

Response ID ANON-URZ4-5FB7-9

Submitted to Fast-track approval applications  
Submitted on 2024-05-03 17:57:38

Submitter details

Is this application for section 2a or 2b?

2A

1 Submitter name

Individual or organisation name:  
Colliers Project Leader is the client representative for the SL1 Consortium

2 Contact person

Contact person name:  
Robert Dol

3 What is your job title

Job title:  
Project Director

4 What is your contact email address?

Email:  
s 9(2)(a)

5 What is your phone number?

Phone number:  
s 9(2)(a)

6 What is your postal address?

Postal address:  
  
PO Box 9262, Hamilton 3240

7 Is your address for service different from your postal address?

Yes  
  
Organisation:  
Barker & Associates Ltd  
  
Contact person:  
Fraser McNutt

Phone number:  
s 9(2)(a)  
  
Email address:  
s 9(2)(a)

Job title:  
Partner / Planner

Please enter your service address:  
  
PO Box 9342, Waikato Mail Centre, Hamilton 3240

Section 1: Project location

Site address or location  
  
Add the address or describe the location:

The subject site (SL1) is situated within the Waipa District and contiguous with Hamilton City Council's southern boundary to the south-west. Located approximately 3 - 4 km south west of Hamilton City Centre, the site stretches from south Frankton to the south western edge of the Peacocks Structure Plan area (Plan Change 5). SL1 is partially bound by State Highway 3 (SH3) to the south east the North Island Main Trunk Rail to the north east and the Hamilton Southern Links designation (HSL) to the west.

The site is approximately 440 ha in size. It is situated between the established Hamilton suburbs of Dinsdale, Frankton, Deanwell and Glenview to the northeast, and rural land within Waipa to the southwest. The site is currently zoned rural under the Waipa District Plan and comprises of lots in pasture, rural lifestyle, equine industry and peri-industrial use.

The Hamilton airport is located approximately 4.5 km south-east the site and is accessible from Ohaupo Road/SH3. The site is well connected to the existing Frankton industrial activities to north and through State Highway 1c (SH1c) are also connected to the industrial area of Te Rapa further north. Waikato Hospital is also located approximately 3km to the north.

SL1 is split into two distinct parts due to the North Island Main Trunk Rail line (NIMTR), the Collins Road arterial road and the Southern Links designation.

Please refer to Urban Design Package prepared by Barker & Associates for further information.

This document and other supporting information is available via OneDrive here:  
[https://barkernz-my.sharepoint.com/:f/g/personal/fernb\\_barker\\_co\\_nz/EvrgRU0WASxLrF5N3p2T79wBet8lzyXws\\_Ar2lpbo7c84w?e=XGmkiT](https://barkernz-my.sharepoint.com/:f/g/personal/fernb_barker_co_nz/EvrgRU0WASxLrF5N3p2T79wBet8lzyXws_Ar2lpbo7c84w?e=XGmkiT)

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Do you have a current copy of the relevant Record(s) of Title?

Yes  
  
upload file:  
Records of Title - SL1.pdf was uploaded

Who are the registered legal land owner(s)?

Please write your answer here:  
  
Golden Ridge Farm Ltd, Golden Ridge Park Ltd, Industrie Property Rua Ltd, Southpark Agri Development Ltd, Hamilton City Council and Theodoor Robert George Bongers

Detail the nature of the applicant's legal interest (if any) in the land on which the project will occur

Please write your answer here:  
  
The applicants own the legal interest in land outright and is immediately adjacent the proposed Southern Links in which we see strong connection made to the Government Policy Statement Transport "GPS". Southern Links as a Road of National Significance and public transport projects can unlock greenfield land and supporting intensification for housing. SL1 is one of the major emerging growth cells and is immediately adjacent the proposed Southern Links. With New Zealand's population rapidly increasing, it is critical that the housing approach of both up and out is supported by transport infrastructure to encourage and enable new housing opportunities that increases supply and targeting affordability.

## Section 2: Project details

What is the project name?

Please write your answer here:  
Southern Links 1 ('SL1')

What is the project summary?

Please write your answer here:  
  
SL1 is an extensive area of land that is exclusively contained within Waipa District Council and contiguous with Hamilton City Council's southern boundary. This project seeks to give effect through consent applications for the first stages of industrial and residential respectively, namely, the following:  
Concurrent land and subdivision for residential development across a gross area of approximately 48ha (shown as areas shaded orange and denoted as 1A and 1B in the attached). This includes 1,000-1,200 units in a range of typologies, as well as the establishment of associated works, roads and infrastructure.

And,

Concurrent land and subdivision for general industrial use over an area of approximately 80ha (shown as areas shaded purple and denoted as IA and IB in the attached), as well as the establishment of associated works, roads and infrastructure.

What are the project details?

Please write your answer here:

As summarised above, the proposal will enable:

48ha (gross) of land with residential activities, resulting in an anticipated yield of 1,035 residential units; and

66ha (gross) of land with industrial activities, resulting in the creation of 11 new superlots.

Stage 1 of SL1 intends to provide a supply of affordable housing and industrial land for the foreseeable future (short, medium and long term) within the Hamilton Environs. Stage 1 seeks to give effect to a large-scale urban development growth cell that is recognised in existing spatial planning documents Future Proof (FP)/Future Development Strategy (FDS). The project will integrate with the existing Hamilton urban fringe, provide connectivity and enable Southern Links Road which is designated and identified in the draft Government Policy Statement on land transport (GPS 2024) as a Road of National Significance.

The project involves earthworks, roading, wastewater infrastructure, stormwater infrastructure, water supply infrastructure.

The earthworks will require formation of building platforms, road formations, new stormwater wetlands and land formation of recreational areas. Roothing will involve the creation of new local (low volume) roads, local roads and collector roads for residential and industrial traffic.

Wastewater infrastructure will involve establishing new wastewater reticulation, installing underground wastewater storage tanks, wastewater pump-stations, wastewater rising mains and possibly MBR plants for onsite wastewater treatment. Stormwater will include establishing new stormwater reticulation, road culverts, stormwater wetlands, road soakage devices, on lot retention devices and stormwater channels.

Water supply infrastructure will include creating new water supply reticulation, some roof collection tanks, constructing a new water reservoir, and possibly establishing water bores within the development in combination with onsite containerised water treatment devices for potable water supply.

From a transportation access perspective, SL1 is essentially two distinct areas, due to the North Island Main Trunk Rail line (NIMTR) and the Hamilton Southern Links designation (HSL) passing through the growth cell. For ease of reference, we refer to the areas as North and South Blocks. The South Block (south of Collins Road) as the primary residential cell has connections to four existing residential streets in Glenview that then connect to Collins Road (a Collector Road in Hamilton District Plan) and Ohaupo Road (Major Arterial Transport Corridor and State Highway 3). Furthermore, the proposed South Block transport network includes:

A connection direct to HSL from Houchens Road (no connection presently exists in the HSL designation), and Connecting the primary collector road (the Spine Road) at its south end as a fourth arm to a new roundabout at SH3 / Raynes Road intersection that NZTA is constructing as a safety upgrade project in 2024.

As for other growth areas in Hamilton, SL1 development beyond Stage 1 requires greater mode shift to alternative travel modes for future transport to be sustainable. SL1 South Block is well positioned for its residents to access the proposed future Rapid Transit Network (RTN) identified in the Waikato Metro Spatial Plan. It is not unrealistic to expect 30% PT mode share can be achieved in 20-30 years' time provided the high quality, reliable and frequent RTN service exists. Equally, the RTN needs greater residential density developments as proposed in SL1, to be viable.

SL1 North Block (north of Collins Road) includes residential and industrial development areas, with connections to four existing Hamilton roads including Tuhikaramea Road (minor arterial), Karen Cres, Wickham Street and Higgins Road. These connect to Kahikatea Drive Extension (Collector Road) and ultimately Kahikatea Drive and Greenwood Street (SH1c major arterials).

Additionally, SL1 creates an opportunity for the function of the HSL link between SH3 and Kahikatea Drive to be reconsidered, to better support significant residential growth than the present designation allows. This section of HSL could be reimagined as an integrated spine road through the South Block to convey freight, with shared PT and freight lanes in both directions, while providing an urban arterial function through SL1 South Block rather than its current single purpose residential bypass-function around the southwestern side of Hamilton.

Furthermore, capacity upgrades will be required at five existing intersections in the Hamilton network together with four-laning of Ohaupo Road between Saxbys Road and Whatukooruru Drive Road over the course of SL1 development to support the increased travel demand from SL1, Peacocke and the Airport Business Zone around Hamilton Airport.

Describe the staging of the project, including the nature and timing of the staging

Please write your answer here:

SL1 has been divided into four key stages (Industrial Stage 1, and Residential Stage 1, 2 & 3) as well as identified proposed future stages. This has been informed by records of title, lot parcels development potential, high level transport and infrastructure analysis.

As noted previously, this project seeks to give effect to Residential Stage 1 and Industrial Stage 1.

Further detail on the staging of the development is provided on sheet 03 entitled Project Staging and included in the Urban Design Package prepared by Barker & Associates Ltd.

The staging and timing of transport infrastructure improvements has been set out in Section 9 of the attached Transportation and Access Summary prepared by Bloxam Burnett & Olliver.

What are the details of the regime under which approval is being sought?

Please write your answer here:

Resource consent under the Resource Management Act 1991

If you seeking approval under the Resource Management Act, who are the relevant local authorities?

Please write your answer here:

Waipa District Council – it is noted that the proposal would require resource consent for the reasons outlined below:

- Activities not provided for within the Rural Zone;
- Subdivision;
- Formation and construction of roads;
- Servicing;
- Earthworks; and
- Under the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011

Waikato Regional Council – it is noted that the proposal would require resource consent for the reasons outlined below:

- Under the National Environmental Standards for Freshwater Management;
- Taking surface water;
- Taking groundwater;
- Discharge of stormwater;
- Wetland structures; and
- Soil disturbance.

In addition, it is noted that while the application site is outside of the bounds of Hamilton City Council, the project seeks to connect to infrastructure assets owned/managed by HCC. As such, HCC are also considered a relevant local authority for this application.

What applications have you already made for approvals on the same or a similar project?

Please write your answer here:

Whilst not strictly for the same or similar project, it is noted that resource consents have been obtained for industrial and commercial land uses on 16 and 16A Wickham Street. In particular, resource consents LU/0306/19 and LU/0038/23 have been obtained for the establishment and operation of a refuse and recovery park and to establish a paint storage and distribution centre, respectively.

Is approval required for the project by someone other than the applicant?

Yes

Please explain your answer here:

Approval will need to be obtained from the Requiring Authority for Southern Links, being NZTA, noting that the proposed industrial development is located in and around the Southern Links designation and that two new connections are proposed directly from SL1 to the future Southern Links arterial.

Additional approvals will be required from NZTA as the road controlling authority for Ohaupo Road (SH3) and Kahikatea Drive/Greenwood Street intersection (SH1c), as well as Hamilton City Council as the road controlling authority responsible for the local roads SL1 will connect to.

We have received service provider provision for the supply of power, gas and fibre to service the SL1 development. Refer to Appendix J of the infrastructure report prepared by Maven Associates for the service provider provisional approval letters.

If the approval(s) are granted, when do you anticipate construction activities will begin, and be completed?

Please write your answer here:

With the approval granted, we anticipate construction activities will begin as soon as possible and the consortium members have significant track record in the physical project delivery of large greenfield and brownfield projects.

In general, the industrial stages will be bought to market immediately as Industri Property Rua are actively in the market at present. The Residential area will be bought to market immediately also, although will be staged given the overall provision of 1031 sections. We anticipate five to seven stages which really depends on the overall market uptake.

The high-level timeline outline key milestones as follows;

Detail Design – Will be completed as part of the referred project documentation within 10-12 months of approval being granted.

Funding – The consortium members have significant funding options (e.g. Industrie Property Rua Limited is a joint venture between Stride Property and investors managed by JP Morgan and a current portfolio over § 9(2)(b)(iii) of industrial and logistics properties. Future development and investment are proposed to be capitalised through JP Morgan). The residential consortium members have significant funding sources and large balance sheets, while additional funding will be sort this will be transactional in its nature. We would also expect any funding requirements to be resolved in line with the detail design process.

Procurement – During the later stages of the Detail Design process, Colliers Project Leaders and Maven will commence the Stage 1a contractor procurement. As with most projects the Consortium members will want to get to be ready to start construction once the approval is granted.

Site Work Commencement – The commencement of siteworks will be undertaken within weeks of the consent approval being granted. We would expect the substages to be completed within 10-12 months.

Completion – The titling and engineering approval process would normally take 3 months from completion of the subdivision works.

We would anticipate the project delivery from consent approval to titles being issued to be 24-27months. In the residential stage 1 we would see a continual supply of land over 5-7 years.

### Section 3: Consultation

Who are the persons affected by the project?

Please write your answer here:

Ngāti Hauā;  
Ngāti Korokī Kahukura;  
Waikato-Tainui;  
Waipa District Council;  
Hamilton City Council; and  
Future Proof Partners (Hamilton City Council, Waikato District Council, Waipa District Council and Waikato Regional Council).

Detail all consultation undertaken with the persons referred to above. Include a statement explaining how engagement has informed the project.

Please write your answer here:

Over the past four years there has been ongoing consultation with the Regional Future Proof Partners (FP) that combine to include Waipa, Waikato & Hamilton City Council, NZTA as well as local mana whenua. The extent of the wider SL1 area is covered in the various master planning and spatial plans attached to this application.

Consultation has focused on three key areas:

1. Boundary Agreement (Between Waipa and Hamilton City Council) and associated memorandum of understanding (attached) that set out the pathway for enactment via HCC 'emerging areas' process.
2. Servicing the development of land for residential and industrial use.
3. Land use pattern, density, typology, affordability, Private Developer Agreements and relevant National Direction Statements.

Consultation has taken the form of;

- Submissions to the FP committee which included the Future Development Strategy (FDS) 2024.
- Submissions to Regional Land Transport Plan.
- Presentations to Hamilton City Council (multiple) staff and council.
- Presentations to Waipa District Council (multiple) staff and council.

Upload file here:

SL1 - MOU and SLA.pdf was uploaded

Describe any processes already undertaken under the Public Works Act 1981 in relation to the land or any part of the land on which the project will occur:

Please write your answer here:

No.

### Section 4: Iwi authorities and Treaty settlements

What treaty settlements apply to the geographical location of the project?

Please write your answer here:

Not applicable – none.

Are there any Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019 principles or provisions that are relevant to the project?

No

If yes, what are they?:

Are there any identified parcels of Māori land within the project area, marae, and identified wāhi tapu?

No

If yes, what are they?:

Is the project proposed on any land returned under a Treaty settlement or any identified Māori land described in the ineligibility criteria?

No

Has the applicant has secured the relevant landowners' consent?

No

Is the project proposed in any customary marine title area, protected customary rights area, or aquaculture settlement area declared under s 12 of the Māori Commercial Aquaculture Claims Settlement Act 2004 or identified within an individual iwi settlement?

No

If yes, what are they?:

Has there been an assessment of any effects of the activity on the exercise of a protected customary right?

No

If yes, please explain:

The site is not subject to any Treaty settlements, over Māori land or on or adjacent to any known wahi tapu or wahi tupuna areas / areas of significance to Māori.

Upload your assessment if necessary:

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## Section 5: Adverse effects

What are the anticipated and known adverse effects of the project on the environment?

Please describe:

Potential adverse effects arising as a result of the proposal have been considered in the specialist reports appended to this application. Notably, the following documents have been prepared in support of this referral application:

- Infrastructure Assessment and engineering plans, prepared by Maven Associates;
- Geotechnical Desktop Report, prepared by CMW;
- Transportation and Access Summary, prepared by Bloxam Burnett & Olliver;
- Ecological Assessment, prepared by ecological Solutions Environmental Consultants; and
- Economic Assessment, prepared by Insight Economics Ltd.

It is our view that any potential adverse effects can be mitigated and managed through appropriate conditions of consent.

Copies of the abovementioned specialist reports have been saved to a OneDrive file here:

[https://barkernz-my.sharepoint.com/:f:/g/personal/fernb\\_barker\\_co\\_nz/EvrgRU0WASxLrF5N3p2T79wBet8lzyXws\\_Ar2lpbo7c84w?e=k3cnMd](https://barkernz-my.sharepoint.com/:f:/g/personal/fernb_barker_co_nz/EvrgRU0WASxLrF5N3p2T79wBet8lzyXws_Ar2lpbo7c84w?e=k3cnMd)

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## Section 6: National policy statements and national environmental standards

What is the general assessment of the project in relation to any relevant national policy statement (including the New Zealand Coastal Policy Statement) and national environmental standard?

Please write your answer here:

#### National Policy Statement on Urban Development (NPS-UD)

This document has been prepared with consideration to the NPSUD. The high-level plan is generally consistent and in alignment with the NPSUD in the following way:

The site is a large landholding on the edge of the city, where a holistic approach is being taken to deliver a well-functioning urban environment. It will enable people to provide for their social, economic, and cultural wellbeing now and into the future. In particular, the SL1 area will be able to provide a variety of housing types, locations and prices, enabling sites for different business sectors and providing good accessibility for people to housing, jobs, community services, natural spaces and open spaces.

The site can assist with delivering significant development capacity to meet the demand for housing and business land. It is anticipated that the site can deliver good yield with approximately 8,000 – 10,000 houses.

Intensification outcomes are being enabled through the provision for higher density housing around key movement routes, key centres and areas with existing services, facilities and amenities. This is consistent with Objective 3 and Policy 3 of the NPSUD.

The site has good accessibility and connections with Southern Links. In addition, it encourages and promotes active transport through a range of walking and cycling options to housing, employment, schools, community services and open spaces.

The provision of infrastructure in terms of the development capacity that will be enabled has been considered. It is intended that infrastructure will be delivered through a staged approach and could be funded privately but also alongside and in conjunction with TAs.

#### National Policy Statement for Freshwater Management (NPS-FM) and National Policy Statement for Indigenous Biodiversity (NPS-IB)

This document has been prepared giving careful consideration to the freshwater and biodiversity national directions. It is generally consistent with and aligns with the policy and regulatory direction in the following ways:

The waterbodies (wetlands and streams) on the site will be retained and protected. An appropriate buffer shown around these existing and proposed waterbodies will be provided. They are proposed to be set aside and protected through reserve and open space status. The protection of these waterbodies will also assist with providing a high-quality natural environment and amenity for the future residential areas.

No works will occur within any identified wetlands on site.

Maximising the opportunities within the proposed reserve and open space areas for future enhancement, particularly within the buffer areas including ecological restoration and enhancement, replanting and offsetting.

Whilst there is no confirmed or known habitats currently present on site, black mudfish and long-tail bats are proposed to be protected. This will be achieved through the indicative reserve and open space areas identified on the concept plan.

Significant opportunities for restoration and enhancement across the site, including through the maintenance of habitat and vegetation cover where possible.

#### National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (NES:CS)

It is acknowledged that given the soil type and extent of the project, significant earthworks will need to be undertaken. In this regard, a Detailed Site Investigation will be undertaken, which will provide recommendations for any remedial works. On this basis, we are confident that any requirements of the NES:CS can be addressed as part of an application post-referral and the potential risks to human health can be appropriately managed.

#### National Policy Statement for Highly Productive Land 2022 (NPS-HPL)

In our view, SL1 is exempt from the mapping as per section 3.4 (2), which states: "However, despite anything else in this clause, land that, at the commencement date, is identified for future urban development must not be mapped as highly productive land."

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### Section 7: Eligibility

Will access to the fast-track process enable the project to be processed in a more timely and cost-efficient way than under normal processes?

Yes

Please explain your answer here:

Access to the fast-track legislation process will significantly benefit a project in terms of both timeliness and cost efficiency in a time of uncertainty and red tape. The individual members of the Consortium have been working on the emerging area for over 10 years and even now have no certainty of when the growth cell will be operative. The fast-track legislation will;

Timeliness:

- The fast-track process streamlines approvals and reduces bureaucratic delays.
- Expedited reviews and assessments mean quicker project initiation.
- Faster decision-making allows for timely execution of project milestones.

Cost Efficiency:

- Reduced administrative overhead due to streamlined processes.
- Fewer delays mean lower financing costs.
- Efficient resource allocation leads to cost savings.

In summary, access to the fast-track process enables projects to move forward swiftly and with fewer hurdles and opens new areas of employment and housing when many regional growths remain inactive or on hold.

Ultimately in area like SL1 will go a long way to address Housing Affordability as without the Fast-Track Legislation process SL1 may not be given an operative status for many, many years.

What is the impact referring this project will have on the efficient operation of the fast-track process?

Please write your answer here:

As noted in the previous response the fast-track process ability to provide certainty in the timely and cost efficiency manner will have a significant on operational efficiency and get the housing to market a lot earlier.

The fast-tracking SL1 stage 1 with 1031 section and 64ha of industrial land will enhance efficiency by expediting approvals, reducing costs and providing more efficient access to affordable housing.

Has the project been identified as a priority project in a:

Local government plan or strategy

Please explain your answer here:

SL1 is identified in the Future Proof Strategy 2022 as an area for “investigation” for future urbanisation, and has a strategic boundary agreement signed between Waipa and Hamilton City Council. Note\* that FP is being replaced with a pending FDS.

The development area has also been identified as an ‘Emerging Growth Area’ by HCC in their Hamilton Urban Growth Strategy (HUGS).

In addition, it is noted that a Memorandum of Understanding (MOU) has been signed by the SL1 consortium and Hamilton City Council. This outlines an agreed timeline and process to enact a boundary agreement and bring in the SL1 area to Hamilton City.

Will the project deliver regionally or nationally significant infrastructure?

National significant infrastructure

Please explain your answer here:

The project will assist in supporting Southern Links transport corridor (existing designation – Northern segment), which has also been identified in the draft Government Policy Statement on land transport (GPS 2024) as a Road of National Significance.

Will the project:

increase the supply of housing, address housing needs, contribute to a well-functioning urban environment

Please explain your answer here:

The proposal will increase the supply of housing by enabling the development of 48ha (gross) of land with residential activities, resulting in an anticipated yield of 1,035 residential units.

The purpose of the SL1 is to provide for the development of a new, comprehensively planned residential community in south of Hamilton that supports a quality compact urban form. As set out section 4.1 of the attached Economic Assessment prepared by Insight Economics, the proposal acknowledges and directly responds to the need for more residential land within the area to meet growth in demand over time.

A concept plan has been comprehensively designed and provides high-level guidance of the structuring elements which inform the future urbanisation of the wider area, including the proposed redevelopment site. Further to this, the concept plan provides for the development of existing rural land to urban zoned land where it supports a quality compact urban form and a range of housing typologies. To achieve a well-functioning environment, the proposed concept layout is for higher levels of intensification and growth along public transport corridors and near open space; ensuring that infrastructure is in place or can be provided to support new development; and promote the efficient use of land and enables a range of built forms to support choice for a diverse and growing population.

SL1 seeks to contribute to Policy 1 of the National Policy Statement on Urban Development (NPS-UD) by creating a well-functioning urban environment. This is achieved through:



The enablement of a variety of homes to meet diverse needs, in terms of typology, price and location;

Good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport;

Supporting, and limiting as much as possible adverse impacts on, the competitive operation of land and development markets;

Supporting reductions in greenhouse gas emissions through the reduction of private vehicle and enabling public and active transport; and

Resilience to the likely current and future effects of climate change.

Will the project deliver significant economic benefits?

Yes

Please explain your answer here:

We have appended "Insight Economics Brief Economic Assessment of Proposed Fast-Track Development in Hamilton South dated 2nd May 2024"

As summarised in the Key Findings of section 1.3, the proposal will create a significant uplift in jobs and incomes, particularly during construction. Overall, Stage 1 development of SL1 will generate the following one-off construction impacts (including flow on effects):

- Employment for 6,260 FTE-years;
- National GDP benefit of \$825 million; and
- Household wages and salaries of \$440 million.

In addition, once operational, future industrial activity enabled by the development could have the following annual impacts:

- Full time employment for around 1,820 people;
- National GDP of \$360 million; and
- Household wages and salaries of \$150 million.

Further, the proposed development will generate a range of wider economic benefits, such as providing a direct boost in both housing and industrial supply to meet growing demand, meeting the needs of an evolving population, and contributing to the recovery of significant infrastructure costs.

In our view, the proposal will deliver significant regional and national economic benefits. Accordingly, we support it on economic grounds.

We also have support from the Waikato Chamber of Commerce and Te Waka – Waikato Economic Development.

Will the project support primary industries, including aquaculture?

No

Please explain your answer here:

Will the project support development of natural resources, including minerals and petroleum?

No

Please explain your answer here:

Will the project support climate change mitigation, including the reduction or removal of greenhouse gas emissions?

Yes

Please explain your answer here:

The project will contribute to supporting climate change mitigation, including the reduction of greenhouse gas emissions, specifically through providing for urban form that supports low emission transport choices and mode shift, encouraging growth in areas that have or can support good travel choices and shorter average trip lengths. As detailed through the SL1 Concept Plan, the site is well located to provide for diverse multi modal transport choices due to its excellent accessibility and location. This includes, freight, bus, train, walking and cycling transport modes. The project site is:

- Within 2km of the CBD;
- Strategically located to provide good accessibility and connections with Southern Links;
- Within walking distance to existing bus stops providing direct connections to wider Hamilton;
- Within 2km of Te Huia train station; and
- Within close proximity to access Hamilton airport.

SL1 is highly accessible to the CBD, housing, jobs, commercial activities, community services, open space and the airport. Increased population will also improve the viability of more frequent public transport connections which could also benefit the neighbouring residential areas. Notably, the proposed residential development will support public transport use through its proximity to existing PT services in Glenview and Frankton via a short walk, scooter or cycling trip. Furthermore, the South Block residential precinct is close to the likely route of the future rapid transit line (RT4) indicated in the Waikato

Metro Spatial Plan to serve Glenview West. A 30% public transport mode share is an aspiration set out in the Waikato Regional Land Transport Plan (RLTP) 2021-2051. It is not unrealistic to expect 30% PT mode share by SL1 residents in 20-30 years' time provided a high quality, reliable, connected, and frequent RTN service exists nearby and the density of residential dwellings does not support traditional high car-dependency travel. A RTN needs medium and high-density residential development nearby, as proposed by SL1, to be viable to operate at levels of service that support 30% and higher travel mode share.

The project includes the provision of new footpaths, legible connections to the CBD, schools, existing open space and parks, connections into existing public transport networks, dedicated walking and cycling facilities. The SL1 concept plan also demonstrates that the project will be able to provide a low emissions urban form through incorporation of measures such as water-sensitive urban design, well integrated green spaces and natural features. The ability to develop SL1 as a greenfield area, aligns and supports reductions in greenhouse gas emissions through the development of a well-functioning urban environment where there is a high level of accessibility and ability to provide for housing which can be supported by a resilient and reliable low carbon transport network.

Furthermore, the SL1 consortium are committed to delivering low energy, low carbon homes, which are healthy and resilient to climate change and weather extremes, and which require less energy to heat and cool than conventional New Zealand homes. In addition, there is water metre infrastructure incorporated into the design of homes, provision for housing to incorporate potable reuse and rainwater tanks for non-potable water reuse which will help support broader climate change mitigation outcomes.

Will the project support adaptation, resilience, and recovery from natural hazards?

Yes

Please explain your answer here:

The application is for residential and industrial activities on the fringe of an existing Tier 1 city. An application has been made under the Local Government Act for a boundary relocation between neighbouring councils, being Waipa District Council and Hamilton City Council.

The site has been identified regionally for urban development, and is relatively flat undeveloped land, which per the attached urban design package prepared by Barker & Associates Ltd, has been appropriately structure planned and master planned to provide for well-functioning urban environment down to a sub-catchment extent.

Given this context, the likely hazards would be limited to liquefaction, ground conditions (peat soils), and flooding. These can be appropriately planned for and managed by working holistically at scale across multiple land ownership boundaries, stormwater catchments, soil types and by taking into account neighbouring growth cell opportunities and constraints. Furthermore, through the consent process and detailed designed we can further detail mitigation design measures to manage these risks at an acute lot scale, i.e. set appropriate RL's, contour and earthwork land appropriately, and manage stormwater appropriately, and design appropriate foundations as detailed further below.

In particular, flood modelling has been completed across the site by Maven. The investigations indicates that SL1 is subject to some flooding risk as shown in Section 2.15 of the Concept Plan. The flood modelling (using a 1-100 year flood event) confirms that flooding within SL1 is primarily concentrated within the existing watercourses and outside of the watercourses the bulk of lower lying areas are subject to sheet flows only, with depths ranging from 100 – 300mm.

The Engineering report prepared by Maven and attached to the application, provide confidence that the flooding risk can be appropriately managed and mitigated to support adaptation and resilience. The flooding risk will be managed through well-integrated stormwater ponds, naturalised stream network and green spaces throughout the site. These features will help with flood control and reducing risks to people from natural flood hazards through directing and capturing/storing flood waters in the stormwater ponds. Maven are satisfied that flooding within the site and downstream environments and the protection of property can be appropriately managed, having regard to natural hazard risk noting that attenuation can be provided and excess stormwater runoff can be managed through the proposed stormwater management ponds.

With regards to liquefaction, Section 2.15 also identifies liquefaction risk to a portion of land towards to the south of the wider SL1 area. While the broader SL1 area has some liquefaction risk, that risk does not extend into the specific sites being considered as part of this project. However, it is noted for completeness that the liquefaction risk can be managed through detailed engineering and design relating to suitable building foundations during the building phase and it is unlikely to prevent future urbanisation or intensification. This will be appropriately considered and addressed when the affected land in question is sought to be developed.

Overall, it is considered that the natural hazard risk associated with the project can be appropriately managed and the project site can be developed to accommodate urban residential and industrial land uses in a manner that is resilient to natural hazards. Additionally, key features of the proposal including the integrated stormwater ponds and green spaces will increase the overall resilience of the site to natural hazard risk.

Will the project address significant environmental issues?

No

Please explain your answer here:

The subject site and therefore project is not subject to any significant environmental issues. The project will however deliver significant environmental benefits in relation to climate change and natural hazards for the reasons set out in the questions above. The project will also deliver enhanced outcomes for freshwater and biodiversity through the provision of enhanced ecological opportunities such as creating habitat for biodiversity, protecting and enhancing wetlands and improving freshwater quality. The proposal for SL1 will deliver strong alignment to the broad environmental issues and outcomes being addressed through current national direction instruments.

Is the project consistent with local or regional planning documents, including spatial strategies?

Yes

Please explain your answer here:

The project is consistent with the Future Proof Strategy and Hamilton Waikato Metropolitan Spatial Plan (MSP).

The Future Proof Strategy and MSP is a vision and framework for how Hamilton City and the neighbouring communities within Waipā and Waikato districts will grow and develop over the next 100 + years creating one of the most liveable places in New Zealand.

Both documents emphasize that the Hamilton-Waikato metro area is an urban subregion of the Waikato. Enabling development of the SL1 site, will give effect to the objectives, by improving housing affordability and choices, improving access to employment, education and services, enabling quality-built environments.

The project will give effect to Te Ture Whaimana o Te Awa o Waikato – Vision and Strategy for the Waikato River through integrated stormwater management via Mangakotukutuku ICMP directives.

Anything else?

Please write your answer here:

In addition to the economic impact of the project below is a brief background of the developers.

SL1 Industrial Stage 1:

The subject future industrial land is currently held under five separate owners with the bulk of it held by two, Southpark Agri Development and Industrie Property Rua Limited.

Southpark Agri Development Limited (Southpark) is a group of investors who have held the land since 2017.

Industrie Property Rua Limited (Industrie) is a joint venture fund between NZX listed Stride Property and investors managed by JP Morgan. This fund was established in 2019 and has a current portfolio of over <sup>§ 9(2)(b)(iii)</sup> of industrial and logistics properties. The portfolio includes both mature developed assets and future development stock. Future development and investment is proposed to be capitalised through JP Morgan. Examples of Industrie's developments are featured in this paper.

Industrie acquired the initial land holding in the SL1 area in 2019 to develop facilities for Waste Management New Zealand (WM) at 16 Wickham street. A further acquisition was made in 2021 at 16a Wickham Street which doubled the landholding in the location and allowed for potential future expansion of WM.

Industrie's land acquisitions in the location were made from interests associated with Southpark. In the past five years actual development on the site has been undertaken by Industrie.

In addition to the completed development works on the WM site there is a resource consent for a future stage to develop recycling facilities at 16 Wickham street and a further consent to develop a Distribution Centre for Wattyl and a future stage at 16a Wickham Street. The distribution Centre for Wattyl sees commercial activity that is currently based on an industrial site in Avondale Auckland moving into the Waikato.

Stride Property has wider interest in Hamilton City as it is a shareholder and manager of both Chartwell Shopping Centre and NZX listed Investore which owns Countdown supermarkets in Anglesea Street, Bridge Street, Rototuna and Bunnings Te Rapa. This represents a significant commercial rating base and interest in the wider success of Hamilton.

SL1 Residential Stage 1:

The stage 1 residential area is primarily owned by Golden Ridge Farms Limited and Golden Ridge Park Limited, they are a long term investors who have partnered up with experienced developers.

This collective group has a significant amount of proven property and development experience both regionally and nationally in addition to significant financial resources to deliver the SL1 residential growth cell, a brief example of this experience includes although is not limited to;

- 20 hectares developed and zoned as Industrial land on Onion Road
- 11 hectares developed and subdivided into Industrial Lots on Te Rapa Road/Karewa Place
- Brymer Heights - 230 residential sections, currently under development, Stages 1, 2, 4 complete
- Developed approx. 70 hectares of land encompassing Arthur Porter Drive into Industrial land.
- Approx 60ha of developed industrial land Te Rapa Gateway Industrial - JV with Chalmers Properties
- Development of a \$75m mixed use development in Cambridge – Lakewood Cambridge.

Does the project includes an activity which would make it ineligible?

No

If yes, please explain:

## Section 8: Climate change and natural hazards

Will the project be affected by climate change and natural hazards?

No

If yes, please explain:

Potential natural hazards that may affect the site could include stormwater flooding, high DxV overland flowpaths, liquefaction, ground settlement. We will manage these potential risks through mitigation measures and design.

Climate change will be accounted for within the stormwater designs undertaken by Maven. In particular, climate adjusted stormwater rainfall data from NIWA's HIRD V4 database, which applies NIWA's rainfall adjusted temperature projections will be utilised. This rainfall data will be used within specialised stormwater software (such as HEC RAS, HEC HMS, 12d and C3D, etc) to simulate the potential future extreme storm events for the pre and post site conditions. The design will account for overland flows through the development to manage DxV and flooding risks to safeguard people and infrastructure against potential future extreme storm events and manage the potential effects of climate change.

The site has predominantly peat underlying soils. To manage these peat soils against ground settlement several measures will be adopted on a case-by-case basis, including through the following methods:

1. Removing peat and backfilling with engineered fills to form suitable ground conditions for building platforms;
2. Piling foundations through peat into the underlying strata; and,
3. Surcharging and filling over peat to consolidate materials to form suitable ground conditions for building platforms.

Using these methods the limitations associated with peat soils can be appropriately addressed.

With regard to liquefaction hazards, while the broader SL1 area has some liquefaction risk, that risk does not extend into the specific sites being considered as part of this project. However, it is noted for completeness that the liquefaction risk can be managed through detailed engineering and design relating to suitable building foundations during the building phase and it is unlikely to prevent future urbanisation or intensification. This will be appropriately considered and addressed when the affected land in question is sought to be developed.

Additionally, as set out in section 7 above, the SL1 consortium are committed to delivering low energy, low carbon homes, which are healthy and resilient to climate change and weather extremes.

## Section 9: Track record

Please add a summary of all compliance and/or enforcement actions taken against the applicant by any entity with enforcement powers under the Acts referred to in the Bill, and the outcome of those actions.

Please write your answer here:

We are not aware or advised of any compliance and/or enforcement actions taken against an applicant by relevant entities with enforcement powers under the Acts referred to in the Bill.

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## Declaration

Do you acknowledge your submission will be published on environment.govt.nz if required

Yes

By typing your name in the field below you are electronically signing this application form and certifying the information given in this application is true and correct.

Please write your name here:

Robert Dol

Important notes