



s 9(2)(a)

16 December 2025

To: s 9(2)(a)

CC: s 9(2)(a), Waikato Regional Council
s 9(2)(a), Waipa District Council
s 9(2)(a), New Zealand Transport Agency

Dear Fraser,

Re: Statement of Facts in relation to SL1 - Houchens Fast Track Referral Application

Thank you for meeting with Hamilton City Council (HCC) and its Future Proof Partners (FPP) (Waipā District Council, Waikato Regional Council, and New Zealand Transport Agency Waka Kotahi) on 4th December 2025 to discuss your Fast-track Referral Application for SL1 Houchens. Attached are the minutes of this meeting (Attachment 1). This letter and attachment confirm that you have undertaken engagement and consultation with Hamilton City Council (HCC), Waipā District Council and Waikato Regional Council as a “relevant local authority” under section 11(1)(a) of the Fast-track Approvals Act 2024. We note that this is a continuation of your preliminary engagement with us and if you are successful in your referral application, we ask that you work closely with all Councils on all matters related to this development proposal. In preparing this letter we have engaged with Waipā District Council, Waikato Regional Council and NZTA Waka Kotahi to provide you with an integrated response.

The wider Southern Links area, of which the ‘SL1 - Houchens’ area forms a part is currently located within Waipa District Council (and Waipa’s CCO ‘Waikato Waters Done Well’). There is agreement in principle for a Strategic Boundary Agreement (SBA) to transfer the wider Southern Links area, using the proposed route of the Southern Links Expressway as a new boundary line, from the territorial authority of Waipa to Hamilton City. This includes the Houchens part of SL1, although it is noted a small portion of the SL1 – Houchens site lies south of the proposed expressway and is not covered by the SBA.

We note that HCC and Waikato District Council have agreed to the establishment of an asset owning joint waters company (CCO), IAWAI. This joint waters company will be involved in future discussions about SL1 - Houchens.

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

1. Hamilton City Council considers that the SL1 Houchens development, including strategic infrastructure, integrated with the wider SL1 Growth cell area and the proposed Southern Links Road of National Significance to prevent piecemeal development.
2. The proposed SL1 Houchens referral area contains a mix of land uses and adjoins both State Highway 3 and the proposed Southern Links Road of National Significance. Masterplanning

of the SL1 Houchens area should be undertaken alongside the masterplanning of the wider 'SL1 Growth Cell area' given its importance as a strategic greenfield development on the fringe of Hamilton City.

3. Transport considerations

SL1 Houchens is well-located to integrate into the existing transport network and expand the existing urban environment. Traffic modelling will be essential to assess capacity, safety, and integration with existing roads to ensuring the transport network supports a well-functioning urban environment. The Access Hamilton Strategy envisions 'our transport network enable everyone to connect to people and places in safe, accessible and smart ways', it is important that new residential developments reflect this strategy.

As part of the development, upgrades to the existing network will be required, modelling will provide understanding on what upgrades are needed for a staged approach. There are concerns regarding network capacity, vehicle access, and traffic impacts for traffic turning to and from SH3 Ohaupo road. More understanding is needed on infrastructure and roading timings in relation to the proposed staging, including how SL1 Houchens will connect with the northern SL1 areas and the other adjoining land areas within the strategic boundary agreement.

The proposed site lies adjacent to the Hamilton Southern Links (HSL) Designation. Hamilton Southern Links is identified as a Roads of National Significance (RoNS) in the GPS Land Transport. The Board of NZTA Waka Kotahi has endorsed the Investment Case for HSL and funding has been made available for pre implementation activities, which are currently being progressed by the project team. This work includes finalising details of connectivity between the western part of the RoNS corridor and the local road network.

Hamilton Southern Links is also a Listed Project in Scheduled 2 of the Fast Track Approvals Act 2024.

The SL1 Houchens applicant will need to work with NZTA to confirm any potential effects on the State Highway network, including the Designated HSL, and agree appropriate mitigation.

The Hamilton-Waikato Metro Spatial Plan (MSP) Transport Programme Business Case has been endorsed by Future Proof partners and NZTA Board. This sets the strategic direction for the transport system in line with the Future Development Strategy's Transformational Move for Transport: *A comprehensive and fundamental evolution of our transport system.*

4. Three-waters considerations

Water Supply and Wastewater

Servicing of the SL1 Houchens area is not currently planned by the Hamilton District Council. Integration with HCC's (IAWAI from July 2026) infrastructure should be explored, an additional water reservoir will be required noting that HCC also requires a third reservoir to be constructed to supply the Peacocke development. It is recommended to locate bulk feeder (water) and collection (wastewater) mains in the Spine Road and to build early to connect right through to the Mexted/SL1 residential block. There is no wastewater capacity in the area, a combined solution with the SL1 residential area is recommended in the short term. The long-term

solution is the Southern Wastewater treatment plant which is yet to be consented.

Stormwater

Stormwater management needs to be demonstrated in any substantive application, particularly how management within the subject area is integrated with the wider surrounding area including the northern aspect of SL1 and ensuring development does not result in any adverse downstream issues. The Mangakotukutuku ICMP is in late stages of development. Design assumptions and attenuation requirements for proposed on site water bodies need to be assessed to ensure there is alignment with the ICMP. Houses have been close to having floor levels flooded in the area previously, sub-catchment outlet culverts may not be large enough.

The proposal outlines an integrated Stormwater approach; however, the southernmost stormwater basin sits outside of the strategic boundary area and is severed by and potentially made land locked depending on connectivity to the Southern Links designation. The application must address this area in detail with regards to the catchment analysis it looks to provide for, how access is maintained both short and long term (when the SL highway is not built and when it is) and who is the responsible long term asset owner.

5. Land Use

Land use and associated infrastructure will need to be incorporated into the wider SL1 growth cell masterplan to avoid piecemeal development of the SL1 growth cell and not frustrate the coordinated development of the wider area. The masterplan must show integration with the adjacent non fast track areas within the Southern Links area, the existing adjacent suburbs and the Peacocke Greenfield Growth area directly to the east of the site. The plans provided show a significant shortfall in parks and open space provision and does not provide any information on social infrastructure for the proposed residential community. Esplanade reserves will need to be provided for the waterbodies. Planning for future internal Public Transport related services within reasonable walking distance needs to be undertaken, and should take into account how this will integrate with the MSP Transport Programme including the proposed Bus Rapid Transit (BRT) network.

6. Urban Design

Design of the urban area should reflect core design principles to ensure the quality of new neighbourhoods and subdivisions. The design of the urban area should build on core design principles to deliver high-quality neighbourhoods and subdivisions. The separation of industrial area from residential through the central spine road is supported but it is unclear what best practice has been applied. Planting and open space as a buffer should be provided between the industrial and residential areas. The general land use arrangement is supported, industrial land is strategically positioned adjacent to the southern links corridor to optimise potential access opportunity and serve as a buffer between residential areas and higher - traffic transport corridors. The density pattern is also supported, higher density housing is focused in flatter areas close to key amenities, with larger lots positioned on the steeper northern edges. It is however, unclear how the indicative location of higher density development will support access to frequent PT routes along SH3 Ohaupo Rd.

The masterplan adopts a mixed block orientation, alignment with north-south has not been consistently applied. Following the topography is a core principle to help ensure sustainable road design, roads should generally run parallel to the contours of a slope in steep terrain to minimise environmental impact, reduce construction costs and enhance ground stability. This principle has not been followed in the proposed designs. Lot sizes vary however, some lot sizes proposed to be higher density are extremely narrow measuring 5.5m in width fronting the road corridor. A comprehensive approach is needed including sample designs to demonstrate liveable floor plans can be built. Detail regarding road cross sections and general subdivision design guidance such as landscaping and street trees are missing from the proposal.

7. Ecology

Ecological impact and management need to be demonstrated in any substantive application. There is an extensive drainage network, most low-lying areas have been modified/drained by exotic flora (broom, gorse, woolly nightshade etc). The northern wetland area has recently been modified and retains a mixed stand of eucalyptus with some exotic conifers, poplars and occasional tree ferns. The mixed exotic vegetation area, and grass along drainage channels and adjacent to the drained wetlands may provide habitat for copper skinks and possibly foraging habitat for avifauna.

Bats were recorded on the site in 2019, due to the proximity to the Peacocke development ecological reports and assessments will be required to address bat habitats. There has been some recent removal of trees from site.

8. Geotechnical

It is understood there are significant deposits of peat at various depths within the subject area. An appropriate response will need to be demonstrated in any substantive application. The peat soil and extent of earthworks is also a concern for the construction of the Southern Links expressway eg, will there be excess quantities of engineered fill to be imported and what can be done to cut waste material? Some of the site has a Land Use Capability Class 2 so the NSP-HPL is relevant and will need to be assessed. There is a high probability of acid sulphate soils on part of the site.

We note that the SL1 - Houchens site is located outside of the HCC territorial control and sits in Waipa DC. As per the Fast Track Approvals Act, Waipa DC is the “relevant local authority”. As HCC is not considered a relevant local authority under the FTAA, it is understood the applicant intends to enter into a legal agreement with HCC and its partners for the recovery of all reasonable costs.

This letter is a summarised statement of facts applying to the proposal. It does not constitute a letter of support and should not be used to predetermine outcomes of interaction. It is intended instead to help fully inform any potential approval of the SL1 – Houchens referral application, indicates the high degree of interaction taken thus far and Council’s commitment to further interaction.

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

Yours sincerely,

s 9(2)(a)



Unit Director - Urban and Spatial Planning Unit





SL1 Houchens Development Masterplan B&A

Consultation Document | Hamilton | October 2025

Urban & Environmental

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1.0 Introduction

1.1 Purpose

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

Specifically this consultation pack seeks to provide the following:

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

1.2 City-wide and Wider SL1 Context

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

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

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

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

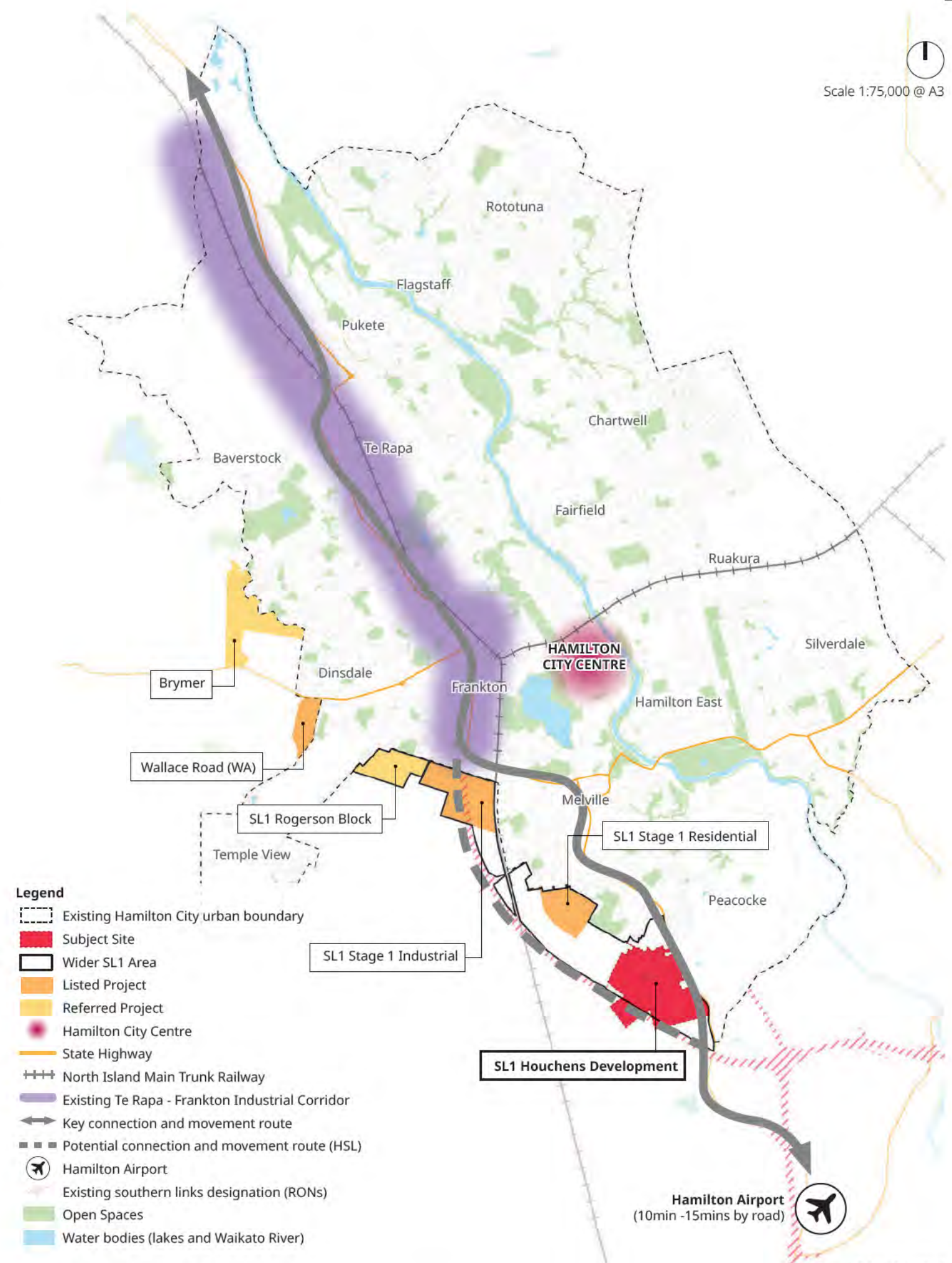


Figure 1 Local context

1.3 Local Site Context

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

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

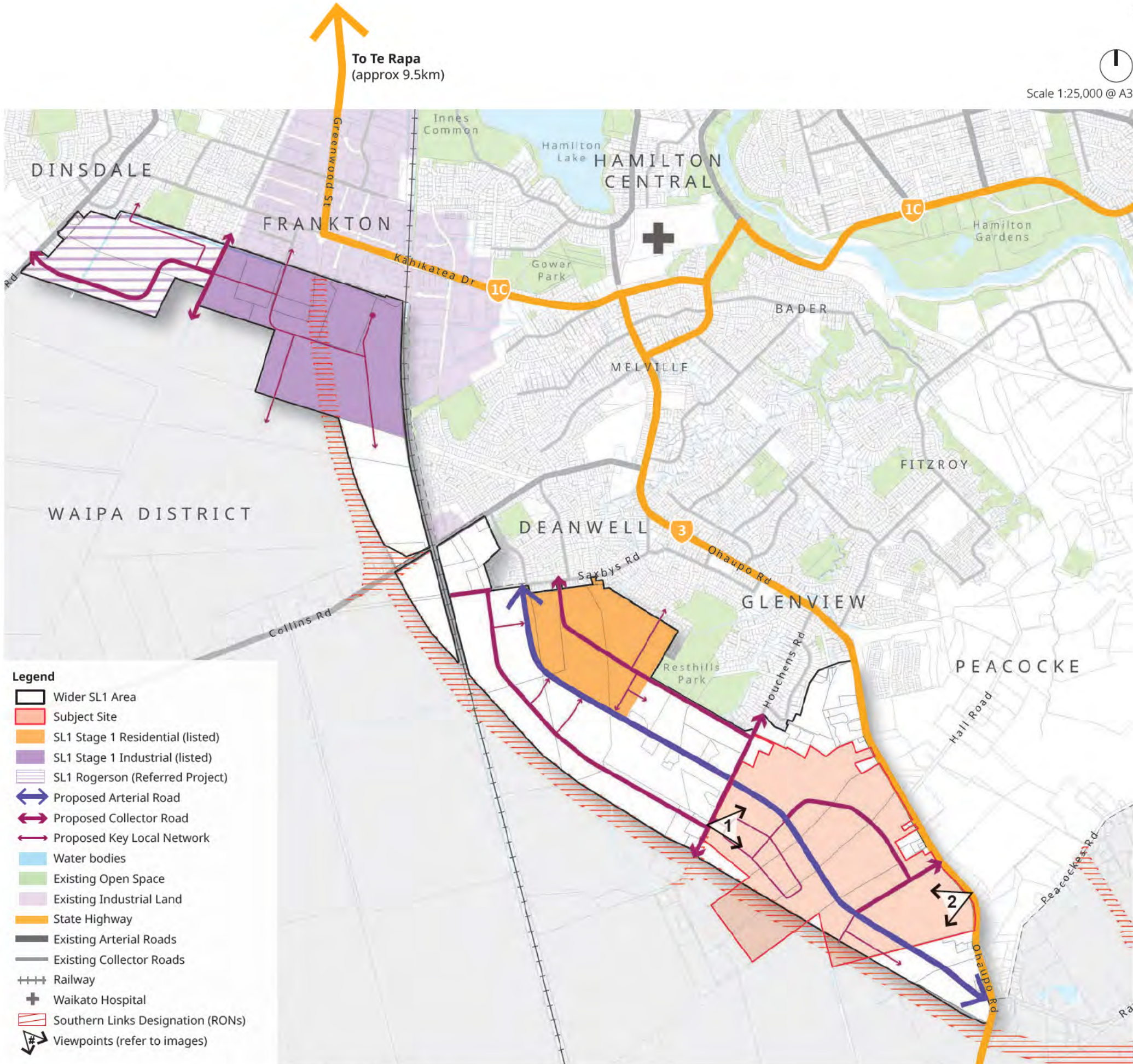


Figure 2 Wider SL1 Context Plan



Scale 1:6,000 @ A3

1.4 Landownership

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

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

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

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

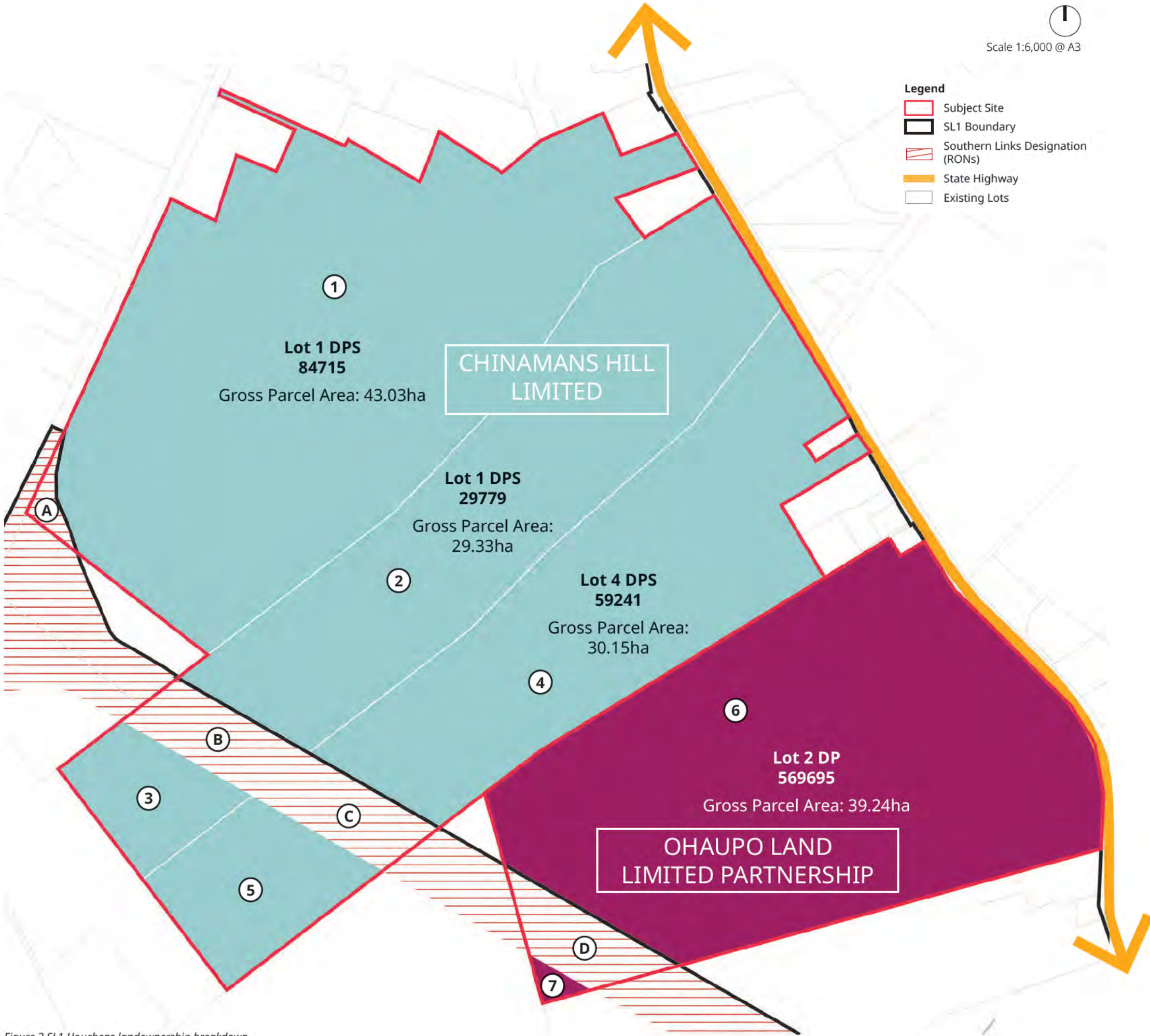


Figure 3 SL1 Houchens landownership breakdown

2.0 Design Response

2.1 Key Design Opportunities and Constraints



Movement and Connectivity

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



Land Use and Block Design

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



Natural Features and Landform

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

3.0 Masterplan

3.1 High-level Masterplan

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

Legend

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



Figure 5 SL1 Houchens Road Conceptual Masterplan



Scale 1:6,000 @ A3

3.2 Residential Yield

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

- Legend
- Subject Site
 - 150 - 300m² Residential Block
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 - Proposed JOAL (10m)
 - Proposed Future Connection
 - Proposed Future Walking & Cycling Connection
 - Existing Water Reservoir
 - Proposed Additional Water Reservoir



Figure 6 SL1 Houchens Residential



Scale 1:6,000 @ A3

3.3 Industrial and Commercial Yield

Landholdings	Lot size (m ²) range	Blocks	Net Area (m ²)	Yield (approx.)
Chinamans Hill Limited	5,000 - 9,000	4-12, 14-16	103,869	20 - 38
	-	C1, C2	7,244	-
	Total			20 - 38
Ohaupo Land Limited Partnership	5,000 - 9,000	42 - 44	51,138	4 - 9
	-	C3, C4	6,860	-
	Total			4 - 9
Total (all landholdings - industrial)				24 - 47

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



Figure 7 SL1 Houchens Infrastructure and Commercial



Scale 1:6,000 @ A3

3.4 Staging

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

Legend

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

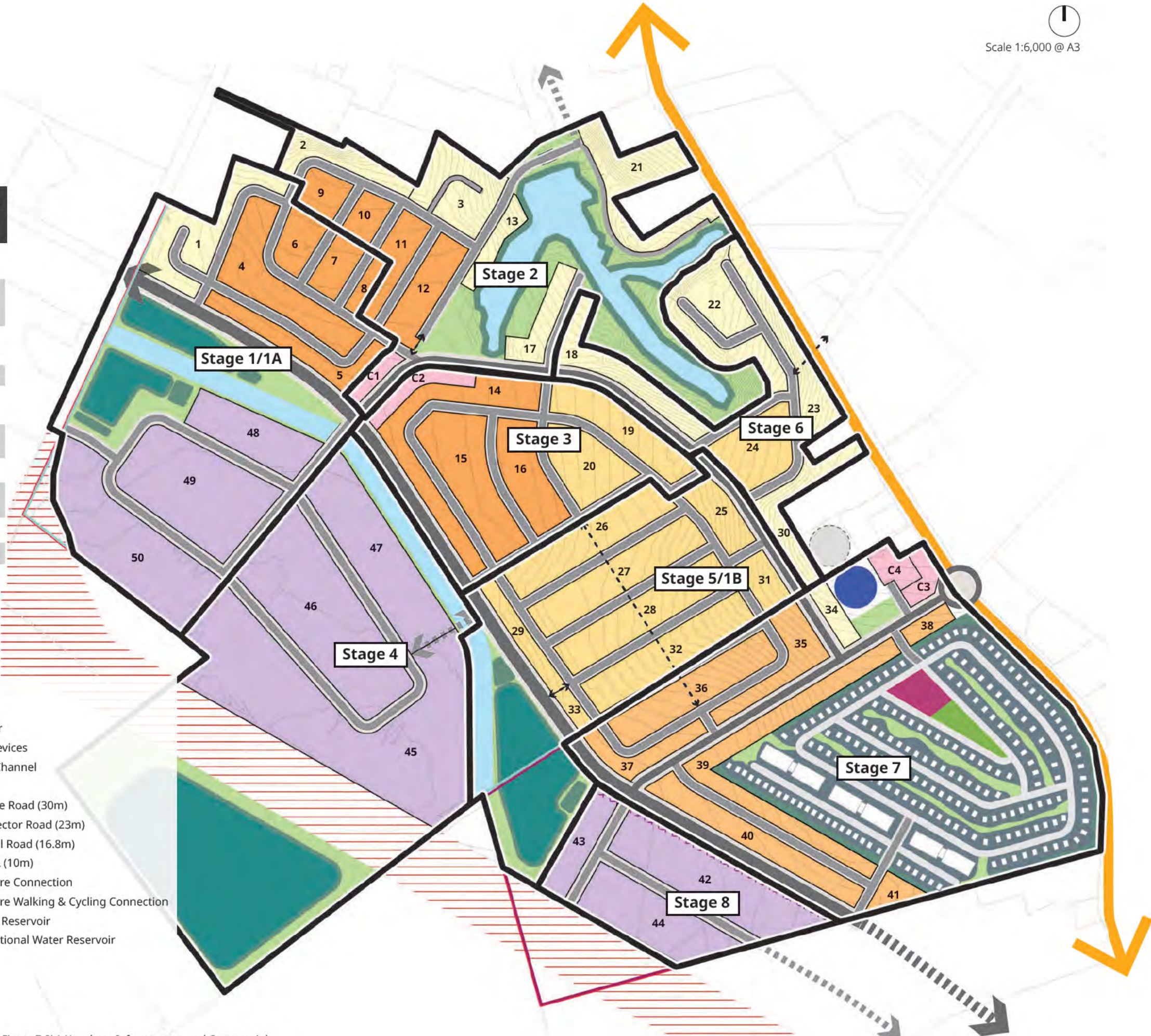
 Open Space Riparian Buffer Stormwater Devices Waterbodies/Channel State Highway Proposed Spine Road (30m) Proposed Collector Road (23m) Proposed Local Road (16.8m) Proposed JOAL (10m) Proposed Future Connection Proposed Future Walking & Cycling Connection Existing Water Reservoir Proposed Additional Water Reservoir

Figure 7 SL1 Houchens Infrastructure and Commercial



Scale 1:6,000 @ A3

3.5 Stage 1 Option 1A

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

- Legend
- Subject Site
 - 150 - 300m² Residential Block
 - 200 - 300m² Residential Block
 - 300 - 450m² Residential Block
 - 650 - 850m² Residential Block
 - Industrial Block
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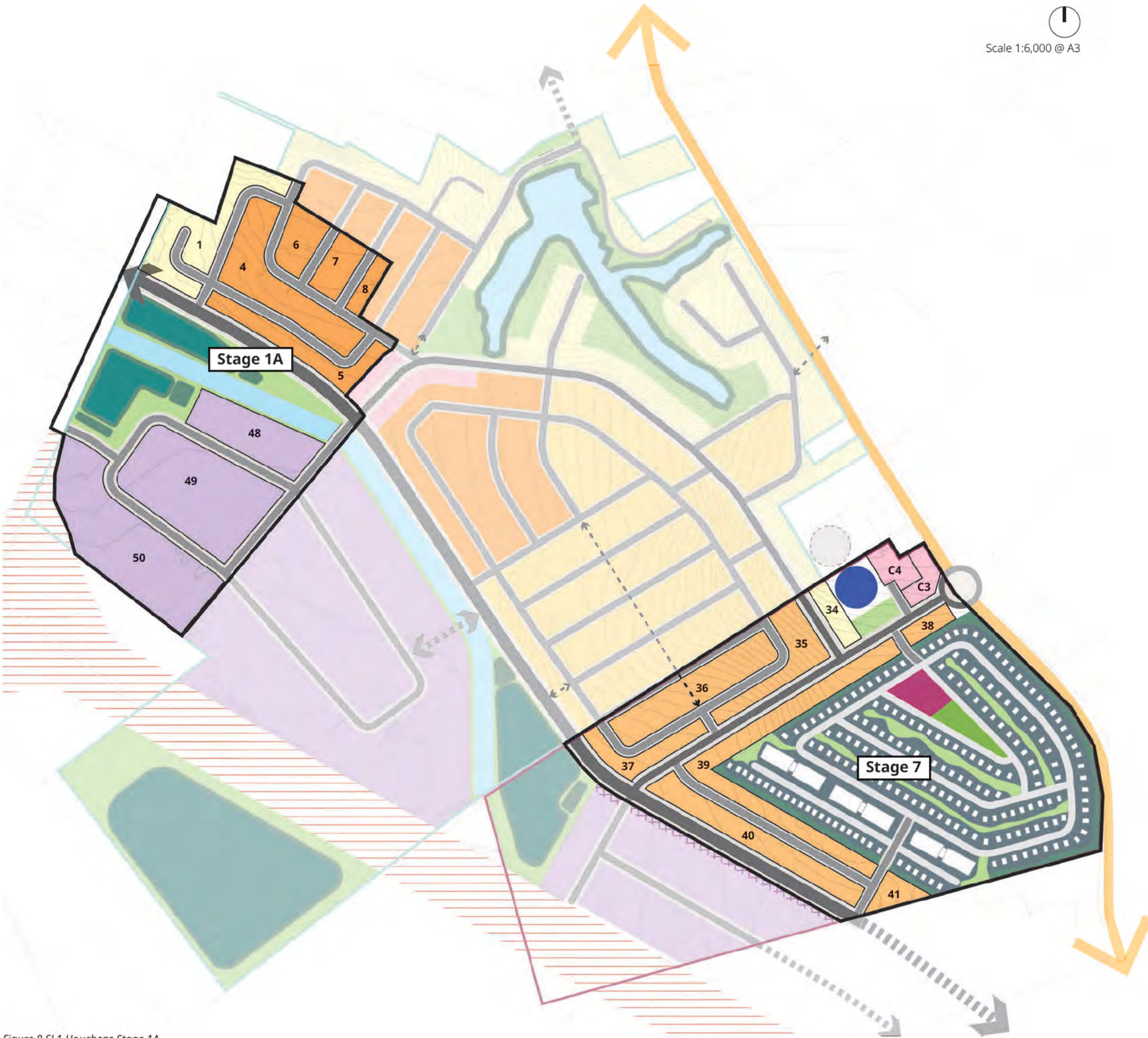


Figure 8 SL1 Houchens Stage 1A



Scale 1:6,000 @ A3

3.6 Stage 1 Option 1B

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

- Legend
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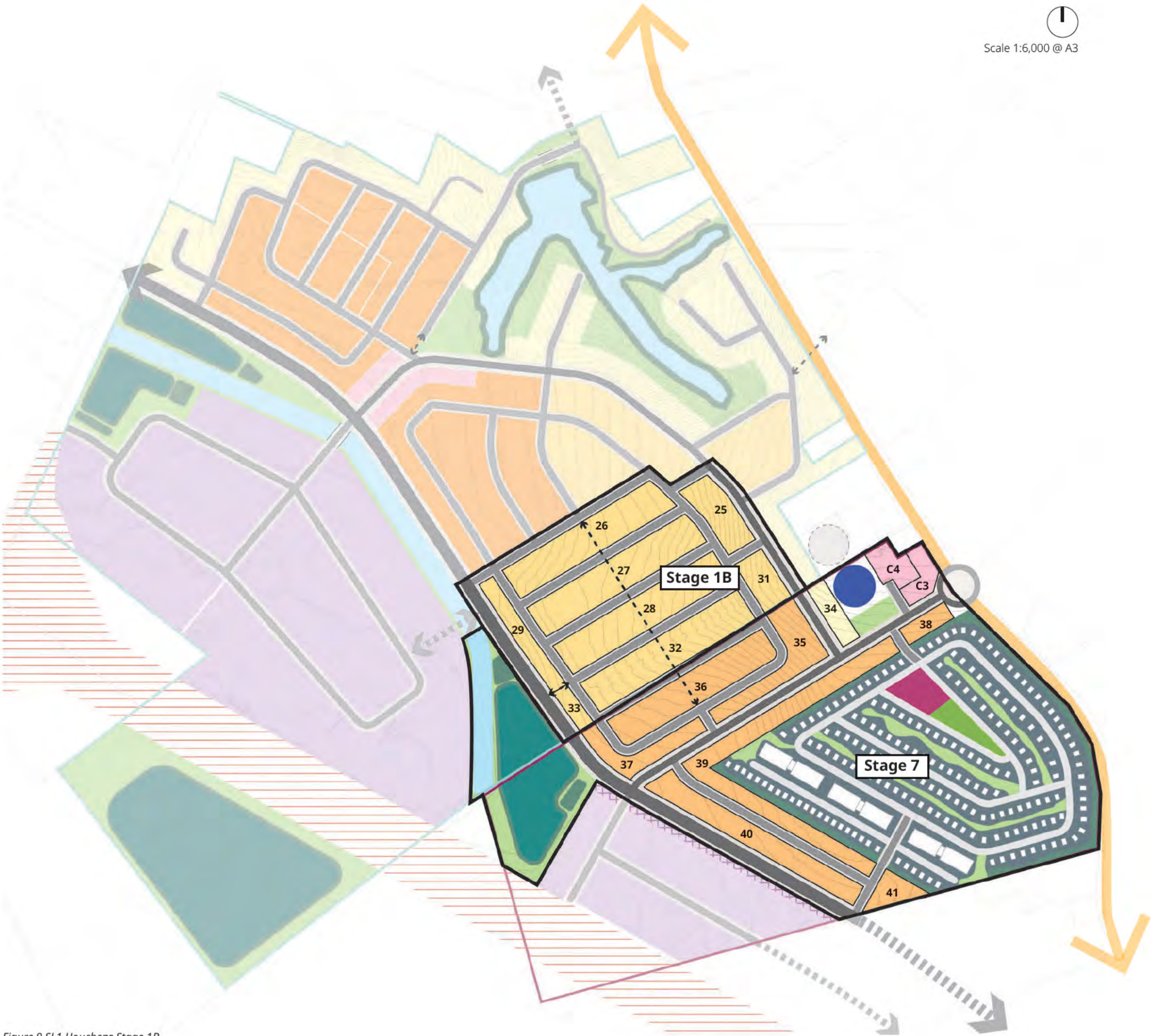


Figure 9 SL1 Houchens Stage 1B

3.7 Wider SL1 Staging

Estimated Timeline

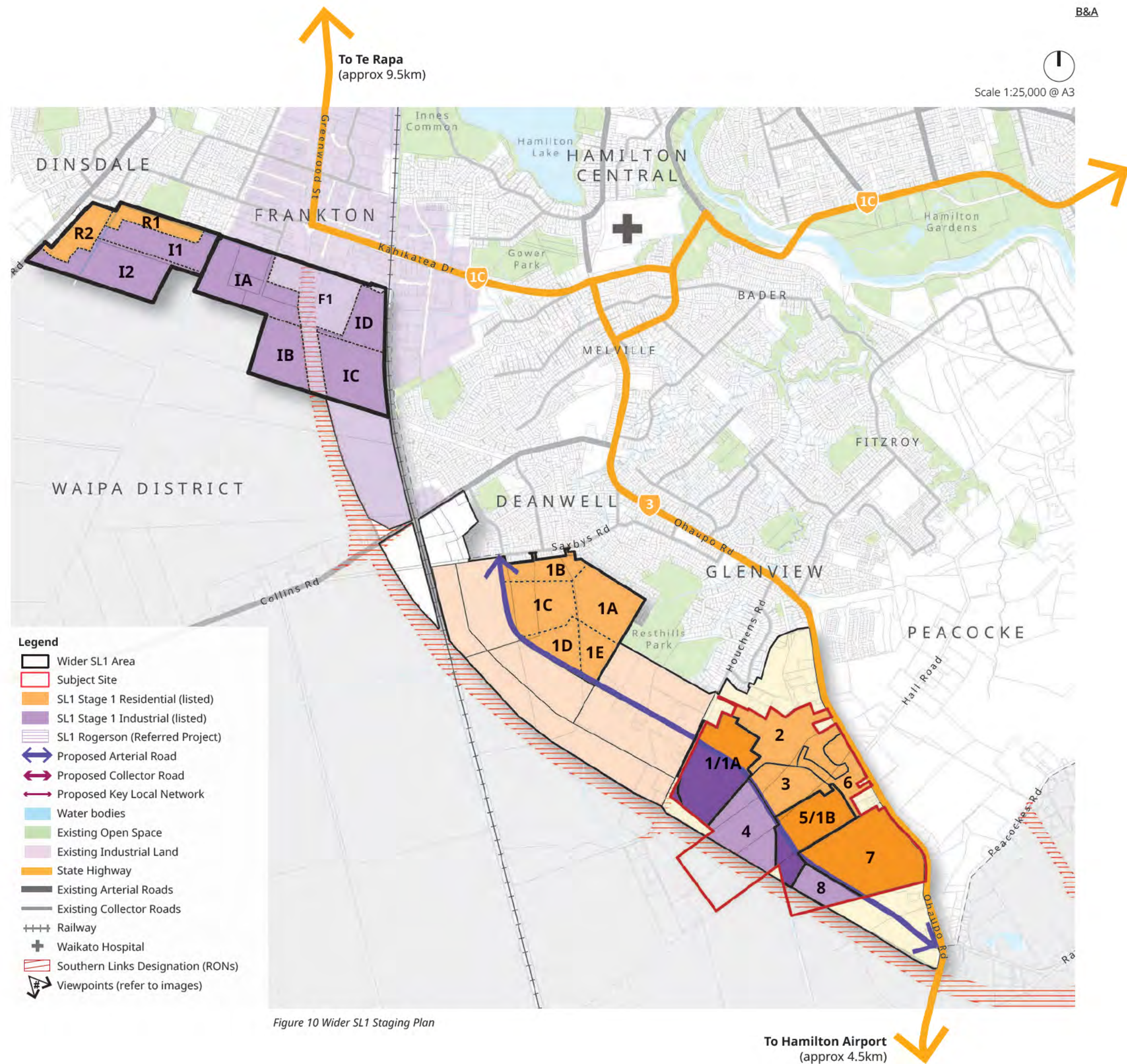
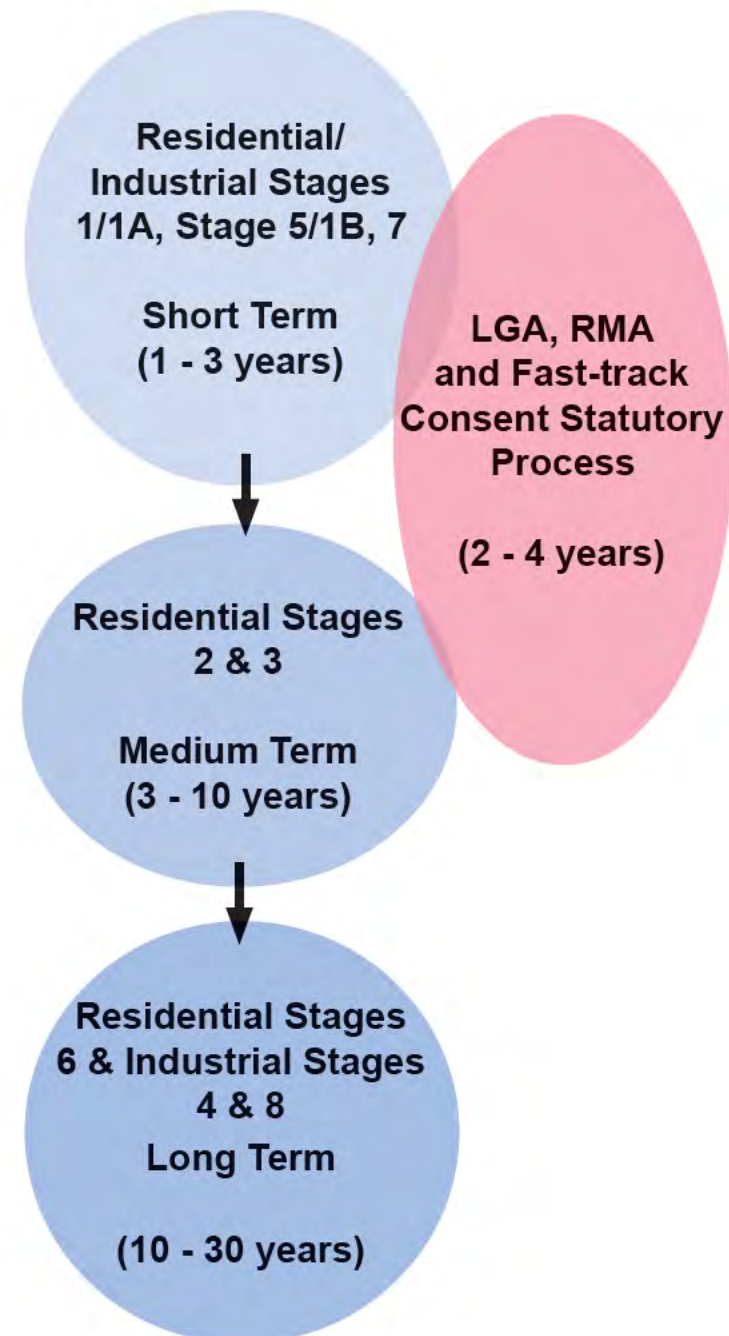


Figure 10 Wider SL1 Staging Plan

4.0 SL1 Context and Spatial Analysis

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

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

4.1 Planning Context

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

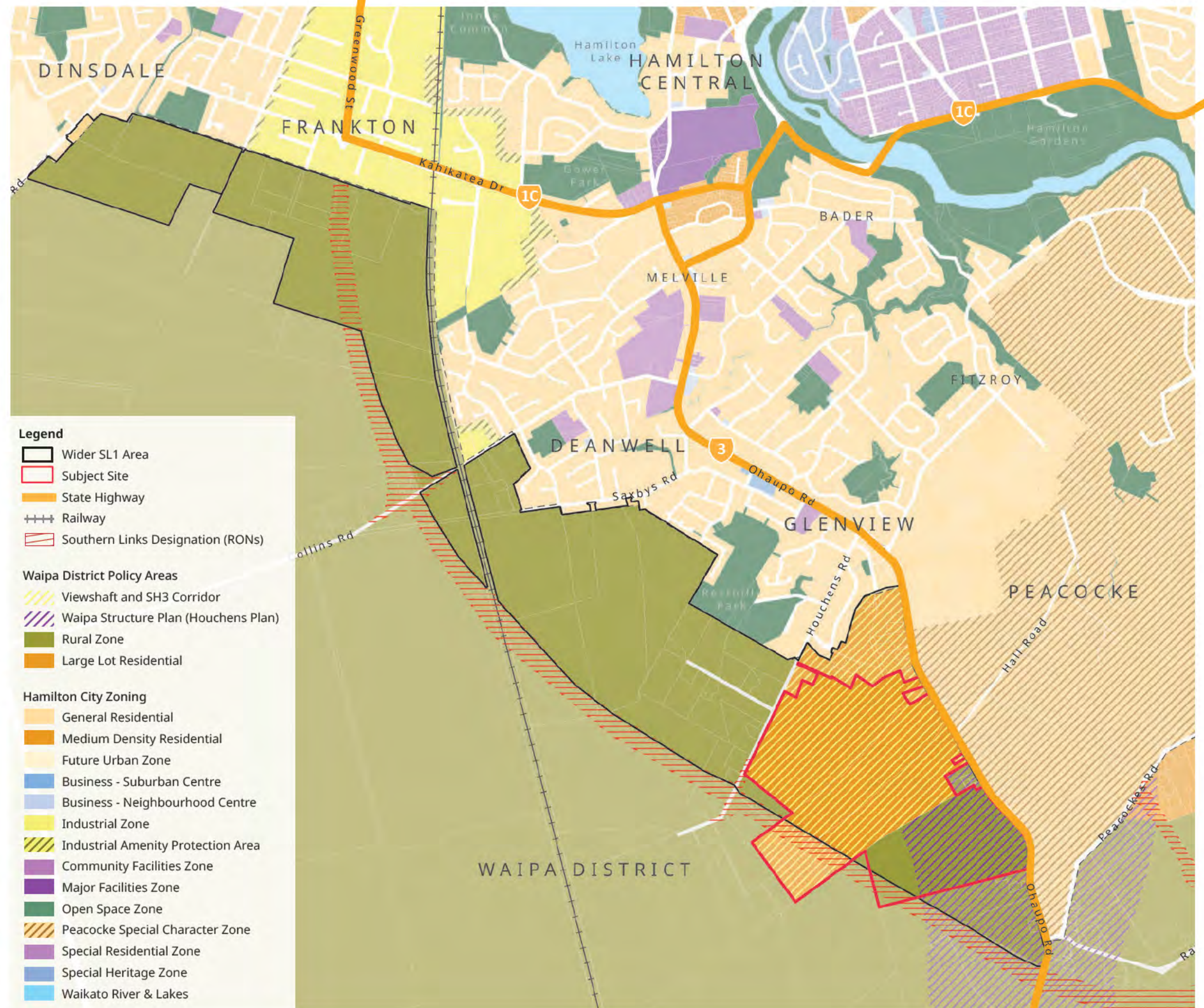


Figure 11 Existing Zoning Map

4.2 Infrastructure

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

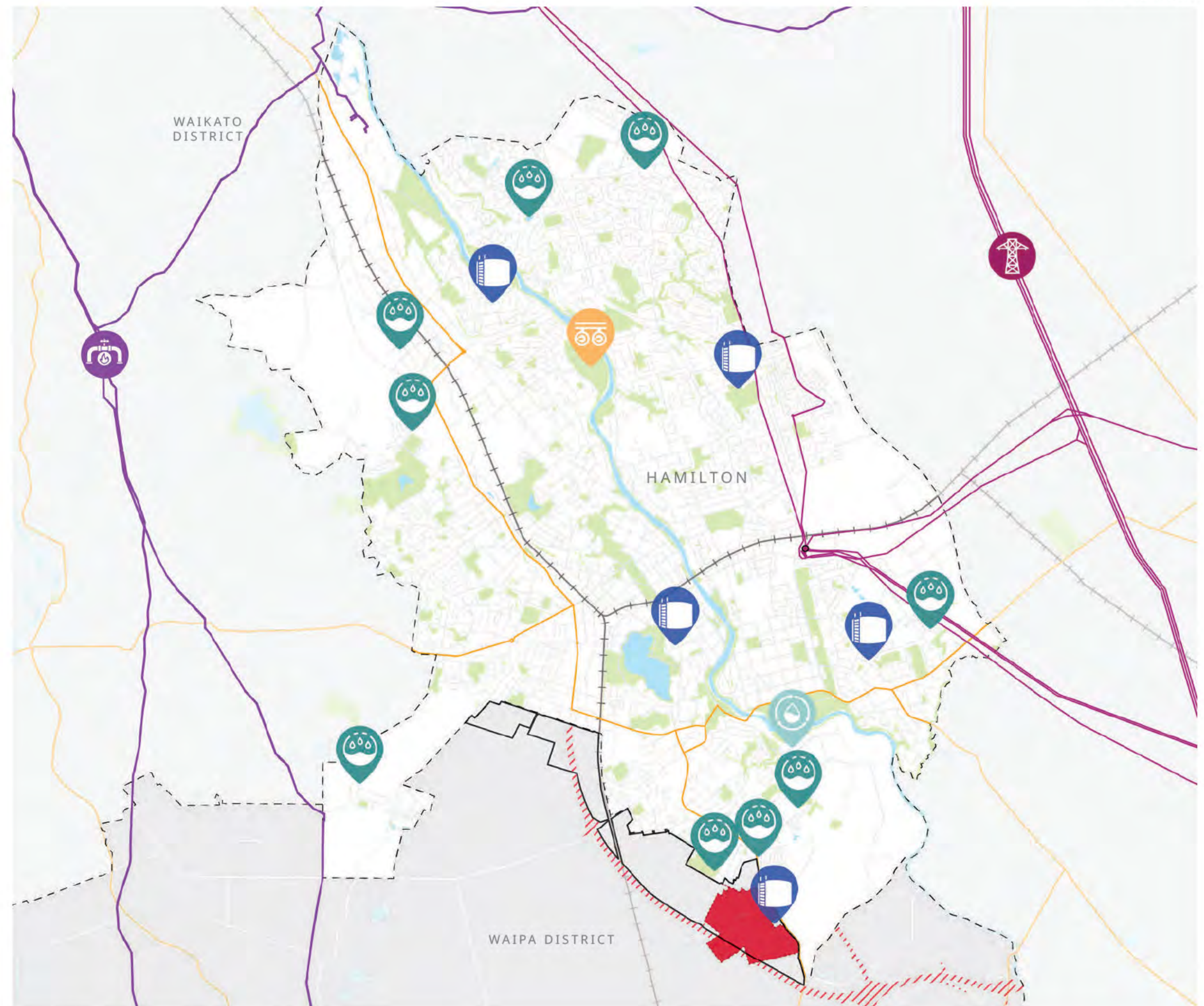
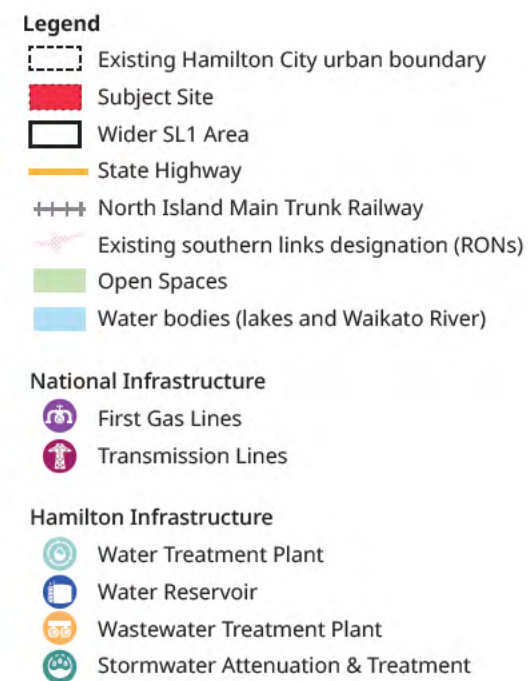


Figure 12 Hamilton City Existing Infrastructure Map

4.3 Land Transport

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

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

- Houchens Road
- Ohaupo Road
- Future Southern Links Interchange



Figure 13 Land Transport Map



Scale 1:25,000 @ A3

4.4 Existing Public Transport

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

Key opportunities for the wider growth cell include:

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

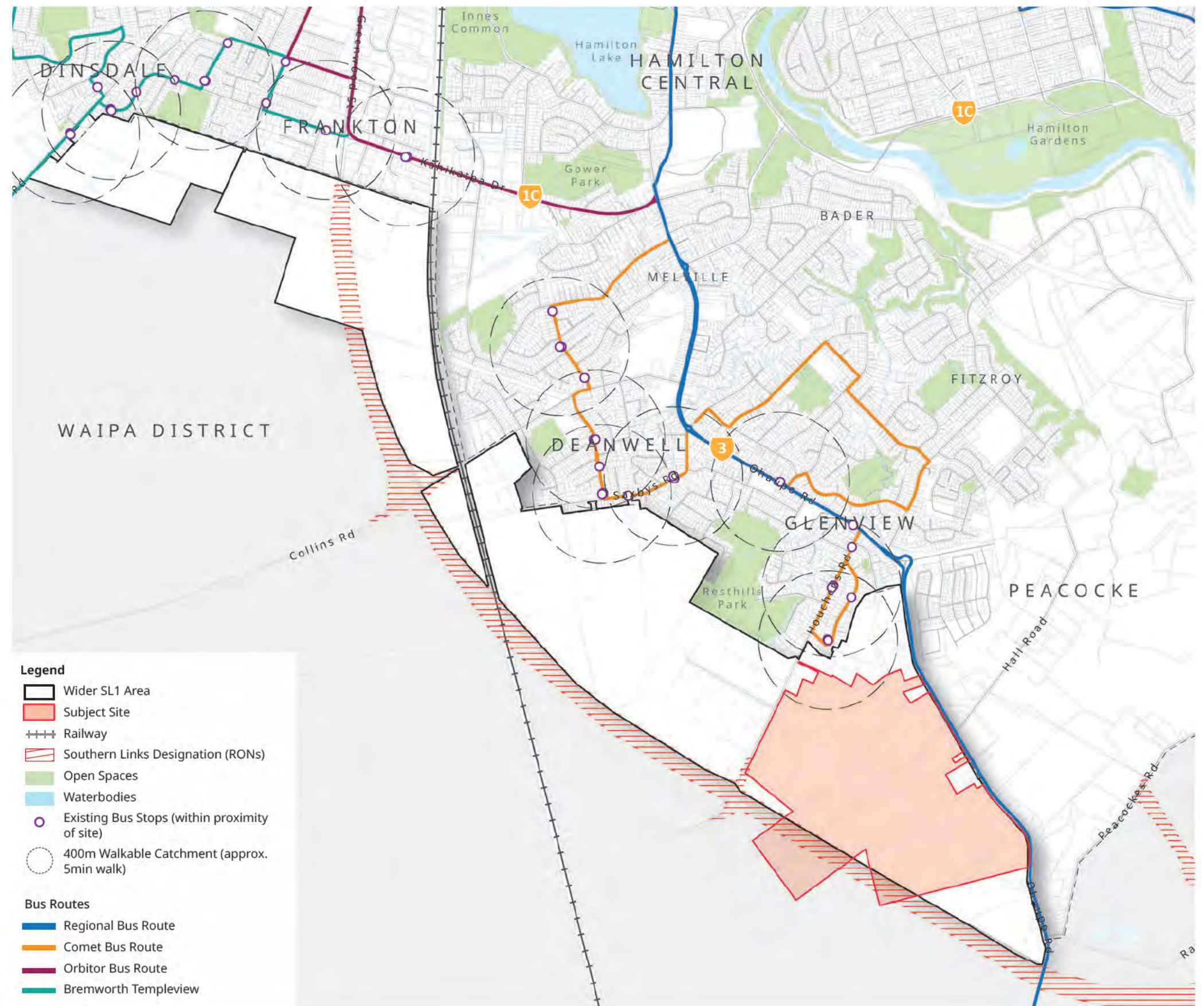


Figure 14 Public Transport Map

4.5 Social Amenities

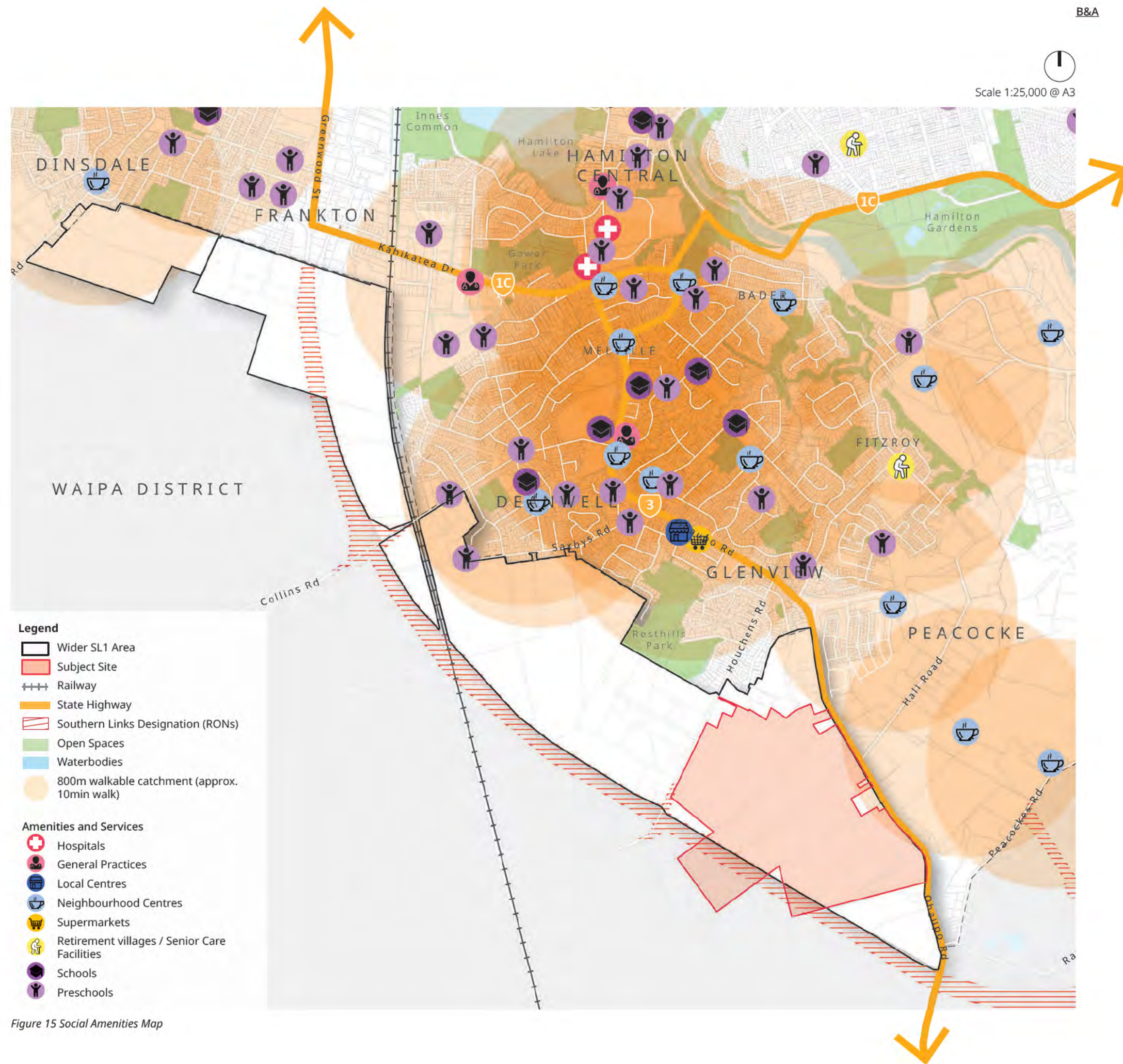
Policy 3(d) of the NPS-UD identifies accessibility by active travel or public transport to a range of commercial activities and community facilities as being a relevant consideration for supporting growth or intensification.

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

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

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

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



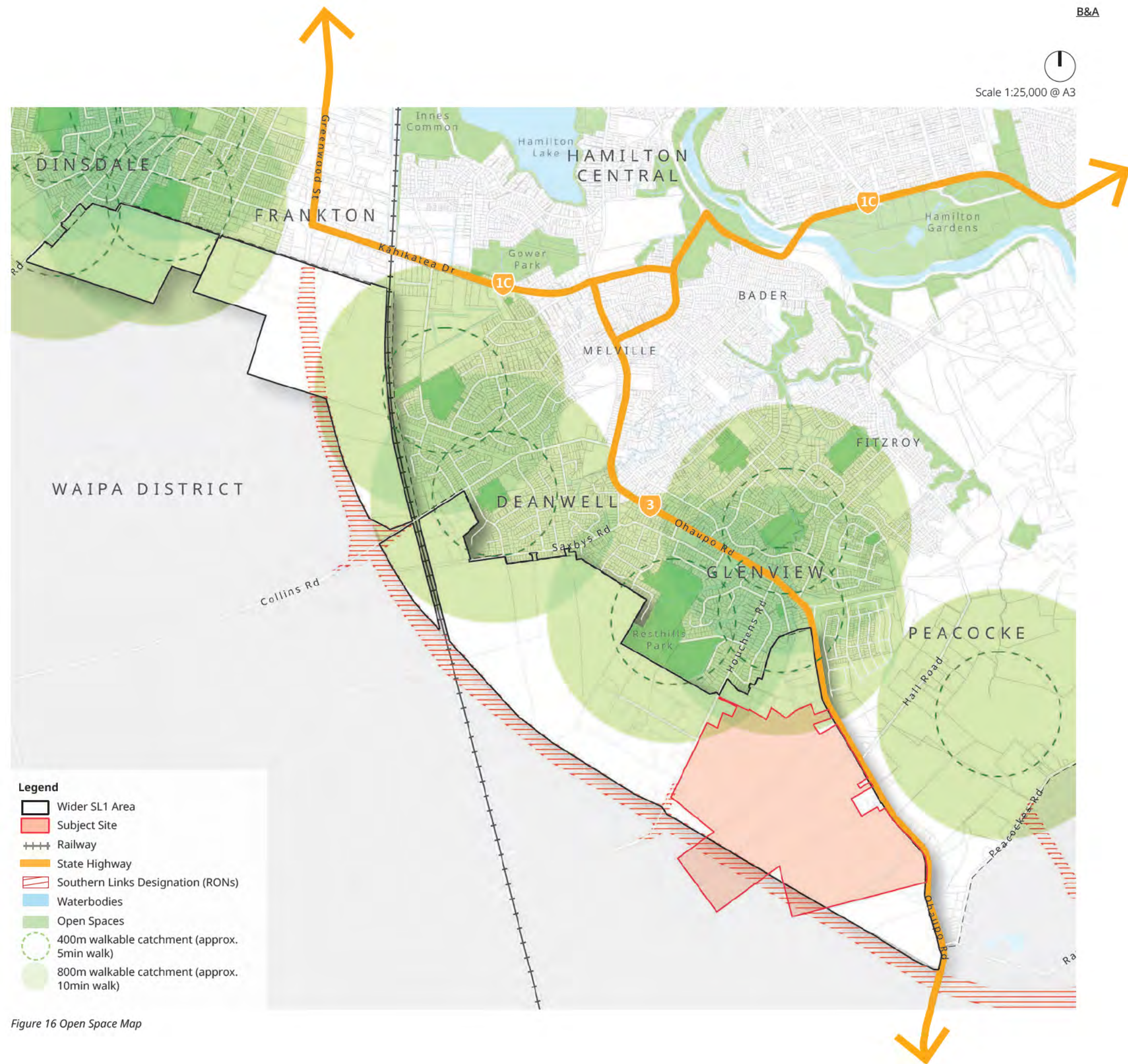
4.6 Open Spaces

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

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

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

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



4.7 Accessibility Analysis - Access to Employment

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

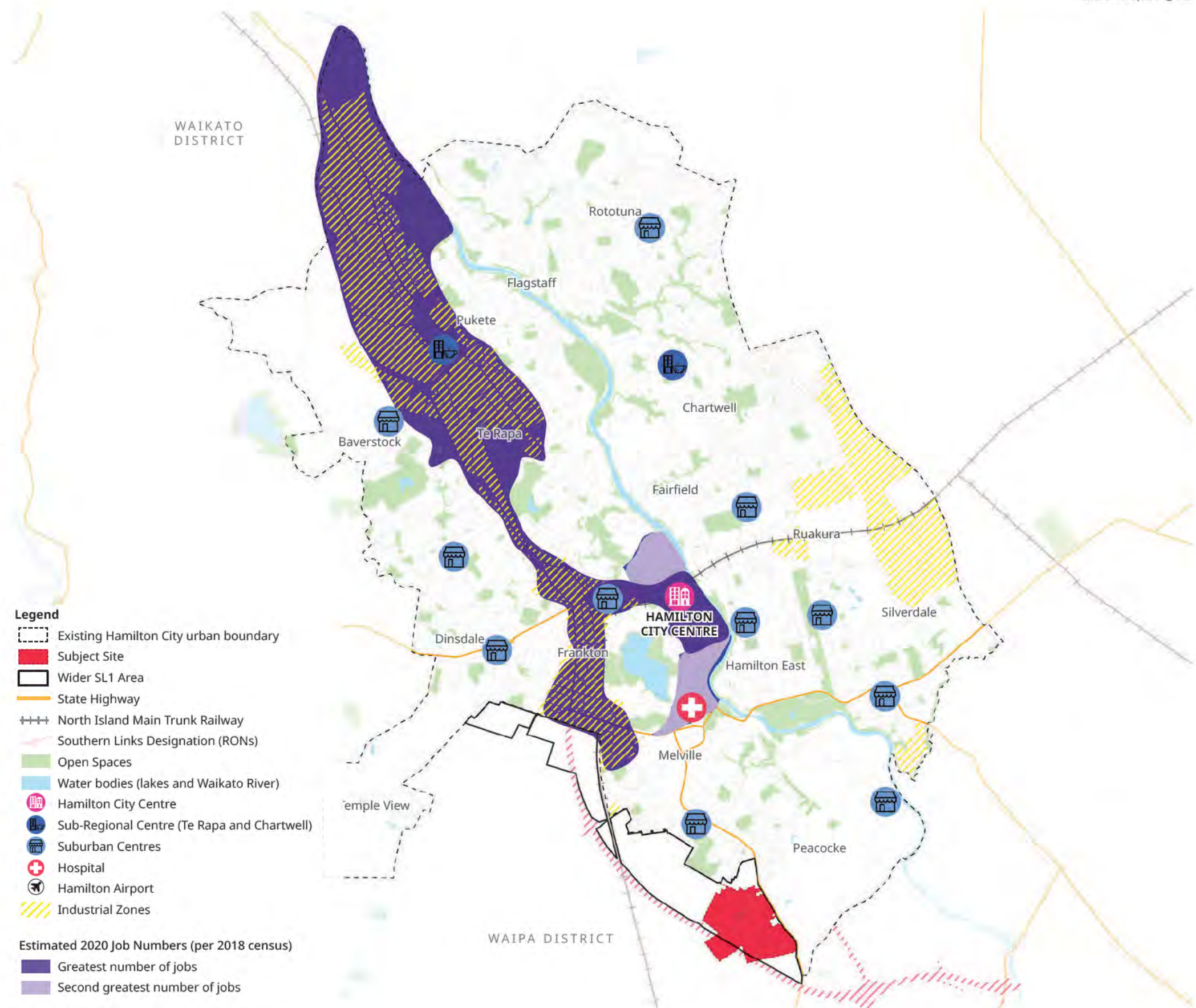
This links back to Objective 3 which of the NPS-UD enables more people to live in, and more businesses and community services to be located in, areas are in or near a centre zone or other area with many employment opportunities.

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

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

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

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



4.8 Accessibility Analysis - Overall Accessibility

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

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

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

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

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

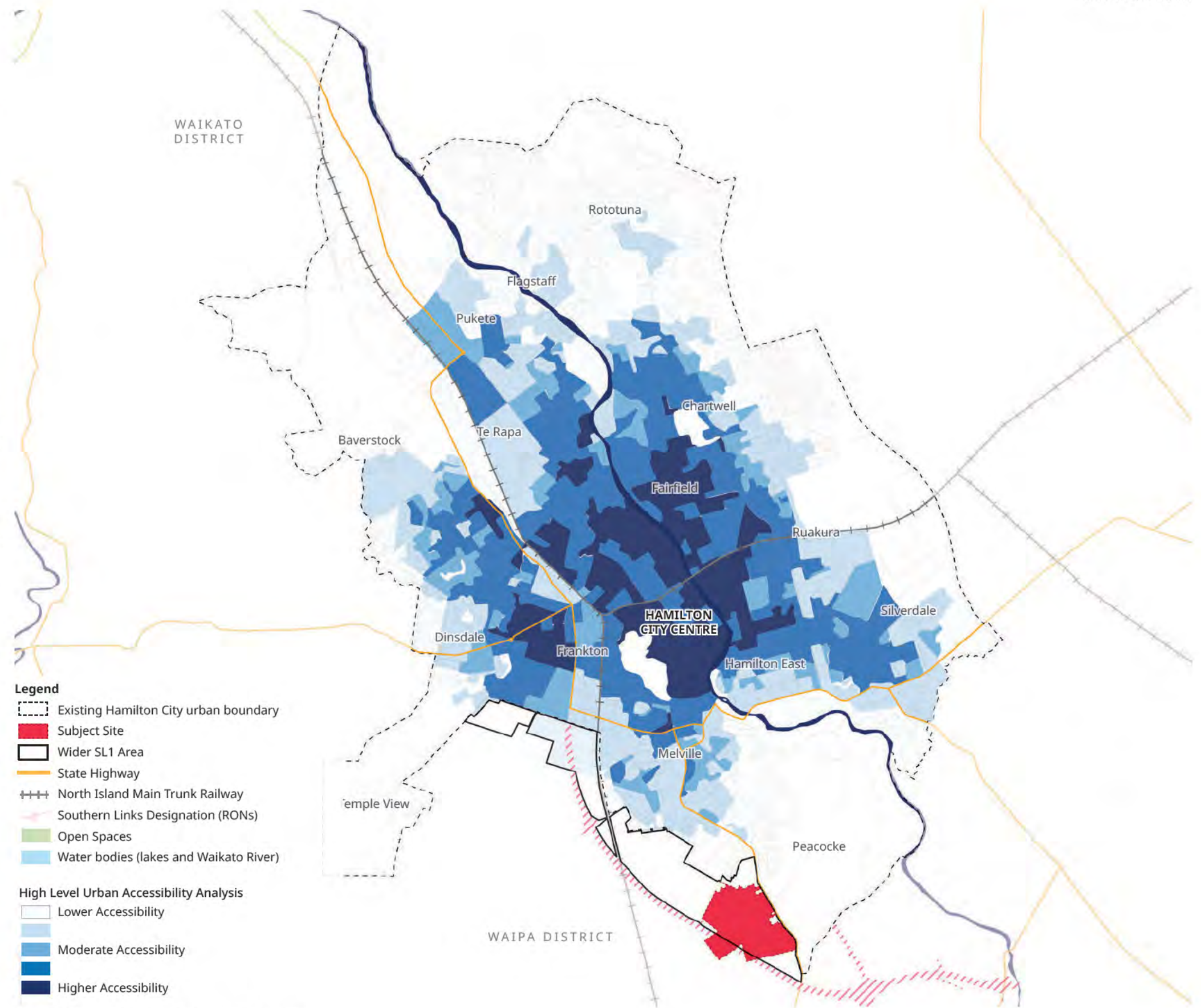


Figure 18 Hamilton City Overall Accessibility Analysis

4.9 Soils - Peat and Highly Productive Land

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

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

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

There is no LUC 1 land identified within the site.

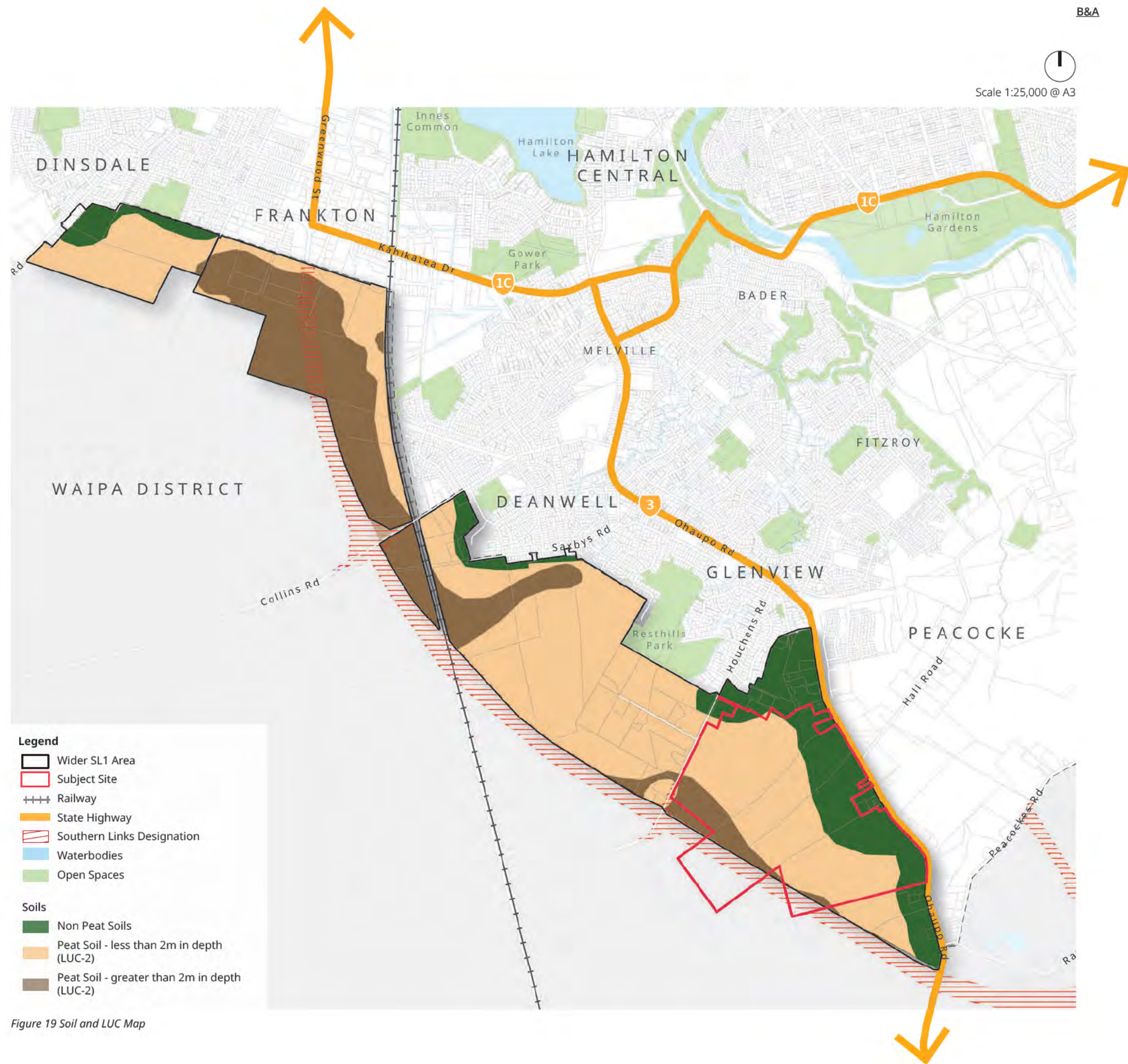


Figure 19 Soil and LUC Map

4.10 Typography - Slope and Aspect Studies

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

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

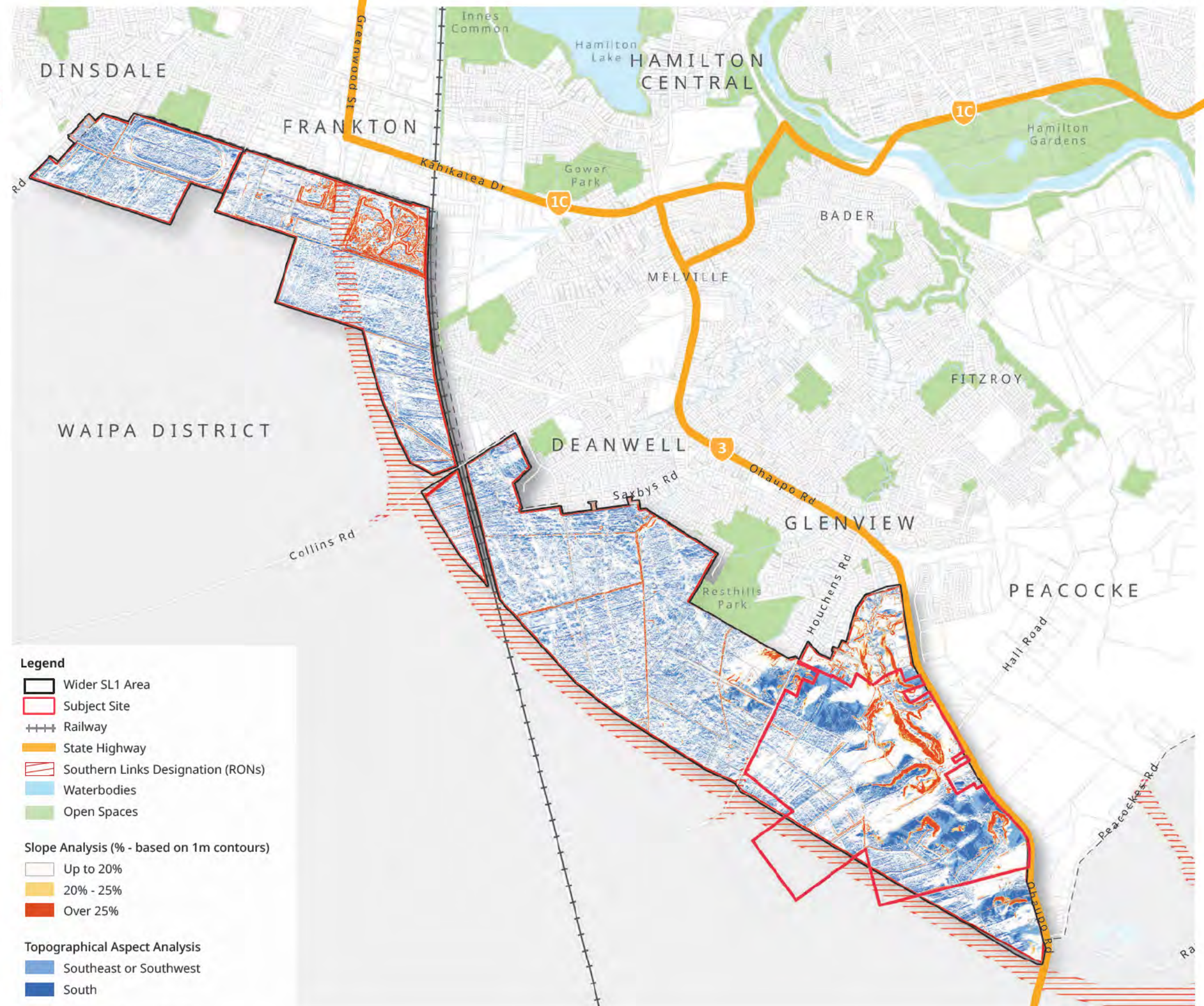
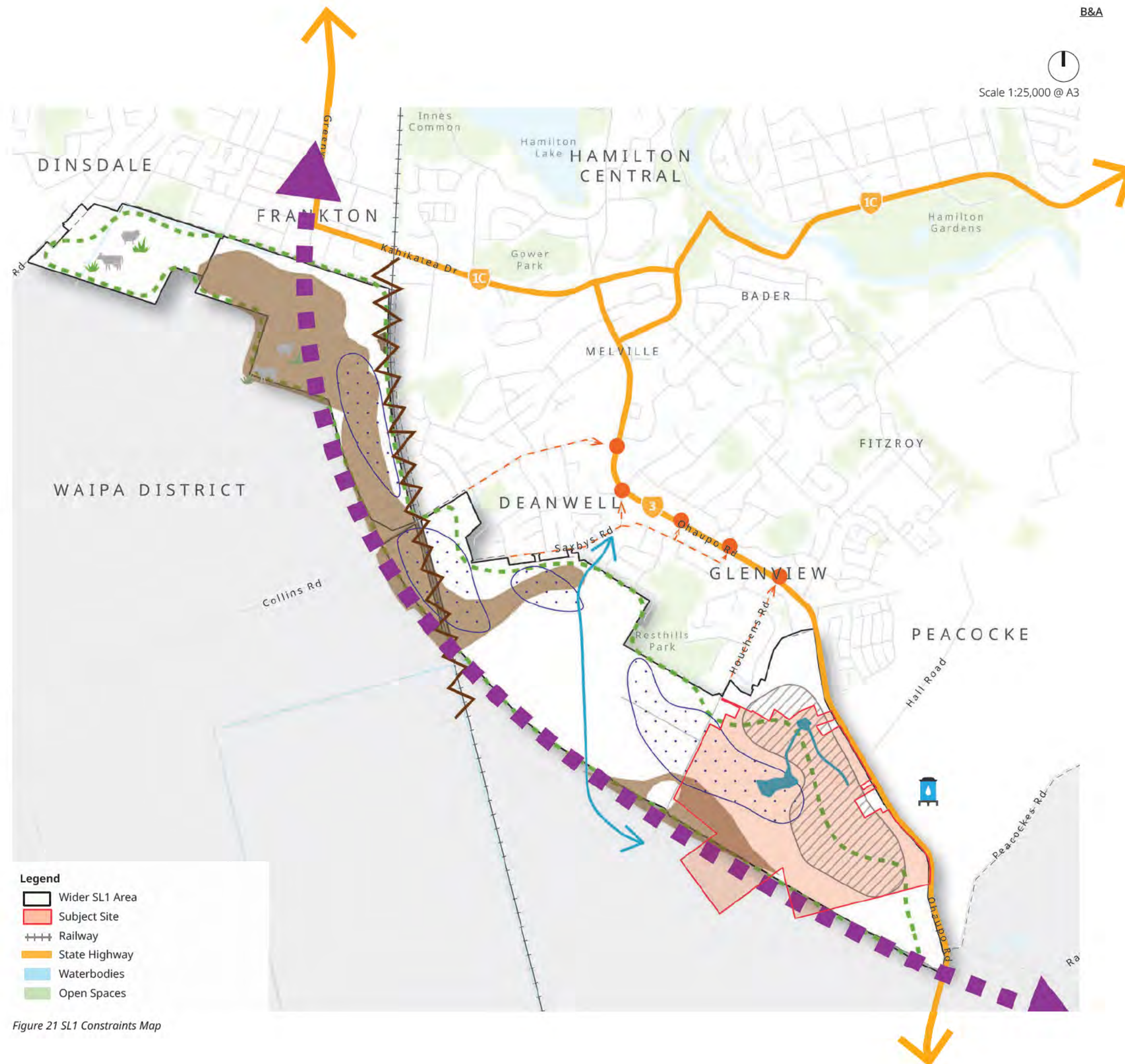


Figure 20 Slope and Aspect Map

4.11 Site Constraints

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

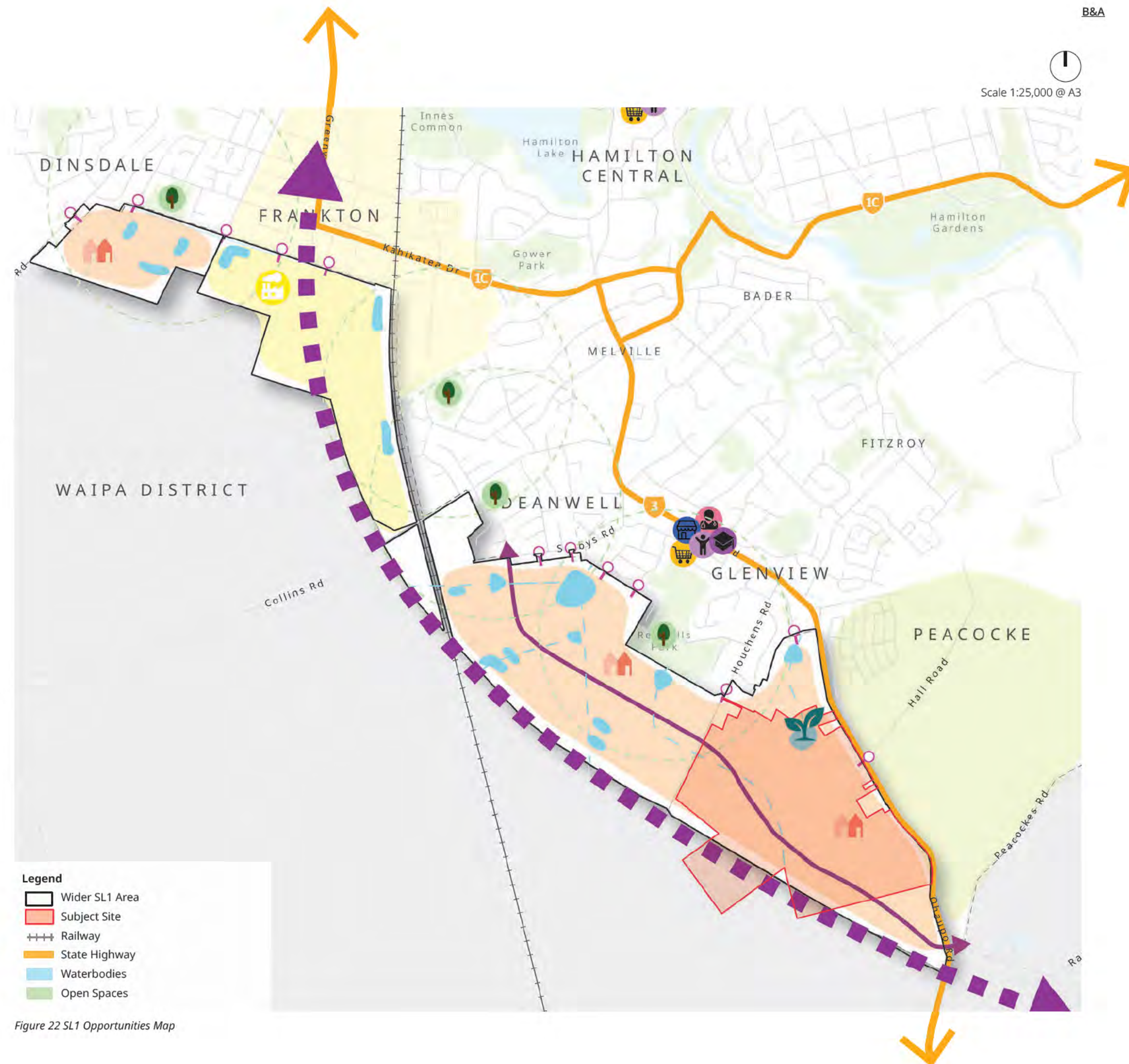
Of note that constraints are not bad in and of themselves but they create boundaries and require us to think up creative ways of working with them.



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

4.12 Site Opportunities

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



Southern Links forms the a defensible boundary to the south of Hamilton City.

Existing and potential connection to some existing key roading networks, as well as to encourage and improve active mode transports.

Opportunity to provide additional residential developments and provide housing choices and diversity.

Opportunity to provide additional industrial land and form part of the existing Te Rapa - Frankton industrial corridor.

Several large existing parks are located immediately adjacent to the SL1 area which provide the opportunity for a high level of amenity and outlook.

A spine road can be formed between Collins Road and SH3.

The area is able to be stitched into the existing urban fabric which includes schools, supermarkets and community facilities. This will be able to be leveraged for early stages of development.

Opportunity to leverage infrastructure proposed to serve Peacocks.

Opportunity to naturalise farm drains and streams, as well as to improve and enhance ecological values.



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