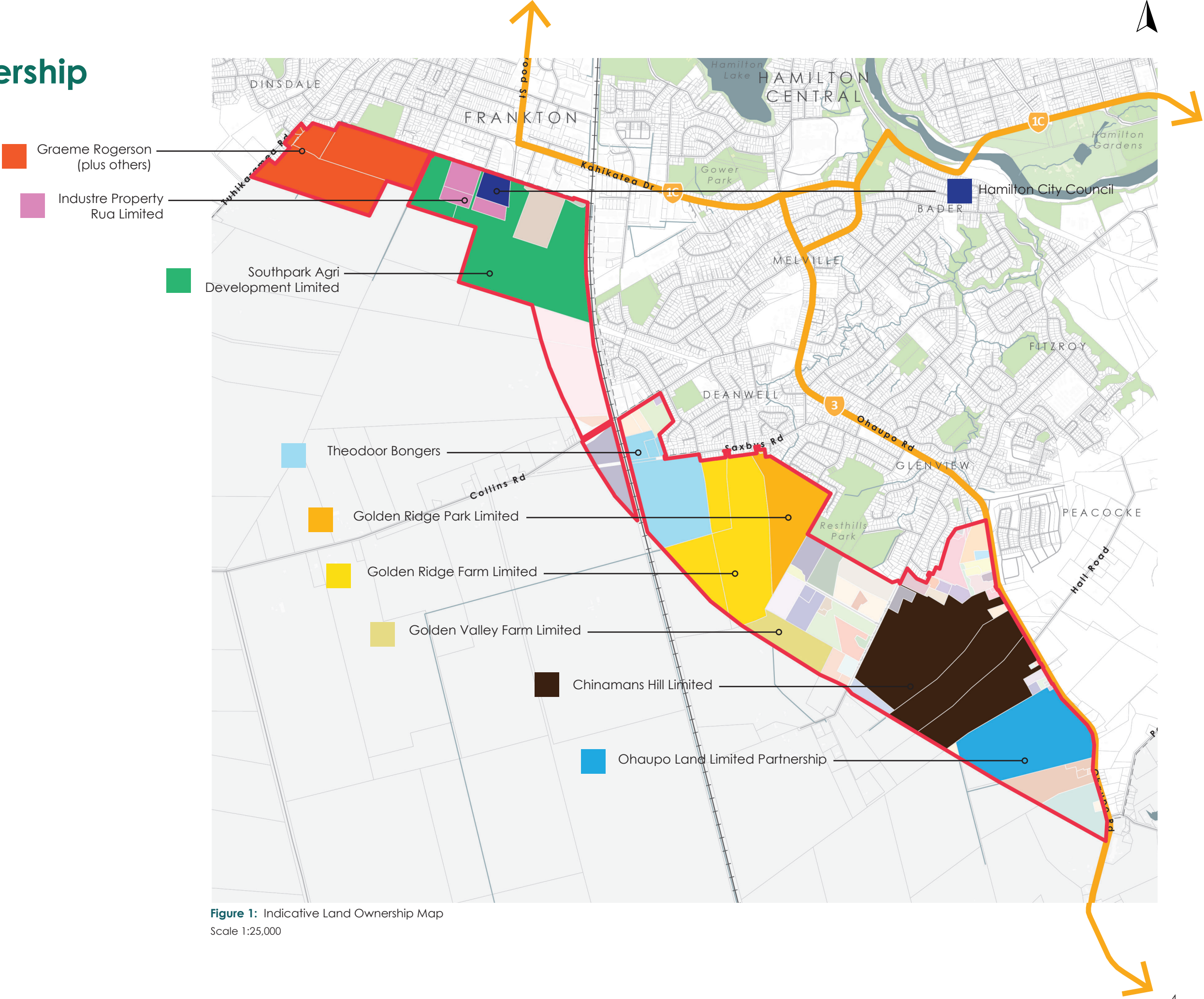


BACKGROUND INFORMATION AND ANALYSIS FOR SL1

1.0 LANDOWNERSHIP BREAKDOWN

1.1 Land Ownership

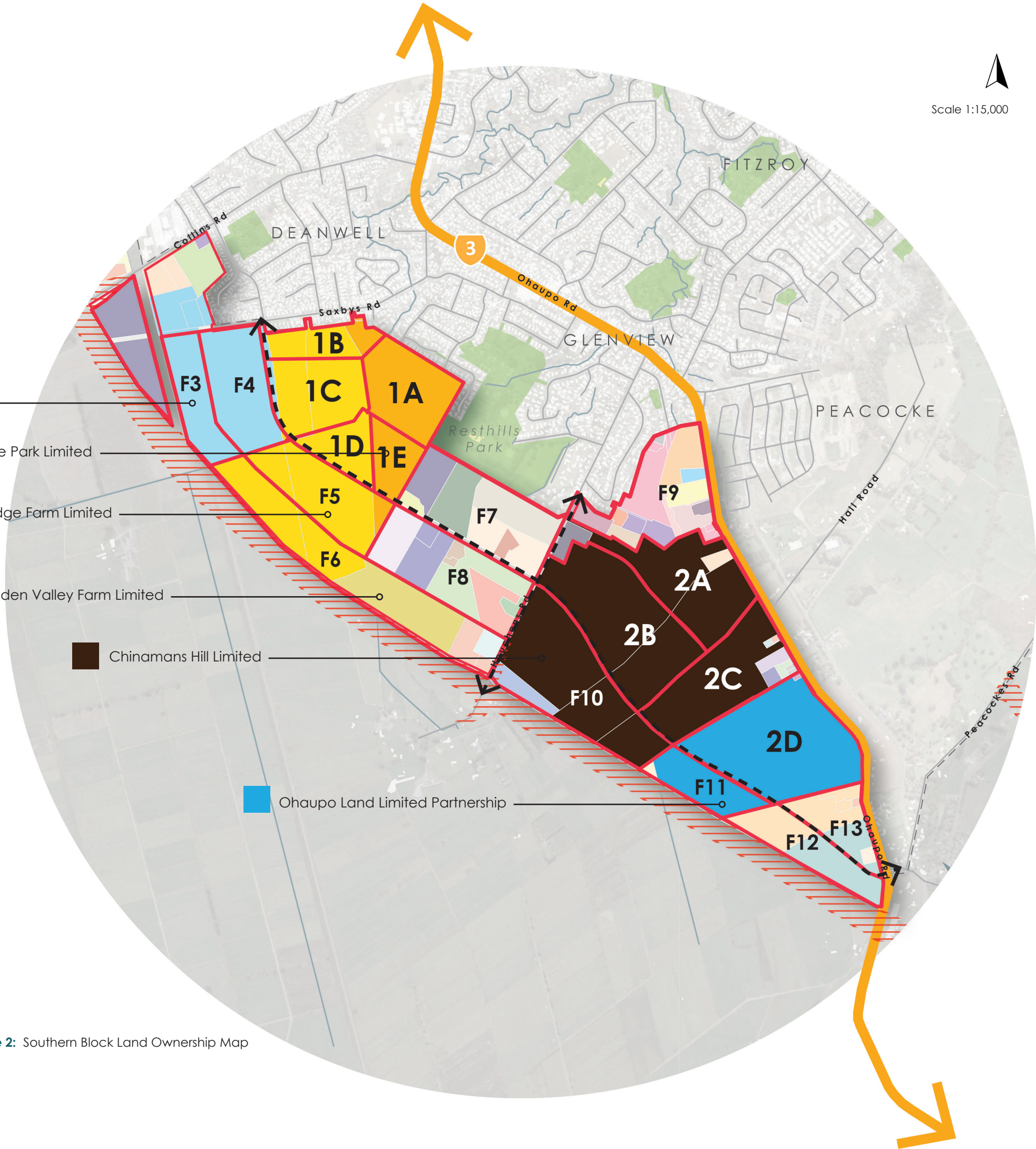


1.2 Land Ownership - Southern Block

- KEY**
- Site Boundary
 - Reserves
 - Railway Line
 - State Highway
 - Proposed Stages
 - Indicative Key Collector Roads

- Theodoor Bongers
- Golden Ridge Park Limited
- Golden Ridge Farm Limited
- Golden Valley Farm Limited
- Chinamans Hill Limited
- Ohaupo Land Limited Partnership

Figure 2: Southern Block Land Ownership Map



1.3 Land Ownership - Residential Stage 1

Scale 1:5,000

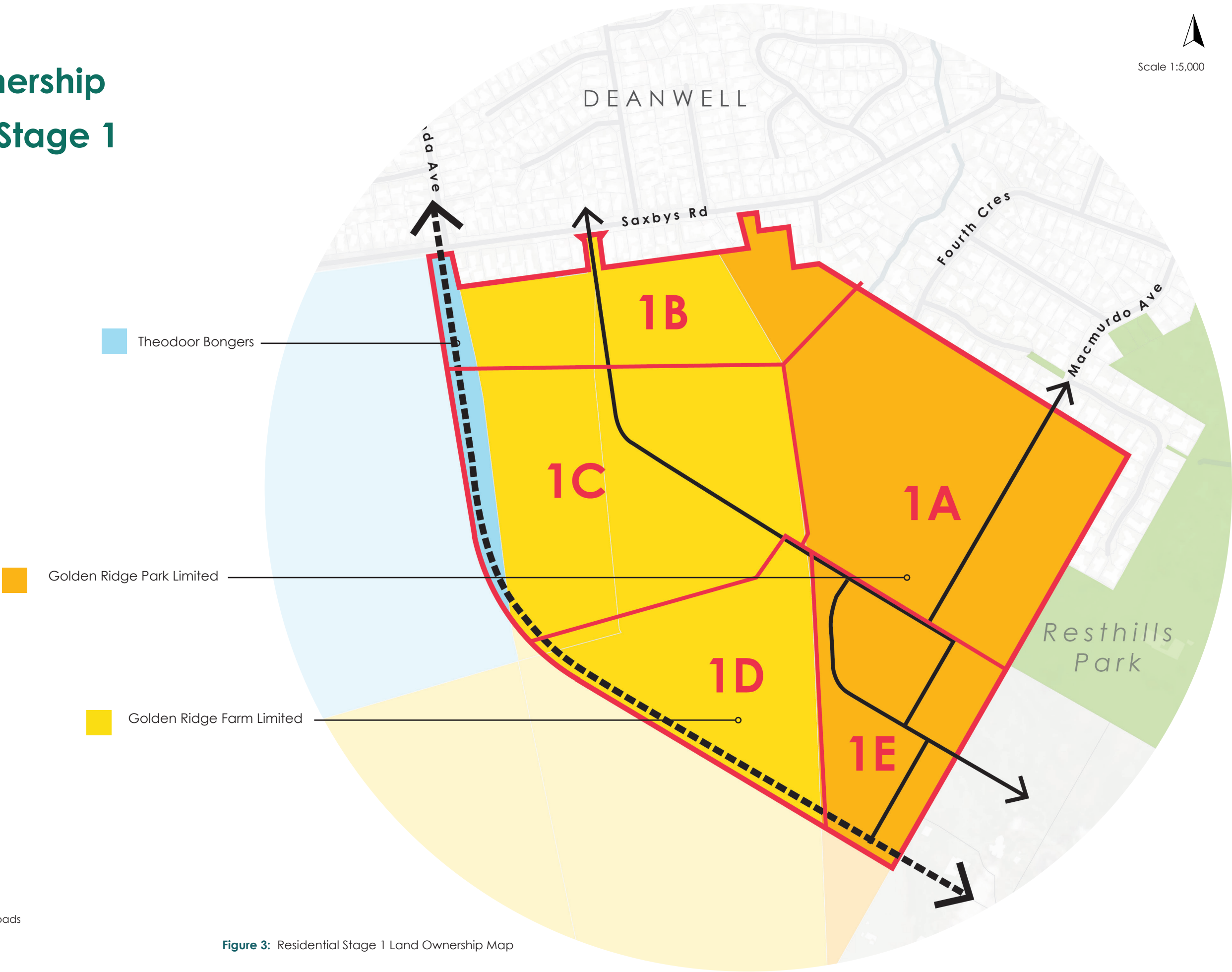


Figure 3: Residential Stage 1 Land Ownership Map

1.4 Land Ownership

- Northern Block

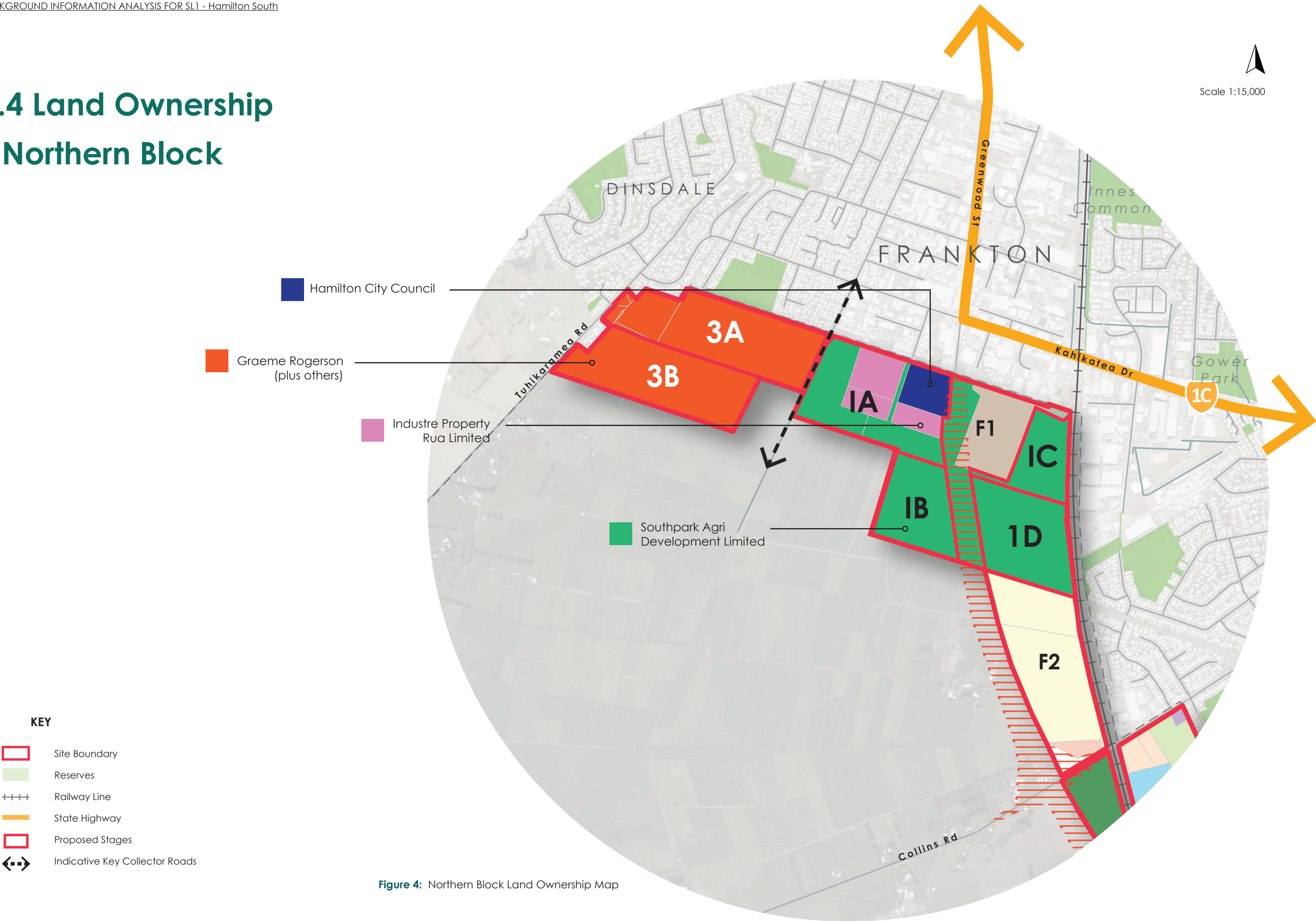


Figure 4: Northern Block Land Ownership Map

1.5 Land Ownership

- Northern Block

Scale 1:5,000

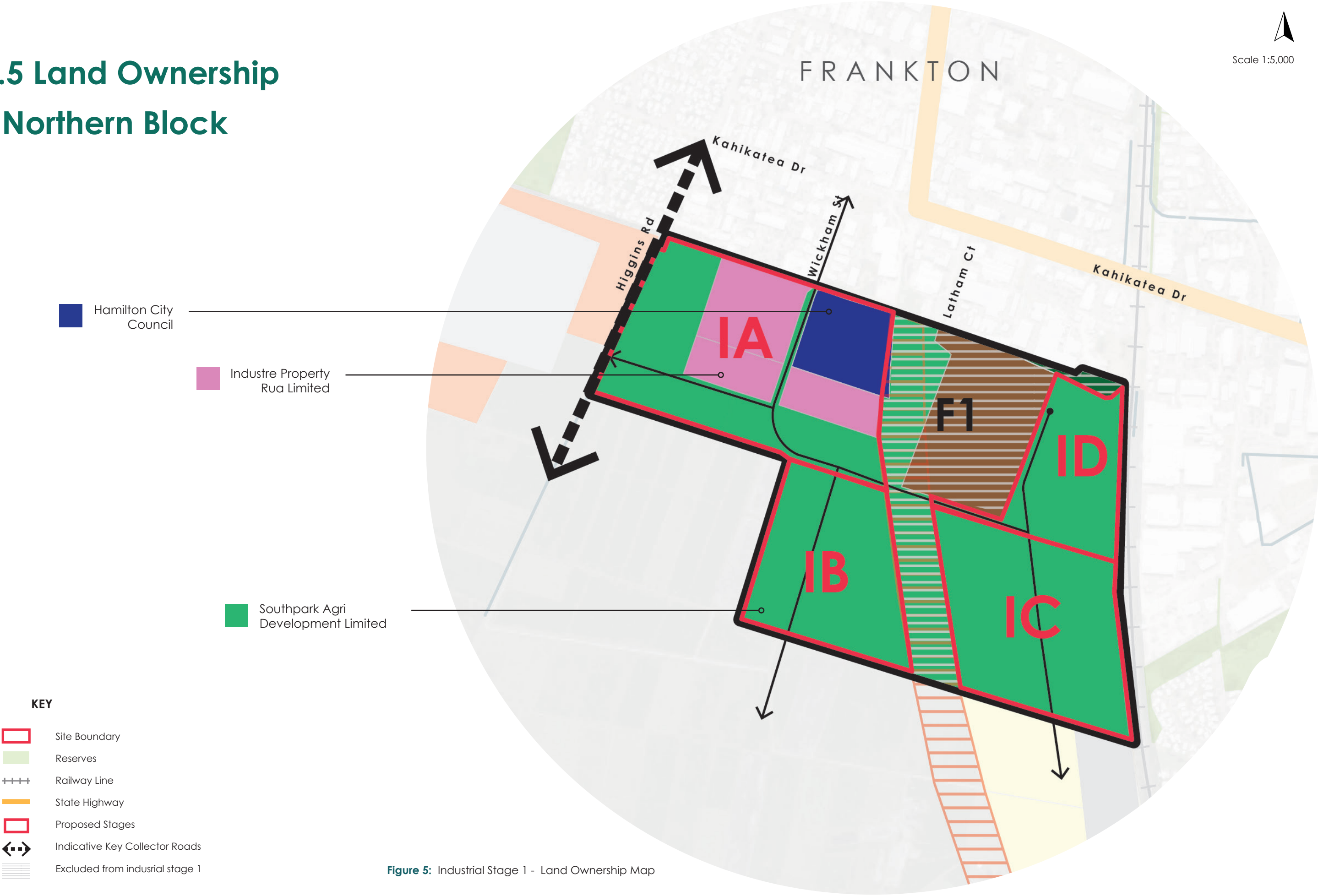


Figure 5: Industrial Stage 1 - Land Ownership Map

2.0 SITE AND CONTEXT ANALYSIS

2.1 Planning Context

The site is currently zoned as Rural Zone 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.

Industrial

Industrial Objectives that are relevant of the Operative District Plan are listed below. The corresponding policies and standards are sought to be adhered to for land development of the intended industrial zone component of SL1. There is no intention to endorse wet industry development and no focus on non-industrial activities (unless supportive) within the industrial zone of SL1.

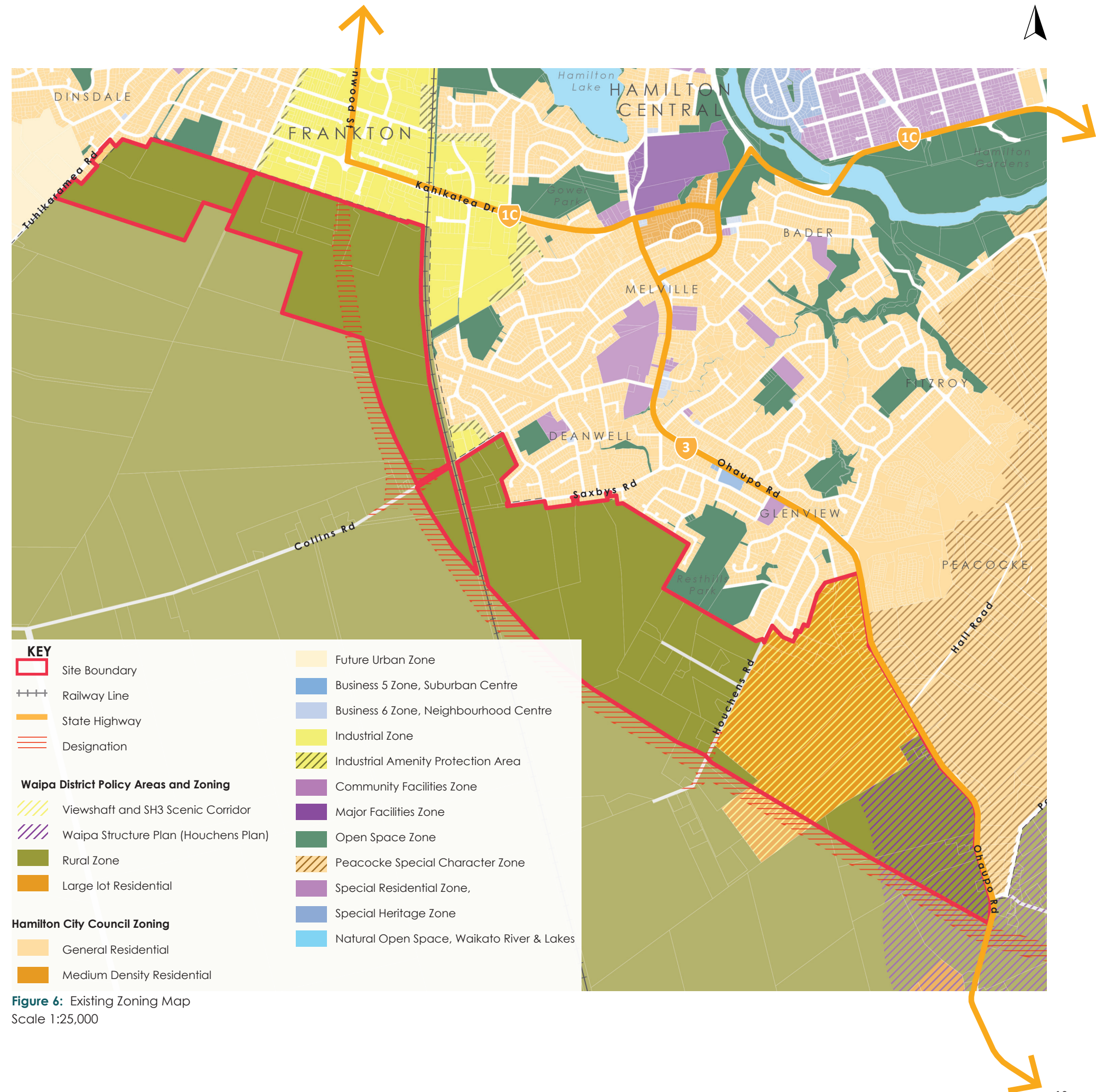
We note that the proposed area of industrial is contiguous with the existing Hamilton South industrial zone, separated from residential, accessible and future proofed via Southern Links designation. Integration of multi modal pathways that interact with future stormwater wetland devices is an opportunity that is explored and connectivity is considered and shown within the planning maps at a high level to indicatively confirm movement in all forms between land holdings.

9.2.1 Industrial activities are able to establish and operate within the zone in an efficient and effective manner.

9.2.2 Non-industrial activities which establish and operate within the zone do not undermine the primacy, function, vitality and amenity of the Central City, the sub-regional centres and the function of the lower order centres in the business hierarchy.

9.2.3 The amenity levels of industrial areas are to be enhanced.

9.2.4 The adverse amenity impacts of industrial activities on residential and open space areas are to be avoided.



2.2 Infrastructure (Existing)

Figure 3 shows the key existing infrastructure servicing the city.

Future development of SL1 will need to take into account of 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.

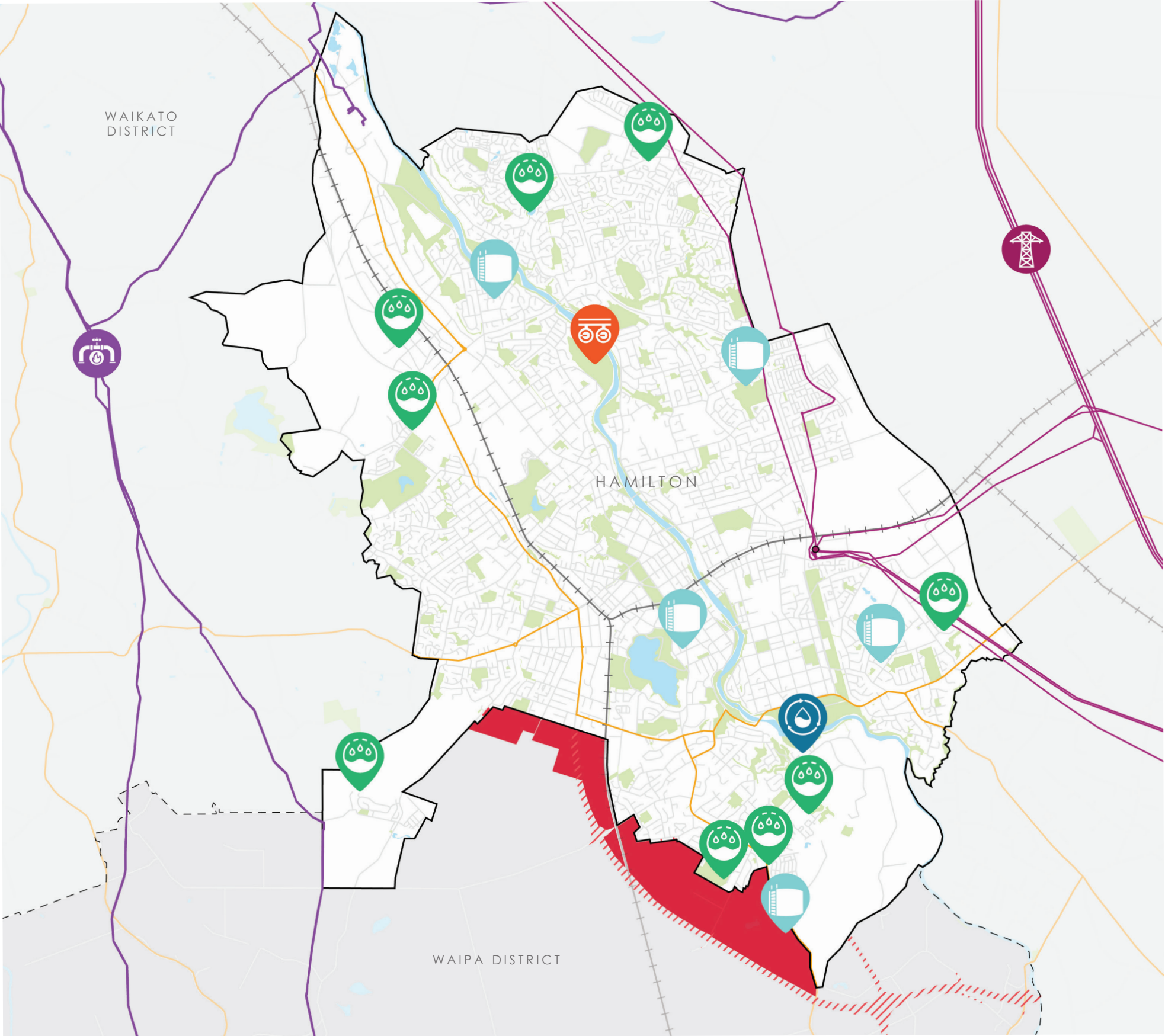
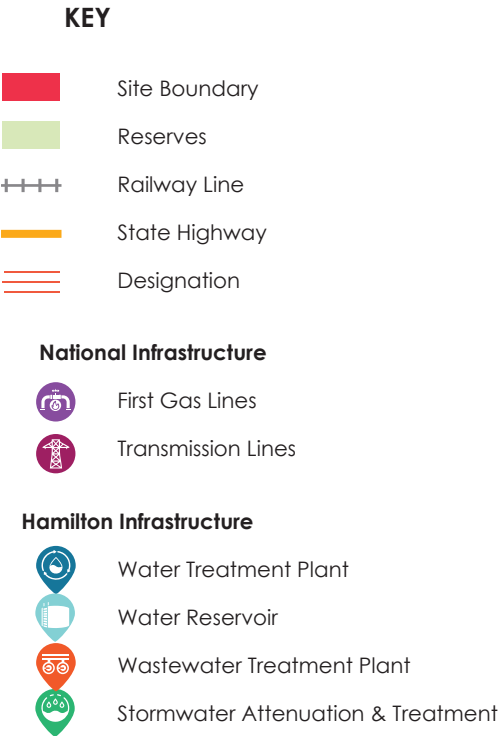


Figure 7: Existing Infrastructure Map
Scale 1:75,000

2.3 Land 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 to connect include:

- Macmurdo Avenue
- Fourth Crescent
- Saxbys Road
- Houchens Road
- Latham Court
- Wickham Street
- Collins Road
- Higgins Road
- Tuhikarama Road
- Ohaupo Road

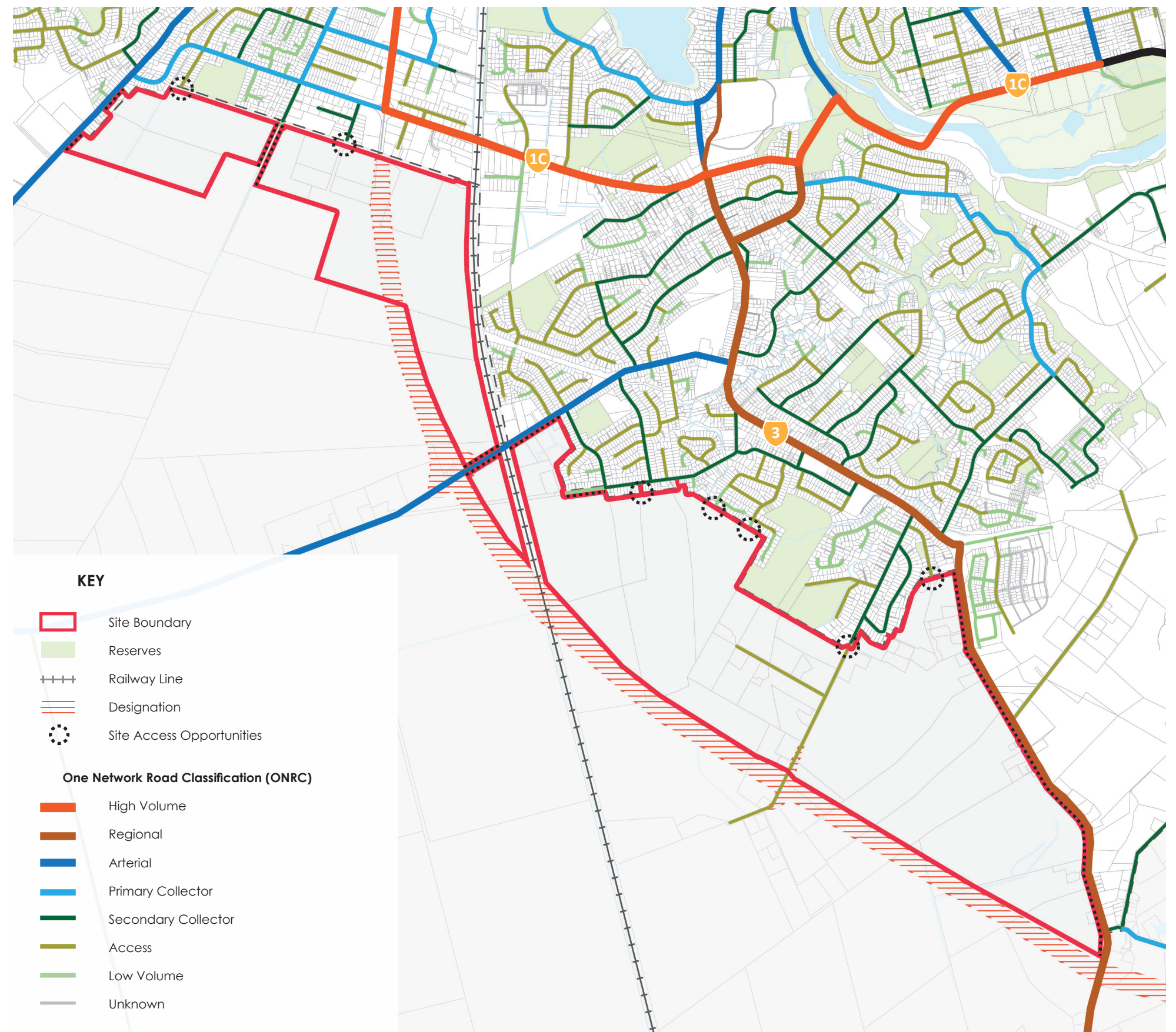


Figure 8: Existing Land Transport Map
Scale 1:25,000

2.4 Walking & Cycling

A mix of on-road, off-road and shared paths are provided in the immediate vicinity of the site providing alternative routes and forms of transport between the site, Dinsdale, Frankton and Hamilton Central to the north. These also provide links to key employment nodes and important destinations including Waikato Hospital, and Melville Highschool.

Development of the Site and/or neighbouring properties may provide an opportunity to extend the segregated cycling network into Dinsdale.

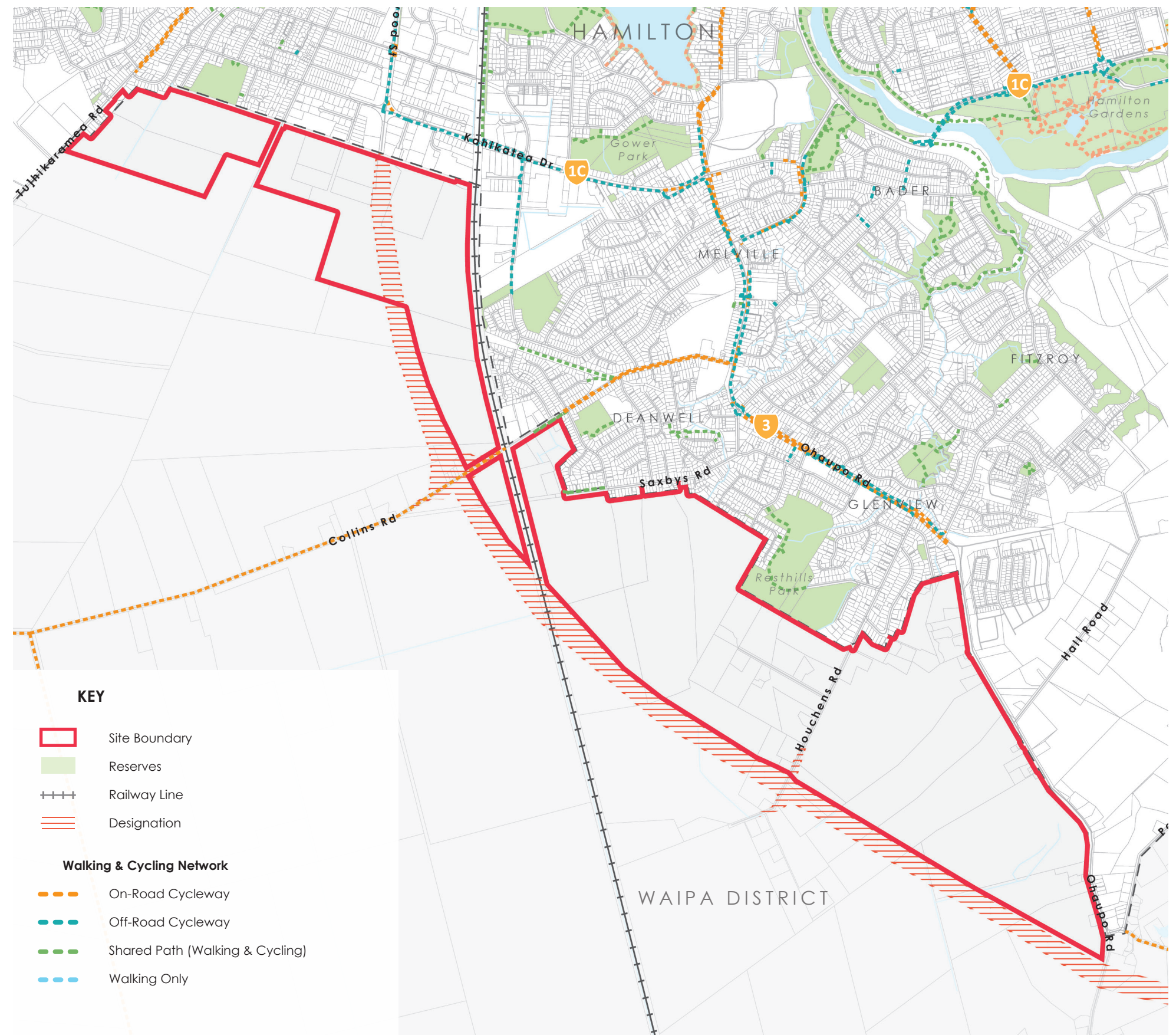


Figure 9: Existing Walking and Cycling Map
Scale 1:25,000

2.5 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 to connect include:

- Macmurdo Avenue
- Fourth Crescent
- Saxbys Road
- Houchens Road
- Latham Court
- Wickham Street
- Collins Road
- Higgins Road
- Tuhikarama Road
- Ohaupo Road

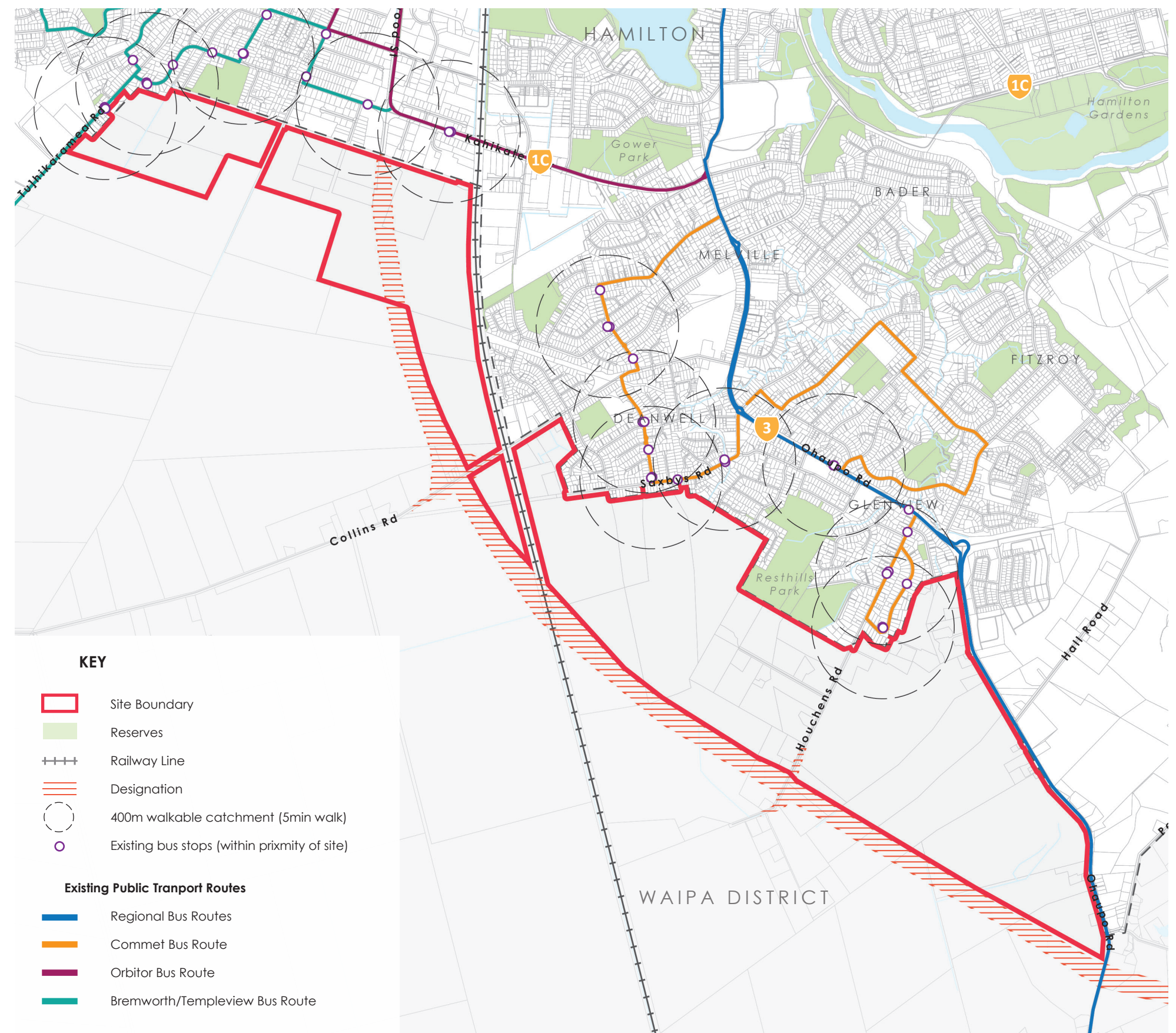


Figure 10: Existing Public Transport Map
Scale 1:25,000

2.6 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.

Figure 7 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 sections above, which could serve future residents should development be enabled.

In general, this analysis demonstrates that the Site is well located in terms of proximity to supporting amenities either via active travel modes or public transport.

