

Appendix 16 – Houchens Consultation Summary

The tables below set out a summary of consultation undertaken with key stakeholders and iwi and hapū. A copy of the consultation pack that was presented and shared is also attached.

Ngaati Wairere, Ngaati Maahanga, Ngaati Koroki Kahukura, Ngaati Tamainupoo, Ngaati Hauaa, Ngaati Apakura and Waikato Tainui

Date	Method	Person(s)	Purpose	Summary	Attachment(s)
15-Sept-25	Email – sent from B&A	s 9(2)(a)	Introduction to SL1 Water Take and wider SL1 Growth Cell update	Introduction to SL1 water take and wider SL1 projects, confirm key contacts and request to consult.	Refer to email attachment
15-Sept-25	Email – sent from Ngāti Maahanga	B&A	Confirm SL1 water take representatives and wider alignment with SL1 growth cell projects.	Confirm SL1 water take representatives and wider alignment with SL1 growth cell projects.	Refer to email attachment
7-Oct-25	Meeting	s 9(2)(a)	Wider SL1 Water Take update and wider FTAA project updates, including SL1 Houchens	Wider SL1 Water Take update and wider FTAA project updates, including SL1 Houchens	Refer to email attachment
9-Dec-25	Email sent to s 9(2)(a)	B&A	Confirmation of consultation and support for referral application.	Draft consultation pack and supporting documentation. Letter from Ngati Haua confirming that consultation has occurred on the referral application prior to lodgement to ensure Ngati Haua values, perspectives and interests have been fully considered and	Refer to letter

Date	Method	Person(s)	Purpose	Summary	Attachment(s)
				integrated into the proposal. Support from Ngati Haua for lodging the application.	
18-Dec-25	Email sent to B&A	s 9(2)(a)	Providing a copy of MOU for consideration for SL1 Stage 2 (Houchens) on behalf of SL1 Tangata Whenua Working Group.	MOU for signing on behalf of SL1 Tangata Whenua Working Group.	Refer to attachment.
23-Jan-26	Email sent to s 9(2)(a)	B&A	Sharing of signed MOU for Stage 2, SL1 Houchens	Sharing of signed MOU for Stage 2, SL1 Houchens and supporting documents.	Refer to signed MOU.
17-Feb-26	Position Statement	s 9(2)(a) s of Pouwhenua Consultancy	Mana whenua position statement.	SL1 Tangata Whenua Working Group response to SL1 Houchens Archaeological Assessment of Effects	Refer to attachment 17B
17-Feb-26	Letter	SL1 Tangata Whenua Working Group s 9(2)(a)	Letter of support for SL1 Houchens Archaeological Assessment of Effects	Letter of support for SL1 Houchens Archaeological Assessment of Effects and its progression, on the basis of continued engagement.	Refer to attachment 17C
24-Feb-26	Letter	s 9(2)(a)	Letter of support for SL1 Houchens	Letter of Support for SL1 Houchens	Refer to attachment 17D

Future Proof Partners

Date	Method	Person(s)	Purpose	Summary	Attachment(s)
27-Nov-25	Letter – sent from	s 9(2)(a) – B&A	Memorandum - SL1 Houchens – Pre Meeting Feedback Summary	The purpose of this memorandum was to enable preliminary discussion with the	Refer to Attachment 18

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	Hamilton City Council			applicant group relating to the matters raised by FTAT Stakeholders. It was advised by HCC representative that once the contents of the memorandum have been discussed, HCC will potentially provide a statement of facts letter either on behalf of or separate to each Future Proof member. Such matters are transport, water, wastewater, stormwater, land use, urban design, parks, open space and social infrastructure, ecology, and geotechnical.	
04-Dec-25	Meeting	Future Proof Partners - see attachment B&A BBO Maven GD Jones – Applicant Steve Burgess – Applicant	Pre-lodgement meeting with Future Proof Partners	Introduction to SL1 Houchens, provide an overview of the consultation pack and discuss Future Proof Partners feedback.	Refer to Attachment 18
16-Dec-25	Letter	s 9(2)(a) – B&A	Statement of Facts	Letter confirms engagement with Future Proof Partners regarding the SL1 Houchens referral application. Provides a summary of key considerations for transport corridors, three waters, land use, urban design, ecology and geotechnical. The With this statement of facts	Refer to Attachment 18

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				HCC intends to help fully inform any potential approval of the SL1 Houchens referral application and commitment for further interaction. HCC record their appreciation of the applicant's willingness to engage and consult in relation to its application. HCC requests for this engagement to continue, and that HCC and Future Proof Partners remain as key stakeholder.	
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Hamilton City Council

Date	Method	Person(s)	Purpose	Summary	Attachment(s)
4-Dec-25	Online Workshop	Future Proof Stakeholders	Dedicated workshop to discuss SL1 Houchens Referral application and pre-circulated consultation pack.	Workshop subjects were as follows: Consenting strategy Planning and Infrastructure Brief Land Use and Urban Design Transport Wastewater approach Water Stormwater Ecology	Refer to Attachment 18

				Parks and social infrastructure	
16-Dec-25	Letter	s 9(2)(a) – B&A	Statement of Facts	Letter confirms engagement with Future Proof Partners regarding the SL1 Houchens referral application. Provides a summary of key considerations for transport corridors, three waters, land use, urban design, ecology and geotechnical. The With this statement of facts HCC intends to help fully inform any potential approval of the SL1 Houchens referral application and commitment for further interaction. HCC record their appreciation of the applicant's willingness to engage and consult in relation to its application. HCC requests for this engagement to continue, and that HCC and Future Proof Partners remain as key stakeholder.	Refer to Attachment 18

Department of Conservation

Date	Method	Person(s)	Purpose	Summary	Attachment(s)
17-Nov-25	Email – sent from B&A	Department of Conservation	Section 11 FTAA Consultation Requirements – request to consult	Request to consult with DoC on Houchens referral application.	Refer to Attachment 19

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Date	Method	Person(s)	Purpose	Summary	Attachment(s)
17-Nov-25	Email – sent from B&A	B&A	Signed request for consultation sent to DoC.	Confirmation that DoC received consultation request. Outlining cost recovery process and need for an invoice for costs to be paid before consultation can commence.	Refer to Attachment 19
05-Dec-25	Meeting	s 9(2)(a) – DoC s 9(2)(a) – DoC B&A Ecological Solutions	Pre-lodgement meeting with DoC.	An approvals act under the Wildlife Act 1953 – for the management of fauna, specifically lizards. DoC provided commentary on Fast Track approvals and permissions identified. Treaty partners with interest relevant to the project area as well as Treaty Settlement implications and considerations identified.	Refer to Attachment 19
19-Dec-26	Email from DOC	s 9(2)(a) – DOC	Confirmation of pre-lodgement meeting with DOC and summary.	An approvals act under the Wildlife Act 1953 – for the management of fauna, specifically lizards. DoC provided commentary on Fast Track approvals and permissions identified. Treaty partners with interest relevant to the project area as well as Treaty Settlement implications and considerations identified.	Refer to Attachment 19

Heritage New Zealand Pouhere Toanga

Date	Method	Person(s)	Purpose	Summary	Attachment(s)
12-Nov-25	Email - sent from B&A	s 9(2)(a) HNZPT	Section 11 FTA Consultation Requirements – request to consult	Request to consult with HNZPT on Houchens referral application. Circulated SL1 Houchens Consultation Pack and a desktop archaeological assessment.	Refer to Attachment 20
26-Nov-25	Email	s 9(2)(a) – B&A	Potential identification of archaeological sites	From the desktop archaeological assessment HNZPT identified the potential for unrecorded archaeological sites to exist. HNZPT recommends a site visit is undertaken. Should archaeological site be present HNZPT supports this approach as it will assist in determining if an authority is required under the HNZPT Act 2024.	Refer to Attachment 20
15-Dec-25	Email – sent from B&A	s 9(2)(a) – HNZPT	Inclusion of Archaeological Authority in SL1 Houchens Referral Application	Confirmation a site visit was undertaken and an updated archaeological assessment to support. Following the site visit the applicant seeks to include an Archaeologic Authority in the referral application.	Refer to Attachment 20
08-Jan-26	Letter – s 9(2)(a) – HNZPT	B&A	Section 11 Consultation Response	Letter confirms engagement with HNZPT regarding the SL1 Houchens referral application.	Refer to Attachment 20

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				Provides a summary highlighting the updated archaeological assessment has been reviewed and HNZPT supports that an Archaeological Authority is required under the HNZPT Act 2024.	
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Ministry for the Environment

Date	Method	Person(s)	Purpose	Summary	Attachment(s)
14-Nov-25	Email – sent from B&A	Ministry for the Environment – Admin Agency FTAA	Section 11 FTAA Consultation Requirements	Introduction to Houchens and request for consultation with MfE under Section 11 of the FTAA.	Refer to Attachment 21
24-Nov-25	Letter – from MfE	B&A	Section 11 Consultation Response	Response letter from MfE on national direction assessment requirements.	Refer to Attachment 21

Ministry of Education

Date	Method	Person(s)	Purpose	Summary	Attachment(s)
03-Dec-25	Meeting	s 9(2)(a) – MoE s 9(2)(a) – MoE	Present Houchens consultation pack and seek MoE feedback	Presented consultation pack.	Refer to Attachment 22

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		s 9(2)(a) – MoE s 9(2)(a) – B&A		Discussed schooling capacity in the surrounding area – capacity is able to support the development. This is supported by the two purchased school sites in the surrounding area, one of which is designated. Discussion on the potential capacity constraints should the large-scale infrastructure be supported.	
10-Dec-25	Email – sent from B&A	s 9(2)(a)	Follow up from meeting with MoE	Email to MoE providing a copy of the consultation pack presented and meeting notes for confirmation.	Refer to Attachment 22
3-Sep-25	Email	B&A	MoE feedback	MoE thank B&A for the opportunity to discuss the Houchens referral application. MoE confirm they have reviewed the consultation pack and circulated minutes.	Refer to Attachment 22

NZ Transport Agency Waka Kotahi

Date	Method	Person(s)	Purpose	Summary	Attachment(s)
05-Nov-25	Email – sent from B&A	s 9(2)(a) – NZTA	Section 11 FTAA Consultation Requirements	Request to consult with NZTA on Houchens referral application. Circulated SL1 Houchens Consultation Pack.	Refer to Attachment 18 to which NZTA are a representative.

06-Nov-25	Email	s 9(2)(a)	Acknowledgement consultation request	of	Request for interventions planned as a result of the development. An internal NZTA meeting to be scheduled to provide information on the proposal. Provided as part of Future Proof response above.	Refer to Attachment 18 to which NZTA are a representative.
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SL1 Houchens Development Masterplan B&A

Consultation Document | Hamilton | October 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.

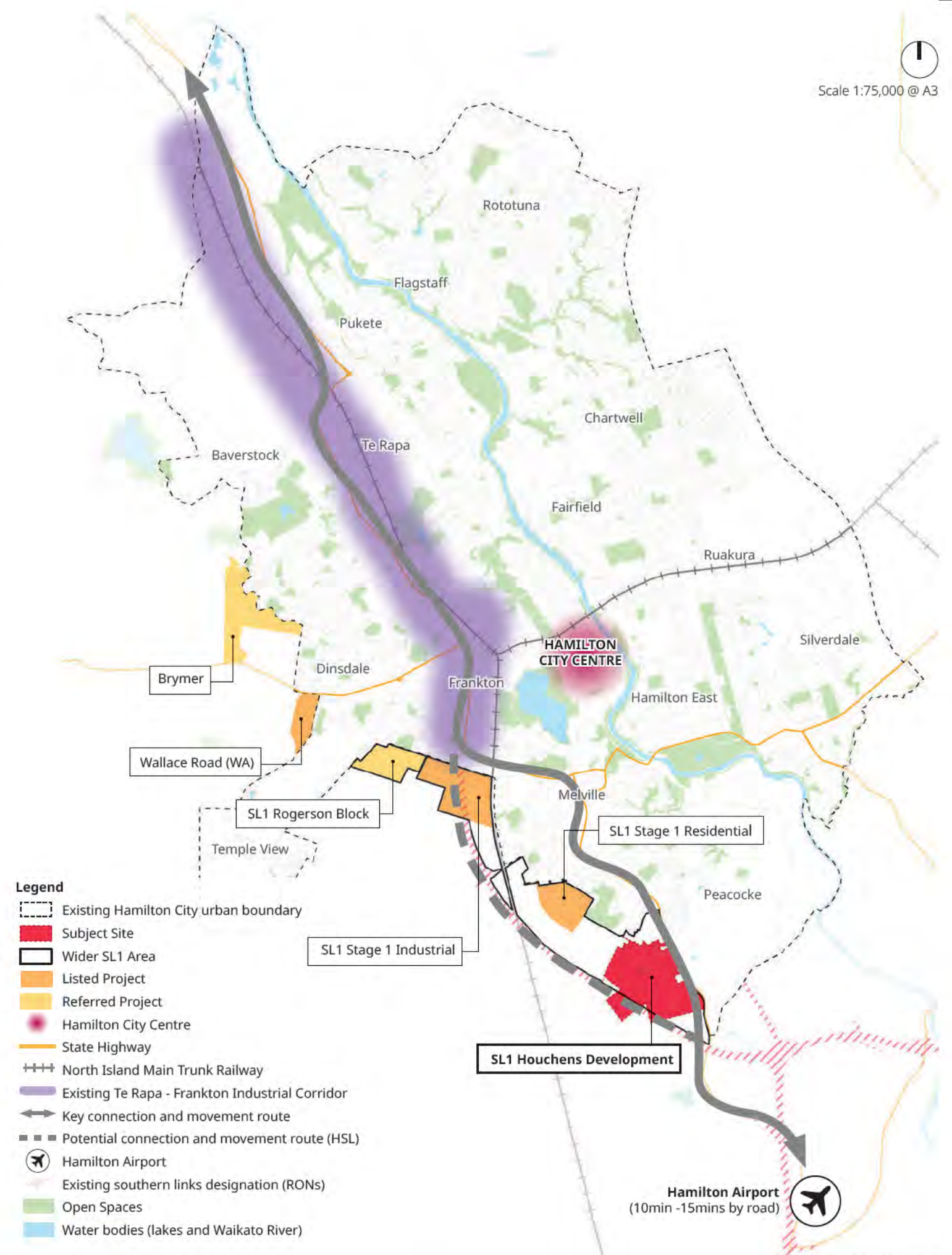


Figure 1 Local context

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.

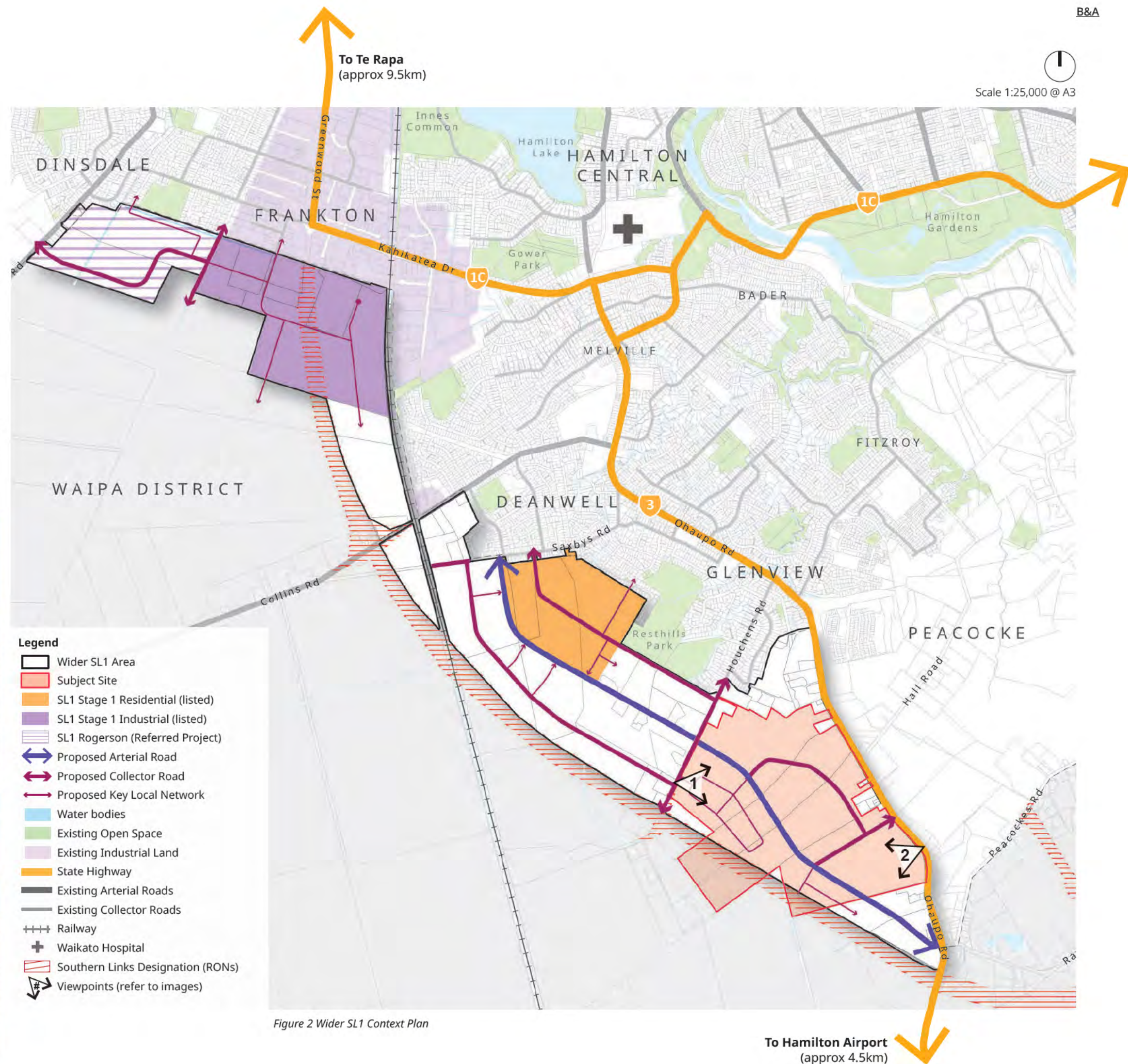
The topography of the site reflects the wider rolling topography of south Hamilton, with some natural high and low points in the landform. There are historical drains and stormwater catchments that reflect the topography and historical use of the site for farming. Accessibility to the site is proposed 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





Scale 1:6,000 @ A3

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

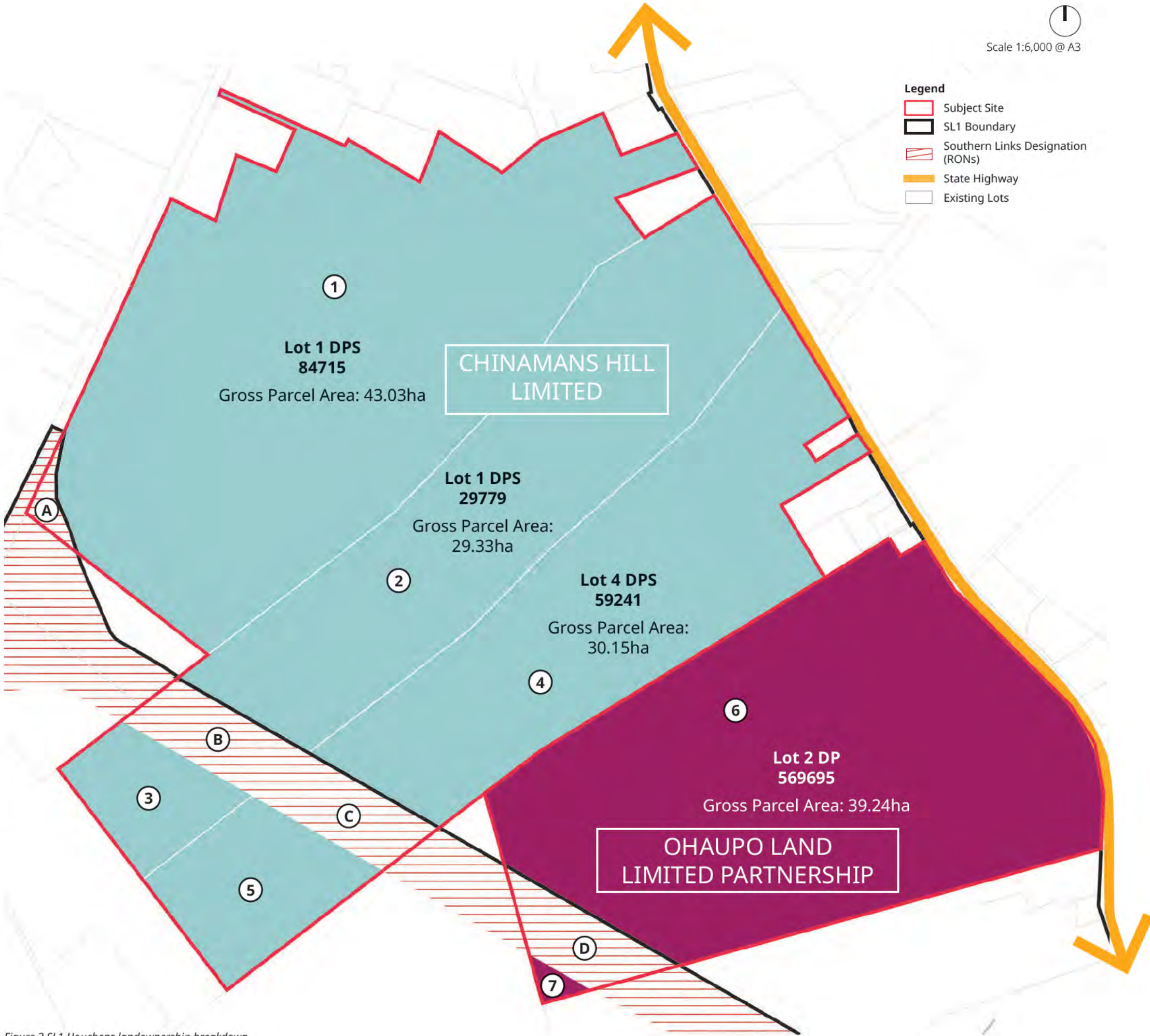


Figure 3 SL1 Houchens landownership breakdown

2.0 Design Response

2.1 Key Design Opportunities and Constraints



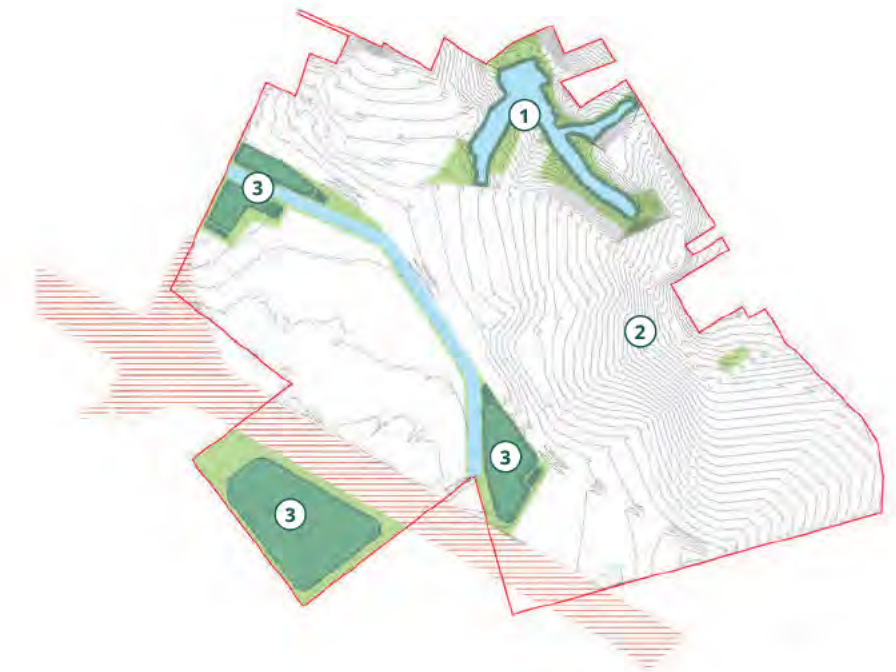
Movement and Connectivity

- 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	4-12, 14-16	103,869	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)

- Open Space
- Riparian Buffer
- Stormwater Devices
- Waterbodies/Channel
- State Highway
- Proposed Spine Road (30m)
- Proposed Collector Road (23m)
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- Proposed JOAL (10m)
- Proposed Future Connection
- Proposed Future Walking & Cycling Connection
- Existing Water Reservoir
- Proposed Additional Water Reservoir

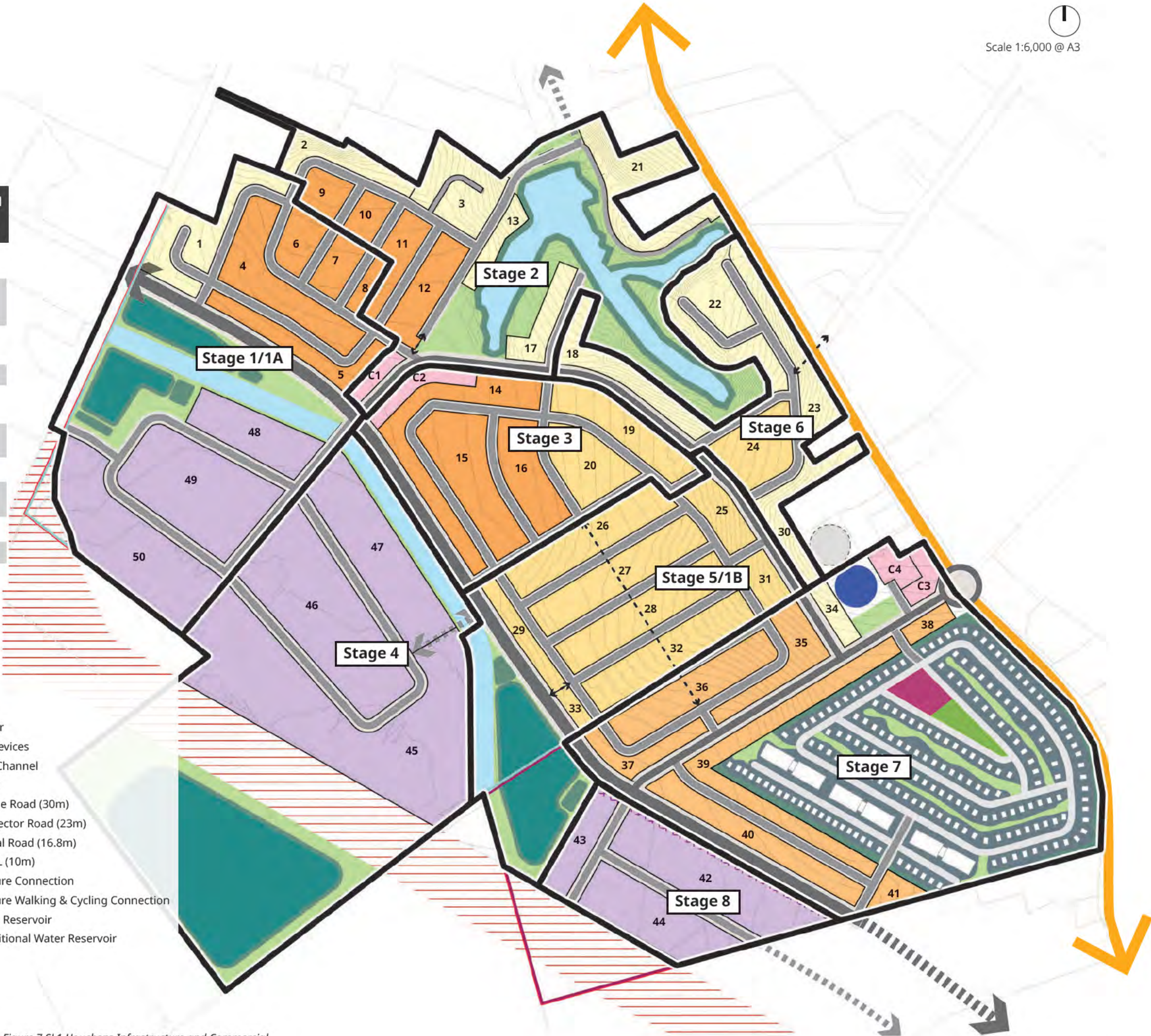


Figure 7 SL1 Houchens Infrastructure and Commercial



Scale 1:6,000 @ A3

3.5 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
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 - Proposed JOAL (10m)
 - Proposed Future Connection
 - Proposed Future Walking & Cycling Connection
 - Existing Water Reservoir
 - Proposed Additional Water Reservoir

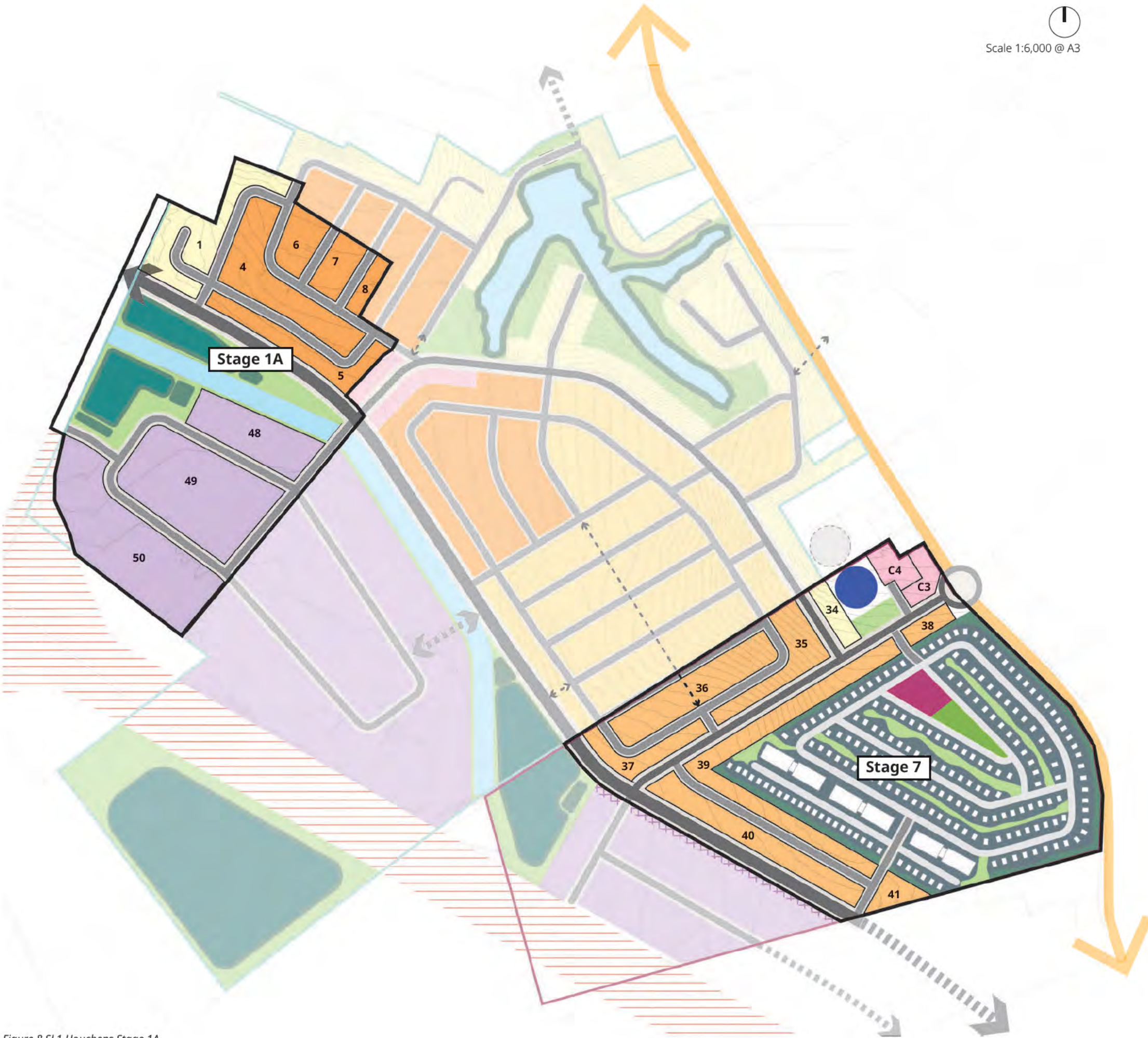


Figure 8 SL1 Houchens Stage 1A



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
 - 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

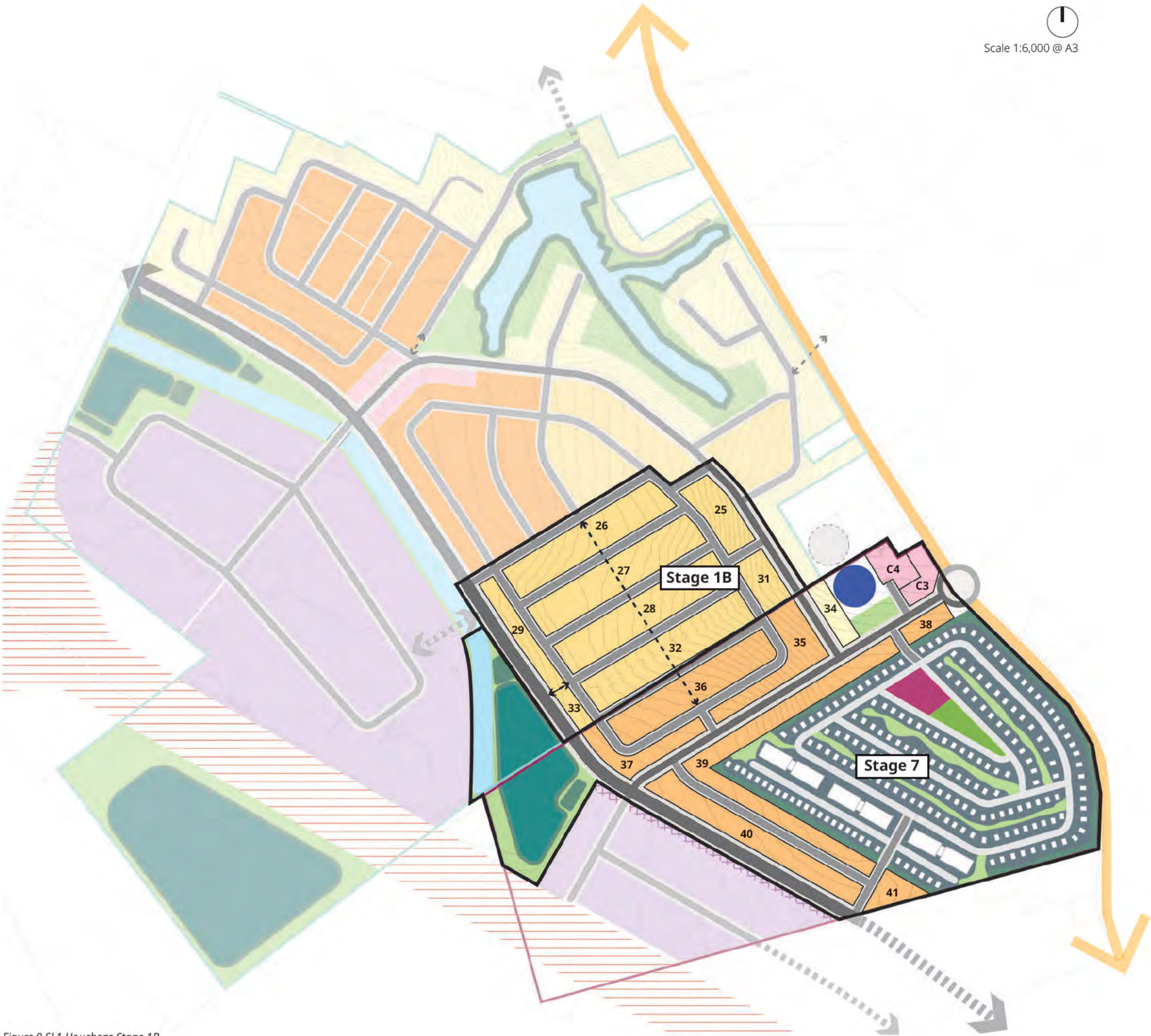


Figure 9 SL1 Houchens Stage 1B

3.7 Wider SL1 Staging

Estimated Timeline

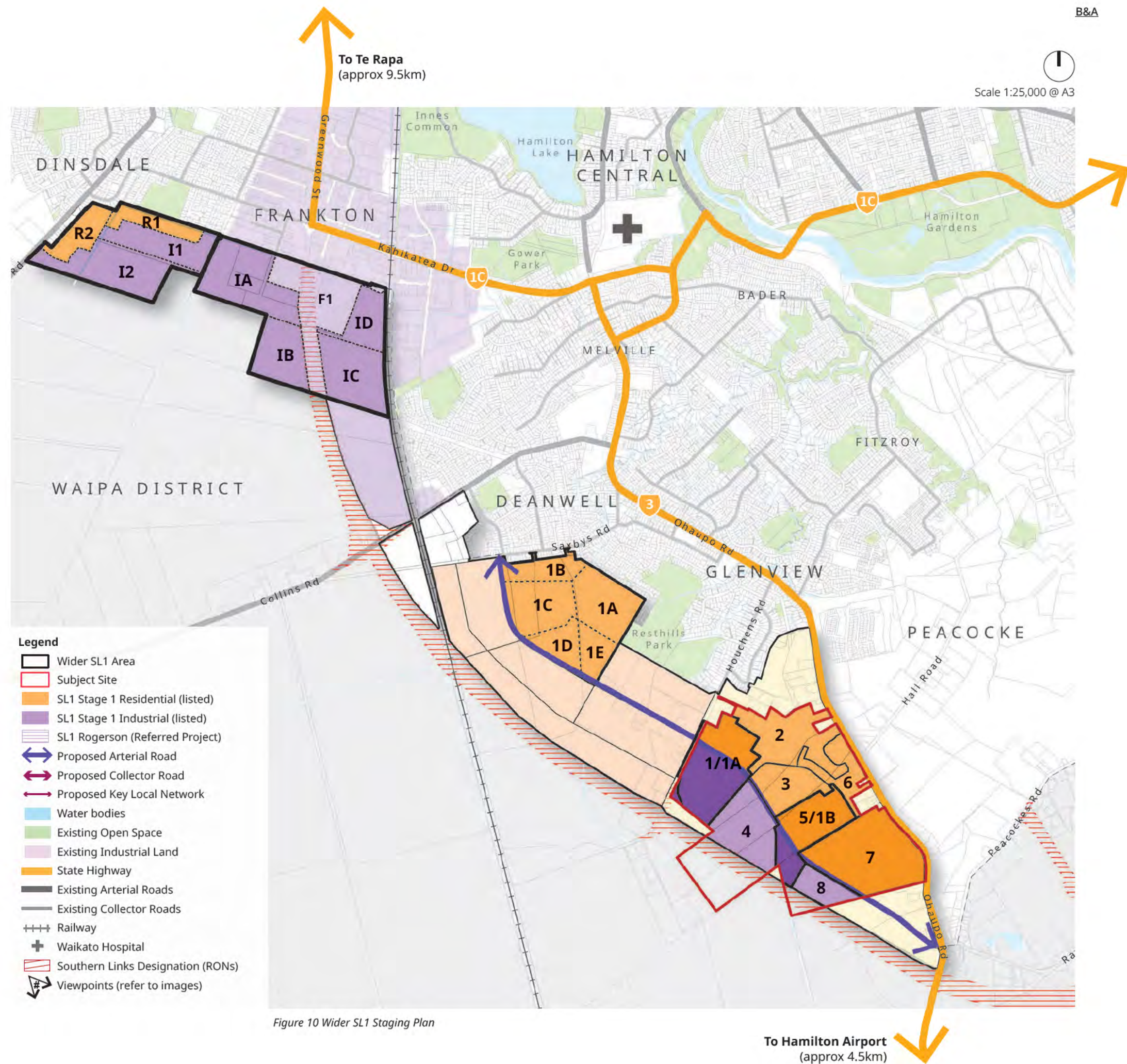
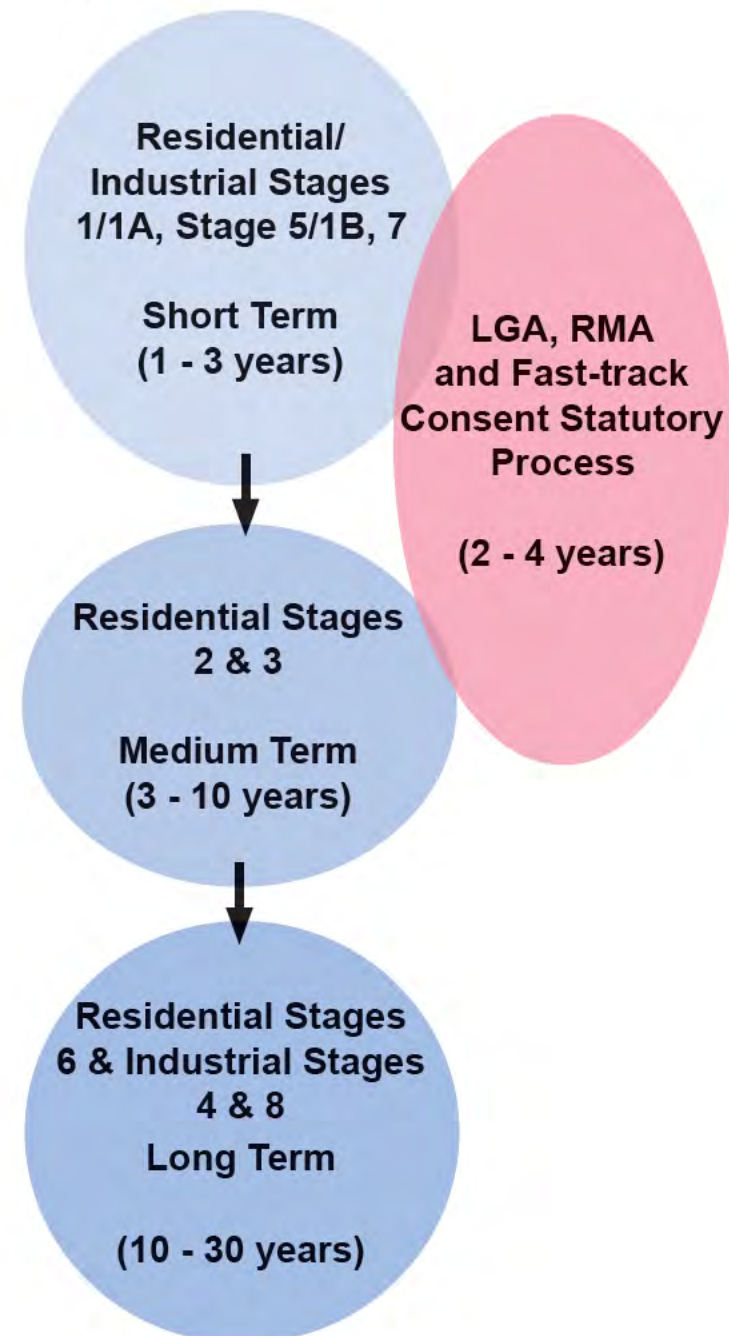


Figure 10 Wider SL1 Staging Plan

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.

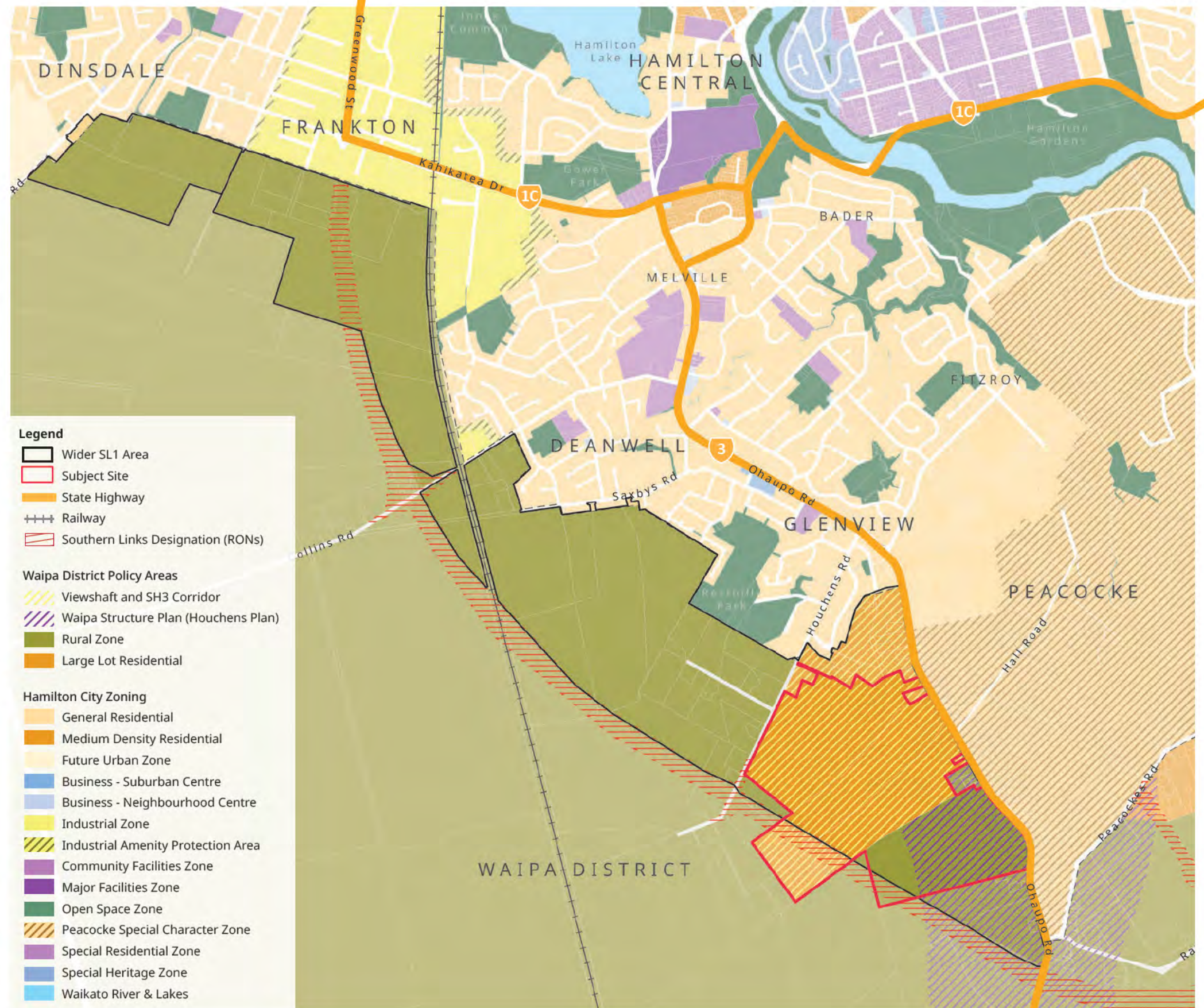


Figure 11 Existing Zoning Map

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.

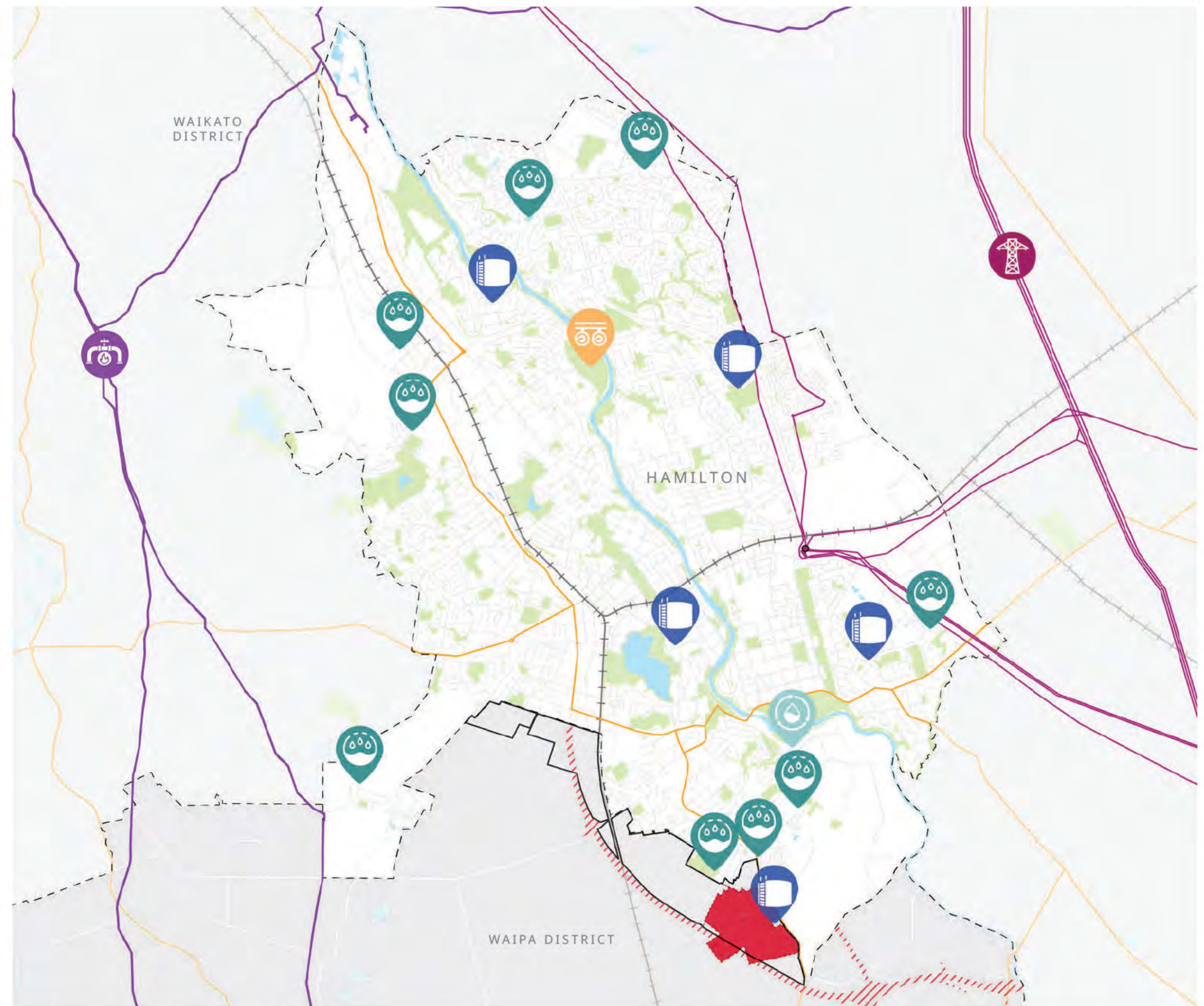
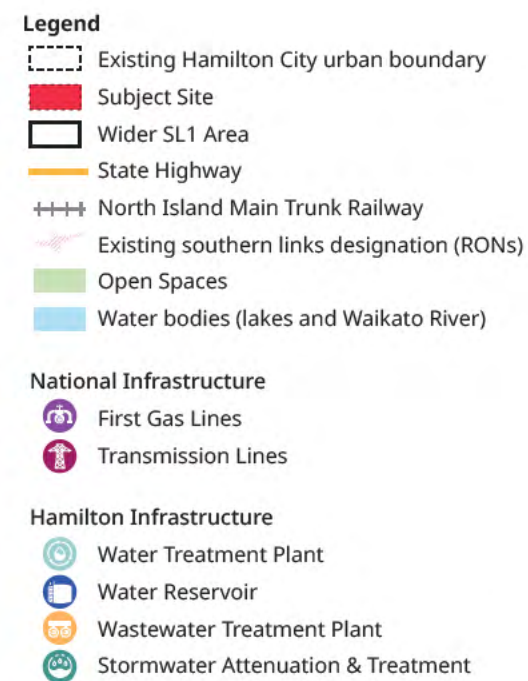


Figure 12 Hamilton City Existing Infrastructure Map

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





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)

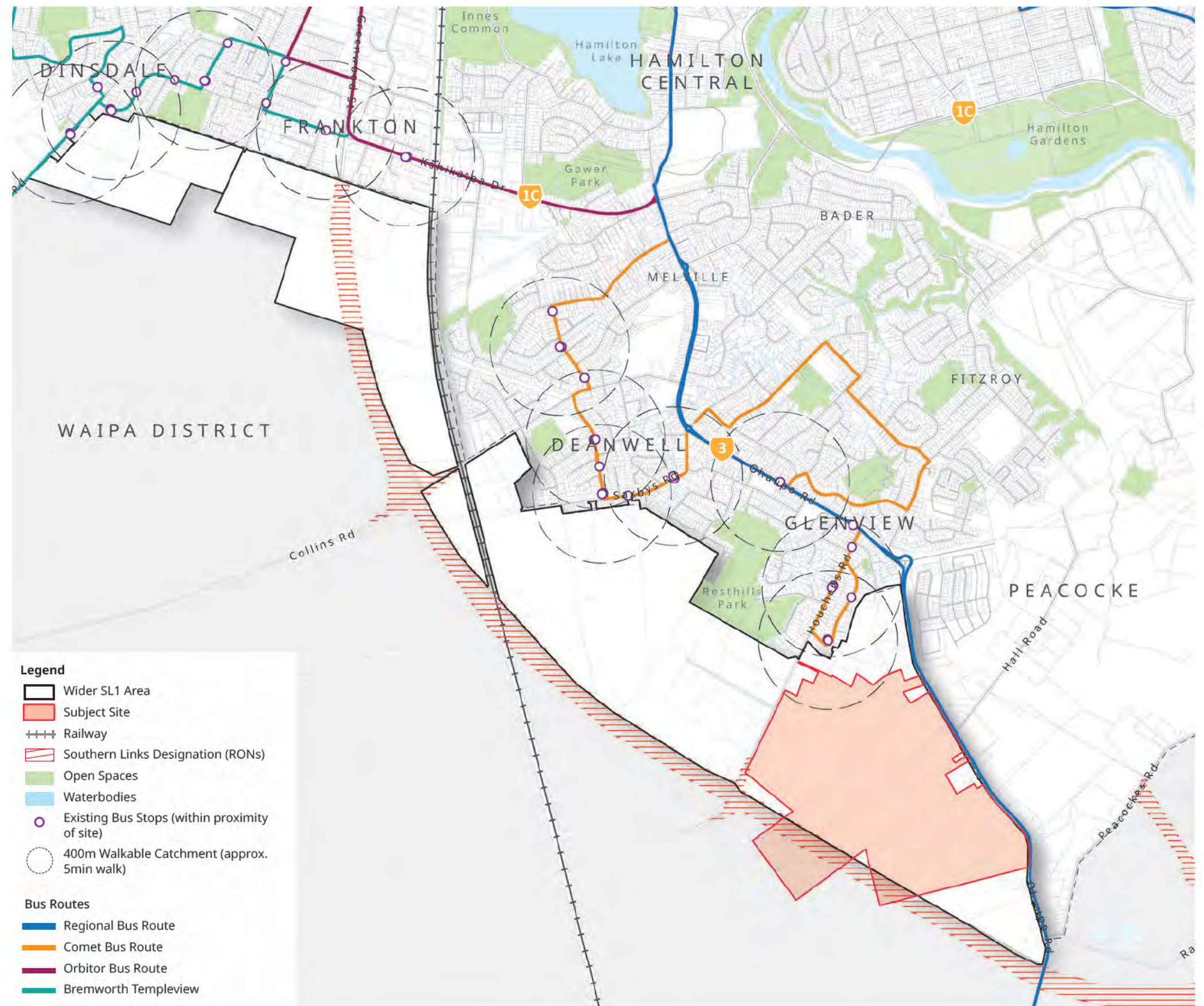


Figure 14 Public Transport Map

4.5 Social Amenities

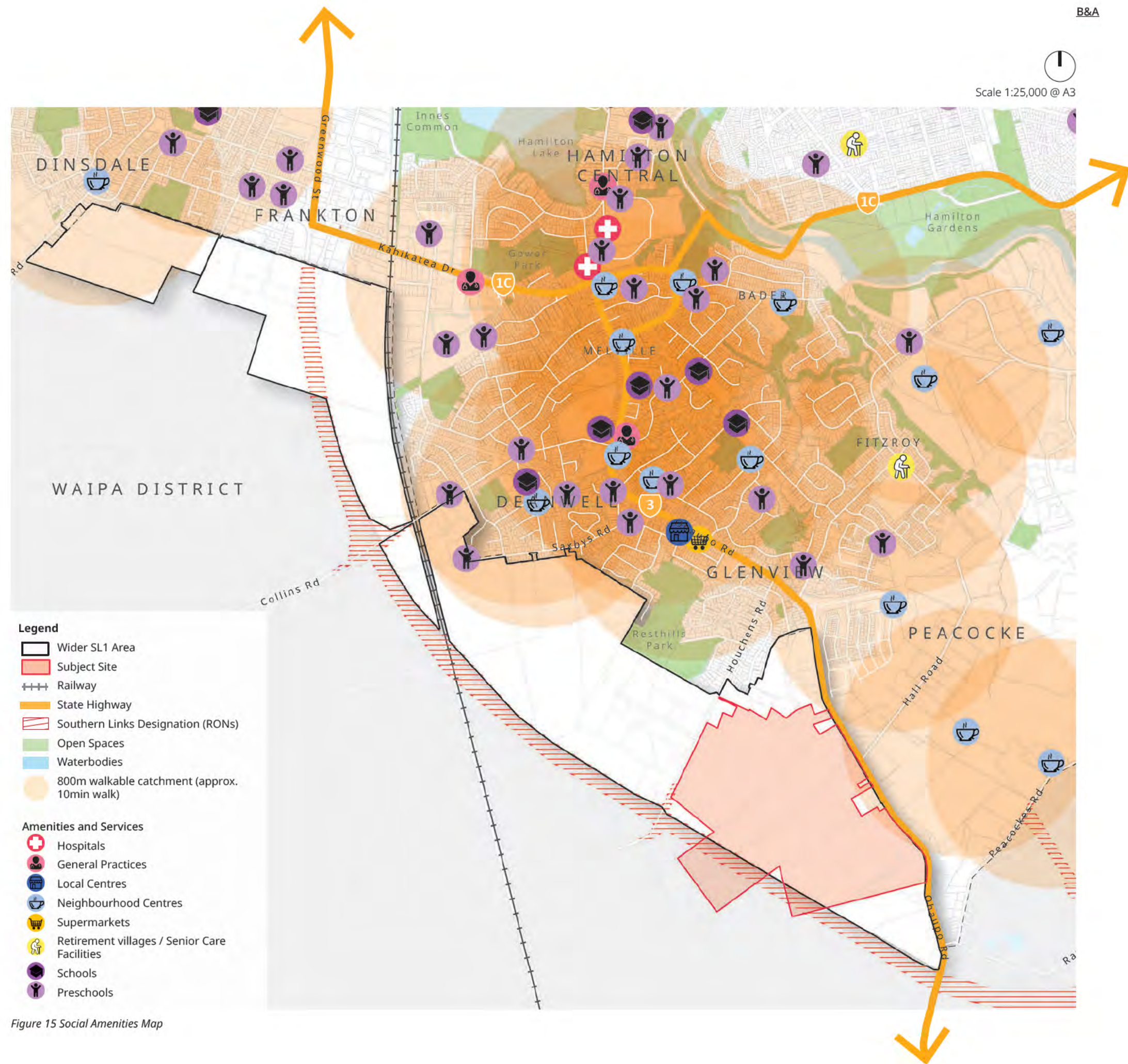
Policy 3(d) of the NPS-UD identifies accessibility by active travel or public transport to a range of commercial activities and community facilities as being a relevant consideration for supporting growth or intensification.

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.



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.

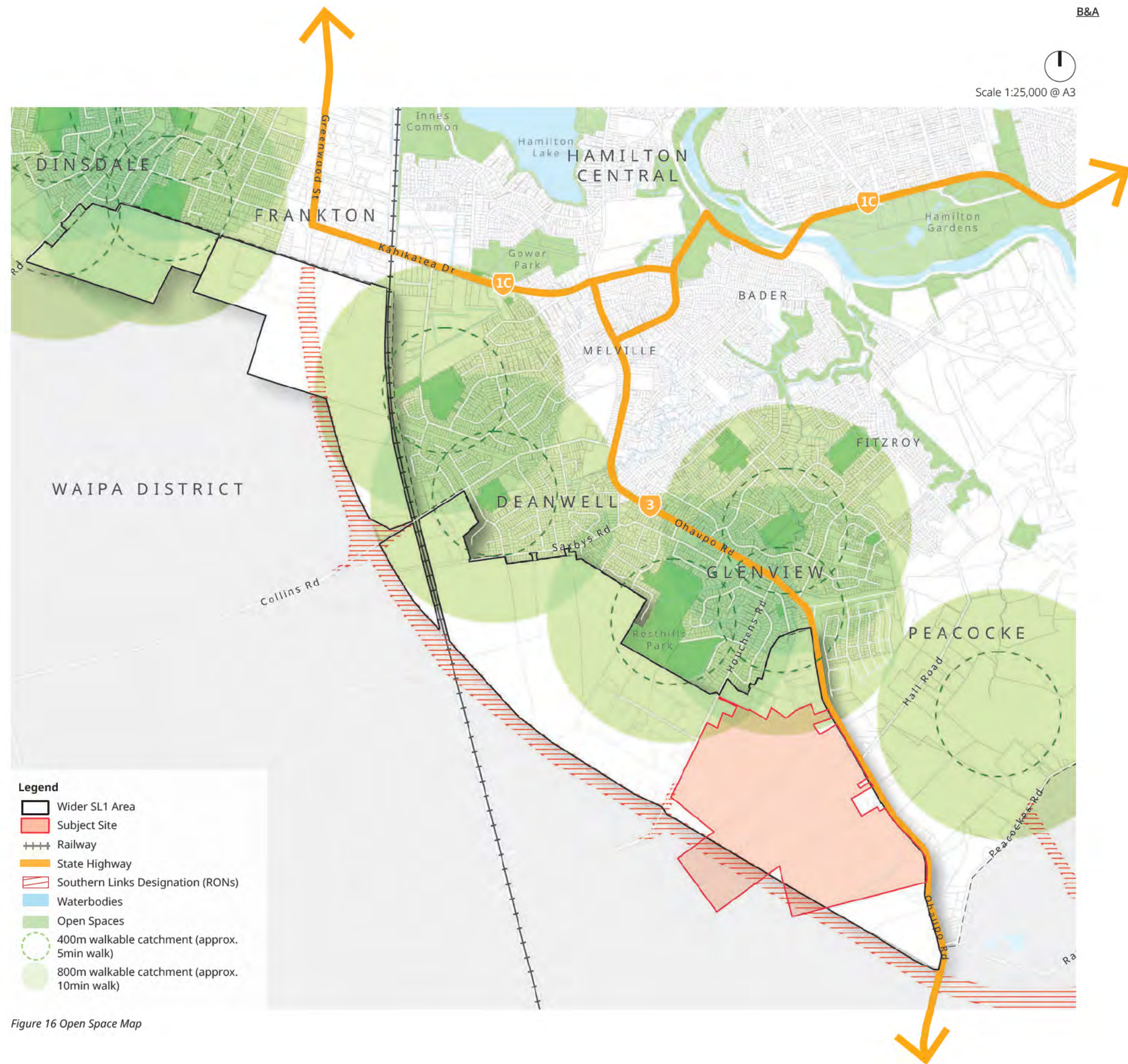


Figure 16 Open Space Map

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.

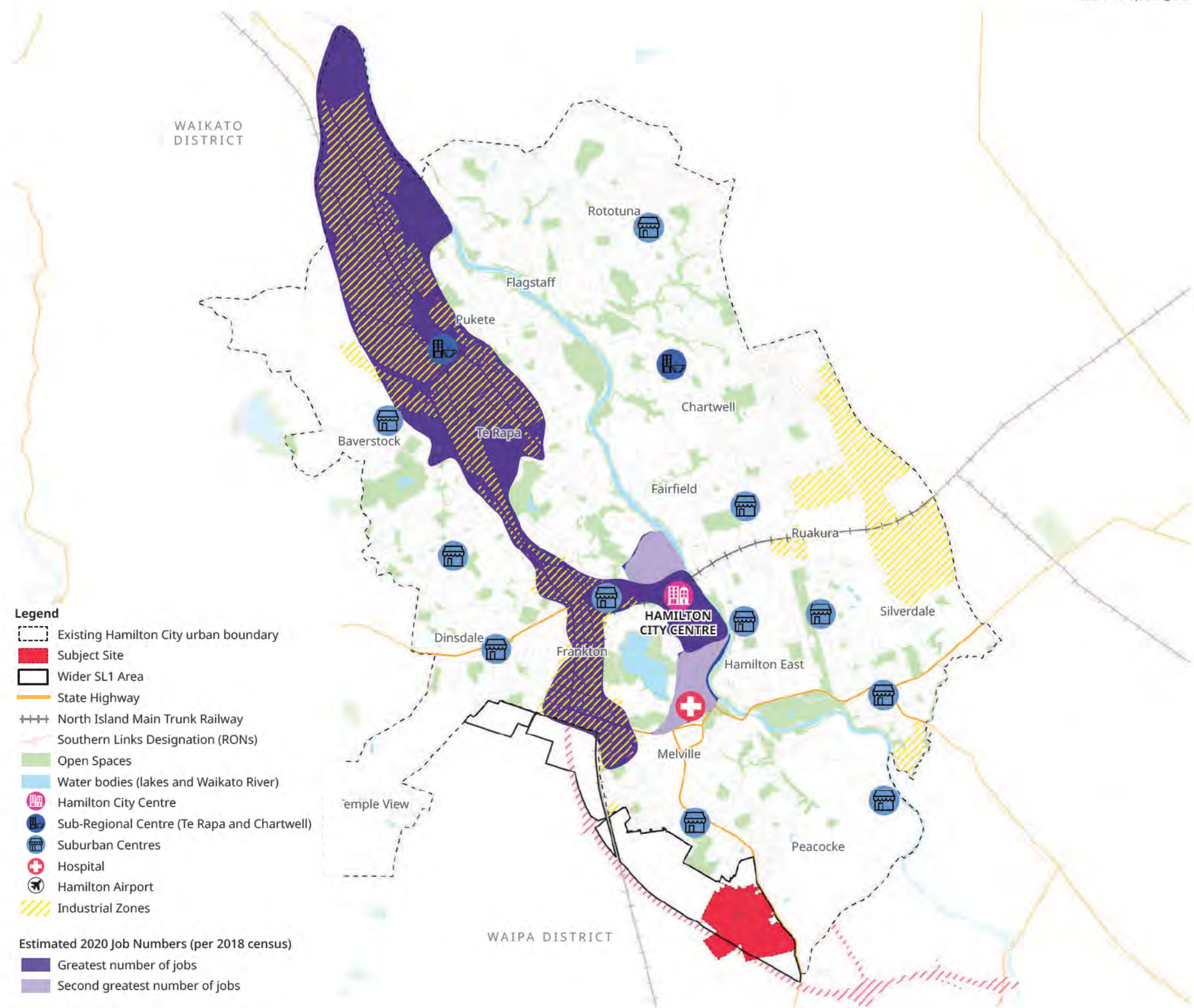
This links back to Objective 3 which of the NPS-UD enables more people to live in, and more businesses and community services to be located in, areas are in or near a centre zone or other area with many employment opportunities.

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.



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.

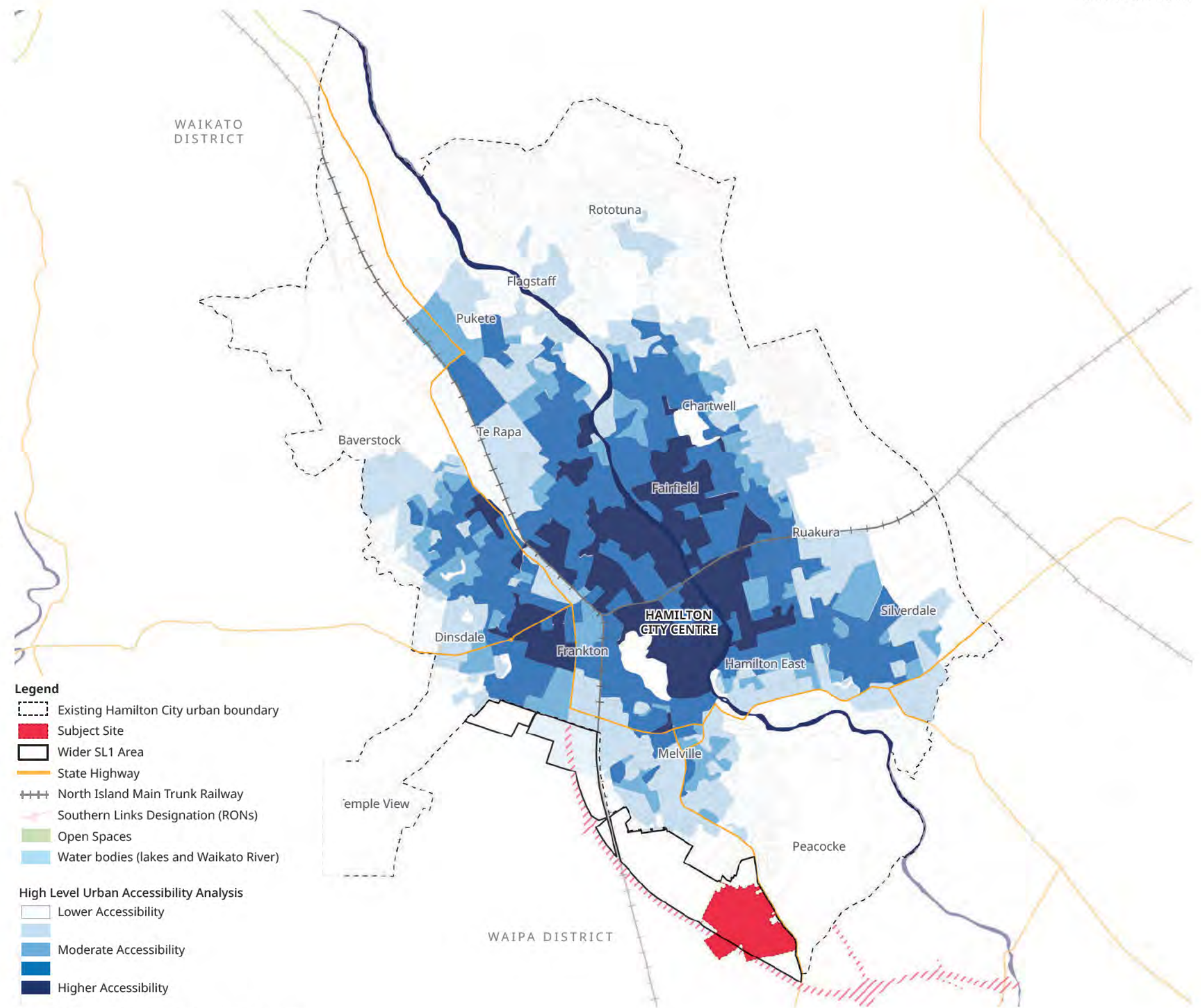


Figure 18 Hamilton City Overall Accessibility Analysis

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.

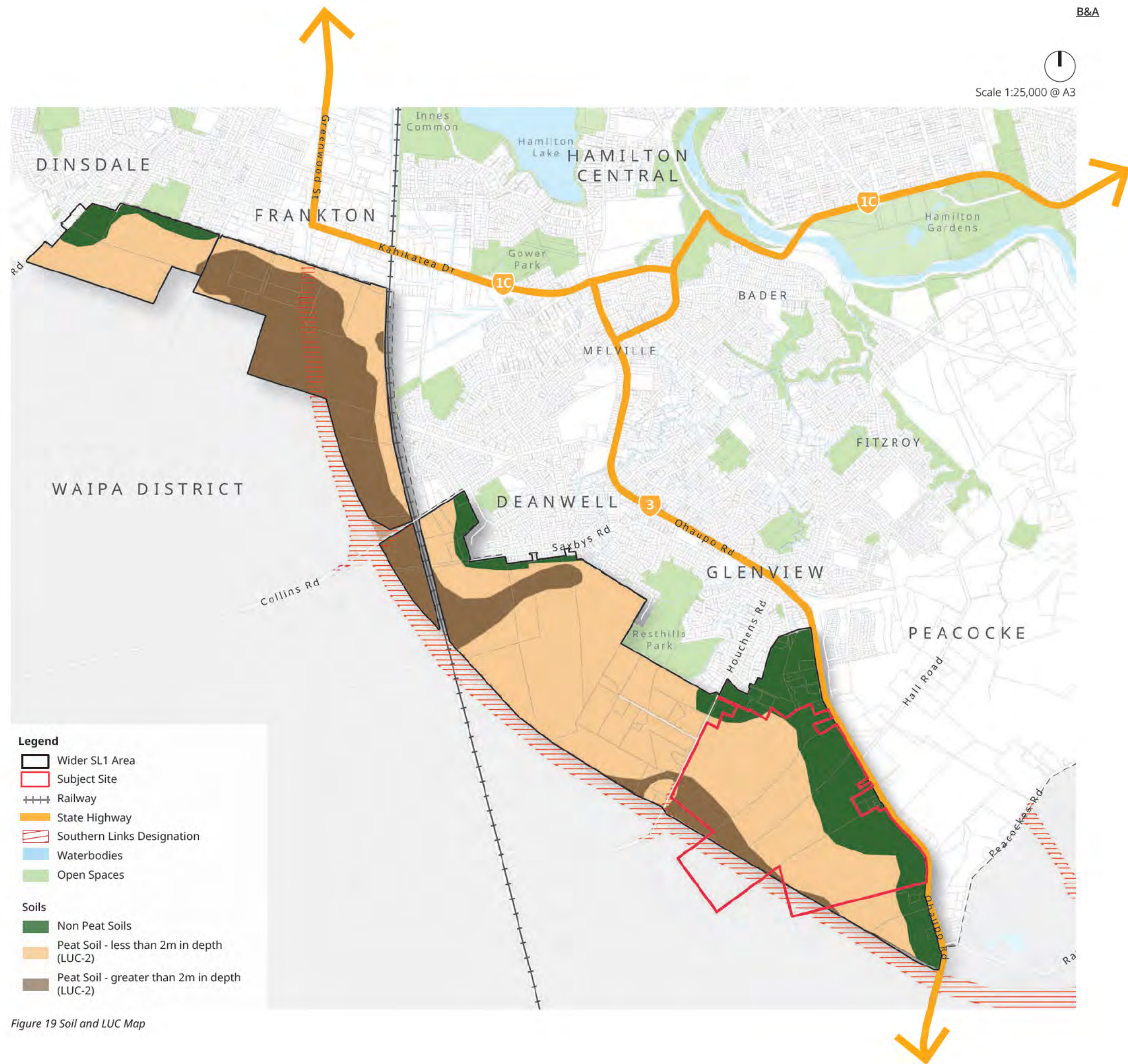


Figure 19 Soil and LUC Map

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.

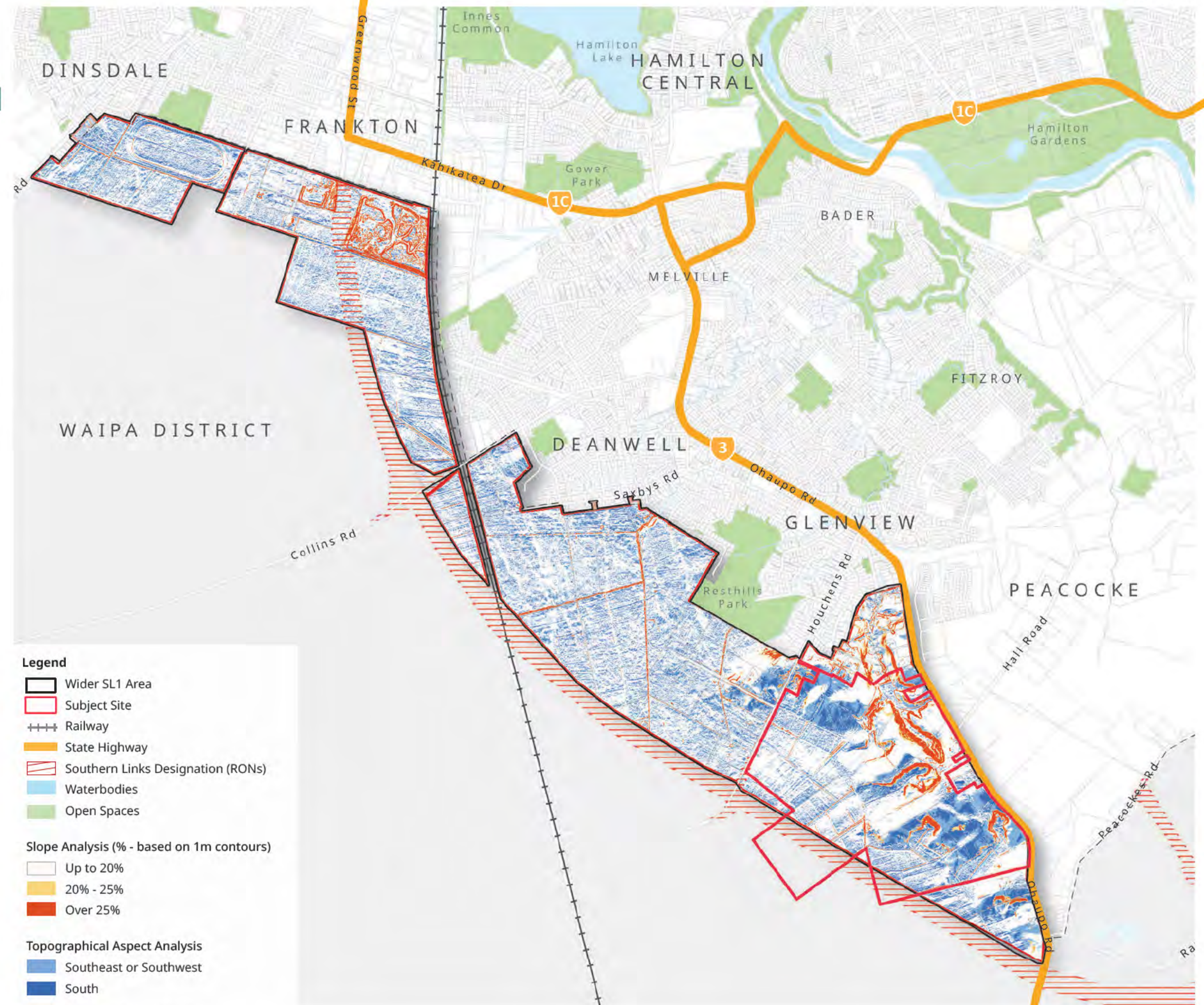


Figure 20 Slope and Aspect Map

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.

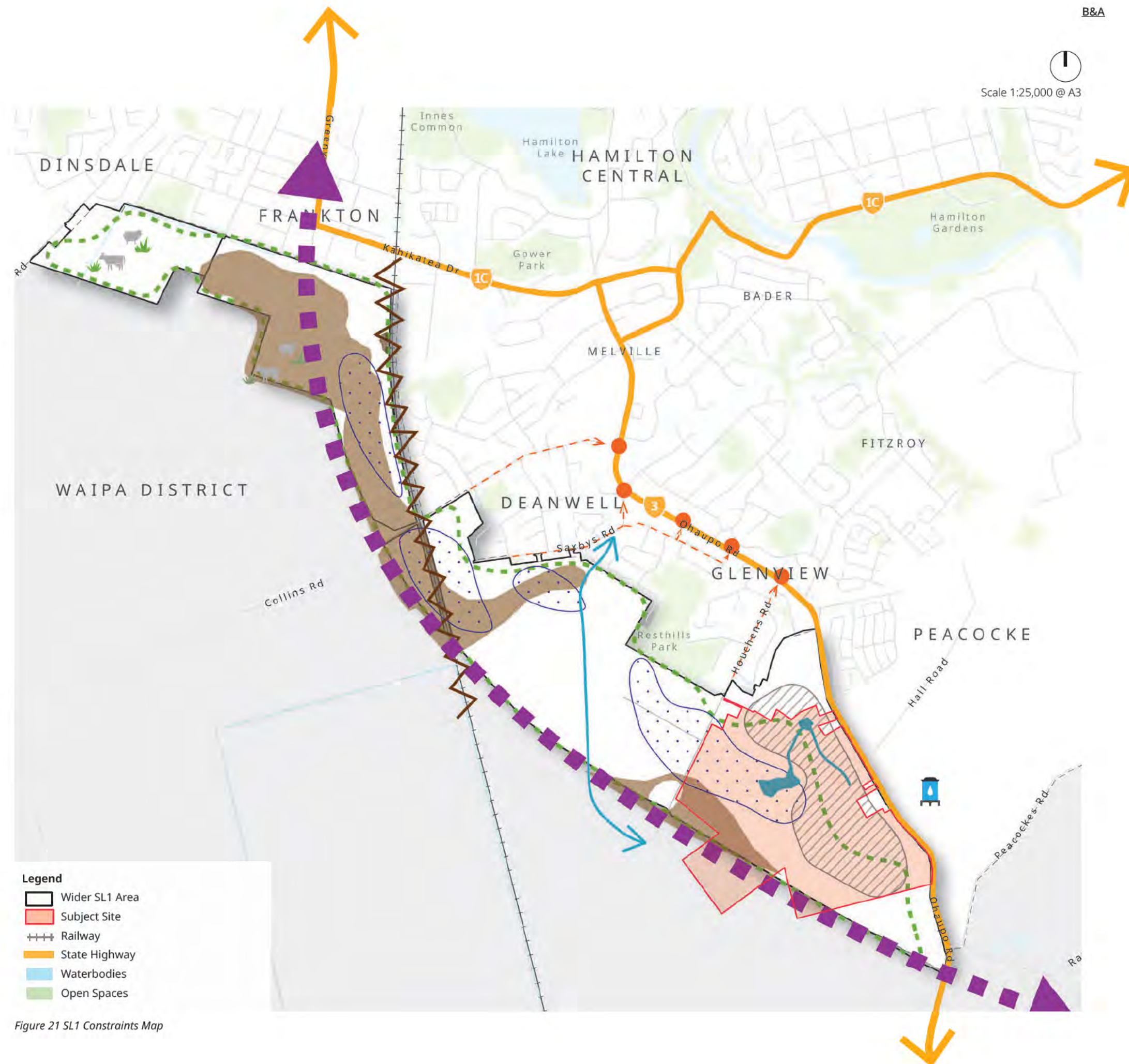
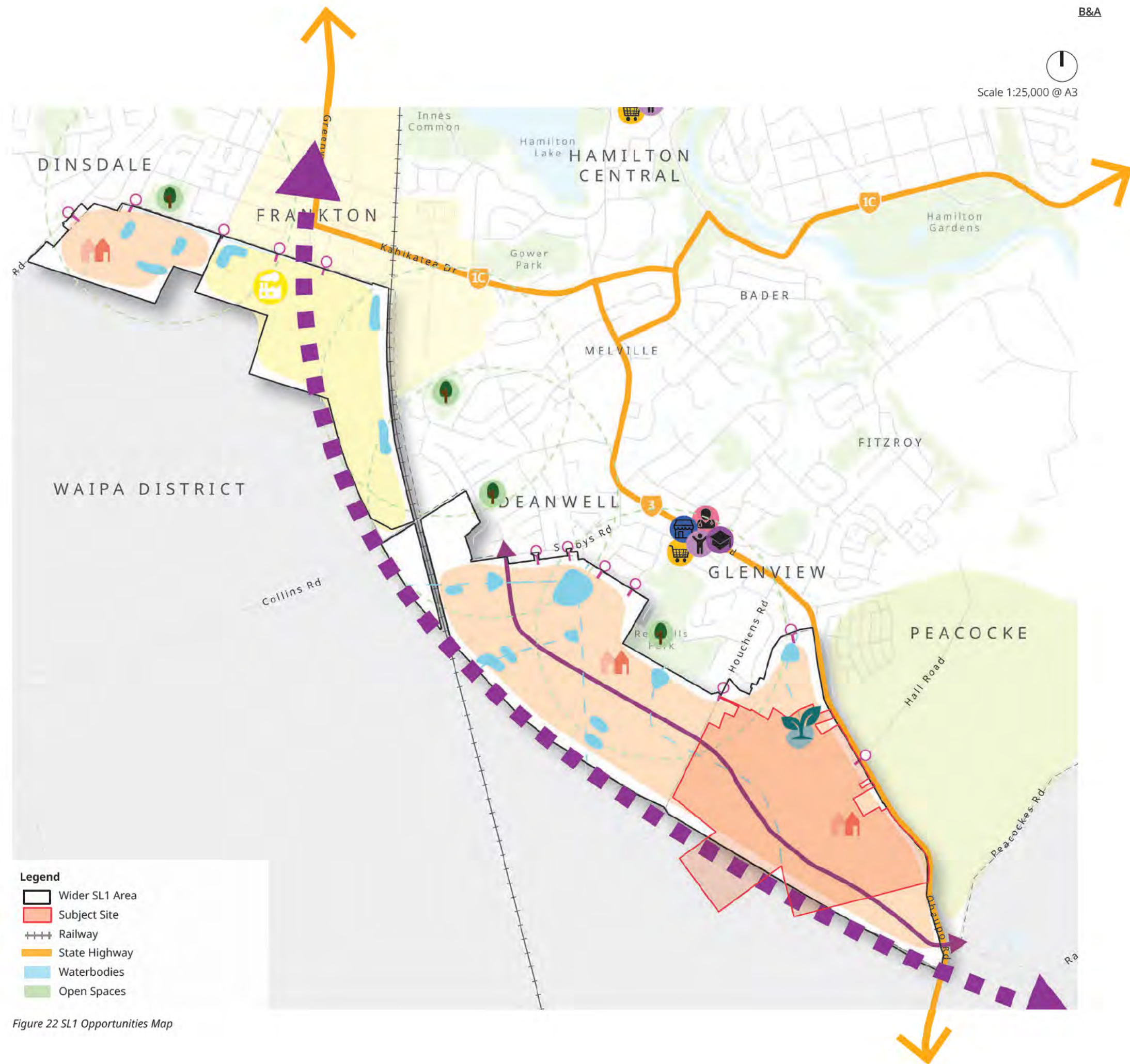


Figure 21 SL1 Constraints Map

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.



Urban & Environmental

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