



Southern Links 1 Fast-track Substantive Application: Residential South and Industrial North

37A, 37B, 49A & 49B Saxbys Road; 18, 20 & 24 Wickham Street, 160
& 162 Higgins Road, Waikato

Urban Design Assessment

8 September 2026

B&A

Urban & Environmental

Prepared for:

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1.0 Executive Summary

This Urban Design Assessment (UDA) evaluates the urban design outcomes of the proposed Southern Links 1 (SL1) Residential South and Industrial North development areas within the wider SL1 Growth Cell. The assessment considers the proposed subdivision framework, movement networks, open space and stormwater systems, land use structure, proposed built form controls and guidelines, and the implementation mechanisms intended to guide future development.

The proposal seeks to enable the comprehensive development of both areas, including subdivision, future residential, commercial and industrial development, and associated infrastructure. The assessment focuses on the masterplan, subdivision layout, proposed Core Controls, Residential Design Objectives and Guidelines, and related implementation processes that will shape future urban form and amenity outcomes.

The assessment concludes that the Residential South area represents a logical extension of the existing Glenview and Deanwell residential neighbourhoods. The proposed urban structure provides a connected and legible neighbourhood supported by multiple street connections, walking and cycling links, a neighbourhood centre, a neighbourhood park, and an integrated blue-green network comprising stormwater ponds, riparian corridors and pedestrian routes. The street and block structure is considered to support permeability, movement choice, access to open space and integration with the existing urban area while enabling connection to the wider SL1 Growth Cell as development occurs in the future.

The proposed mix of detached, duplex and terrace housing will provide a broader range of housing typologies. Detached housing, increased setbacks and landscape buffers are proposed along sensitive residential boundaries to assist with transitions to existing neighbourhoods. Higher-density housing is generally located within the internal parts of the development. The proposed lot pattern, subdivision design and typology distribution establish an appropriate urban design response for residential development in this context.

Development is supported by a blue-green open space and stormwater network that contributes positively to neighbourhood structure, amenity and connectivity. The neighbourhood park, riparian corridors, stormwater reserves and associated walking connections are considered to provide a well-connected network of recreational, ecological and landscape elements that support both the function and identity of the future neighbourhood.

The Residential South Area benefits from strong connections to surrounding neighbourhoods and local services. The proposed street and transport network provide a clear and coherent framework that supports vehicle movement, walking, cycling and future public transport opportunities.

The proposed Core Controls, together with the Residential Design Objectives, and Guidelines and Residential Design Advisor certification process, provide an appropriate mechanism for managing future built form, streetscape quality, on-site amenity, landscaping and interface treatments. These controls will guide future development and achieve the intended urban design outcomes across the site.

The Industrial North Area is appropriately located as an extension of the existing Frankton industrial area. The proposed lot sizes, road hierarchy and internal movement network are considered suitable for accommodating a range of industrial activities while maintaining flexibility for future development. The layout responds to the surrounding context, including the North Island Main Trunk railway, the future Hamilton Southern Links transport corridor and adjoining industrial land. The transport network is structured to support freight movement, industrial access and future network integration and provides for active modes. Core development controls will deliver appropriate industrial land use development consistent with the Hamilton Industrial Context.

Overall, the proposal establishes an appropriate urban design response for the Residential South and Industrial North areas within the SL1 Growth Cell. The development is assessed as supporting a functional, connected and coherent residential and industrial growth area that integrates with its surrounding context, provides a range of residential and employment opportunities, and achieves acceptable urban design outcomes without resulting in unacceptable adverse urban design effects.

2.0 Introduction

2.1 Purpose

This urban design assessment has been prepared for the Southern Links 1 proposal – a Listed Project under Schedule 2 of the Fast-track Approvals Act 2024 (“**FTAA**” and the “**Proposal**”). It includes the proposed Residential South development and the Industrial North development, both of which are within the future growth cell known as SL1.

The Proposal is located across multiple properties within the Waipā District and directly adjoins the territorial boundary of Hamilton City to the north and north-east. In summary, the Proposal comprises the residential southern area (“**Residential South area**”) and the industrial northern area (“**Industrial North area**”) (together, the “**Sites**”).

The Residential South area includes:

- 938 fee-simple lots, including one commercial lot (Lot 499), 591 lots for terrace housing and 347 lots for a mix of duplexes and detached dwellings;
- 2 lots for recreation reserves (Lots 6000 and 6001);
- 7 lots for stormwater ponds and 2 lots for wastewater pump stations;
- 19 public roads (including one collector road and one arterial road); and
- 21 lots for Jointly Owned Private Ways (“**JOALS**”) and 9 lots for pedestrian accessways.

All development associated with the above, including buildings, infrastructure, and landscaping (subject to a range of tailored “Core Controls” and “Design Guidelines”, detailed below).

All lots for recreation reserves, stormwater ponds, wastewater pump stations, public roads and pedestrian accessways will be vested to Council.

The Industrial North area includes:

- 22 fee simple lots for industrial uses;
- 3 Right of Ways for access to industrial lots
- 3 lots for stormwater ponds;
- 2 lots for wastewater pumpstations; and
- 2 public roads (including one collector road).

All development associated with the above, including buildings, infrastructure, and landscaping (subject to a range of tailored “Core Controls”, detailed below).

The report assesses the urban design aspects of the Proposal in terms of its consistency with sound urban design principles. These principles are set out in the report and are primarily derived from relevant chapters of the Hamilton City Operative District Plan (“**HCC ODP**”) and good urban design practice based on the unique characteristics and context of the Site. This report should be read in conjunction with the supporting maps, scheme plans, engineering plans and landscape plans (and with other relevant reports, for example the landscape assessment.)

2.2 Scope and Involvement in Project

Our involvement in development of the Proposal includes:

- Site analysis and review of relevant strategic policy documents;
- Multiple site visits conducted across the development of the proposal. The most recent site visit being in December 2025.
- Preparation of urban design advice and technical design packages;
- Participated in regular project meetings and design workshops with civil engineers, planners, landscape architects, transport engineers, and ecological specialists, to coordinate independent expert input into the Proposal;
- Participation in workshops with key stakeholders to discuss and develop urban design related matters for the proposal;
- Ongoing review and urban design input into various iterations of the detailed architectural, civil, and landscaping plans; and
- Preparation of this Urban Design Assessment and associated documents to support the fast-track substantive application.

2.3 Statement of Qualifications and Experience

Katherine Hu

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.

I hold the qualifications of Bachelor of Planning (Hons) and Master of Urban Design from the University of Auckland. I am an intermediate member of the New Zealand Planning Institute. I have approximately 10 years' experience working in the field of urban planning and urban design in the public and private sectors.

I have a broad experience working on behalf of a range of clients including land developers, commercial entities and Councils in Waikato 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 and spatial planning projects, masterplanning projects, and preparation / presentation of urban design evidence at Council hearings.

I confirm that, in my capacity as co-author of this report, I have read and abide by the Code of Conduct for Expert Witnesses in the Environment Court Practice Note 2023.

Cam Wallace

I am an Urban Designer / Partner at B&A. I have been employed at B&A since November 2018.

I hold the qualifications of Bachelor of Planning (First Class Hons) and Master of Urban Design (First Class Hons) from the University of Auckland. I am a Full Member of the New Zealand Planning Institute and am a Registered Urban Designer with the Urban Designers Institute of Aotearoa (**UDIA**). I have 18 years of experience in the urban design, strategic planning and transport development, across both the private and public sector in New Zealand and United Kingdom.

I have a broad range of experience in urban design working on behalf of a range of clients including land developers, commercial entities and Councils in the Waikato and around New Zealand. This has involved leading masterplanning projects for greenfield and brownfield redevelopment projects, design review and assessment for resource consent and private plan change applications of varying scales, strategic and spatial planning projects, and preparation / presentation of urban design evidence at Council hearings and the Environment Court.

I confirm that, in my capacity as reviewer of this report, I have read and abide by the Code of Conduct for Expert Witnesses in the Environment Court Practice Note 2023 and the UDIA Code of Practice – Version A June 2024.

3.0 Site Context

3.1 Topography and Site Features

The Site subject to this substantive application comprises two areas; the Residential South area and Industrial North area, described below and shown in Figure 1.

Residential South Area: Located at 49A and 49B Saxbys Road, The Residential South area has a total area of approximately 46ha and currently comprises an existing mix of pastoral farm land and lifestyle blocks.

Industrial North Area: Located at 18, 20 & 24 Wickham Street, 160 & 162 Higgins Road, the Industrial North Area has a total area of approximately 60ha, which is currently used for a mix of pasture and industrial activities, including waste management. The site is subject to multiple existing bulk earthworks consents that have been granted (by WRC and Waipā District Council). These cover most of the Industrial North site and enable some development of the site to occur.

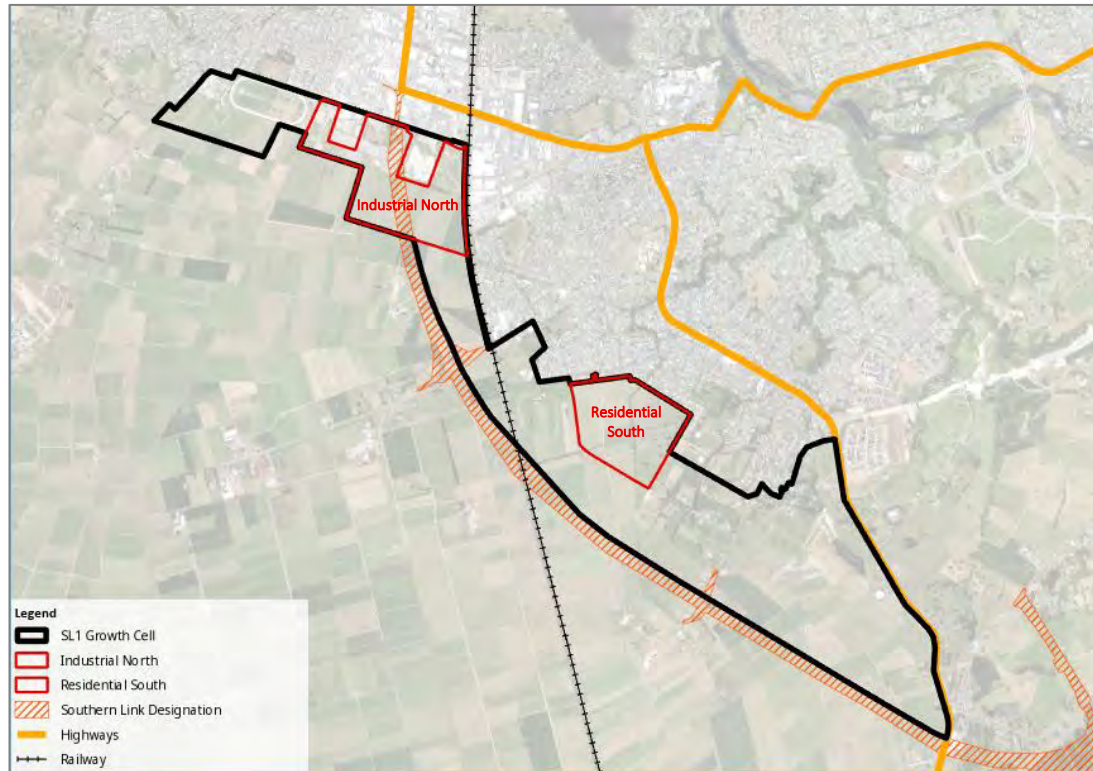


Figure 1 Wider Context for SL1 Growth Cell Area and Subject Sites

Residential South Area

As identified in the Ecological Impact Assessment (“EIA”), the landform of the Residential South area is crossed by open drains and the upper reach of the Mangakōtukutuku Stream, which runs through the site. The drainage network includes several artificial farm drains that discharge to the stream. These drains are generally straight and incised. Topographically, Residential South area is generally flat and low-lying, with ground levels typically between RL38–43m and a gentle crossfall towards a series of existing farm drains and stream.

Two wetlands have been identified within the site as in Figure 2. These comprise a small pasture wetland near the northeastern boundary, associated with a historical farm channel/drain, and a small floodplain wetland associated with the Mangakōtukutuku Stream.

Vegetation across the site is limited. Most of the site comprises pasture, with scattered exotic trees and a small group of isolated kahikatea trees in the southeastern part of the site. Native vegetation is mainly associated with riparian planting along parts of the Mangakōtukutuku Stream and Drains A and B, together with a small group of isolated mature kahikatea trees within grazed pasture.

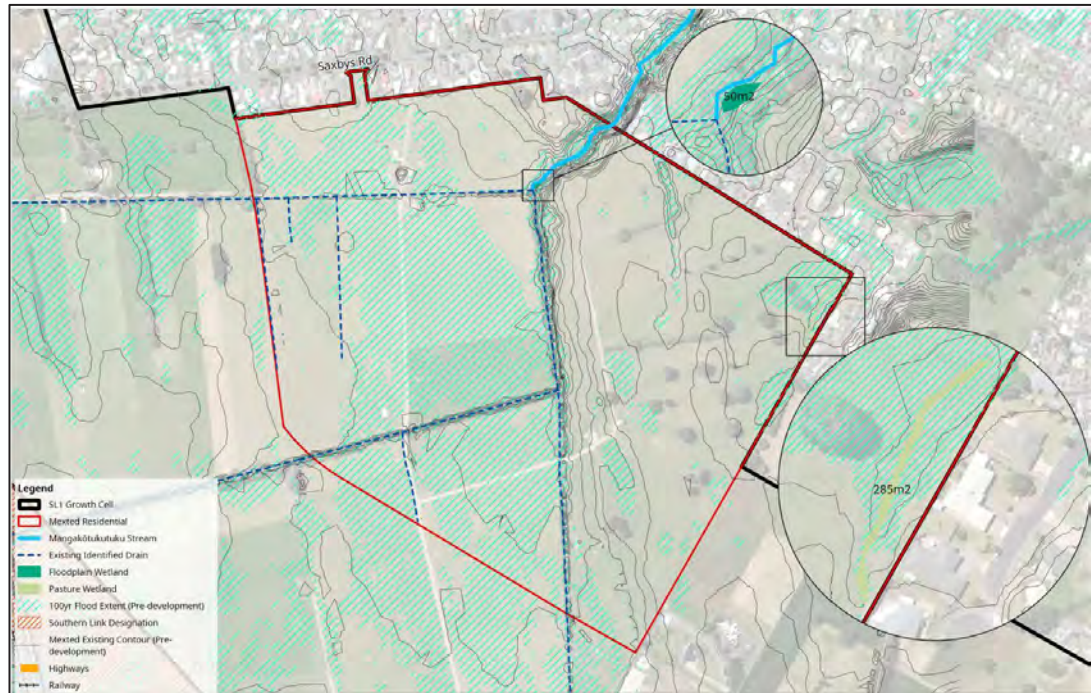


Figure 2 Identified Ecological Features and Pre-development Flooding for Residential South

Industrial North Area

For the Industrial North area, the site is generally low-lying and level, with typical ground levels around RL38 – 41m and some existing fill stockpiles present in the north-eastern area. The site features peat soil with a shallow groundwater table. As noted in the EIA, existing drainage is highly modified and comprises artificial watercourses and farm drainage canals, including a central east–west drain, smaller paddock drains, a southern boundary drain and artificial stormwater runoff ponds.

Vegetation within the pasture is predominantly exotic specimen trees/shelterbelts and modified pasture. Areas with existing industrial activities are largely hardstand, gravel or impervious surfaces with limited vegetation cover.

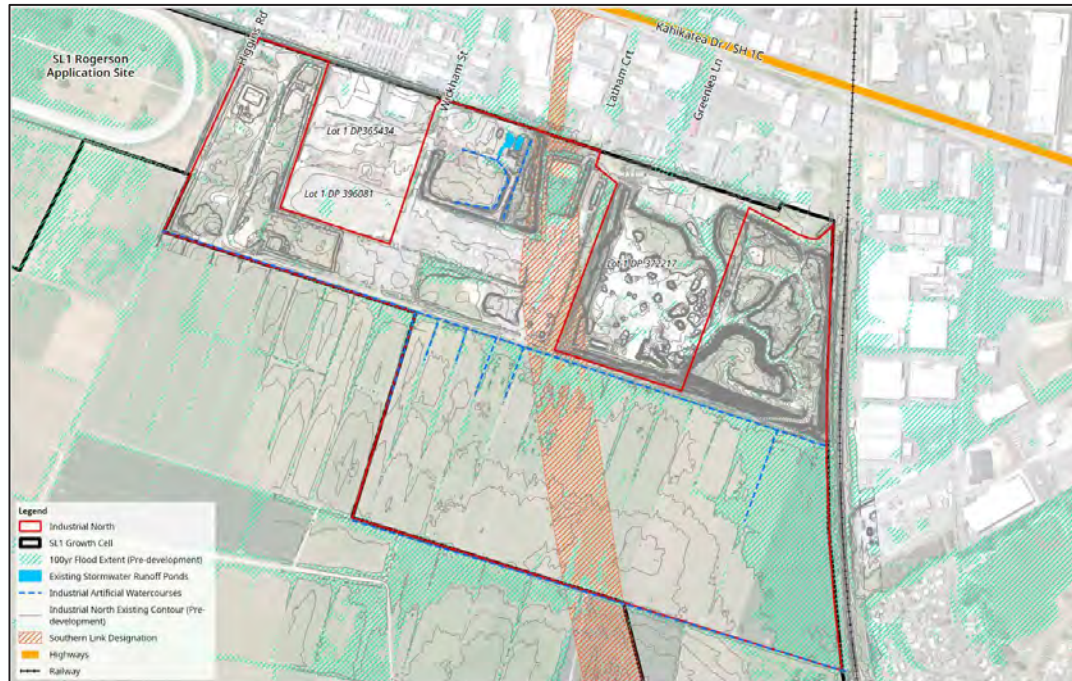


Figure 3 Identified Ecological Features and Pre-development Flooding for Industrial North

3.2 Adjoining Sites

The Residential South and Industrial North areas are located on the southwestern edge of Hamilton, where established residential and industrial areas transition into rural land within Waipā District.

Residential South adjoins the established Deanwell and Glenview neighbourhoods to the north and east. These areas are predominantly characterised by one and two-storey detached dwellings established from the 1960s – 1970s, generally arranged around local streets and cul-de-sacs. More recent infill has introduced some duplexes, secondary dwellings and smaller residential lots, although the overall character remains suburban and comparatively low density.

The northwestern boundary of Residential South connects with Saxbys Road, while Forth Crescent and MacMurdo Avenue provide existing local street connections from the northeast. Resthills Park forms a substantial open space edge to the east, and the Mangakōtukutuku Stream, existing drains and low-lying pasture contribute to the present landscape character.

Figure 4 shows the wider site context. Adjoining land to the west (Lot 1 DPS 75305) and south (Pt Lot 1 and Pt Lot 2 DP 25668 and existing properties off Croft Lane) currently comprises pasture, rural-lifestyle properties and scattered dwellings on larger landholdings. The rural-lifestyle properties off Croft Lane provide a more open interface than the established Deanwell and Glenview neighbourhoods, with greater separation between buildings, mature vegetation and views across paddocks. These properties are however located within the wider SL1 Growth Cell, and are therefore anticipated for future residential and supporting urban uses as shown in the SL1 Overall Concept Plan (**Appendix 1 – Part D** of this report). Such existing rural and rural-lifestyle edge should therefore be understood as a transitional condition, although the timing and detailed form of future development remain subject to subsequent consent applications and/or plan change process.

Resthills Park directly adjoins the eastern side of Residential South and is an important feature of the local context. Hamilton City Council describes it as a large, multi-use sports venue and public park. It contains five sports fields, six softball pitches, a playground, clubrooms, changing facilities, toilets, sports lighting and two parking areas. It accommodates softball, rugby, rugby league and football, as well as informal walking, play, and dog exercise. Its scale and range of facilities enable it to perform a broader community and organised-sport function, as well as a neighbourhood park function.

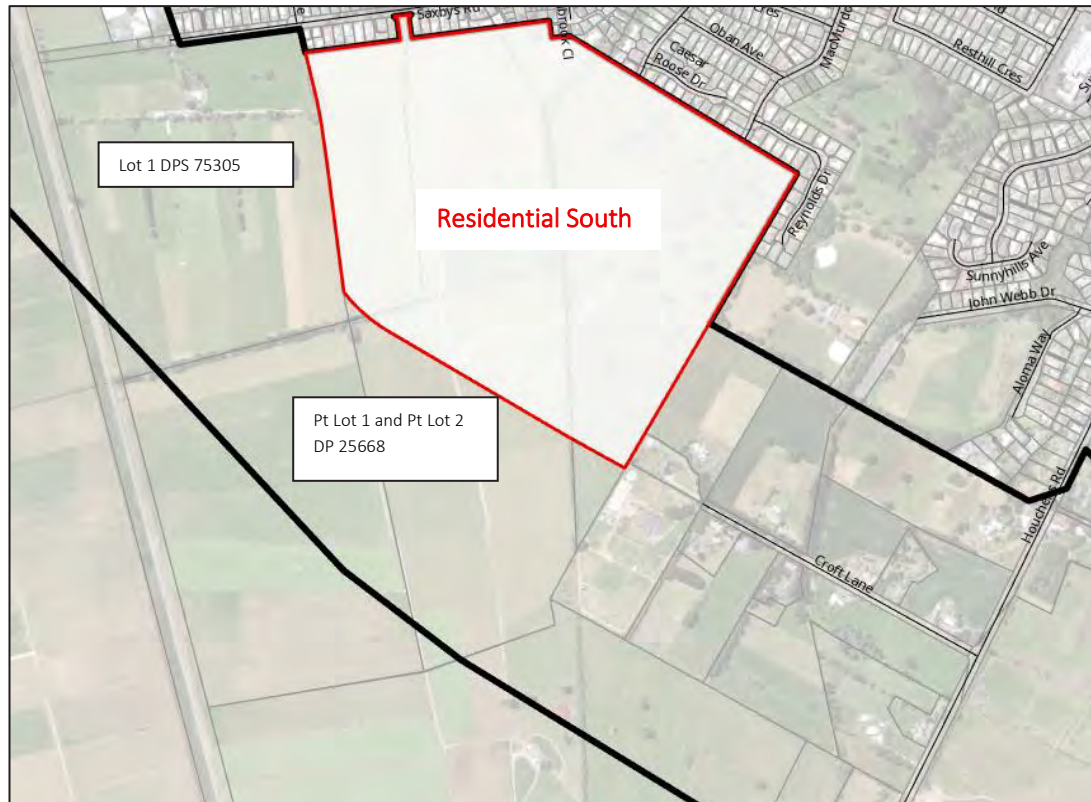


Figure 4 Adjoining Sites to Residential South

Industrial North has a more employment-focused and infrastructure-oriented context. The established Frankton industrial area lies immediately to the north and east and is characterised by larger sites, warehouses, workshops, service yards, outdoor storage and commercial vehicle activity. Kahikatea Drive and Greenwood Street provide connections to Hamilton's wider arterial and freight network, while the North Island Main Trunk railway forms a strong physical and infrastructure edge along the eastern side of the area.

Figure 5 shows the land immediately south of Industrial North remains predominantly rural and comprises open pasture, farm drainage channels, shelterbelts and a limited number of buildings. Part of it is located within the wider SL1 Growth Cell area, therefore this part of land is likely to be developed with future industrial uses, as per the Overall Concept Plan. Areas outside of the Growth Cell boundaries will form a rural interface, with comparatively open views and a marked contrast between the anticipated scale of industrial development and the adjoining pastoral landscape, particularly during the period before the wider SL1 land is urbanised.

To the west is the “Rogerson Block”, which currently retains a largely rural and rural-lifestyle character but which is the subject of a referred project under the FTAA for proposed residential and industrial development. The SL1 Concept Plan also identifies an east–west collector connection through the Rogerson and Industrial North areas toward Tuhikaramaea Road. The western rural interface is therefore also expected to change over time, although its future development form and timing are not yet certain.

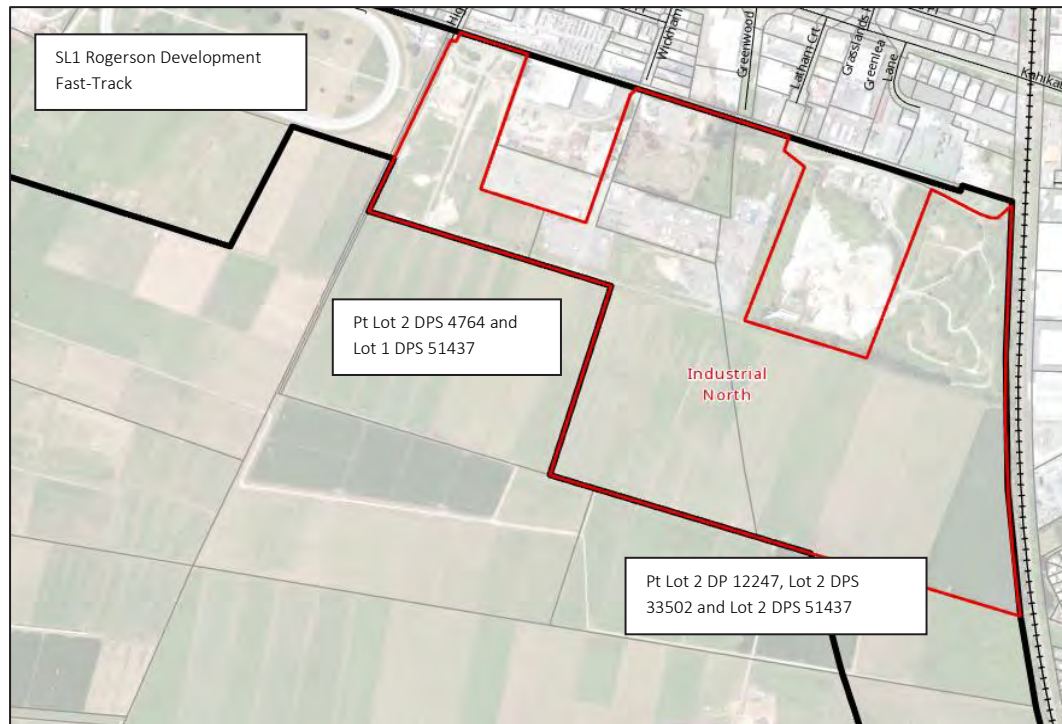


Figure 5 Adjoining Properties to Industrial North area

3.3 Wider Site Context

The Residential South area is not an isolated greenfield location as it adjoins existing residential streets and is located close to an established supermarket, suburban centre, schools, tertiary education, library, health services, community facilities, public transport and a substantial sports park.

The Glenview Suburban Centre is located on Ohaupo Road, approximately 450–600m through the existing street network via MacMurdo Ave and MacDonald Rd. The Glenview Suburban Centre is one of the smallest suburban centres in the city, and it is mainly anchored by New World Glenview, as well as some other small-scale retail and community services. Nearby facilities also include Glenview Library on MacDonald Rd, Glenview Medical and pharmacy services, and the Glenview Community Centre. Whilst the centre is currently modest in scale, it still provides a useful concentration of everyday shopping, health, community and public-transport services within the wider neighbourhood. Deanwell Primary School is approximately 400–500m from the northern part of Residential South area via Saxbys Rd and Deanwell Ave. Mangakōtukutuku College is located further north on Collins Rd, within approximately 1.2km of the site, while Glenview School is located further northeast on Bruce Ave. Te Wānanga o Aotearoa is also situated nearby on Ohaupo Road. These facilities provide a range of primary, secondary and tertiary education

opportunities within the surrounding Glenview and Deanwell areas, as well as supporting future residential development.

Existing public transport services are available on Saxbys Rd and Ohaupo Rd. The nearest bus stops at 39/48 Saxbys Rd and 3/4 Deanwell Ave, are approximately 150–250m from the nearest northern site access, together with the Glenview Bus Hub near the suburban centre. These stops are served by the Comet service, which operates at approximately 15 – 30min intervals during weekday daytime periods. Existing dedicated cycling provision is not continuous at the immediate site boundary. Existing cycling facilities are concentrated along the Ohaupo Rd corridor and on wider routes connecting toward Collins Rd and the Western Rail Trail.

Existing features for Industrial North include the established Frankton industrial area, the railway, Kahikatea Dr, Greenwood St and the future Southern Links roading corridor. This location supports the extension of industrial activity in proximity to existing employment, freight and servicing infrastructure.

In terms of public transport and walking and cycling provision, the nearest existing bus stops for Industrial North are located at 100 Higgins Rd and 274/279 Kahikatea Dr, which area generally around 250–350m from the existing access points. These stops are currently served by Route 19, which connects the area with the Hamilton Transport Centre, Bremworth and Temple View. Existing walking and cycling provision include the shared path along the SH1C / Greenwood St / Kahikatea Dr corridor, but there is currently no continuous dedicated facility extending through Industrial North.

SL1 Growth Cell and Hamilton Southern Link

The Residential South and Industrial North areas form part of the approximately 440 ha SL1 Growth Cell on the south-western edge of Hamilton. The growth cell is located within Waipā District but is contiguous with Hamilton City's existing urban boundary. It extends from the established Frankton industrial area in the north toward the south-western edge of Peacocke and is situated approximately 3–4 km from Hamilton's central city.

The wider growth cell occupies a strategic interface between the established suburbs of Frankton, Deanwell and Glenview, existing rural and rural-lifestyle land within Waipā District, the North Island Main Trunk railway, SH3, SH1C and the designated HSL corridor. Existing land uses include pasture, rural-lifestyle properties, equine and agricultural activities, and peri-industrial operations. The overall SL1 Concept Plan (**Appendix 2**) anticipates that this area will progressively accommodate a mix of residential neighbourhoods, industrial employment land, supporting commercial activities, associated open space, stormwater infrastructure and a connected roading network.

The designated Hamilton Southern Links ("HSL") corridor passes north–south through Industrial North and along the western side of the wider SL1 Growth Cell. Southern Links is identified as a Road of National Significance ("RoNS"), which is intended to support housing and employment growth. As the project remains subject to further investigation, investment decisions and staged delivery, the proposed SL1 movement network has been designed to safeguard future connections to the corridor while enabling the development to function without relying on its completion from the outset.

Although the designation does not directly adjoin Residential South area, it remains strategically relevant to its development by providing part of the longer-term transport framework, which is

intended to support growth across the southern part of Hamilton, including improved connections between the existing roading network, Peacocke, the Hamilton Airport and future urban areas within SL1 Growth Cell.

The designation has had a more direct influence on Industrial North area, where it passes through the development area and forms a significant design consideration of the future urban structure. Its alignment has informed the arrangement of industrial land, the proposed road hierarchy and the location of connections across the site. It will create a defined infrastructure edge and is the subject of proposed careful treatment of adjoining industrial frontages, landscaping, access and circulation. In the longer term, proximity to Southern Links is expected to strengthen Industrial North's relationship with Hamilton's wider freight and employment network. However, the proposed Industrial North layout provides for appropriate access through the local and collector road system rather than assuming direct access to this future strategic corridor.

4.0 Planning Context

This report is not a planning assessment and is not intended as such. However, an understanding from the statutory documents, including the district plan provisions and wider strategic direction that applies to the Site, is relevant to this urban design assessment.

4.1 National Policy Statement on Urban Development

Waipā District and Hamilton City form part of the Tier 1 Hamilton urban environment for the purposes of the National Policy Statement on Urban Development 2020 (**NPS-UD**). The NPS-UD provides national direction for planning urban growth and seeks to ensure that urban environments are well-functioning and able to meet the changing needs of people, communities and future generations.

From an urban design perspective, a well-functioning urban environment is expected to provide for a variety of business and residential uses that respond to different household needs, support good accessibility between housing, employment, community services, natural and open spaces, including by public and active transport, and contribute to reductions in greenhouse-gas emissions and resilience to the effects of climate change. The NPS-UD also recognises that urban environments and their amenity values will develop and change over time as communities grow and their needs change.

For new urban growth areas, this establishes an expectation that land use, housing, movement, infrastructure and access to services and amenities are considered together rather than as separate components of development, including:

- a range of housing and development choices;
- an urban structure that supports accessibility and connections to employment, services and open space;
- integration between land use, transport and infrastructure;
- opportunities for walking, cycling and public transport; and
- efficient use of land and infrastructure while allowing urban environments to evolve over time;

4.2 Waikato Regional Policy Statement

The Waikato Regional Policy Statement (**WRPS**) provides the regional policy framework for the integrated management of land use, infrastructure and natural and physical resources. Its Urban Form and Development provisions have been giving effect to the NPS-UD and incorporate the Future Proof growth management framework.

From an urban design perspective, the WRPS and Future Proof indicates that new urban growth should contribute to a coherent and well-functioning urban form. Relevant expectations include:

- integrating land use with transport and infrastructure;
- providing housing choice and good accessibility to employment, community facilities, natural and open spaces;
- supporting walking, cycling and public transport;
- responding appropriately to natural features and environmental constraints;
- managing transitions between urban and rural areas; and
- providing a connected blue-green and open-space network as part of the wider urban structure.

The WRPS also seeks high-quality urban design that responds positively to local context while recognising that urban amenity and built form may change over time as areas grow and intensify.

The strategic and statutory implications of this, including the application and weight of the relevant responsive-planning provisions, are addressed separately in the planning assessment. For the purposes of this UDA, the WRPS and Future Proof provide the broader urban design context for considering whether the proposed masterplan establishes an integrated urban structure and appropriately coordinates built form, movement, infrastructure, landscape and surrounding interfaces.

4.3 Waipā District Plan (WDP) and Hamilton City Operative District Plan (HCC-ODP)

4.3.1 Zoning

4.3.1.1 WDP - General Rural Zone

The Site is currently zoned Rural Zone under the Waipā District Plan (**“WDP”**). The Rural Zone framework is principally directed toward protecting the rural land resource, maintaining rural character and amenity, and enabling rural production and rural-based activities. Accordingly, the existing zoning reflects the Site’s current rural context rather than the urban development outcomes sought by the Proposal and recognised through the Site’s identification for long term urbanisation in various growth documents.

While the Rural Zone provisions provide relevant context for understanding the Site’s existing character and the need to manage interfaces with adjoining rural land uses, they provide limited relevant direction for assessing the urban design outcomes of the Proposal itself. For this reason, the urban design assessment is more appropriately focused on the proposed urban structure, movement network, land use interfaces, built form outcomes, open space network and landscape/stormwater integration. Comparable urban provisions are therefore used as detailed below.

4.3.1.2 WDP Urban Development Zones

Waipā District Council predominantly manages residential development through two zones; the General Residential Zone (WDC-GRZ), applied to smaller villages throughout the district, and the Medium Density Residential Zone (WDC-MDRZ), applied to the main urban centres of Cambridge and Te Awamutu. Of the two, the WDC-MDRZ are the most relevant to this proposal, and the provisions anticipate a range of residential development up to 3 storeys across a range of detached, duplex and terrace housing and low-rise apartments.

Industrial and commercial development are managed by their respective zones in the Waipā District Plan. There are no Waipā industrial or commercial zones within proximity of the site. Similarly, subdivision is managed through the provisions of the Subdivision chapter of the Waipā District Plan.

The Waipā DC provisions have not been assessed or considered in the development of the core controls and design guidance for this application on the basis that the towns and villages of Waipā District are some distance away from the subject site, which is immediately adjacent to the HCC boundary and, if granted, will represent a continuation of Hamilton's urban area rather than a separate development located in Waipā DC. The provisions of the HCC-ODP are therefore considered to have more relevance in considering the urban design outcomes of this proposal and have informed the proposal.

4.3.1.3 HCC-ODP - General Residential Zone and Medium Density Residential

The adjacent established residential areas of Deanwell and Glenview are predominantly zoned General Residential Zone ("GRZ") under the Hamilton City Operative District Plan ("HCC-ODP"). The GRZ provides useful context for understanding the existing and planned residential character of the surrounding neighbourhoods, including a suburban residential environment with a variety of attached duplexes and detached housing forms, generally within a 1 to 3 storey built form.

Compared to the GRZ, the MDRZ enables a greater intensity of residential development and anticipates a broader range of housing typologies, including detached dwellings, terrace housing and apartments, while seeking high-quality amenity and good urban design outcomes.

These outcomes are consistent with the development proposed and therefore, for the Residential South area, the Medium Density Residential Zone ("MDRZ") provisions of the HCC ODP have been used as the basis for the Proposal.

Based on the context of the development, adjacent to the HCC boundary, and the urban design outcomes sought in the relevant MDRZ provisions, the key urban design outcomes relevant to the Proposal include:

- development responds appropriately to the adjoining established residential neighbourhoods;
- development provides a range of housing typologies and lot sizes that support housing choice and efficient use of land;
- development achieves a high-quality residential environment with appropriate on-site amenity, privacy, outlook and access to daylight;
- development supports attractive, safe and well-overlooked streets and public spaces through building orientation, frontages, landscaping and passive surveillance; and

- development manages the visual dominance of vehicle access, parking and garage doors within the streetscape.

4.3.1.4 HCC-ODP - Industrial Zone

The proposed Industrial North area is located in proximity to the established Frankton industrial area, which forms part of Hamilton's wider industrial land resource. This is considered relevant to the urban design assessment of the proposed industrial area.

The adjacent residential area of Dinsdale and Melville are physically separated from the proposed industrial area by Higgins Road and existing North Island Main Trunk (NIMT) railway, which assists in managing the interface between industrial and residential activities. Key urban design matters relevant to the proposed Industrial North include:

- recognising the functional requirements of industrial activities, including enabling larger building footprints, service areas, vehicle access and freight movements;
- achieving a legible and efficient street and lot layout that supports industrial access, servicing and future development flexibility;
- managing the interface with nearby residential areas, including through road separation, site layout, building orientation, landscaping and appropriate treatment of public-facing edges;
- supporting safe and attractive streets through building placement, active frontages where practicable, landscape treatment, pedestrian connections and passive surveillance of public roads; and
- minimising adverse streetscape effects associated with large blank façades, extensive parking, loading areas, outdoor storage and vehicle crossings, particularly along key public road frontages.

4.3.1.5 HCC-ODP – Neighbourhood Centre Zone

The Residential South area includes the establishment and construction of a neighbourhood centre within Lot 499. The centre is anticipated to be approximately 1,000m² and is intended to provide day-to-day goods, services and amenities for the immediate neighbourhood. The Business 6 – Neighbourhood Centre Zone of the HCC-ODP provides a useful reference point for assessing the anticipated scale, function and design outcomes of the proposed centre relevant to the Hamilton commercial context. That zone is intended to provide for smaller-scale commercial centres that support local convenience needs, rather than larger destination retail or commercial activity.

Key urban design matters relevant to the proposed neighbourhood centre include:

- establishing a centre that is of a scale and built form that is compatible with its immediate neighbourhood function;
- achieving a legible and accessible layout that supports walking and cycling access from the Residential South residential area;
- providing active building frontages and passive surveillance to adjoining streets and public spaces through the use of landscaping, verandas, building articulation; and
- managing vehicle access, servicing and parking so that these do not dominate the streetscape or undermine pedestrian amenity.

4.3.2 Subdivision

Chapter 23 of the HCC-ODP recognises that subdivision influences the built form, function and amenity of the city. It seeks subdivision outcomes that contribute to functional, attractive, sustainable, safe and well-designed environments, while ensuring that allotments are suitable for the activities anticipated within the relevant zone. The Proposal includes the subdivision of:

- a total of 938 fee-simple residential lots, 22 fee-simple industrial lots and one fee-simple lot for neighbourhood centre;
- 10 lots for stormwater ponds and 4 lots for wastewater facilities;
- two fee-simple lots to be vested for recreation reserves purposes (Lots 6000 and 6001);
- 21 public roads;
- 3 Industrial ROWs and
- 21 lots for JOALs and 9 lots for pedestrian accessways.

Key urban design outcomes relevant to the Proposal include:

- creating a legible and connected street and block structure that integrates with existing and future adjoining development;
- providing allotments and superlots that are of an appropriate size, shape and orientation to support the intended land uses and residential typologies, including terrace housing;
- enabling efficient use of land while maintaining appropriate residential amenity, access, outlook and interface conditions;
- supporting walking, cycling and future passenger transport through connected streets, mid-block links and safe pedestrian connections;
- integrating subdivision layout with infrastructure staging, stormwater management, open space and landscape outcomes; and
- enabling future built form to positively address public streets and open spaces, with opportunities for passive surveillance and attractive streetscape outcomes.

Overall, the subdivision layout provides the underlying framework for the proposed residential and industrial environment. The following assessment therefore considers (among the full range of other urban design considerations) how the proposed lot pattern, street network, open space interfaces and infrastructure corridors will support a coherent, connected and high-quality urban form.

5.0 Design Response and Proposal

5.1 Site Opportunities and Constraints

Based on the site context analysis relevant to urban design, the Residential South and Industrial North areas present the following high-level opportunities and constraints for development, all of which have shaped the Proposal:

- Both areas could form logical extensions of existing urban patterns:
 - Residential South relates to the established residential neighbourhoods of Glenview and Deanwell and provides an opportunity to increase housing choice in a location adjoining existing urban neighbourhoods. Connections to the existing road network via Saxbys Road, Forth Crescent and MacMurdo Avenue support access via walking, cycling and vehicle movements to existing amenities including schools, open spaces, employment and supermarkets.
 - Industrial North has a strong relationship with the existing Frankton industrial area, the North Island Main Trunk railway and the future HSL corridor. This context supports its role as an extension of the established industrial node, providing additional industrial land supply and associated employment opportunities.
- Development should respond to the existing residential properties along the northern and eastern edges of the Residential South area through a combination of lot sizes, typology and landscaping to provide an appropriate transition.
- Development should integrate with the Hamilton Southern Links (HSL) alignment and proposed intersection.
- The Industrial North Area is subject to varied edge conditions, including interfaces with existing industrial activities, rural land, the railway corridor, the HSL designation and the SL1 Rogerson Development Fast-track site. Development should respond to these different interfaces through appropriate design measures which could include building setbacks, lot sizes and landscaping.
- Both areas are generally flat and low-lying, which supports the establishment of a regular / gridded street and block structure which can support high levels of connectivity.
- Active mode connections should be incorporated across both areas and integrated with existing networks to provide viable alternatives to motor vehicle travel. For Residential South, this includes connections to surrounding residential streets, Resthills Park, the Mangakōtutuku Stream corridor and nearby public transport routes. For Industrial North, this should include safe and direct walking and cycling routes along key public streets and connections to wider planned transport corridors.
- The Mangakōtutuku Stream corridor, the identified drains and stormwater management areas within and adjoining the Residential South area should be integrated into the layout to provide opportunities for amenity, outlook, walking connections, and ecological restoration.

5.2 Design Principles

The masterplan design of the Residential South and Industrial North areas has been generally influenced and shaped by the following high-level design principles.

5.2.1 Residential South area

- i. Acknowledge Residential South area as the first stage residential development within the SL1 Growth Cell, supporting early neighbourhood legibility, access, open space provision and movement connections, while allowing for future integration with the wider SL1 transport and open space network, as well as future development within the wider growth cell area.
- ii. Provide a predominantly medium-density residential layout that supports efficient land use and a range of housing typologies and lot sizes, including detached, duplex and terrace dwellings, enabling housing choice and diversity.
- iii. Provide a transition to the existing Glenview and Deanwell residential neighbourhoods, by including compatible built forms along existing residential interfaces.
- iv. Establish a legible and connected street network that links Saxbys Road, Forth Crescent and MacMurdo Avenue, and supports local vehicle movement without relying on a single point of access.
- v. Prioritise walking and cycling within the neighbourhood, including safe and direct links to surrounding residential streets, Resthills Park, the Mangakōtukutuku Stream corridor, local open spaces and nearby key transport routes.
- vi. Establish the Mangakōtukutuku Stream corridor, identified drains and stormwater management areas as key open space network features for the neighbourhood layout and local identity. Integrate stormwater management and overland flow requirements into the public realm where practicable, so that infrastructure areas also contribute to landscape amenity, outlook, walking connections and passive recreation.
- vii. Arrange blocks, streets and lots to support good solar access, efficient land use and a clear relationship between dwellings, streets and public open spaces where practicable.
- viii. Promote safe and attractive streets through active frontage, passive surveillance, street tree planting, landscape amenity and clear public-private boundaries.
- ix. Provide an appropriate interface with Resthills Park and the drainage corridor, including public access, overlooking, landscape treatment and avoidance of residual or poorly supervised edges.

5.2.2 Industrial North area

- i. Establish the Industrial North area as an extension of the existing Frankton industrial context, supporting additional industrial land supply in a location with access to existing and planned strategic transport infrastructure.
- ii. Provide industrial lots with sufficient size and depth to accommodate a range of anticipated industrial activities, servicing needs and yard requirements.
- iii. Provide a clear and legible industrial street network that supports freight access, service movements and efficient lot access, while maintaining safe and functional public streets; in

particular, providing an east–west movement structure that supports future connectivity within the wider SL1 growth cell area.

- iv. Prioritise connections to Higgins Road, Wickham Street and the future HSL corridor, while managing potential effects of heavy vehicle movements on nearby residential areas and streets.
- v. Provide safe and direct walking and cycling routes along key public streets, with connections to wider planned transport corridors where practicable.
- vi. Respond to the North Island Main Trunk railway, HSL designation, existing industrial activities, rural land and the SL1 Rogerson Block Fast-track site as “edge conditions” requiring different interface treatments.
- vii. Use landscape planting, stormwater areas and street trees where practicable to improve amenity, provide visual relief and soften industrial edges, particularly along key public streets and site frontages.
- viii. Integrate the existing drainage network and stormwater management requirements into the overall block, street and open space network where practicable.

5.3 Proposal and Key Design Details

5.3.1 Design Evolution and Engagement

The Proposal has been iteratively developed in response to a range of inputs, including engineering, stormwater, transport and other technical investigations, as well as through engagement with relevant stakeholders, including Hamilton City Council, Waipā District Council, Waikato Regional Council and NZTA. Amendments to the masterplan included with the initial application for Southern Links 1 to be a listed project under the FTAA compared with the current masterplan that is the subject of the substantive application (shown in the figures below) show elements of this design evolution.

Residential South Area

Figures 6 & 7 show the changes that have occurred to the layout to the Residential South Area between the referral application and this substantive application.



Figure 6 Indicative Masterplan for Residential South in Listed Project application (2024)

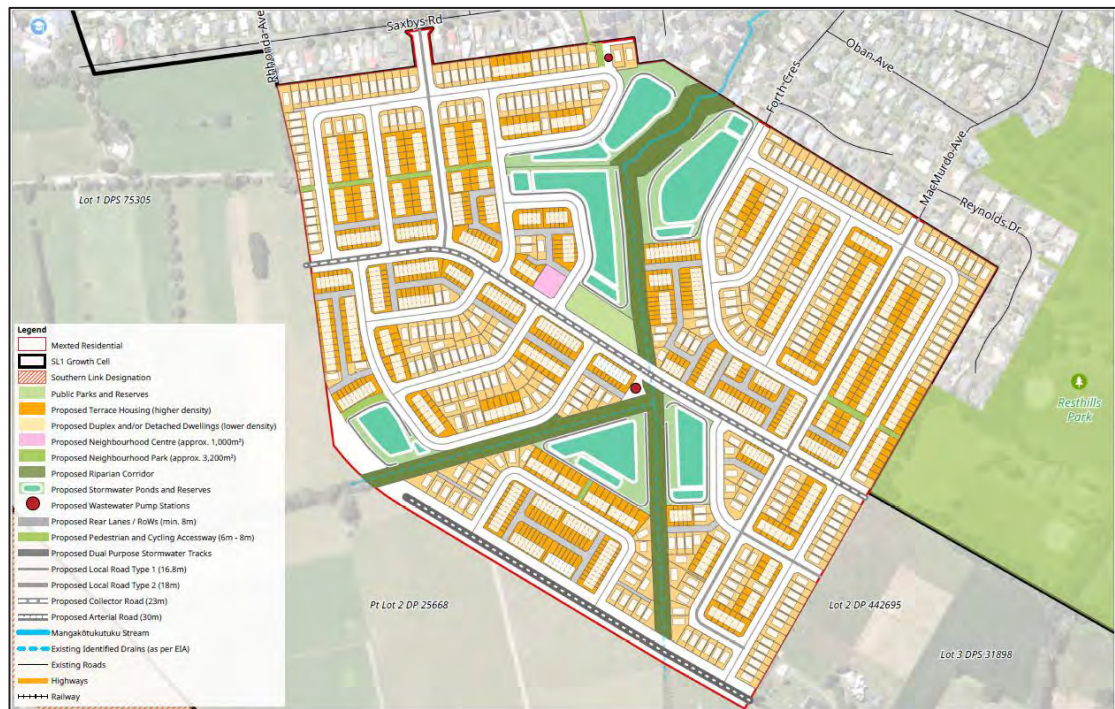


Figure 7 Proposed Masterplan for Residential South in Substantive Application

The updated proposed masterplan (**Figure 7**) retains the overall intent of enabling a comprehensively planned residential and industrial growth area, while making several changes to improve the structure, functionality and urban design outcomes of the Proposal. The key changes of relevance to this urban design assessment are summarised below.

- Introduction of additional local amenities:** The Residential South area has been amended to include a centrally located public neighbourhood park and a dedicated commercial lot. These changes improve access to local open space and day-to-day services within the residential area and support the creation of a comprehensive and more walkable neighbourhood.
- Refinement of residential lot layout and typologies:** The residential lot layout has been refined to enable a more varied distribution of housing typologies across stages and blocks, where appropriate. This supports housing choice and avoids the concentration of a single housing type in one location. Detached dwellings are generally located along the site boundaries adjoining existing residential areas to provide a more appropriate transition in scale and character to the existing residential development.
- Changes to the Residential South roading hierarchy:** The roading layout and hierarchy within the Residential South area have been refined to better support the anticipated residential movement network. In particular, the previously identified north-southeast collector road has been upgraded to an arterial road, and the previously identified key local road has been upgraded to a collector road. These changes improve network legibility, capacity and future public transport potential.
- Active transport interventions on existing roading network:** Additional active transport interventions, specifically shared paths and cycle connections along Saxbys Road, Deanwell Avenue and MacMurdo Avenue, have been introduced to close current network gaps and provide safer, more direct links between the Residential South area, local schools, the Glenview

centre and the wider Hamilton cycle network. This is also a direct response to the feedback relating to behaviour change and uptake in active modes.

- Refinement of stormwater and blue-green infrastructure:** The stormwater management approach has been further refined, including the introduction of two additional stormwater ponds within the Residential South area. The riparian network has also been refined, with a 20m wide riparian area provided along the majority of identified drainage corridors and a 40m wide riparian area provided for the drainage corridor connecting to the existing Mangakōtukutuku Stream. These changes strengthen the integration of stormwater management, ecological restoration, open space and landscape outcomes within the overall masterplan.

For Industrial North

Figures 8 & 9 show the changes that have occurred to the layout to the Industrial North Area between the referral application and this substantive application.

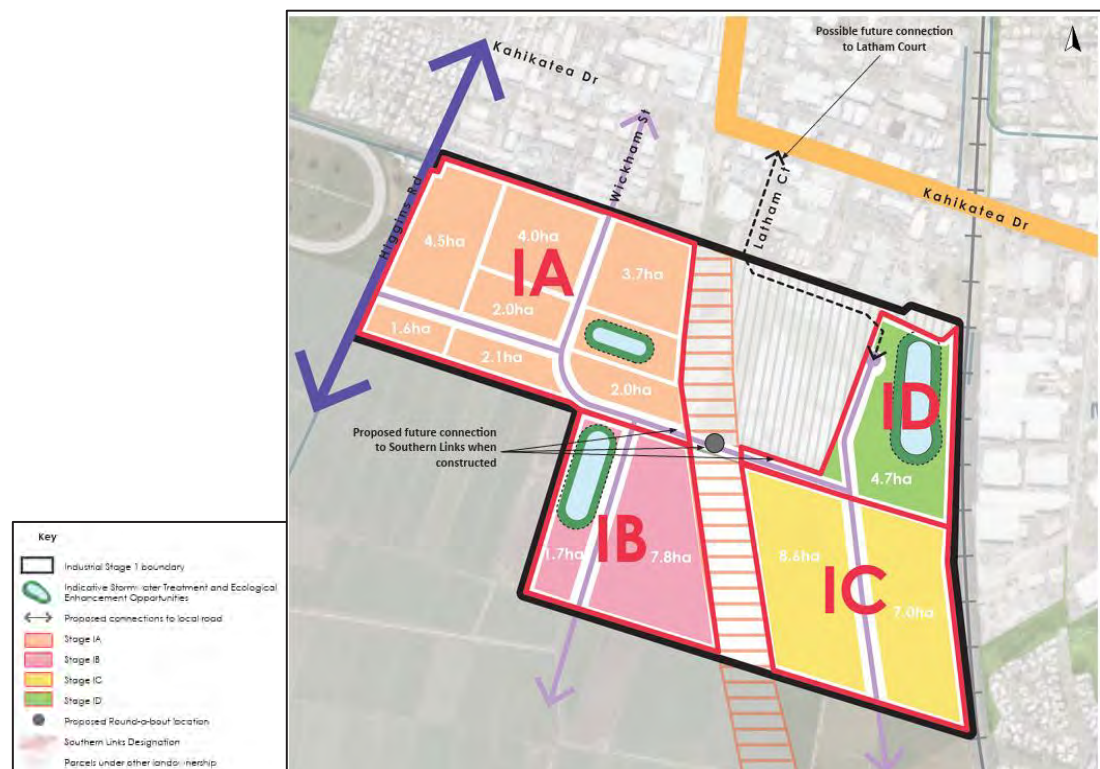


Figure 8 Indicative Masterplan for Industrial North in Listed Project application (2024)

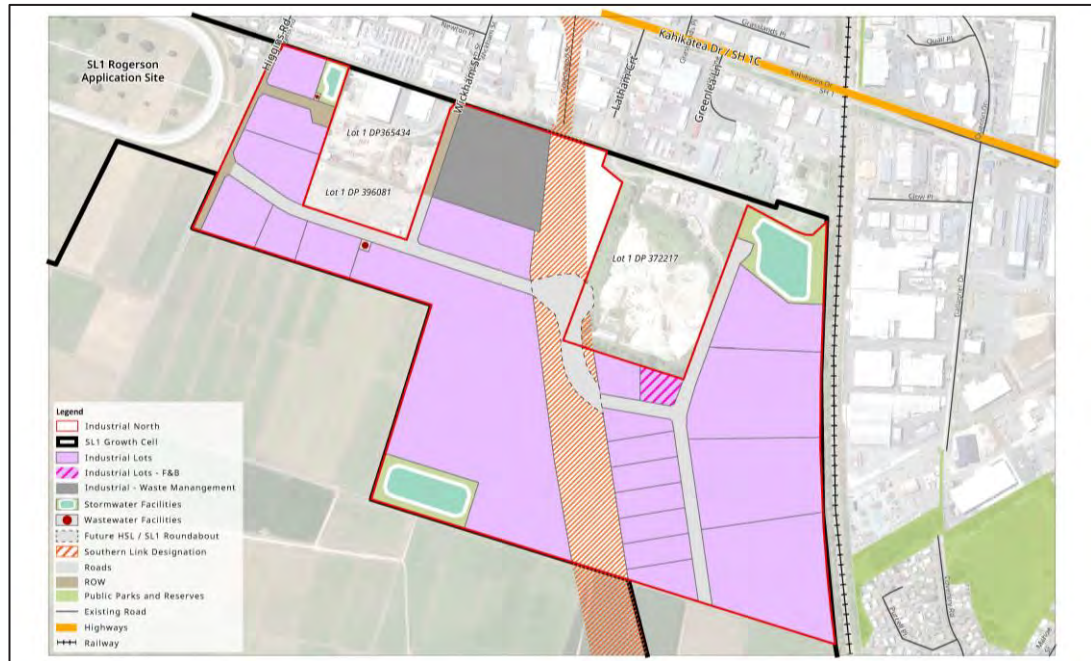


Figure 9 Proposed Masterplan for Industrial North for Substantive Application

- Introduction of additional local amenities:** Provision has been made for ancillary commercial activities, including food and beverage uses, on a selected industrial lot within the Industrial North area. This amendment responds to HCC's comments regarding the need to provide an appropriate level of amenity for employees and visitors within the industrial area, while ensuring that such activities remain ancillary to the area's primary industrial function.
- Refinement of industrial lot layout:** Industrial lot sizes have been increased to provide larger and more flexible development parcels. This amendment will support a wider range of future industrial activities and doesn't preclude future subdivision, where appropriate, while maintaining a coherent industrial structure.
- Changes to the Industrial North roading hierarchy:** The roading width and layout within Industrial North has been refined to better respond to the operational requirements of future industrial activities, including freight movement, servicing and access. An east-west collector road has also been introduced, which will provide for future connectivity to the SL1 Rogerson area to the west and the HSL roundabout to the east.

Overall, the design changes have responded to key matters raised through the engagement process and have improved the legibility, connectivity and land use distribution of the Proposal. Compared to the original design concept as per the Listed Project application, the amended masterplan provides a more robust framework for future development and better supports the creation of a connected, functional and well-integrated residential and industrial growth area.

5.4 Proposed Development Controls

The substantive application proposes to seek consent for the subdivision and all future buildings across the site, and where relevant land use activities required to enable the comprehensive development of residential, commercial and industrial lots within the SL1 Residential South and Industrial North areas.

For each area, the application proposes to establish a set of Core Controls that will operate in a manner equivalent to District Plan bulk and location standards. These controls are intended to provide certainty for future development (and their effects) and establish the anticipated built form in a way that supports good urban design, amenity, functionality and appropriate interface outcomes.

The proposed Core Controls have been prepared with reference to relevant HCC-ODP standards, adapted where necessary and/or appropriate to respond to the specific structure, context and intended outcomes of the SL1 Residential South and Industrial North areas development.

Residential Design Guidelines

- For the residential component, the proposed Core Controls are set out in the SL1 Residential South Residential Design Guidelines (V2 Appendix 9). The controls have been informed by the Medium Density Residential Zone under Chapter 4 of the HCC-ODP as the primary reference point for higher-density housing typologies, particularly terrace dwellings, while the General Residential Zone provisions inform the general approach for duplex and detached dwellings. The controls address matters related to site coverage, impermeable surface, landscaped area, building height, height in relation to boundary, setbacks, fencing, public interface, passive surveillance, privacy, outlook, outdoor living space, service areas, vehicle access, parking and bicycle parking. The controls are specific to the different housing typologies proposed, with rear-loaded lots prioritising active, pedestrian-focused street frontages by locating vehicle access to the rear, and front-loaded lots managing garages, crossings and landscaping to maintain streetscape quality. Duplex and detached dwelling controls provide for a more conventional residential form, with lower site coverage, larger setbacks and a two-storey height limit.
- The Residential Core Controls are supported by a set of Discretionary Design Guidelines. These address qualitative matters that are material to urban design outcomes but are not easily managed through quantitative controls alone. These include facade articulation and composition, roof form, materials and colours, visible entrances, garage treatment, public-space interface, lighting, front-yard landscape treatment, paving, letterboxes, service areas, fences / walls and planting selection. Together, the Development Controls and discretionary guidelines are intended to ensure that a compliant building is not merely located within an acceptable building envelope but also presents an appropriate architectural and landscape response to the street and surrounding public realm.
- From an urban design perspective, these controls will enable a compact and varied residential built form while ensuring future dwellings achieve a coherent, high-quality built form and a positive relationship with the street. Controls for setbacks, frontage landscaping, pedestrian access, passive surveillance, fencing and garage placement support safe, legible and attractive streetscapes, while reducing the dominance of vehicle access and parking. Outlook, privacy, outdoor living space, service area and landscaping controls help ensure each dwelling achieves a good level of on-site amenity
- This approach is proposed to be managed through a design certification process carried out by a Residential Design Advisor who is to be appointed by the consent holder and is a suitably qualified and experienced Urban Designer. The independent Residential Design Advisor will consider each development against these design guidelines and certify each development is consistent with the outcomes sought and is therefore consistent with the design outcomes

anticipated by this resource consent. The mechanics of this are described and assessed in detail in Section 5.1

Commercial Activity within the Residential South Area

- For the commercial lot within the Residential South development, the Neighbourhood Centre provisions of the HCC-ODP have informed the proposed design approach, reflecting its intended role as a local-serving centre for the surrounding residential community. This is considered more appropriate than larger centre provisions, as the commercial area is intended to provide day-to-day goods, services and supporting activities.
- The commercial lot will be consented through specific architectural plans (V2 Appendix 8), rather than managed through separate development controls. These plans will establish the scale and form of development, including building height, setbacks, active frontage, servicing, outdoor storage, access and parking.
- This approach provides certainty that the commercial lot will develop as a legible, pedestrian-oriented local centre, with buildings that positively address streets and public spaces while maintaining compatibility with surrounding residential amenity.

Industrial Development Controls

- The Industrial North Area controls have been informed by the Industrial Zone standards under Chapter 9 of the HCC-ODP with additional proposal-specific controls to manage built form and interfaces with residential, rural, open space, public infrastructure and transport corridor environments (V3 Appendix 9).
- The controls address site coverage, setbacks, building height, height in relation to boundary, permeable surface, frontage landscaping, screening, landscape buffers, site layout, outdoor storage, service areas, ancillary office and retail activities, and minimum subdivision standards.
- From an urban design perspective, these controls enable efficient industrial development while ensuring larger format buildings, yards and servicing areas are appropriately integrated into the wider urban environment. Setbacks, height controls and height in relation to boundary standards manage building scale, transition and amenity at sensitive interfaces. Landscaping, frontage planting, screening and permeable surface requirements soften the appearance of industrial development, improve streetscape quality, support stormwater outcomes and contribute to a more attractive public realm.

Controls on outdoor storage, plant, machinery, waste, loading, and container handling will result in operational areas that are appropriately located and screened, so they do not dominate public frontages or undermine streetscape amenity. Specific controls on ancillary retail and office activities also support legible and active building frontages while maintaining the primary industrial function of the lots.

5.5 Proposed Subdivision Layout and Access

Residential South Area

The overall residential subdivision layout is, in part, informed by logical extensions from Saxbys Road, MacMurdo Avenue and Forth Crescent. These connections provide a logical extension of the adjoining Deanwell and Glenview residential street network into the Site, while also enabling a permeable internal movement network for vehicles, pedestrians and cyclists. Internally, the subdivision is structured around a hierarchy of public roads, including a section of minor arterial road (30m), a collector road (23m), a series of local roads (16.8m and 18m) and JOALs, with the layout also allowing for future onward connections to adjoining land to the southwest and south, including future links toward Saxbys Road and Houchens Road when those areas are developed. Blocks are kept short where practicable, with longer blocks (over 200m) subdivided by 6m – 8m wide public pedestrian accessways to provide further permeability and walkability between streets. As such, most of the residential blocks are less than 200m in length.

Residential and Commercial Development

The subdivision scheme plan for the Residential South area will create 938 residential lots across a range of detached, duplex and terrace dwellings typologies; an approximately 1,000m² commercial lot (Lot 499).

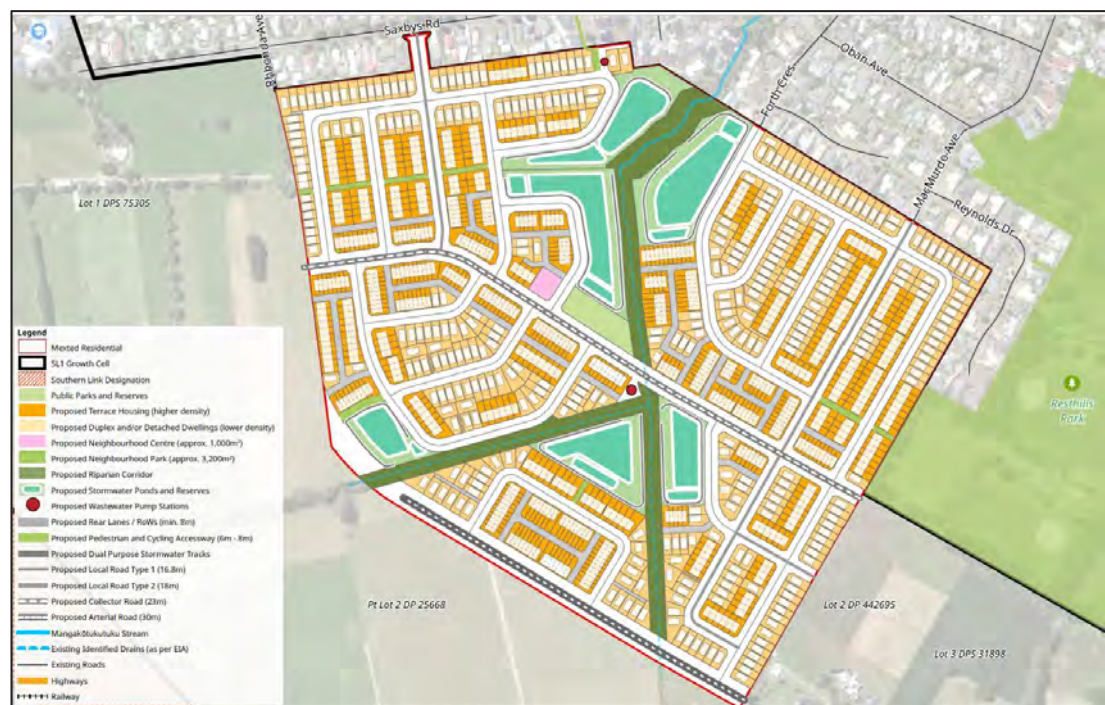


Figure 10 Proposed Masterplan for Residential South

Of the residential dwellings proposed, the 592 terraced housing lots are proposed to be developed across 84 “superlots”. Superlots have been used to enable the comprehensive and cohesive development of terraced houses across the site. It enables a group of lots to be acquired by a housing developer / builder and construct a terraced housing development on the superlot site in line with the resource consent proposal. Individual title lots – aligned with each dwelling unit will then be created. This mechanism provides certainty that the terraced dwelling typologies proposed in this application will be delivered as sought.

Of these 84 lots, 35 are to be developed as rear-loaded terraces and 49 are to be developed as front-loaded terraces. The remainder of the lots will provide for a mix duplex and detached dwellings.

Transport and Access

The subdivision also establishes a network of 19 public roads, 9 pedestrian accessways and 21 lots as JOALs. Of the JOALs, 15 lots are intended to function as rear lanes, while the remaining 6 lots will function as rights-of-way (“ROWS”).

HCC ODP distinguishes between rear lanes and ROWs through separate definitions and standards. A rear lane is defined as *“A private way whose function is to primarily serve as rear access to front sites or sites fronting a public reserve. It will include any infrastructure or vegetation over, on, or under the lane.”* In addition to meeting this definition, each rear lane must:

- have a minimum legal width of 7m and a maximum length of 250m;
- be connected by unrestricted access to a transport corridor at no fewer than two locations;
- be subject to an appropriate legal mechanism for its ownership and ongoing maintenance;
- provide a minimum unobstructed width of 3.5m at vehicle entrances and between buildings or structures;
- remain free from car parking, material storage, landscaping, fencing, or other obstructions that could restrict emergency-vehicle access; and
- provide a minimum vertical clearance of 4m from buildings and other obstructions.

Engagement with HCC confirmed that where a proposed rear lane does not comply with the applicable rear lane standards, it should instead be treated as a ROW. Nevertheless, to maintain consistency with the terminology used on the scheme plan, all of these accessways are identified as JOALs, notwithstanding that their intended function varies according to the relevant lot configuration and access requirements.

Based on this definition, the residential subdivision will create 570 lots (61%) with both pedestrian and vehicular accesses directly from public roads, 328 lots (35%) with access off rear lanes and the remaining 40 lots (4%) will be accessed from ROWs. This range of access arrangements supports efficient residential development while responding to differing lot configurations and frontage conditions.



Figure 11 Proposed Rear Lanes and ROWs, and Related Residential Lots

Reserves and Open Space

The subdivision also provides several public open space and infrastructure lots to be vested in Council. These include a dedicated proposed neighbourhood park (Lot 6001) and riparian area (Lot 6000), and areas that serve stormwater, drainage and other three waters functions, or a combination of these functions.

Industrial North Area

The Industrial North area is primarily structured around the proposed collector road, which will connect the Site to the proposed HSL/SL1 roundabout and the Higgins Road extension. The collector road also provides for a future onward connection to the adjoining SL1 Rogerson Block Fast-track referred site to the west and a future connection to the south. The subdivision also provides for the extension of Higgins Road and Wickham Street into the Site, creating local access connections to the existing Frankton industrial area.

The Industrial North subdivision creates a network of two collector roads and three local roads to support future industrial development. The subdivision also creates a total of 22 industrial lots of varying sizes, together with lots associated with stormwater and wastewater infrastructure.

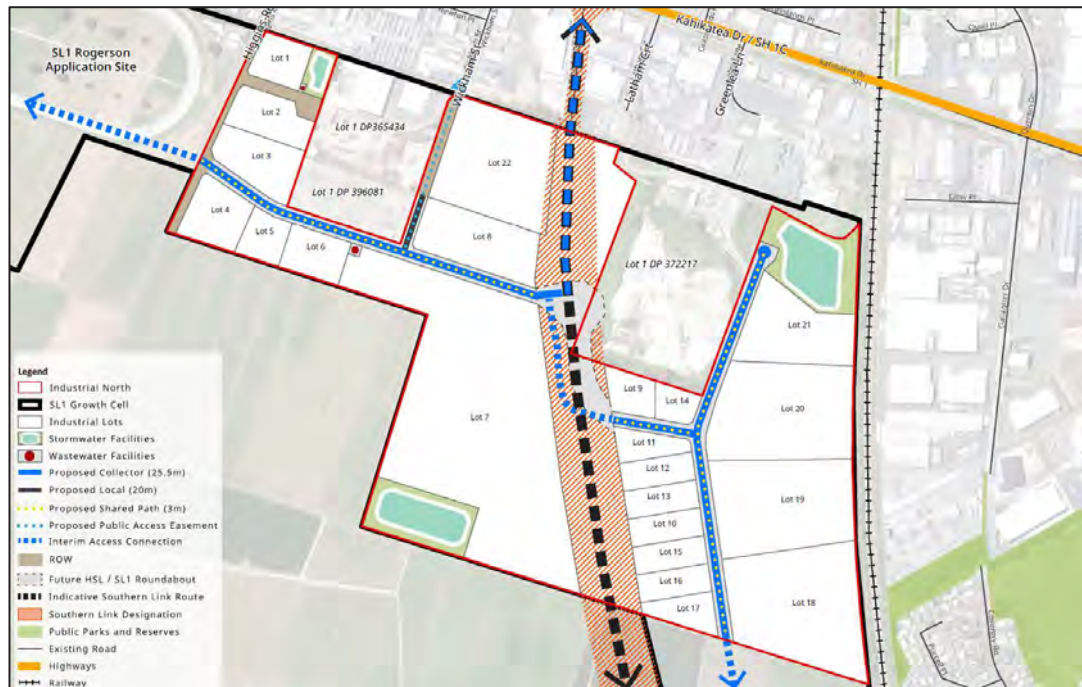


Figure 12 Proposed Masterplan and Movement Network for Industrial North

5.6 Proposed Land Uses, Typologies and Density Distribution

Residential South Area

The residential layout provides for a distribution of different housing typologies across the development rather than concentrating one typology in a single location. Larger lots and detached or duplex dwellings are generally located along the site boundaries. Terrace dwellings are generally located within the internal parts of the neighbourhood and along streets where the lot arrangement and access design support more intensive residential forms.



Figure 13 Proposed Lot Widths and Housing Typologies for Residential South

The Residential South area is proposed to accommodate 938 residential lots, together with a neighbourhood centre providing day-to-day services and amenities (approximate 1,000m²), a public neighbourhood park, stormwater areas, drainage corridors and supporting infrastructure. The residential component will result in a total of 592 terrace housing lots and 346 lots for duplexes and/or detached dwellings, providing for a range of housing typologies and densities across the development.

No detailed architectural plans are proposed for each individual residential lot and development is to be managed through the Residential Design Guides as described in Sections 4.4 and 5.1/ Typical typology plans (V2 Appendix 7) have been prepared to demonstrate how the different lot types can be developed in accordance with the proposed Core Controls, which are detailed in **Section 3.4** below. These typical plans illustrate the lot widths and the expected housing typologies, access arrangement and built form.

Rear-loaded lots will have a minimum width of 5.5m, with vehicle access provided from rear lanes and pedestrian/front door access provided from the relevant public street. **Figure 14** shows a how typical rear-loaded terrace housing may be developed.



Figure 14 Typical Rear-loaded Terrace Dwellings Development

Front-loaded lots will have a minimum width of 8m, with both vehicle access and pedestrian/front door access provided from the public street. **Figure 15** shows how a front-loaded terrace may be constructed.



Figure 15 Typical front-loaded terrace development option

Lots outside the superlots will have lot width ranges from 10m and are intended to accommodate a range of duplex, detached dwellings and/or zero-lot dwellings.

Industrial North Area

The Industrial North area is proposed to accommodate industrial land uses and buildings, including a truck and logistics activity on Lot 7 (V3 Appendix 8). Supporting infrastructure and stormwater areas are proposed throughout the site, around the internal road network, including the east-west collector road and the proposed connection to the HSL/SL1 roundabout.



Figure 16 Proposed Industrial Land Use

The indicative building footprints for the industrial lots have been prepared as per proposed Core Controls, and again the typical typology plans for relevant lots sizes have been developed and are included in the Industrial Core Development Controls (V3 Appendix 7).

Generally, it is anticipated that the Industrial North Area will be developed for activities consistent with an industrial zoned area, and a range of industrial activities have been sought to be enabled through this consent application. Two lots have, however, been identified for specific activities. A truck and logistics activity is proposed on Lot 7, and a Food and Beverage Facility is proposed on Lot 14 is shown in supporting material.

All industrial lots are proposed to be over 4,500m², and are generally regular in shape, enabling some flexibility to accommodate a range of future industrial activities in accordance with the proposed activity framework and Core Controls (which are detailed in **Section 4.4**). This will provide a level of flexibility for different building footprints, yard arrangements, servicing requirements, vehicle access and potential future subdivision, where appropriate, while delivering urban design outcomes appropriate to the industrial context though tailored controls.

5.7 Open Spaces, Stormwater and Riparian Network

The Proposal includes a series of open space, stormwater and riparian areas across both the Residential South and Industrial North areas. These spaces perform a range of functions, including recreation, pedestrian connectivity, stormwater management, ecological restoration, landscape amenity and maintenance access.

Residential South Area

Within the Residential South area, the open space network includes a 3,204m² proposed neighbourhood park (Lot 6001), six stormwater ponds, riparian corridors and associated pedestrian connections (Lots 4001 and 6000). The neighbourhood park is intended to provide a local recreational space within the neighbourhood and will form the primary dedicated public open space within Residential South. **Figure 17** shows access to the open space network across the development.

Additional open space is provided through the stormwater and riparian network, which have been carefully positioned and integrated into the overall subdivision layout. The riparian corridors are generally proposed to be 20m wide, with a wider 40m corridor provided where the drainage corridor connects to the existing Mangakōtukutuku Stream. These corridors will provide riparian planting and ecological functions, while also forming part of the wider open space and pedestrian movement network through the provision of the dual-function maintenance tracks for the stormwater ponds and drainage infrastructure. The paths will connect back to the internal roading network at appropriate locations, providing additional permeability through the development and supporting informal walking connections between residential streets, open space areas and stormwater corridors. The proposed stormwater and riparian areas will therefore contribute to the open space character of the Residential South area, while also serving important infrastructure and ecological functions.



Figure 17 Proposed Neighbourhood Park Accessibility High-level Overview

Industrial North Area

Within the Industrial North area, open space provision is primarily associated with the proposed stormwater ponds, being the main open space elements within the industrial subdivision. While these spaces are not intended to function as formal recreational reserves in the same manner as the Residential South area, they will provide stormwater management, landscape and environmental functions within the industrial area. Where appropriate, maintenance access and landscape planting is integrated with these areas to support their long-term operation and amenity contribution.

5.8 Interface Treatment

The Proposal includes a range of interface treatments across both the Residential South and Industrial North areas. These treatments respond to the different adjoining land uses, including existing residential neighbourhoods, public park, stormwater areas, rural land, transport corridors and the rail corridor.

Residential North Area

The Residential South area adjoins a mix of existing urban, open space and rural interfaces. The subdivision layout and lot distribution have been arranged to respond to these different edge conditions. **Figure 18** shows the interface approach in the Residential South Area:



Figure 18 Proposed Interface Treatment for Residential South

Where the Site adjoins existing residential neighbourhoods, larger typologies are generally proposed, supported by the creation of deeper residential lots that accommodate a 3m landscape buffer and greater setback standard (4m). The combination of the generally larger typologies, landscape buffer and 4m setback requirement will assist with the transition between the existing residential environment and the proposed development.

- Where the Site adjoins Resthills Park, a 5m planting buffer and greater setback standard (6m) is proposed, which also responds to ecological considerations identified in the EIA. This buffer is intended to assist in screening noise and lighting effects associated with the development, with particular regard to the preservation of bat activity within and around the park environment.
- Where residential lots adjoin internal stormwater ponds and riparian areas, public roads are provided adjacent to these spaces where practicable in order to provide public frontages. Where direct road frontage is not provided, higher-density housing typologies, such as terrace housing, is proposed to be located adjoining these areas, recognising the increased outlook and amenity available from the adjoining public open space, stormwater and riparian network. Specific rear and side fencing restrictions are proposed to manage passive surveillance for residential lots adjoining stormwater ponds and public pedestrian accessways.
- Along the edges adjoining existing rural land, which also forms part of the wider SL1 Growth Cell, the interface is generally managed through public roads, future public road connections and residential lots. This arrangement recognises the potential for further urban development in these adjoining areas over time and allows for future integration with the wider growth cell.

Industrial North Area

The Industrial North area adjoins a range of infrastructure and rural interfaces. **Figure 20** shows the proposed interface treatment across the development. Where the proposed industrial lots adjoin the HSL designation and/or the railway corridor, the Proposal does not include a specific landscape buffer. Instead, increased building setbacks of 15m and 5m, respectively, are provided.



Figure 19 Proposed Interface Treatment for Industrial North

6.0 Assessment

This assessment considers whether the Proposal establishes an appropriate urban design framework for the future development of the Residential South area and Industrial North area. Since the detailed architectural design is not proposed for each future residential, commercial or industrial building at this stage, the assessment has been undertaken based on the proposed subdivision, masterplan, Core Controls, and supporting architectural typology plans and landscaping plans and design objectives and guidelines that have been established in the Residential Design Guidelines.

Accordingly, the assessment focuses on the proposed land use structure, street and block layout, lot and superlot dimensions, open space and blue-green network, access arrangements, interface treatments and proposed Residential Design Guidelines and subsequent design certification process. These matters are the primary factors that will influence future built form, streetscape, amenity and urban structure outcomes. For ease of reference, the assessment below has been consolidated into the following thematic headings:

- Residential Design Guidelines and Implementation Framework
- Strategic Urban Form and Land Use Structure;
- Street Network and Movement Choice
- Block, Lot and Typology Framework
- Open Space Network
- Streetscape and CPTED
- Built Form, On-site Amenity and Interface Treatments

6.1 Residential Design Guidelines and Implementation Framework

The SL1 Residential South Design Guidelines provide the main mechanism for managing future residential built form and landscaping outcomes. The Guidelines apply to the Residential South residential area only, and do not apply to the proposed commercial lot or Industrial North lots.

The Guidelines include two key components, being Part C the Core Controls and Parts D & E Discretionary Design Guidelines covering built form and landscaping. The Core Controls establish the key built form and site layout parameters for future residential development, addressing key urban design matters through residential bulk, placement and amenity standards. These controls collectively provide a comprehensive framework for managing the bulk, massing, scale, layout, streetscape relationship and on-site amenity of future residential development (as discussed in previous sections). All future dwellings are required to meet these Core Controls as per proposed conditions(V2 Attachment 10), and no additional resource consent will be required. Any proposal that does not meet these Core Controls will require a separate approval either via a variation to this consent, or through applying for a separate consent.

The Discretionary Design Guidelines address the more qualitative aspects of residential design. These include visual appearance and articulation, public realm interface, roof form, materials and colours, lane design, pedestrian and vehicle access, garages and parking, outdoor living spaces, service areas, fences, gates and walls, front yard planting, landscaping, paving and hard surfaces,

letterboxes, lighting and planting selection. These matters are important since they influence the detailed quality of individual buildings and landscapes; Due to the qualitative nature of these aspects of the Discretionary Design Guidelines they do provide some flexibility to respond to lot conditions, housing typology and architectural design.

The responsibility for confirming each development is consistent with the Guidelines sits with the Residential Design Advisor (RDA) who is required to be independent of the developed, and a suitably qualified and experienced Urban Designer who will assess and certify each development.

The Guidelines require building and landscape plans to be submitted to the SL1 Residential South Residential Design Advisor before an application for building consent is lodged with the relevant territorial authority. The information required for review includes the site plan, floor plans, elevations, landscape plan, material and colour specifications, and other relevant design information. This information will enable the RDA to assess whether the proposal complies with the Core Controls and is consistent with the Discretionary Design Guidelines. Where the RDA is satisfied with the proposal, a design certification will be issued. Where a design departs from the Discretionary Design Guidelines, the RDA may still confirm the design if it considers that a positive built form outcome will be achieved that is consistent with the intent of the design objectives and guidelines. Design Certification is required to document, in writing, the reasons the proposal is consistent with the design guidelines and objectives.

The Design Guideline include a range of “typical architectural plans” that show how anticipated development outcomes could be accommodated on a variety of lots throughout the development. These are not the only building designs that are anticipated to be developed across the site but show how the core controls can be achieved on the site, providing certainty on the workability of these provisions.

From an urban design perspective, this approach is appropriate, subject to the final certification process being clearly secured through the proposed consent conditions and land covenant mechanisms as applicable. The Core Controls provide a certainty for the management of the built form, streetscape and amenity outcomes, while the Discretionary Design Guidelines and Objectives RDA review process provide a further mechanism to create a coherent, high-quality and context-responsive residential built form across the Residential South area. This provides a clear checkpoint between resource consent approvals being granted and future building delivery. It provides an additional review mechanism to support implementation of the intended residential design outcomes.

Overall, the Residential Design Guidelines are an important tool for supporting the implementation of the substantive application and delivering the consented future residential development, while allowing an appropriate degree of flexibility for different housing typologies and future builders.

6.2 Strategic Urban Form and Land Use Structures

The Proposal forms part of the wider SL1 Growth Cell and represents an extension of Hamilton’s urban edge into land currently located within the Waipā District. From an urban design perspective, the proposed residential development provides a continuation of the established residential pattern to the north and east, while introducing a more compact and varied housing mix than the adjoining older suburban areas, while the Industrial North area is positioned as an extension of the wider Frankton industrial environment and is supported by existing and planned strategic transport infrastructure.

The Residential South area adjoins the established residential neighbourhoods of Glenview and Deanwell and is proposed to accommodate residential development, a commercial lot, open space and stormwater areas. This provides a continuation of the adjoining residential pattern, while introducing a more compact and varied housing mix than the surrounding established suburban areas. The commercial lot and neighbourhood park assist in establishing a more comprehensive neighbourhood structure. The commercial lot will provide a local convenience function rather than a larger centre.

The Industrial North area adjoins the Frankton industrial environment, the railway corridor and the HSL designation. Its proposed industrial use is consistent with that context and recognises the need for industrial lots, freight access, servicing areas and operational flexibility.

Overall, the Residential South area represents a logical extension of the established residential neighbourhoods and open space with Glenview, Deanwell and Resthills Park; where Industrial North represents a strong relationship with the existing Frankton industrial environment and associated rail, freight and transport infrastructure. Both areas are considered appropriate in their locations and would result in a subdivision and land use pattern that could be reasonably anticipated to occur on the Site at some stage, given the SL1 Growth Cell status. Therefore, from an urban design perspective, the Proposal represents a logical extension of the existing landuse pattern in an area identified for long term urbanisation and is not considered to raise any adverse urban design effects in relation to the strategic urban form.

6.3 Street Network and Movement Choice

The Proposal establishes separate movement networks for the Residential South area and the Industrial North area, reflecting their different land use contexts and environments. Residential South area is structured around residential streets, local access, walking and cycling connections and future public transport opportunities. Industrial North area is structured around industrial access, freight movement, larger lots and future connections to the wider SL1 industrial network.

Residential South Area

Transport Network

A clear and legible street hierarchy is proposed within the Residential South Area. The principal internal route is Road 11, a 23m collector road that extends through the residential area and connects to Saxbys Road to the north via Road 6. Additional vehicle access is provided through extensions of MacMurdo Ave and Forth Cres. These connections provide multiple points of entry, improve network resilience and permeability, and support integration with the adjoining Glenview and Deanwell street network.

A 30m minor arterial corridor is proposed along the southern boundary of the Site. The indicative cross-section includes a 5m central planted median, 3m bus lanes and 1.8m footpaths on both sides, together with a 3m cycle path on one side. Although the full transport function of this corridor is not required to serve the current proposal, its alignment and width safeguard the ability to accommodate future movement demands as the wider SL1 Growth Cell develops. This includes potential future connections towards Saxbys Road to the north and Houchens Road to the south. From an urban design perspective, safeguarding this corridor is appropriate because it avoids the development becoming an isolated residential pocket and enables a more connected and integrated urban structure to be delivered over time.

The proposed internal road cross-sections have been designed to support the intended medium-density residential environment. Road 11 has a 23m road reserve comprising a 7m carriageway, a 3.5m shared walking and cycling path on one side, and 2m footpath on the other. Selected sections also include a flush median to assist with turning movements, where required. This configuration provides for efficient local vehicle movement while establishing the collector road as the principal walking and cycling corridor through the development.

The local road network, comprising roads with 16.8m and 18m cross-sections, generally forms a connected grid that supports permeability and efficient access throughout the development. These roads typically include 6m carriageway, 1.8m footpaths and recessed parallel parking on both sides. While these road reserves are narrower than those commonly provided in lower-density suburban areas, they continue to accommodate pedestrian movement, on-street parking and street-tree planting where practicable. The narrower cross-sections are consistent with the intended medium-density character and will assist in creating lower-speed, pedestrian-oriented residential streets. Parking is managed through recessed parking bays, clearing managing parking locations and amenity associated with parking.

The proposed transport network has been designed to preserve opportunities for future public transport services. In particular, the 23m collector and 30m minor arterial corridor are of sufficient width to accommodate bus movements and associated infrastructure, including future bus stops, shelters and pedestrian connections. The 18m local road is also capable of accommodating bus movements, providing flexibility for future route planning should a service through the development be implemented.

This future-proofing is important given the proximity of existing bus services and stops along Saxbys Road and within the surrounding Deanwell and Glenview areas. As illustrated in **Figure 20** below, the proposed street and pedestrian network would enable future residents to access public transport by a connected and legible walking route and would support the extension or diversion of existing services as the wider growth cell develops. While the timing and location of any future service would be subject to further assessment and coordination with HCC and WRC, the proposed road hierarchy does not preclude public transport and provides an appropriate level of flexibility to accommodate it in the future.



Figure 20 Proposed Masterplan Movement and Connectivity for Residential South

Walking and Cycling Network

In addition to the footpaths and shared paths provided within the street network, the subdivision layout also integrates access with open space, stormwater areas and walking and cycling connections shown in **Figure 21**. These connections will help support a connected and walkable neighbourhood by providing alternative movement routes beyond the primary street network. Where blocks are longer, 6m – 8m wide mid-block pedestrian and cycling links are provided mid-block. This is consistent with good urban design practice for walkable neighbourhoods, as it improves permeability, shortens walking and cycling distances, and provides safe and efficient connections through the development and to surrounding open space amenities.



Figure 21 Proposed Pedestrian and Cycling Network for Residential South

JOALs and ROW access

The Proposal includes two types of JOALs as detailed in **Section 5.5** above. Both JOAL types will provide vehicle access to residential lots and will be designed to low-speed standards. However, they perform different roles within the overall Residential South movement network.

Rear lanes are proposed as 8m wide shared accessways serving rear-loaded residential lots. All rear lanes comply with the relevant HCC-ODP standards and will connect to the public street network at two or more locations. They will provide for two-way vehicle movement. Where a rear lane adjoins a collector or arterial road, access will be limited to pedestrians and cyclists, with all vehicle access taken from local roads.

Although the HCC-ODP does not limit the number of residential units that may be served by a rear lane, those serving more than 20 residential units have been provided with more than two connection points where practicable. This provides additional route choice, distributes movement across the lane network and improves pedestrian and cycle connectivity, while retaining vehicle access from the lower-order local road network.

JOAL Number	Number of units served	Connection points to public street network
3020	47	Three, including one for pedestrian and cyclists only.
3021	32	Five, including two for pedestrian and cyclists only.
3027	24	Three.

3028	22	Two.
3032	40	Four, including two for pedestrian and cyclists only.
3031 & 3034	36	Three, including one for pedestrian and cyclists only.
3040	54	Four, including two for pedestrian and cyclists only.

Rear lanes have been used along higher-order roads and other key streets where direct vehicle crossings would be less appropriate, and in areas intended for higher-density housing typologies. This approach also reduces the number of vehicle crossings on collector and arterial roads and allows for more continuous building frontages, landscaping and pedestrian routes.

From an urban design perspective, this approach separates local vehicle access from the principal movement corridors while maintaining clear and direct connections for pedestrians and cyclists.

ROWs provide a more localised access function and are not required to meet the same connectivity or two-way movement standards as rear lanes under the ODP. Their width varies according to the number of residential lots served. The Proposal includes 6 ROWs, all of which comply with the relevant ODP standards, except Lot 3038, which serves 11 residential lots rather than the maximum of 9 fee-simple lots.

Lot 3038 is however 8m wide, straight and relatively short, providing clear sightlines and a direct connection to the public road. Of the 11 dwellings it serves, 9 of them (Lots 715 – 723) are rear-loaded terrace dwellings with separate pedestrian access to their front entrances from the adjoining public road. Therefore, only two dwellings will rely on Lot 3038 for both pedestrian and vehicle access, and serving two additional lots is unlikely to materially affect the safe and efficient operation of the ROW or the amenity of future residents.



Industrial North

The movement network for Industrial North is primarily structured to respond to the functional requirements of industrial land use, including freight access, larger vehicle movements, servicing requirements and future subdivision flexibility. The layout provides larger industrial lots supported by a combination of public streets.

The primary movement is the proposed east-west collector road. This road connects Industrial North to the proposed HSL/SL1 roundabout and to the Higgins Road extension. It is also aligned to enable a future westward connection through the adjoining SL1 Rogerson Block toward Tuhikarama Road. From an urban design perspective, this is appropriate as it provides a clear and legible industrial movement spine, supports long-term network integration, and reduces the risk of the Industrial North area functioning as an isolated industrial area.

The Industrial North access strategy is also supported by extensions to Higgins Road and Wickham Street (20.1m and 20m). Higgins Road is proposed to be extended south into the site via a ROW, while Wickham Street is proposed to be extended via ROW with a Public Access Easement to enable vehicles and active mode movements through to the east-west collector road. These connections provide additional access points and movement choice within the industrial network. In time, the future proposed HSL/ SL1 roundabout will perform the principal strategic access function, particularly for freight and industrial traffic, while the Higgins Road and Wickham Street extensions provide supporting local access.

The east-west industrial collector road is proposed within a 25.5m road reserve, with an 11.5m carriageway, including a flush median. A 3m shared walking and cycling path is proposed on the northern side of the road and a 1.8m footpath on the other side, as well as 2.6m stormwater swales on both sides. Access will be provided from Wickham Street to the east-west collector via a ROW with a Public Access Easement, this will include a 3m gravel shared path.

The typical cross-sections for all proposed roads are illustrated in the relevant civil engineering drawings (V2 Appendix 15 and V3 Appendix 15).

6.4 Block, Lot and Typology Framework

For Residential South area

Block Structure Analysis

The proposed block structure supports a legible and generally grid-based residential movement network, ensuring that the general roading design and layout align with the layout and intended typologies planned for the area. The final block structure has also been strongly influenced by the identified drain corridors, riparian margins and proposed stormwater ponds. These elements form important features within the subdivision and have appropriately informed the alignment of streets, blocks, open spaces and pedestrian connections. The site is relatively flat, which enables a regular block pattern to be established.

Where practicable, the layout adopts short, compact blocks to support permeability, walkability and route choice. Most blocks are less than 200m in length and all block perimeters are less than 750m (being the maximum block perimeter in the HCC-ODP Medium Density Residential Zone subdivision provisions), which contributes to a relatively fine-grained and legible residential

structure. This generally supports direct pedestrian and cycle movement and avoids the creation of long, impermeable street blocks.

Mid-block connections are provided through a series of public pedestrian accessways. The public pedestrian accessways support a permeable active mode network offering clear access for all users and have been located to provide increased levels of connectivity throughout the development. JOALs also provide residents of those dwellings serviced by these options to access the wider movement network.

The block configuration generally supports an efficient and coherent lot pattern, with provision for a range of residential typologies, including detached dwellings, duplexes and terrace housing. This provides flexibility in the subdivision layout while helping to minimise irregular or residual land and maintain a clear relationship between lots, streets and accessways.



Figure 23 Block Length and Perimeter Analysis

The orientation of blocks has been considered as part of the subdivision layout. Where practicable, the block pattern has been arranged to north-south orientated, optimising sunlight and daylight access to future dwellings and outdoor living spaces. This is a positive urban design outcome, particularly for a medium-density residential environment where lot size, building placement and outdoor living areas need to work efficiently together. Where blocks cannot achieve an optimal orientation, deeper and/or wider lots are proposed to allow greater flexibility for future building placement, outdoor living areas, privacy and solar access. This is considered an appropriate response, noting that required compliance with the proposed Core Controls mean future dwellings achieve acceptable sunlight, outlook, privacy and outdoor living outcomes.

Lot Size, Shape and Orientation

The proposed lot-dimension framework has been developed to support a range of housing typologies through a combination of individual lots and superlots for terrace housing. Individual lots are primarily intended to accommodate detached dwellings, including zero-lot-boundary dwellings enabled by the proposed Core Controls. The superlots, which include both front-loaded and rear-loaded arrangements, will accommodate terrace housing. Superlots provide some flexibility for subsequent detailed design and delivery, noting that the approved lot framework and Core Controls continue to manage the built-form, frontage, access and amenity outcomes.

Most residential lots are generally between 25m and 30m deep, providing appropriate space to accommodate building footprints, outdoor living areas, servicing and access. Variation within the residential area is achieved through a combination of lot widths. The narrower 5.5m terrace lots are appropriate where parking and vehicle access are provided from the rear, as this enables the public street frontage to be occupied by front doors, habitable rooms and landscaping rather than garages and driveways. Front-loaded terrace lots are at least 8m wide, allowing for vehicle access or parking while retaining sufficient frontage for a pedestrian entrance and habitable-room outlook.

Lot widths of 10–11m provide sufficient width for detached or duplex housing, including pedestrian entry, vehicle access and an appropriate relationship between the dwelling and street. Wider lots of 12m or more provide additional flexibility for building placement, side access, outdoor living and duplex configurations.

As explained in Section 5.6, typical architectural designs for varying lot widths and housing typology examples are included in V2 Appendix 7 and demonstrate how the proposed dimensions can accommodate development in accordance with the relevant Core Controls.

The subdivision layout has sought to maximise regularly shaped and street-fronting lots where practicable. Regular lot shapes generally support more efficient building layouts, clearer orientation to the street and more usable outdoor living areas. Due to site constraints, a total of 52 irregular shaped lots, are unavoidable due to road geometry, stormwater infrastructure, existing drains, riparian corridors conditions. All of these irregular lots, except for two (Lot 150 and Lot 193) which are shown in **Figure 24** below), will have an area of no less than 300m² and are capable of containing a 12.5m diameter circle, to accommodate the anticipated housing typologies under the proposed Core Controls. Lot 150 and 193 while irregular in shape includes sufficient width and length to accommodate a reasonable dwelling, however will likely require a specific design response to achieve compliance with the Core Controls.



Figure 24 Two Irregular Shaped Lots that unable to fully achieve the size and shape factors

Corner lots have generally been provided with additional width, typically around 12m or more where practicable. This allows greater flexibility for building placement, vehicle access and treatment of the secondary frontage. Wider corner lots also better provide for future dwellings being able to address both streets.

Rear lots (21 lots) will comprise less than 20% of the total proposed residential lots. This maintains a strong relationship between dwellings and the public street network throughout the development, these will still be required to comply with the relevant core controls and design guidelines.

Lot orientation has also informed the overall block and lot structure. Where practicable, lots have been arranged to support access to daylight for future dwellings and outdoor living areas. Where the orientation is less favourable, additional lot width or depth provides some flexibility in the location of buildings, private outdoor space and internal living areas to maximise potential for sunlight access. The resulting lots are of a size and shape suitable for the intended mix of detached, duplex and terrace housing.

Housing Typologies

The Residential South area provides for a range of housing typologies, including detached, duplex and terrace dwellings. This offers a broader range of housing options than a subdivision comprising predominantly detached dwellings and supports a more efficient use of residential land. As seen from the supporting drawings, variation across the Proposal is achieved through the combined use of different lot widths, lot sizes, vehicle-access arrangements and anticipated housing typologies. These elements are interrelated, as the dimensions and access configuration of each lot influence the type and form of housing that it can reasonably accommodate.

The masterplan includes narrower terrace lots of 5.5m in width where vehicle access is provided from JOALs and terrace housing lots of 8m in width where access is taken from the street. It also includes lots of 10-11m wide that could accommodate detached or duplex dwellings, as well as lots of 12m or wider, which provide greater flexibility for future built form and designs. Vehicle access is correspondingly provided through a mix of rear lanes, ROWs and direct access from public roads.

This combination allows different housing typologies to be distributed along the street network rather than relying on a uniform lot and dwelling format. The resulting variation in building width, form and spacing will assist in creating a more varied streetscape, introducing visual and physical breaks between buildings, and reducing the potential for repetitive or 'cookie-cutter' development pattern. The approach also enables lot and dwelling types to respond to the different movement, access and character functions of streets within the subdivision.

From an urban design perspective, the proposed mix is considered to appropriate for a medium-density residential environment, with building mass, frontage design, privacy, access, parking and landscaping being managed through the proposed Core Controls and design guidelines and objectives.

The general distribution of housing typologies within the masterplan is also considered appropriate. Although the overall development will be more intensive than the adjoining established residential area, the higher-intensity typologies are generally located within the internal parts of the site. Detached dwellings, with 3m wide landscape buffer and greater building setbacks, are proposed along the majority of the existing residential interfaces. This will assist with the transition in scale and character between the existing residential areas and proposed development. More compact typologies, particularly terrace housing, are generally located internally within the development, including along key movement corridors and in locations where rear-lane access can support more continuous and pedestrian-oriented street frontages. This distribution approach provides a considered transition from the adjoining established residential environment while still enabling increased housing choice and medium density development within the Residential South area.

Neighbourhood Centre

The proposed commercial lot is approximately 1,000m² in area and has a regular shape. It occupies a corner location, with frontages of approximately 30m to each adjoining street, and is situated opposite the proposed neighbourhood park.

The lot's location, size and configuration provide an appropriate development parcel for the proposed small-scale retail, service and convenience activities that will support the day-to-day needs of the surrounding residential neighbourhood. Its corner position and relationship with the park will also assist with visibility and pedestrian access.

The inclusion of a small neighbourhood centre is considered to create a positive urban design response for the development, providing amenity for future residents through a convenient and accessible centre.

Industrial North

For Industrial North, the block and lot configuration is influenced by the HSL designation, the geometry of the subject site and the need to provide a functional industrial road network. In this

context, some variation in lot shape is expected and acceptable, provided the lots remain capable of accommodating practical industrial development outcomes.

All proposed industrial lots are over approximately 4,500m², providing sufficient size and flexibility to accommodate a range of future industrial activities, including the proposed food & beverage activity on Lot 14. This provides flexibility for larger building footprints, yard space, loading, manoeuvring, servicing, parking and outdoor storage requirements. The majority of the proposed industrial lots have direct frontage to the movement network with only 3 lots (Lot 1, 2 and 9) accessed via ROW. This is positive from an urban design and development feasibility perspective, as it provides clear site addresses, legible access arrangements and generous frontages that can support a reasonable range of future building, access and landscape responses (subject to the Core Controls).

The proposed industrial lots are generally regular in shape where practicable. Regular lot shapes provide greater flexibility for future building placement, vehicle circulation, service access and site layout. Together, the lot size, frontage and generally regular configuration provide an appropriate and adaptable subdivision framework for future industrial development, while responding to the constraints created by the HSL designation and site geometry.



Figure 25 Proposed Industrial Lot Sizes for Industrial North

6.5 Open Space Network

For Residential South area

The Residential South area includes a proposed neighbourhood park, stormwater reserve areas, riparian corridors associated with the Mangakōtukutuku Stream and a network of pedestrian

connections. Together, these elements form a blue-green and open space network that will contribute to local amenity, ecological restoration, stormwater management and walking connectivity.

The proposed neighbourhood park is approximately 3,200m², which is smaller than the 5,000m² neighbourhood park size anticipated by the HCC Open Space Provision Policy. It does, however, have a regular and usable configuration capable of accommodating the policy's 30m x 30m shape requirement. Its location adjoining the collector road, commercial node and relatively central to the residential area will also assist with its visibility, legibility and coverage across the site.

From an urban design perspective, the park should also be considered as a local addition to the wider open-space network. Resthills Park provides larger-scale community recreation opportunities, including sports fields, softball facilities, a playground and supporting amenities. The proposed neighbourhood park would therefore perform a complementary role by providing more immediate opportunities for informal recreation, play and social interaction for the future residents.

Figure 26 provides an accessibility analysis and shows 200m and 400m radius buffers around the edge of the park. These distances are generally accepted as those being able to be covered in a 3–5-minute walk for most people. The connected street network, and pedestrian accessways in combination with access to Resthills Park mean the development provides a good level of access to open space for residents.



Figure 26 Proposed Neighbourhood Park Accessibility High-level Overview

The stormwater ponds, drainage corridors and riparian reserves also form an important component of the proposed blue-green network. In this development, these areas have been designed as integrated landscape and ecological spaces rather than as residual infrastructure land. Their primary stormwater, drainage and ecological functions are clearly established through the proposed easement and vesting arrangements, while public access and landscape treatment will enable these areas to also contribute to neighbourhood amenity, environmental awareness and informal recreation.

The proposed footpaths, pedestrian accessways and dual-function maintenance tracks within the stormwater reserve areas are crucial design features of the development. Maintenance tracks that are designed to an appropriate standard, made legally available for public use and maintained as all-weather walking routes (as is proposed), will provide continuous connections between residential areas, the neighbourhood park, the riparian corridors and the wider movement network. Their dual use will make efficient use of the stormwater reserve areas while improving pedestrian permeability and passive surveillance.

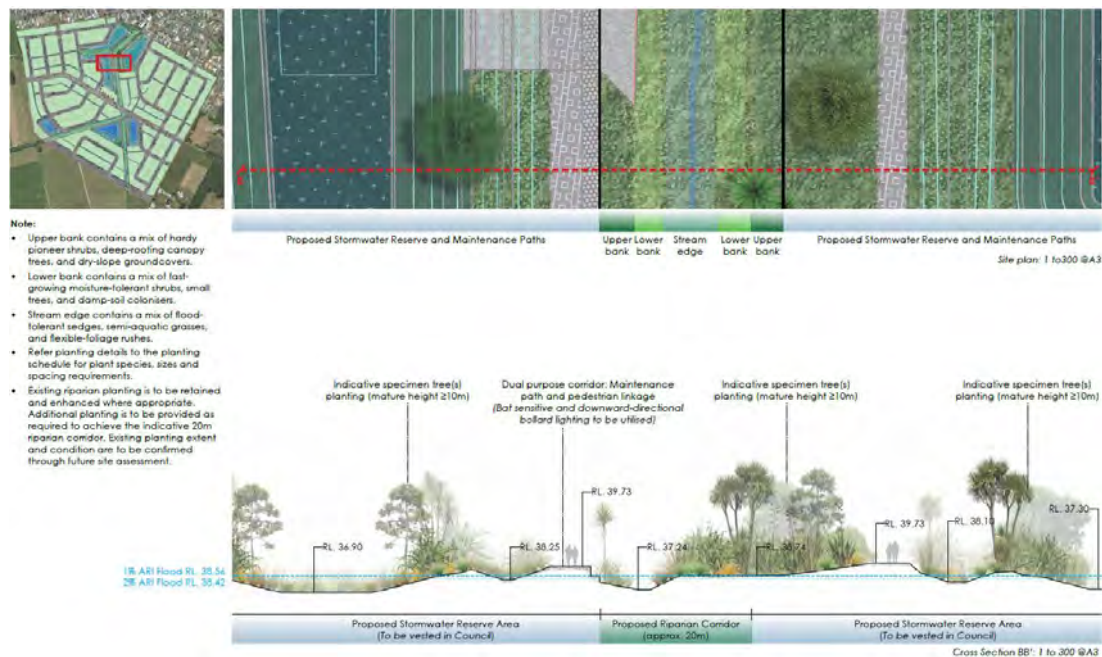


Figure 27 Typical Cross-section for Proposed Stormwater Reserve Areas and Proposed Riparian Area

Overall, the Proposal provides a well-connected network of formal park space, green infrastructure and pedestrian routes. The neighbourhood park's central location, regular configuration and relationship with the collector road will support accessibility, visibility and use by the surrounding residential community. Although the park is smaller than the area anticipated by the HCC Open Space Provision Policy, it meets the relevant shape requirement and is supported by the wider blue-green network, including stormwater areas, riparian corridors and pedestrian connections (and the nearby Resthills Park). Together, these elements provide a complementary range of recreational, amenity, ecological and movement benefits across the area.

For Industrial North

As is expected for an industrial area, the open space network for the Industrial North area is primarily associated with stormwater management, drainage and landscape buffers. This is considered to be appropriate for an industrial environment, as these areas will still provide visual relief, assist with stormwater and ecological management, and contribute to the amenity of public streets and site edges.

As shown in the masterplan and scheme plan, the design of the proposed industrial stormwater and drainage areas has been coordinated with the street and lot layout; which means the development does not result in leftover spaces, unmanaged edges or visually poor interfaces.

6.6 Streetscape Safety and CPTED

For Residential South area

Safe, legible and well-overlooked streets, pedestrian links, open space edges and accessways are important to supporting a connected and walkable neighbourhood. Crime Prevention Through Environmental Design (**CPTED**) principles have been considered through the subdivision layout, including the street and block structure, pedestrian connections, public open space interfaces, rear lane arrangements and the proposed Core Controls.

The Residential South layout provides a positive basis for safe and legible residential streets. The connected street network, public road hierarchy, regular block structure and pedestrian access provisions will assist with wayfinding and movement choice. The proposed Core Controls require pedestrian access to be provided from the transport corridor to the front door of each residential unit and require habitable room windows facing the transport corridor. These measures will help establish a clear relationship between dwellings and the street, support passive surveillance, and avoid residential frontages becoming overly inactive or vehicle dominated.

For residential lots that require vehicle access from local roads, vehicle crossings will be carefully managed. In particular, for duplex and terrace housing, paired vehicle crossings are proposed where practicable to reduce the number of individual crossings, retain space for street trees and on-street parking, and avoid streetscapes dominated by driveways and garage doors. This will support a safer and more attractive pedestrian environment, particularly within the more compact residential areas. Rear-loaded lots are likely to provide the strongest streetscape outcome where vehicle access is removed from the public frontage. This allows the street to be shaped by dwelling entrances, habitable room windows, landscaping and pedestrian paths, rather than repeated garages and vehicle crossings. This is positive from a CPTED and streetscape perspective, as it supports clearer public-private definition and improves opportunities for overlooking of the street.

The JOALs (including rear lanes and ROWs) within Residential South have been, and are required to be, carefully designed and managed so that they function as safe, legible and low-speed residential access spaces, rather than poor-quality service areas. The JOALs provide clear sightlines and durable paving, safe pedestrian movement and sufficient visual amenity where required. Garages, fences and service areas adjoining JOALs are subject to specific controls so that the JOALs remain functional and do not become enclosed or poorly supervised.

The pedestrian links, open space edges, stormwater ponds and riparian corridors are also important design factors to the perceived and actual safety of the neighbourhood. These spaces have been designed as visible and accessible parts of the public realm where practicable, with direct paths, clear sightlines, appropriate lighting and landscape planting that does not create concealed areas. Where residential lots adjoin public realm (open spaces and public streets), there are specific Core Controls in relation to maximum fence height to maintain overlooking and avoid poorly supervised interface conditions where practicable. Low or visually permeable fencing, low-level planting and active building frontages are proposed to maintain visibility while still providing an appropriate level of privacy for adjoining dwellings.

Future development within the commercial lot provides active frontage, visible building entrances and clear pedestrian access from the adjoining street network. Parking is to be located to the rear of the site. This approach will contribute positively to streetscape safety and active pedestrian

amenity and provide passive surveillance over the proposed reserve located across the local road to the southeast

For Industrial North

For Industrial North, the streetscape character is expected to reflect the operational requirements of industrial activities, but it still provides for safe and legible movement for workers, visitors and pedestrians through continuous footpaths and/or shared paths where proposed.

Street tree planting within the public road reserve is limited due to space constraints and the functional requirements of the industrial street cross-sections. However, the proposed stormwater swales will provide some visual relief and landscape amenity within the street environment. In addition, the proposed industrial Core Controls require one specimen tree within the site frontage for every 10m of frontage. This will assist in softening the industrial streetscape, improving visual amenity and providing a more consistent landscaped interface between industrial lots and public streets. The proposed industrial controls relating to frontage planting, screening, visitor and staff parking, pedestrian paths to building entrances, active frontage and restrictions on outdoor storage within front setbacks are also important to achieving a safe and legible streetscape. These matters are particularly important for the identified food and beverage activity (Lot 14), where a higher level of visitor access, pedestrian movement and public-facing activity is anticipated. In that location, future development will provide a clear and visible entrance, a direct pedestrian connection from the street, and an active frontage that contributes positively to the adjoining public realm. These features are required by the proposed Core Controls.

Overall, CPTED principles have been considered and embedded in the design to create a safe and functional environment. These include overall block layout, link to the wider open space network, and future landscaping. The overall design intention, including the proposed Core Controls, will support passive surveillance onto public realm areas, and avoid poorly overlooked accessways and inactive edges to public spaces.

6.7 Built Form, On-site Amenity and Interface Treatments

Detailed architectural plans have not been prepared for each residential, commercial or industrial buildings as part of the substantive application. Nevertheless, based on the subdivision layout, typical residential typology plans, indicative commercial and industrial building designs, and proposed Core Controls, it is possible to assess future built form, on-site amenity, and interface outcomes.

For Residential South area

The anticipated residential density within Residential South is higher than that of the adjoining Glenview and Deanwell neighbourhoods, which are zoned General Residential and are predominantly characterised by detached and duplex dwellings. The Proposal introduces a broader range of housing typologies, including detached, duplex and terrace dwellings. While this represents a change in residential intensity and built form, the proposed scale is appropriate for the planned medium-density environment, with the proposed distribution of typologies, vehicle-access arrangements and proposed Core Controls.

The indicative terrace buildings generally comprise six to eight units. Longer terrace buildings of up to 12 units are limited to the narrower, approximately 5.5m rear-loaded terrace typology which will manage the overall length of buildings. The variation in lot width, lot size, housing typology

and access arrangement will result in changes in building width, spacing and frontage treatment along the street network. This will provide regular breaks in the built form and avoid extensive areas of visually repetitive development.

All residential dwellings are limited to a maximum of 11m in height. This is lower than the height generally enabled within HCC ODP Medium Density Residential Zone. The height control, together with the proposed site coverage, setbacks and height-in-relation-to-boundary controls (refer to the Core Controls), will manage building scale and bulk while enabling an efficient use of residential land. The Core Controls set the likely maximum development envelope and collectively address the principal matters influencing built form and residential amenity, including site coverage, building height, setbacks, height in relation to boundary, outdoor living and outlook space, privacy, service areas, landscaping, fencing and vehicle access. These controls provide an appropriate framework for coordinating future development, particularly on the more compact terrace lots.

The Core Controls provide for on-site residential amenity through requirements relating to outlook, outdoor living space, privacy, service areas and landscaping. These controls require each dwelling has access to functional private outdoor space and an appropriate outlook, while managing the practical requirements associated with medium-density living.

A minimum of 20% of each residential development is required to be landscaped, with between 30- 50% of the front yard planted depending on the associated typology. Landscaping guidance directs a specimen tree to be provided within the front yard of each detached dwelling, duplex unit and end terrace unit. Together with low or visually permeable frontage fencing, these requirements will soften the appearance of buildings and paved areas, contribute to the character of the streetscape and provide a reasonable level of private landscape amenity, including on the more compact lots.

Residential South includes a range of interface conditions requiring different design responses. The interfaces with the established Glenview and Deanwell neighbourhoods are the most sensitive because the Proposal will introduce a more intensive residential environment than currently exists on the adjoining sites. Lots adjoining these established residential boundaries are deeper to accommodate a min 4m building setback and a 3m wide landscape buffer. The additional separation and planting will provide visual softening and assist in reducing the perceived scale of new development when viewed from neighbouring sites. This provides a considered transition without relying on the proposed lots being comparable in size or density to the existing residential properties.

Where residential lots adjoin parks, stormwater areas, drainage corridors or other public open spaces, low or visually permeable fencing is required along the relevant boundaries. This will enable outlook and passive surveillance from adjoining dwellings, strengthen the visual relationship between housing and open space, and avoid long, enclosed or poorly supervised edge conditions.

The indicative plans for development of the commercial lot shown in **Figures 28 and 29** (V2 Appendix 8) positively address related controls through building orientation, active frontages, visible entrances and direct pedestrian access. Parking, servicing, storage and other utility areas will be located away from prominent public frontages or screened through building and landscape treatment. These will assist in establishing a positive relationship with the surrounding residential neighbourhood and ensure that vehicle-related activities do not dominate the pedestrian environment.

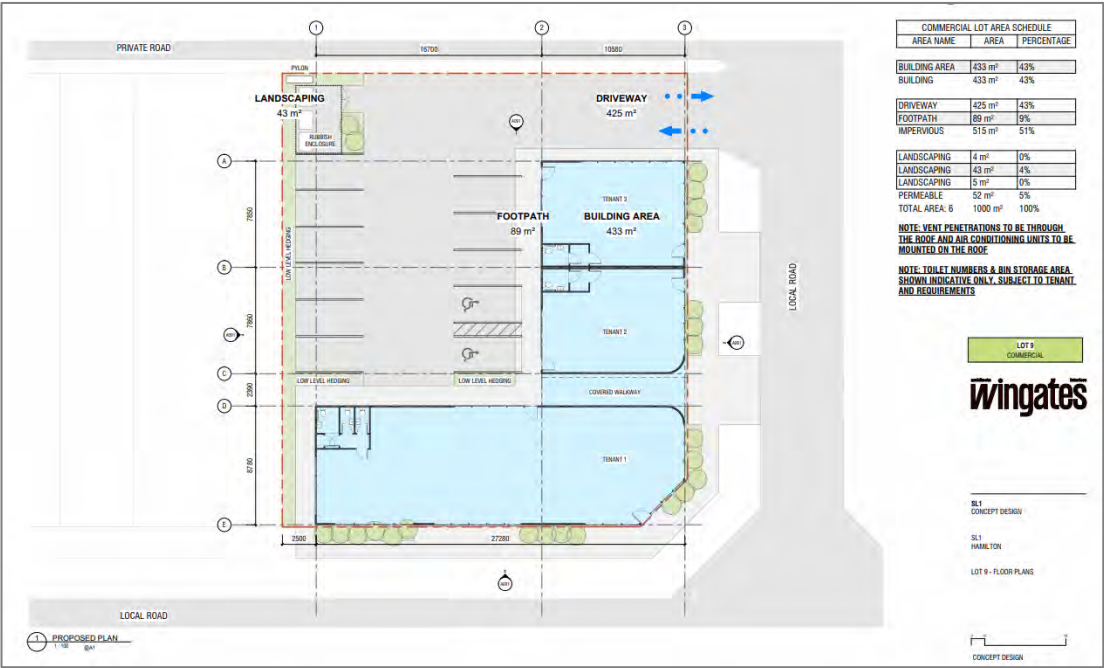


Figure 28: Proposed Commercial Centre Plan

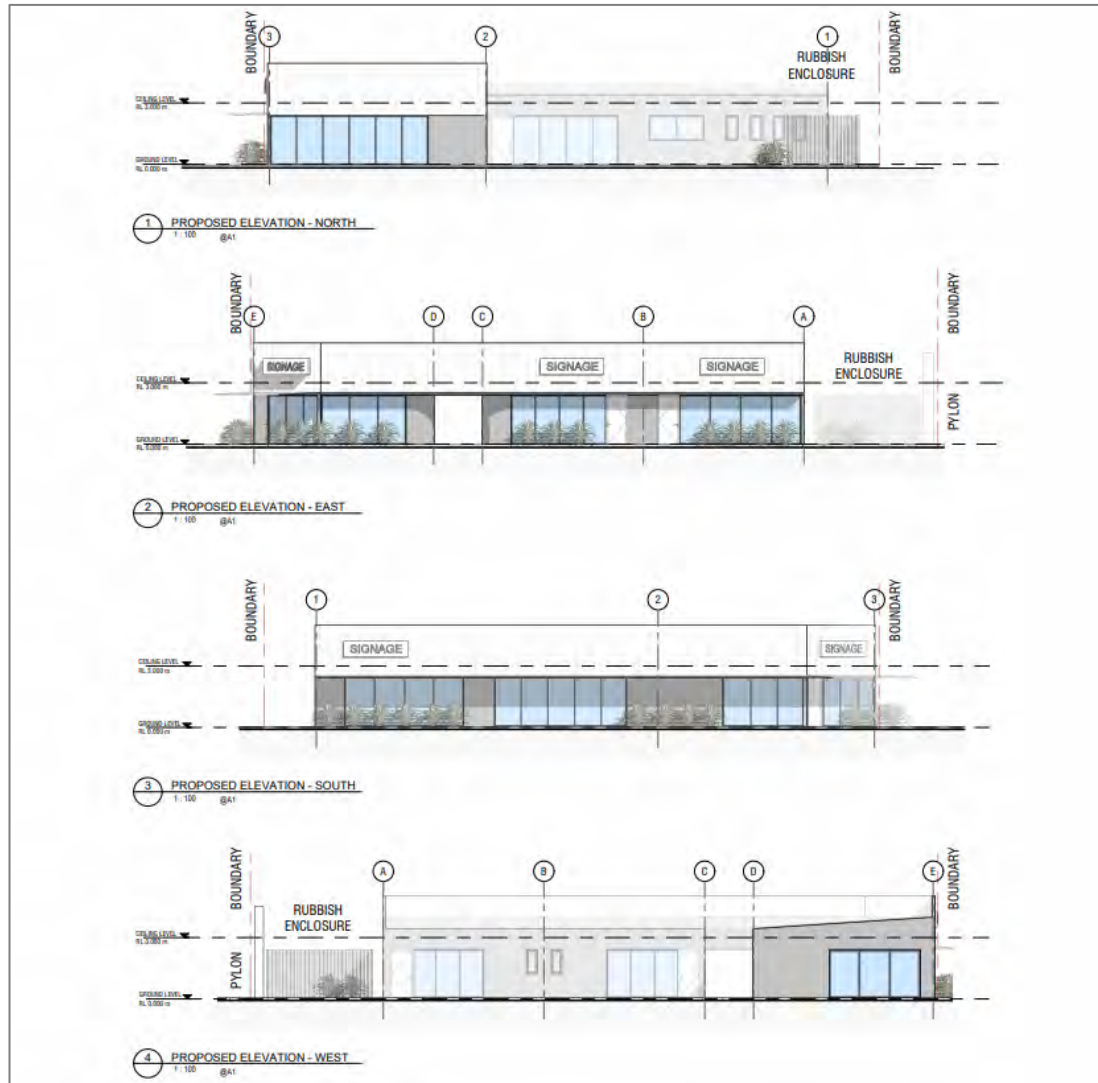


Figure 29: Commercial Centre Elevations

For Industrial North

For Industrial North, larger-format buildings, yards, loading areas and servicing areas are expected and form part of the anticipated industrial character. Industrial typology concepts, Lot 7 site-specific activities and indicative building footprints for the balance are provided to demonstrate how future industrial development could be accommodated in accordance with the proposed Core Controls. The Core Controls require industrial activities to address relevant urban design matters, including building placement, street interface, landscaping, screening, vehicle access, parking, loading, servicing and outdoor storage.

These controls effectively respond to the key urban design issue of how buildings, yards, and servicing area elements are arranged and managed at public frontages and more sensitive interfaces. The proposed industrial Core Controls relating to setbacks, frontage landscaping, screening, outdoor storage, service areas, pedestrian access and ancillary office or retail placement provide a suitable framework for managing these matters. **Figures 30 and 31** provide an example of how Lot 22 could be developed in a manner that complies with the relevant core controls.

The key interfaces are with the railway corridor, HSL designation, existing industrial activities, rural land, public infrastructure areas and future adjoining development areas. Greater building

setbacks have been proposed for the interfaces with the railway and HSL. Interfaces with existing rural land and public streets are subject to additional setbacks, landscape buffers, as well as appropriate management of outdoor storage and service areas via the proposed Core Controls.

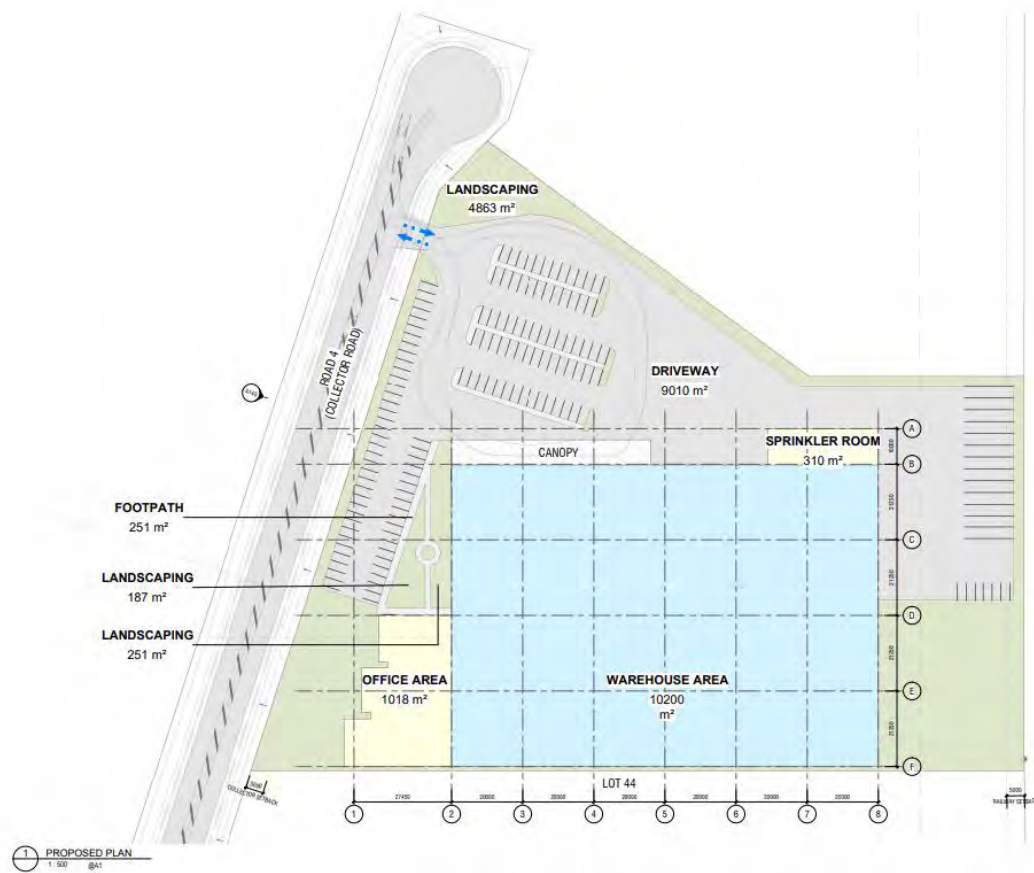


Figure 30: Indicative Industrial Lot Design (Lot 22)

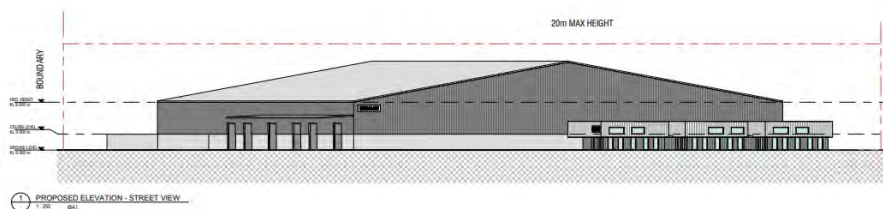
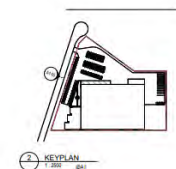


Figure 31: Indicative Industrial Elevation (Lot 22)

6.8 Response to Design Principles

Sections 6.1 – 6.7 have assessed the urban design outcomes of the Proposal by topic, where this section provides a summary of the specific aspects of the masterplan, proposed Core Controls and

Residential Design Guidelines that respond to the design principles as set out in **Section 5.2.1** and **Section 5.2.2**.

For Residential South

- **Principle 3.2.1(i) Establish Residential South as an early, functional and legible residential stage within the wider SL1 Growth Cell:** The Residential South Masterplan has been developed around identifiable neighbourhood elements, including the collector road, neighbourhood park, commercial lot and the blue-green network. These elements provide an initial structure and local focus for the first residential stage of SL1. The 30m arterial corridor, continuation of the collector road and connections at the southern and western boundaries safeguard integration with future development across the wider SL1 Growth Cell. These wider connections are enabled by the Proposal but will be completed as adjoining land is urbanised.
- **Principle 3.2.1(ii) Provide predominately medium-density housing choice:** The subdivision provides for detached, duplex and terrace dwellings across a range of lot widths, sizes and vehicle-access arrangements. This includes 5.5m wide rear-loaded terrace lots, 8 m wide front-loaded terrace lots, and lot widths ranging from 10m to 12m+ for accommodating duplex or detached dwellings.

The proposed Core Controls also establish the development parameters for these typologies, while the Residential Design Objectives and Guidelines provide further direction on building articulation, materials, entrances, garages, landscaping and the relationship of dwellings with the street. All of these will support different housing typologies and provide corresponding variation in built form, building breaks, design variations along all streetscapes.

- **Principle 3.2.1(iii) Transition to Glenview and Deanwell neighbourhoods:** The Proposal does not seek to replicate the existing lot sizes or density of the adjoining established neighbourhoods. Instead, the transition is managed through the requirement of a minimum 4m building setback and a 3m wide landscape buffer along the relevant boundaries. Detached dwellings are located along the majority of the existing Glenview and Deanwell residential interfaces. These measures provide greater physical separation, space for planting and visual softening between the proposed development and existing residential properties.
- **Principle 3.2.1(iv) Legible and connected street network:** The proposed street network connects with Saxbys Road, Forth Crescent and MacMurdo Avenue, providing multiple points of access and avoiding reliance on a single entrance. Internally, the network is planned around a clear hierarchy comprising the proposed arterial road, collector road and connected local streets, as well as multiple pedestrian accessways and JOALs.

The alignment of the arterial and collector routes also provides for future connections into adjoining SL1 land, which are safeguarded through the current masterplan.

- **Principle 3.2.1(v) Supporting walking and cycling movement and choices:** Footpaths are provided along all public streets, with shared walking and cycling facilities incorporated into the collector and arterial corridors. Public pedestrian accessways of approximately 6–8m in width provide additional connections between blocks, while selected rear lanes provide further pedestrian and cycle permeability between streets.

The pedestrian network also connects with the neighbourhood park, stormwater and riparian areas, Resthills Park and the existing streets of Deanwell and Glenview. Dual-purpose

maintenance tracks within the stormwater and riparian network provide additional walking connections where these are designed and secured for public use. The proposed internal network therefore supports access to surrounding destinations, noting the quality of connections beyond the site will also be influenced by existing and proposed off-site transport upgrades.

- **Principle 3.2.1(vi) Integrate existing ecological features into one blue-green and open-space network:** The Mangakōtukutuku Stream, identified drains, stormwater ponds and riparian corridors have been used as key design elements within the masterplan. Riparian areas are generally proposed at approximately 20m in width, increasing to approximately 40m along the principal corridor connecting with the Mangakōtukutuku Stream.

Public roads have been located alongside these areas where practicable, pedestrian connections and dual-purpose maintenance tracks link them with the wider street and open-space network. This enables the stormwater and ecological infrastructure to also contribute to landscape amenity, outlook, neighbourhood identity and informal recreation, as well as its primary drainage and ecological functions.

- **Principle 3.2.1(vii) Block orientation and relationship with public space:** The masterplan has arranged most of the residential blocks to support north–south orientation where practicable, while wider or deeper lots are provided in some locations where the orientation or interface requires greater flexibility.

The Core Controls relating to building setbacks, outlook space, outdoor living space, site coverage, privacy and landscaping provide the associated framework for the placement of future dwellings. Residential lots that are adjoining streets and public open spaces are generally orientated to provide a direct visual and physical relationship with those spaces. A specific fencing requirement (maximum 1.5m in height) has been developed to secure passive surveillance.

- **Principle 3.2.1(viii) Safe and attractive streets:** The masterplan has arranged the majority of its residential lots oriented towards the public streets, and Core Controls also require dwellings to address and overlook public streets and spaces through visible entrances, habitable-room windows and pedestrian access from the street. Rear-loaded terrace housing is used along selected higher-order roads to reduce the number of vehicle crossings and provide more continuous pedestrian-oriented frontages.

Front-yard planting, specimen-tree requirements, low or visually permeable fencing and controls on garages and vehicle crossings will assist in defining the public–private interface and reducing the visual dominance of parking and access. The Residential Design Guidelines also provide further direction on façade articulation, roof form, materials, lighting and landscape treatment.

- **Principle 3.2.1(ix) Resthills Park and drainage interfaces:** A minimum 6m building setback and a 5m wide planting buffer are proposed along the Resthills Park boundary. This responds to the identified ecological considerations and provides separation and landscape treatment between future dwellings and the park. Public roads are located alongside stormwater and riparian areas where practicable. Where residential lots directly adjoin these spaces, low or visually permeable fencing, dwelling orientation and passive-surveillance controls are proposed to maintain outlook and avoid long, enclosed or poorly supervised boundaries.

For Industrial North

- Principle 3.2.2(i) Establish Industrial North as an extension of the existing Frankton industrial area:** The Industrial North proposed land use and street connections have been developed as an extension to an existing employment and freight context rather than establishing a separate industrial enclave.
- Principle 3.2.2(ii) Flexible industrial lots:** The Proposal provides 22 industrial lots, all of which are greater than approximately 4,500m² and are generally regular in shape. The lots have sufficient area and depth to accommodate a range of potential building footprints, yards, loading areas, manoeuvring, parking and servicing requirements. The proposed industrial Core Controls also provide for development flexibility on site coverage, building height, setbacks, landscaping, screening, access and operational areas. Together, the lot framework and controls retain flexibility for different industrial activities and potential future subdivision.
- Principle 3.2.2(iii) Legible industrial street network:** The east–west collector road forms the principal movement spine through Industrial North. It connects with the proposed HSL/SL1 roundabout and is aligned to enable a future westward connection through the Rogerson Block toward Tuhikarama Road. A ROW with a Public Access Easement extends from Wickham Street providing additional connections with the existing Frankton industrial street network. The wider westward connection is safeguarded by the current Proposal, with details to be confirmed on the future development of the adjoining Rogerson land.
- Principle 3.2.2(iv) Strategic access and freight movement:** The road hierarchy and cross-sections have been designed to accommodate industrial servicing and larger vehicle movements. The east–west collector provides the principal route through the industrial area. The proposed road structure also responds to the future HSL/SL1 roundabout without assuming direct property access to the HSL corridor.
- Principle 3.2.2(v) Provide safe and direct walking and cycling routes:** A shared walking and cycling path is proposed along the east–west collector road and can tie into the wider future network. The ROW and public access easement extending from Wickham Street to the east–west collector road provides supporting active modes connections via a 3m wide gravel path. Footpaths are provided along the other public industrial streets. These facilities establish an active-mode network through Industrial North and provide for connections toward the existing Kahikatea Drive and wider SL1 networks.
- Principle 3.2.2(vi) Response to different edge conditions:** The subdivision and Core Controls respond differently to the railway and HSL interfaces. A minimum 15m building setback is proposed adjoining the HSL designation, while a minimum 5m building setback applies adjoining the railway corridor.
- Principle 3.2.2(vii) Provide landscape amenity and visual relief:** The industrial Core Controls require frontage landscaping (one specimen tree within the site frontage for every 10m of frontage) and manage the location and screening of outdoor storage, loading, plant, waste and servicing areas. These provisions are intended to prevent operational areas from dominating public street frontages, while providing some visual relief to the anticipated industrial built form and streetscape amenity within an industrial environment.
- Principle 3.2.2(viii) Integrate the existing drainage network and stormwater management requirements:** The existing drainage network and proposed stormwater infrastructure have

informed the industrial block, lot and street layout. Stormwater ponds and roadside swales are integrated with the movement network and industrial parcels rather than being left as isolated residual spaces.

7.0 Conclusion

This assessment has considered the proposed Residential South and Industrial North areas within the wider SL1 Growth Cell, having regard to the site context, strategic urban form, movement networks, subdivision structure, open space framework, proposed Core Controls, Residential Design Guidelines and implementation mechanisms. The assessment has focused on whether the proposed masterplan, subdivision and development framework establish an appropriate basis for future residential, commercial and industrial development, and whether the anticipated built form, amenity, connectivity and interface outcomes are consistent with sound urban design principles and good urban design practice.

Residential South Area

The Residential South area is considered to provide an appropriate urban design response to its location adjoining the established Glenview and Deanwell residential neighbourhoods. The Proposal will establish a logical extension of the existing urban area through a connected street network, neighbourhood park, local commercial centre, walking and cycling connections, and an integrated blue-green network comprising stormwater ponds, riparian corridors and associated open space. These elements collectively contribute to a legible neighbourhood structure and support accessibility, amenity and local identity.

The proposed block, lot and movement network structure provides an appropriate framework for medium-density residential development and supports a range of housing typologies, including detached, duplex and terrace dwellings. The distribution of these typologies, together with the proposed Core Controls and Residential Design Guidelines establish a comprehensive framework for managing future built form, streetscape quality, residential amenity and interface outcomes.

The associated design certification process provides an implementation mechanism to support the intended design outcomes as development occurs. On this basis, it is considered that the Residential South area will achieve positive urban design outcomes and will form a functional, connected and coherent residential neighbourhood.

Industrial North Area

The Industrial North area is considered to represent an appropriate extension of the existing Frankton industrial area and responds well to its strategic context adjoining established industrial activities, the North Island Main Trunk railway and the future Hamilton Southern Links corridor. The proposed industrial land use pattern, subdivision framework and street network are consistent with the anticipated function of the area and provide for future industrial activities in a manner that supports operational efficiency and future development.

The proposed lot configuration, access arrangements and road hierarchy provide flexibility for a range of industrial activities while maintaining a coherent and legible development structure. The proposed Core Controls, required to be complied with by all development relating to building

setbacks, landscaping, screening, servicing and outdoor storage will assist in managing the relationship between industrial activities, public streets and surrounding interfaces.

The proposed movement network supports industrial access requirements while also providing for walking and cycling connections and future integration with the wider SL1 Growth Cell. The coordinated approach to stormwater management, landscape treatment and infrastructure further contributes to the overall quality and functionality of the industrial environment. On this basis, it is considered that the Industrial North area will achieve appropriate urban design outcomes for its intended industrial function.

Overall Conclusion

Overall, the Proposal provides an appropriate urban design framework for the Residential South and Industrial North areas within the wider SL1 Growth Cell. The masterplan, subdivision pattern, movement networks, open space structure, interface treatments and proposed development controls establish a coherent framework for future development that responds appropriately to the surrounding context.

The assessment finds that the Proposal will support the delivery of a connected residential neighbourhood and functional industrial area, integrated with existing and future development patterns, transport infrastructure and open space networks. The proposed Core Controls, Residential Design Guidelines and associated implementation mechanisms provide an appropriate level of certainty regarding future built form, amenity, streetscape and interface outcomes.

Having regard to the matters assessed in this report, it is considered that the Proposal will achieve positive urban design outcomes and will not result in unacceptable adverse urban design effects.



Southern Links 1 Fast-track Substantive Application: Residential South and Industrial North Urban Design Drawing Pack

**Golden Ridge Farm Ltd, Golden Ridge Park Ltd,
Industre Property Tahī & South Park Agri Development Ltd
September 2026**



Urban & Environmental

Prepared for

Golden Ridge Farm Ltd, Golden Ridge Park Ltd, Industrie
Property Tahi & South Park Agri Development Ltd

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Document date

September 2026

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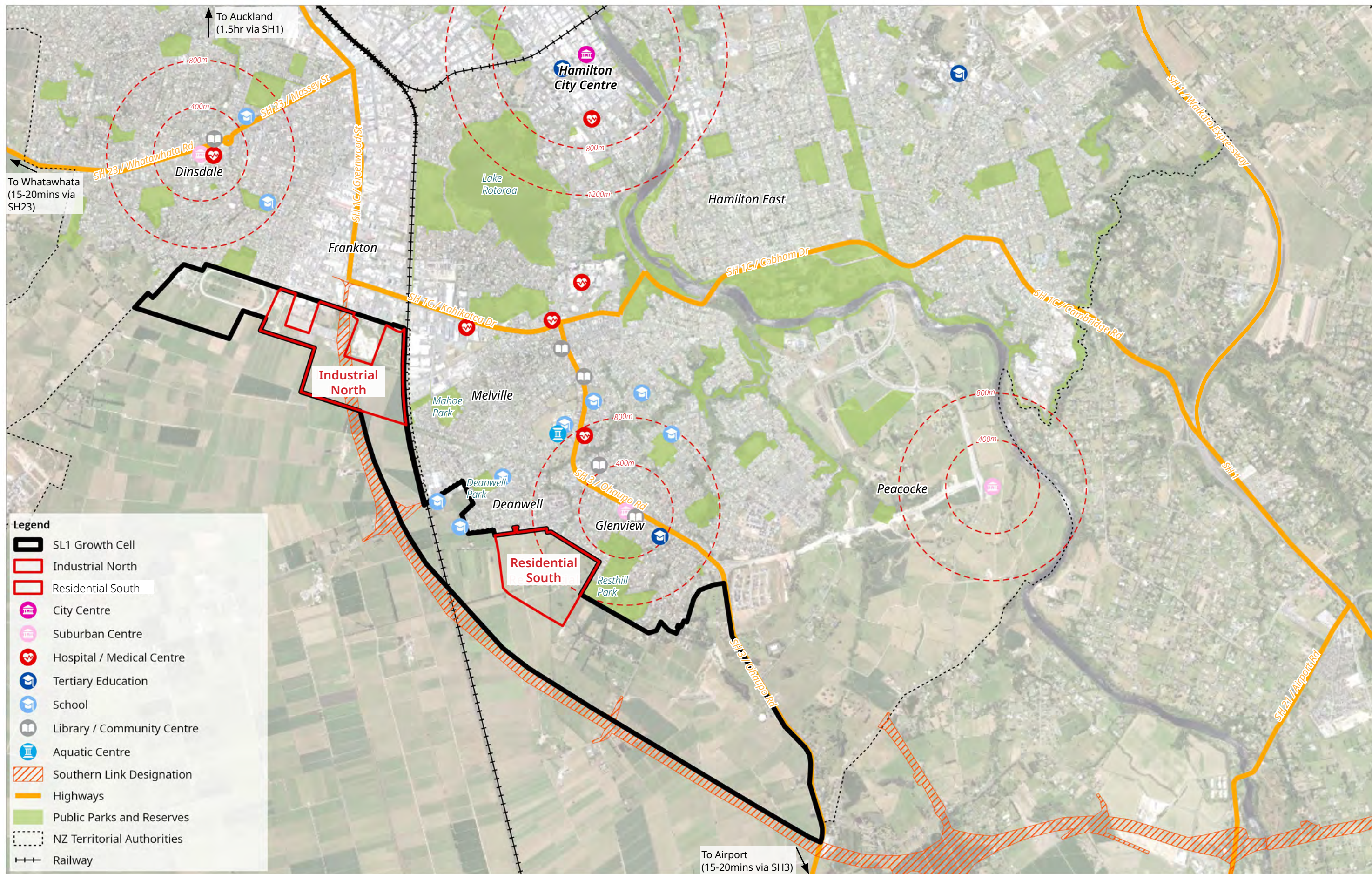
Kerikeri | Whangārei | Warkworth | Auckland | **Hamilton** | Tauranga | Havelock
North | Wellington | Christchurch | Wānaka

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Part A - Site Context Analysis



Legend

- SL1 Growth Cell
- Industrial North
- Residential South
- City Centre
- Suburban Centre
- Hospital / Medical Centre
- Tertiary Education
- School
- Library / Community Centre
- Aquatic Centre
- Southern Link Designation
- Highways
- Public Parks and Reserves
- NZ Territorial Authorities
- Railway

Client: Golden Ridge Farm Ltd, Golden Ridge Park Ltd, Industrie Property Tahī & South Park Agri Development Ltd

Job Number: 25546 & 26111

Drawing: City Wide Context

Version: Substantive Lodgement

Date: 08/09/2026

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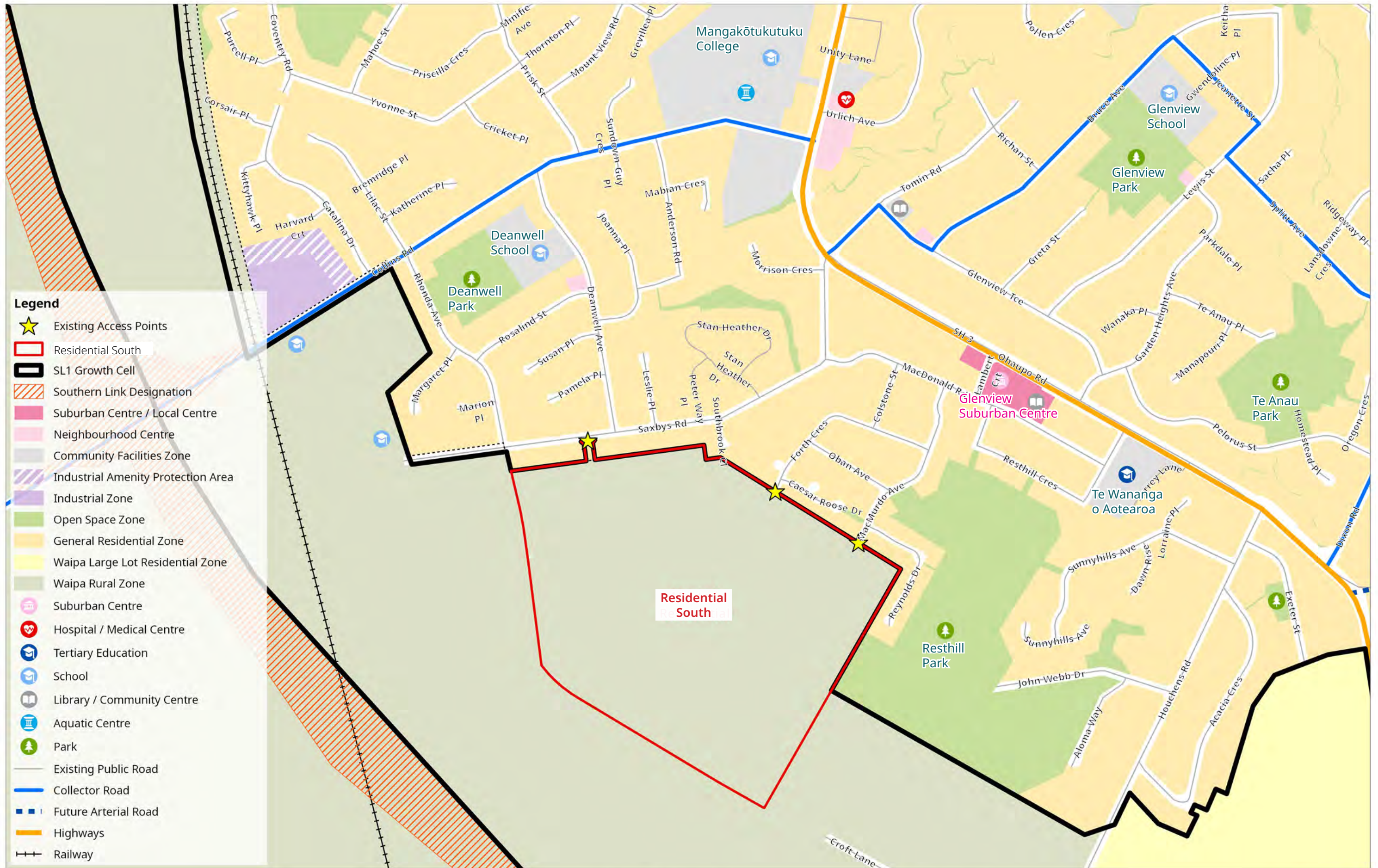
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Drawing: Residential South Zoning Context

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Sheet: 2 of 33

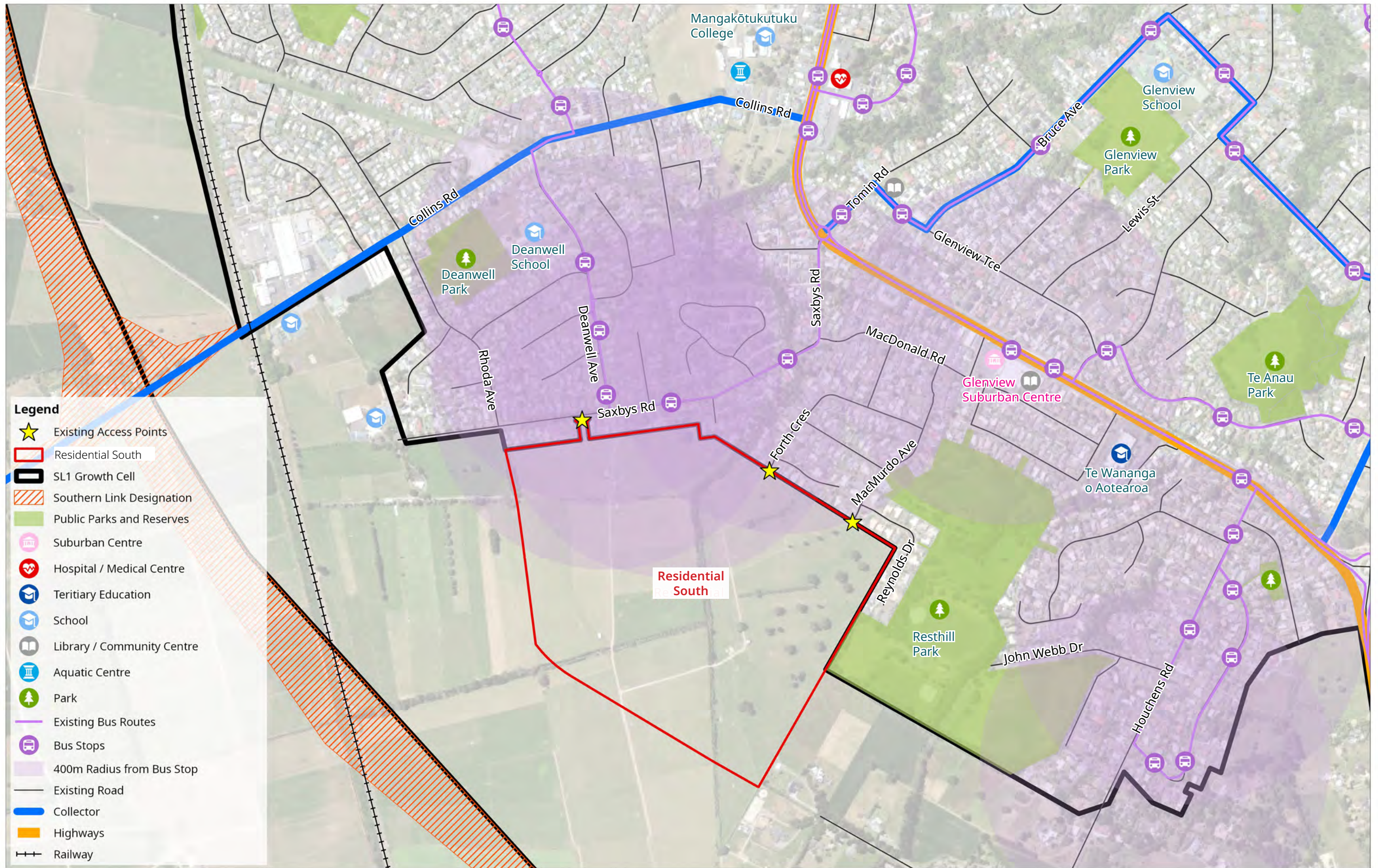


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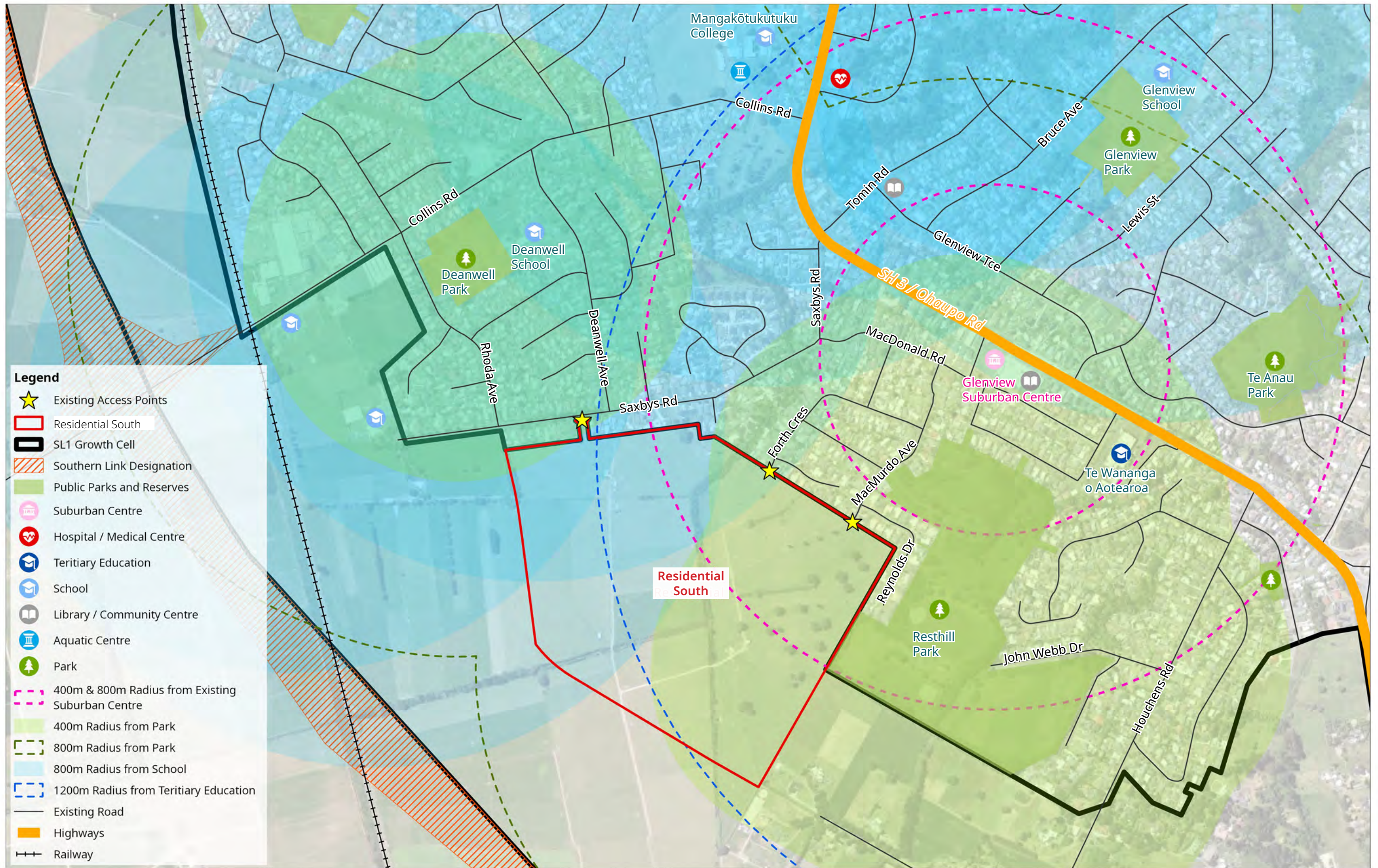
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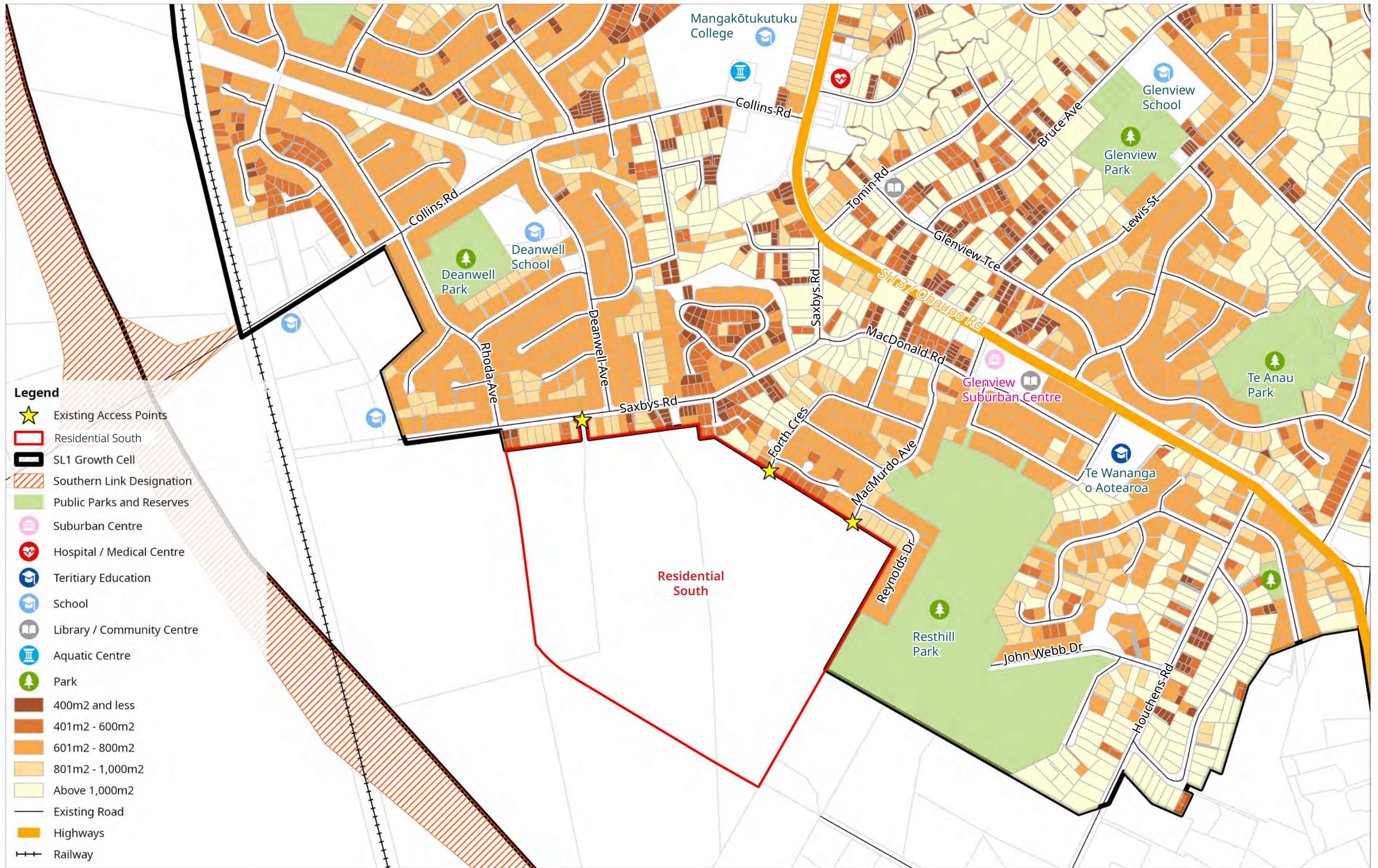
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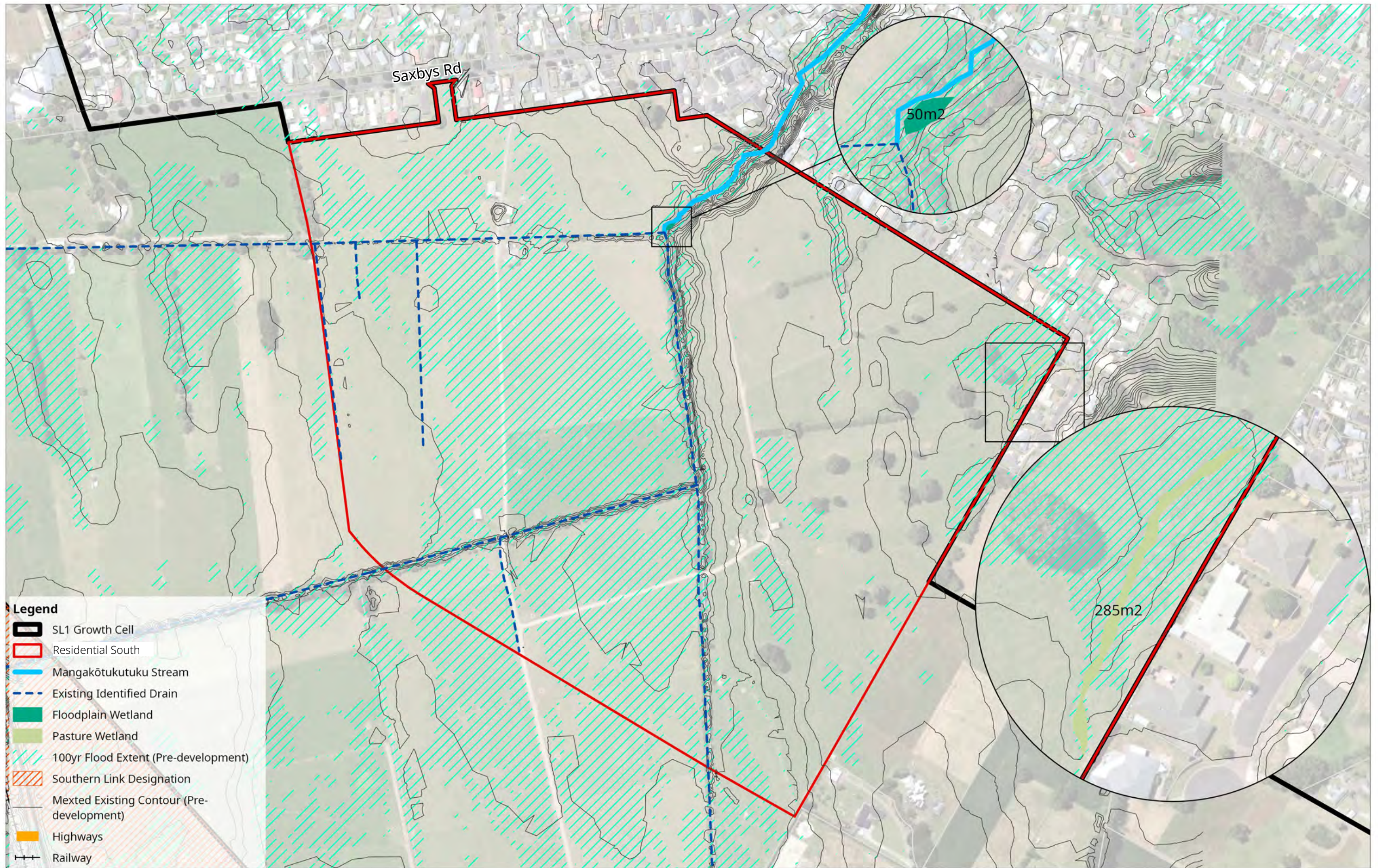
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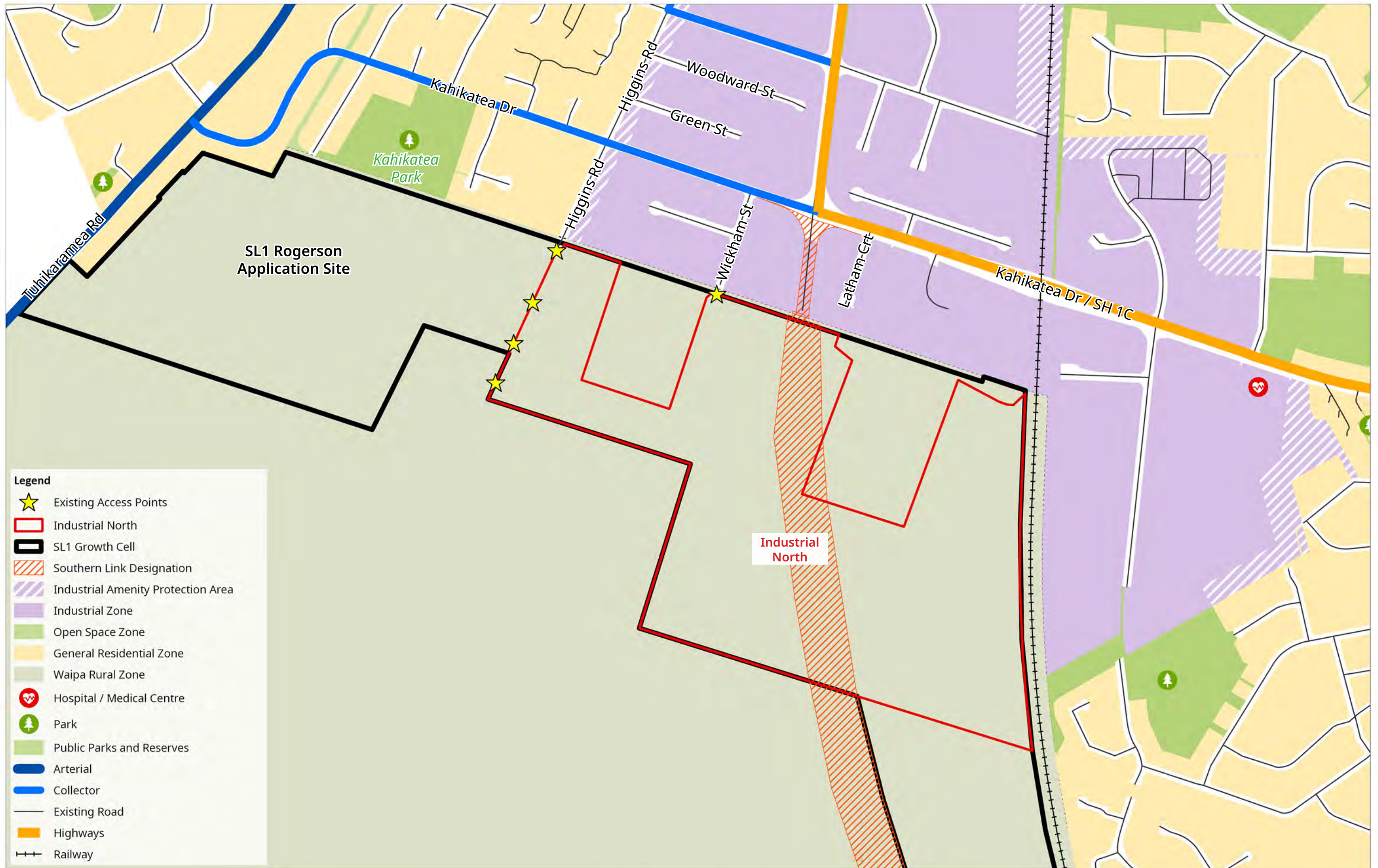


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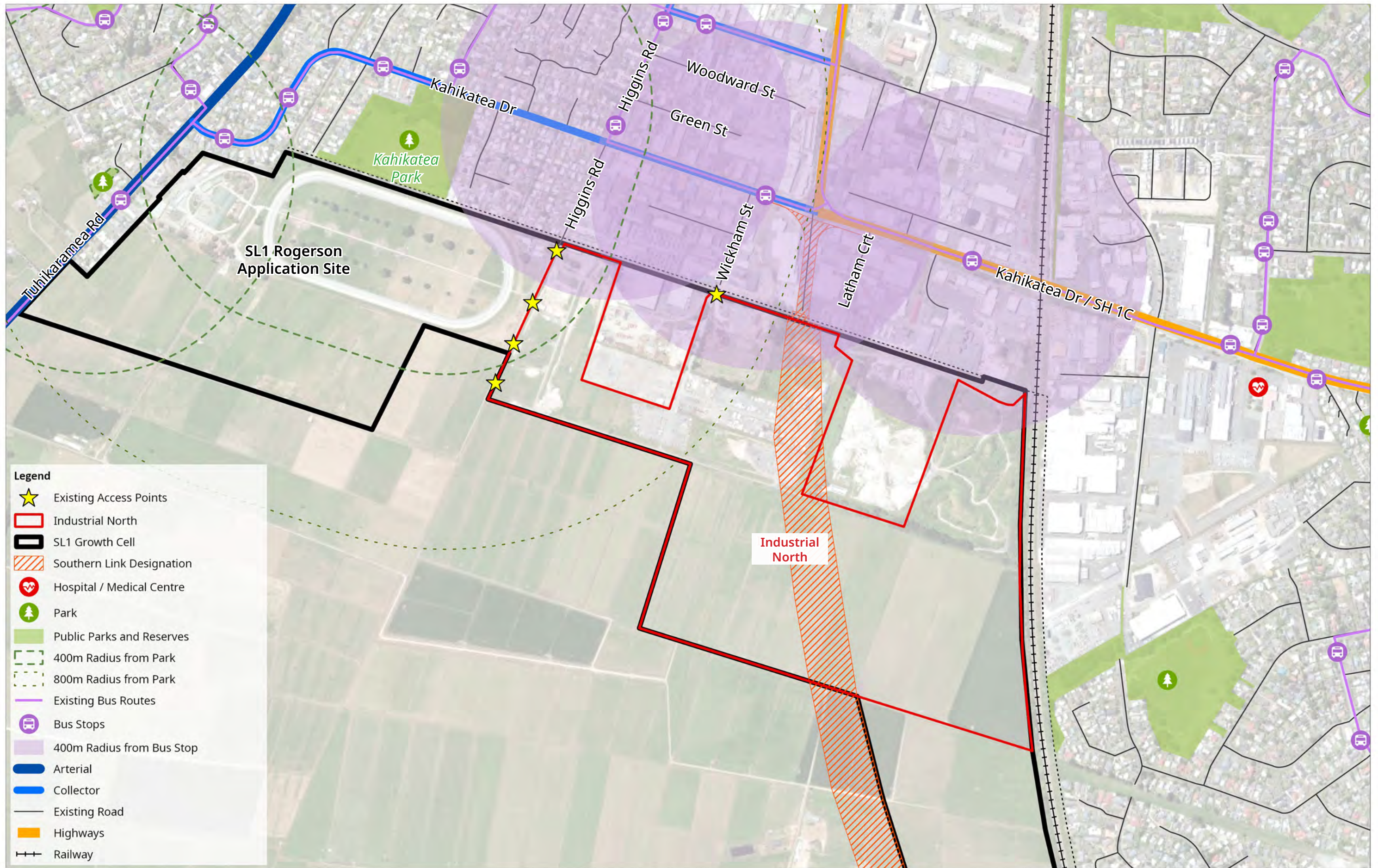
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Drawing: Industrial North Zoning and Immediate Context

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Drawing: Industrial North Movement and Connectivity

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Job Number: 25546 & 26111

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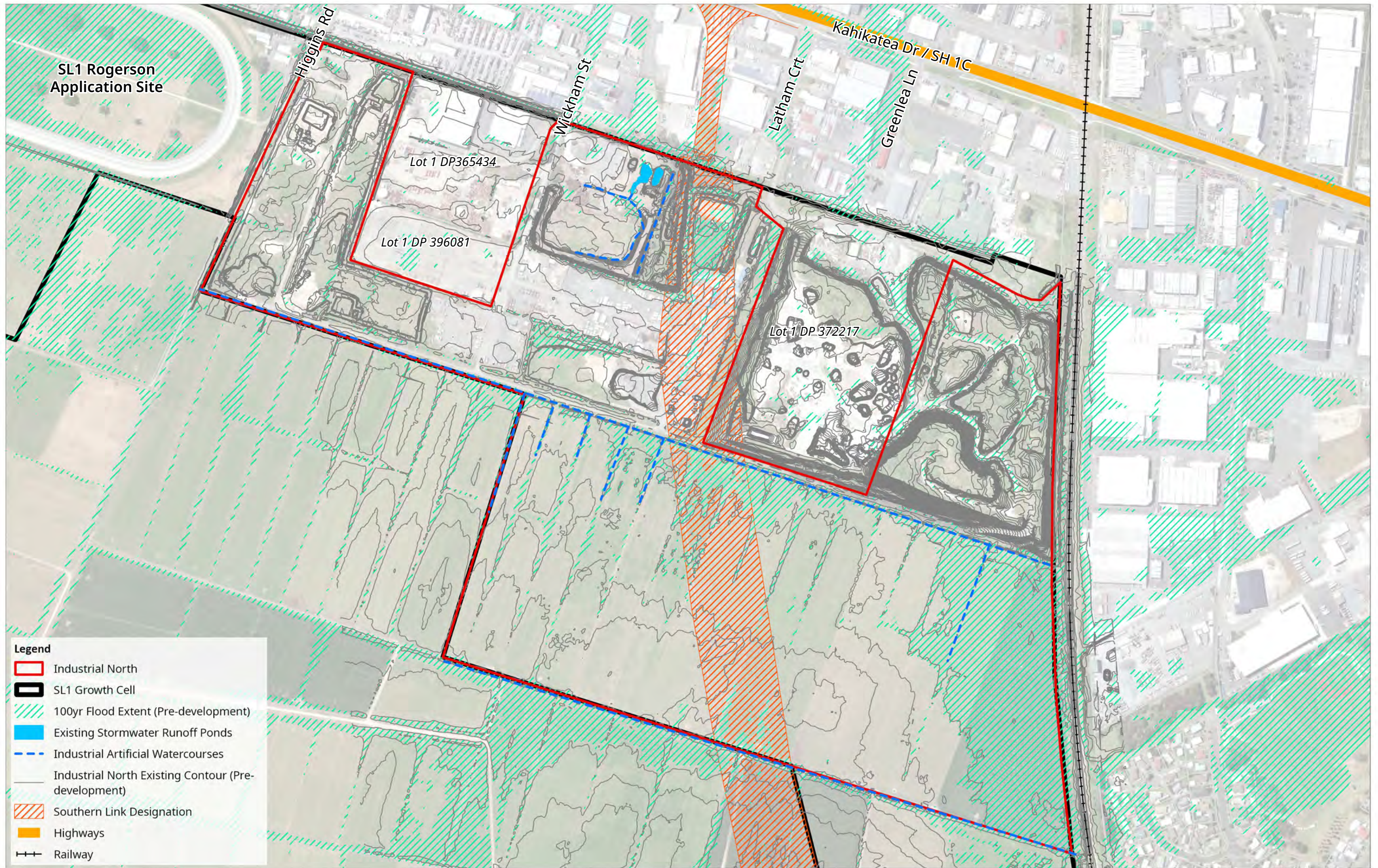
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Job Number: 25546 & 26111

Drawing: Industrial North Pre-development Flooding & Ecological Features

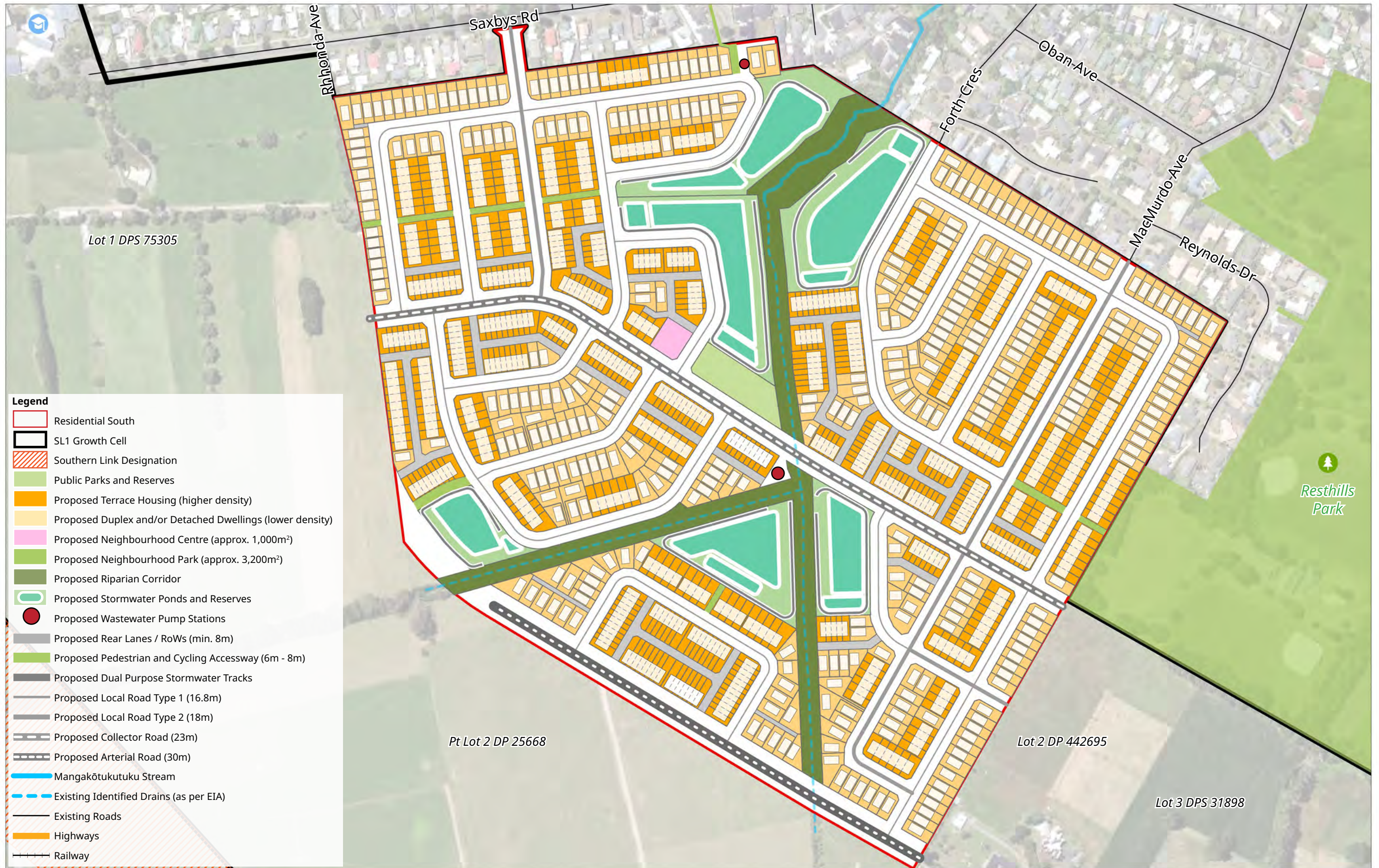
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An aerial photograph of a residential area, likely a suburban neighborhood, featuring a winding river or stream that flows through the center. The houses are arranged in a grid-like pattern, with green spaces and trees interspersed. The surrounding landscape is a mix of green fields and some industrial or commercial buildings. The sky is overcast with grey clouds. The text "Part B - Residential South Masterplan" is overlaid in white at the bottom right.

Part B - Residential South Masterplan







Client: Golden Ridge Farm Ltd, Golden Ridge Park Ltd, Industrie Property Tahī & South Park Agri Development Ltd
Job Number: 25546 & 26111

Drawing: Residential South Proposed Pedestrian and Cycling Network
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SL1 Residential South & Industrial North Substantive Application

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Client: Golden Ridge Farm Ltd, Golden Ridge Park Ltd, Industrie Property Tahī & South Park Agri Development Ltd
Job Number: 25546 & 26111

Drawing: Residential South Proposed Block Length & Perimeter Analysis
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Sheet: 14 of 33



SL1 Residential South & Industrial North
Substantive Application

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Client: Golden Ridge Farm Ltd, Golden Ridge Park Ltd, Industrie Property Tahī & South Park Agri Development Ltd
Job Number: 25546 & 26111

Drawing: Residential South Proposed Density and Lot Size Analysis
Version: Substantive Lodgement
Date: 08/09/2026

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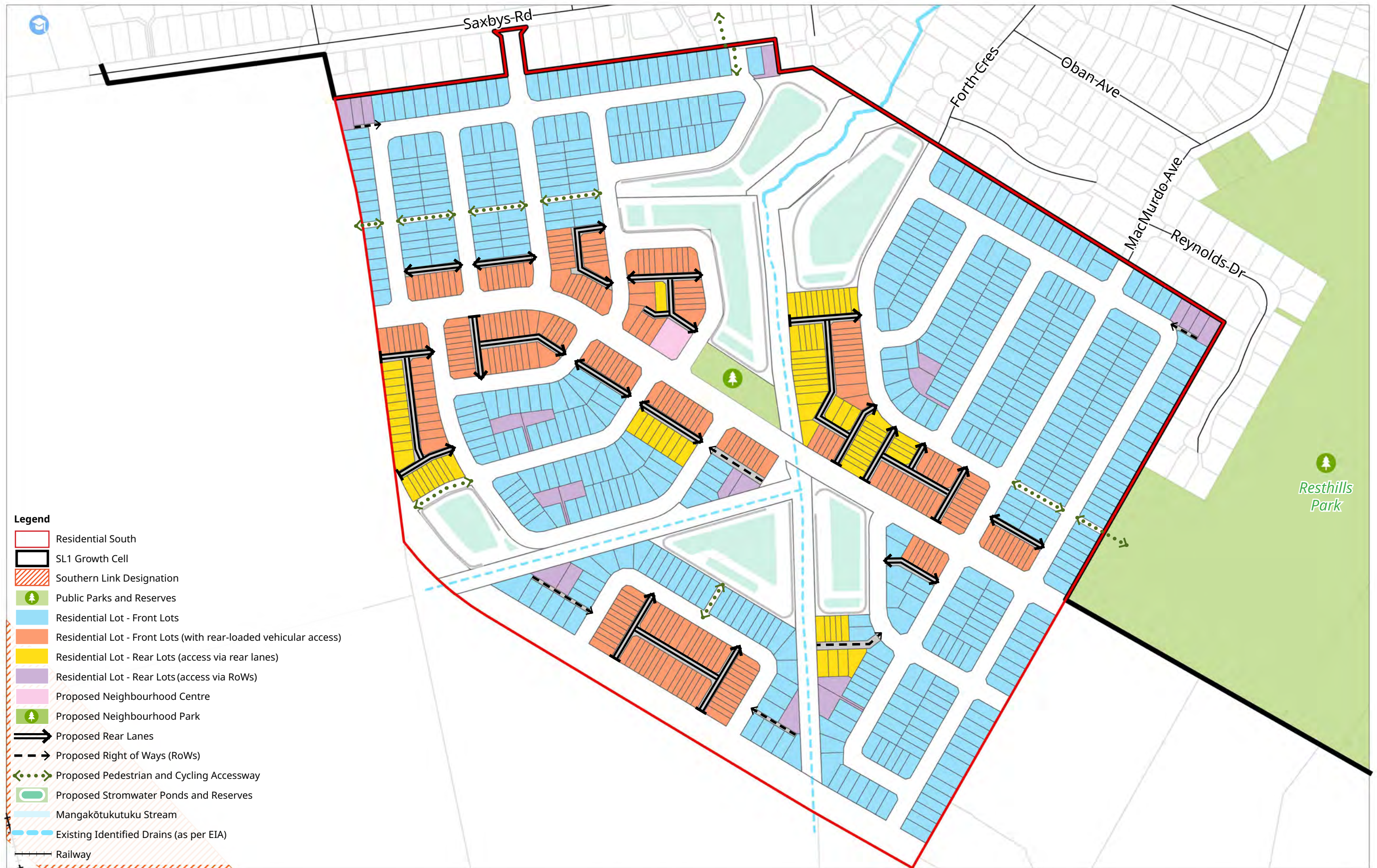
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SL1 Residential South & Industrial North Substantive Application

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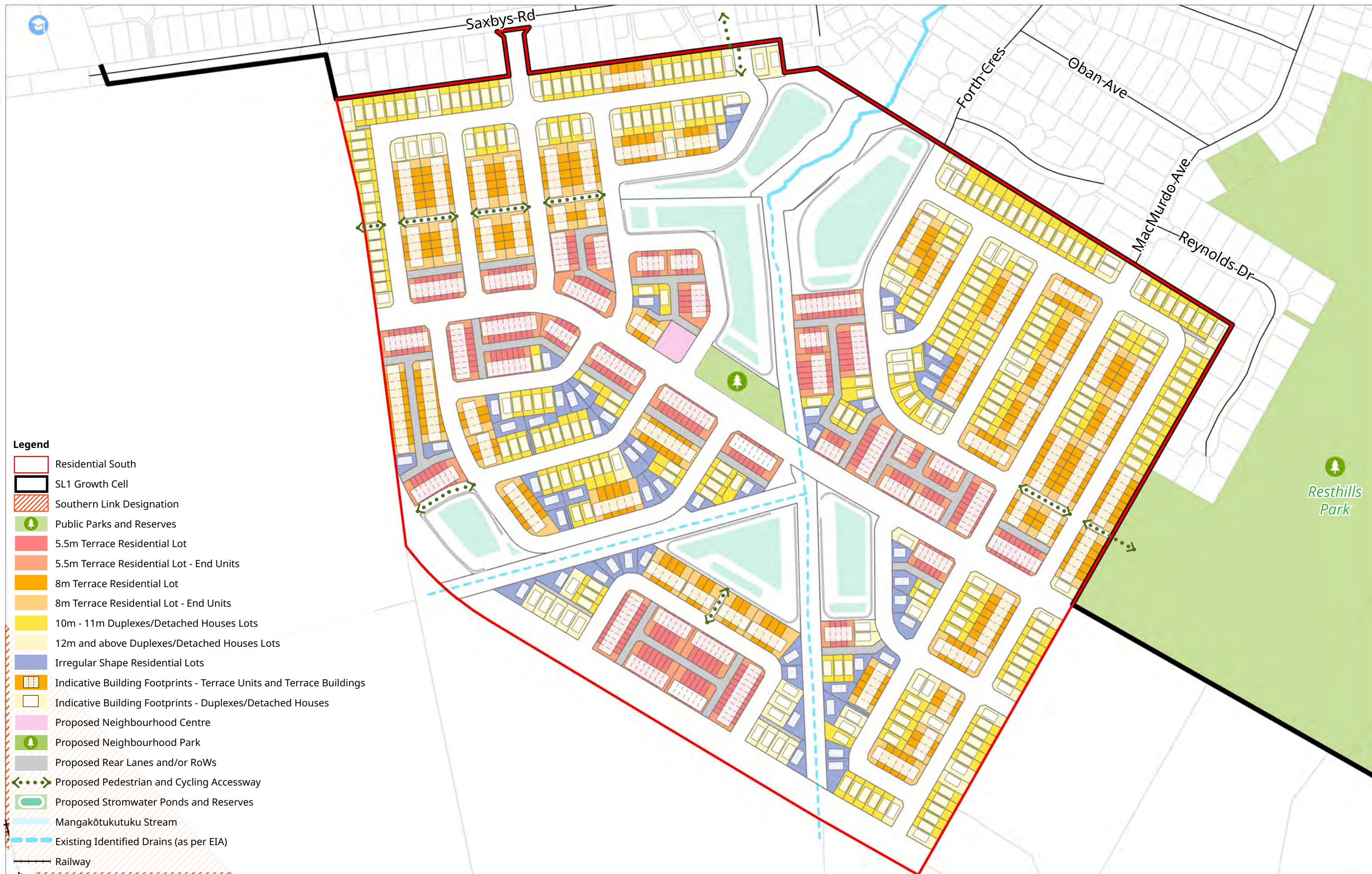
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Client: Golden Ridge Farm Ltd, Golden Ridge Park Ltd, Industrie Property Tahī & South Park Agri Development Ltd
Job Number: 25546 & 26111

Drawing: Residential South Proposed Rear Lanes and Rear Lots
Version: Substantive Lodgement
Date: 08/09/2026

File Path: I:\Jobs\13000-13999 General Jobs\025546 SL1 Industrial and Residential Stage 1\UD\GIS\SL1 Stage 1 Residential\



Client: Golden Ridge Farm Ltd, Golden Ridge Park Ltd, Industrie Property Tahī & South Park Agri Development Ltd

Job Number: 25546 & 26111

Drawing: Residential South Proposed Lot Width & Housing Typology

Version: Substantive Lodgement

Date: 08/09/2026

File Path: I:\Jobs\13000-13999 General Jobs\025546 SL1 Industrial and Residential Stage 1\UD\GIS\SL1 Stage 1 Residential\

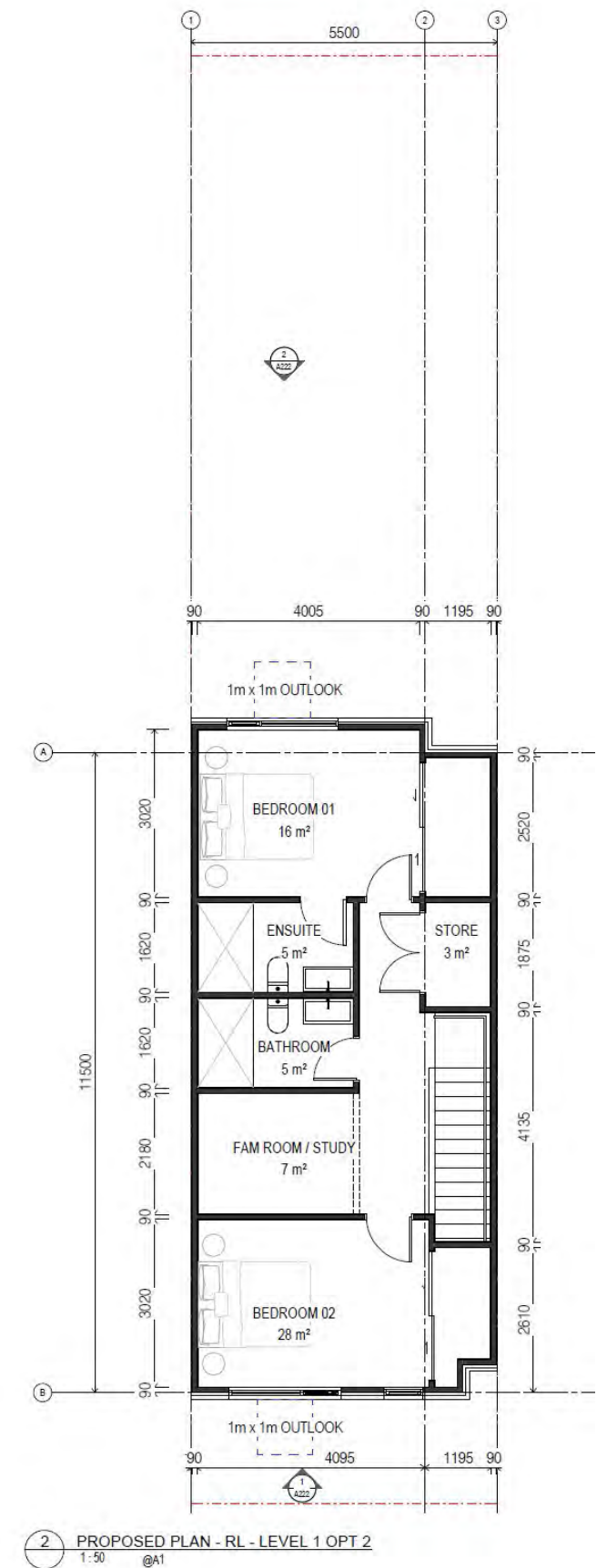
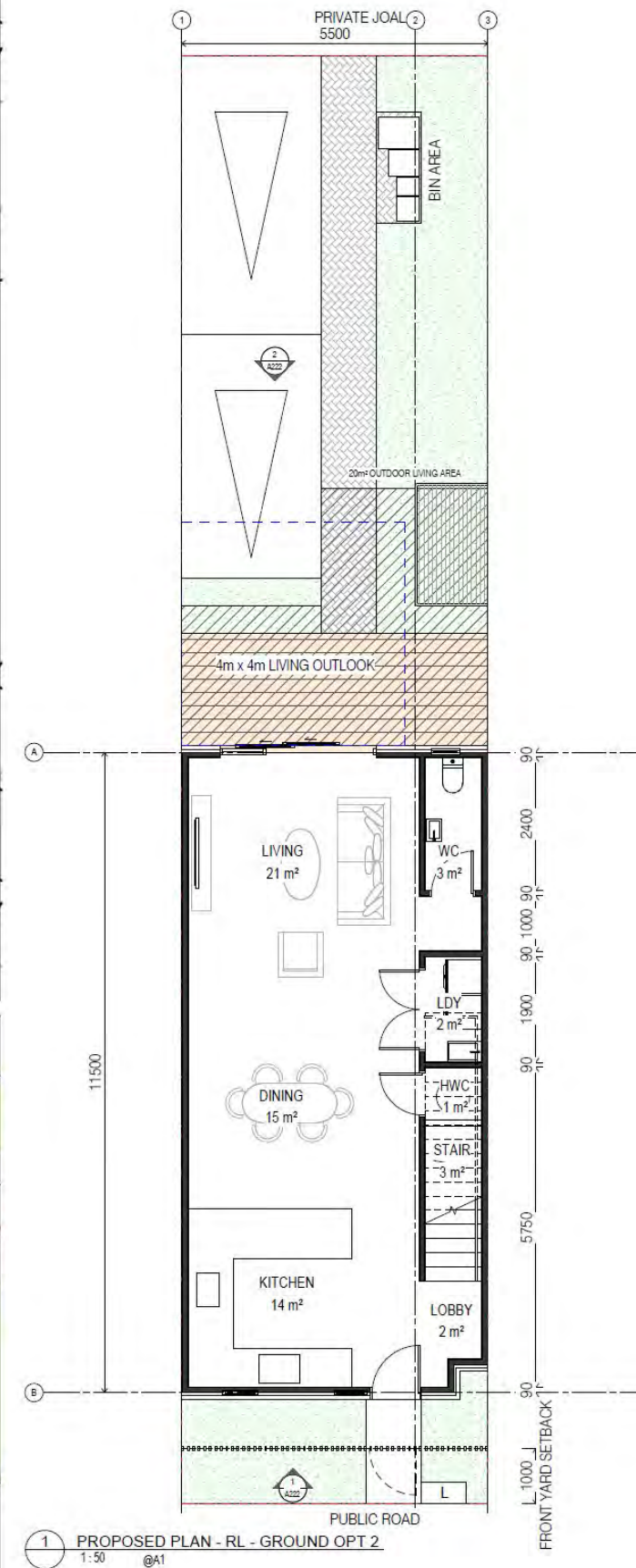


- Legend**
- Rear-loaded Terrace Super Lots Boundary
 - Individual Terrace Units Boundary
 - Indicative Building Footprint (for each terrace building)
 - Indicative Outlook Space and Outdoor Living Area (for each terrace unit)
 - Indicative On-lot Parking Space (for each terrace unit)
 - Indicative Pedestrian / Front Door Entrance (for each terrace unit)
 - Proposed Rear Lanes (min. 8m)
 - - - - - Proposed Vehicular Accesses off Public Local Roads (from rear lanes)
 - Proposed Limited Accesses (pedestrian and cycling only)



Typical Lot Design Example

(For more house typology design examples, please refers to the relevant architecturla plans)



Client: Golden Ridge Farm Ltd, Golden Ridge Park Ltd, Industrie Property Tahī & South Park Agri Development Ltd
Job Number: 25546 & 26111

Drawing: Residential South - Typical Rear-loaded Terrace Development
Version: Substantive Lodgement
Date: 08/09/2026

Scale: 1:700 @ A3
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SL1 Residential South & Industrial North
Substantive Application

49A and 49B Saxbys Road, Saxbys Road, 18, 20 & 24 Wickham Street, 160 & 162 Higgins Road, Waikato

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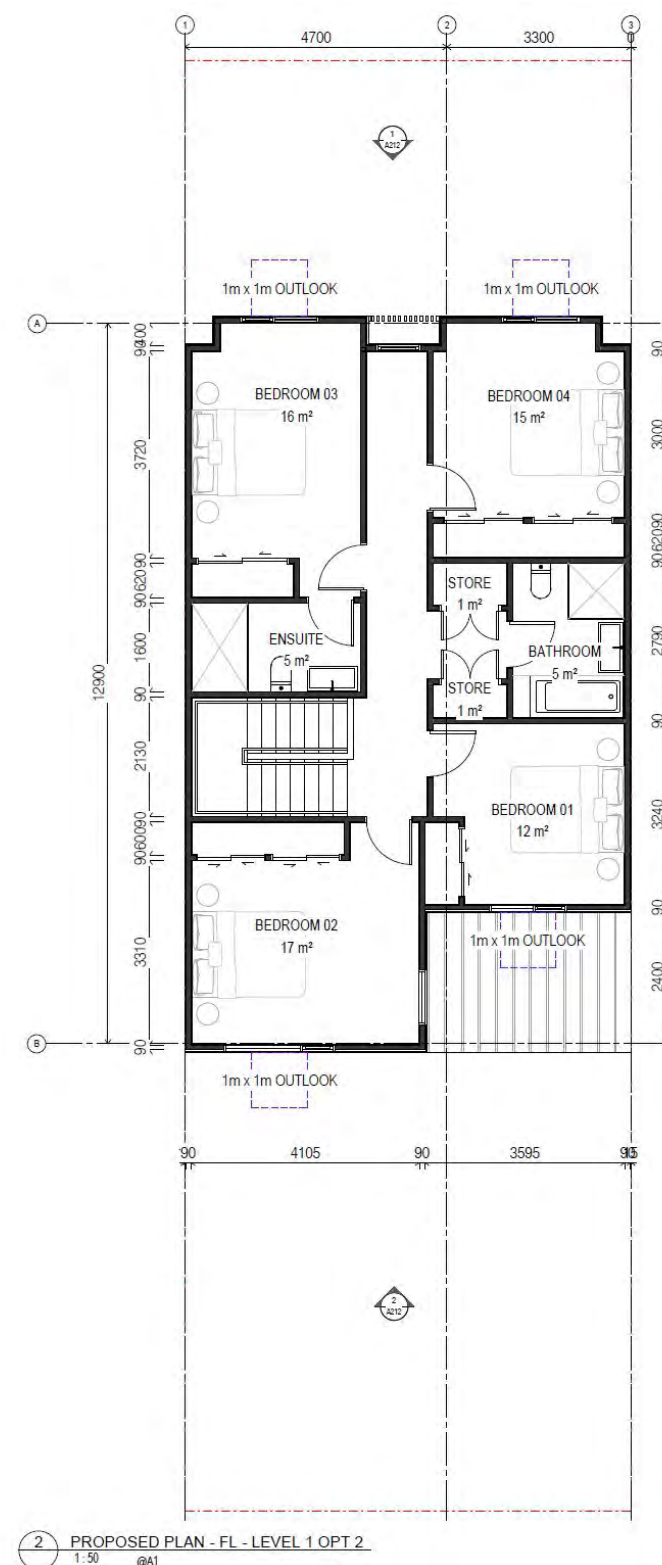
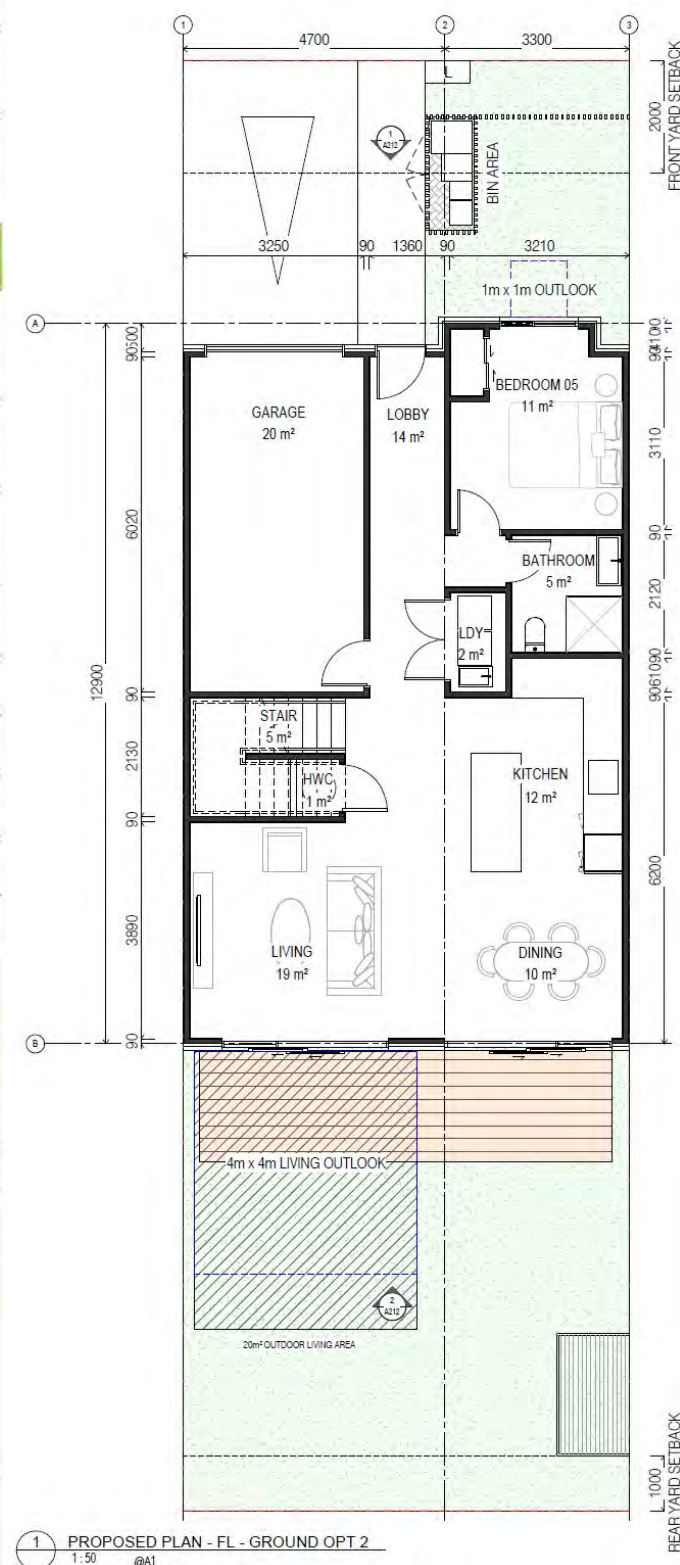


- Legend**
- Front-loaded Terrace Super Lots Boundary
 - Individual Terrace Units Boundary
 - Indicative Building Footprint (for each terrace building)
 - Indicative Outlook Space and Outdoor Living Area (for each terrace unit)
 - Indicative On-lot Parking Space (for each terrace unit)
 - Indicative Pedestrian / Front Door Entrance (for each terrace unit)
 - Proposed Pedestrian and Cycling Accessway (6m)
 - Proposed Limited Accesses (pedestrian and cycling only)



Typical Lot Design Example

(For more house typology design examples, please refers to the relevant architecturla plans)



Client: Golden Ridge Farm Ltd, Golden Ridge Park Ltd, Industrie Property Tahī & South Park Agri Development Ltd
Job Number: 25546 & 26111

Drawing: Residential South - Typical Front-loaded Terrace Development
Version: Substantive Lodgement
Date: 08/09/2026

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SL1 Residential South & Industrial North
Substantive Application

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Legend

- ★ Access Points for Proposed Park
- Residential South
- SL1 Growth Cell
- Southern Link Designation
- Public Parks and Reserves
- Proposed Neighbourhood Park
- Proposed Neighbourhood Centre
- 200m Radius Catchment from Proposed Park
- 400m Radius Catchment from Proposed Park
- 200m and 400m Radius Catchment from Proposed Centre
- Proposed Privately Jointed Owned Shared Spaces
- Proposed Public Pedestrian Paths
- Proposed Public Footpaths or Shared Paths
- Future Public Road (outside of FT substantive application)
- Railway

Client: Golden Ridge Farm Ltd, Golden Ridge Park Ltd, Industrie Property Tahī & South Park Agri Development Ltd
Job Number: 25546 & 26111

Drawing: Residential South High-level Accessibility Analysis to Centre & Park
Version: Substantive Lodgement
Date: 08/09/2026

Scale: 1:3,500 @ A3
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SL1 Residential South & Industrial North Substantive Application

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Client: Golden Ridge Farm Ltd, Golden Ridge Park Ltd, Industrie Property Tahī & South Park Agri Development Ltd
Job Number: 25546 & 26111

Drawing: Residential South Proposed Interface Treatments for Residential Lots
Version: Substantive Lodgement
Date: 08/09/2026

Scale: 1:3,500 @ A3
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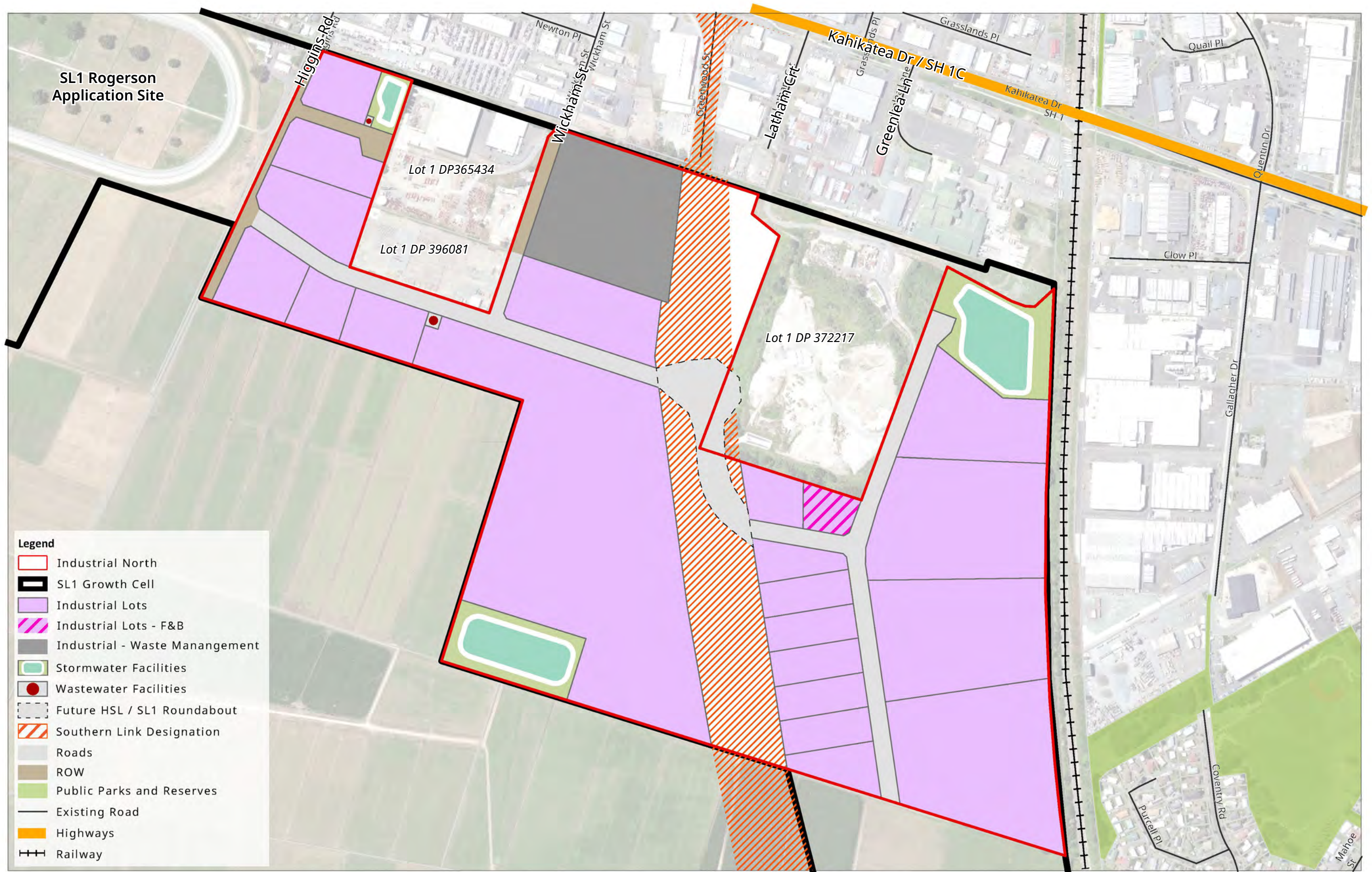
SL1 Residential South & Industrial North Substantive Application

49A and 49B Saxbys Road, Saxbys Road, 18, 20 & 24 Wickham Street, 160 & 162 Higgins Road, Waikato

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Part C - Industrial North Masterplan



Client: Golden Ridge Farm Ltd, Golden Ridge Park Ltd, Industrie Property Tahī & South Park Agri Development Ltd

Job Number: 25546 & 26111

Drawing: Industrial North Proposed Masterplan - Overall

Version: Substantive Lodgement

Date: 08/09/2026

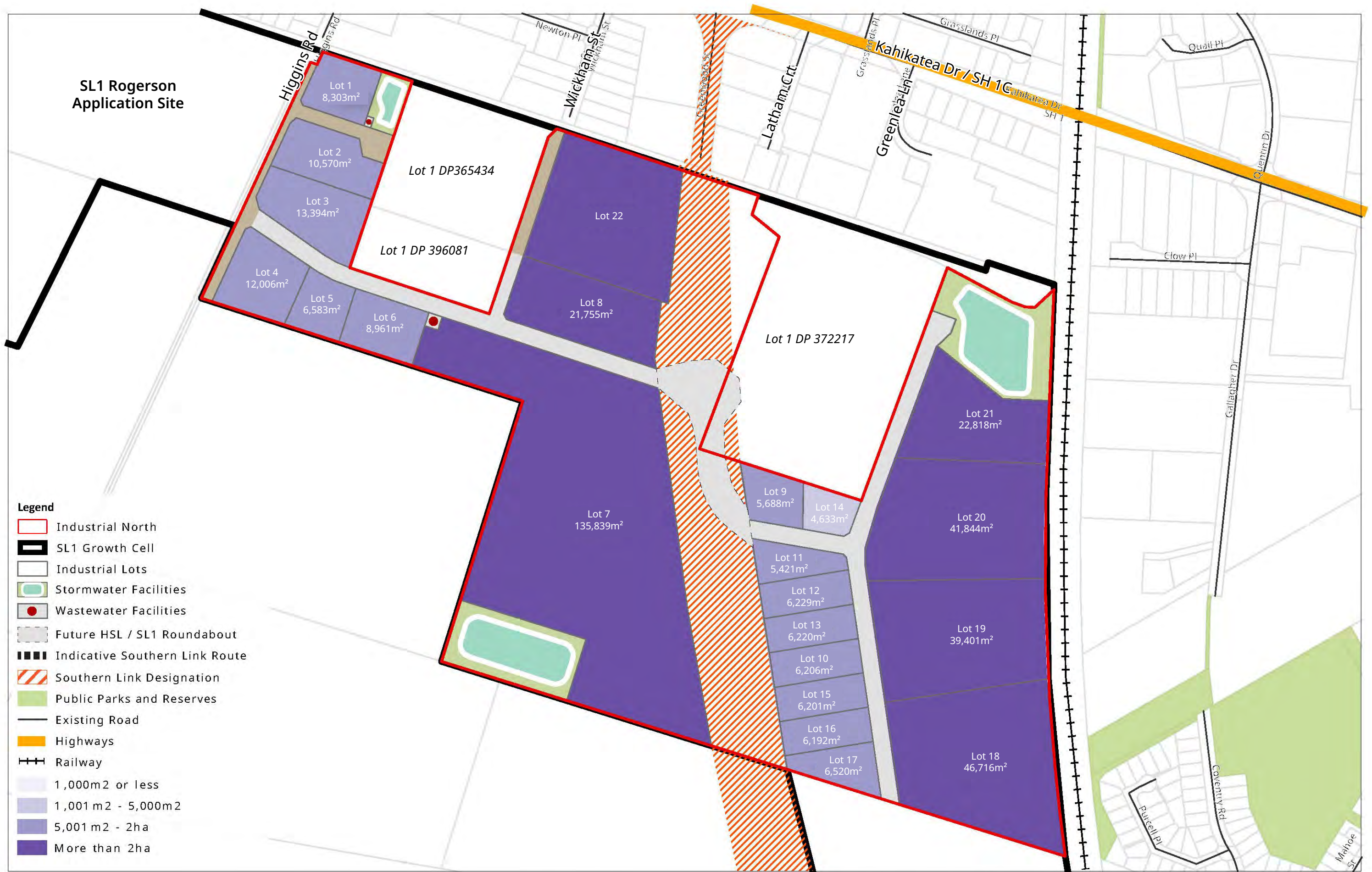
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Client: Golden Ridge Farm Ltd, Golden Ridge Park Ltd, Industrie Property Tahī & South Park Agri Development Ltd

Job Number: 25546 & 26111

Drawing: Industrial North Proposed Density and Lot Size Analysis

Version: Substantive Lodgement

Date: 08/09/2026

Scale: 1:5,000 @ A3

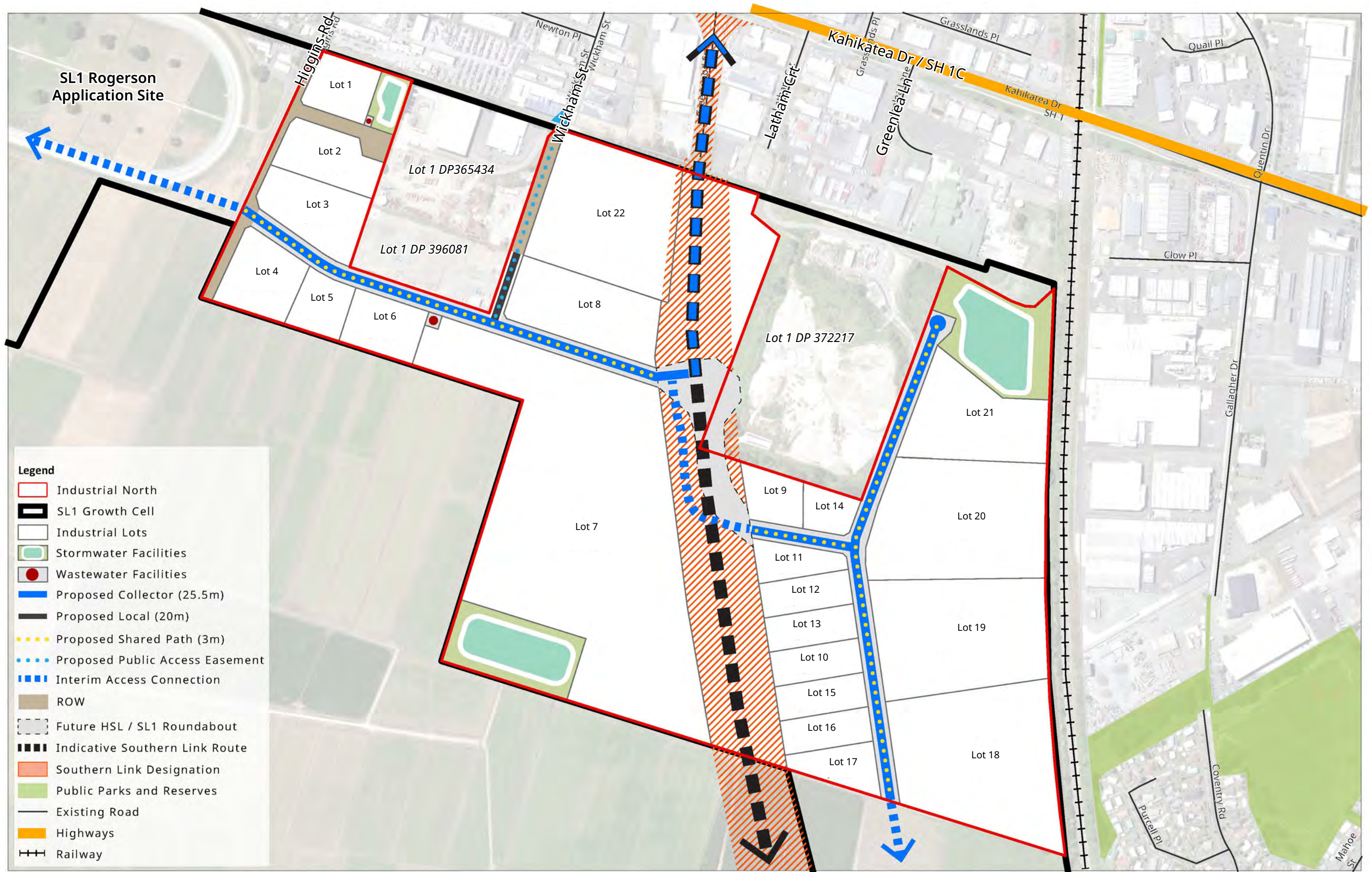
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SL1 Residential South & Industrial North Substantive Application

49A and 49B Saxbys Road, Saxbys Road, 18, 20 & 24 Wickham Street, 160 & 162 Higgins Road, Waikato

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Urban & Environmental



Client: Golden Ridge Farm Ltd, Golden Ridge Park Ltd, Industrie Property Tahī & South Park Agri Development Ltd

Job Number: 25546 & 26111

Drawing: Industrial North Proposed Movement Network

Version: Substantive Lodgement

Date: 08/09/2026

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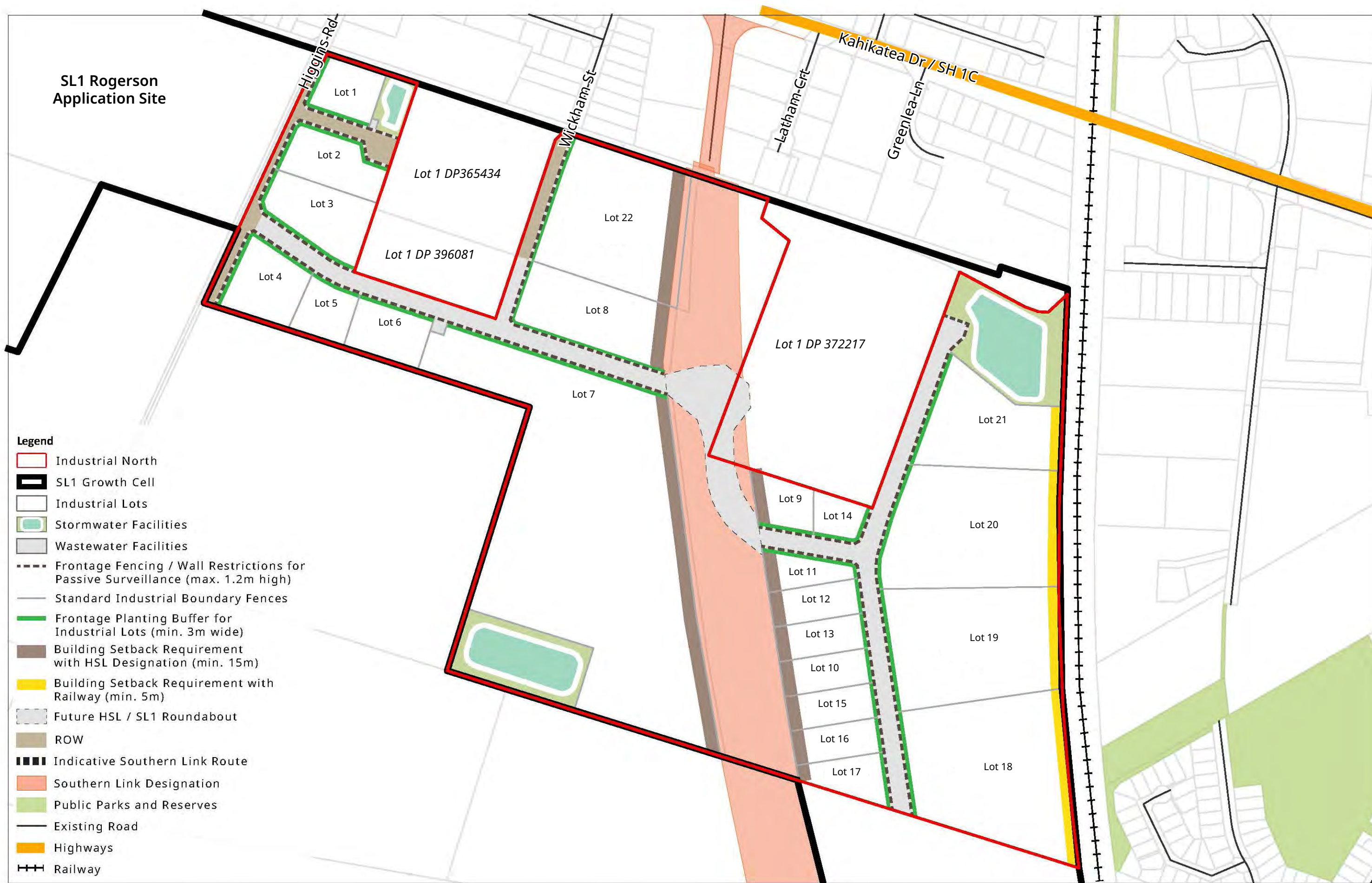
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SL1 Residential South & Industrial North Substantive Application

49A and 49B Saxbys Road, Saxbys Road, 18, 20 & 24 Wickham Street, 160 & 162 Higgins Road, Waikato

B&A
Urban & Environmental



Client: Golden Ridge Farm Ltd, Golden Ridge Park Ltd, Industrie Property Tahī & South Park Agri Development Ltd

Job Number: 25546 & 26111

Drawing: Industrial North Proposed Interface Treatments for Industrial Lots

Version: Substantive Lodgement

Date: 08/09/2026

File Path: I:\Jobs\13000-13999 General Jobs\025546 SL1 Industrial and Residential Stage 1\UD\GIS\SL1 Stage 1 Residential\

An aerial photograph of a coastal region, likely in the Netherlands, showing a river (the Oude Maas) flowing through a landscape of green fields, industrial zones with large white warehouse-like buildings, and residential areas. The sky is overcast with grey clouds. The image has a semi-transparent dark green overlay.

Part D - Overall SL1 Concept Plan

