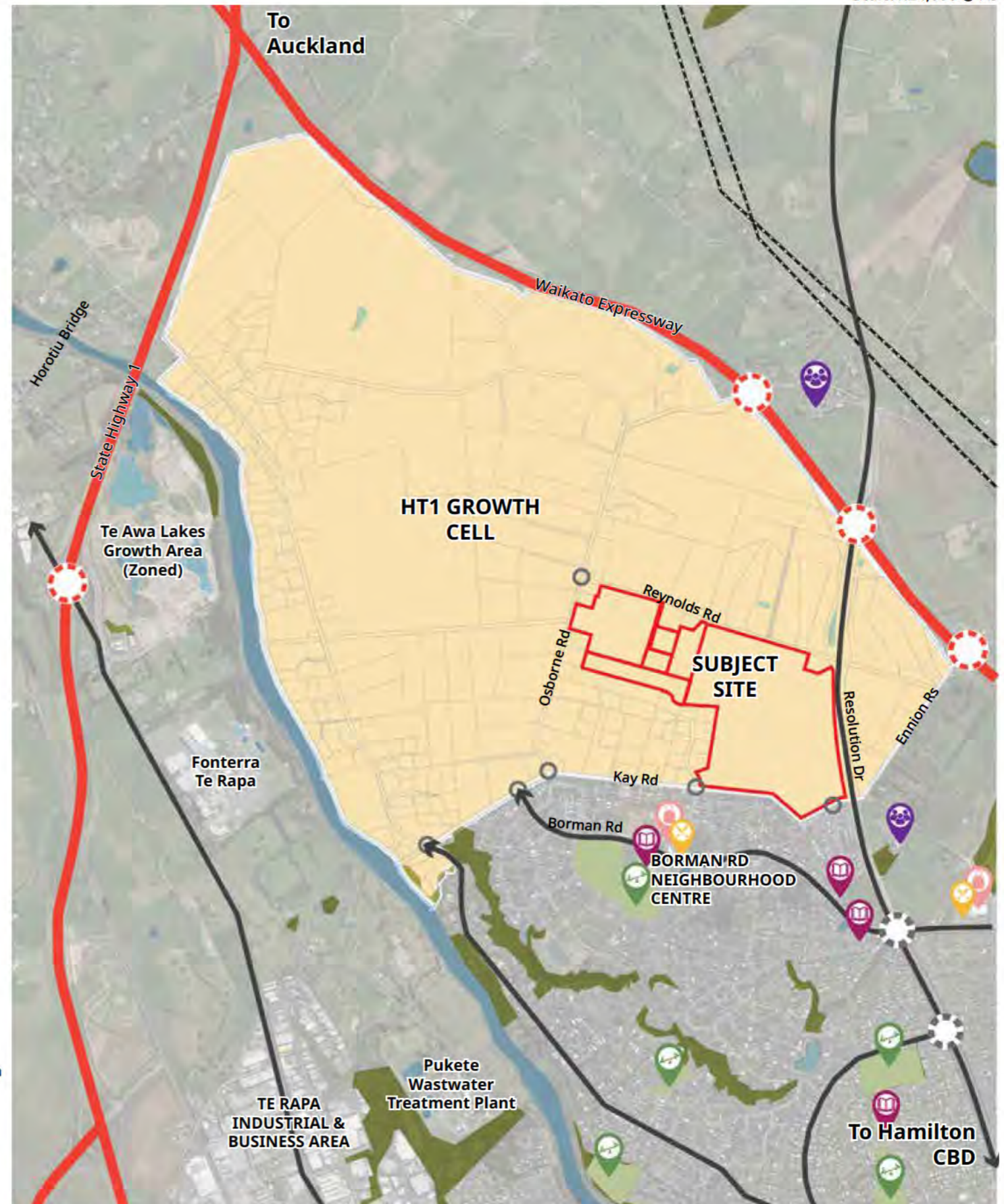


Figure 1 Local context

## 1.2 Planning Context

The site is zoned General Rural Zone under both the Operative Waikato District Plan Operative in Part (Figure 2) and Waikato Proposed District Plan Appeals Version. The eastern side of the site is within an NZTA designation overlay. It is also within the HT1 Urban Expansion Area.

Future development of the site, specifically for the areas adjoining existing urban areas, should carefully consider the planning context under the District Plan, in order to create a cohesive and comprehensive transition from the existing rural / semi rural environment context into an urban environment context.

For the development within the Rural Zone, consideration should be given to ensuring potential reverse sensitivity effects to not constrain surrounding rural and productive land use operations.

The Orchard Grove growth cell has been recognised in several key planning documents, including the 2024 Future Proof Strategy, Hamilton-Waikato Metropolitan Spatial Plan (2020), and Waikato District Growth Strategy (2020).

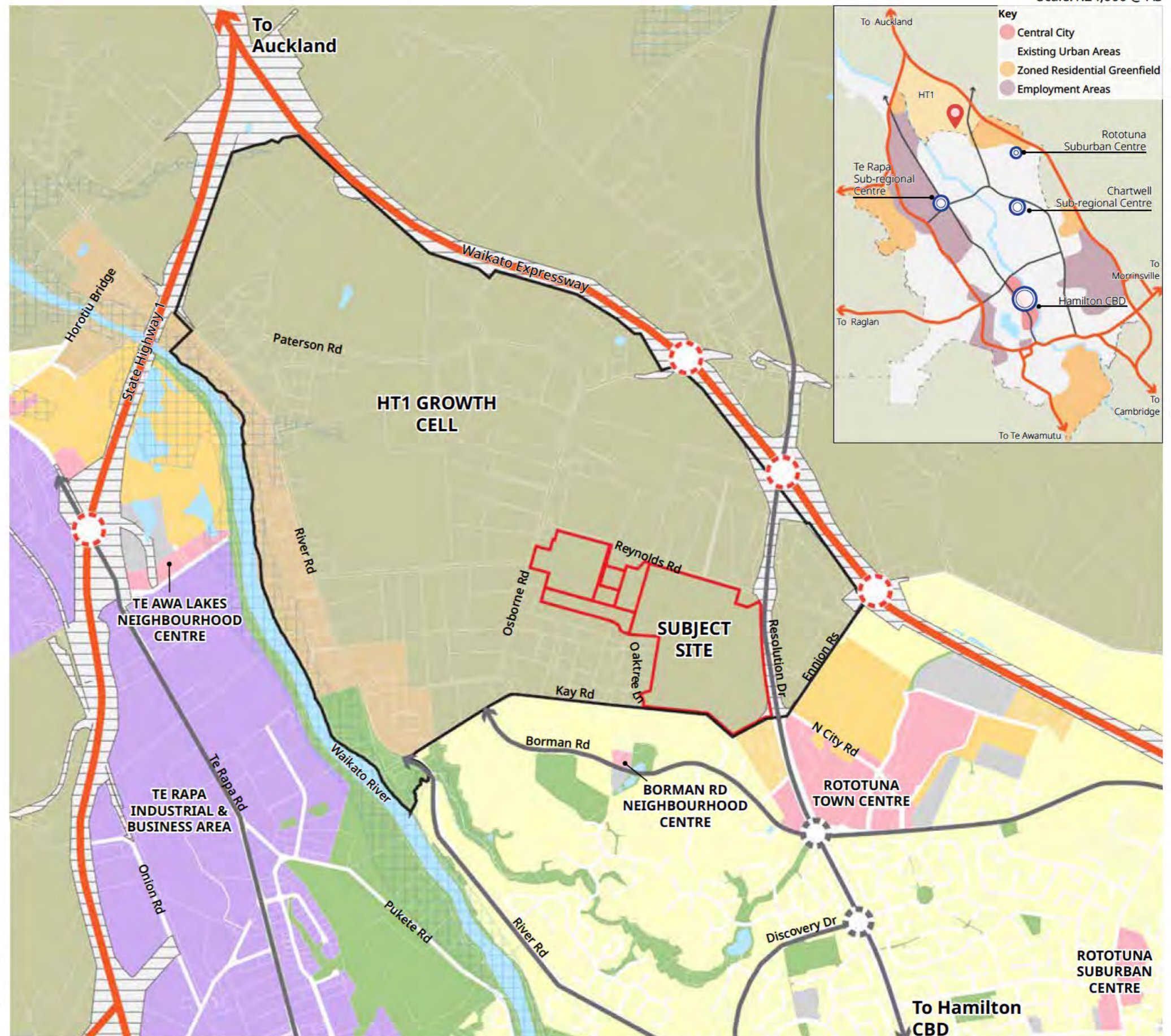
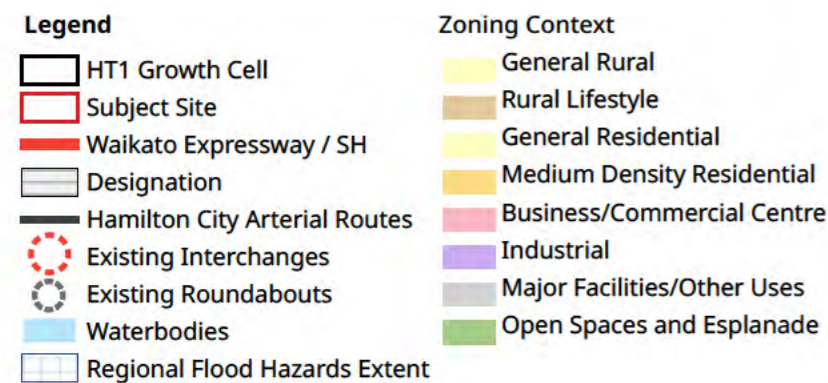


Figure 2 Hamilton City and Waikato District planning context

### 1.3 Cultural and Historic Context

The site is of identified cultural and resource management significance to Ngāti Haua, Ngāti Wairere, and Waikato-Tainui.

The Masterplan and associated development present an opportunity to embed a cultural narrative that acknowledges and respects the significance of this whenua and the Waikato Te Awa. These opportunities will be identified together with tangata whenua.

Scale: 1:24,000 @ A3

- Legend**
- HT1 Growth Cell
  - Subject Site
  - Waterbodies
  - Regional Flood Hazards Extent
  - Green Spaces and Parks
  - Significant Natural Area and Outstanding Landscape Area (WDC)
  - Sites and areas of significance to Maaori (WDC)
  - Significant Archaeological Sites (HCC)



Figure 3 Identified sites and areas of significance to Maaori and archaeological sites

# 1.4 Ownership and Land Uses

Scale: 1:7,500 @ A3

Ownership: s 9(2)(a) & other  
 Legal description: Lot 1 DP 440812  
 Land use: Rural residential - Waikato  
 Approx. area: 0.5002 ha

Ownership: s 9(2)(a) & other  
 Legal description: Lot 2 DP 440812  
 Land use: Rural residential - Waikato  
 Approx. area: 0.5002 ha

Ownership: s 9(2)(a) & other  
 Legal description: Lot 3 DP 440812  
 Land use: Rural residential - Waikato  
 Approx. area: 0.9349 ha

Ownership: s 9(2)(a) & others  
 Legal description: Lot 1 DP 537963  
 Land use: Rural residential - Waikato  
 Approx. area: 0.8978 ha

**Ownership: Colin Litt & others**  
 Legal description: Lot 2 DP 537963, Lot 4 DP 440812, Lot 2 DP 353756, Lot 3 DP 353756  
 Land use: Orchard  
 Approx. area: 18.24 ha

**Ownership: s 9(2)(a)**  
 Legal description: Lot 2 DP 356758  
 Land use: Rural Residential - Waikato  
 Approx. area: 3.1248 ha

**Ownership: s 9(2)(a)**  
 Legal description: Lot 15 DP 327052  
 Land use: Farming  
 Approx. area: 50.53 ha

Ownership: Multiple  
 Land use: Rural Residential/Large Lot Residential - Waikato  
 Area = n/a

Ownership: Multiple  
 Land use: Residential & Medium Density Residential - Hamilton City  
 Area = n/a

Ownership: s 9(2)(a) & other  
 Legal description: Lot 1 DP 353756  
 Land use: Rural residential - Waikato  
 Approx. area: 1.29 ha

Ownership: s 9(2)(a) and other  
 Legal description: Lot 1 DP 356758  
 Land use: Rural residential - Waikato  
 Approx. area: 0.5010 ha

Ownership: s 9(2)(a)  
 Legal description: Lot 1 DPS 73950  
 Land use: Rural residential - Waikato  
 Approx. area: 0.8210 ha

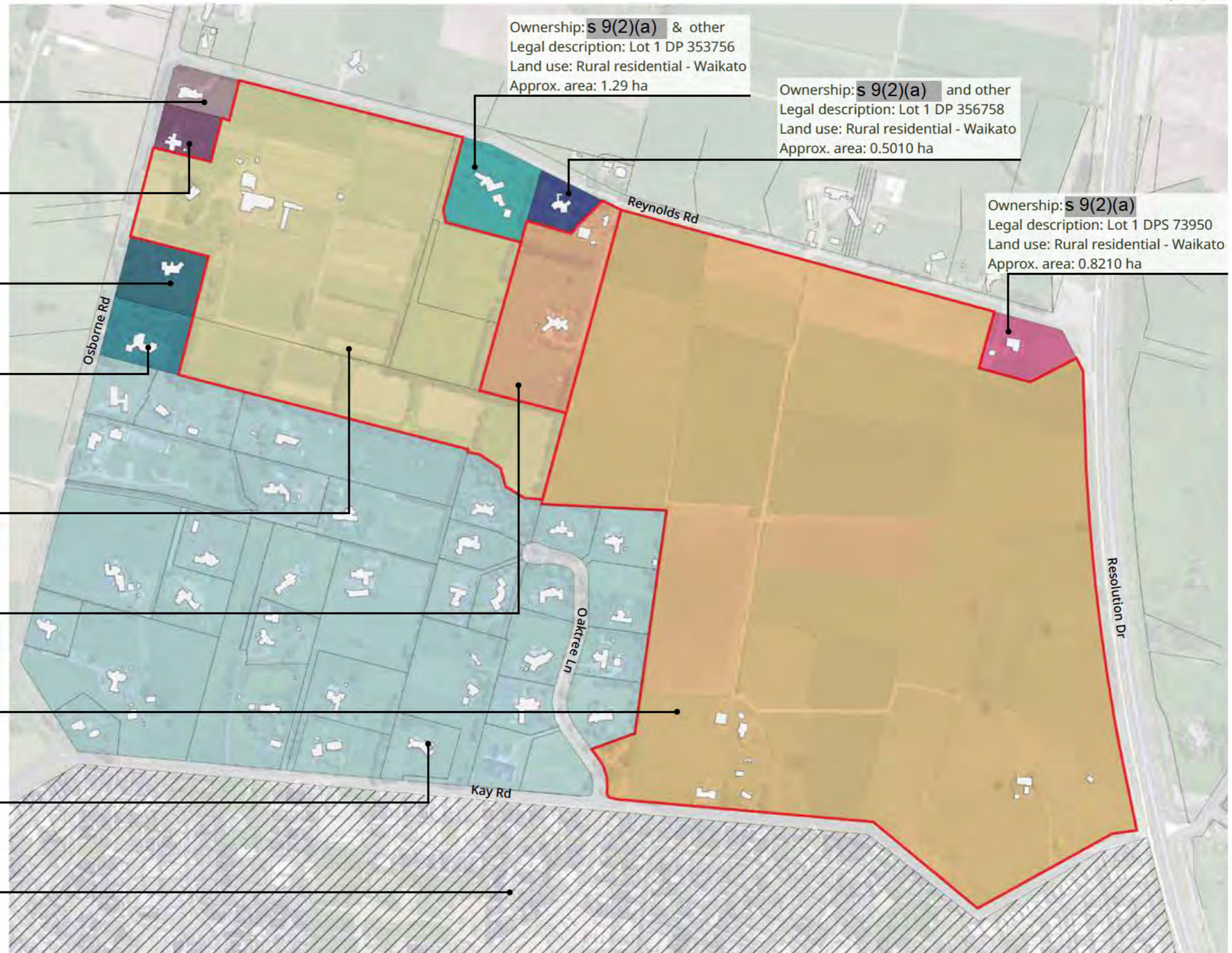


Figure 4 Existing ownership context map

## 1.5 Existing Site Features and Opportunities

The site has several key features and opportunities identified by the various technical specialists engaged including, stormwater engineers, transport engineers and ecologists.

- Existing land use is predominantly rural in character, with operational dairy farming, fruit orchards, pasture and rural lifestyle living.
- The site is irregular in shape and topographical analysis has also been carried out to identify steep slopes. Certain areas may present slope challenges requiring tailored design responses.
- There is a low presence of indigenous vegetation and highly modified watercourses, including a central farm drainage discharging to the Otamangenge Stream.
- Small areas may qualify as degraded natural inland wetlands and would require further site investigation and assessment to confirm their spatial extent and status.
- Accessibility to the site is currently limited, in particular Kay Road and Resolution Drive currently provide limited vehicular access.
- Existing pedestrian and cycling walkways within the vicinity provides potential integration points for active transport, yet currently lacks direct connectivity to the site.

Further analysis will likely be required to understand how the site's challenges, features and existing connections might inform design and spatial outcomes that may contribute to high quality urban neighbourhoods.

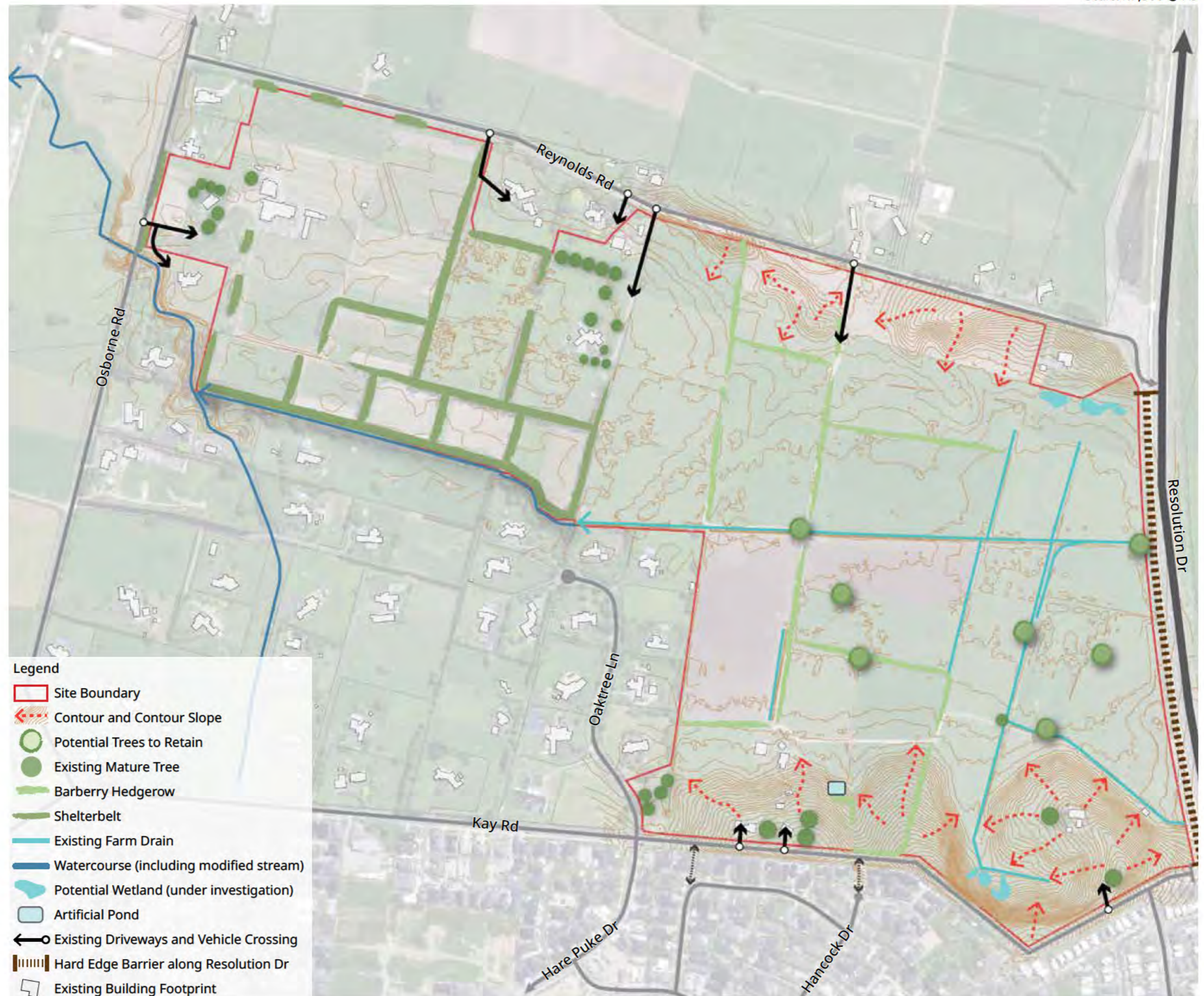


Figure 5 Site features and opportunities map

# 1.6 Ecological and Blue-green Network



Scale: 1:7,500 @ A3

The Orchard Grove Masterplan has been designed to integrate with existing natural features to achieve a cohesive and connected open space network.

The Otama-ngenge Stream will be incorporated into an extensive central green open space area running between Osborne Road and Resolution Drive. This green space will provide opportunities for recreation, visual amenity, and ecological enhancement.

A centrally located neighbourhood park will also be delivered as part of the masterplan, offering key amenity for future residents.

The HT1 growth cell is bound by the Waikato River to the east, and is being developed in accordance with water-sensitive design principles. These principles aim to protect and enhance the health of the Waikato River. The green open space area will also incorporate features to manage water quality and quantity.

- Legend**
- Site Boundary
  - Potential Trees to Retain
  - Existing Mature Trees
  - Barberry Hedgerow
  - Shelterbelt
  - Existing Farm Drain
  - Existing Farm Drain - dry
  - Modified Stream
  - Watercourse
  - Potential Wetland (under investigation)
  - Artificial Pond
  - Existing Building Footprint
  - Parcels

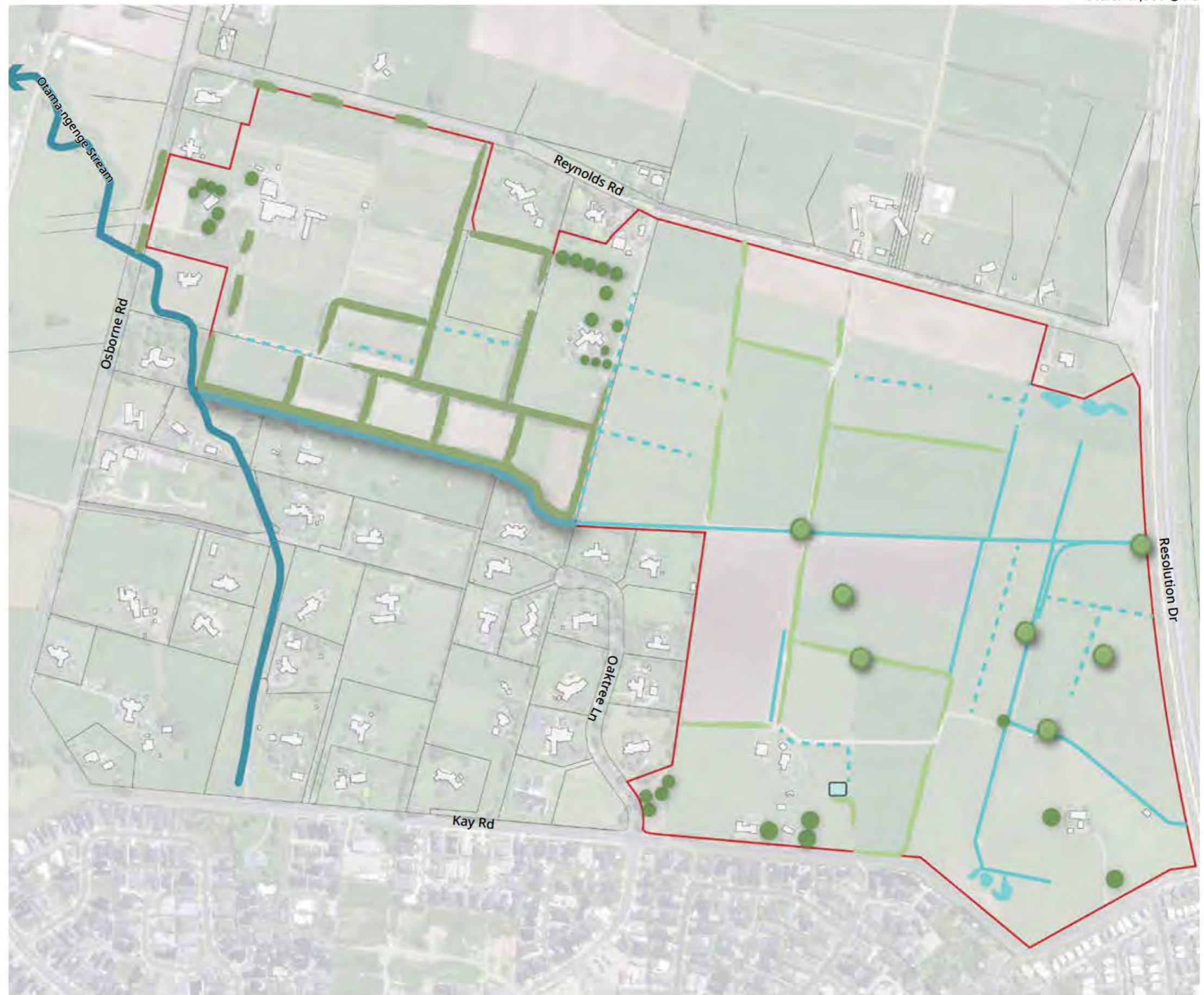


Figure 6 Identified ecological features map

# 1.7 Transport and Accessibility

The HT1 growth cell is bound by the Waikato Expressway to the eastern boundary and State Highway 1C at the north, with direct access to both key transport corridors. The wider transport network will connect Orchard Grove to Hamilton City and the Waikato District.

The local transport network will also be upgraded to support the Orchard Grove development, as shown in the Masterplan.

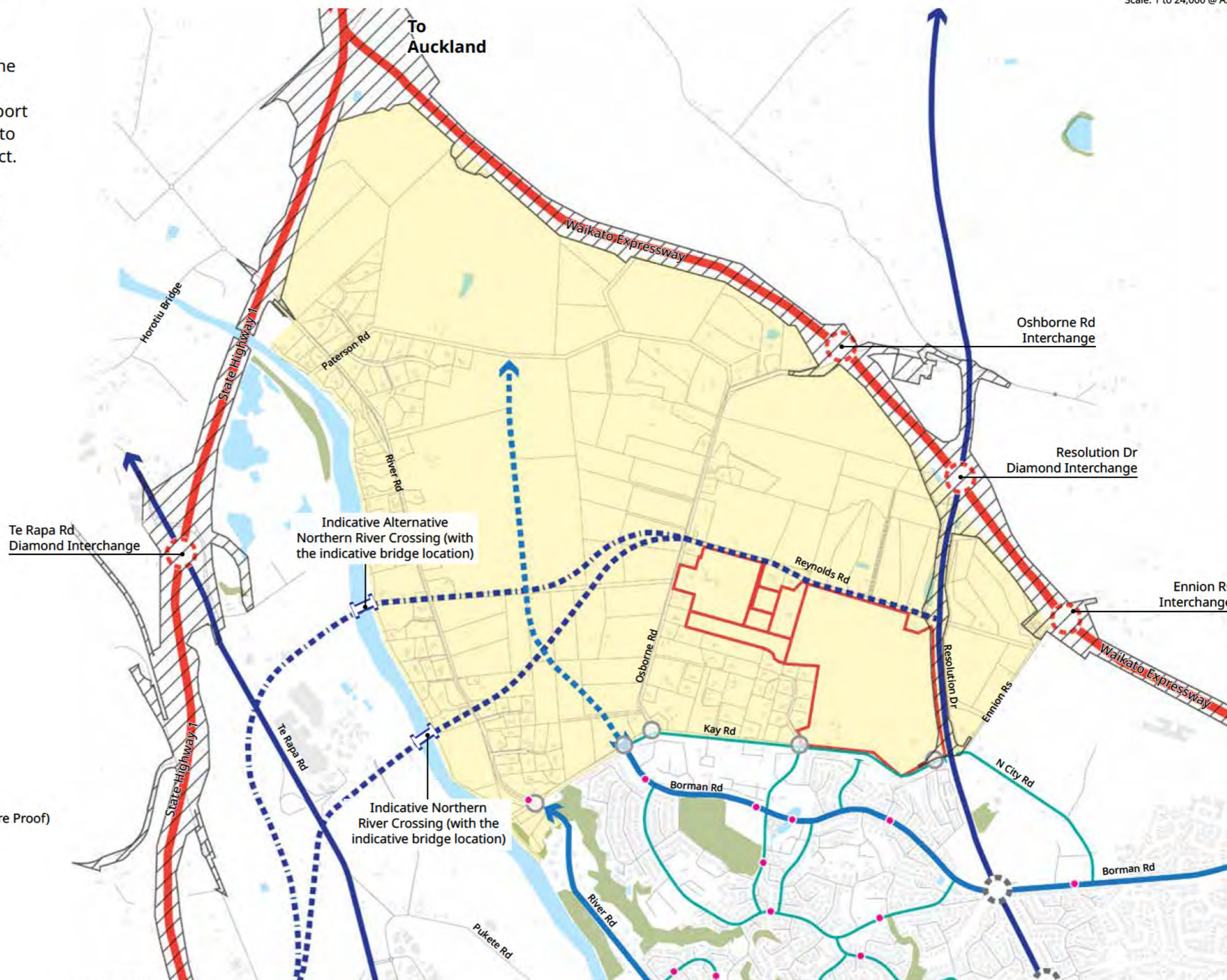
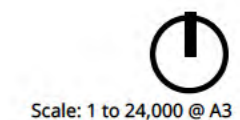
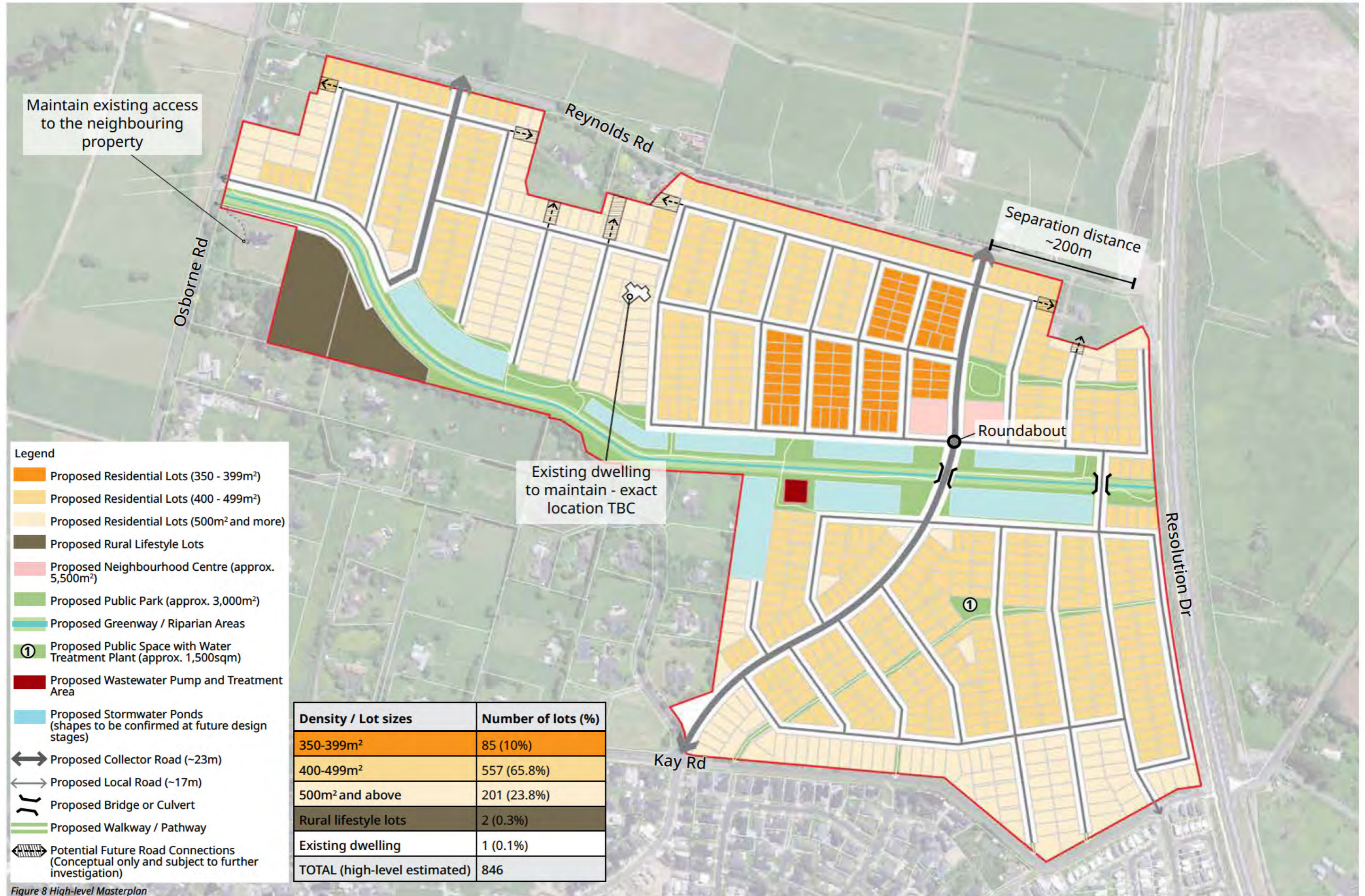


Figure 7 Wider connectivity and movement map

# 2.0 Masterplan

Scale: 1:5,000 @ A3



Maintain existing access to the neighbouring property

Existing dwelling to maintain - exact location TBC

Separation distance ~200m

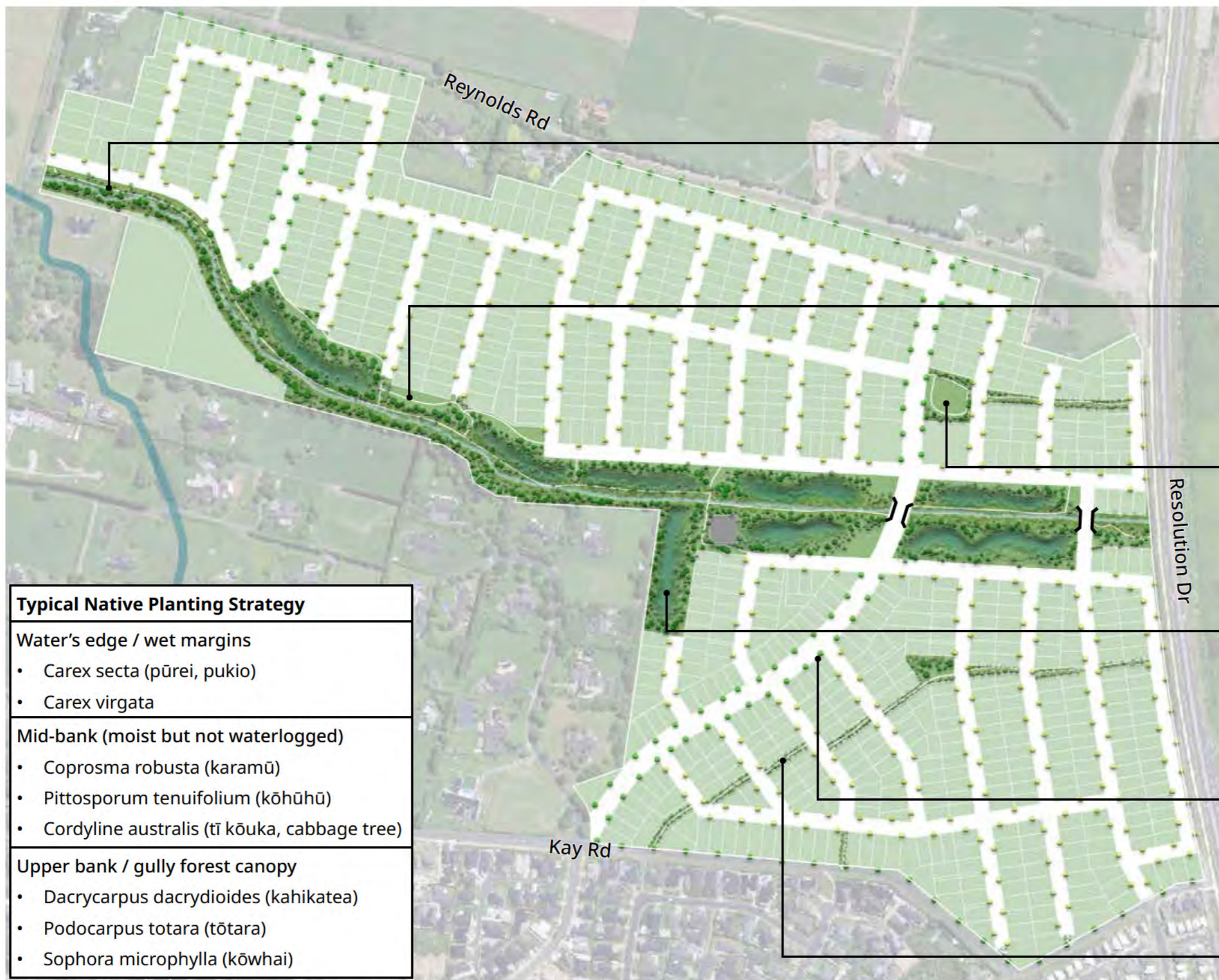
- Legend**
- Proposed Residential Lots (350 - 399m<sup>2</sup>)
  - Proposed Residential Lots (400 - 499m<sup>2</sup>)
  - Proposed Residential Lots (500m<sup>2</sup> and more)
  - Proposed Rural Lifestyle Lots
  - Proposed Neighbourhood Centre (approx. 5,500m<sup>2</sup>)
  - Proposed Public Park (approx. 3,000m<sup>2</sup>)
  - Proposed Greenway / Riparian Areas
  - ① Proposed Public Space with Water Treatment Plant (approx. 1,500sqm)
  - Proposed Wastewater Pump and Treatment Area
  - Proposed Stormwater Ponds (shapes to be confirmed at future design stages)
  - Proposed Collector Road (~23m)
  - Proposed Local Road (~17m)
  - Proposed Bridge or Culvert
  - Proposed Walkway / Pathway
  - Potential Future Road Connections (Conceptual only and subject to further investigation)

Density / Lot sizes	Number of lots (%)
350-399m <sup>2</sup>	85 (10%)
400-499m <sup>2</sup>	557 (65.8%)
500m <sup>2</sup> and above	201 (23.8%)
Rural lifestyle lots	2 (0.3%)
Existing dwelling	1 (0.1%)
<b>TOTAL (high-level estimated)</b>	<b>846</b>

Figure 8 High-level Masterplan

# 2.1 Landscape Strategy

Scale: 1:5,000 @ A3



**Stream Restoration:**  
Enhance riparian corridor & increase area of native vegetation.



**Pedestrian Connections:**  
Provide for pedestrian & cycling links to the broader landscape.



**Community Spaces:**  
Provide high quality public amenity and open green spaces.



**Wetland Restoration:**  
Restoring existing wetlands and increasing ecological values.



**Comprehensive Tree Planting:**  
Increasing street amenity and ecological values of the road network.



**Local connections:**  
Provide local pedestrian links within the development.



Typical Native Planting Strategy	
Water's edge / wet margins	<ul style="list-style-type: none"> <li>Carex secta (pūrei, pukio)</li> <li>Carex virgata</li> </ul>
Mid-bank (moist but not waterlogged)	<ul style="list-style-type: none"> <li>Coprosma robusta (karamū)</li> <li>Pittosporum tenuifolium (kōhūhū)</li> <li>Cordyline australis (tī kōuka, cabbage tree)</li> </ul>
Upper bank / gully forest canopy	<ul style="list-style-type: none"> <li>Dacrycarpus dacrydioides (kahikatea)</li> <li>Podocarpus totara (tōtara)</li> <li>Sophora microphylla (kōwhai)</li> </ul>

Figure 9 Landscaping strategy and opportunities

## 2.2 Lot Sizes and Housing Typologies Test

The masterplan for the site has been carefully designed to provide a range of lot sizes and housing types that respond to market demand, urban design best practice, and the site's context within the wider HT1 growth cell.

### Design Outcomes

Across all lot sizes, the width and depth parameters have been set to:

- Enable a variety of housing typologies, from standalone homes to duplexes and terraces, ensuring a diverse and attractive streetscape.
- Support good on-site functionality, including parking, outdoor living areas, and landscaping.
- Maintain compatibility with neighbouring developments and provide a clear transition between different densities.
- Ensure garages and driveways can be accommodated without dominating the street frontage, maintaining an attractive public realm.

### Market Choice and Community Benefit

- This mix of lot sizes meets a range of household needs — from first-home buyers seeking more compact homes to families wanting larger outdoor spaces. By offering a broader spectrum of housing than many recent higher-density developments, the masterplan responds to a gap in the local housing market, creating a balanced and resilient neighbourhood.

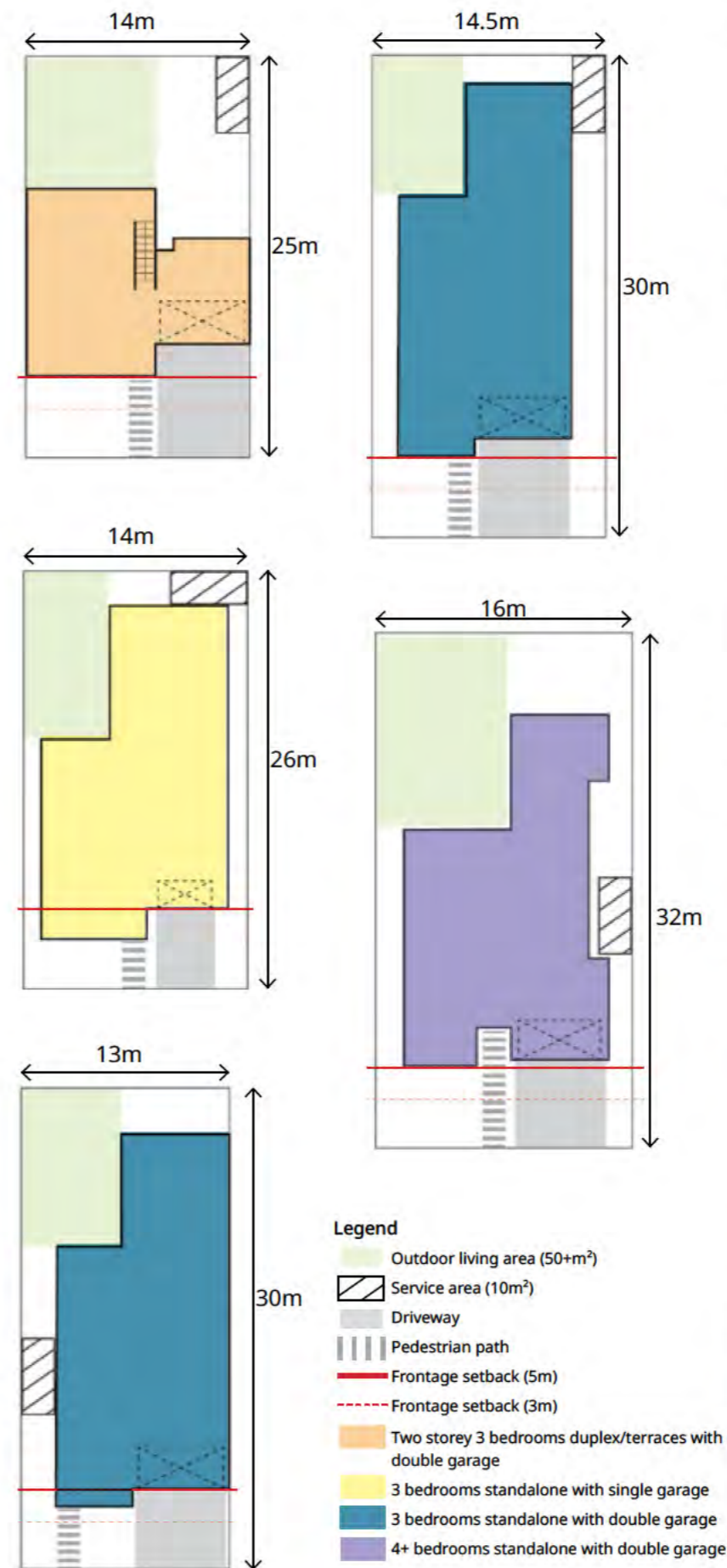
### Typical Lot Design Testing

#### Medium Residential Lots (350–399m<sup>2</sup>)

- These lots generally have their width by depth as:
  - 14m x 25m;
  - 14m x 26m;
  - 13m x 30m.
- These dimensions will allow for a detached home with a single garage; an attached home (duplex) with a double garage, or an attached two storey home (duplex) with a double garage.
- The depths can support better private outdoor living, sunlight access, and design flexibility for relatively higher density typology.

#### Larger Residential Lots (400m<sup>2</sup> and above)

- All lots in the 400-499m<sup>2</sup> range are at least 14m wide, with most being 14.5m or more. Typical depths range from 28m to 30m.
- Lots in the 500m<sup>2</sup> and above range are at least 16m wide and 32m deep.
- These width enables a wide range of dwelling designs, including standalone homes with double garages, while still allowing good street frontage and landscaping, and providing ample space for outdoor living areas, landscaping, and onsite parking.



### Housing Typologies Precedents















## 2.3 Movement and Connectivity

Figure 10 identifies the indicative movement network that will provide connections within the site and to the surrounding transport network. The road layout has been designed to follow the natural topography of the site.

The Orchard Grove movement network has been designed to create a safe, inclusive and sustainable transport environment for all users. Two new main roads running north-south and east-west orientation will service the development and provide direct access to the four existing public roads which border the site.

The new internal local road network will prioritise convenient access, safe and attractive streets, and a walkable block layout.

Scale: 1:7,500 @ A3

- Legend
-  Proposed Collector Road (~23m)
  -  Proposed Reserve / Greenway Edge Road (~17m)
  -  Proposed Residential Local Road (~17m)
  -  Proposed Residential Cul-de-sac (~17m)
  -  Proposed Greenway
  -  Proposed Bridge or Culvert
  -  Possible Future Road Connections
  -  Connection Points to Existing Road Network
  -  Existing Major Arterial Road
  -  Existing Collector Road
  -  Existing Local Road / Local Cul-de-sac
  -  Hamilton City Proposed Major Arterial Route

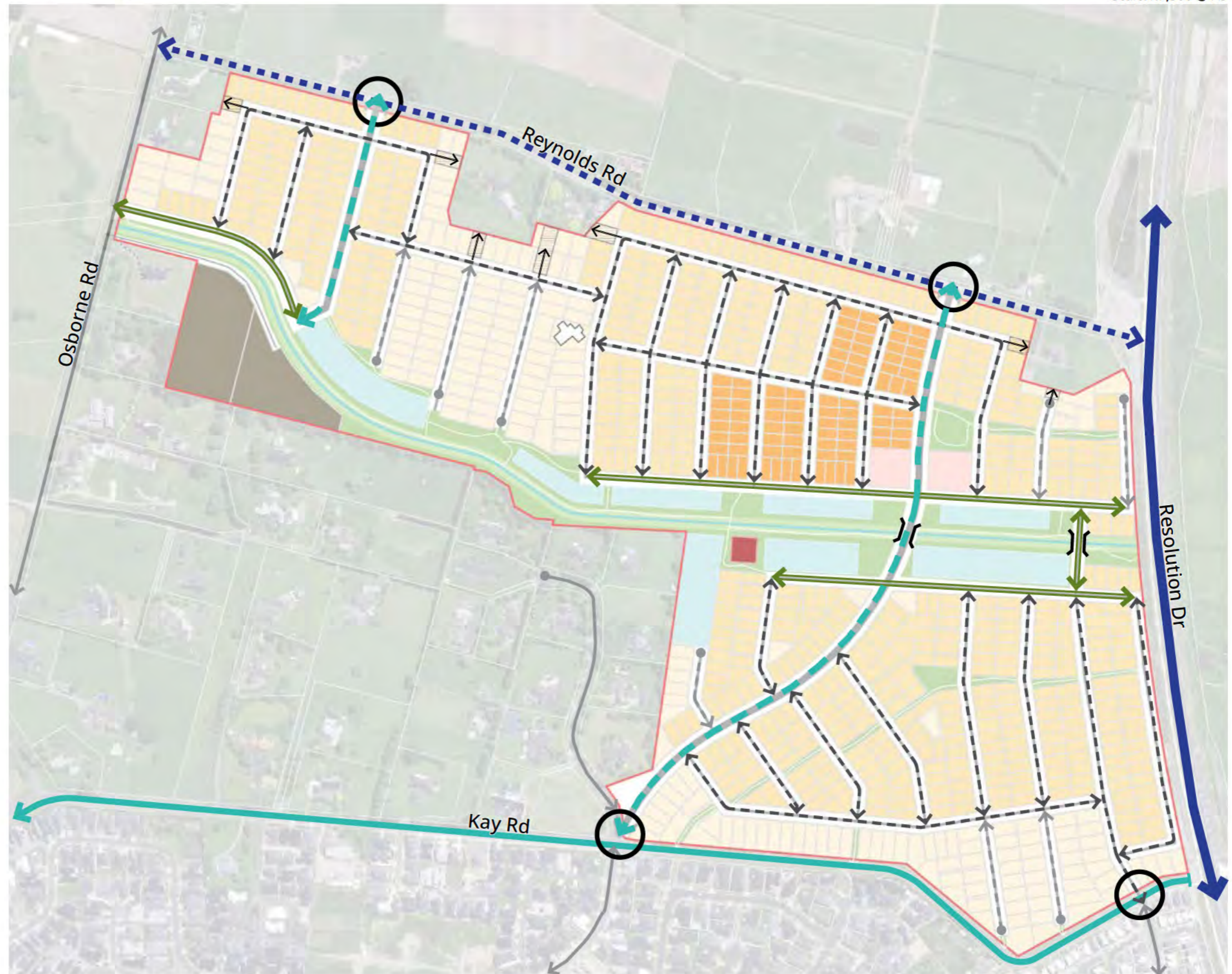


Figure 10 Movement network and roading hierarchy

## 2.4 Walking and Cycling Network

Scale: 1:7,500 @ A3

For the walking and cycling network, the key design responses for the Orchard Grove masterplan include:

- Two-way cycleway along the collector road providing a direct, protected spine for everyday trips to the neighbourhood centre and park.
- Shared paths along the greenway and reserve edge roads to form a continuous recreational loop and off-road commuter option.
- Pedestrian accessways (~6 m) used strategically to shorten walking catchments and connect cul-de-sacs to parks, bus stops and the local centre.
- Safe crossing points (raised tables/refuges) at collector-local intersections and where paths meet streets.
- Direct links to existing paths on Resolution Drive, with an indicative future connection on Kay Road to complete the wider network.
- Optimised the CPTED-led design by having active frontages to paths, good lighting/sightlines, low or visually permeable fencing to public edges.

Legend

- ↔ Two-way Cycleway along Proposed Collector Road
- ↔ Pedestrian Paths along Proposed Reserve / Greenway Edge Road
- ↔ Recreational Walking and Cycling Paths along Proposed Greenway
- ↔ Proposed Pedestrian Pathways/Accessways (~6m)
- Proposed Greenway
- Proposed Bridge or Culvert
- ↔ Possible Future Walking and Cycling Paths on Kay Road
- ↔ Existing Walking and Cycling Paths on Resolution Drive / Existing Pedestrian Pathways/Accessways

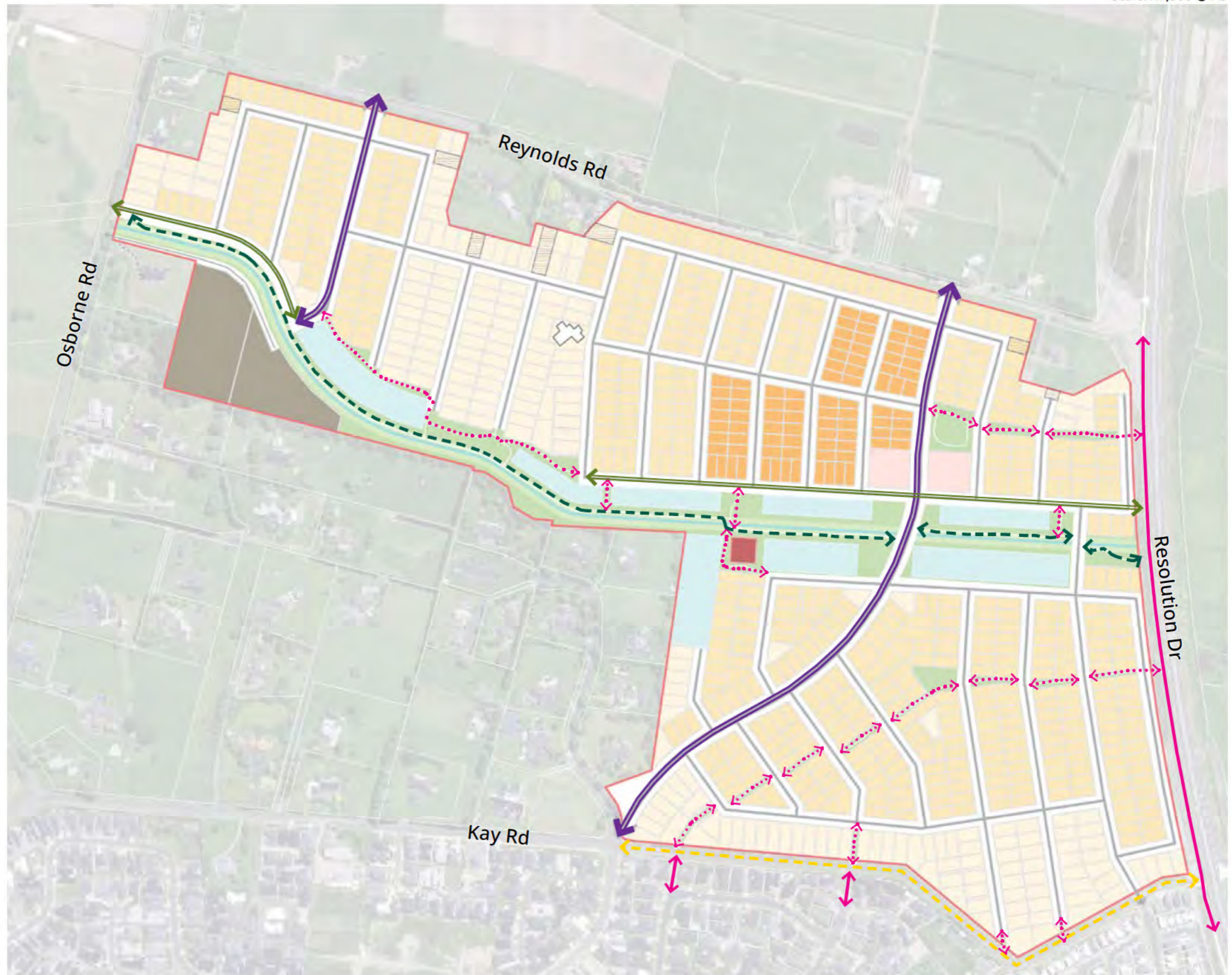


Figure 11 Walking and cycling connectivity network

## 2.5 Stormwater

Stormwater runoff within Orchard Grove will be managed to ensure that run off from all areas such as roading, new houses, berms and driveways does not create flooding or ponding within the proposed development and downstream of Orchard Grove.

The key stormwater management feature within Orchard Grove is a new east-west centrally placed Greenway. All runoff from the site will be directed into a total of eight stormwater ponds, and will discharge into the Greenway at a controlled rate which reflects existing discharges. The objective of the proposed stormwater management approach is to ensure that stormwater flows from the site are improved from the pre-development levels. The central greenway also acts as a conveyance channel, that not only provides outlets from the stormwater ponds but the eastern catchment that runs underneath Resolution Drive.

Furthermore, the proposed stormwater ponds will also combine within the ponds stormwater treatment bio retention which protects the quality of the discharge from the proposed urbanised areas. This will be designed with planting established post construction allowing treatment of the stormwater but also allows habitats to be formed for ecology.

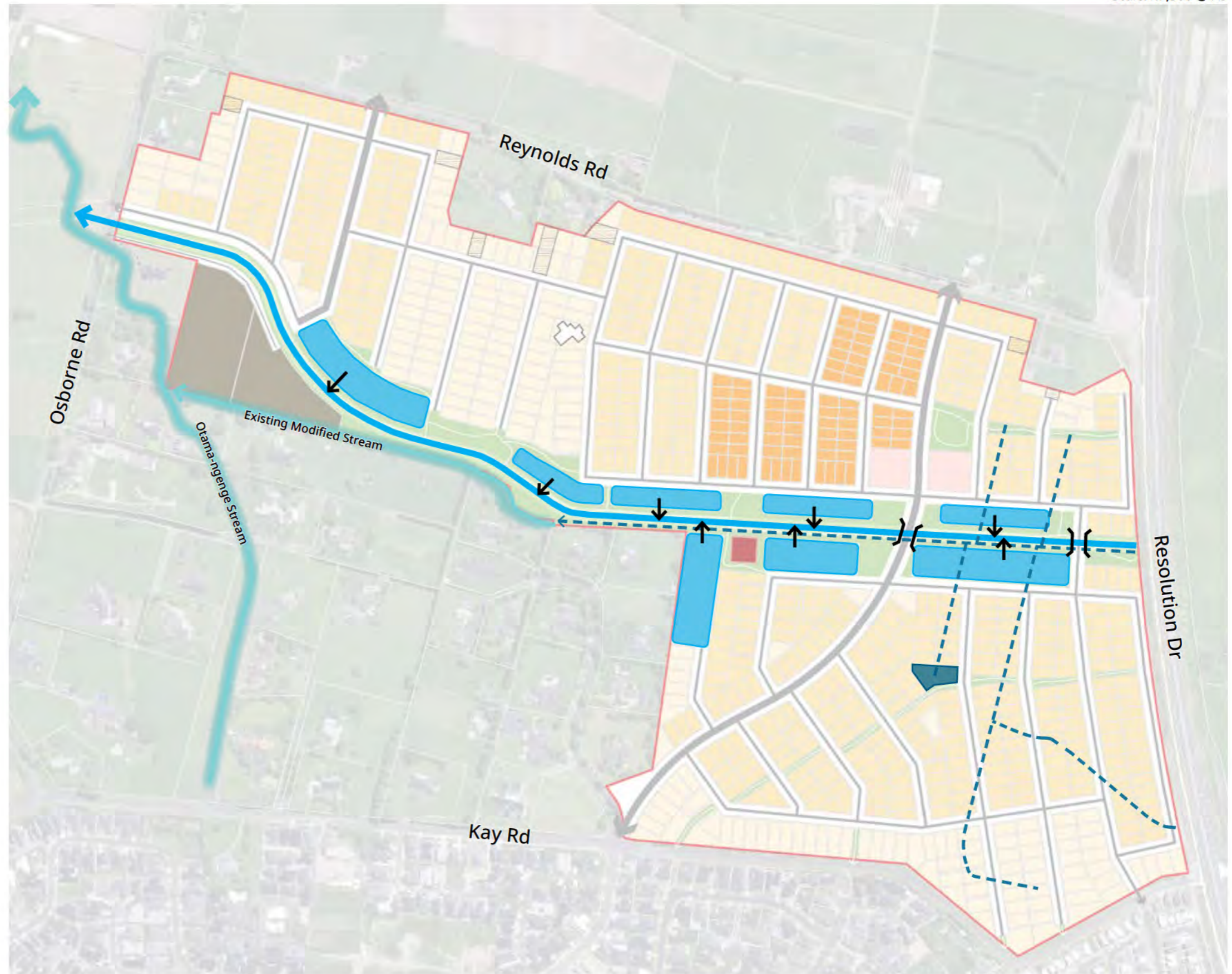
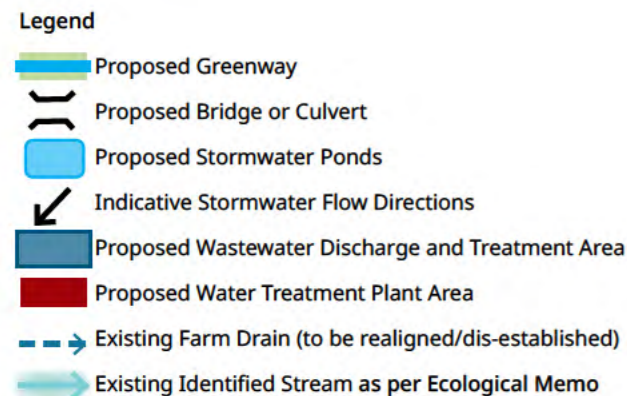


Figure 12 Proposed stormwater network



Scale: 1:7,500 @ A3

## 2.6 Water and Wastewater

### Water

Potable Water supply options are still being explored which will likely include a combination of supply from the existing public network and multiple private bores. The water treatment plant is also proposed as part of Orchard Grove to ensure that any water sourced from the bore for use as potable water will be treated to the required drinking water standards.

There are multiple existing water bores across the site which will also be utilised during the construction phase of the project. This will aid in reducing dust in the drier months when bulk earthworks and civil work is being undertaken.

### Wastewater

Similar to Water, Wastewater for Orchard Grove options are being explored to cater for the developed land via connection to the public network which includes a central Wastewater Pump station or a central Wastewater Treatment Plant. Within the urban areas of the development gravity wastewater will be conveyed via underground piping which will then either be treated onsite or pumped to the public network.

If the treated option became the only option, the treatment would be to A-class standard and be discharged via land to the central greenway to help provide baseflows for plants to grow even through the drier months.

The wastewater infrastructure approach has been designed to priorities the health of land and water, as well as that of future residents.

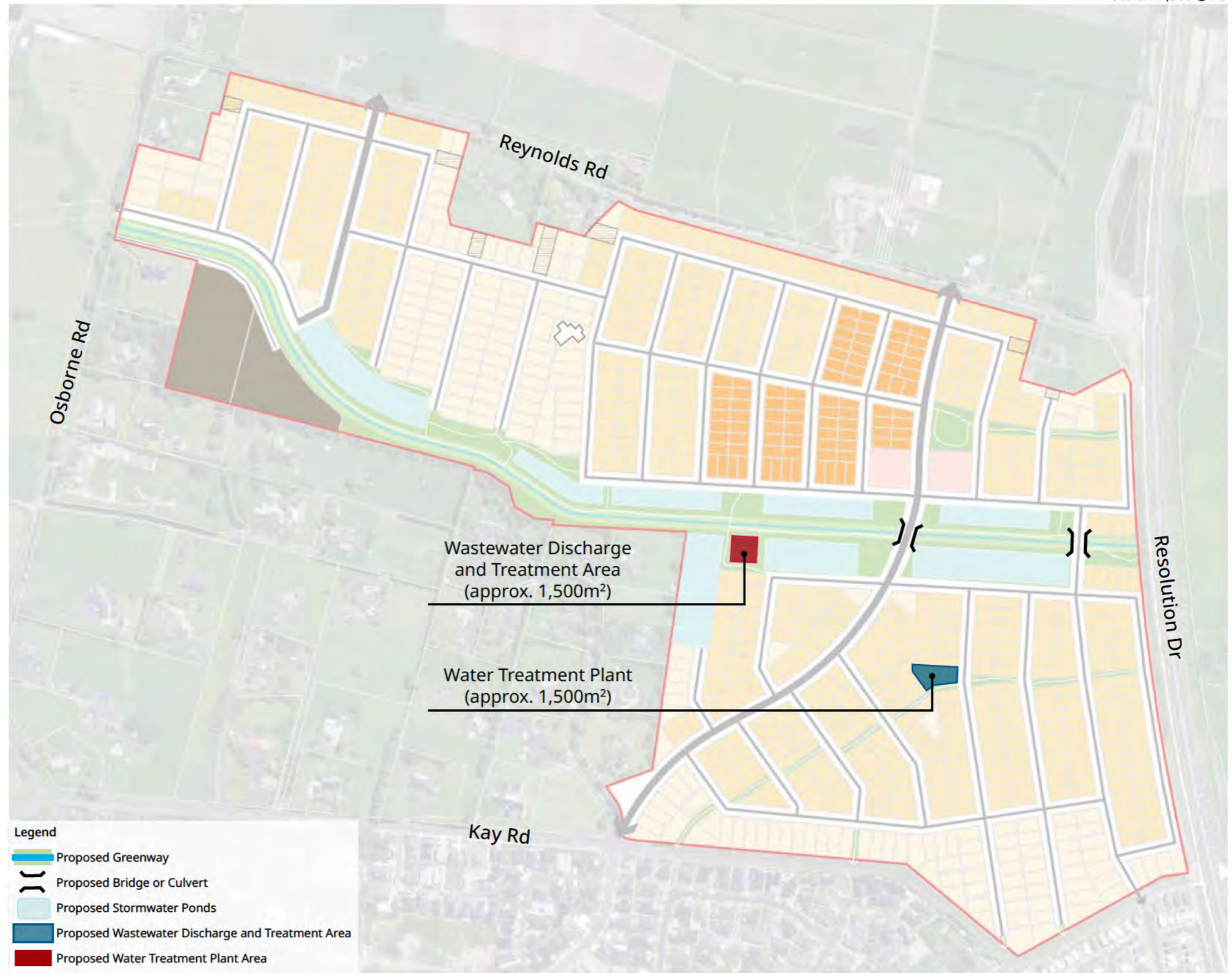


Figure 13 Proposed water infrastructure and wastewater network

## 2.7 Staging

The development will be delivered through a carefully planned and staged approach aligned closely with infrastructure provision, particularly stormwater management and transportation infrastructure.

- 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 through the substantive application process.
- Each stage has been designed to deliver approximately 100 residential lots along with selected infrastructure and/or amenity facilities, such as public parks. This approach ensures steady market absorption and avoids an oversupply of housing, while maintaining momentum and continuity in development delivery.
- Apart from Stage 1, which will be planned to occur first, the subsequent stages may be delivered in any order. The actual sequencing of stages beyond Stage 1 will respond flexibly to market demands, infrastructure availability, and specific inputs from specialist technical assessments.
- Each stage of residential development would align with clear infrastructure milestones, ensuring sustainable management of stormwater and clear transportation connectivity.

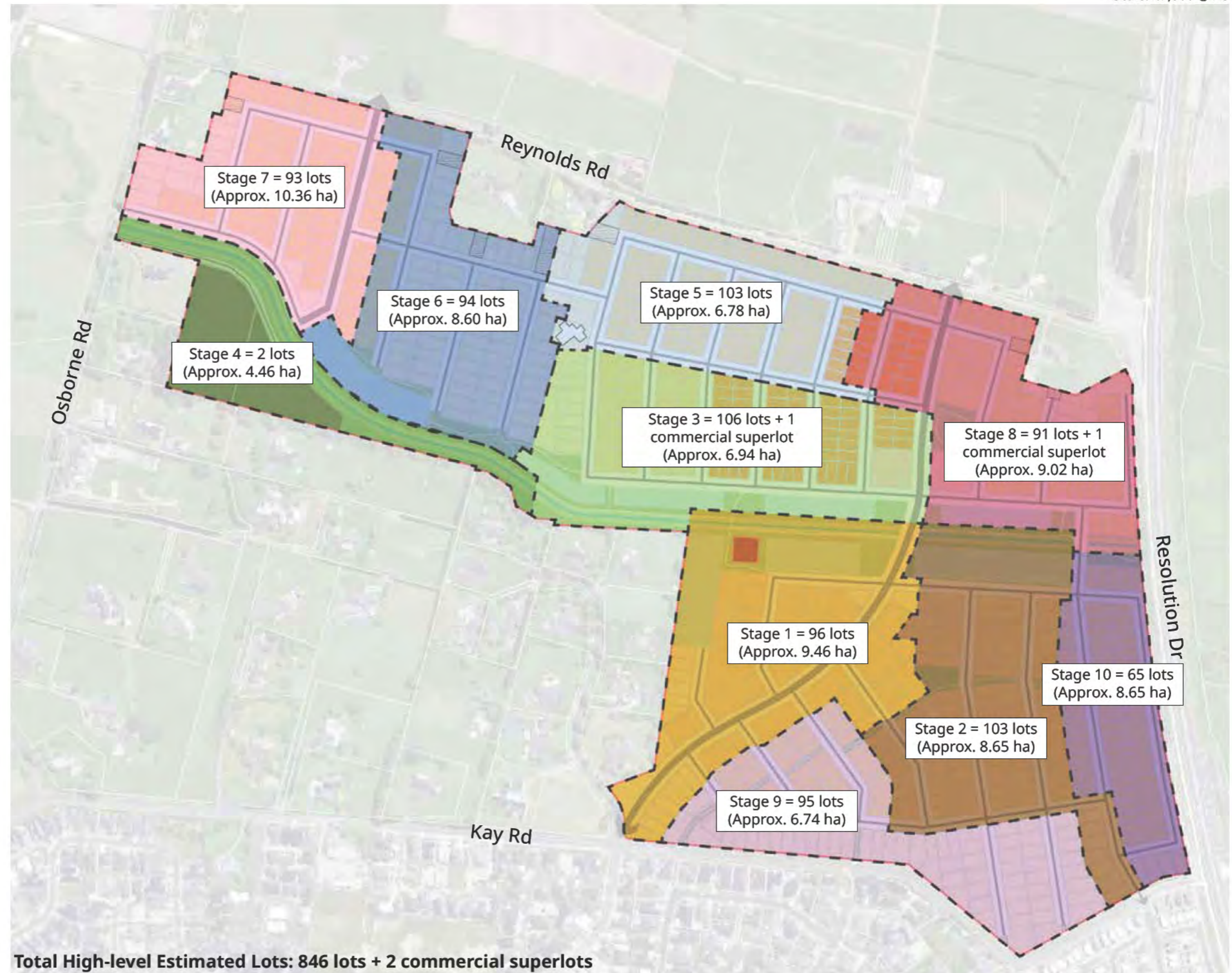
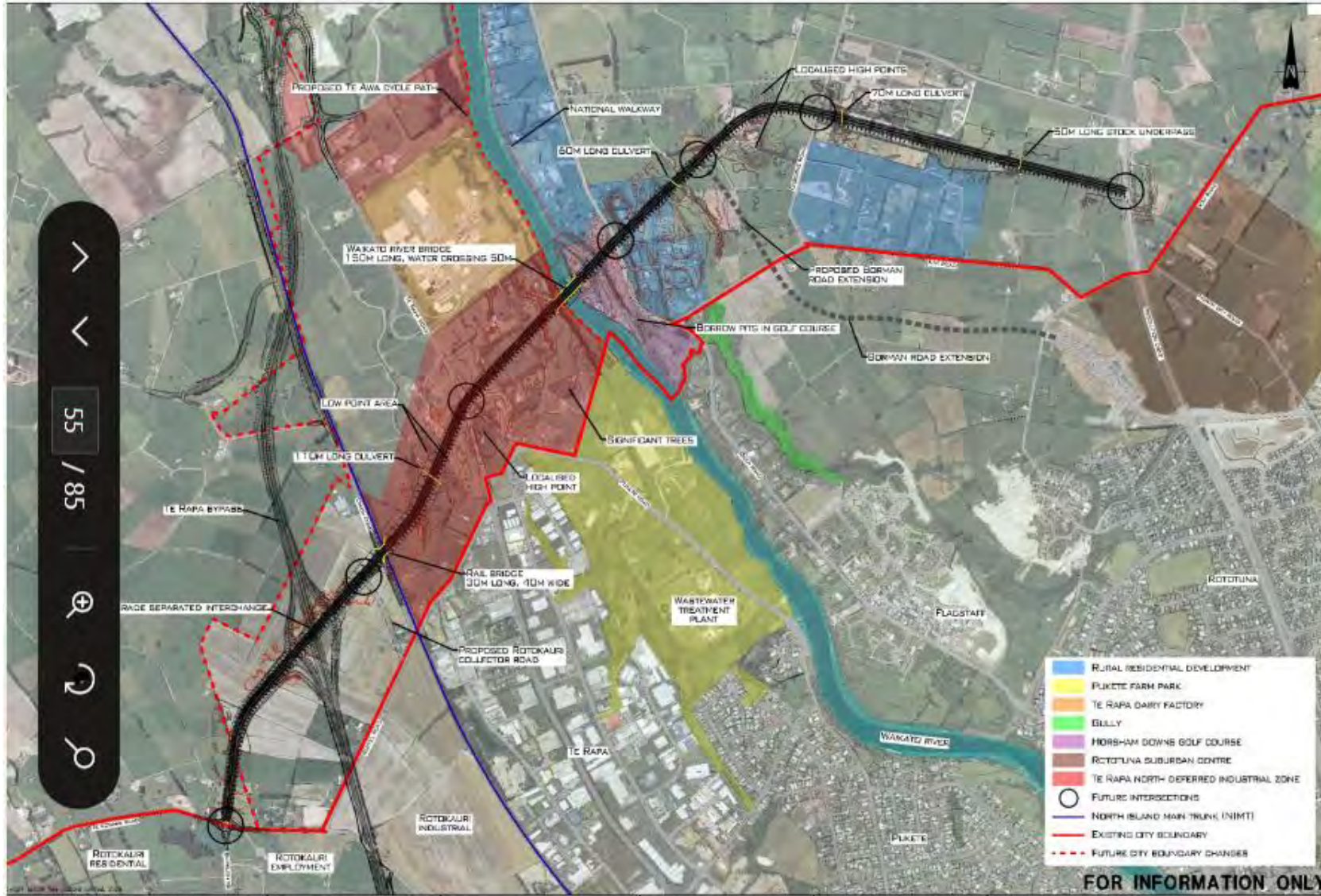


Figure 14 Proposed staging



Navigation controls including zoom in/out arrows, a scale indicator showing '55 / 85', and a compass rose.

**FOR INFORMATION ONLY**

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DRAWN BY:	DATE:	SCALE:	
APPROVED BY:	DATE:	SCALE:	

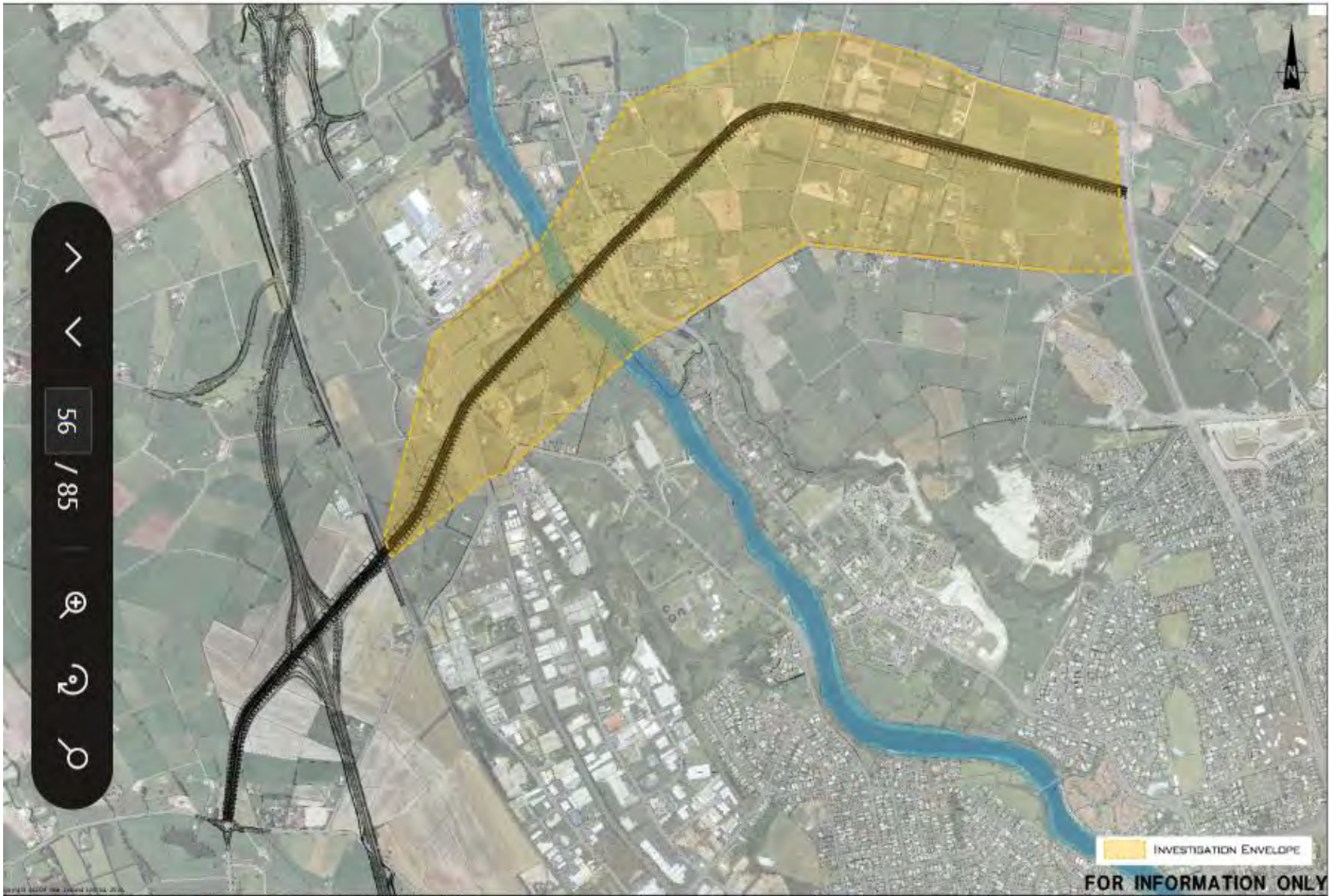
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**AECOM**

**Hamilton City Council**  
Te Kaitiaki o Te Aotearoa

**NORTHERN RIVER CROSSING**

REPRESENTATIVE SCHEME PLAN  
WITH LOCAL CONSTRAINTS



INVESTIGATION ENVELOPE

**FOR INFORMATION ONLY**

NO. 2	DATE	BY	DESCRIPTION

REVISION	NO.	DATE	DESCRIPTION

DATE	BY	DESCRIPTION



<b>NORTHERN RIVER CROSSING</b>	
INVESTIGATION ENVELOPE	
A1	2024-05-16

SHEET 1 of 1

## HT1\_Summary of points from Previous Meetings and background information

Source	Matters
<b>Transport</b>	
Feedback for Master Plan (From Miro Board)	Overall network modelling to understand broader impacts.
	Require Northern River crossing for transport and services - strategic link.
	Paterson Road from Osbourne Road to river- potential opportunity to avoid acquiring land (east side of river). Lands between TAL and dairy. Northern crossing may not fit in the corridor.
	Implications on wider rural network, especially without NRC in place.
	Clarify hierarchy of network.
	How does this development address adjacent ones – e.g, traffic movements?
	Kay Road details need to be added.
	To note that a northern river crossing will cross the Horsham Downs Golf Course - vested to WDC. Various land parcels with different land statuses.
Points from 04 Sep 2025 Meeting	Transport - Further modelling needed to assess intersection solutions and network hierarchy. Consider designation for Northern River Crossing and strategic corridor.
	<ul style="list-style-type: none"> <li>• Cross-city connector corridor discussed.</li> <li>• Concerns about alignment, hierarchy, and integration with existing roads.</li> <li>• Need for strategic designation and modelling.</li> </ul>
Background information on the wider HT1 area	Within the vicinity of a Future Rapid Transport Network Corridor priority corridor (Northern River Crossing Route), yet to be designated.
<b>Water/ Wastewater</b>	
Feedback for Master Plan (From Miro Board)	Design bridges for water and wastewater bulk mains crossing.
	Relatively flat site - elevations for servicing need more thought to make sure it works.
	Identify potential reservoir site(s) as part of master planning?
	Waste Water - requires new connection to the plant. Little other strategic thinking has been undertaken.

Source	Matters
	<p>Water strategy requires new mains, and new pressure zone. None of proposal can be serviced by existing reservoir zone.</p> <p>Water/ Waste - Waikato DC has not planned servicing of this area. Would need to be serviced via HCC.</p> <p>Any Wastewater planning needs a holistic look at the wider area, that this specific area caters for to be informed.</p>
Points from 04 Sep 2025 Meeting	<p>Confirm infrastructure strategy and cost recovery mechanisms. Align with LTP funding and potential boundary shifts.</p> <ul style="list-style-type: none"> <li>• Servicing to be provided by HCC via new infrastructure.</li> <li>• Waikato District Council confirmed it has no plans to service the area.</li> <li>• New reservoir and water treatment plant required.</li> <li>• Northern river crossing for water/wastewater servicing require.</li> <li>• New wastewater bulk main requires.</li> <li>• Potential triggers for strategic upgrades.</li> </ul>
Feedback from Rebecca Jackson (HCC)	<ul style="list-style-type: none"> <li>• Separate water take consents would need to be sought by developer from Waikato RC for any surface water or groundwater supply allocation.</li> <li>• Confirm which “existing public network” is being referred to – Ngaruawahia or Hamilton.</li> <li>• Water take calculation would need to consider water loss through treatment process and distribution networks.</li> <li>• The bore supply would meet definition of drinking water supply under Water Services Act with associated extensive compliance requirements and would have to be registered with Taumata Arowai.</li> <li>• The owner/ operator would be defined as a drinking water supplier and would need to comply with Water Services Act requirements.</li> <li>• Bore water supply and treatment would present an undesirable increased compliance and asset maintenance/ renewal burden on the water organisation if the infrastructure and consents were to be vested.</li> <li>• Interaction between bore water supply and existing/ proposed wastewater disposal locations (contamination potential).</li> <li>• Water meters should be required for all new connections.</li> <li>• Where is water supply reservoir to be located and who would pay?</li> </ul>

Source	Matters
	<ul style="list-style-type: none"> <li>• What water efficiencies are proposed to minimise water use?</li> <li>• Confirm if any high-water users (&gt;15m<sup>3</sup>/day) are intended.</li> </ul>
Feedback from Rebecca Jackson (HCC)	<ul style="list-style-type: none"> <li>• Confirm which “existing public network” is being referred to – Ngaruawahia or Hamilton.</li> <li>• Having potentially multiple small treatment plants is undesirable due to compliance burden, inefficient and expensive.</li> <li>• Potential impact on Hamilton wastewater network and wastewater treatment plant due to added demand if wastewater were to be disposed to Hamilton.</li> </ul> <ul style="list-style-type: none"> <li>• There is opportunity to encourage these fast-track developments to be constructed in a way that maximises water efficiency e.g. no irrigation, drought tolerant plants, water efficient fixtures. Much like Peacocke’s Development is set up to protect the bats, and Ruakura superhub is set up to use much less water than elsewhere in the City.</li> <li>• Our Three Waters Connections Policy requires a bulk out of district network water supply agreement (as well as wastewater and stormwater) <a href="https://storage.googleapis.com/hccproduction-web-assets/public/Uploads-v2/Documents/Policies/Three-Waters-Connections-Policy_D-847810_05-April-2013.pdf">https://storage.googleapis.com/hccproduction-web-assets/public/Uploads-v2/Documents/Policies/Three-Waters-Connections-Policy_D-847810_05-April-2013.pdf</a> . Approval is discretionary and is not guaranteed.</li> <li>• Clarity needed on how the water and wastewater infrastructure for development will consider the larger HT1 area e.g. are bores/ treatment plants intended to be temporary, are they intended to provide for just this development area only.</li> <li>• What are intentions for ownership of three waters infrastructure?</li> </ul>
<b>Stormwater</b>	
Feedback for Master Plan (From Miro Board)	<p>Site is within WRC's Waikato Central Land Drainage Scheme - impacts on the drainage network will need to be addressed.</p> <p>Ponds are not an appropriate and acceptable solution.</p> <p>Volumetric issues for d/stream environment. Many small tributaries. Need to ensure all flooding considerations are allowed for.</p> <p>SWM - is an ICMP (review etc) a pre-requisite for this development to proceed? (Existing ICMP requires review).</p> <p>ICMP would need to integrate with others existing in area.</p>

Source	Matters
	<p>Agree with HCC assessment that stormwater reserve does not provide adequate recreational value.</p> <p>Large drainage reserve system requires significant maintenance obligations to OS. Need to consider appropriate design and landscaping to mitigate these issues.</p> <p>Any Stormwater planning needs a holistic look at the wider area, that this specific area caters for to be informed.</p>
Points from 04 Sep 2025 Meeting	<p>Develop or update ICMP for HT1 area.</p> <p>Address downstream flooding and environmental impacts.</p> <ul style="list-style-type: none"> <li>• Concerns about stormwater ponds near residential areas.</li> <li>• Recommendation for ICMP (Integrated Catchment Management Plan).</li> <li>• Need to align with existing ICMPs.</li> </ul>
<b>Land use and urban design</b>	
Feedback for Master Plan (From Micro Board)	<p>Where should neighbourhood centre be - interaction with Rototuna Town Center - needs context of wider growth area.</p> <p>Urban design best practice principles need to be confirmed in their application - appears first cut masterplan.</p> <p>Grid pattern against contours should be thought through in more detail vs elevations and earthworks.</p>
Points from 04 Sep 2025 Meeting	<ul style="list-style-type: none"> <li>• Master plan seen as a first draft.</li> <li>• Need for site-responsive design.</li> <li>• Lack of recreational spaces, schools, and integration with surrounding land uses noted.</li> <li>• HT1 is currently zoned rural under Waikato District Plan.</li> <li>• Integration with wider HT1 growth cell is critical.</li> <li>• Fragmented land ownership presents challenges.</li> </ul>
Feedback from Colin's Site Visit (HCC)	<p>Subject site only a small part of the entire growth cell. Masterplan as it currently stands is just ad hoc sprawl. It should be informed and guided by planning (especially regarding preferred location of future road corridors) undertaken for the entire cell. Without that it is not possible to properly assess.</p> <p>Future integration of all the land north of Kay Road and east of Osborne should at least be factored in.</p> <p>Area currently has rural character to be expected of land adjoining northern edge of city. Masterplan does not pick up on any of this character – it merely imposes more sprawl – not place based.</p>

Source	Matters
	<p data-bbox="454 240 1039 268">Some more specific UD concerns include:</p> <ul style="list-style-type: none"> <li data-bbox="506 308 1890 335">● Proposed southern lots along Kay Road will require extensive earthworks which should be avoided</li> <li data-bbox="506 352 1666 379">● Extending Hare Puke north as the main collector through masterplan feels forced.</li> <li data-bbox="506 397 1991 424">● I question size, location, and need for the neighbourhood centre given proximity of Rototuna Town Centre.</li> <li data-bbox="506 442 1946 512">● Lot sizes are large by today’s standards – what guarantees will be in place that these will not be further subdivided in future?</li> <li data-bbox="506 529 2018 600">● Providing only limited connectivity to existing roading network likely to cause delays especially along school routes.</li> <li data-bbox="506 617 1229 644">● Appropriately sized neighbourhood parks lacking.</li> <li data-bbox="506 662 1032 689">● No provision for future school site?</li> <li data-bbox="506 707 1939 777">● Layout very ‘vanilla’ meaning lacks variety – e.g. variety of unit typology including apartments, keeping mature trees where appropriate, other community uses.</li> <li data-bbox="506 794 1899 1074">● In terms of street block and orientation - opportunities for sunlight access should be maximised by <ul style="list-style-type: none"> <li data-bbox="602 834 1267 861">○ aligning roads north/south and lots east/west</li> <li data-bbox="602 879 1391 906">○ providing south facing lots with north facing backyards</li> <li data-bbox="602 924 1809 951">○ ensuring sunlight access to roads, including the selection of appropriate tree species</li> <li data-bbox="602 968 1592 995">○ limit the size and length of urban blocks - currently some are too long</li> <li data-bbox="602 1013 2013 1074">○ avoid rear lots - they inherently generate public/private conflict along the sides of front and adjacent lots and don’t provide connection to the road</li> </ul> </li> </ul>
Background information on the wider HT1 area	<ul style="list-style-type: none"> <li data-bbox="506 1110 1778 1137">● It is the largest emerging area and provides an opportunity for primarily residential growth.</li> <li data-bbox="506 1155 2018 1311">● Proximity to the Rototuna WEX (SH1) and Resolution Drive Interchange to the East. Land in the south near the Rototuna WEX may provide an opportunity for industrial land supply on. Scoping analysis and the Industrial Land Scoping Study identified ‘market attractive’ attributes of HT1 for industrial land supply, such as proximity to transport, customers, supply base and labour force.</li> <li data-bbox="506 1329 1767 1356">● Industrial land supply provides employment opportunities on the eastern side of the City.</li> </ul>

Source	Matters
	<ul style="list-style-type: none"> <li>● Proximity to the Rototuna town centre and range of amenities (e.g., new schools), but far away from the CBD.</li> <li>● The large area of HT1 may provide opportunities for ecological restoration, outdoor recreation, and or reserves.</li> <li>● The Northern River Corridor for servicing will form a defensive urban edge for initial stages of urbanisation.</li> </ul>
<b>Parks and open spaces</b>	
Feedback for Master Plan (From Micro Board)	OS provision undercooked. Double up with SWM area, prefer to avoid this approach as SWM function dominates the use.
	What are parks and wider open space network requirements - wider land use integration etc?
	Likely necessary to include another neighbourhood park to provide open space provision in the west of the development.
<b>Strategic and Policy</b>	
Points from 04 Sep 2025 Meeting	<ul style="list-style-type: none"> <li>● Assess strategic housing need. Consider implications for boundary transfer and development contributions.</li> <li>● Regional Council to assess whether the land is needed for housing within the next 10 years.</li> <li>● Implications for boundary adjustments and development contributions.</li> </ul>
Background information on the wider HT1 area	<ul style="list-style-type: none"> <li>● A staged approach for development in HT1 will be required given its size, land ownership make-up and servicing requirements. This could focus on the eastern edge bordering Resolution Drive subject to the Northern Corridor and servicing solutions.</li> <li>● To date only WA, HT1 and R2 have formed part of the long-term land supply (beyond 30 years) for the City.</li> <li>● Identified within the Future Proof Strategy settlement pattern as a “future urban growth area.”</li> <li>● Not originally included in the June 2022 scoping studies resolutions but has the same strategic status as R2 and WA.</li> <li>● It is included in the 2020 Strategic Boundary Agreement with Waikato District Council.</li> <li>● Identified in the HUGS as “out of boundary areas.”</li> </ul>
<b>Process Outline</b>	

Source	Matters
Points from 04 Sep 2025 Meeting	<ul style="list-style-type: none"> <li>• Cost recovery agreement to be established.</li> <li>• Development principles to guide collaboration.</li> <li>• Planning and infrastructure brief to be agreed upon.</li> <li>• Final master plan to be conditioned in the consent.</li> <li>• Private Developer Agreement (PDA) to outline cost-sharing.</li> </ul>
<b>Landownership</b>	
Background information on the wider HT1 area	<ul style="list-style-type: none"> <li>• Ownership is fragmented (around 36% fragmentation) in the southern half and western flank alongside the Waikato River. The Colin Lit (Orchard Grove) block is the exception to this representing 9% of the total HT1 area.</li> <li>• The northern portion of H1 is dominated by land owned by the Crown and the s 9(2)(a) (5% and 50% respectively).</li> <li>• The fragmentation of lifestyle blocks within parts of HT1 mean that urbanising these areas in future will present a range of challenges and Council would be best to focus on parts of HT1 which are in consolidated land ownership and are least fragmented.</li> <li>• Both the Litt family and s 9(2)(a) family have been developing in Hamilton for a number of decades and are responsible for developing large parts of Rototuna.</li> </ul>
<b>NPS-HPL (Highly Productive Land)</b>	
Background information on the wider HT1 area	<ul style="list-style-type: none"> <li>• Highly Productive Land (HPL) is present in HT1 including 1,2, and 3. Mostly LUC 2 is present.</li> <li>• HT1 is likely exempt from the NPS-HPL as it is strategically identified for transfer in the WDC SBA.</li> <li>• However, there is a clause in the NPS-HPL that the development is commenced over the next 10 years. The 2005 SBA stated that it would be transferred by 2045, but the 2020 SBA replaced this with a more flexible trigger – at the sole discretion of the Chief Executive of HCC.</li> <li>• The scale of HT1 suggests that the entire area is unlikely to be needed to accommodate HCCs growth, as it offers more growth than is needed over the next 30 years (unsure if this is still the case under the new GfGH policy).</li> </ul>

Source	Matters
	<ul style="list-style-type: none"> <li>A more realistic outcome is that land use in the southern end of HT1 is triggered (which could be achieved under Fast track anyway making the NPS-HPL null), while being integrated with the proposed Northern River Crossing.</li> </ul>
<b>General/ Others</b>	
Feedback Inputs for Master Plan (From Miro Board)	Preference for a view of the overall HT1 development cell requirements, not only how Litt's land works
	SBA - is housing land required in terms of support?
	Loss of highly productive land needs to be considered. Do not consider the site meets the exemption in the NPS-HPL, as it's not clearly identified in a strategic planning document as suitable for commencing development over the next 10 years (from commencement of the NPS-HPL)
	How would NRC costs be recovered by HCC? Likely DC funded, but difficult to DC land outside HCC. Could designate land outside HCC, then to acquire land. Developer agreement could get around issue of DCs outside HCC for infrastructure inside.
Feedback from Rebecca Jackson (HCC)	<ul style="list-style-type: none"> <li>Any consents or large contracts will need to be presented to the IAWAI Board.</li> <li>What are intentions for paying for strategic infrastructures?</li> <li>Development contributions considerations for any strategic infrastructure</li> </ul>
Background information on the wider HT1 area	<ul style="list-style-type: none"> <li>Nothing identified with regards to peat (high level study).</li> <li>Predominately flat, with undulating and rolling portions.</li> <li>No environmentally sensitive items or areas at a high level.</li> </ul>

---

**From:** Fraser McNutt  
**Sent:** Thursday, 18 September 2025 1:38 pm  
**To:** Briar Belgrave; Dean Morris; Kasey Zhai; s 9(2)(a) Leo Hills  
**Subject:** FW: HT1 meeting minutes 11/9  
**Attachments:** FT\_HT1\_MN\_003\_20250911.pdf

For File from last weeks meeting.

Ngā mihi | Kind regards,

---

**FRASER MCNUTT**  
Partner/Waikato Manager (MNZPI)  
s 9(2)(a)  
s 9(2)(a)

**B&A**  
Urban & Environmental



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Waikato Mail Centre, Hamilton 3240  
298 Victoria Street, Hamilton 3204

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**From:** Jaimee Wilson s 9(2)(a)  
**Sent:** Thursday, 18 September 2025 1:32 pm  
**To:** Glenn Boyd s 9(2)(a); Mark Marr s 9(2)(a); Bridget Morgan s 9(2)(a); Dean Morris s 9(2)(a);  
Stephen Howard s 9(2)(a); Mark Roberts s 9(2)(a); Ben Petch s 9(2)(a); Leslie Lao s 9(2)(a) May  
Soe s 9(2)(a); Chris Dillon s 9(2)(a); Steve Denize s 9(2)(a); Colin Hattingh s 9(2)(a); Greg

Carstens s 9(2)(a); Juliana Reu Junqueira s 9(2)(a); Miffy Foley s 9(2)(a); Donna Tracey  
s 9(2)(a); Jackie Colliar s 9(2)(a); Brent Manning s 9(2)(a); Tony Denton s 9(2)(a);  
Andrea Phillips s 9(2)(a); Parvati Patel s 9(2)(a); Rebecca Jackson s 9(2)(a); Katrina Andrews  
s 9(2)(a); Virendra Prasad s 9(2)(a); Matthew Horsfield s 9(2)(a); Basil Mathew  
s 9(2)(a); Marieka Van Der Lee s 9(2)(a); David Bastion s 9(2)(a); Kelly G. Nicolson  
s 9(2)(a); Richard Clark s 9(2)(a); Fraser McNutt s 9(2)(a)

**Subject:** HT1 meeting minutes 11/9

Hi all,

Please see attached finalised HT1 minutes from the 11 September meeting for your information.

Please address any actions next to your name.

[FT\\_HT1\\_MN\\_003\\_20250911.pdf](#)

Kind regards,

**Jaimee Wilson**  
Planner

D +s 9(2)(a)

P +s 9(2)(a)

Level 2, 3 Cook Street, Hamilton East  
Hamilton 3216

[harrisongrierson.com](http://harrisongrierson.com)



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**From:** Fraser McNutt  
**Sent:** Wednesday, 27 August 2025 9:58 am  
**To:** Briar Belgrave  
**Subject:** FW: Orchard Grove (HT1)

---

**From:** Fraser McNutt  
**Sent:** Thursday, 21 August 2025 8:54 am  
**To:** Chris Dillon s 9(2)(a)  
**Cc:** Steve Burgess s 9(2)(a) Mark Davey s 9(2)(a)  
**Subject:** Orchard Grove (HT1)

Good Morning Chris,

See below a preliminary Master Plan for 'Orchard Grove'. We'd like to present the development to bring the usual suspects up to speed prior to us lodging for FT referral. If Andrea could do her usual amazing job too with the notes that would be much appreciated.

The presentation should take 15-20mins and in attendance from our team will be B&A Planners, Maven, Commute and possibly the client Colin Litt.

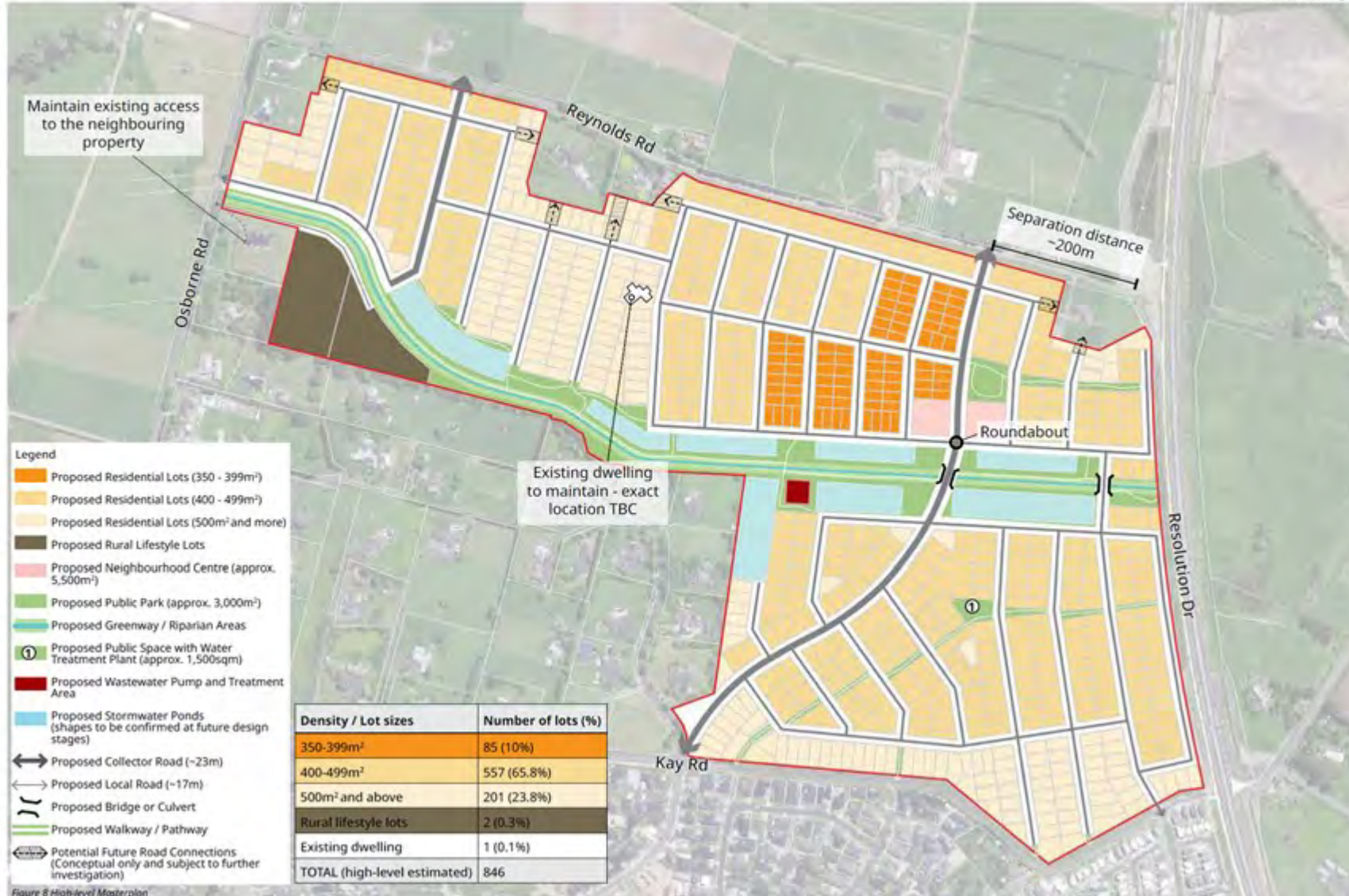
Are there some times during the week of the 1<sup>st</sup> September that we can schedule in Chris?

Cheers,

Fraser

# 2.0 Masterplan

Scale: 1:5,000 @ A3



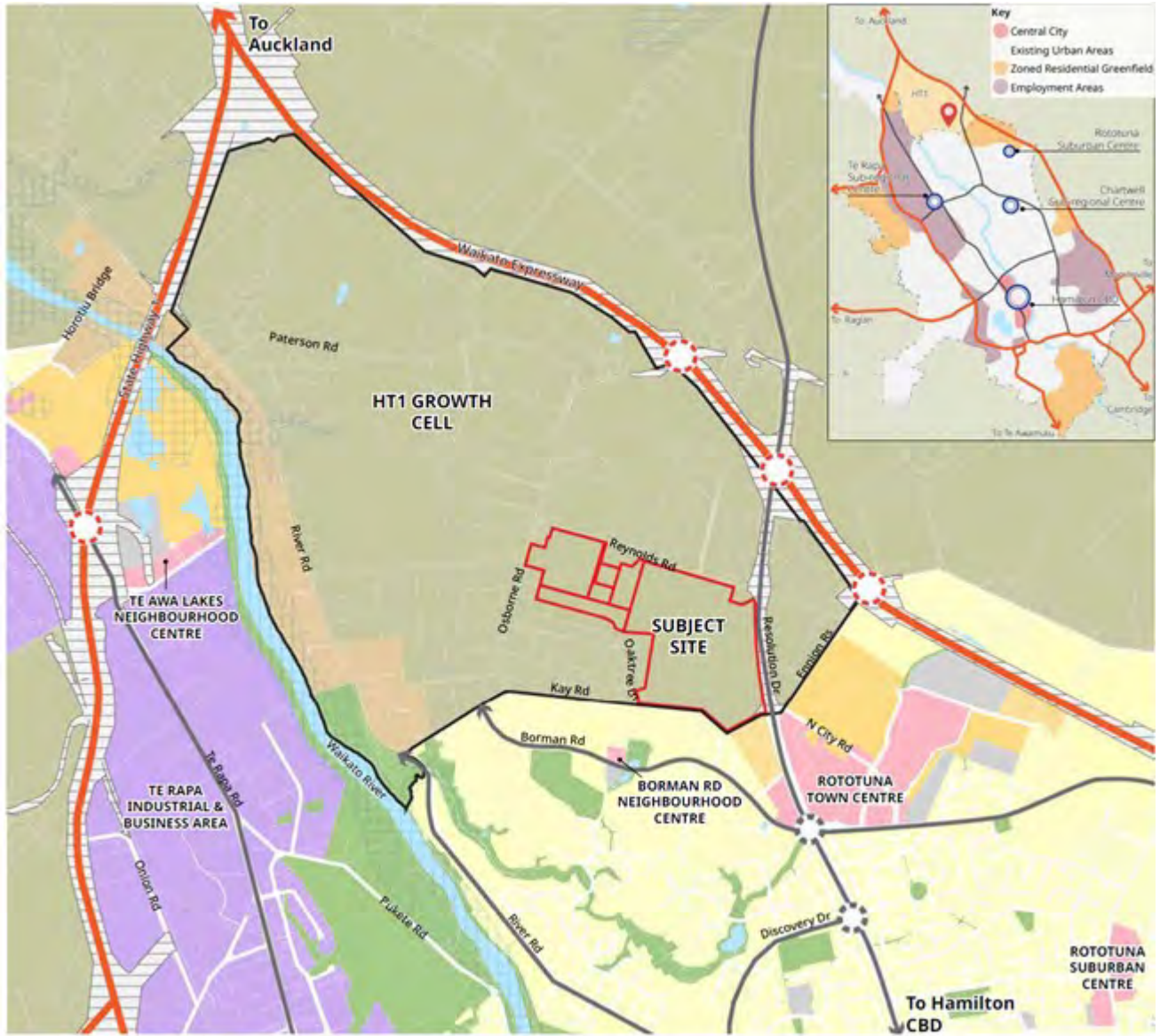


Figure 2 Hamilton City and Waikato District planning context

Kind regards,

**FRASER MCNUTT**

Partner/Waikato Manager (MNZPI)

s 9(2)(a)

s 9(2)(a)

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**B&A**

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## Fast-track

Project Name	Fast-track	# of meeting notes	001
Meeting	HT1 – Northern River Crossing Workshop	Date of meeting	30/10/2025 (2pm)
Location	Teams	Notes taken by:	Leslie Lao

### Attendees and apologies

<input checked="" type="checkbox"/>	Fraser McNutt	B&A	<input checked="" type="checkbox"/>	Mark Roberts	HCC
<input checked="" type="checkbox"/>	Colin Litt		<input checked="" type="checkbox"/>	Tony Denton	HCC
<input checked="" type="checkbox"/>	Leo Hills	B&A	<input checked="" type="checkbox"/>	Brent Manning	HCC
<input checked="" type="checkbox"/>	Dean Morris	B&A	<input checked="" type="checkbox"/>	Leslie Lao	HCC
<input checked="" type="checkbox"/>	Presenter/Facilitator Bryce Powell	HG/HCC			

**FINAL**

### Goal;

Meeting to discuss potential Northern River Crossing (NRC) alignment as it relates to Orchard Grove block and the broader road network connecting the NRC.

### Agenda

1. Alignment of the NRC – HCC
2. Alignment of the NRC - Options
3. Wider transport network

### Action items

ID.	Actions	Who	By When
1.	Applicant to send updated consultation pack	Fraser	ASAP
2.	Transport – to review and provide feedback on consultation pack	Tony D	
2.1	Transport – Further modelling needed to assess intersection solutions, designation for Northern River Crossing and strategic corridor, and network hierarchy	Tony D	
3.	Colin's team to revise masterplan	Fraser	

### Discussion

#### HCC comments to Applicant team:

#### 1. Master Plan Overview

- Historical studies, including one in 2007, assessed multiple NRC alignment options; Northern Alignment along Reynolds Road was dismissed due to poor geometrics and low demand.
- HCC's preferred corridor lies between Kay and Reynolds Roads, connecting on to Resolution drive
- Designation not yet in place; expected to be prioritized in the next Long-Term Plan (LTP).
- HCC has concerns about fast-track consents being approved before designation, risking future conflicts.

## **2. Transport Corridor & Road Design**

- The NRC provides an alternative river crossing to the current Wairere Drive (Pukete) Bridge which is nearing capacity. The NRC will provide a link between the Northeast areas of Hamilton, including HT1, to the employment on the western side of the Waikato River.
- River crossing location options are limited and fixed by indicative alignments and constraints on the western side of Waikato River
- Designation corridors may initially be 60–80m wide, refined to 35–40m during detailed design. This allows for construction flexibility and future infrastructure integration. This is similar to what is provided for by the private plan change request at Te Papa on the western side of the river (32m).
- There was a robust discussion on the suitability of Reynolds Road as a corridor. While HCC expressed concerns about elevation and demand, the applicant team highlighted its centrality to HT1 and potential long-term benefits. HCC are open to contrary evidence on this matter.
- Corridor will be a limited access arterial, similar to Wairere Drive, supporting active transport and public transit.
- A minimal number of local (arterial or collector) roads will connect to the NRC e.g, Borman Road extension northwards from Kay Rd.

## **3. Transport Modelling:**

- Existing SAR (2007) used outdated assumptions; current modelling must reflect modern densities.
- Modelling is sensitive—small shifts in alignment can significantly affect outcomes.
- Timing of modelling for Orchard Grove - 11 FT consents are in queue; transport modelling team is under pressure; modelling may take some time.
- A comprehensive Traffic Impact Assessment (TIA) is needed for the wider area. It is important that the alignment of the NRC considers wider land use patterns and not just growth within HT1. wider land use patterns and not just growth within HT1.
- Excepting PT, alternative modes preferred off-NRC route.

## **4. Infrastructure**

- Corridor will carry bulk water and wastewater infrastructure; connecting HT1 to the Pukete wastewater treatment plant across the Waikato River.
- Road corridor will also accommodate other utilities, electricity and telecommunications.
- Wastewater servicing by gravity main is less ideal along ridgelines like Reynolds Road.

### Applicant team's comments:

#### **1. Masterplan and Referral Process**

- Referral application is nearly ready; iwi support confirmed; awaiting USP signature on recommendation letter; consultation pack being finalized.
- Masterplan will be updated to reflect feedback and avoid future infrastructure conflicts. Planning approach aims to preserve flexibility for future crossings and staged development.

#### **2. Transport Corridor Proposal**

- Proposed 35m wide arterial through Reynolds Road, constrained by land ownership.
- Interim access via Resolution Drive considered, though land ownership and elevation issues exist.
- Applicant believes that the proposed Reynolds Road alignment better serves the northern HT1 area and central catchment.

#### **3. Transport Modelling and Planning**

- Acknowledged need for updated transport modelling to support referral and future development.
- Emphasis on long-term planning (30–40 years) that support the development of the HT1 cell rather than addressing short-term growth in the Rototuna area/ existing demand.

Shared discussion points:

- Multiple NRC alignment options were studied, including routes between Kay and Reynolds Roads.
- Connecting the corridor to Resolution Drive is seen as strategically beneficial, though sensitive in terms of modelling and land use.
- Agreement that the corridor must support future growth, infrastructure, and transport needs.
- Agreement on the general width of the corridor (in the range of 32-35m), and its function (limited intersections and limited access to the corridor).
- Recognition that designation timing and modelling updates are critical to avoid retroactive conflicts.

**Attachments**

1. Info provided by the proposed FT applicant (updated 'Consultation pack').
2. Tony to confirm modelling inputs for past studies

Close: 2:45pm.

## Fast-track

<b>Project Name</b>	Fast-Track	<b># of meeting notes</b>	001
<b>Meeting</b>	HT1	<b>Date of meeting</b>	12/05/2025
<b>Location</b>	Teams Meeting	<b>Notes taken by:</b>	Andrea Spalding

## Attendees and apologies

<input checked="" type="checkbox"/>	Chris Dillon	HCC	<input checked="" type="checkbox"/>	Donna Tracey	WDC
<input type="checkbox"/>	Mark Davey	HCC	<input checked="" type="checkbox"/>	Miffy Foley	WRC
<input checked="" type="checkbox"/>	Kevin Strongman	HCC	<input checked="" type="checkbox"/>	Colin Lett	
<input checked="" type="checkbox"/>	Jackie Colliar	HCC	<input checked="" type="checkbox"/>	Fraser McNutt	Barker
<input checked="" type="checkbox"/>	Hazel Coalter	WDC	<input checked="" type="checkbox"/>	Dean Morris	Maven
<input checked="" type="checkbox"/>	Brent Manning	Cairocat	<input checked="" type="checkbox"/>	Ben Petch	InPlace (HCC)

### FINAL;

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

## Agenda

### Action items

ID.	Actions	Who	By When
1	Cost Recovery Agreement and development principles to be signed.	Fraser	ASAP

### Noted

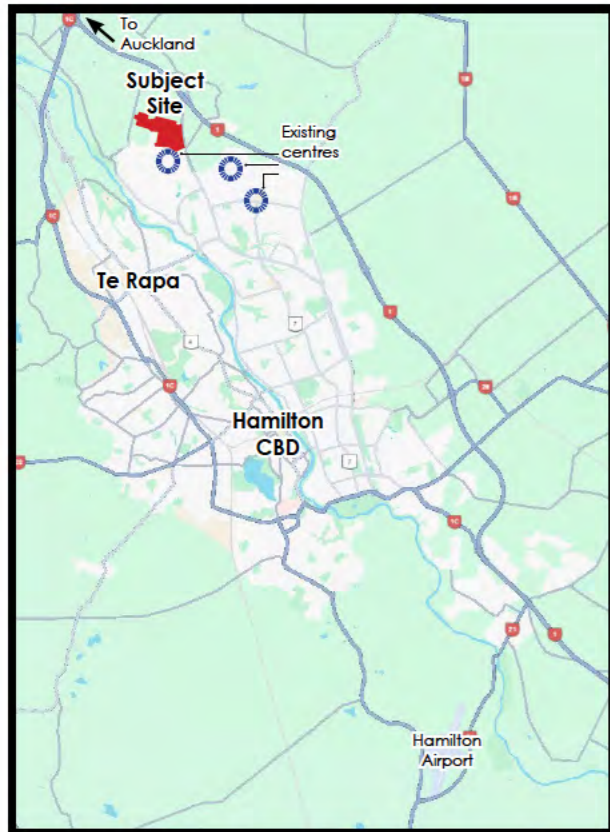
- 400 - 600 sqm lot sizes. Medium to high density terrace housing and neighbourhood area.
- No Masterplan yet.
- Three months referral process before approval expected to proceed through the FT act process.
- Boundary transfer is it required or separate? Waikato and Waipa are working through this.
- Align FT discussions and how to integrate with other landowners. Fraser will consult with neighbours and show a Structure Plan in the first instance which will demonstrate integration with wider area. This is to include to the South as well.
- Infrastructure work to be worked in with neighbours as well.
- Noted that the east of Resolution Drive is challenging.
- Overall servicing how many lots? 70ha under 1000 lots.
- Lower density. Vacant lots to the market.
- Miffy mentioned water allocation and storm water - farm drains in that area that will need to be converted, and LOS will need to be confirmed for existing farm drains outside application area. Water allocation - may put in own water consent application through WRC and then will get transferred to Hamilton city. First come first served Regional consents aren't tied to zones. So outside of FT.
- Affordable housing is needed.
- Consent needs to be done to a level of detail. Can be completed in stages.
- Process going forward – CRA and development principles need to be signed. Since site is outside HCC boundary HCC not considered a relevant authority as per the Act, so need a separate legal agreement for recovery of costs.
- Northern river crossing corridor and alignment need to be worked through.

- Boundary organisation aspects will need further work including Kay Road as well.
- Water takes - need to know for stage 1 which is approximately 50 -100 lots so masterplan is informed from the outset. Connect where the most capacity is in the line. HCC hasn't planned to service this area. Look at all options including plug n play, in context of a long term solution. If on site solutions what does the costs look like?

## Attachments

*HT 1 Map*

Adjourned at: 10.40am



---

**From:** Fraser McNutt  
**Sent:** Tuesday, 19 August 2025 4:33 pm  
**To:** Briar Belgrave; Kasey Zhai  
**Subject:** FW: FT HT1 Kay Road Minutes

FYI

Kind regards,

---

**FRASER MCNUTT**  
Partner/Waikato Manager (MNZPI)  
s 9(2)(a)  
s 9(2)(a)



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**From:** Donna Tracey s 9(2)(a)  
**Sent:** Tuesday, 19 August 2025 3:06 pm  
**To:** Fraser McNutt s 9(2)(a); Colin Litt s 9(2)(a); Andrea Spalding s 9(2)(a); Dean Morris <s 9(2)(a)>; Leo Hills s 9(2)(a)  
**Cc:** Chris Allen s 9(2)(a); Peter Henderson s 9(2)(a); Virendra Prasad s 9(2)(a); Brent Manning s 9(2)(a); Chris Dillon s 9(2)(a); Ben Petch s 9(2)(a); Tony Denton s 9(2)(a); Robyn Denton s 9(2)(a)  
**Subject:** RE: FT HT1 Kay Road Minutes

Hi Fraser, Colin and Team.

As Chris mentioned below the road stopping process is primarily governed by the Local Government Act 1974, specifically sections 319(1)(h), 342, and Schedule 10.

I have not been able to nail down a cost estimate for you as each process has been quite varying in costs.

Something that may help to gain a greater understanding is that we have a live example in train that went to Council yesterday. Road Stopping of Martin Lane in Horsham Downs.

Here is a link to the report (agenda item number 7.4) The report sets out the process to date that has been followed in the background section, for that particular road.

<https://waikato.civicclerk.com.au/web/Player.aspx?id=569&key=-1&mod=-1&mk=-1&nov=0>

WDC (and presumably HCC) would require the applicant to enter into a road stopping agreement, with the commitment that all costs will be paid by the applicant. Prior to any Road Stopping process commencing a wider discussion and potentially modelling on what a future transport network could look like for the entirety of HT1 would ideally need to be undertaken.

Ngaa mihi | Kind regards

**Donna Tracey**

**Cross Boundary Growth Manager**

**Waikato District Council**

*Te Kaunihera aa Takiwaa o Waikato*

**Waea puukoro:** s 9(2)(a) | **Nama waea:** 0800 492 452

**Poutaapeta Mahi:** Private Bag 544, Ngaaruawaahia 3742

**Waahi Mahi:** 15 Galileo Street, Ngaaruawaahia

---

**From:** Chris Allen s 9(2)(a)  
**Sent:** Monday, 18 August 2025 7:26 pm  
**To:** Fraser McNutt s 9(2)(a); Andrea Spalding s 9(2)(a); Chris Dillon s 9(2)(a); Ben Petch s 9(2)(a); Tony Denton s 9(2)(a); Robyn Denton s 9(2)(a); Peter Henderson s 9(2)(a) Dean Morris  
s 9(2)(a); Virendra Prasad s 9(2)(a); Leo Hills s 9(2)(a); Donna Tracey s 9(2)(a); Brent Manning s 9(2)(a)  
**Cc:** Colin Litt s 9(2)(a)  
**Subject:** Re: FT HT1 Kay Road Minutes

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Hi Fraser

A couple of follow up matters

## 1. Legal Opinion on Road Stopping

On reflection I am unable to share the legal opinion mentioned at the meeting but the following is a summary of that opinion that I believe is appropriate for this situation. Please note that this is my view and that WDC may have an alternative view (particularly relating to roads in or partly in a rural area). The point of my raising this issue is to convey to you that the legal stopping of road can be a long drawn out, highly consultative and

expensive process that starts with a Council (or 2 Council) decision but may end up being outside councils control and determined by the Environment Court.

- Hamilton City Council's (**HCC**) road stopping powers are derived from the Local Government Act 1974 (**LGA74**). Most of the content of the LGA74 is repealed and replaced by the Local Government Act 2002 (**LGA02**). However, sections 319 to 342, which related to roading powers and functions, remain in place, and these sections govern how councils may give effect to a road stopping.
- Section 342 (1)(a) of the LGA provides that Council may, in the manner provided in Schedule 10,

(a) Stop any road or part thereof in the district:

Provided that the council ... shall not proceed to stop any road or part thereof in a rural area unless the prior consent of the Minister of Lands has been obtained;

- Schedule 10 to the LGA sets out the statutory procedure to be followed for the stopping of a road.
- If, after public notification of the proposed road stopping under clause 2 of schedule 10, there are objections to the road stopping, Council must either allow the objections (thereby terminating the process) or alternatively, send the objections together with the various plans to the Environment Court.

- Clause 6 of Schedule 10 then sets out the scope of the Court's jurisdiction:

*The Environment Court shall consider the district plan, the plan of the road proposed to be stopped, the councils explanation under clause 1 of this schedule, and any objection made thereto by any person, and confirm, modify or reverse the decision of the council which shall be final and conclusive on all questions.*

#### **14. Land Status and Services information**

Please find attached two plans of the Kay/Hancock/Gallants road intersection (I have put the roading link plan in which makes the extent of legal road clear. It appears to me that it is all legal road, notwithstanding there is no physical vehicle connection. Please note that plans show the road centre line and not who has jurisdictional responsibility- for the purposes of this enquiry you should assume that Hamilton City Council and Waikato District Council have joint responsibility. I have asked for a title search of Lot 527 DP 551401 ( Linz Identifier 8161592)

Please also find attached a copy of our services plan for the section of Kay Road from Oaktree Lane to Resolution Drive. You can see water services along the length of road (blue =water, red =wastewater and green=stormwater) You should check with Waikato District Council whether they have any records. Our records do not show other utility services such as gas, power or communications.

## 15. Permanent Design Levels

I will only action the request (and offer) to source and share this info if you still wish to pursue the stopping of the public road and think the information will be useful

Regards

---

**From:** Fraser McNutt s 9(2)(a)  
**Sent:** Wednesday, August 13, 2025 5:15 PM  
**To:** Andrea Spalding s 9(2)(a); Chris Dillon s 9(2)(a); Ben Petch s 9(2)(a); Tony Denton s 9(2)(a); Robyn Denton s 9(2)(a); Peter Henderson s 9(2)(a); Chris Allen s 9(2)(a); Dean Morris s 9(2)(a); Virendra Prasad s 9(2)(a); Leo Hills s 9(2)(a); Donna Tracey s 9(2)(a); Brent Manning s 9(2)(a)  
**Cc:** Colin Litt s 9(2)(a)  
**Subject:** RE: FT HT1 Kay Road Minutes

Many thanks for this Andrea,

Are we able to get an ETA on the action items please?

Another action was that I would follow up with Chris Dillon to set a date for HT1 FT consultation in the coming weeks, that I intend on doing shortly Chris.

Cheers

Kind regards,

---

**FRASER MCNUTT**

Partner/Waikato  
Manager (MNZPI)

s 9(2)(a)

s 9(2)(a)



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Hamilton 3204

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**From:** Andrea Spalding s 9(2)(a)

**Sent:** Wednesday, 13 August 2025 12:08 pm

**To:** Chris Dillon s 9(2)(a); Ben Petch s 9(2)(a); Tony Denton s 9(2)(a); Robyn Denton s 9(2)(a); Peter Henderson s 9(2)(a); Fraser McNutt s 9(2)(a); Chris Allen s 9(2)(a); Dean Morris s 9(2)(a); Virendra Prasad s 9(2)(a); Leo Hills s 9(2)(a); Donna Tracey s 9(2)(a); Brent Manning s 9(2)(a)

**Subject:** FT HT1 Kay Road Minutes

Hello,

Please find the link / attachment to the minutes for the HT1 Meeting held last Friday for your perusal.

 [EFT HT1 MN 001 20250808.pdf](#)

Thank you.

Kind Regards,

**Andrea Spalding**

Planning Coordinator | Urban and Spatial Planning Unit

DDI:  | Email 



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## Fast-track

<b>Project Name</b>	Fast-track	<b># of meeting notes</b>	001
<b>Meeting</b>	HT1 - Kay Road	<b>Date of meeting</b>	08/08/2025
<b>Location</b>	Teams	<b>Notes taken by:</b>	Andrea Spalding

### Attendees and apologies

<input checked="" type="checkbox"/>	Chris Dillon	HCC	<input checked="" type="checkbox"/>	Chris Allen	HCC
<input checked="" type="checkbox"/>	Ben Petch	HCC (InPlace)	<input checked="" type="checkbox"/>	Dean Morris	Maven
<input checked="" type="checkbox"/>	Tony Denton	HCC	<input checked="" type="checkbox"/>	Virendra Prasad	WDC
<input checked="" type="checkbox"/>	Robyn Denton	HCC	<input checked="" type="checkbox"/>	Leo Hills	Commute
<input checked="" type="checkbox"/>	Peter Henderson	WDC	<input checked="" type="checkbox"/>	Donna Tracey	WDC
<input checked="" type="checkbox"/>	Fraser McNutt	Barkers	<input checked="" type="checkbox"/>	Brent Manning	HCC
<input checked="" type="checkbox"/>	Colin Litt				

### FINAL

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

### Agenda

#### Meeting Purpose:

To understand Colin Litt's proposal for HT1 and Kay Road stopping and its implications, particularly regarding the road stopping process and its impact on the Northern River Crossing and other strategic servicing.

#### Action items

ID.	Actions	Who	By When
1	<b>Legal Opinion on Road Stopping Process:</b> Share the current legal opinion on the road stopping process with Fraser after reviewing it.	Chris A	
2	<b>Land Status and Services Information:</b> Send information to Fraser on the land status and a drawing of the services present in the area under discussion.	Chris A	
3	<b>Provision of Additional Road Stopping Process Details:</b> Provide more information to Fraser on what needs to be done for the road stopping process, including relevant experience and steps.	Donna	
4	<b>Permanent Levels Design Availability:</b> Locate and provide the permanent levels design for the area, as previously completed by HCC's Development Engineering team, to inform future discussions.	Robyn	

### Noted

- **Road Stopping Proposal:** Fraser McNutt presented the proposal to stop a portion of Kay Rd, explaining that it is not essential but worth exploring for their master plan. They emphasised the need to understand the process, timeframes, costs, and potential issues.

- **Road Stopping Process:** Chris Allen detailed the road stopping process under the Local Government Act, highlighting the laborious, long and expensive nature of the process, especially if there are objections that lead to an Environment Court hearing.
- **Dual Jurisdiction Issue:** Chris Allen and Donna discussed the complications of the road stopping process due to the dual jurisdiction of Hamilton and Waikato, emphasising the need for both councils to make informed decisions and the potential involvement of the fast track team.
- **Land Ownership and Disposal:** Donna explained the implications of road stopping on land ownership, including the potential for the land to revert to the Crown and the first rights of refusal process, which could be lengthy and complex.
- **Alternative Options:** Tony and Dean Morris suggested considering alternative options to avoid the road stopping process while still achieving the desired outcomes for the development.
- **Infrastructure Considerations:** Tony and Robyn highlighted the importance of considering existing infrastructure, such as water mains, when planning the road stopping or urbanisation process.
- **Fast Track Application process:** Chris Dillon outlined the expectation that future engagements are undertaken as part of the fast track application process with a cost recovery agreement in place, not undertaken outside of it. Further noted the need to consider the wider planning of HT1 to contextualise the application when it does come forward.

## Attachments

### ***Email from Fraser Barker (Monday 28 July)***

*Please see below an indicative MP (draft) that shows some current thinking for the northern HT1 Block. We intend to follow the FT process that Chris and the team are running, however I want to deal with and understand initially the implications and process for managing that portion of Kay road first with Colin.*

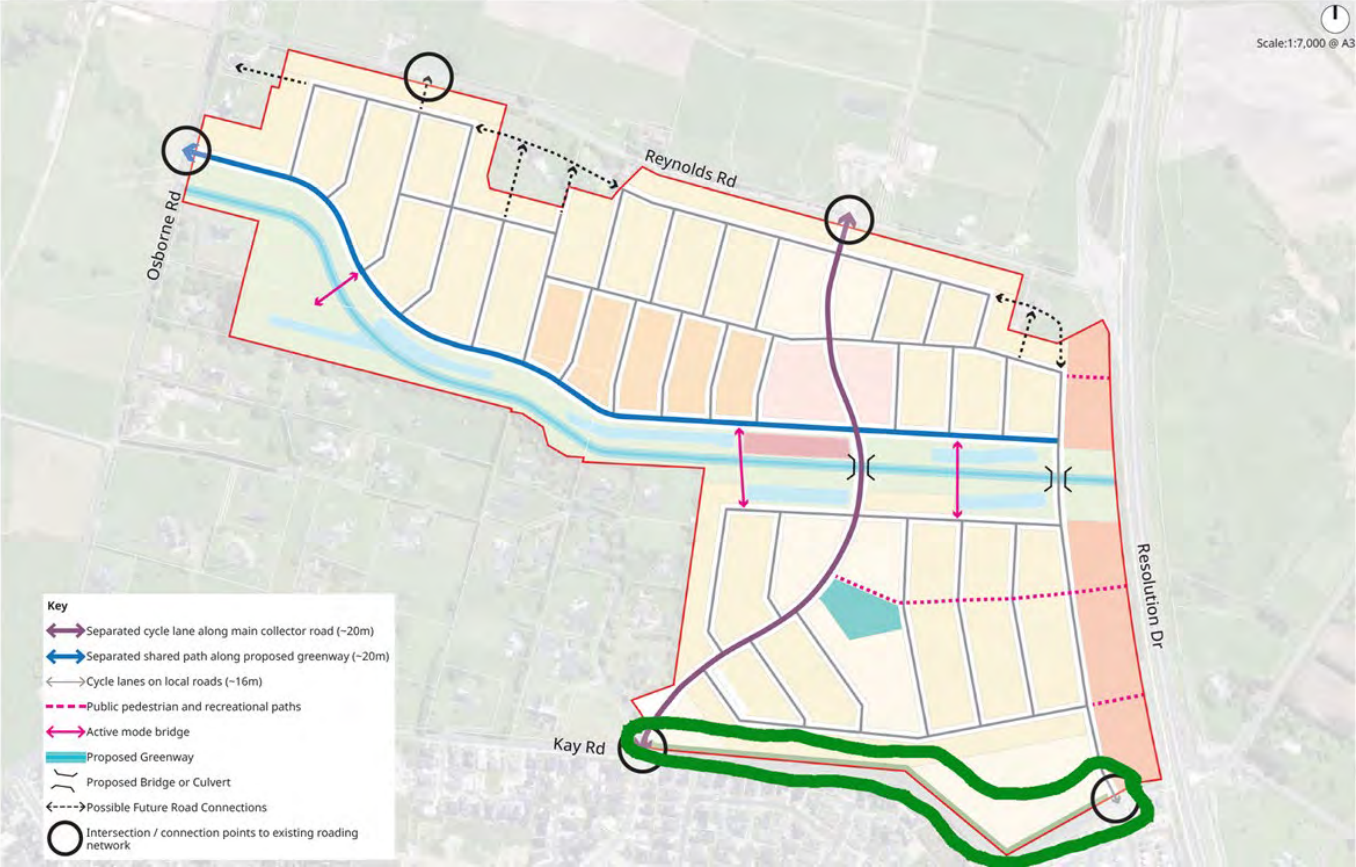
*I'm keen to discuss the opportunity and pathway/process to stop some of Kay road. The portion of road would be the bit highlighted in green below.*

*We'd keep the Tennille street connection north and still provide (eventually) adequate connectivity within the HT1 block that Colin owns and punch through Hare Puke as the main access and leave the Hancock Drive possible connection as is.*

*We'd maintain ped and cycling connectivity through the proposal but limit the vehicle access.*



2.2 Movement and Connectivity



Close 430pm

---

**From:** Fraser McNutt  
**Sent:** Tuesday, 19 August 2025 10:02 am  
**To:** Briar Belgrave  
**Subject:** FW: FT HT1 Kay Road Minutes

Kind regards,

---

**FRASER MCNUTT**  
Partner/Waikato Manager (MNZPI)

s 9(2)(a)

s 9(2)(a)

298 Victoria Street, Hamilton 3204

[barker.co.nz](http://barker.co.nz) 

**B&A**

Urban & Environmental



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**From:** Chris Allen s 9(2)(a)  
**Sent:** Tuesday, 19 August 2025 9:12 am  
**To:** Fraser McNutt s 9(2)(a); Andrea Spalding s 9(2)(a); Chris Dillon s 9(2)(a); Ben Petch s 9(2)(a); Tony Denton s 9(2)(a); Robyn Denton s 9(2)(a); Peter Henderson s 9(2)(a); Dean Morris s 9(2)(a); Virendra Prasad s 9(2)(a); Leo Hills s 9(2)(a); Donna Tracey s 9(2)(a); Brent Mannings s 9(2)(a); Andrea Spalding s 9(2)(a)  
**Cc:** Colin Litt s 9(2)(a)  
**Subject:** Re: FT HT1 Kay Road Minutes

Hi all

As a follow up from the title search it appears that Gallants Place and the Hancock Drive road link to Kay road was created and vested in HCC as road on 20 January 2021

Regards

---

**From:** Chris Allen s 9(2)(a)  
**Sent:** Monday, August 18, 2025 7:25 PM  
**To:** Fraser McNutt s 9(2)(a); Andrea Spalding s 9(2)(a); Chris Dillon s 9(2)(a); Ben Petch s 9(2)(a); Tony Denton s 9(2)(a); Robyn Denton s 9(2)(a); Peter Henderson s 9(2)(a); Dean Morris s 9(2)(a); Virendra Prasad s 9(2)(a); Leo Hills s 9(2)(a); Donna Tracey s 9(2)(a); Brent Manning s 9(2)(a)  
**Cc:** Colin Litt s 9(2)(a)  
**Subject:** Re: FT HT1 Kay Road Minutes

Hi Fraser

A couple of follow up matters

### 1. Legal Opinion on Road Stopping

On reflection I am unable to share the legal opinion mentioned at the meeting but the following is a summary of that opinion that I believe is appropriate for this situation. Please note that this is my view and that WDC may

have an alternative view (particularly relating to roads in or partly in a rural area). The point of my raising this issue is to convey to you that the legal stopping of road can be a long drawn out, highly consultative and expensive process that starts with a Council (or 2 Council) decision but may end up being outside councils control and determined by the Environment Court.

- Hamilton City Council's (**HCC**) road stopping powers are derived from the Local Government Act 1974 (**LGA74**). Most of the content of the LGA74 is repealed and replaced by the Local Government Act 2002 (**LGA02**). However, sections 319 to 342, which related to roading powers and functions, remain in place, and these sections govern how councils may give effect to a road stopping.
- Section 342 (1)(a) of the LGA provides that Council may, in the manner provided in Schedule 10,

(a) Stop any road or part thereof in the district:

Provided that the council ... shall not proceed to stop any road or part thereof in a rural area unless the prior consent of the Minister of Lands has been obtained;

- Schedule 10 to the LGA sets out the statutory procedure to be followed for the stopping of a road.

- If, after public notification of the proposed road stopping under clause 2 of schedule 10, there are objections to the road stopping, Council must either allow the objections (thereby terminating the process) or alternatively, send the objections together with the various plans to the Environment Court.
- Clause 6 of Schedule 10 then sets out the scope of the Court's jurisdiction:

*The Environment Court shall consider the district plan, the plan of the road proposed to be stopped, the councils explanation under clause 1 of this schedule, and any objection made thereto by any person, and confirm, modify or reverse the decision of the council which shall be final and conclusive on all questions.*

#### **14. Land Status and Services information**

Please find attached two plans of the Kay/Hancock/Gallants road intersection (I have put the roading link plan in which makes the extent of legal road clear. It appears to me that it is all legal road, notwithstanding there is no physical vehicle connection. Please note that plans show the road centre line and not who has jurisdictional responsibility- for the purposes of this enquiry you should assume that Hamilton City Council and Waikato District Council have joint responsibility. I have asked for a title search of Lot 527 DP 551401 ( Linz Identifier 8161592)

Please also find attached a copy of our services plan for the section of Kay Road from Oaktree Lane to Resolution Drive. You can see water services along the length of road (blue =water, red =wastewater and

green=stormwater) You should check with Waikato District Council whether they have any records. Our records do not show other utility services such as gas, power or communications.

## 15. Permanent Design Levels

I will only action the request (and offer) to source and share this info if you still wish to pursue the stopping of the public road and think the information will be useful

Regards

---

**From:** Fraser McNutt s 9(2)(a)  
**Sent:** Wednesday, August 13, 2025 5:15 PM  
**To:** Andrea Spalding s 9(2)(a); Chris Dillon s 9(2)(a); Ben Petch s 9(2)(a); Tony Denton s 9(2)(a); Robyn Dentons 9(2)(a); Peter Henderson s 9(2)(a); Chris Allen s 9(2)(a); Dean Morris s 9(2)(a); Virendra Prasad s 9(2)(a); Leo Hills s 9(2)(a); Donna Tracey s 9(2)(a); Brent Manning s 9(2)(a)  
**Cc:** Colin Litt s 9(2)(a)  
**Subject:** RE: FT HT1 Kay Road Minutes

Many thanks for this Andrea,

Are we able to get an ETA on the action items please?

Another action was that I would follow up with Chris Dillon to set a date for HT1 FT consultation in the coming weeks, that I intend on doing shortly Chris.

Cheers

Kind regards,

---

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s 9(2)(a)

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**From:** Andrea Spalding s 9(2)(a)

**Sent:** Wednesday, 13 August 2025 12:08 pm

**To:** Chris Dillon s 9(2)(a); Ben Petch s 9(2)(a); Tony Denton s 9(2)(a); Robyn Denton s 9(2)(a); Peter Henderson s 9(2)(a); Fraser McNutt s 9(2)(a); Chris Allens s 9(2)(a); Dean Morriss s 9(2)(a); Virendra Prasad s 9(2)(a); Leo Hills s 9(2)(a); Donna Tracey s 9(2)(a); Brent Manning

s 9(2)(a)

Subject: FT HT1 Kay Road Minutes

Hello,

Please find the link / attachment to the minutes for the HT1 Meeting held last Friday for your perusal.

 [FT\\_HT1\\_MN\\_001\\_20250808.pdf](#)

Thank you.

Kind Regards,

**Andrea Spalding**

Planning Coordinator | Urban and Spatial Planning Unit

DDI: s 9(2)(a) | Emails 9(2)(a)



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---

**From:** Fraser McNutt  
**Sent:** Tuesday, 19 August 2025 9:09 am  
**To:** Briar Belgrave  
**Subject:** FW: FT HT1 Kay Road Minutes  
**Attachments:** Kay Road-Hancock Drive Intersection land status- 1.pdf; Kay Road-Hancock Drive Intersection land status- 2.pdf; Kay Road Services.pdf

Kind regards,

---

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Partner/Waikato Manager (MNZPI)  
s 9(2)(a)  
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**Sent:** Monday, 18 August 2025 7:26 pm  
**To:** Fraser McNutt s 9(2)(a); Andrea Spalding s 9(2)(a); Chris Dillon s 9(2)(a); Ben Petch s 9(2)(a); Tony Denton s 9(2)(a); Robyn Denton s 9(2)(a); Peter Henderson s 9(2)(a); Dean Morris s 9(2)(a); Virendra Prasad s 9(2)(a); Leo Hills s 9(2)(a); Donna Tracey s 9(2)(a); Brent Manning s 9(2)(a)

Cc: Colin Litt s 9(2)(a)

Subject: Re: FT HT1 Kay Road Minutes

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s 9(2)(a) ; Robyn Denton s 9(2)(a) ; Peter Henderson s 9(2)(a) ; Chris Allen  
s 9(2)(a) ; Dean Morris s 9(2)(a) ; Virendra Prasad s 9(2)(a) ; Leo Hills s 9(2)(a) ; Donna  
Tracey s 9(2)(a) ; Brent Manning s 9(2)(a)  
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**Subject:** RE: FT HT1 Kay Road Minutes

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**Andrea Spalding**

Planning Coordinator | Urban and Spatial Planning Unit

DDI: s 9(2)(a) | Email s 9(2)(a)



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