

To: Ministry for the Environment

From: s 9(2)(a) – Barker & Associates Limited

Date: 17 December 2025

Re: Urban Design Memorandum – SL1 Houchens Development

1.0 Introduction

Chinamans Hill Limited and Ohaupo Land Limited Partnership propose to lodge an application for a referral project under the Fast Track Approvals Act (2024) to utilise the fast-track consenting process via an expert consenting panel. This application, known as **SL1 Houchens Development**, relates to the subject site located at 3134 Ohaupo Road, including Lot 1 Deposited Plan South Auckland 84715 and Lot 4 Deposited Plan South Auckland 59241, formally defined in Figure 1 below (the ‘Site’).

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

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

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

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

2.0 Project Background and Description

Chinamans Hill Limited and Ohaupo Land Limited Partnership engaged Barker & Associates Ltd (‘**B&A**’) to provide urban design services for the master planning, consenting and design of **SL1 Houchens Development**.

The Site is located within the Waipā District on the southwestern urban fringe of Hamilton City and approximately 6 kilometres southwest of the Hamilton City Centre. Positioned to the southeast of the wider Southern Links 1 (‘**SL1**’) development area, the site is bound to the northeast of by State Highway 3 (Ohaupo Road) and the emerging residential neighbourhood of Peacocke Structure Plan Area. Directly to the north, between the site and the Hamilton residential suburb of Glenview are a mix of larger rural-residential properties accessed from Ohaupo Road, the southern end of Exeter Street, and Acacia Crescent. The western boundary is defined by Houchens Road, which provides the primary access point

into the Site from the wider Southern Links 1 ('SL1') development area. Houchens Road also connects to surrounding rural landholdings, the future Southern Links transport corridor (RONs) and forms a key linkage from the site to the local transport networks to the north. The Southern Links Transport Corridor bounds the site to the south and will eventually separate it from the rural land of the Waipā District as well as provide connectivity to industrial land of Frankton to the northwest. The Site for the referral application is made up of four parcels of land as listed below:

- Lot 1 DPS 84715 (approx. 43.03ha);
- Lot 1 DPS 29779 (approx. 29.33ha);
- Lot 4 DPS 59241 (approx. 30.15ha); and
- Lot 2 DP 569695 (approx. 39.2ha).

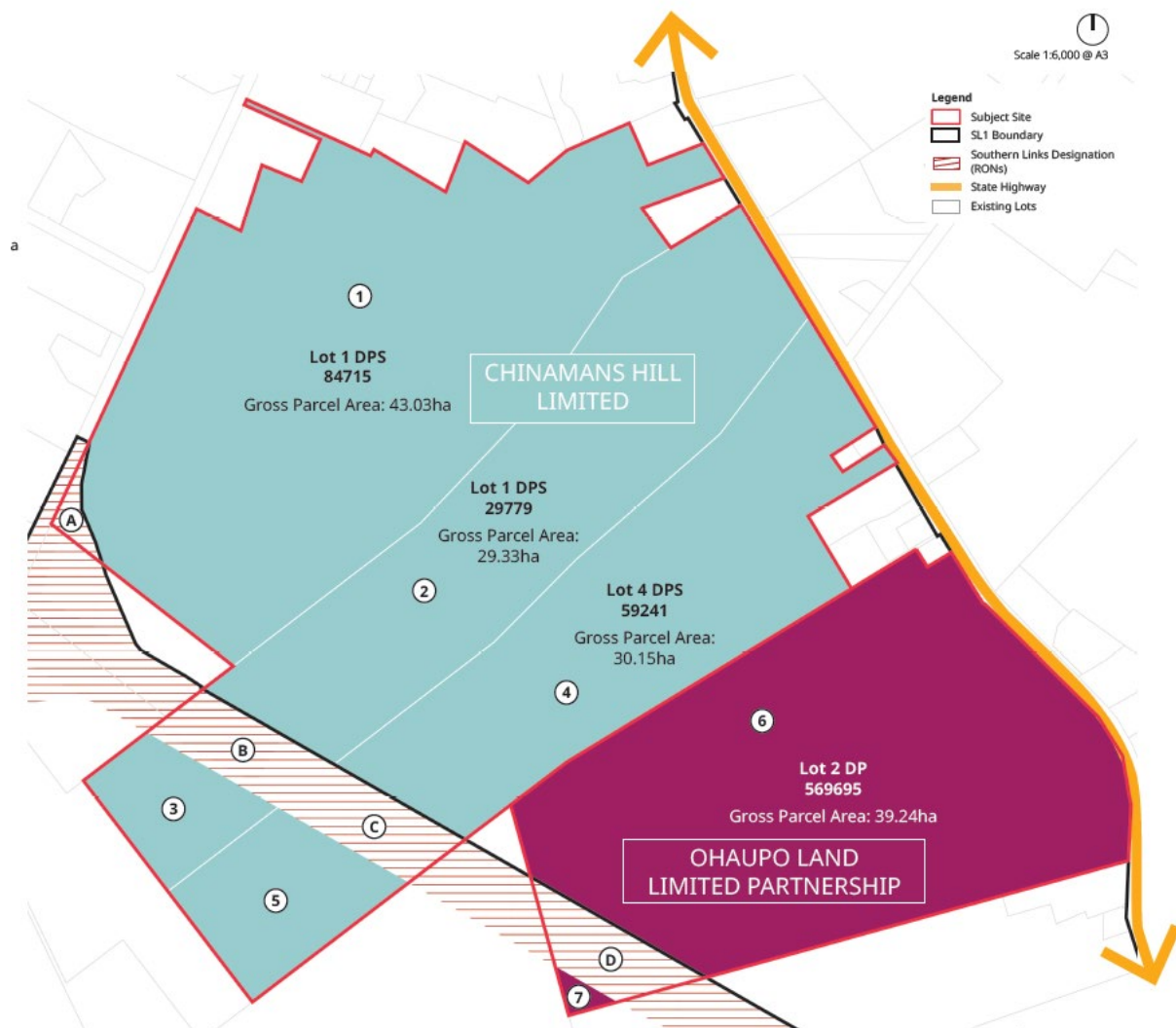


Figure 1: SL1 Houchens Development area parcels.

The **SL1 Houchens Development** is a combined residential and industrial development within the SL1 area with a combined land area of approximately 141.7 hectares. The development comprises of approximately 39.5 hectares of residential development land, 15 hectares of retirement village and 25.5 hectares of industrial land. The residential component of the proposal will comprise of circa 1,300 residential lots of

varying sizes and typologies such as terraced apartments, duplexes and detached dwellings. The retirement village will include circa 400 retirement village units. The residential portion of the development will be supported by two neighbourhood centres (between approx. 6,800m² and 7,200m²), open spaces and 3-water infrastructure. The southern portion of the site, adjoining the Southern Links designation will be occupied by approximately 25.5 hectares of net industrial land, comprising circa 24-47 industrial lots of varying sizes between 5,000m² (small lots) to 9,000m² (medium lots). These will provide for a range of uses from small-scale manufacturing or workshops to light industrial workshops and warehouses, and support the industrial areas proposed to the north of the site within SL1 - Rogerson Block Development and SL1 Industrial Stage 1. No wet industry or noxious industry is proposed. The high-level masterplan is shown in **Figure 2** below.

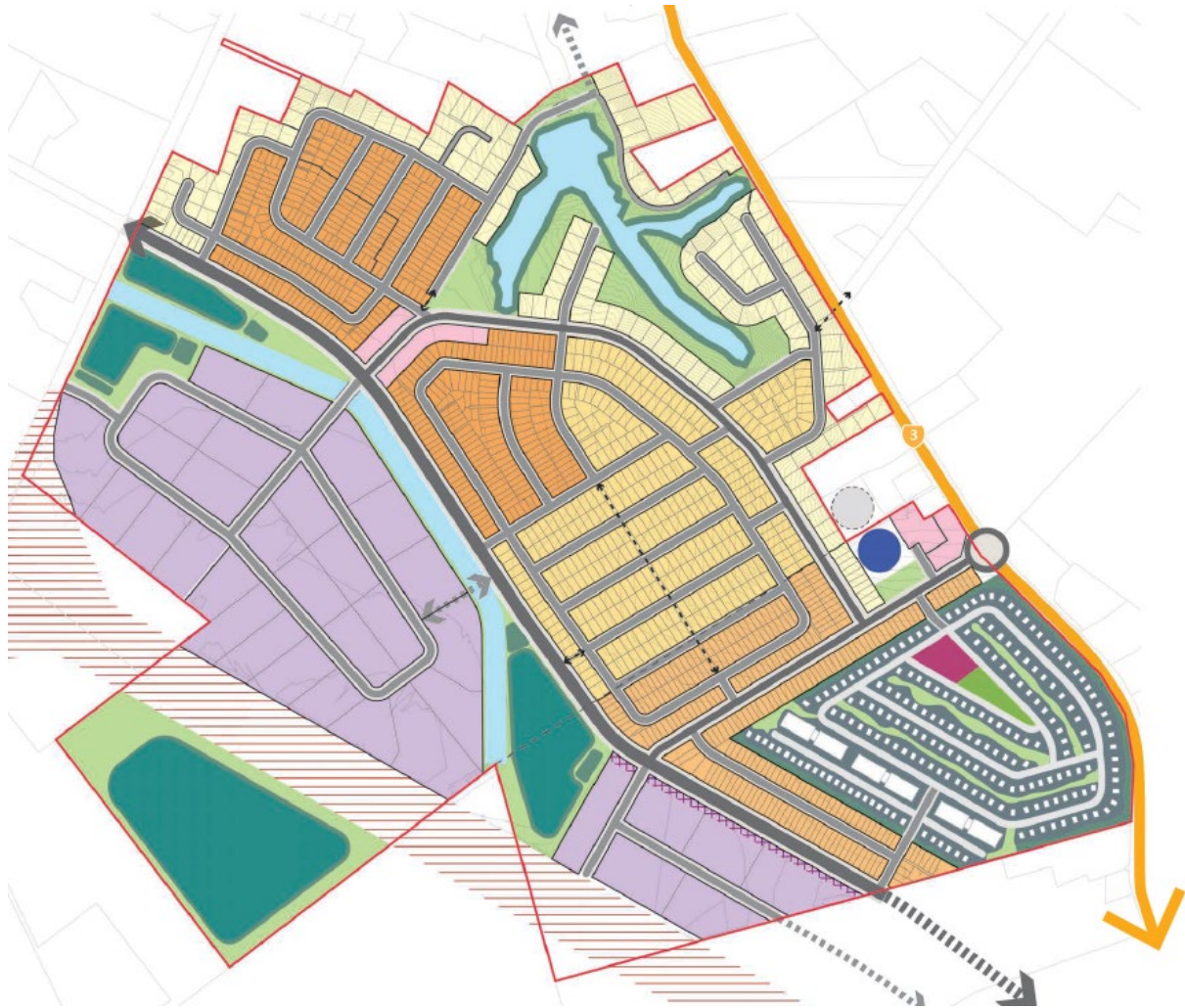


Figure 2: SL1 Houchens Development High-level masterplan

The development is underpinned by a series of key design opportunities and constraints which focus on creating a well-connected, legible and diverse community at Hamilton' suburban fringe. The proposed transport network includes a central 30 metre Spine Road, running from Houchens Road to the northwest to future development area to the southeast. It is further supported by two 23m wide collector roads linking the residential neighbourhood to the north and Ohaupo Road via a proposed round-a-bout. Connectivity will be further supported by a series of local roads, cycle connections and pedestrian pathways. As aforementioned, a range of housing typologies and densities are proposed to meet the growing and changing needs of the housing market and providing choice for future residents. Each typology will be

carefully located based on site opportunities and constraints, with density ranging from larger lot residential (850m² and greater) to higher density allotments (150m²) to provide for a range of detached dwellings, duplexes and terraces. The density for industrial allotments has been carefully located to the south of the 30-metre spine road and the proposed water channel. With the smaller lots adjoining the proposed residential development and the larger lots integrating with the neighbouring proposed industrial development of the wider SL1 development and adjoining rural land.

Two neighbourhood centres (both ~7000m²) have been proposed to provide a number of amenities and services to support the residential development. These neighbourhood centres will likely include a range of commercial properties, childcare, café and a superette. These elements of the residential development have been carefully scaled to support the density proposed. The western most neighbourhood centre is located directly adjacent to the intersection of a key collector road and the central spine road. It is adjoined to the north, east and west by more intensive residential typologies as well as the proposed open space. The eastern most neighbourhood centre is located at the intersection of the key north-south collector and Ohaupo Road (State Highway 3). This location is supported by open space and adjoined by 200m² – 300m² residential lots to the south and south-west.

The industrial allotments have been carefully located to integrate into the wider SL1 development. Positioned on the southern side of the proposed central spine road, this route and the proposed central channel, will provide appropriate separation between the industrial land and the residential to the north. Where separation is limited, an additional buffer will be provided within the north of the industrial allotments. The development of Southern Links and the Houchens Road interchange will establish connectivity between the proposed industrial land and the wider SL1 industrial and Frankton to the north.

Integrated throughout the residential development are several open spaces that are well distributed to create a community that will be an enjoyable place to live for future residents. The open spaces support ecological restoration through the retention of a natural wetland and riparian revegetation. The open space network will be developed with a well-thought-out landscaping strategy, which could include native planting to enhance the riparian corridor and amenity planting for high-quality streetscape.

The masterplan will be appropriately serviced via the existing network, several stormwater ponds with a centralised channel, and a future water reservoir.

3.0 Wider SL1 Growth Cell

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

The Site is located in the southernmost portion of the SL1 area, between Houchens, Ohaupo Road and the Southern Links designation. It has been strategically planned to serve as a transitional area that integrates residential growth to the north and industrial to the south adjoining Southern Links.

Specifically, the site further maximises industrial capacities, providing additional industrial land choices which are essential to meet the current industrial shortfall in Hamilton and supports the spatial expansion of the Te Rapa – Frankton industrial zoned land corridor along with additional industrial land proposed to the north of SL1 (SL1 Stage 1 – Industrial, and SL1 Rogerson). Additionally, the Site strengthens local and regional transport connectivity, linking to planned collector roads, pedestrian and cycling networks, and public transport routes, thereby facilitating better integration and accessibility within the wider SL1 area.

These comprehensive measures collectively ensure that the proposed development of the Site, coupled with the wider SL1 development, aligns with regional planning strategies and effectively supports the long-term growth objectives of Hamilton City.

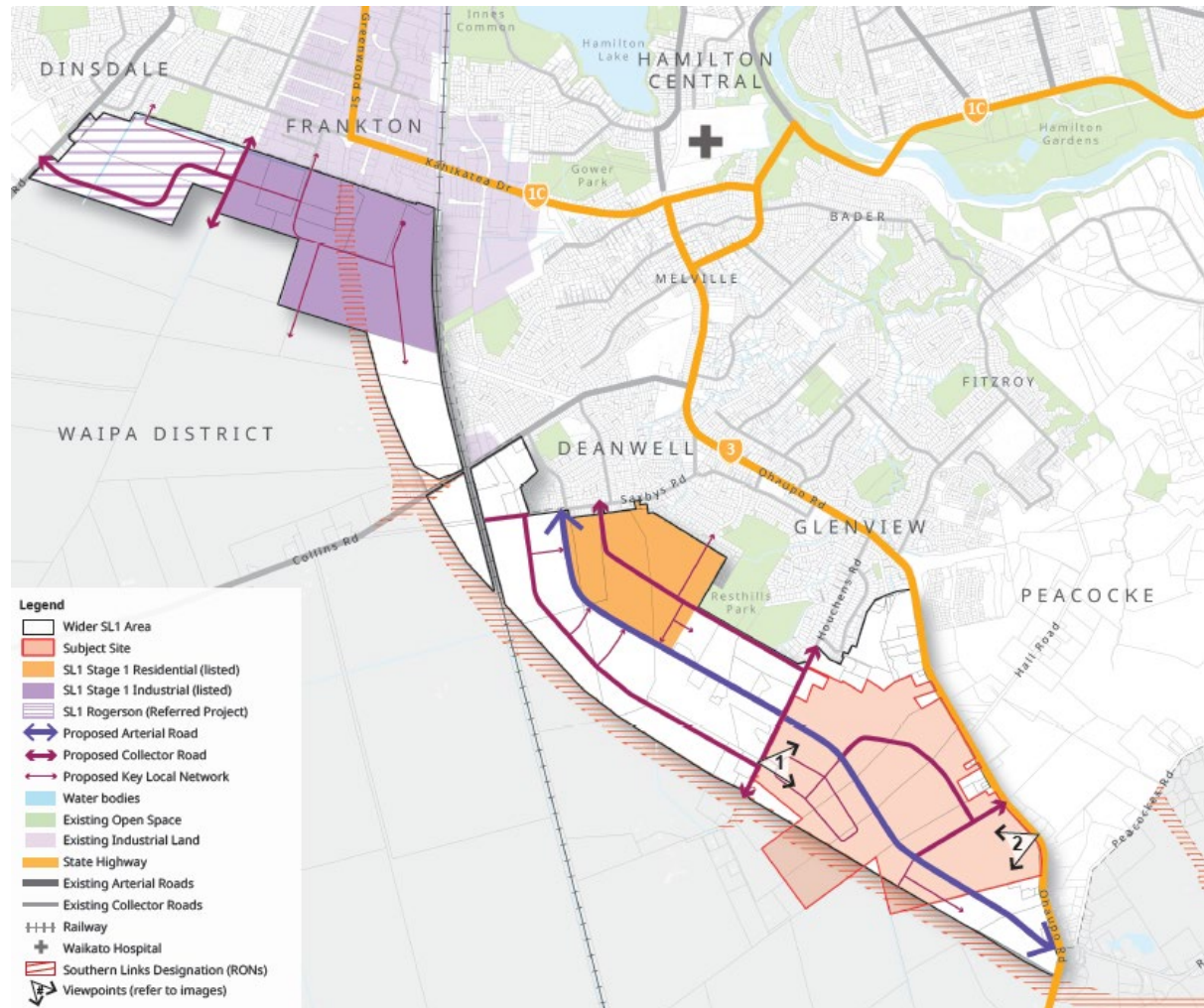


Figure 3: The subject site (red) in the broader SL1 context, including additional listed and referred SL1 projects.

4.0 Site and Context Analysis

B&A undertook a comprehensive site and accessibility analysis of the wider SL1 area, which has been included in **Appendix 1**.

The *SL1 Houchens Development* site covers approximately **141 hectares** and is strategically located at the southwestern urban edge of Hamilton City, immediately adjacent to the residential community of Glenview and Peacocke. It lies at the interface between Hamilton City's urban boundary, future urban expansion due to the Peacocke Structure Plan area and rural landscapes of the **Waipa District Council**. The site has an irregular shape due to the configuration of Ohaupo Road to the north and northeast, as well as the existing land ownership patterns.

The topography of the site reflects the wider rolling topography of south Hamilton, with some natural high and low points in the landform. In particular, the site is steepest to the north and northeast, sloping up

towards Ohaupo Road. The site has several ecological features, including existing drains and wetlands to the north. These features will form a barrier for internal vehicular and pedestrian connectivity, necessitating infrastructure solutions such as bridges and/or culverts.

Accessibility to the site is proposed via Ohaupo Road and Houchens Road, with a strategic connection adjacent to the Southern Links (RONs) and the potential full diamond Houchen's/Southern Links interchange.

The site is well-situated relative to existing amenities and community infrastructure. To the north-east, Resthills Park is located approximately 1.3km to the north-west of the Site and provides recreational facilities including large open spaces and a sports centre. The Site is also located 2km from the Glenview Shopping Centre which includes a supermarket, library and other community amenities. Primary and intermediate schools, tertiary education campuses, medical services and other convenience type retail are located in the surrounding suburbs of Glenview, Deanwell and Melville.

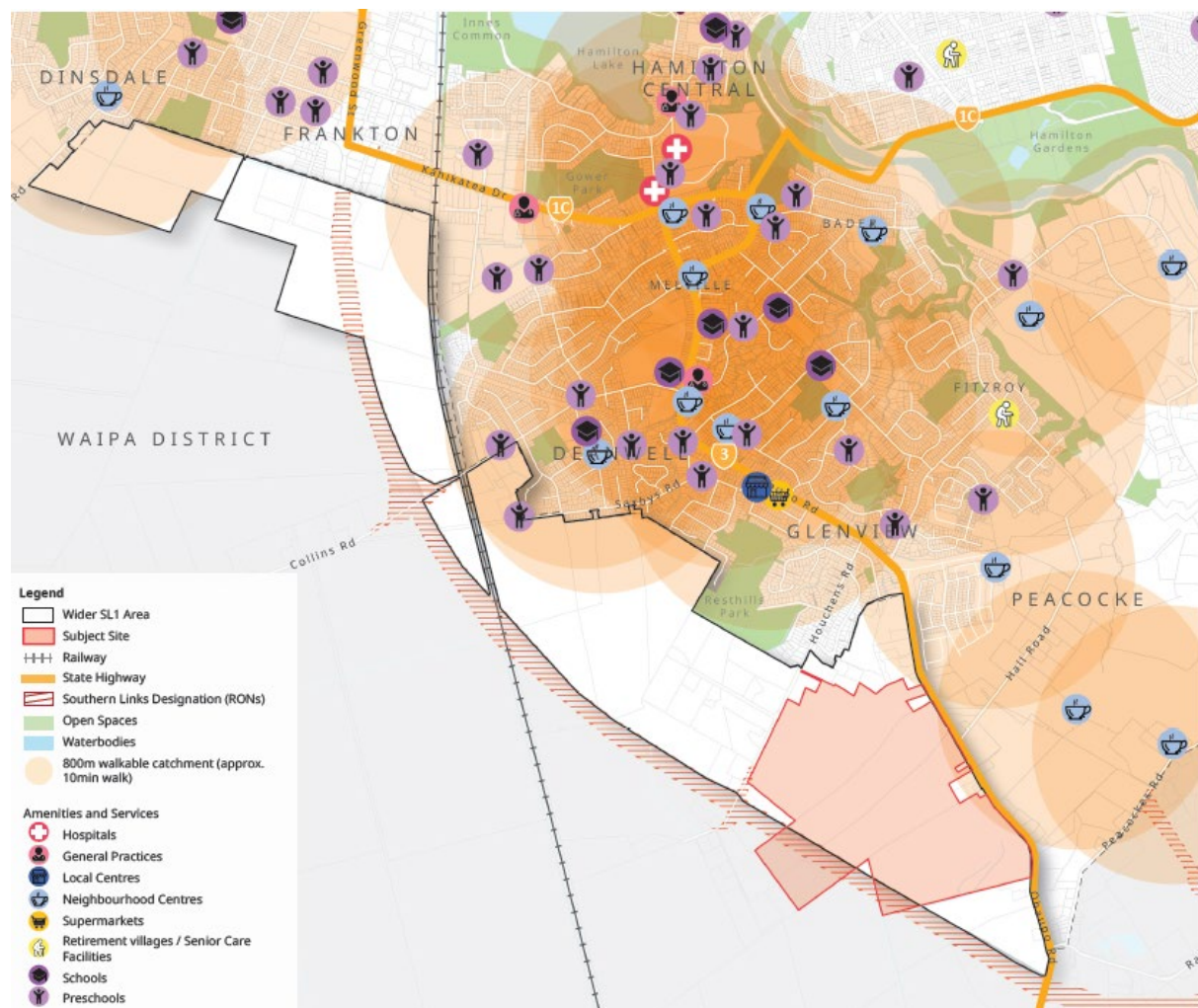


Figure 4: The site (red outline) in relation to existing amenities within the wider Hamilton context.

5.0 Statutory Policy Documents

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

5.1 National Policy Statement on Urban Development

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

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

- The Site is a substantial landholding located on the edge of the Hamilton's existing urban area, where a comprehensive and integrated approach is being taken to deliver a well-functioning urban environment. Development of the Site will enable people and communities to provide for their social, economic, and cultural well-being, both now and into the future. In particular, the Site can assist with delivering a good level of development capacity to meet the demand for housing and business land. It is anticipated that the Site can deliver over 1700 residential units (including retirement village units) and 25ha of net industrial land.
- Intensification outcomes are being enabled through the provision of higher-density housing along key movement routes and in proximity to public amenities. This approach aligns with Objective 3 and Policy 3 of the NPS-UD.
- The masterplan illustrates opportunities to enhance accessibility and connectivity within the existing urban fabric and road network. The development promotes active transport by providing a range of walking and cycling routes that connect future residents to housing, employment areas, community services, natural features, and open spaces.
- The provision of infrastructure required to support the anticipated development capacity has been carefully considered. Infrastructure is intended to be delivered in a staged manner and may be funded privately or in partnership with the territorial authority.

5.2 2024 Future Proof Strategy

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

- Iwi aspirations;
- Waikato River at the heart;

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

The design principles and design process followed in the SL1 Houchens Development will give effect to the relevant transformational moves. Enabling this comprehensive development will help realise the vision of the Strategy by improving housing affordability and choice, enhancing access to employment, education and services, supporting a low-greenhouse-gas-emissions economy, increasing resilience to the natural environment and landscape, and delivering high quality-built environments.

5.3 Waipa District Plan and Hamilton City District Plan

The Site is currently zoned as Rural and Large Lot Residential under the Waipa District Plan, indicating its current primary use for rural residential and rural activities. This highlights the need for rezoning or special planning processes to enable urban development. The adjacent areas along the Hamilton City boundary are zoned General Residential, indicating potential opportunities for more cohesive urban integration.

While this urban design memorandum is informed by best practice and key urban design principles, the urban design outcomes sought by the Waipā and Hamilton City District Plans provide an additional frame of reference. This memorandum does not include a detailed assessment against the relevant District Plan objectives and policies; however, a summary of key matters for consideration (from both the Waipā District Plan and Hamilton City District Plan) are outlined below:

- Promote the efficient use of land and enable a range of built forms that support choice for a diverse and growing population. Recognise that design quality becomes increasingly important as development intensity increases.
- Enabling higher levels of intensification and growth along key public transport corridors and near open space.
- Subdivision and development responds to the physical characteristics and context of the Site and achieves attractive and safe streets.
- Provide quality on-site amenities that meet residents' day-to-day needs while ensuring adequate privacy, outlook, daylight, and sunlight.
- Manage the height and bulk of buildings to maintain daylight access, ensure reasonable levels of privacy, and minimise visual dominance effects on adjoining sites.
- Ensure appropriate infrastructure is in place or can be provided to support new development.
- Provide additional industrial land to enable the growth and diversification of industrial activities, complement existing businesses, and support sectors such as small-scale manufacturing, repair workshops, wholesale operations, and commercial showrooms. This contributes to economic vitality and employment growth.

6.0 Summary of Key Constraints and Assumptions

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

- Significant areas contain soft, shallow peat soils, requiring comprehensive ground remediation, engineered fill, and potentially limiting the typologies of housing and/or industrial building height that can be safely constructed.
- Some parts of the Site, particularly to the northeast and northwest have steep topography that slopes upwards towards Ohaupo Road. This limits access to Ohaupo Road and the residential areas to the north. It will also create building platform and site design constraints for proposed lots.
- A central channel, and existing wetlands divide the site limiting continuous vehicular and pedestrian access and potentially influencing overall connectivity. Development of culverts and bridging structures will require specific approvals, design and careful integration into the masterplan.
- The central channel and the several existing and proposed wetlands that traverse the site create ecological sensitivities and hydrological constraints. Regulatory buffers of 10-20m are also required around all existing watercourses and wetlands. These buffers reduce developable areas but present opportunities for ecological restoration, stormwater management, and passive recreation and connectivity.
- The Southern Links designation adjoining the site to the south. The designation established a clear boundary to the extent of the development and the rural land to the south. However, it also limits opportunities for access and connectivity to the south as well as the wider SL1 area. As a result, the development must orient movement networks toward the north, east and west, where connections can be more efficiently achieved.
- Current access points from Ohaupo Road and Houchens Road are limited, restricting vehicular entry in the Site and creating potential congestion points.
- The proposal assumes the feasibility of creating several new roads and pedestrian connection points, including additional future access points and connections to the neighbouring sites including to the north, and south-east, improving the overall connectivity of the wider SL1 growth area. These connection points would require consultation and approvals with the owners of these neighbouring sites.
- New stormwater management features (ponds and wetlands) are proposed but will require detailed hydrological and engineering assessments to confirm their location, size and efficiency.
- The proposed housing typologies and densities are based on preliminary yield assumptions, recognising that exact numbers may vary following detailed site investigations and design stages.
- There are potential conflicts and interface management issues between the industrial and adjacent residential uses. Effective mitigation measures, such as green buffers, appropriate land use transitions,

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

and noise management strategies, will be critical in minimising adverse effects and ensuring coexistence between differing land uses.

- Assumptions have been made regarding the provision and scale of local amenities (e.g., neighbourhood centres and parks) adequate to support the anticipated residential population. Further demographic and economic analysis may influence the size and exact nature of these facilities.

7.0 Urban Design Opportunities and Design Response

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

- **Connectivity and accessibility:** The provision of a legible and connected roading network throughout the Site, that integrates with the existing Hamilton network as well as future transport connections to the wider SL1 development area. This includes accommodating both vehicular and active modes of transport with finer grain blocks and perimeter streets, providing permeability to key amenities. The provision of protected bi-directional cycleways, shared paths, and 6m wide pedestrian accessways will also assist in improving walking catchments.
- **Industrial and residential integration:** The proposed industrial areas are strategically located between the central spine road and the future Southern Links, which positions these allotments away from sensitive residential environments. This separation is further strengthened by the placement of the central water channel, providing an additional physical buffer. Industrial / residential interfaces will be further managed through appropriate setbacks, landscape treatments and buffer areas to create an effective transition between land uses and mitigate potential effects.
- **Diverse housing typologies/ range of densities to deliver housing choice:** The provision of a mix of lot sizes (150-350m²; 300-450m²; 650-800m²) enables a variety of medium-density housing types, including terraces, duplexes, and detached homes, providing choice for a diverse community needs. Housing densities are arranged to ensure sensitive transitions to neighbouring residential areas, rural land, open spaces, and industrial edges.
- **Green infrastructure and stormwater management:** Incorporating existing wetlands and ecological buffers into the design, providing opportunities for open space, ecological restoration, stormwater management, passive recreation, and visual amenity. This approach supports public amenity while enhancing ecological values, connectivity, and recreational outcomes. Future provision for a water reservoir within the site adjacent to existing infrastructure goes to strategic co-location opportunities.
- **Employment support and economic vitality:** Establishing additional industrial capacities to complement and strengthen the existing industrial base in Hamilton. The development will support economic growth by addressing regional demand for industrial land while ensuring appropriate separation and compatibility with adjacent residential areas.
- **Active mode connections and community facilities:** Enhancing opportunities for pedestrian and cycle paths to support active and sustainable modes of transportation and connect residential areas with employment zones, open spaces, and community amenities.
- **Integration with Wider SL1 and FT approvals:** Ensuring the SL1 Houchens Development is closely coordinated and integrated with the broader SL1 area, portions of which are currently listed under the Fast Track Approval Schedule. This alignment will help facilitate efficient planning, promote

comprehensive infrastructure delivery, and ensure cohesive urban outcomes across the entire SL1 development area.

8.0 Potential Urban Design Effects

The following section outlines the potential urban design effects associated with the proposal, recognising that these may vary in scale and significance depending on more detail design investigations and expert input. These potential effects have been identified to inform consideration of appropriate mitigation measures and urban design recommendation in the subsequent sections:

- The proposal introduces a medium-density residential development of circa 1300 dwellings (including duplexes and terrace houses), plus circa 400 retirement village dwellings, within a previously rural and large lot residential context. This is expected to create visual changes to the existing environment and could potentially result in adverse visual and amenity effects to the adjacent rural areas and lower-density residential areas. In addition, the introduction of residential development near existing rural land could give rise to reverse sensitivity effects, where noise, odour, privacy, and other typical rural production activities could adversely affect the amenity of new residents.
- The Site's irregular shape and existing natural features (including wetlands and topography) may limit legibility and constrain the establishment of a well-connected street and block layout. These factors may also restrict the ability to orient some lots to maximise sunlight access.
- The adjoining movement network and Ohaupo Road (SH3) and a Houchens Road (collector road) creates limited access points that may result in future lots and dwellings being visually and physically disconnected from the exiting street environment. This limitation reduces opportunities for effective integration with the existing movement network and constrains overall site accessibility.
- Limited opportunities to form future connections to adjoining development areas within the SL1 area may undermine integration with the wider urban structure, reducing permeability and connectivity.
- The steeper contours along the northern and north-eastern boundaries of the Site present challenges for residential development, potentially affecting building platforms, residential amenity, street layouts, and both vehicular and active transport access. As the land slopes downward to the south, there is also potential for shading effects on future dwellings and public spaces.
- The relationship between future residential dwellings, proposed open spaces, and the public street network may present potential safety risks and amenity effects which, if not addressed through careful design, could result in isolated areas or poor CPTED outcomes. In particular, areas where proposed lots back onto public spaces or where site contours interrupt sightlines could reduce opportunities for passive surveillance and clear visual connections.
- The introduction of the two proposed neighbourhood centres (~7,000m²) may affect the economic vitality of existing local centres. They may also generate visual amenity effects, increased traffic, noise, light spill, and signage impacts, particularly to adjoining residential areas.
- Poorly sequenced staging could result in fragmented development, limited access to amenities, reduced connectivity, and inadequate infrastructure and stormwater provision.

9.0 Potential Mitigations

The conceptual masterplan developed as part of the referral application incorporates a range of measures and design responses intended to mitigate the potential urban design effects identified above. The following mitigations measures are indicative and will be refined through further technical inputs (including transport, three-waters, ecology and landscape) and ongoing engagement. These matters will be further explored in greater detail as part of the masterplan refinement process and the preparation of a comprehensive urban design assessment for the substantive Fast-Track application.

- **Legible Block Design:** Development of the street network as a semi-regular grid at the centre of a proposed loop road to provide a more legible street network and increase the number of regular shaped blocks and lots proposed on site, limiting rear lots and right of ways within the proposal. Retain a maximum residential block length of 180m (excluding open spaces) and provide mid-block connections where necessary.
- **Sensitive Density Distribution:** Locate medium-density typologies centrally within the Site and near key amenities to internalise potential effects, while transitioning to lower densities along the boundaries to minimise visual impacts on adjoining residential properties. This transition will also allow appropriate integration of the site contours and limit the need for extensive earthworks and retaining. Bespoke housing layouts and engineered design solutions will be explored with respect to these site constraints and limit potential privacy and on-site amenity effects.
- **Sensible Lots and Housing Typologies:** The provision of appropriate lot widths and depths will enable the delivery of suitable housing typologies, help maintain active frontages, and ensures usable private open spaces on all lots. The mix of terraced houses, duplexes, and single-storey detached dwellings provides market choice while supporting a coherent suburban character and creating robust interfaces with parks, greenways, and neighbouring areas.
- **Comprehensive Development Controls and Design Guidelines:** Develop a set of design controls and urban design guidelines to help manage the building form, bulk, scale and quality of the future dwellings. These guidelines should ensure good on-site amenity, support sensitive integration into the surrounding environment, and minimise potential visual dominance and privacy effects.
- **Connectivity Enhancements:** Provision of appropriately designed bridge structures, culverts and pathways across the water channel to enhance pedestrian, cycling, and vehicular connectivity. Ensure continuous footpaths and pedestrian crossings are provided on all collector and local roads.
- **Landscaping Strategy and Public Realm Amenity:** Implement a detailed landscape masterplan and planting strategy to enhance the existing wetlands and provide high-quality public amenity and open green spaces. Enhance streetscape amenity through comprehensive street tree planting and traffic calming.
- **Enhanced Public Safety (CPTED):** Design public spaces and commercial areas following CPTED principles, ensuring clear sightlines, appropriate lighting, active frontages, and surveillance from adjacent buildings and public areas. Encourage lots to be orientated to directly face the proposed street network, ecological features and open spaces to maximise visual amenity, connectivity and access, resulting in a heightened sense of activation and passive surveillance.
- **Scale and Activity Management:** Carefully scale the neighbourhood centres to complement, rather than compete with, existing commercial areas, focusing on daily local convenience services.

- **Stormwater and Ecological Integration:** Implement integrated stormwater management systems (wetlands, ponds, riparian zones) within open-space corridors, reducing infrastructure strain and enhancing ecological and recreational value. Provide ecological buffers, native vegetation restoration, naturalised stormwater management features, and controlled pedestrian and cycle paths to mitigate ecological impacts and enhance biodiversity outcomes.
- **Geotechnical and Ecological Solutions:** Undertake detailed geotechnical and ecological investigations and slope stability assessments to inform engineering design solutions that respect site constraints, such as contour-sensitive housing layouts, retaining structures, and earthworks minimisation.
- **Co-location Strategic Infrastructure:** Future provision of water reservoir adjacent to existing water reservoir, to future proof critical infrastructure to support the SL1 Growth Cell and wider South Hamilton catchment.

10.0 Preliminary Recommendations and Conclusion

Having undertaken a high-level urban design assessment, it is considered that the *SL1 Houchens* development can be supported from an urban design perspective, subject to the recommendations outlined below:

- Undertake further technical assessments to ensure infrastructure, ecological, transport, geotechnical and topographical considerations are coordinated with urban design outcomes.
- Proposed development controls should allow for residential dwellings with a massing that can appropriately respond to the surrounding private and public realm and achieve an appropriate degree of residential amenity. Matters to be considered include overshadowing, outlook, passive surveillance, space functionality, solar orientation, privacy and indoor-outdoor connections.
- Develop a comprehensive design guide to ensure high-quality architectural and landscape design outcomes. The design guide should at the minimum include the consideration of visual massing, scale, façade, fencing and landscaping, and design responses to the frontages and streetscape interfaces. The design guide is to ensure that quality urban design and landscape outcomes are maintained during the development and lifetime of the subdivision.
- Implement clear guidelines for interface treatments, emphasising landscape buffers, acoustic controls, and carefully considered transitional zones, to ensure coexistence between differing land uses.
- Ensure that the SL1 Houchens development actively coordinates and aligns with the wider SL1 area, enabling cohesive planning and consistent implementation of infrastructure, transport networks, ecological corridors, and land-use strategies to deliver a unified and comprehensive urban outcome across the entire SL1 development.

In conclusion, subject to the recommendations outlined above, the *SL1 Houchens* proposal represents an appropriate urban design response to support residential growth at the urban boundary.

11.0 Statement of Qualifications and Experience

s 9(2)(a)

I am an Associate Urban Designer at Barker & Associates (B&A). B&A is a planning, urban design and landscape consultancy with offices located around New Zealand. I have been employed by B&A since January 2022, and am based in the Wellington office.

I hold a Masters of Architecture (Professional) and a Bachelor of Architectural Studies from Victoria University of Wellington. I am an associate member of the New Zealand Planning Institute. I have approximately 9 years' experience working in the field of urban design in the public and private sectors.

I have a broad range of experience working on behalf of clients including land developers, commercial entities and Councils in Northland and around New Zealand. This has involved urban design assessments to support resource consent applications, urban design peer reviews, the development of urban design guidelines, strategic planning and master planning.

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SL1 Houchens Development Masterplan B&A

Urban Design Drawing Pack | Hamilton | Novemeber 2025

Urban & Environmental

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1.0 Introduction

1.1 Purpose

This consultation pack has been prepared to support the application for a referral project under the Fast Track Approvals Act (2024) at 3134 Ohaupo Road to accommodate future urban growth. This drawing pack should be read in conjunction with the associated urban design memo prepared by Barker & Associates (B&A).

Specifically this consultation pack seeks to provide the following:

- A high-level analysis of the site within the context of the broader Hamilton City area, with particular attention to existing and planned movement networks and land use patterns.
- An analysis of the site's development constraints and spatial opportunities, incorporating findings and recommendations from specialist reports to identify key factors limiting or enabling urban development outcomes.
- A conceptual masterplan that illustrates the spatial form and urban development outcomes of the site, informed by the analysis of its context, constraints and opportunities.

1.2 City-wide and Wider SL1 Context

SL1 Houchens Development ('the Site') is a combined residential and industrial development within the wider Southern Links 1 ('SL1') area. It is located at the most southeastern portion of the SL1 area, and it has been strategically planned to serve as a natural extension from Southern Links (RONs) and alignment with the southern development of Hamilton.

The SL1 area is situated within the Waipa District, and contiguous with Hamilton City Council's southern boundary to the east. Located approximately 3 - 4 km southeast of Hamilton City Centre, the SL1 Growth Cell stretches from south Frankton to the southwestern edge of the Peacockes Structure Plan area. SL1 is partially bound by State Highway 3 (SH3) to the southeast the North Island Main Trunk Rail to the northeast and the Hamilton Southern Links designation to the west. As of August 2022, SL1 Growth Cell was identified by Hamilton City Council (HCC)

as one of the 'Emerging Areas'. In addition, as of October 2024, Residential Stage 1 and Industrial Stage 1 of the SL1 development has been listed as one of the 149 projects in the Fast-track Approvals Bill Schedule (Application FTA352), and as of 16 October 2025 Rogerson Block SL1 (FTAA 2506-1073) was Referred as a project. This demonstrates the collaborative growth cell wide response to planning being undertaken.

In the context of the wider SL1 project area, the Site represents a critical component in achieving a comprehensive urban expansion strategy. It aligns with the broader vision of creating cohesive, sustainable urban environments that balance housing, employment opportunities, and community amenities. The **SL1 Houchens Development** also offers a strategic water reservoir location, which aligns with the wider strategic planning for southern Hamilton.

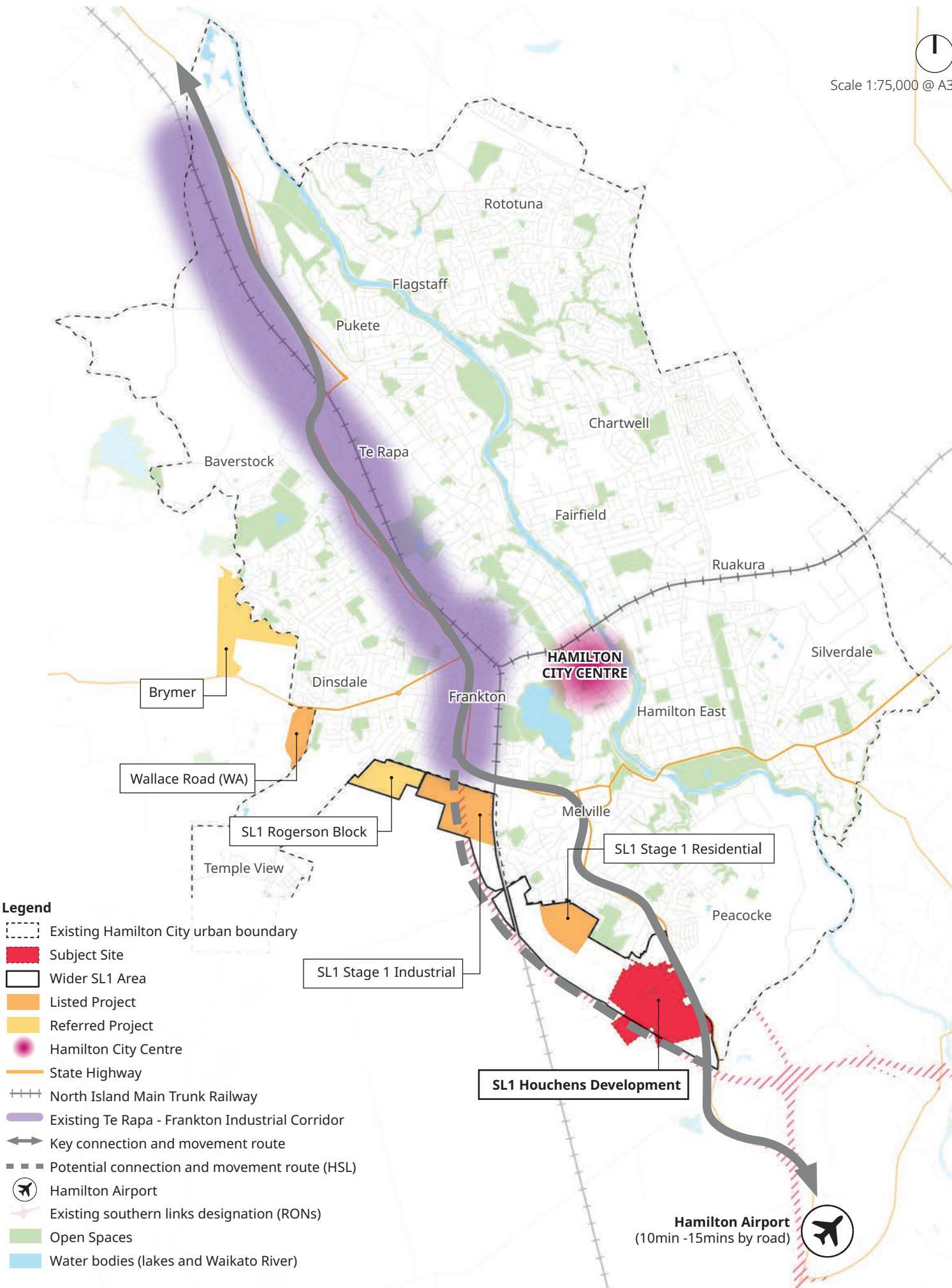


Figure 1 Local context

1.3 Local Site Context

The **SL1 Houchens Development** site covers approximately 145 hectares and is strategically located at the southeastern urban edge of Hamilton City, near the residential communities of Glenview and Peacocke. It lies at the interface between Hamilton City’s urban boundary and rural landscapes administered by the Waipa District Council.

The topography of the site reflects the wider rolling topography of south Hamilton, with some natural high and low points in the landform. There a historical drains and stormwater catchments that reflect the topography and historical use of the site for farming. Accessibility to the site is proposed via Ohaupo Road and Houchens Road, with a strategic connection adjacent to the Southern Links (RONs) and potential full diamond Houchens Interchange.



View Point 1: Looking east from Houchens Road



View Point 2: Looking southwest from Ohaupo Road

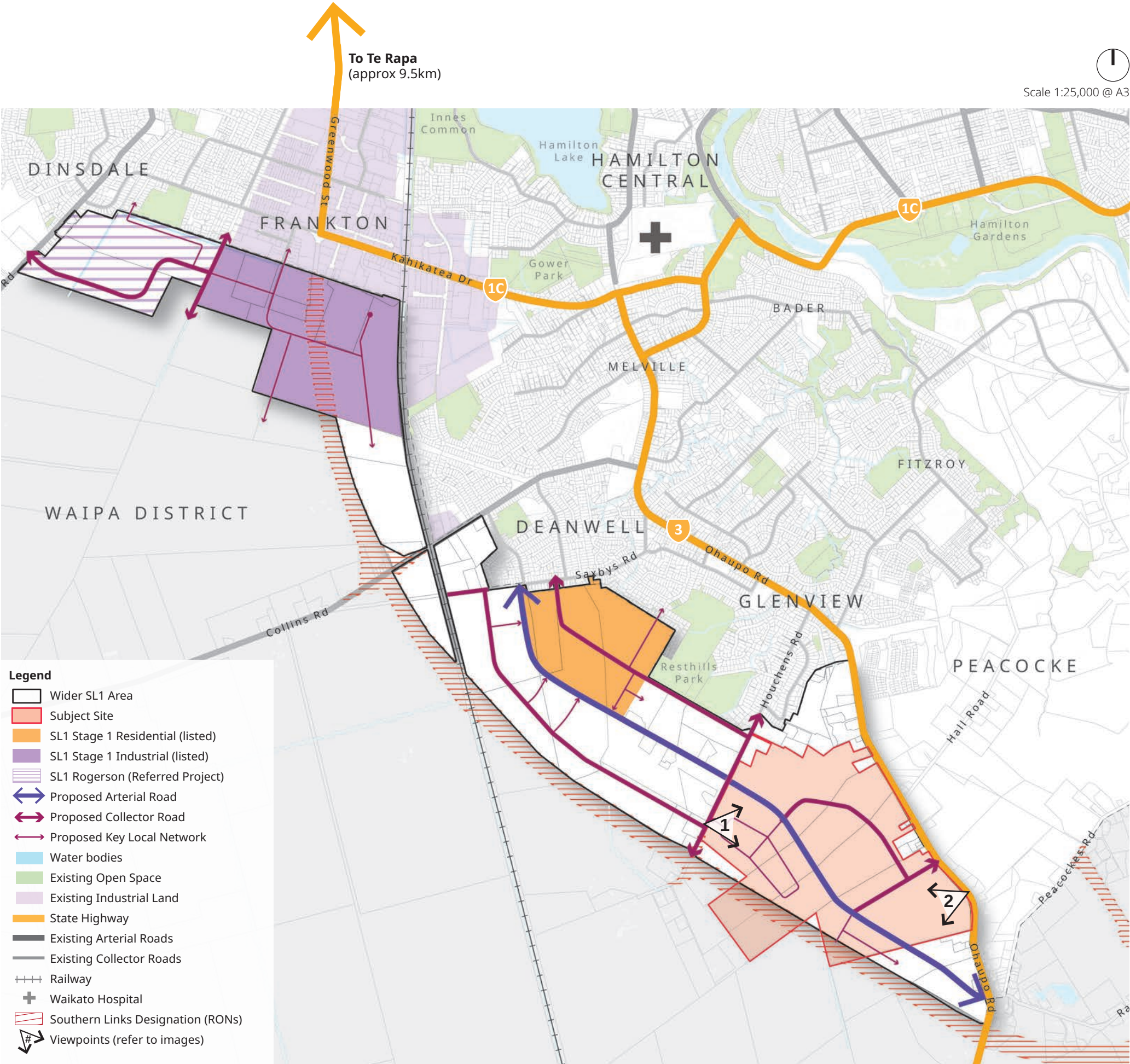


Figure 2 Wider SL1 Context Plan

1.4 Landownership

The site includes circa 141ha of rural and large lot residential zoned land within Waipa District. Chinamans Hill Limited and Ohaupo Land Limited Partnership are the landowners of the site, with approximately 101ha and 40ha respectively.

CHINAMANS HILL LIMITED			
Legal Description	Gross Area (ha)	Lable	Area (ha)
Lot 1 DPS 84715	43.03	①	42.58
Lot 1 DPS 29779	29.33	②	23.49
		③	3.52
Lot 4 DPS 59241	30.15	④	22.41
		⑤	5.43
Total (gross area)	102.51	Total (exc. SL Designation)	97.42

OHAUPO LAND LIMITED PARTNERSHIP			
Legal Description	Gross Area (ha)	Lable	Area (ha)
Lot 1 DPS 569695	39.24	⑥	36.84
		⑦	0.30
Total (gross area)	39.24	Total (exc. SL Designation)	37.13

SOUTHERN LINKS DESIGNATION			
Legal Description	Gross Area (ha)	Lable	Area (ha)
Lot 1 DPS 84715	43.03	Ⓐ	0.44
Lot 1 DPS 29779	29.33	Ⓑ	2.31
Lot 4 DPS 59241	30.15	Ⓒ	2.31
Lot 2 DP 569695	39.24	Ⓓ	2.09
Total (gross area)	141.75	Total (SL Designation)	7.14

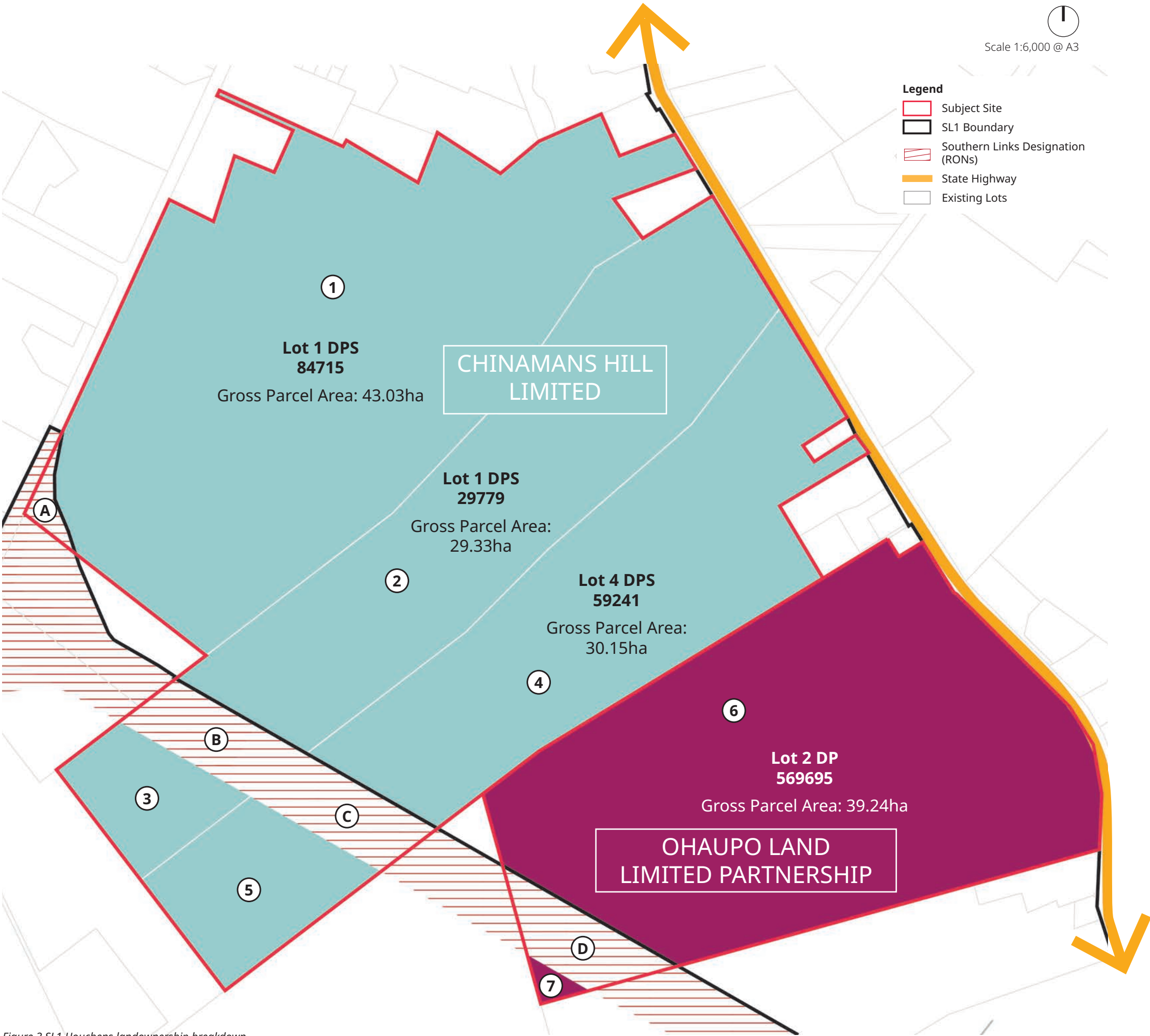


Figure 3 SL1 Houchens landownership breakdown

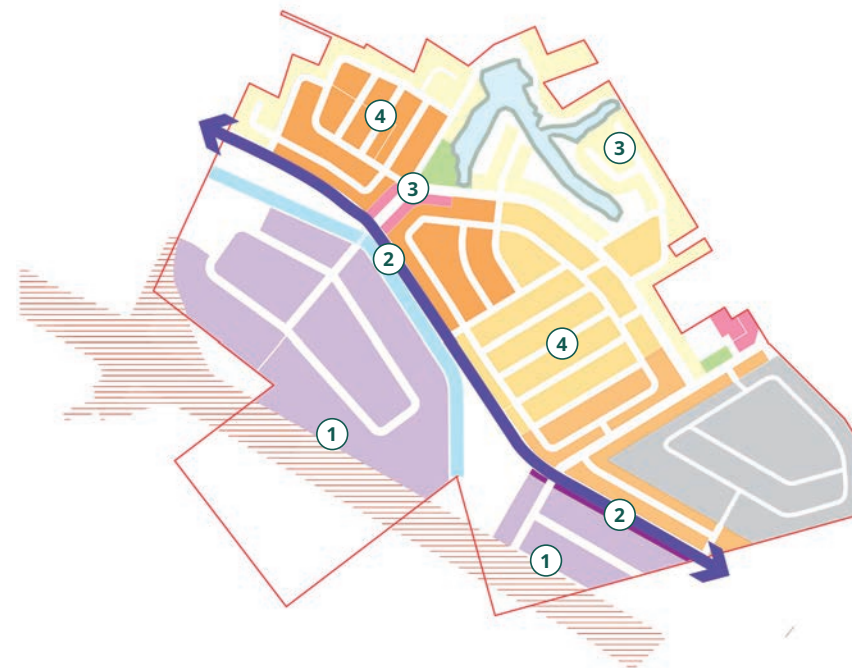
2.0 Design Response

2.1 Key Design Opportunities and Constraints



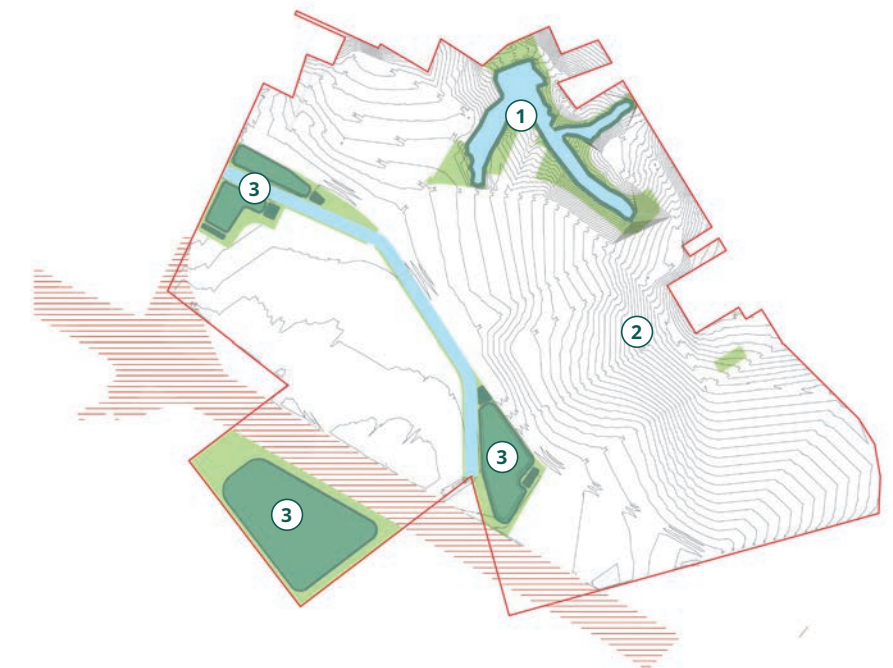
Movement and Connectivity

- ① **Network hierarchy:** Design a hierarchical street network that integrates with the existing Hamilton network (i.e., Ohaupo Road and Houchens Road) as well as future transport connections to the wider SL1 development site.
- ② **External connectivity:** Limited potential to form direct links to the future Southern Links corridor (south) and Ohaupo Road / SH3 (north), creating barriers to movement and integration with the wider transport network as well as severing portions of the land parcels.
- ③ **Topography:** Steep contours and the presence of key natural features, including an existing wetland, limit the ability to achieve a continuous, well-connected street grid, particularly in the north-west portion of the site.
- ④ **Active movement network:** A finer-grain walking and cycling network will complement the street layout, providing permeability and direct access for pedestrians and cyclists to key amenities proposed within the site and connections to surrounding areas (such as Peacockes to the north east).



Land Use and Block Design

- ① **Land use arrangement:** Industrial land is strategically positioned adjacent to the future Southern Links to optimise access and serve as a buffer between residential areas and higher-traffic transport corridors.
- ② **Land use buffer:** The central spine road, together with water channels and planting buffers, provides effective separation between industrial and residential areas.
- ③ **Density pattern:** Higher-density housing is focused in flatter areas close to key amenities, with larger lots positioned on steeper northern edges to suit terrain and provide a softer edge to the site adjoining Ohaupo Road.
- ④ **Block orientation:** The masterplan adopts a mixed block orientation, with the majority aligned north-south where topography and the road layout allows. This approach optimises solar access for future lots while introducing visual diversity across the site.



Natural Features and Landform

- ① **Naturalised wetlands:** Restored wetlands are integrated with open space networks to strengthen ecology, manage water naturally, and create attractive community amenity.
- ② **Response to topography:** The masterplan works with the site's steep and rolling landform, aligning roads and development patterns to the contours to minimise earthworks and reduce visual impact.
- ③ **Integrated stormwater design:** Stormwater management devices are integrated within the open space network to create visually attractive, multifunctional spaces that provide positive outlooks and contribute to amenity and landscape character.

3.0 Masterplan

3.1 High-level Masterplan

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

Legend

- Subject Site
- 150 - 300m² Residential Block
- 200 - 300m² Residential Block
- 300 - 450m² Residential Block
- 650 - 850m² Residential Block
- Industrial Block
- Neighbourhood Centre
- Retirement Village
- Retirement Village 1-3 level apartment blocks (1x with age care facilities)
- Retirement Village Community Centre
- Retirement Village Communal Green Space
- 10m industry Buffer/Setback
- Southern Links Designation (RONs)
- Open Space
- Riparian Buffer
- Stormwater Devices
- Waterbodies/Channel
- State Highway
- Proposed Spine Road (30m)
- Proposed Collector Road (23m)
- Proposed Local Road (16.8m)
- Proposed JOAL (10m)
- Proposed Future Connection
- Proposed Future Walking & Cycling Connection
- Existing Water Reservoir
- Proposed Additional Water Reservoir

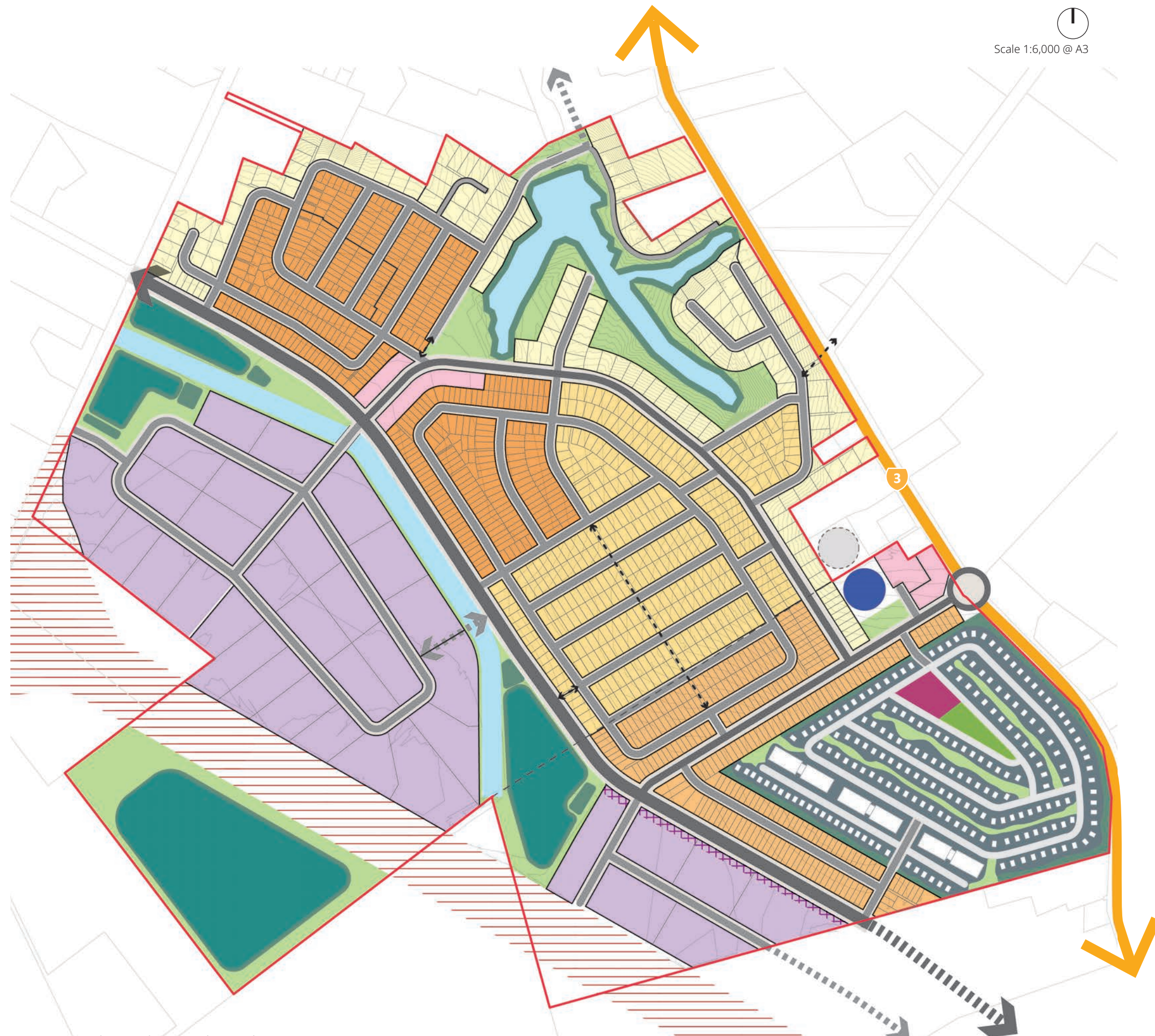


Figure 5 SL1 Houchens Road Conceptual Masterplan



Scale 1:6,000 @ A3

3.2 Residential Yield

Landholdings	Lot size (m²) range	Blocks	Net Area (m²)	Yield (approx.)
Chinamans Hill Limited	150-300	4-12, 14-16	103,869	510
	300-450	19-20, 24-29, 31-33	110,475	350
	650-850	1-3, 13, 17-18, 21-23, 33	111,836	140
	Total			1,000
Ohaupo Land Limited Partnership	200-300	35 - 41	63,966	292
	650-850	34	5,362	8
	RV	-	150,000	400
Total				700
Total (all landholdings - residential)				1,700

- Legend**
- Subject Site
 - 150 - 300m² Residential Block
 - 200 - 300m² Residential Block
 - 300 - 450m² Residential Block
 - 650 - 850m² Residential Block
 - Retirement Village
 - Southern Links Designation (RONS)
 - Open Space
 - Riparian Buffer
 - Stormwater Devices
 - Waterbodies/Channel
 - State Highway
 - Proposed Spine Road (30m)
 - Proposed Collector Road (23m)
 - Proposed Local Road (16.8m)
 - Proposed JOAL (10m)
 - Proposed Future Connection
 - Proposed Future Walking & Cycling Connection
 - Existing Water Reservoir
 - Proposed Additional Water Reservoir

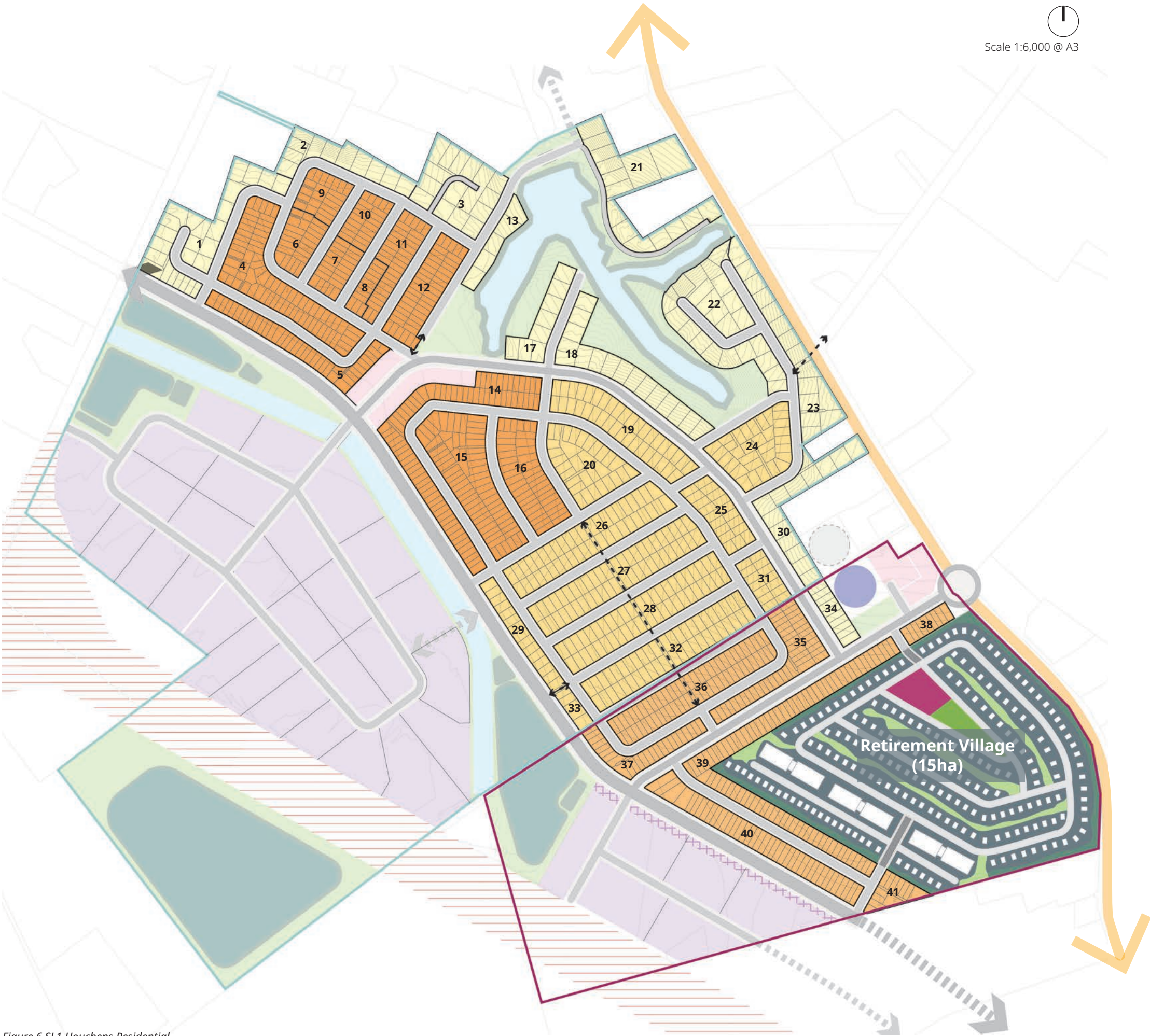


Figure 6 SL1 Houchens Residential



Scale 1:6,000 @ A3

3.3 Industrial and Commercial Yield

Landholdings	Lot size (m ²) range	Blocks	Net Area (m ²)	Yield (approx.)
Chinamans Hill Limited	5,000 - 9,000	45 - 50	203,695	20 - 38
	-	C1, C2	7,244	-
	Total			20 - 38
Ohaupo Land Limited Partnership	5,000 - 9,000	42 - 44	51,138	4 - 9
	-	C3, C4	6,860	-
	Total			4 - 9
Total (all landholdings - industrial)				24 - 47

- Legend**
- Subject Site
 - Industrial Block
 - Neighbourhood Centre
 - 10m industry Buffer/Setback
 - Southern Links Designation (RONs)
 - Open Space
 - Riparian Buffer
 - Stormwater Devices
 - Waterbodies/Channel
 - State Highway
 - Proposed Spine Road (30m)
 - Proposed Collector Road (23m)
 - Proposed Local Road (16.8m)
 - Proposed JOAL (10m)
 - Proposed Future Connection
 - Proposed Future Walking & Cycling Connection
 - Existing Water Reservoir
 - Proposed Additional Water Reservoir

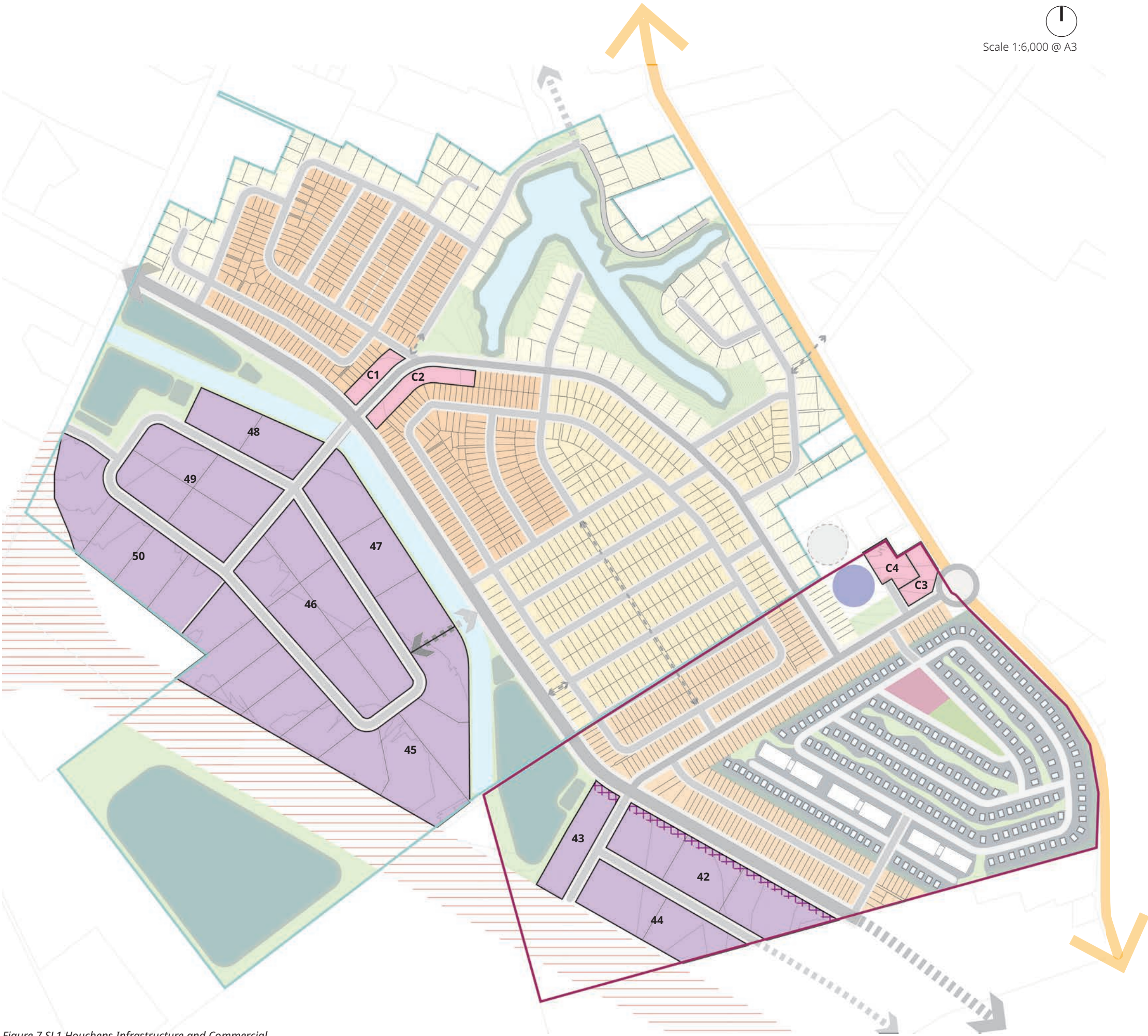


Figure 7 SL1 Houchens Infrastructure and Commercial



Scale 1:6,000 @ A3

3.4 Staging

Landholdings	Stages	Blocks	Residential Yield (approx.)	Industrial Yield (approx.)
Chinamans Hill Limited	Stage 1/1A	1, 4-8, 48-50	200	7 - 13
	Stage 2	2, 3, 9-13, 17, 21, C1	180	-
	Stage 3	14-16, 19-20, C2	280	-
	Stage 4	45-47	-	13 - 25
	Stage 5	25-29, 31-33	240	-
	Stage 6	18, 22-24, 30	100	-
Total			1,000	20 - 38
Ohaupo Land Limited Partnership	Stage 7	34-41, C1, C3 & RV	300 (+400 RV units)	4 - 9
	Stage 8	42-44	-	-
Total			700	4 - 9
Total (all landholdings)			1,700	24 - 47

- Legend
- Subject Site
 - 150 - 300m² Residential Block
 - 200 - 300m² Residential Block
 - 300 - 450m² Residential Block
 - 650 - 850m² Residential Block
 - Industrial Block
 - Neighbourhood Centre
 - Retirement Village
 - Retirement Village 1-3 level apartment blocks (1x with age care facilities)
 - Retirement Village Community Centre
 - Retirement Village Communal Green Space
 - 10m industry Buffer/Setback
 - Southern Links Designation (RONs)

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- Existing Water Reservoir
- Proposed Additional Water Reservoir

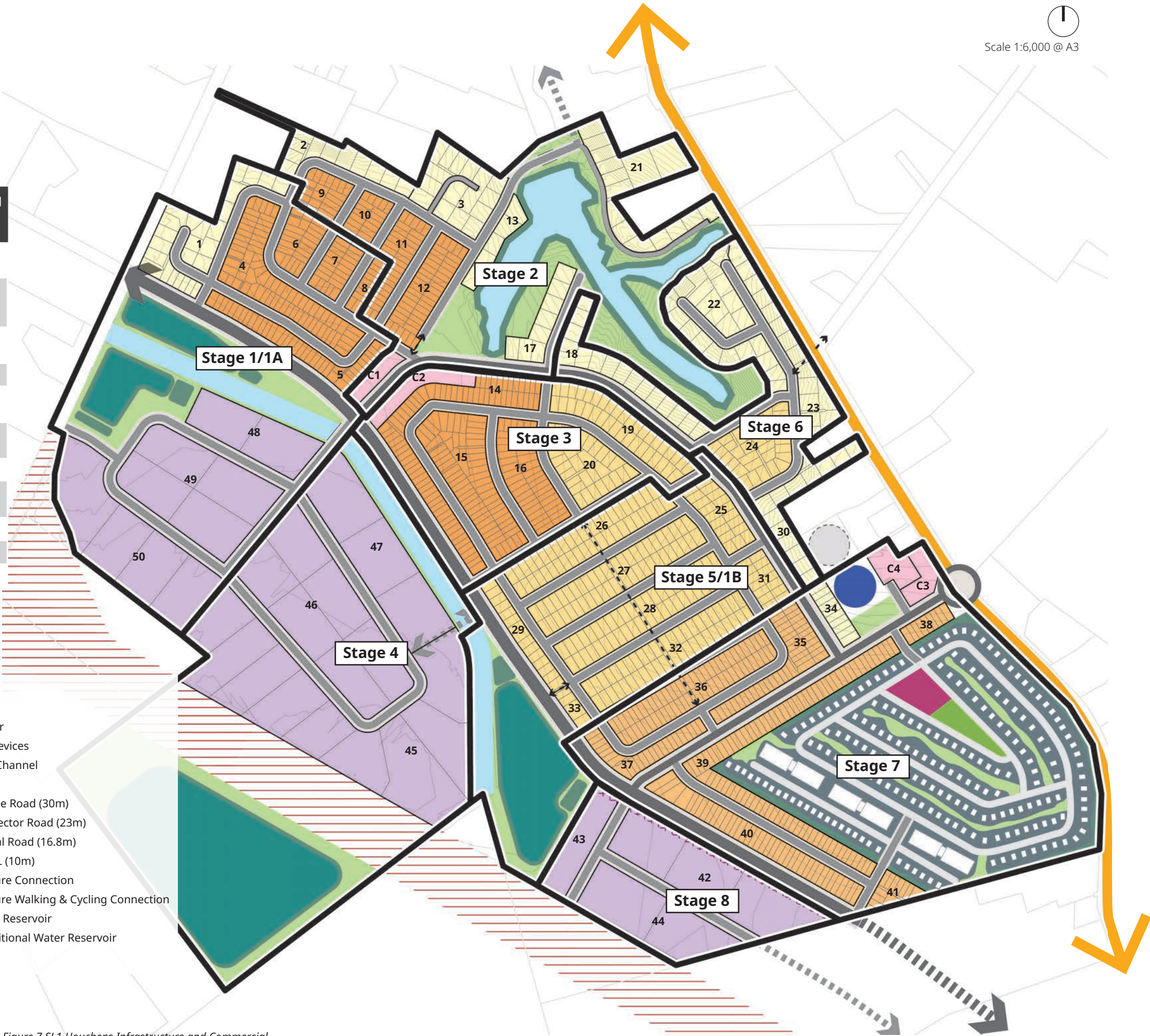


Figure 7 SL1 Houchens Infrastructure and Commercial



Scale 1:6,000 @ A3

3.5 Stage 1 Option 1A

Landholdings	Lot size (m ²) range	Blocks	Net Area (m ²)	Yield (approx.)
Chinamans Hill Limited	Residential	1, 4 - 8	51,040	200
	Industrial	47 - 49	73,023	7-13
	Stormwater	2x wetlands	28,902	-
Ohaupo Land Limited Partnership	Residential	34 - 41	69,328	300
	Reservoir	Water Reservoir	5,656	-
	Commercial	C3, C4	6,860	-
	Retirement Village	-	150,000	400

- Legend
- Subject Site
 - 150 - 300m² Residential Block
 - 200 - 300m² Residential Block
 - 300 - 450m² Residential Block
 - 650 - 850m² Residential Block
 - Industrial Block
 - Neighbourhood Centre
 - Retirement Village
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 - Proposed JOAL (10m)
 - Proposed Future Connection
 - Proposed Future Walking & Cycling Connection
 - Existing Water Reservoir
 - Proposed Additional Water Reservoir

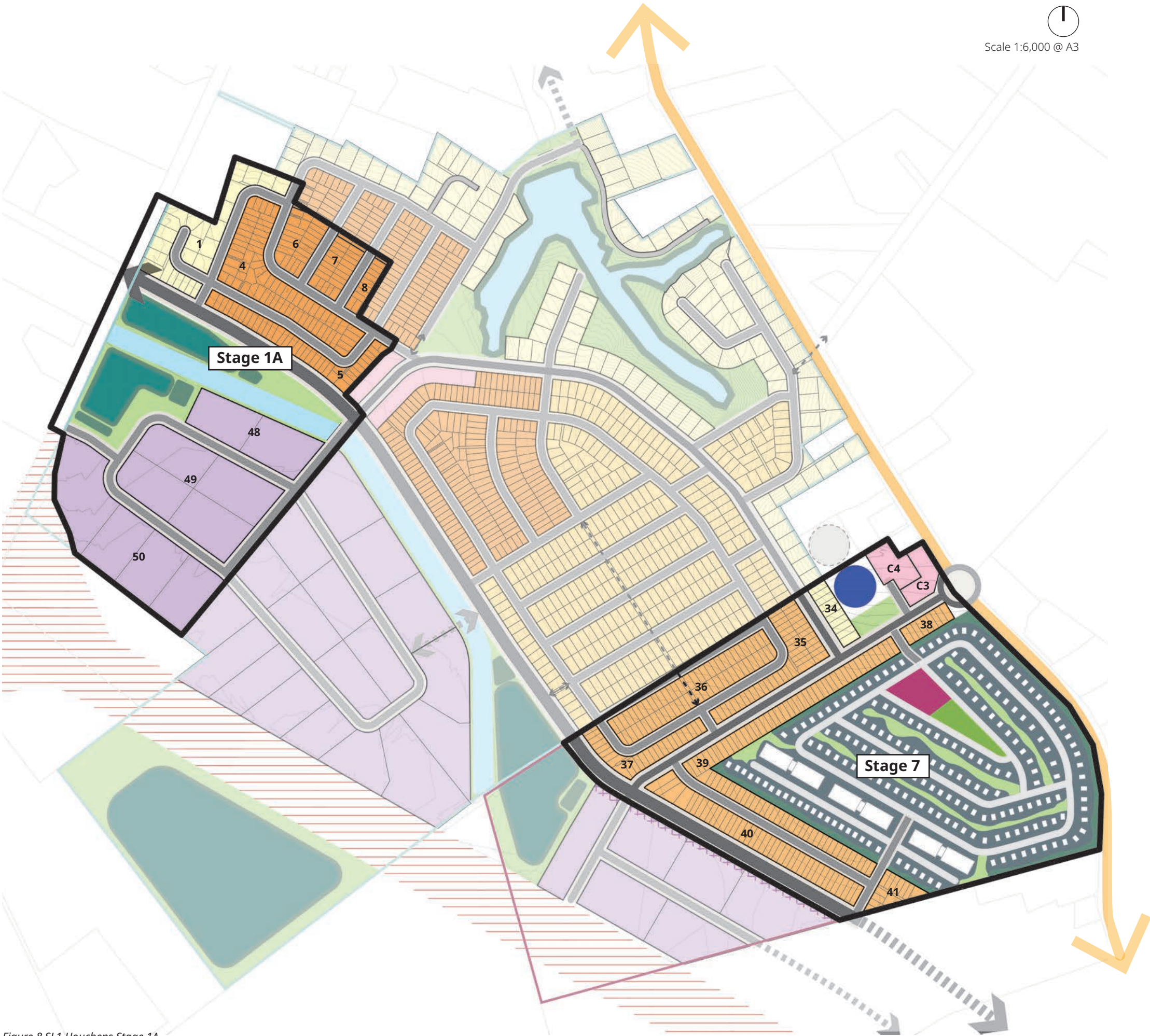


Figure 8 SL1 Houchens Stage 1A



Scale 1:6,000 @ A3

3.6 Stage 1 Option 1B

Landholdings	Lot size (m ²) range	Blocks	Net Area (m ²)	Yield (approx.)
Chinamans Hill Limited	Residential	25 - 29, 31 - 33	77,071	245
	Stormwater	1x Wetland (35%)	11,036	
Ohaupo Land Limited Partnership	Residential	34 - 41	69,328	300
	Reservoir	Water Reservoir	5,656	-
	Stormwater	1x Wetland (65%)	20,930	
	Commercial	C3, C4	6,860	-
	Retirement Village	-	150,000	400

- Legend**
- Subject Site
 - 150 - 300m² Residential Block
 - 200 - 300m² Residential Block
 - 300 - 450m² Residential Block
 - 650 - 850m² Residential Block
 - Industrial Block
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 - Proposed Additional Water Reservoir

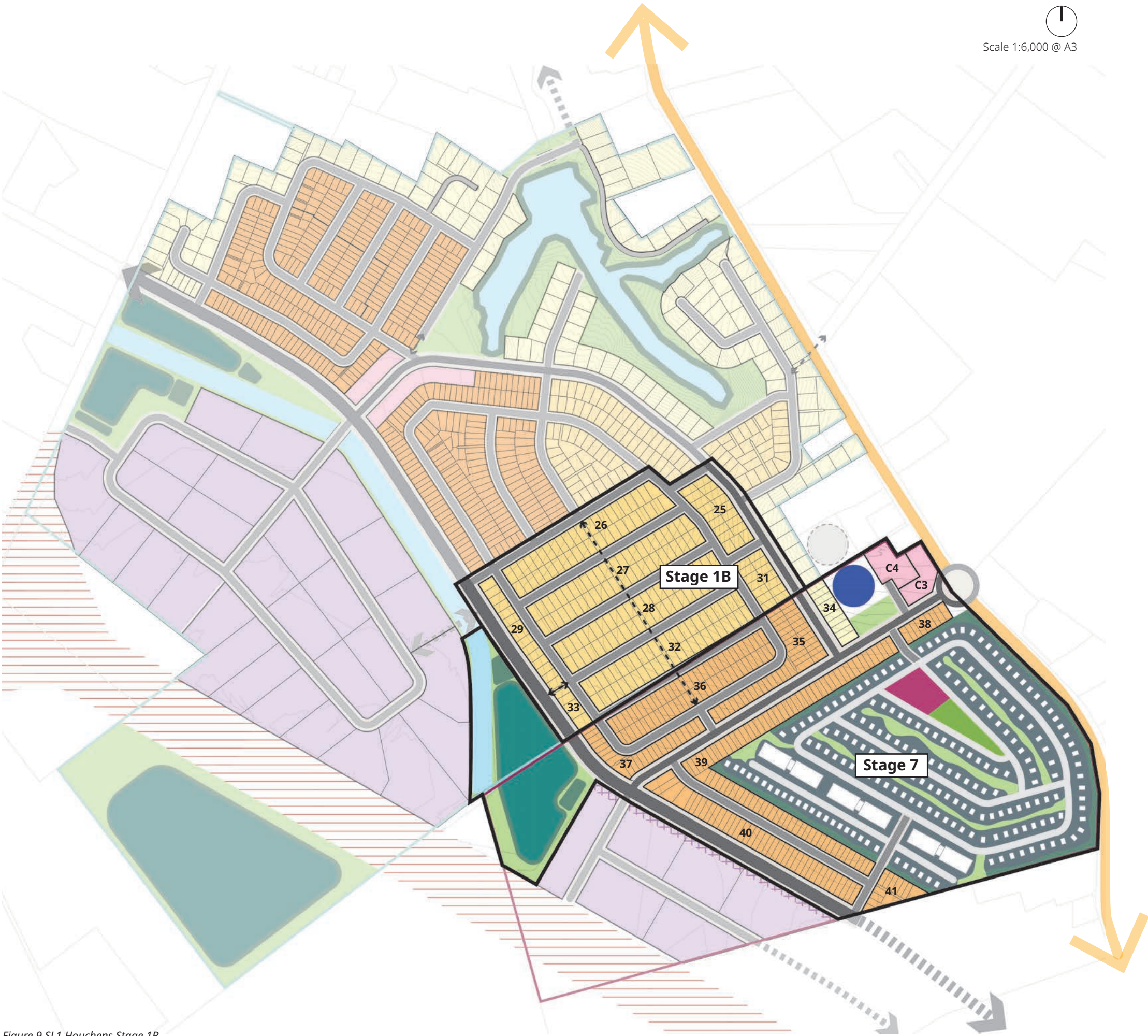


Figure 9 SL1 Houchens Stage 1B



Scale 1:25,000 @ A3

3.7 Wider SL1 Staging

Estimated Timeline

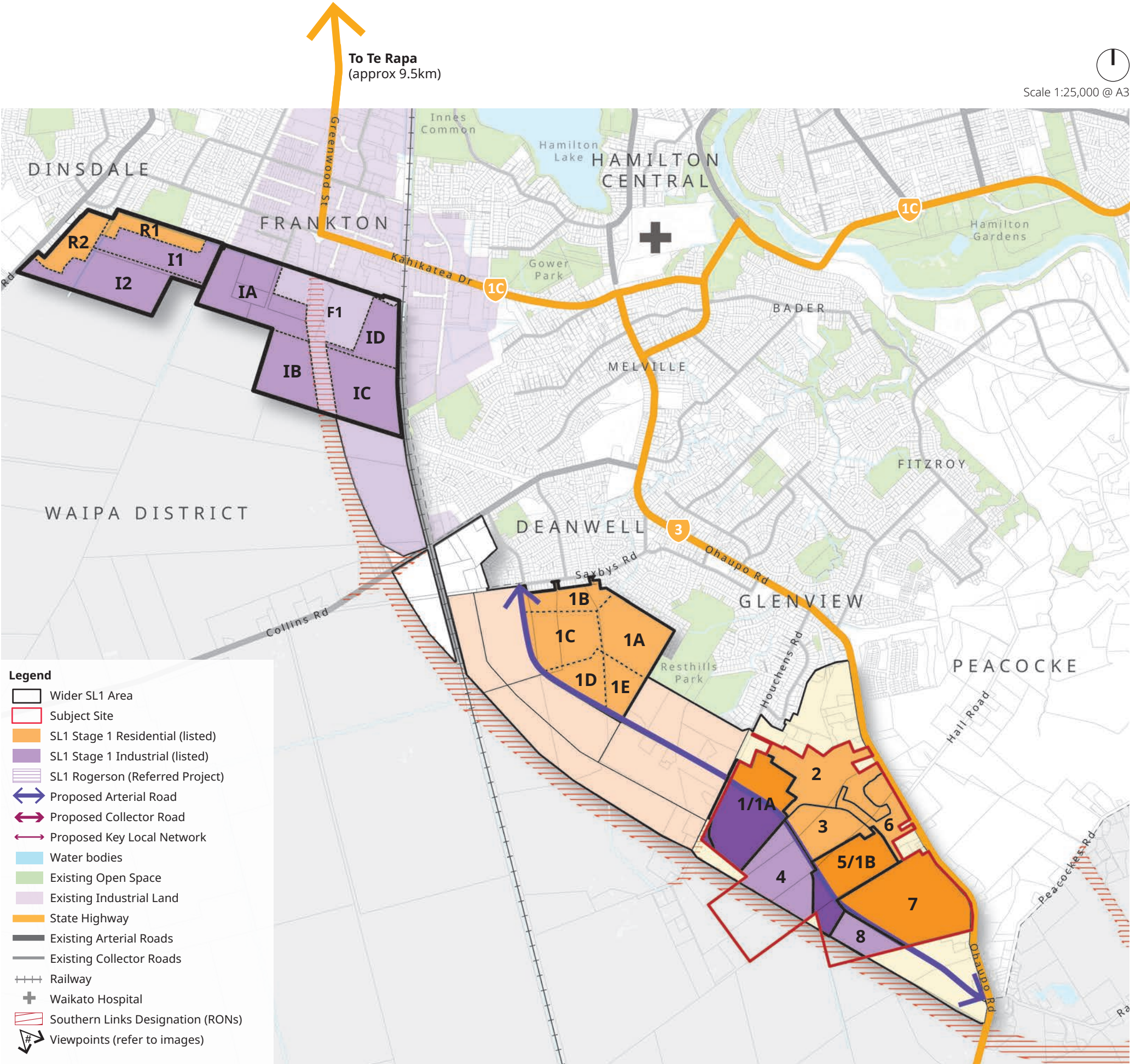
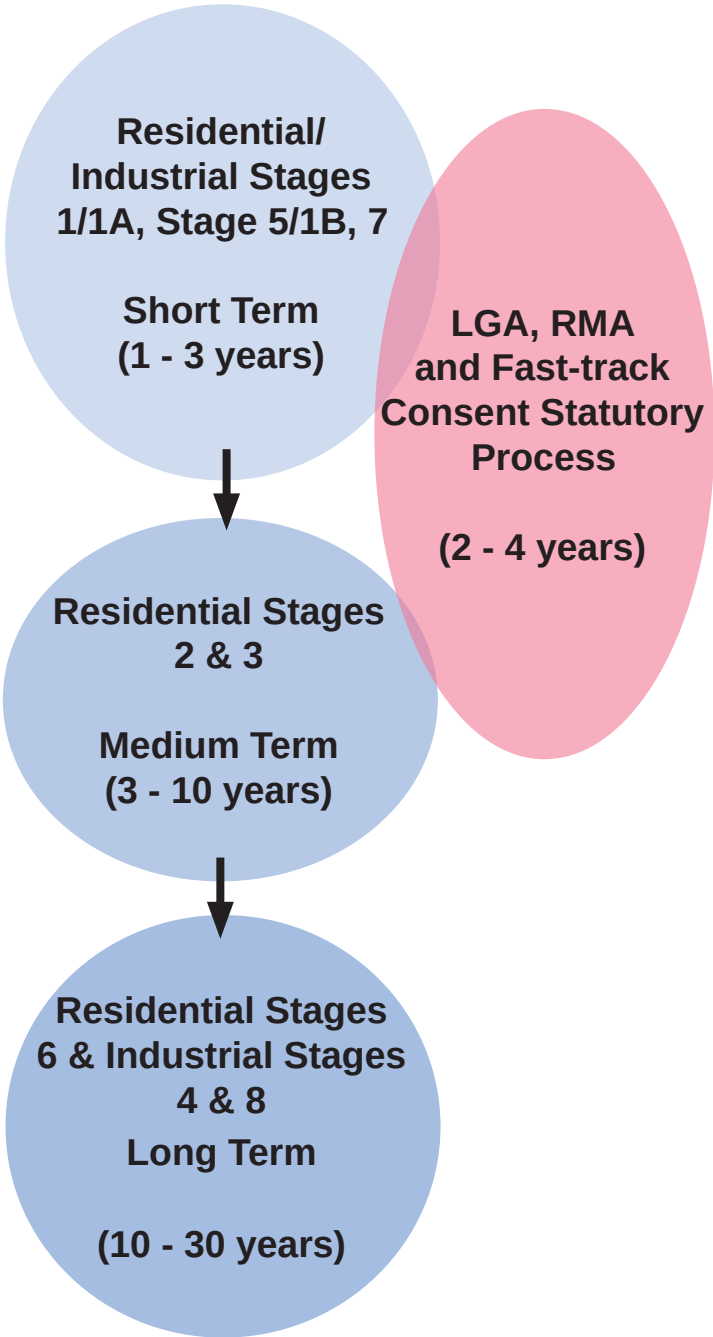


Figure 10 Wider SL1 Staging Plan

To Hamilton Airport
(approx 4.5km)



Scale 1:25,000 @ A3

4.0 SL1 Context and Spatial Analysis

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

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

4.1 Planning Context

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

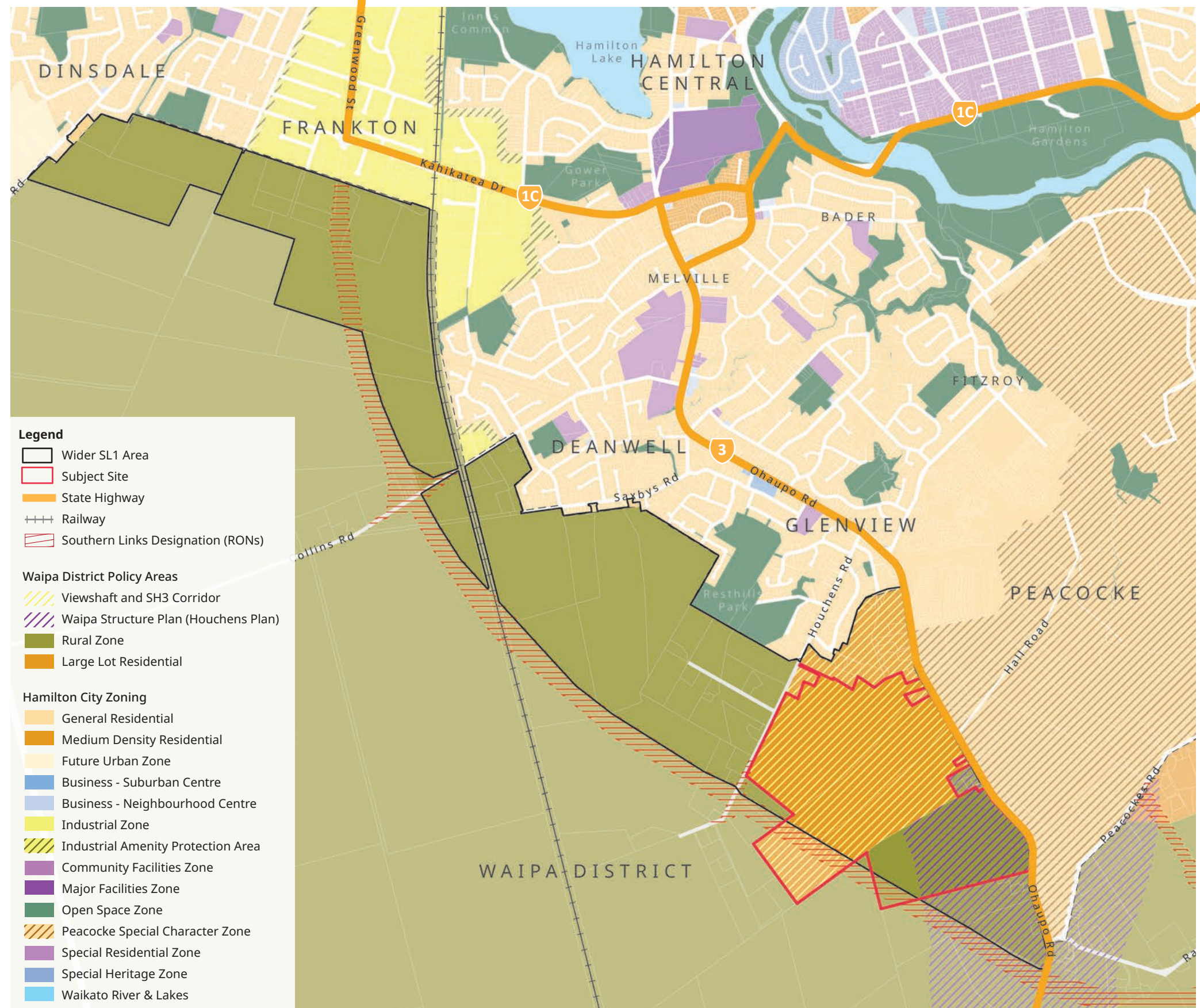


Figure 11 Existing Zoning Map



Scale 1:75,000 @ A3

4.2 Infrastructure

Figure 12 shows the key existing infrastructure servicing the city. Future development of SL1 will need to take into account any potential infrastructure related constraints, including to demonstrate how the SL1 area would be able to be serviced during initial stages and over the longer term.

Legend

- Existing Hamilton City urban boundary
- Subject Site
- Wider SL1 Area
- State Highway
- North Island Main Trunk Railway
- Existing southern links designation (RONs)
- Open Spaces
- Water bodies (lakes and Waikato River)

National Infrastructure

- First Gas Lines
- Transmission Lines

Hamilton Infrastructure

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

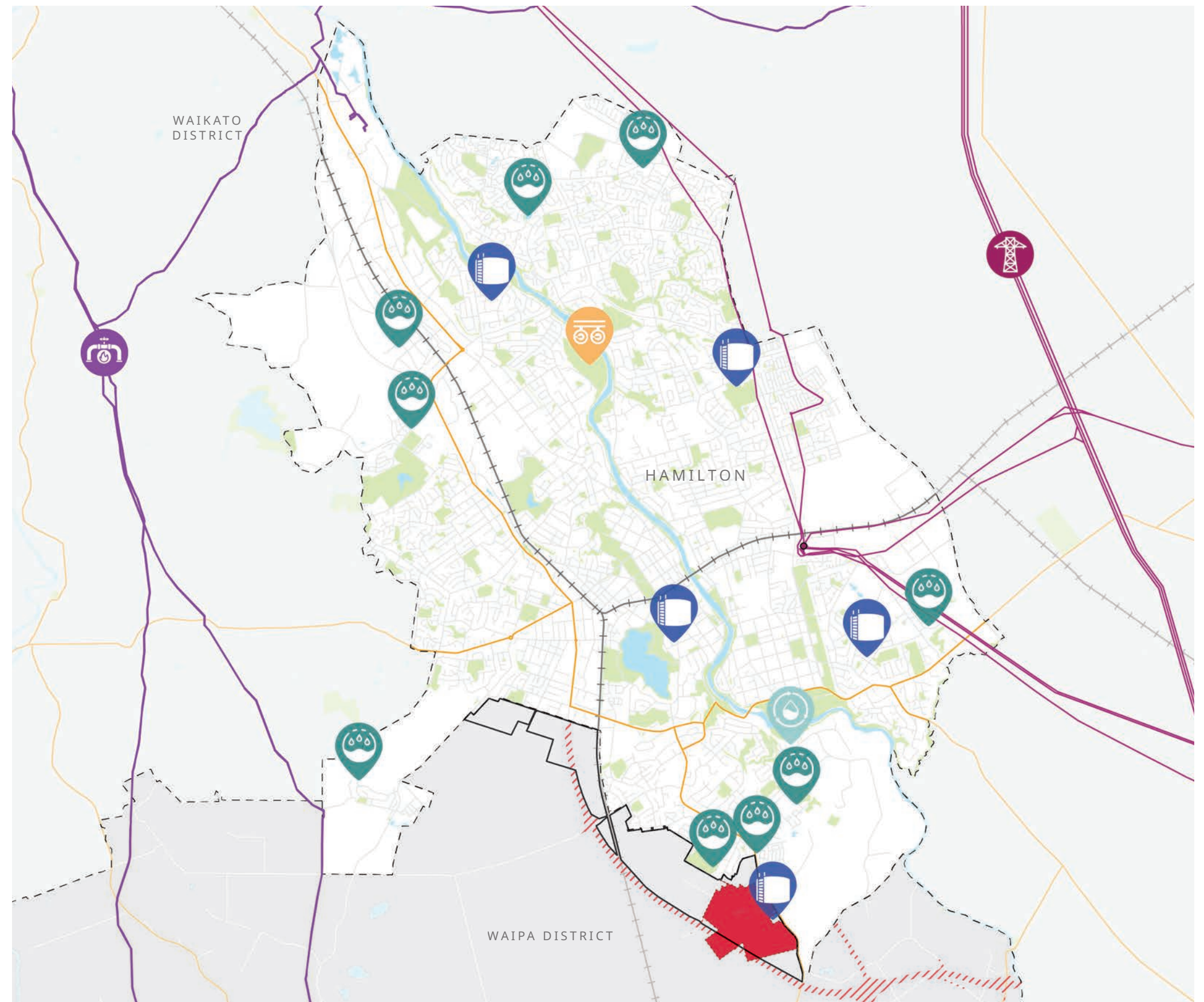


Figure 12 Hamilton City Existing Infrastructure Map

4.3 Land Transport

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

Key opportunities to connect for the **SL1 Houchens Development** include:

- Houchens Road
- Ohaupo Road
- Future Southern Links Interchange



Figure 13 Land Transport Map



Scale 1:25,000 @ A3

4.4 Existing Public Transport

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

Key opportunities for the wider growth cell include:

- Macmurdo Avenue
- Fourth Crescent
- Saxbys Road
- Houchens Road (site specific)
- Latham Court
- Wickham Street
- Collins Road
- Higgins Road
- Tuhikaramaea Road
- Ohaupo Road (site specific)

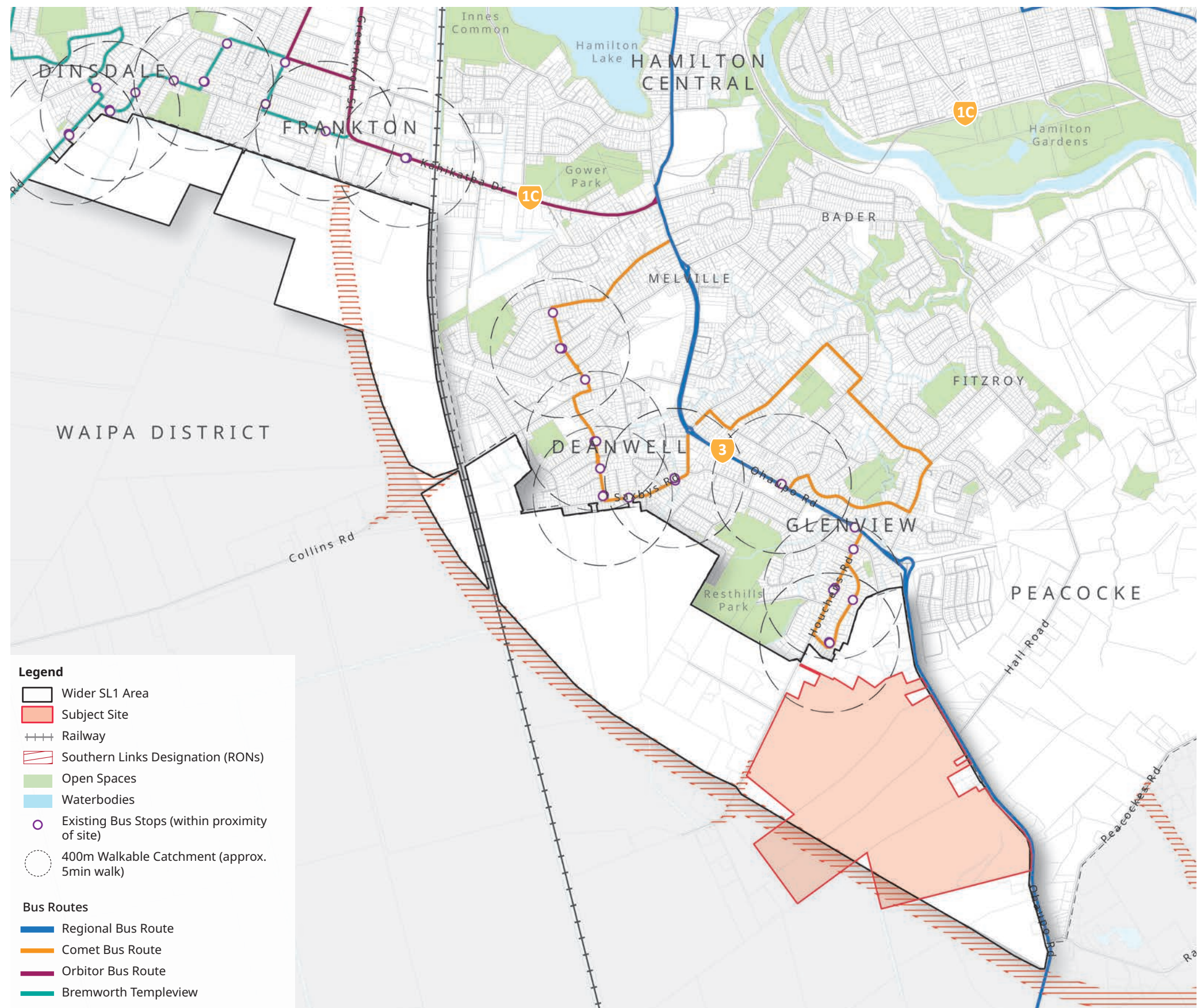


Figure 14 Public Transport Map



Scale 1:25,000 @ A3

4.5 Social Amenities

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

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

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

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

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

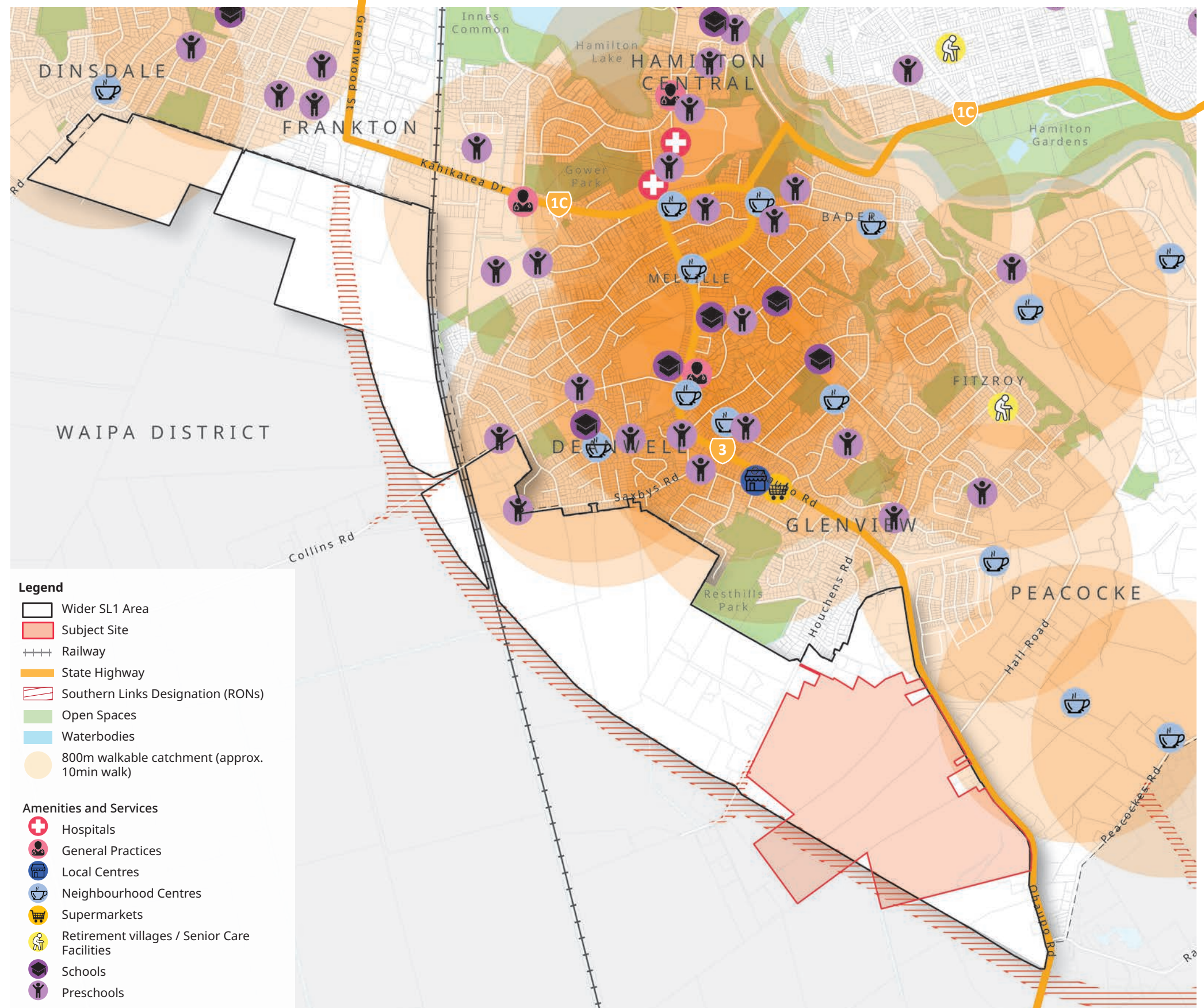


Figure 15 Social Amenities Map



Scale 1:25,000 @ A3

4.6 Open Spaces

Hamilton City Council holds about 1160 ha of green spaces which equals approximately 10% of the city's area. The map on the right shows the **SL1 Houchens Development** is located near a 800m catchment (approx. 10 minutes walking distance) of existing open space. The key parks that within the proximity to the wider SL1 area include:

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

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

This analysis demonstrates that the Site is generally well located in terms of proximity to open spaces, particularly as both Peacocke Structure Plan Area and Glenview have key open spaces to connect to.

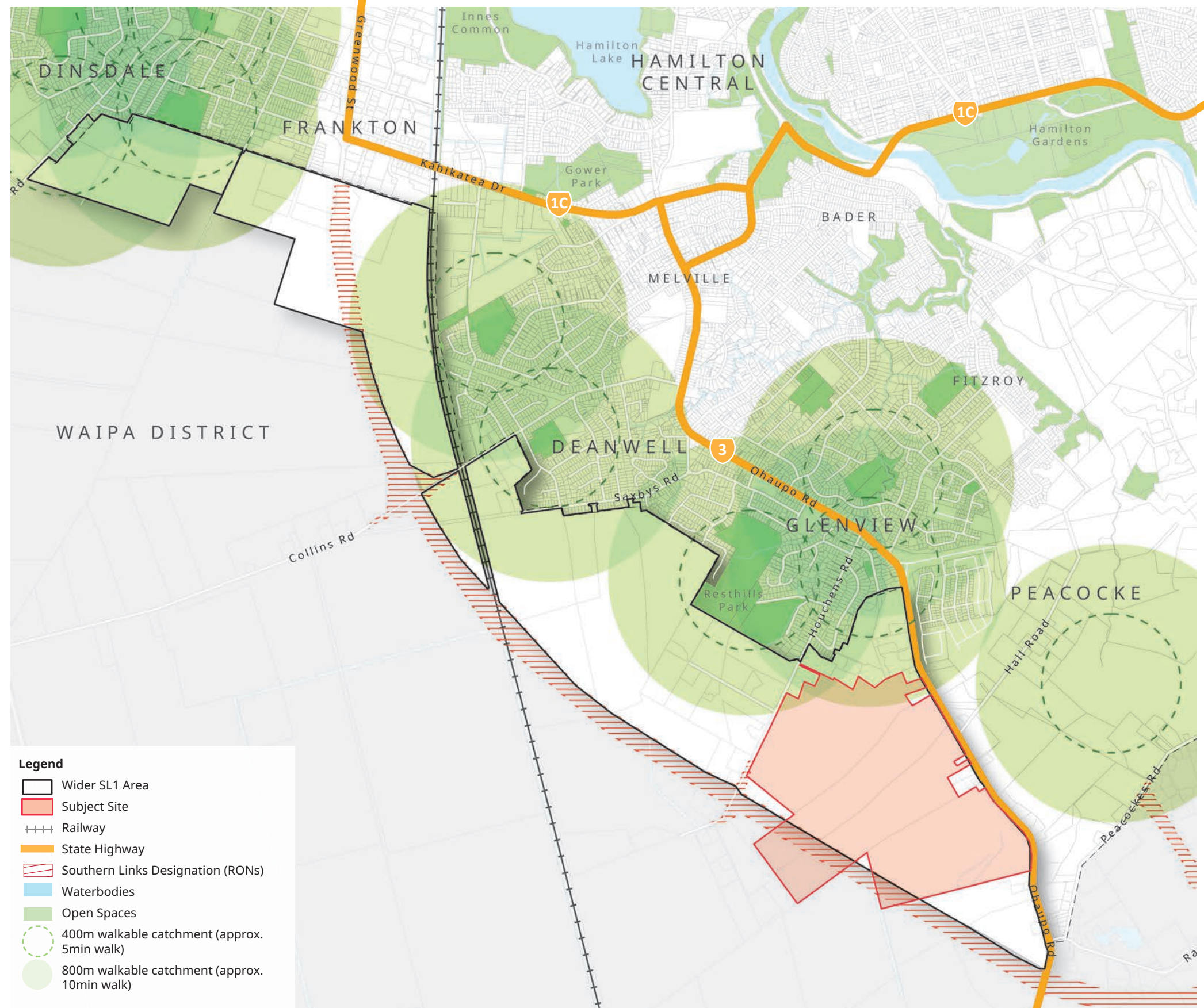


Figure 16 Open Space Map



Scale 1:75,000 @ A3

4.7 Accessibility Analysis - Access to Employment

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

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

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

The **SL1 Houchens Development** sits near the existing boundary of Hamilton City, within close proximity to both the Central City, Waikato Hospital and surrounding industrial areas.

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

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

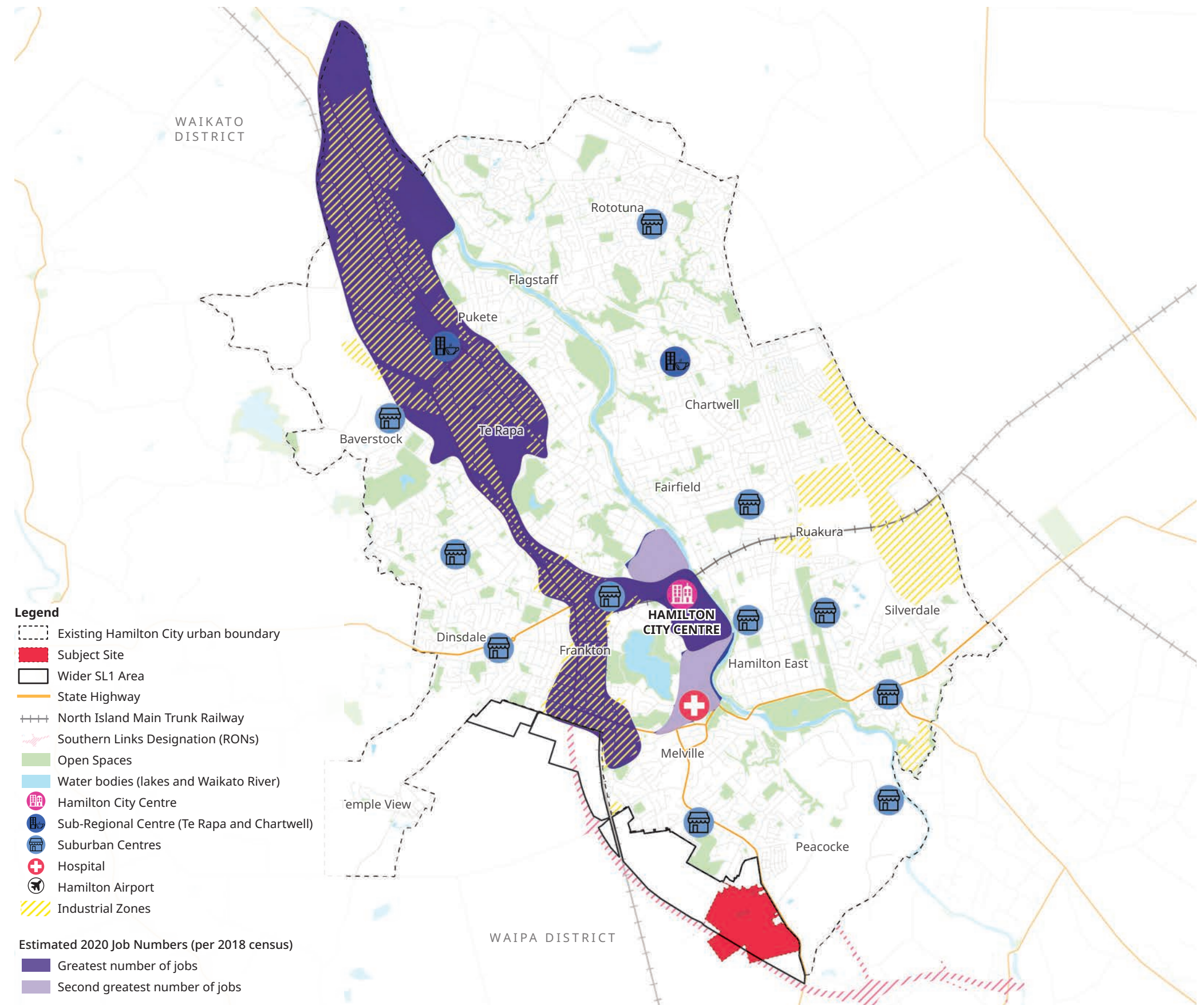


Figure 17 Wider Hamilton - Access To Employment



Scale 1:75,000 @ A3

4.8 Accessibility Analysis - Overall Accessibility

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

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

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

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

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

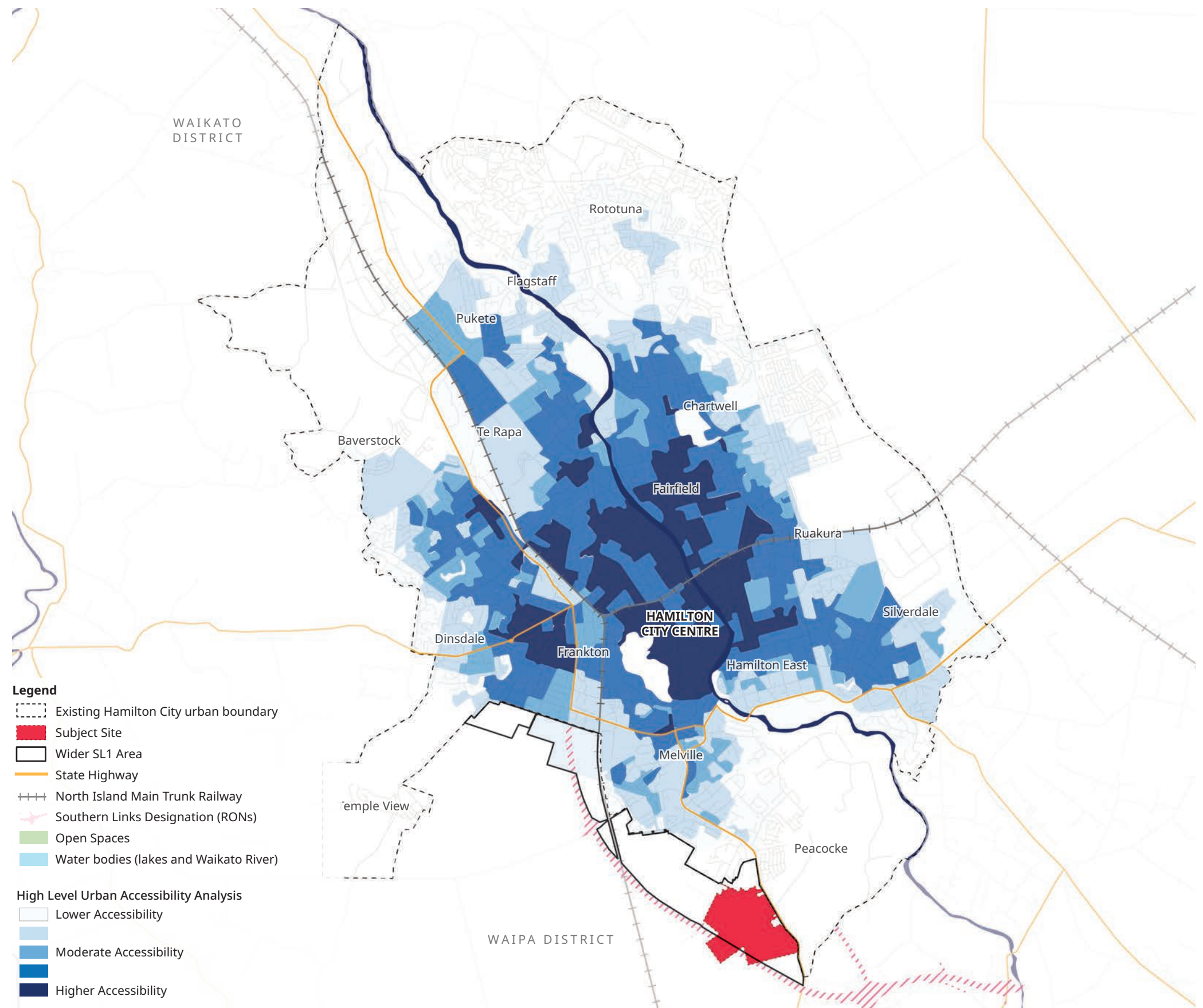


Figure 18 Hamilton City Overall Accessibility Analysis

4.9 Soils - Peat and Highly Productive Land

As shown in the map on the right, soil within the dark and light brown colours indicates the extent of peat soil under the Waipa District Plan Soil Classification map. Areas outside of this are classified as non-peat soil.

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

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

There is no LUC 1 land identified within the site.

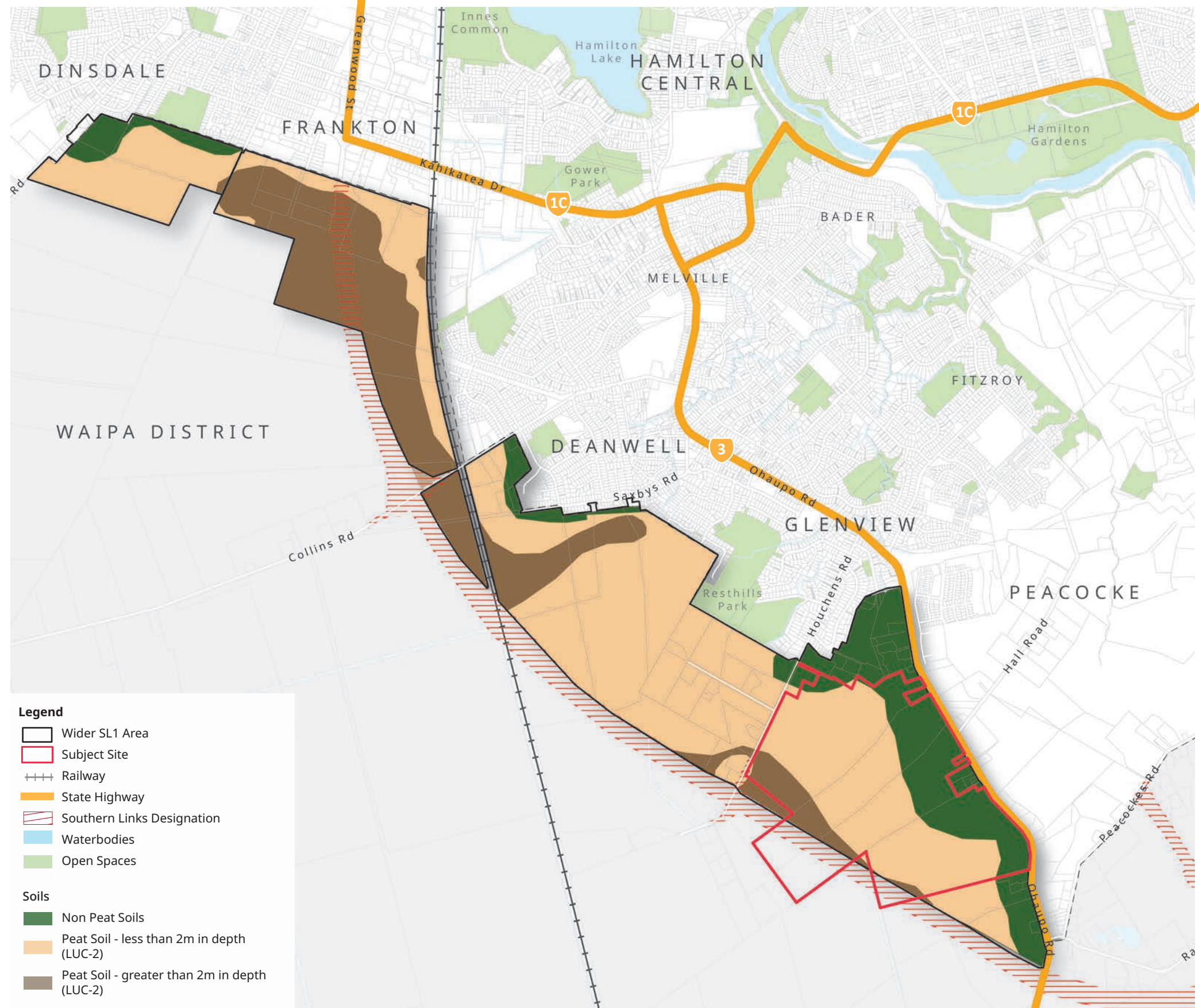


Figure 19 Soil and LUC Map



Scale 1:25,000 @ A3

4.10 Typography - Slope and Aspect Studies

The **SL1 Houchens Development Site** reflects rolling topography that is associated with Hamilton south, including some steeper sections to the north west and north east.

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

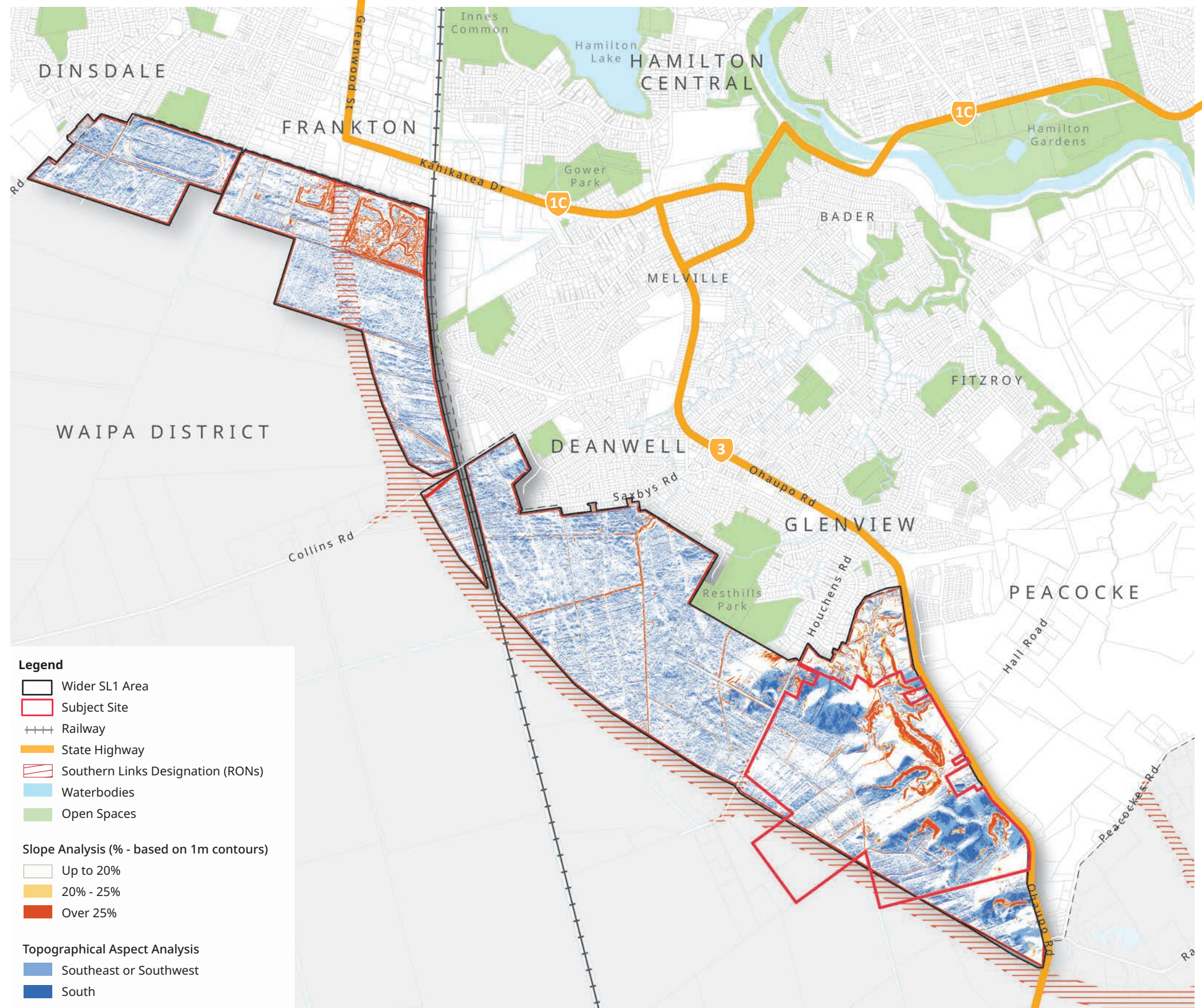


Figure 20 Slope and Aspect Map



Scale 1:25,000 @ A3

4.11 Site Constraints

The map on the right identifies the key physical and spatial constraints in relation to SL1 wider area which also includes the **SL1 Houchens Development Site**. The high-level masterplan of the Site will respond to these constraints.

Of note that constraints are not bad in and of themselves but they create boundaries and require us to think up creative ways of working with them.

- Potential interface and noise issues from train and Southern Links.
- Existing railway causes severance and creates issues and barriers for connectivity, accesses to nearby services, community facilities and amenities.
- Large areas of LUC 2 soil and peat soil are anticipated to be found on site which may limit residential densities attainable.
- Areas with steep topography presents a challenge in providing connectivity through the site as well as supporting more intensive forms of housing.
- Potential flood risk, waterways and wetlands may limit the extent of development in some areas.
- Existing infrastructure capacity constraints in existing urban areas adjacent to SL1 area.
- Intersection capacity constraints along Ohaupo Road, requiring additional north south routes through SL1.

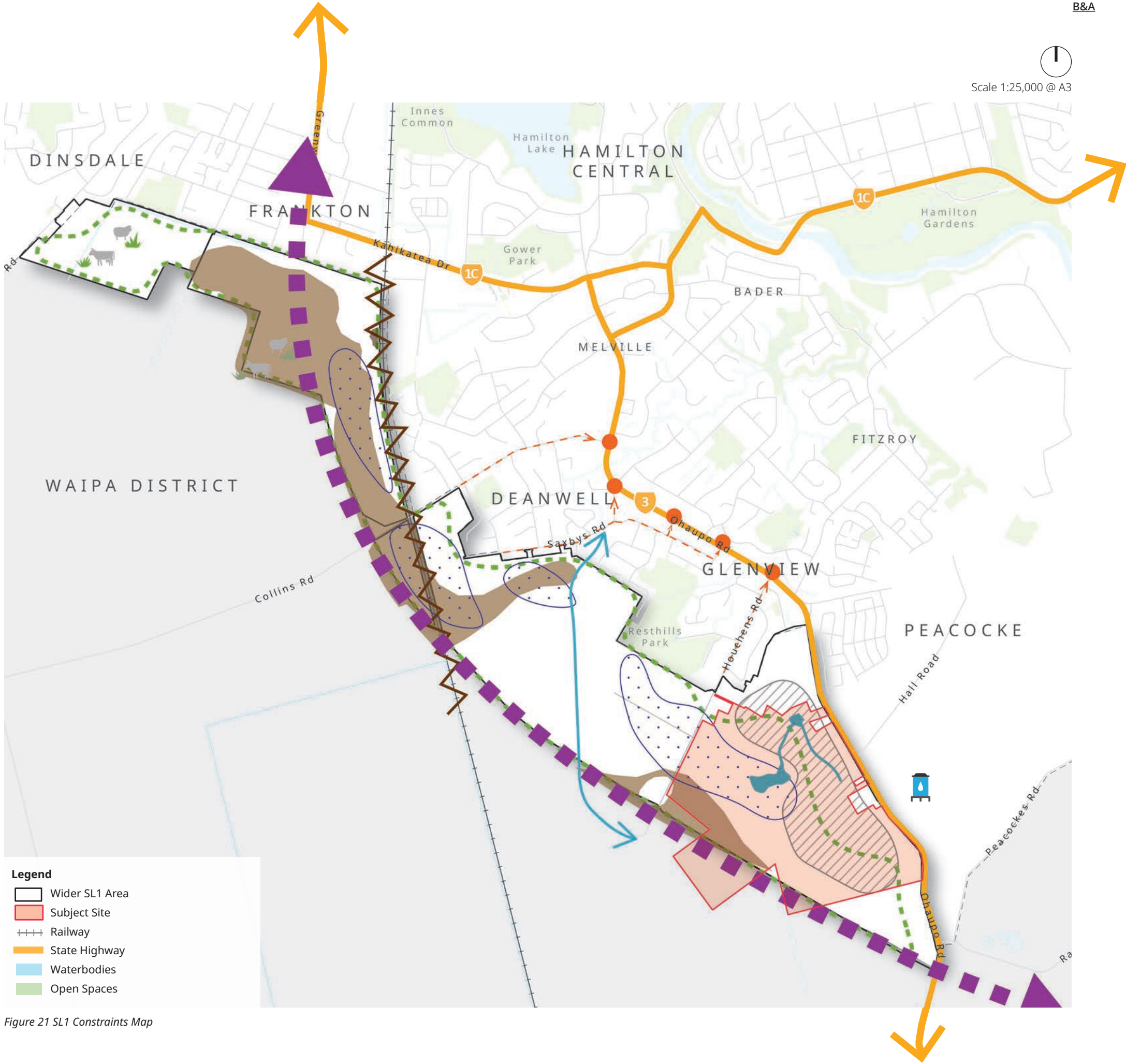


Figure 21 SL1 Constraints Map

4.12 Site Opportunities

The map on the right identifies the key physical and spatial opportunities in relation to SL1 wider area and the SL1 Houchens Development site. The high-level masterplan of the site will leverage and enhance these opportunities.

- 
 Southern Links forms the a defensible boundary to the south of Hamilton City.
- 
 Existing and potential connection to some existing key roading networks, as well as to encourage and improve active mode transports.
- 
 Opportunity to provide additional residential developments and provide housing choices and diversity.
- 
 Opportunity to provide additional industrial land and form part of the existing Te Rapa - Frankton industrial corridor.
- 
 Several large existing parks are located immediately adjacent to the SL1 area which provide the opportunity for a high level of amenity and outlook.
- 
 A spine road can be formed between Collins Road and SH3.
- 
 The area is able to be stitched into the existing urban fabric which includes schools, supermarkets and community facilities. This will be able to be leveraged for early stages of development.
- 
 Opportunity to leverage infrastructure proposed to serve Peacocks.
- 
 Opportunity to naturalise farm drains and streams, as well as to improve and enhance ecological values.

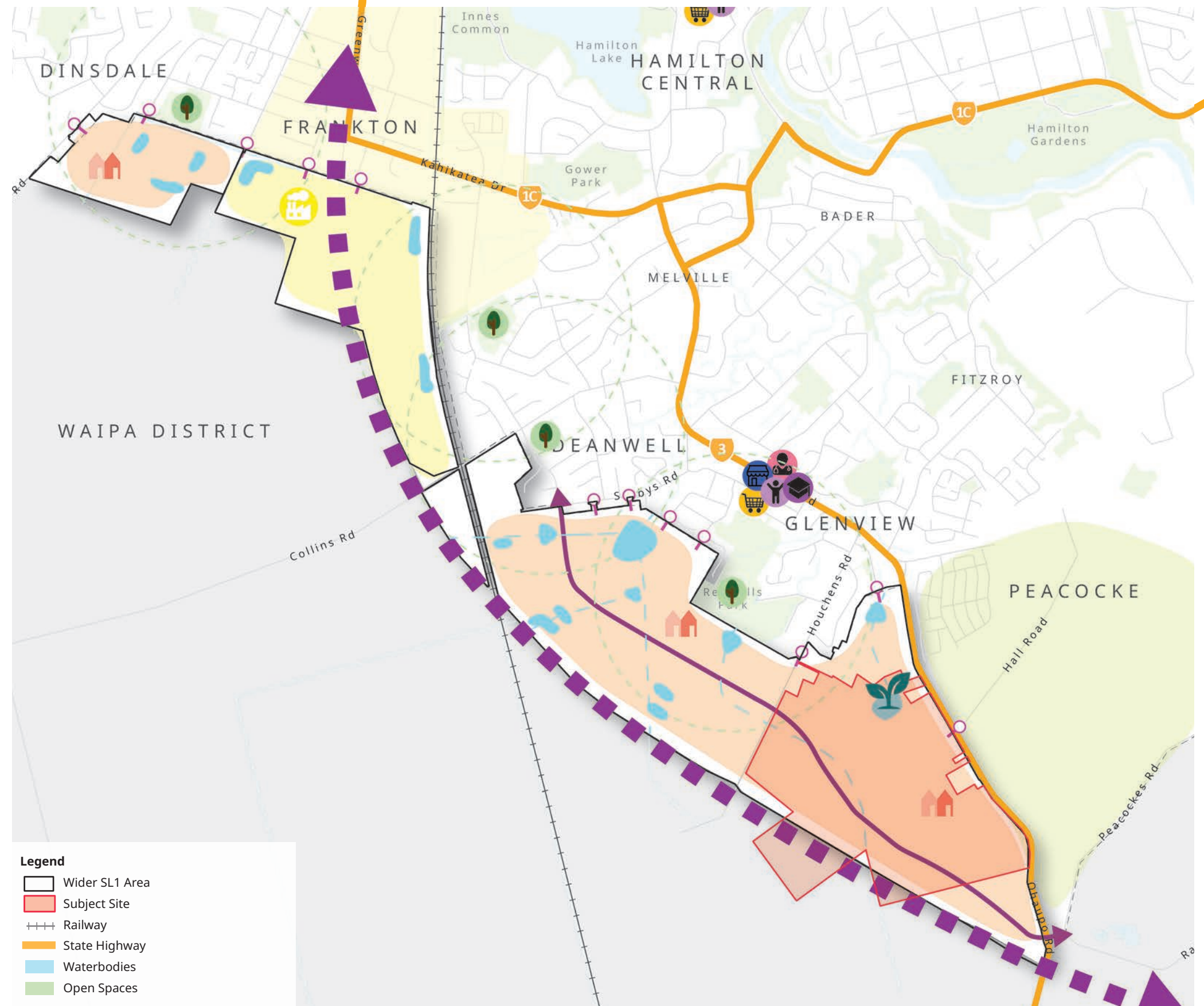


Figure 22 SL1 Opportunities Map



Urban & Environmental

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