

Notice of Meeting:

I hereby give notice that an extraordinary Meeting of the Council will be held on:

Date: Thursday 10 May 2018
Time: 9.30am
Meeting Room: Council Chamber
Venue: Municipal Building, Garden Place, Hamilton

Richard Briggs
Chief Executive

Extraordinary Council OPEN AGENDA

Membership

Chairperson	Mayor A King
Deputy Chairperson	Deputy Mayor M Gallagher
Members	Cr M Bunting
	Cr J R Casson
	Cr S Henry
	Cr D Macpherson
	Cr G Mallett
	Cr A O'Leary
	Cr R Pascoe
	Cr P Southgate
	Cr G Taylor
	Cr L Tooman
	Cr R Hamilton

Quorum: A majority of members (including vacancies)

Meeting Frequency: Monthly – or as required

Lee-Ann Jordan
Governance Manager

4 May 2018

Telephone: 07 838 6727
Lee-Ann.Jordan@hcc.govt.nz
www.hamilton.govt.nz

Purpose

The Council is responsible for:

1. Providing leadership to, and advocacy on behalf of, the people of Hamilton.
2. Ensuring that all functions and powers required of a local authority under legislation, and all decisions required by legislation to be made by local authority resolution, are carried out effectively and efficiently, either by the Council or through delegation.

Terms of Reference

1. To exercise those powers and responsibilities which cannot legally be delegated by Council:
 - a) The power to make a rate.
 - b) The power to make a bylaw.
 - c) The power to borrow money, or purchase or dispose of assets, other than in accordance with the Long Term Plan.
 - d) The power to adopt a Long Term Plan or Annual Plan, or Annual Report.
 - e) The power to appoint a Chief Executive.
 - f) The power to adopt policies required to be adopted and consulted on under the Local Government Act 2002 in association with the Long Term Plan, or developed for the purpose of the Council's governance statement, including the 30-Year Infrastructure Strategy.
 - g) The power to adopt a remuneration and employment policy.
 - h) The power to approve or change the District Plan, or any part of that Plan, in accordance with the Resource Management Act 1991.
 - i) The power to approve or amend the Council's Standing Orders.
 - j) The power to approve or amend the Code of Conduct for Elected Members.
 - k) The power to appoint and discharge members of committees.
 - l) The power to establish a joint committee with another local authority or other public body.
 - m) The power to make the final decision on a recommendation from the Parliamentary Ombudsman, where it is proposed that Council not accept the recommendation.
 - n) The power to amend or replace the delegations in Council's *Delegations to Positions Policy*.
2. To exercise the following powers and responsibilities of Council, which the Council chooses to retain:
 - a) Resolutions required to be made by a local authority under the Local Electoral Act 2001, including the appointment of an electoral officer and reviewing representation arrangements.
 - b) Approval of any changes to Council's vision, and oversight of that vision by providing direction on strategic priorities and receiving regular reports on its overall achievement.
 - c) Approval of any changes to city boundaries under the Resource Management Act.
 - d) Adoption of governance level strategies, plans and policies which advance Council's vision and strategic goals.
 - e) Approval of the Triennial Agreement.

- f) Approval of the local governance statement required under the Local Government Act 2002.
- g) Approval of a proposal to the Remuneration Authority for the remuneration of Elected Members.
- h) Approval of any changes to the nature and delegations of the Committees.

Oversight of Policies:

- *Corporate Hospitality and Entertainment Policy*
- *Delegations to Positions Policy*
- *Elected Members Support Policy*
- *Significance and Engagement Policy*

ITEM	TABLE OF CONTENTS	PAGE
1	Apologies	5
2	Confirmation of Agenda	5
3	Declarations of Interest	5
4	Public Forum	5
5	Special Housing Area Application - Rotokauri North	7
6	Special Housing Area Application - Eagle Way, Te Rapa	166
7	Special Housing Area - Gilbass Avenue/Quentin Drive, Hamilton Lake.	277
8	Tourism Infrastructure Fund	378
9	Special Housing Area Policy Review Update	384
10	Submission (Approval) - Sale and Supply of Alcohol (Renewal of Licences) Amendment Bill (No.2) (<i>Attachment under separate cover</i>)	388
11	Resolution to Exclude the Public	389

1 Apologies

2 Confirmation of Agenda

The Council to confirm the agenda.

3 Declaration of Interest

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

4 Public Forum

As per Hamilton City Council's Standing Orders, a period of up to 30 minutes has been set aside for a public forum. Each speaker during the public forum section of this meeting may speak for three minutes or longer at the discretion of the Mayor.

Please note that the public forum is to be confined to those items falling within the terms of the reference of this meeting.

Speakers will be put on a Public Forum speaking list on a first come first served basis in the Council Chamber prior to the start of the Meeting. A member of the Governance Team will be available to co-ordinate this. As many speakers as possible will be heard within the allocated time.

If you have any questions regarding Public Forum please contact Governance by telephoning 07 838 6439.

- e) recommends to the Minister for Housing and Urban Development, pursuant to section 17 of the Housing Accord and Special Housing Areas Act 2013, that the Special Housing Area has prescribed criteria as follows:
- the maximum calculated height of dwellings shall be 11m in the residential zones except in the local neighbourhood centre identified in the attached master plan and within a 400m radius of this centre where the maximum calculated height shall be 14m;
 - the SHA shall not contain fewer than 1450 dwellings;
 - the SHA shall not contain less than 40% of affordable dwellings as defined in the SOI.

Executive Summary

3. SHA Establishment Criteria - summary

a) Demand for qualifying development		✓
b) Predominantly residential		✓
c) Locational considerations		✓
d) Infrastructure	Stormwater	✓
	Wastewater	✓
	Water	✓
	Transport	✓
	Reserves	✓
e) Scale		✓
f) Design quality		✓
g) Statement of Intent (SOI)		✓
h) Development Agreement (pending)		–

- The purpose of the Hamilton Special Housing Area Policy, which the Council approved on [24 August 2017](#), is to give effect to the [Housing Accords and Special Housing Areas Act 2013](#) (HASHAA) and the [Hamilton Housing Accord](#) (the Accord).
- The Council invited Expressions of Interest (EOI) for potential SHAs in accordance with the Hamilton Special Housing Areas Policy (the [SHA Policy](#)) from 4 to 29 September 2017.
- This SHA application was received from Green Seed Consultants Ltd (GSCL) for land comprising approximately 133 hectares in Rotokauri North on the edge of the City boundary with Waikato District. The land is located to the south of Te Kowhai Road within the Future Urban Zone and within the Rotokauri Structure Plan in the Operative District Plan. This application is for between 1450 and 1800 dwellings and provides for a variety of housing typologies or styles.
- A summary evaluation of the Rotokauri North proposal against the SHA Policy criteria is set out above.
- The Council resolved that it is important that where HASHAA is silent, robust SHA Policy criteria provide an evaluative framework to ensure the delivery of future housing land supply is not misaligned with the existing planning and investment framework. This is a necessary pre-

condition for an EOI before it can be considered by the Minister for Housing and Urban Development (the Minister) to enable SHA declaration.

9. Public feedback was sought on the proposed SHA during November-December 2017 and January 2018. There were fourteen responses overall from this two-stage consultation including five generally supportive responses, five opposing responses and four neutral responses (see **Attachment 2**).
10. GSCL have already undertaken a three-day detailed master planning exercise with Council staff and have committed a level of resourcing at their own costs to prepare the relevant infrastructure assessments and discussions to date. Council staff have a high level of confidence in GSCL's commitment to progress this SHA through the consent and plan change processes.
11. There are still outstanding matters to be resolved to meet the Council's expectations around infrastructure requirements and funding, which are highlighted in the infrastructure section paragraphs 102-122 of this report.
12. To expedite the consideration of this SHA, a two-stage agreement is proposed to secure the necessary infrastructure commitments:
 - Stage 1 – a high-level Statement of Intent (SOI) to allow the SHA to be recommended to the Minister
 - Stage 2 – a more formalised Private Development Agreement (PDA) to be entered into once more detail is known regarding infrastructure costs and detailed design.

This approach is considered acceptable and pragmatic in terms of meeting the intent of the SHA Policy under Clause 19.

13. A SOI has been signed by GSCL on how key infrastructure is to be funded, which will satisfy the requirement of the SHA Policy and the HASHAA.
14. The new Government has a strong view and emerging policy position on SHAs being a vehicle for delivering affordable housing at 40% of the total yield of a SHA. GSCL has signalled through the SOI a clear commitment to provide 40% of all housing units within the SHA as affordable. This is in accordance with the Government's emerging KiwiBuild criteria, or if KiwiBuild does not specify criteria, some other proxy for affordable housing satisfactory to the Council at the time of lodgement for a qualifying development (QD) consent.
15. The proposed SHA development is out of sequence with Hamilton's Urban Growth Strategy (HUGS). The infrastructure that will service Rotokauri Stage 2 that will not be funded by GSCL's development will be "unfunded growth projects" as defined in Hamilton's Growth Funding Policy. All other infrastructure is currently unfunded in the 2015-2025 long-term plan nor is it included in the draft 2018-2028 LTP.
16. GSCL proposes to fund all infrastructure services to support the development, and therefore these works will be at no cost to, and without unforeseen or adverse financial and environmental costs on, the Council or infrastructure providers.
17. Based on the assessment in this report, staff consider that the Rotokauri North SHA proposal is consistent with the Council's strategic land use planning including the Regional Policy Statement (RPS), Future Proof, HUGS, Access Hamilton and the Hamilton City Operative District Plan.
18. Staff recommend that the Rotokauri North EOI be submitted to the Minister of Housing and Urban Development for consideration as a SHA, subject to successfully finalising a SOI agreement which secures, at a high level, infrastructure provision at no cost to Council.

Structure of this report

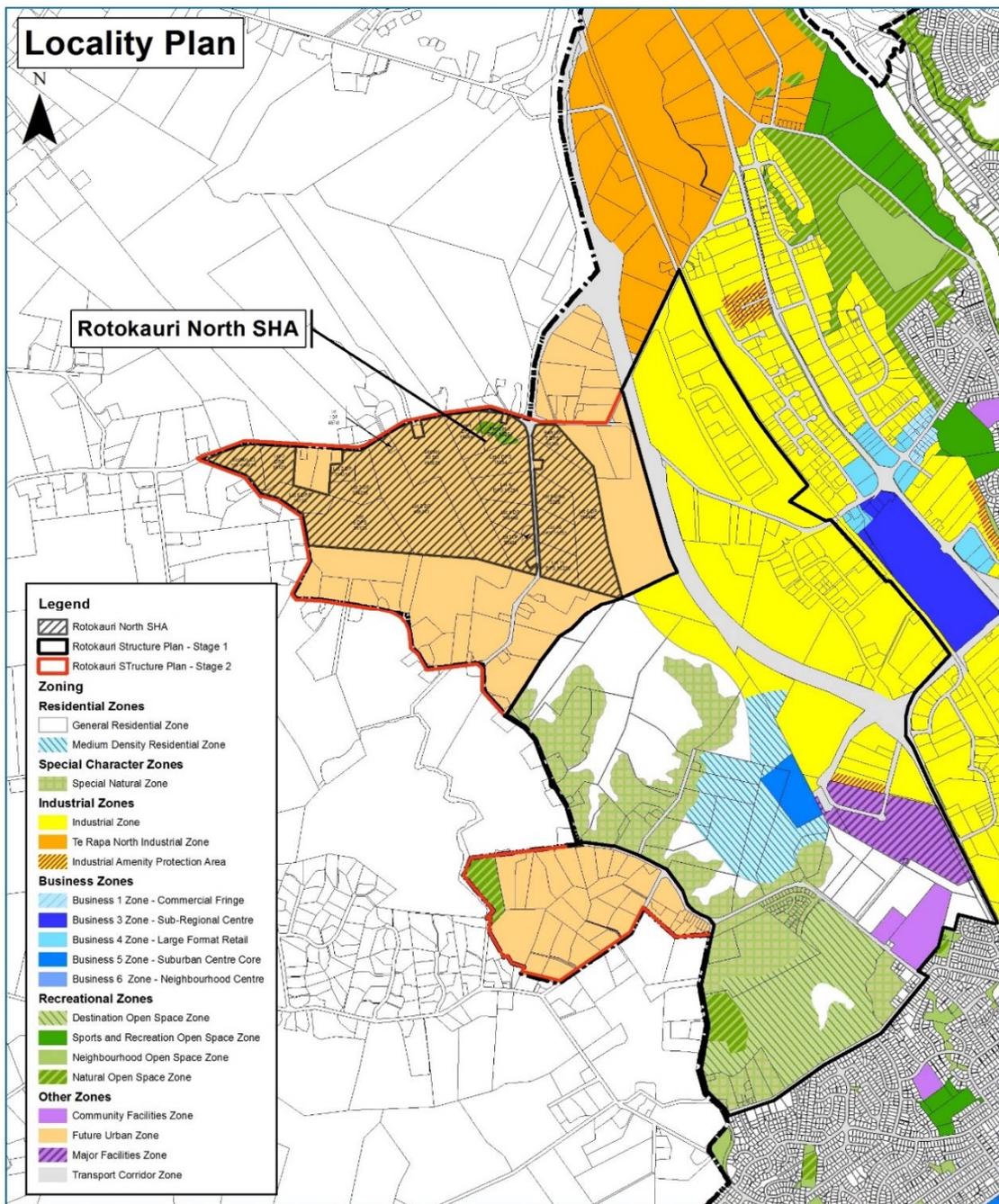
19. This report covers the following matters:
 - Context and background
 - Public consultation
 - Detailed policy evaluation of the Rotokauri North SHA proposal
 - Other matters
 - Next steps
 - Financial and risk matters
 - Significance and Engagement Policy.

Context and Background

20. **Housing Accord and Special Housing Areas Act 2013 (HASHAA or ‘the Act’)**
21. The purpose of the HASHAA is to “enhance housing affordability by facilitating an increase in land and housing supply in certain regions and districts” listed in Schedule 1 of the Act.
22. Hamilton was added to Schedule 1 of the Act in 2015.
23. The HASHAA does not require the Council to set affordability measures or address social housing needs. The Act, in Section 14(1d), specifies that the Council may also prescribe that any development within SHAs must contain a percentage of affordable dwellings.
24. **Hamilton Housing Accord (the Accord)**
25. The Accord was signed by Mayor King and the then Building and Construction Minister, Nick Smith, on 22 December 2016 and approved by the Council on 8 February 2017.
26. The Accord enables Hamilton City Council to use the provisions of the Act to advance housing supply in areas that the Council would consider suitable for housing, via Special Housing Areas (SHAs).
27. A SHA may be declared in areas of the city not currently zoned for residential activity and any ‘qualifying development’ within an identified SHA becomes eligible for a ‘fast track’ resource consent process.
28. **Hamilton SHA Policy**
29. On 20 June 2017, the Growth and Infrastructure Committee considered and approved the draft Hamilton Special Housing Areas Policy (the SHA Policy) for public consultation for a period of three weeks (22 June 2017 to 17 July 2017).
30. A public hearing of the draft policy was held on 3 August 2017 at the Regulatory and Hearings Committee meeting.
31. The Council approved [the SHA Policy](#) on 24 August 2017.
32. **Site information and background**
33. The proposed SHA site is located within the Rotokauri Structure Plan that was confirmed in 2007 in the then Operative District Plan. Rotokauri is one of four growth cells identified to accommodate the future growth of Hamilton. It occupies the north-western quadrant of the city and is on the boundary with Waikato District. Volume 2, Appendix 2 [Figures 2-8 to 2-13](#) of the Operative District Plan identify the land use, staging and transport, open space network and neighbourhood centre elements that characterise the indicative development framework for the Rotokauri Structure Plan.

34. The 133 hectare holding forms part of an approximately 1,000 hectare much larger area identified for future urban development in the Rotokauri Structure Plan. The proposed SHA area is part of Stage 2 of the urban growth envisaged for the Rotokauri Structure Plan area. The land currently supports farming activities and is rural in character.
35. **SHA Application**
36. A full application for Rotokauri North is shown in **Attachment 3**. A plan is provided in **Attachment 1**.
37. The applicant, Green Seed Consultants Limited (GSCL) has an interest in a large landholding referred to as 'Rotokauri North' in the north-west of Hamilton City that is bounded by Te Kowhai Road to the north, Exelby Road to the west, and land that extends beyond Burbush Road to the east.
38. Their application is for between 1450 and 1800 residential units based on achieving approximately 45% developable land utilisation with lot sizes ranging between 200 m² and 800m² and an average lot size of 350m², and for housing typologies comprising up to three storeys. This yield will be refined at the consent stage when more detail on the developable footprint emerges and GSCL refines densities and typology in the vicinity of the proposed neighbourhood centre.
39. A total population of over 4,000 is suggested, based on an occupancy of 2.7 persons per dwelling. A commercial node or neighbourhood centre is proposed of between 2,000m² and 3,000m² gross floor area (GFA), although this is indicative only and the assessment of the scale of this will need to be determined at either consent stage or as part of a future plan change.

40. The location for the proposed SHA is shown in the locality plan below.



41. GSCL is promoting a comprehensive master plan to determine the final layout and development pattern in relation to housing comprising stand-alone dwellings, town houses, duplexes and apartments. Local and collector road corridors providing for east-west movements to Te Rapa are identified along with open space and stormwater management corridors and a local commercial centre as noted above.
42. GSCL has undertaken the first stage in the development of a master plan for the area, working closely with Council staff to develop a preliminary concept plan for the area (**Attachment 4**).
43. Staff are confident that the master planning exercise initiated with GSCL in December 2017 will, with the refinements now under discussion and being subject to consent as a Qualifying Development (QD), provide a quality urban/living environment and that the developer-led infrastructure services funding can be agreed under a formalised Private Developer Agreement (PDA).

Public Consultation

44. **Public feedback**

45. There were fourteen responses to the request for feedback for the Rotokauri North SHA (RNSHA) proposal. This included in general terms five supportive responses, five opposed responses and four neutral submissions.

46. A full copy of the feedback is available in **Attachment 2**.

Detailed Evaluation of Rotokauri North

47. Under Clause 14 of the Hamilton Special Housing Area Policy, all proposals for a SHA shall demonstrate to Council’s satisfaction that:

- the development achieves the purpose of HASHAA in a manner consistent with the Accord
- the development places no additional financial burden on Council.
- all transport and three waters infrastructure is available or be made available at no cost to the Council.

48. Under Clause 15, in the assessment of whether Clause 14 is met, the Council is to evaluate the proposal against the following considerations:

- a) Demand for the qualifying development
- b) Predominantly Residential
- c) Locational considerations
- d) Infrastructure
- e) Scale
- f) Design Quality
- g) Development Agreement.

These are assessed below.

49. **Demand for the Qualifying Development (Clause 15a)**

50. This criterion relates to the extent to which development of the proposed housing types will achieve the purpose of the HASHAA and the Accord. This is to include an assessment of proposed housing typology; dwelling and section size; and density.

51. The intention of the Accord is to enhance housing affordability by facilitating an increase in land and housing supply in line with the National Policy Statement on Urban Development Capacity (NPS-UDC) and the HASHAA.

52. The Accord sets a target of 1,400 consented houses in 2018. In the 2017 calendar year, the Accord measure was 1,237 as set out in the table below. The measure counts new titles and dwellings but does not double count where these overlap. New titles include both freehold and unit titles which have been granted since the signing of the Accord and subsequently titled. ‘Dwellings’ are any dwellings consented. Although no SHAs were gazetted within Hamilton, last year’s measure came close to hitting the Accord’s first year target of 1300.

Year	BC Dwellings Granted	Dwellings Matching Sections in Previous Year	Sections Granted AND Titled in 2017	Formula	2017 Full Year Actual
Jan – Dec 2017	1131	N/A	106	= 1131 + 106	1237

53. The proposal will increase the supply of residential housing by providing for approximately 1450 to 1800 dwellings. At this early stage, the proposal looks to deliver a mix of housing typologies, including duplex dwellings, terraced dwellings, town houses and apartments near the neighbourhood node, and a mix of house and lot sizes ranging from 200m² to 800m².
54. This proposal would, if consented, enable the Council to meet its obligations for all three years under the Accord, especially directly relating to the specified housing targets.
55. Under the Accord, a Steering Group comprising the Mayor, Chairperson of the Council’s Growth and Infrastructure Committee and the Minister for Housing are to meet bi-annually to discuss progress against Accord targets. This group has yet to formally meet since the Accord was signed and staff are awaiting a response from central government.
56. An assessment against the NPS-UDC is undertaken in paragraphs 87-92 of this report. It is anticipated that the residentially zoned areas within the Rotokauri growth cell will contribute to the requirement under the NPS-UDC to provide for sufficient development capacity in the medium to long term.
57. Section 14 of the HASHAA provides the meaning of “qualifying development”:

14 Meaning of qualifying development

- (1) In this Act, a **qualifying development** in a special housing area is a development—
 - (a) that will be predominantly residential; and
 - (b) in which the dwellings and other buildings will not be higher than—
 - (i) 6 storeys (or any lesser number prescribed); and
 - (ii) a maximum calculated height of 27 metres (or any lower maximum calculated height prescribed); and
 - (c) that will contain not fewer than the prescribed minimum number of dwellings to be built; and
 - (d) that will contain not less than the prescribed percentage (if any) of affordable dwellings.

58. For the reasons below, Rotokauri North is deemed a “qualifying development” under Section 14 of the HASHAA.

Qualifying Development Criteria	Explanation
Predominantly residential	GSCL has stated that indicatively approximately 60 hectares will be able to support residential development while also making provision for up to 3000m ² as a local commercial centre within the SHA area. The Structure Plan identifies an indicative location for a lower order community or commercial ‘focal point’ to the south east of the SHA proposal.
Not to be higher than 6 storeys	The proposal contains no buildings over 6 storeys. It is proposed that the residential buildings are a maximum of 3 storeys.
A maximum calculated height of 27m	The proposal contains no development over 27m. It is proposed that buildings will not exceed the following heights: <ul style="list-style-type: none"> • 11m in residential areas, and • 14m in local neighbourhood centre and within 400m radius of this centre.
Does not contain fewer than the prescribed number of dwellings	The Hamilton SHA Policy sets a minimum delivery of 10 dwellings. The proposal seeks to deliver a minimum of 1450 dwellings.

Does not contain fewer than the prescribed percentage (if any) of affordable dwellings	At the time of submission there was no prescribed minimum of affordable dwellings as the percentage of affordable houses in the adopted SHA policy. However, GSCL has committed to providing 40% of housing units within the SHA as affordable.
----------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

59. Section 15 of the HASHAA details criteria that the Council may prescribe to the Minister when recommending a SHA site. These include:
- The maximum number of storeys, less than 6, that buildings may have.
 - The maximum calculated height, less than 27m, that buildings must not exceed.
 - The minimum number of dwellings to be built.
60. Should this application be recommended to the Minister, the recommendation should include prescribed criteria including the following maximum heights:
- 11m for single dwellings, duplexes and apartments
 - 14m in the commercial centre and mixed-use buildings, and within 400m of the centre.
61. The proposed height limits are considered appropriate for this SHA as they align with the height limits for residential activities set out under the Residential Zone rules and for commercial activities in the Operative District Plan. However, it must be noted that these rules currently do not apply to this site which is Future Urban.
62. Staff consider that the maximum building heights proposed can be accommodated in this location without detriment to the surrounding character and amenity of the area.
63. However, detailed siting, bulk and location parameters would be considered as part of a qualifying development (QD) consent application to fully address the interface between the adjacent, established activities and proposed development on the site.
64. A minimum number of 1450 residential units should be delivered.
65. While the SHA Policy does not prescribe an affordability component for SHAs as one of its criteria, the new Government has elevated affordability as a priority for all SHAs to be considered by the Minister.
66. In this regard, the Mayor has advised all current SHA applicants of the changing policy position and the Council's intentions to seek 40% affordability on those SHAs under assessment prior to recommendation to the Minister. Through the SOI, the GSCL has committed to providing 40% of housing units within the RNSHA as affordable in accordance with the Government's KiwiBuild criteria, or if KiwiBuild does not specify criteria, some other proxy for affordable housing satisfactory to the Council at the time of lodgement for a QD consent.
67. The Government is currently in the process of finalising the criteria for KiwiBuild home buyers. In the interim, the Council is also reviewing its own SHA Policy to align with Government thinking on affordability criteria for outside Auckland.
68. **Predominantly residential (Clause 15b)**
69. This criterion requires that the primary purpose of the proposal be to create residential housing.
70. GSCL has stated that the total area proposed for residential activities will cover approximately 60 hectares of the 133-hectare land holding. The development will therefore be predominantly residential and the commercial element will be ancillary. The remaining area will accommodate the requirements for recreational areas, roading network and stormwater treatment.

71. **Locational considerations (Clause 15c)**

This part of the SHA Policy relates to:

- The extent which the proposed SHA is consistent with the Council's strategic land use planning
- If inconsistent with strategic land use planning, the extent to which it may materially compromise or alter the Council's ability to meet its statutory requirements
- Areas which cannot be considered for a SHA.

72. **Strategic Land Use Planning**

73. The validity of strategic land use planning considerations being factored in to deciding on the appropriateness of SHA locations has recently been confirmed in a decision by the High Court in the matter of Aryburn Farm Developments Limited (AFDL) v Queenstown Lakes District Council (QLDC).

74. In this case, the High Court found that although the purpose of HASHAA is to enhance housing affordability by increasing land supply, the Act does not simply roll out a blank canvas for development.

75. The Court also found that the HASHAA does not set up a regime in which every area of land that meets the listed criteria (i.e. infrastructure availability and evidence of demand) must be declared a SHA. It was also found that some land in any region simply would not be suitable or appropriate for establishment as a SHA.

76. In this sense, the decision confirms that it was not the intention of HASHAA that every piece of land in a region on which a housing development could conceivably be put was required to be recommended to the Minister as a potential SHA. Consequently, it was also found that HASHAA gave both the Minister and a local authority a discretion and, clearly, the actual location of areas of land to be recommended (and to that extent what could be described as planning or RMA matters) were always appropriate considerations in any such recommendation.

77. As such, based on current practice from all other councils with housing accords, strategic land use planning considerations are appropriate matters to be evaluated as they have been held by the High Court to be appropriate considerations when determining whether to recommend a SHA to the Minister.

78. A number of strategic documents are relevant to this application in assessing whether the proposal is consistent with Council's Strategic Land Use Planning:

- Waikato Regional Policy Statement
- Future Proof
- HUGS
- NPS-UDC
- Long-term Plan
- Access Hamilton
- Hamilton Operative District Plan.

These are assessed below.

79. **Waikato Regional Policy Statement (RPS)**

80. The RPS provides an overview of resource management issues in the Waikato region, and the ways in which integrated management of the region's natural and physical resources will be achieved. The relevant issue from the RPS relates to the built environment. Objective 3.12 is in place to ensure development of the built environment occurs in an integrated, sustainable and planned manner which enables positive environmental, social and cultural outcomes.

81. A number of policies and methods are in place to ensure that this is achieved. The relevant policies are assessed in **Attachment 5**.
82. **Future Proof**
83. The Future Proof strategy facilitates co-operation and co-ordination of growth management responsibilities in the sub-region.
84. Future Proof includes a settlement pattern which provides the blueprint for growth and development. The Rotokauri proposal is classified under Future Proof as a Future Hamilton Greenfield Growth Area.
85. **HUGS**
86. HUGS is a long-term growth planning exercise based around delivering co-ordinated and sustainable growth in Hamilton. It sets a clear pattern for future development within the city. HUGS seeks a compact city with residential development first occurring in the existing planned growth cells of Rototuna, Rotokauri and Peacockes. Rotokauri is identified as Future Residential Land in HUGS. The application is assessed to be consistent with achieving a compact city and to align with strategic land use framework.
87. **NPS-UDC**
88. The NPS-UDC came into effect on the 1 December 2016 and established the requirement for local authorities to ensure there is sufficient housing and business land to meet expected demands.
89. The NPS-UDC's Housing and Business Capacity Assessment is required to comprehensively understand Hamilton's residential and non-residential land supply and capacity. The requirement to evaluate and consider SHAs against the emerging NPS is set out in the SHA Policy and the Accord.
90. The draft results of the Housing and Business Capacity assessment, as required by the NPS-UDC, indicate that the Future Proof sub-region currently has sufficient capacity to meet the demand for housing and business growth over the short, medium and long term.
91. The Council is currently engaging with MBIE regarding the methodology employed to calculate feasible capacity for housing. Advice from the consultants employed to conduct this assessment is that Hamilton currently has sufficient feasible residential development capacity to meet demand.
92. As at November 2017, Hamilton has development-ready land for over three thousand (3398) dwellings to be built in the greenfield growth cells. When the capacity enabled by capital projects scheduled in the 10-Year Plan is included, Hamilton has the residential capacity for over eight thousand (8,112) dwellings during this 10-Year Plan period. The capital projects funded in the Draft 2018-2028 10-Year Plan (currently under consultation) is expected to significantly increase the supply of greenfield capacity.
93. **Hamilton Operative District Plan**
94. The EOI is consistent with the Structure Plan and Future Urban zoning of the site in the Operative District Plan. The vision for Rotokauri is stated in section 3.6a) of the Plan as: *The sustainable expansion of the City into Rotokauri, through a coherent, integrated and people-focused mixed-use development based on best practice urban design principles.* A proposed green corridor to serve both a future stormwater management and recreation function is maintained (see Policy 3.6.1), and servicing arrangements will be confirmed through a PDA to ensure that land is not released until it can be adequately serviced (see Policy 3.6.2a) and therefore also addresses staging matters to ensure their efficient and sustainable provision (see sections 3.6.2.9 and 3.6.3).

95. The purpose of the Future Urban Zone is to safeguard potential urban development areas and, in the meantime, avoid fragmentation of land for this purpose in the future. The proposed SHA is consistent with this strategic zoning to promote urban and specifically new residential development and is therefore consistent with the SHA Policy in section 14 of the Operative District Plan.
96. Under section 14 (2) of HASHAA, the primary purpose of a SHA is for the development to supply dwellings and any non-residential activities provided for are ancillary to the residential development (such as mixed use, retail or town centre land uses).
97. The indicative master plan (see **Attachment 4**) shows a concept commercial or neighbourhood centre which is to be expected given the size and scale of the development proposed. The proposal would deliver a new community of which a community node is already envisaged as part of the Structure Plan. The size and scale of this commercial node would be refined through a consents or plan change process when further detail is known.
98. For the purpose of recommending to the Minister, the indicative size of the neighbourhood node of 2,000m² to 3,000m² GFA is likely to include a single small Four Square-type store. This scale is aligned with the size and role of a neighbourhood centre in the existing District Plan centres hierarchy and is appropriate for this scale of residential development where a community focus is desirable.
99. In summary, the application to develop this greenfield site can be supported as the site is earmarked for this purpose, and in time, will provide for an integrated, efficient and co-ordinated development consistent with the Rotokauri Structure Plan. This is consistent with the intention of Future Proof and the RPS. The District Plan also includes strategic policy framework which incorporates Hamilton's strategic documents noted above.
100. **Locational considerations – conclusion**
101. Rotokauri North is consistent with the Council's strategic land use planning including the RPS, Future Proof, HUGS, Access Hamilton and the Hamilton Operative District Plan. The minimum estimated 1450 residential lots will, in time achieve a compact and efficient city and it will be consistent with the strategic planning framework of the Hamilton and the region. The additional houses are required to meet Hamilton's housing targets under the Accord.
102. **Infrastructure (Clause 15d)**
- This clause relates to the extent the SHA will absorb capacity within the Council's existing infrastructure, including but not limited to parks and reserves, transportation and three waters network infrastructure and how the developer will pay for that use of capacity. This clause also relates to the extent to which the existing infrastructure is inadequate to service the development and the developer's ability and commitment to provide that necessary infrastructure and services at no cost to Council either now or into the future.

103. **Potable water supply**

104. The currently planned trunk-main infrastructure has not been sized to accommodate the estimated maximum 1800 lots proposed. However, additional connectivity is needed to ensure required level of service for the proposed number of lots. Further modelling and agreement is required between the GSCL and the Council as to the appropriate option to service the full staging of RNSHA, and to identify other impacts that could require infrastructure improvements, along with its detailed design. Any agreed solution will need to consider the requirements of the Water Master Plan and the need to provide resilient networks and appropriate firefighting capabilities. Network upgrades (e.g. trunk water mains) necessary to accommodate the proposed maximum lots have yet to be determined. Additional connectivity will be needed to ensure the required level of service for the proposed lots and proposed Pukete Water supply zone are achieved. Staff will consider final potable water supply solutions as part of any QD consent.

105. **Wastewater**

106. Following preliminary modelling being completed, Council staff are comfortable that the existing wastewater network can accommodate the additional discharge; however, confirmation through a PDA will be sought that GSCL will fully fund the design and installation of the local reticulation within their development and the trunk network to enable it to service the fully developed catchment in the future. This includes land outside of the proposed SHA area. Any agreed solution will need to consider the requirements of the Water Master Plan. Staff will consider final wastewater reticulations solutions as part of any QD consent.

107. **Stormwater**

108. GSCL is to undertake a sub-catchment Integrated Catchment Management Plan (ICMP) (Ohote, Mangaheka and Te Otamanui Streams to Waipa River). The ICMP will be jointly funded by GSCL and the Council. As required by the stormwater master plan the development of any master plan for the area needs to ensure there is enough land put aside for stormwater management and any solutions need to consider the wider catchment. Council Staff will consider final stormwater solutions as part of any QD consent.

109. There will be stormwater effects outside the Council's jurisdiction and GSCL will be required to work with both Waikato Regional Council (WRC) and Waikato District Council (WDC) to agree the mitigation and funding for that mitigation.

110. **Transport**

111. The application includes a high-level transport assessment of likely trip generation for Stage 1 of the SHA area and has identified key intersections that require improvements and upgrades. These works are consistent with the Rotokauri Structure Plan.

112. The latest preliminary master plan now includes Stage 2, which substantially increases the potential yield on this site and trip generation. The expanded SHA area includes a neighbourhood centre, possible school and new intersection with SH39 that were not included in the previous traffic modelling. There is a risk that unidentified upgrades may be required as a result of these changes. There is potential for interim improvements on Burbush Road and Exelby Road outside of the SHA.

113. Revised traffic modelling to update the land use (neighbourhood centre) and layout (additional intersection with SH39 and internal layout) is desirable to understand the potential effects and need for additional infrastructure. Any QD process would need to be accompanied by an Integrated Transport Assessment (ITA) which will need to identify required infrastructure improvements.

114. An updated ITA will require modelling of both the interim and final road layouts. The trip generation for Stage 1 + Stage 2 is significant given the rural nature of the existing roads (Burbush Road and Exelby Road) and infrastructure upgrades will be required to support this level of traffic.
115. This would involve consultation with the Council and the New Zealand Transport Agency (NZTA) regarding the proposed second new intersection to SH39. Consultation with WRC will be required to identify likely public transport networks. Part of Te Kowhai and Exelby Road are in the jurisdiction of WDC and GSCL will need to obtain their agreement to any upgrading of these roads.
116. The funding of any transport infrastructure improvements can be addressed through a PDA.
117. Additional assessment may be required to confirm scope and costs of infrastructure for inclusion in a PDA. High level matters that should specifically be covered in a PDA:
- Intersection improvement at Road 1/SH39 (priority controlled vs roundabout)
 - Second new intersection with SH39; the location and form of intersection needs to be discussed with NZTA
 - Right-turn bay improvement at Exelby Road/SH39
 - Extent of any interim road connections to Burbush and Exelby Roads
 - Collector road upgrades to Exelby Road and Burbush Road
 - Staging provisions including any interim roading connections required
 - Consultation with NZTA will be required. They may be a party to PDA requiring improvements on SH39.
118. It may be necessary, to commence the development of the RNSHA, to complete the strategic connection of the RNSHA to the city via the north-south minor arterial and the new Te Kowhai Link Road under the Te Rapa Bypass connecting to the Boulevard.
119. **Parks and open spaces**
120. The Rotokauri Structure Plan identifies the location of two sports parks (12ha and 9ha) within the proposed SHA area, and requires that neighbourhood parks of 0.5ha with a 500m catchment are provided to meet for local open space needs of the future residents.
121. The preliminary master plan developed by GSCL in consultation with Council staff includes the provision of one sports park, and stormwater management areas. The master plan assumes that the local open space needs will be provided for within the proposed green network/stormwater management area. This requirement (neighbourhood park-type area within 500m of all residential properties) will be explicitly included in any PDA, and refined through the QD process.
122. A single sports park is supported in principle by Council staff on the basis that its size ensures flexibility in future use and accommodates a minimum of 4 winter sports fields. The master plan presents two sports park options: a 4ha park or a park of between 10ha and 14ha. The 4ha park is not considered an adequate size to provide for the future sports needs of this area, particularly given 2ha of this park is a protected area of remnant native vegetation, leaving only 2ha of useable area. The larger sports park option is the recommended option by Council staff, with final area and configuration to be finalised through the QD process.
123. **Scale (Clause 15e)**
124. The SHA will contain a minimum of 1450 dwellings, which exceeds the 10 unit threshold.

125. **Design Quality (Clause 15f)**

126. The Council needs to be satisfied that the SHA adheres to the key urban design qualities expressed in the Ministry for the Environment's New Zealand Urban Design Protocol (2005). GSCL has stated that the design will adhere to the New Zealand Urban Design Protocol. This can be managed through the development of a more detailed master plan for the area as well as the QD resource consent process.

127. As previously mentioned, GSCL have already undertaken a three-day detailed master planning exercise to demonstrate that their proposal for housing is part of a wider long-term sustainable community focused around a small centre and integrated wider green corridor network.

128. The master plan developed to date is a starting point and while indicative, it embodies good urban design practice advocated in the Urban Design Protocol. It seeks higher density residential and mixed typologies focused around a local centre. It encourages a walkable community near potential schools, parks and open spaces. There has been a committed level of resourcing at GSCL's own costs to undertake both design and infrastructure assessments to date. Council staff are confident of GSCL's commitment to progress the proposed SHA towards a subsequent private plan change to formalise the SHA and the master plan within it.

129. **Development agreement (Clause 15g)**

130. A SOI has been signed by GSCL on how key infrastructure is to be funded as per the principles in the SHA policy and Growth Funding Policy (see **Attachment 5**).

131. A SOI is a binding legal contract outlining roles and responsibilities for funding growth. It stipulates, at a high level, what GSCL will be paying for to enable their SHA development.

132. The SOI defines expectations and requirements for key infrastructure and enables a detailed PDA to be developed, once design matters are certain, to address assessments and obligations required for water, wastewater, stormwater, the provision of parks and open space, and transportation matters. The SOI stipulates that GSCL must enter into a PDA with the Council when more detail on infrastructure works, costs and delivery timeframes are available, which are consistent with the principles set out in the SOI. GSCL cannot apply for a QD application from the Council until a PDA has been agreed.

133. If the EOI is accepted by Council, staff seek delegation for the Chief Executive to finalise and sign the SOI and, once more detail on infrastructure works and costs are available, to negotiate and sign a PDA. Whilst not an exhaustive list, the PDA will include at a high level the following:

- GSCL is expected to fund all infrastructure necessary to service the proposed development area and (where and as appropriate) to future proof such infrastructure in order for it to also service future development of surrounding land
- GSCL is expected to fund all transportation requirements within the site and upgrade of all surrounding transportation corridors and connections impacted by the development; this includes public transport, walking, cycling, and upgrading existing rural standard roads and intersections to an urban standard.
- GSCL is expected to fund all trunk wastewater infrastructure (pump stations, storage, pipelines) required to cater for the fully developed catchment area (including land outside of the proposed development area as identified in the Rotokauri Structure Plan).
- GSCL is expected for fund all trunk water infrastructure required to cater for the fully developed catchment area (including land outside of the proposed development area as identified in the Rotokauri Structure Plan).

- GSCL is expected to fund all stormwater infrastructure necessary to service the maximum probable development of the ultimate catchment including those parts of the catchment outside of the Hamilton City Council boundary.
 - All infrastructure to be vested in the Council shall be located within the Hamilton City Council boundary.
 - All infrastructure shall be designed and constructed to meet Hamilton City Council Infrastructure specifications and meet the Council's obligations under our comprehensive stormwater discharge consent and any other relevant resource consent.
 - GSCL is expected to fund all mitigation required to address residual downstream erosion effects arising from any increased stormwater discharge (rate and/or volume) that cannot be mitigated on-site.
 - GSCL is expected to obtain resource consent from Waikato Regional Council for any increased storm-water discharge that cannot be mitigated on-site, in accordance with the Waikato Regional Plan.
 - GSCL will be required to provide an ICMP for approval as part of any QD application. The Council may look to collaborate with GSCL to deliver an ICMP. Collaboration may include co-funding technical work.
 - GSCL will be required to provide an ITA as part of any QD application to address interim and final road layouts for both Stage 1 and Stage 2.
 - Any reserves included as part of the proposal will be developed and vested at no cost to Council.
134. The provisions identified above are in line with the Council's SHA Policy and Growth Funding Policy. As part of the PDA negotiation process, there may be occasions where the use of Council funding for infrastructure and/or parks and open spaces is recommended. All recommendations regarding use of Council funding will be brought back to Council for consideration and approval.
135. **Overall evaluation against the SHA Policy criteria**
136. This EOI has been comprehensively evaluated against the criteria set out in the SHA Policy and other relevant planning documents. The evaluation demonstrates a high level of consistency and alignment between the EOI and the Council's current policy position in respect of SHAs in Hamilton.
137. This report concludes that the Council should recommend the establishment of the SHA at Rotokauri North to the Minister.

Other Matters

Waikato Tainui Environmental Plan

138. The Waikato Tainui Environmental Plan is a long-term development approach to grow the tribal estate and manage natural resources. The relevant objectives and policies relate to enhancing the environment (25.3.1 and 25.3.2), ensuring development is well planned and the environmental, cultural, spiritual and social outcomes are positive.
139. The proposed SHA site does not directly adjoin the Waikato River. Ensuring that there are positive environment, cultural, spiritual and social outcomes can therefore be managed through the QD stage.

140. An important provision of the Environmental Plan is to minimise adverse effects on waterways. While the proposal enables intensified residential living, integrated stormwater and catchment management approaches are proposed and will be considered further as a QD to provide safeguards in the final designs to maintain waterways and manage stormwater resulting from the proposal.
141. The recently adopted focus on affordability for new housing provided in a SHA is also consistent with the desired outcomes of the Environmental Plan. The Plan seeks a balance between private, public, and taangata whenua land use and development aspirations that provide a corresponding balance between social, cultural, spiritual, economic, and environmental effects and benefits. The Plan also identifies the need to ensure that appropriate consideration is given to papakaainga developments.

Next steps

142. In line with the SHA Policy, if the Council accepts the EOI, the Chief Executive will require specific delegation to complete and sign the SOI before HCC recommending it to the Minister.
143. In recommending to the Minister that a SHA be established, the Council may prescribe criteria that would apply to qualifying development within a SHA. Such criteria are limited by HASHAA to building height and the minimum number of dwellings to be built and can also include under Section 15 (3) a percentage of dwellings that must be affordable dwellings.
144. If the Minister approves the SHA proposal, an order is made in the Council for this site to be formally established.
145. Once the SHA is formally established, GSCL can apply for a QD resource consent which is processed by Council staff.
146. The consent will need to align with the terms (infrastructure, affordability and yield) agreed by both parties in the SOI submitted to the Minister and a formalised PDA will need to accompany the consent.
147. GSCL has indicated that once the SHA is confirmed, they will propose to undertake a plan change for the SHA area to align the Operative District Plan with the intended outcomes of the SHA process, namely the rezoning of the Future Urban Zoned land to residential and providing for the intended neighbourhood centre and open space facilities. The proposed plan change is expected to be lodged towards the middle of 2018.

Financial Considerations

148. **SHA evaluation costs**
149. In accordance with Section 22 of the SHA Policy, once a SHA proposal is lodged with the Council, Council staff time and other consultant costs required to evaluate SHA proposals are cost recoverable.
150. The SHA Policy requires that all costs associated with SHA area are met by the developer; however, in the interests of good infrastructure outcomes for the wider area surrounding the SHA land and to provide greater capacity than needed by the SHA land, it is possible that some upsizing of infrastructure will be necessary. In these situations, the Council may need to recognise the benefits of the upsizing in the finalised PDA.

Risks

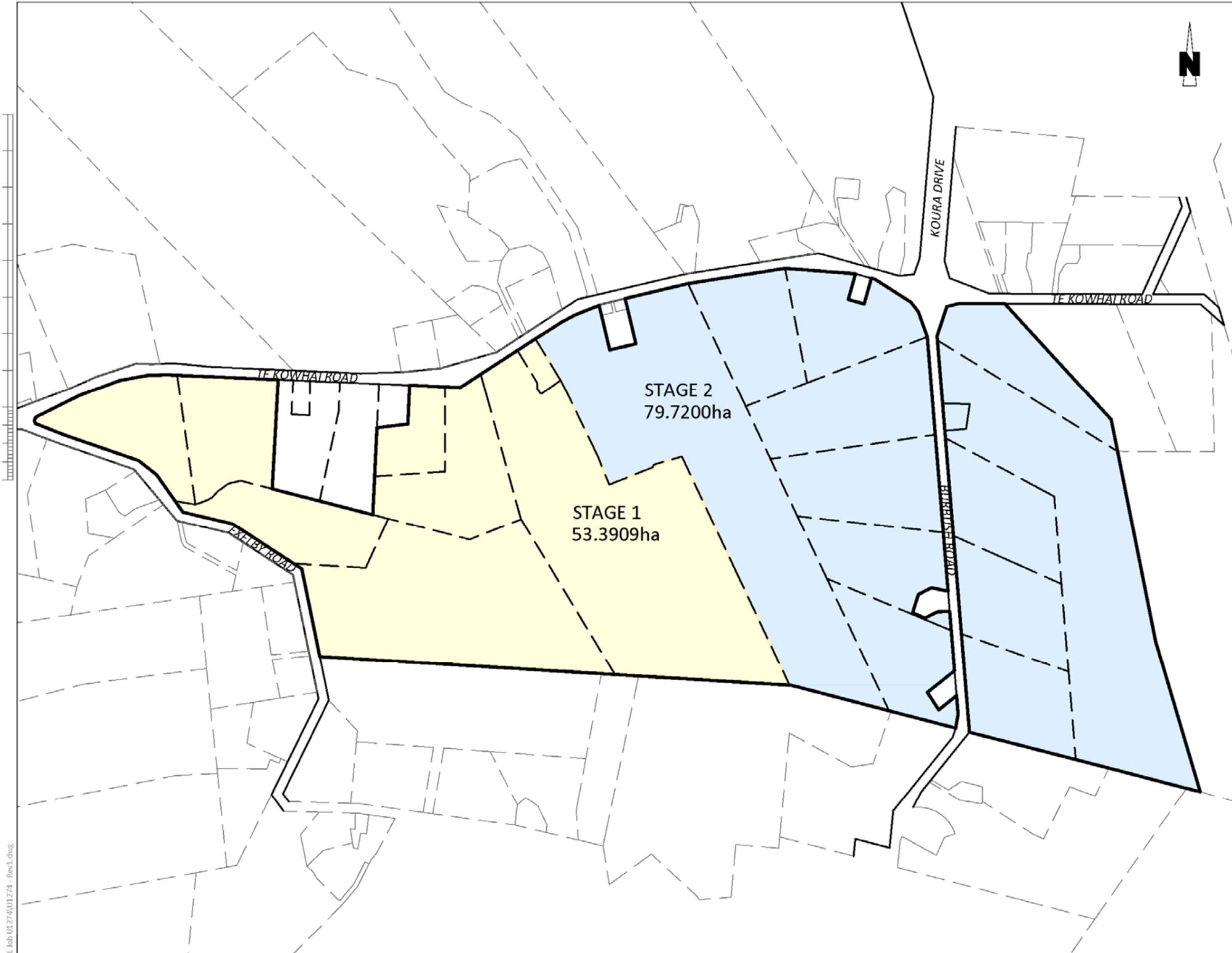
151. The development yield shown at this early stage in EOIs may be inflated until more detailed infrastructure assessment and urban design matters on siting and layout are considered as part of a QD consents stage. This means that the actual number of houses recommended to Minister may reduce when consents stage is realised.
152. The Council, through the SOI, requires GSCL to fund infrastructure, but there is a likelihood that the Council will need to contribute for upsizing of infrastructure that is currently not funded in the 2015-2025 10-Year Plan or included in the draft 2018-2028 10-Year Plan.
153. There is a risk that resolution of the formal PDA prior to lodgement of consent is delayed or not resolved to the mutual agreement of both parties.
154. In absence of any detail on preferred mechanism for KiwiBuild or advice from central government on which to secure delivery of affordable housing there is a risk that the 40% component could be open to interpretation and or a price point would be difficult to enforce or made available to the target market in perpetuity.

Significance & Engagement Policy

155. The EOI was determined to have high significance in the report to Council on 18 October 2017. Community interest is considered high. Engagement for Rotokauri North was undertaken over two periods: November/December 2017 and December 2017/January 2018. Feedback is attached in **Attachment 2**.

Attachments

- Attachment 1 - Rotokauri North Special Housing Area - Locality and Extent Plan
- Attachment 2 - Rotokauri North Special Housing Area - Public Consultation
- Attachment 3 - Rotokauri North Special Housing Area - Application
- Attachment 4 - Rotokauri North Special Housing Area - Preliminary Master Plan
- Attachment 5 - Rotokauri North Special Housing Area - RPS Assessment



Applicant: Green Seed Consultants Ltd.
Comprised In: Varies
Local Authority: Waikato District Council
Total Area: 133.1109ha

Key:
 [Outline] Site Area
 [Yellow] Stage 1
 [Blue] Stage 2

- Notes:**
- Changes may occur to the layout of the proposal shown as a result of the Resource Consent Conditions.
 - Areas and dimensions on this plan may be subject to change following field survey.
 - The copyright and intellectual property rights for the information shown on this plan remain the property of CKL Surveys Ltd.
 - This plan has been prepared only for the purpose of illustrating an application for resource consent. It should not be used for any other purpose.

CONCEPT

Auckland Office:
 A: 25 Broadway, Newmarket
 P: 09 524 7029
Hamilton Office:
 A: 58 Church Road, Hamilton
 P: 07 849 9921
Te Awamutu Office:
 A: 103 Market Street, Te Awamutu
 P: 07 871 6144

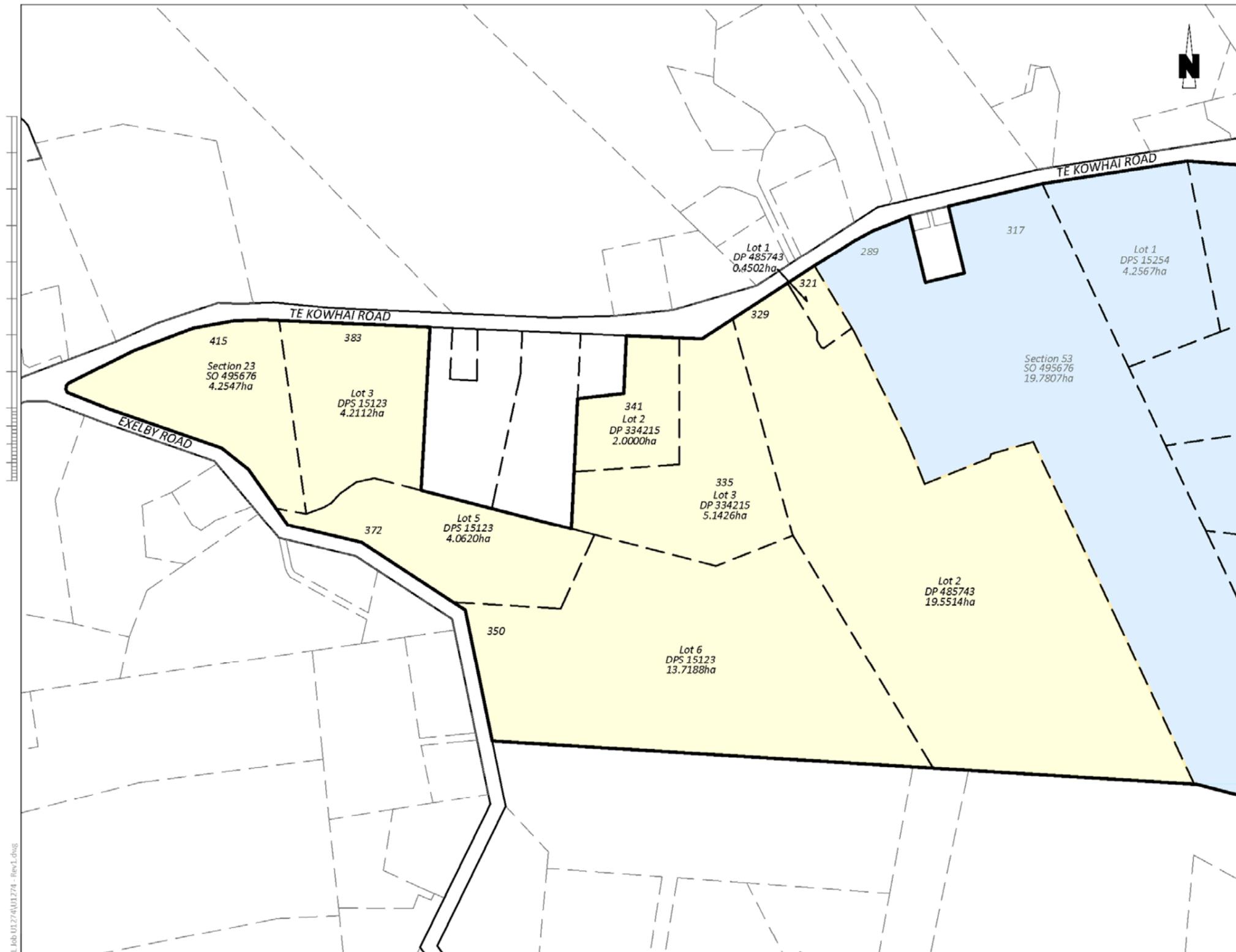
Special Housing Area
 Prepared for
Green Seed Consultants Ltd.

Overall Stage Plan
 Te Kowhai Road, Exelby Road, Burbush Road
 Hamilton

Issue	Description	Checked	Date	Date	Scale:
				Designed: WL 10.10.17	1:7500 (A3 Original)
				Drawn: ES 20.11.17	
				Checked: WL 20.11.17	
				Job No: U1274	Dwg No: 140
					Rev: 2

Applicant: Green Seed Consultants Ltd.
Comprised In: Varies
Local Authority: Waikato District Council
Total Area: 133.1109ha

Key:
 [Outline] Site Area
 [Yellow] Stage 1
 [Blue] Stage 2



- Notes:**
- Changes may occur to the layout of the proposal shown as a result of the Resource Consent Conditions.
 - Areas and dimensions on this plan may be subject to change following field survey.
 - The copyright and intellectual property rights for the information shown on this plan remain the property of CKL Surveys Ltd.
 - This plan has been prepared only for the purpose of illustrating an application for resource consent. It should not be used for any other purpose.

CONCEPT



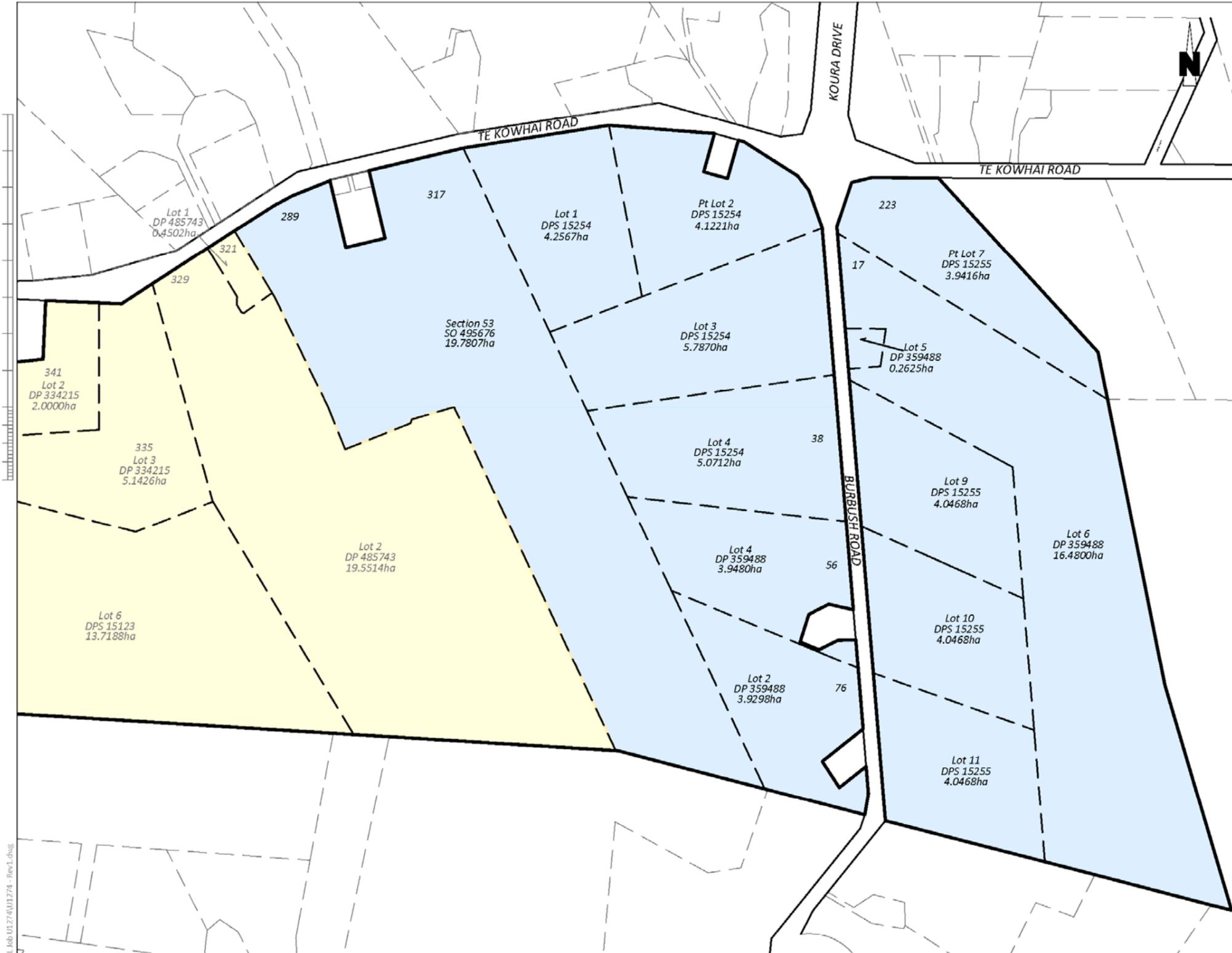
Auckland Office:
 A: 25 Broadway, Newmarket
 P: 09 524 7029
Hamilton Office:
 A: 58 Church Road, Hamilton
 P: 07 849 9921
Te Awamutu Office:
 A: 103 Market Street, Te Awamutu
 P: 07 871 6144

Special Housing Area
 Prepared for
Green Seed Consultants Ltd.

Stage 1 Layout Plan
 Te Kowhai Road, Exelby Road, Burbush Road
 Hamilton

Issue	Description	Checked	Date	Date	Scale:
	Designed: WL		10.10.17		1:5000 (A3 Original)
	Drawn: ES		20.11.17		
	Checked: WL		20.11.17		
	Job No:		Dwg No:	Rev:	
	U1274		141	2	

H:\CKL\01 New Project\CKL Job 01\274\U1274 - Rev1.dwg



Applicant: Green Seed Consultants Ltd.
Comprised In: Varies
Local Authority: Waikato District Council
Total Area: 133.1109ha

Key:
 [Outline] Site Area
 [Yellow] Stage 1
 [Blue] Stage 2

- Notes:**
- Changes may occur to the layout of the proposal shown as a result of the Resource Consent Conditions.
 - Areas and dimensions on this plan may be subject to change following field survey.
 - The copyright and intellectual property rights for the information shown on this plan remain the property of CKL Surveys Ltd.
 - This plan has been prepared only for the purpose of illustrating an application for resource consent. It should not be used for any other purpose.

CONCEPT



Auckland Office:
 A: 25 Broadway, Newmarket
 P: 09 524 7029
Hamilton Office:
 A: 58 Church Road, Hamilton
 P: 07 849 9921
Te Awamutu Office:
 A: 103 Market Street, Te Awamutu
 P: 07 871 6144

Special Housing Area
 Prepared for
Green Seed Consultants Ltd.

Stage 2 Layout Plan
 Te Kowhai Road, Exelby Road, Burbush Road
 Hamilton

Issue	Description	Checked	Date

Date	Scale:
Designed: WL 10.10.17	1:5000 (A3 Original)
Drawn: ES 20.11.17	
Checked: WL 20.11.17	
Job No: U1274	Dwg No: 142
	Rev: 2

**Green Seed Consultants Ltd - SHA
Property Description**

Stage 1				
Property Address		Legal Description		Area (ha)
350	Exelby Road	Lot 6	DPS 15123	13.7188
372	Exelby Road	Lot 5	DPS 15123	4.0620
383	Te Kowhai Road	Lot 3	DPS 15123	4.2112
415	Te Kowhai Road	Sec 23	SO 495676	4.2547
341	Te Kowhai Road	Lot 2	DP 334215	2.0000
335	Te Kowhai Road	Lot 3	DP 334215	5.1426
321	Te Kowhai Road	Lot 1	DP 485743	0.4502
329	Te Kowhai Road	Lot 2	DP 485743	19.5514
Stage Total				53.3909
Stage 2				
Property Address		Legal Description		Area (ha)
289 & 317	Te Kowhai Road	Sec 53	SO 495676	19.7807
	Te Kowhai Road	Lot 1	DPS 15254	4.2567
	Te Kowhai Road	Pt Lot 2	DPS 15254	4.1221
	Burbush Road	Lot 3	DPS 15254	5.7870
38	Burbush Road	Lot 4	DPS 15254	5.0712
56	Burbush Road	Lot 4	DP 359488	3.9480
76	Burbush Road	Lot 2	DP 359488	3.9298
223	Te Kowhai Road	Pt Lot 7	DPS 15255	3.9416
	Burbush Road	Lot 9	DPS 15255	4.0468
	Burbush Road	Lot 10	DPS 15255	4.0468
	Burbush Road	Lot 11	DPS 15255	4.0468
5	Burbush Road	Lot 5	DP 359488	0.2625
17	Burbush Road	Lot 6	DP 359488	16.4800
Stage Total				79.7200
Total				133.1109

Item 5

Attachment 1

ATTACHMENT 2:

PUBLIC FEEDBACK
November-December 2017 and January 2018.

There were fourteen responses to the request for feedback for the Rotokauri North SHA proposal. This included in general terms five supportive responses, five opposed responses and four neutral submissions.

The feedback is briefly summarised below.

1. Five submitters were in **support**
 There was a variety of reasons for supporting the SHA:
 - More housing is needed
 - In accordance with the Rotokauri Structure Plan and infrastructure can be provided at developer's cost
 - While out of sequence with anticipated development of Structure Plan area, is considered to still fit within broader strategic land use plan for City but will require further assessment to integrate transport network with the proposed out-of-sequence land use

2. Five submitters were in **opposition**
 There was a variety of reasons stated:
 - Changes country character and amenity and affects existing property owners in the area
 - Isolated area cut off from all services
 - There is already an SHA planned for Te Awa Lakes
 - Fails the planned growth strategy and will introduce an unacceptable level of community and social effects
 - Not in sufficient detail
 - Not demonstrated sufficient demand for housing in this area

3. Four **neutral** submissions
 Clarifications sought were:
 - more details of actual subdivision layout, types of housing, parks, cycleways and recreation areas
 - better quality housing on larger sections and affordable housing towards the centre of site
 - Concern with ground contamination.

4. **Key Submissions.**
NZTA is generally supportive of the proposed SHA on the basis site is located within the Rotokauri Structure Plan. Whilst its development would be out of sequence with the anticipated development of that structure plan, it is considered to fit within the broader strategic land use plan for the City.

NZTA advises that given the level of technical work that went into developing the Rotokauri Structure Plan land use pattern, staging and timing of development as well as the supporting transport network, a similar level of information should be provided to support the development of the SHA to ensure the integration of the transport network with the proposed out-of-sequence land

use e.g. detailed area-specific triggers and ITA requirements for the development.

Ministry of Education requests that Council consider the provision of education for the Rotokauri SHA. In particular the Ministry is concerned about the timeframes for the development of the SHA and would like to discuss this with Council going forward.

Response to submissions

1. A number of submissions have raised concerns about the character and amenity affects on existing residents in the area and lack of detail around cycleways, parks and subdivision.
2. In response to submissions that this site fails the planned growth strategy and would be contrary to the country character of the area, the Rotokauri Structure Plan has long envisaged urbanisation of this area and hence is identified as Future Urban Zone. It is part of the existing planned growth cells of Rototuna, Rotokauri and Peacockes. Rotokauri is identified as Future Residential Land in HUGS. The residential development of this area aligns with the current strategic land use framework.
3. Detailed matters of siting, design and subdivision layout will be dealt with as part of the qualifying development consents phase, should this site be gazetted. The applicant has already provided a level of detail in the attached master plan but this is indicative only and may change when detailed infrastructure constraints are known. The level of detail provided is sufficient for the purpose of providing a recommendation to the Minister under the HASHAA.
4. There is no limit to the number of SHAs that could be considered in the first tranche received last year. Strategic land use matters are considered as part of the detailed evaluation.
5. NZTA and the Ministry of Educations raise concerns around the level of detail needed to support the development (e.g. ITAs), timing of development of the SHA and provision of education for future residents.
6. Whilst indicative, the applicant has also shown on their masterplan an indicative primary school site option in the location of the proposed neighbourhood centre, medium density residential and reserve land.
7. Council and applicant will continue dialogue and consultation with key stakeholders throughout the next stage of consent or plan change process. It is expected that the requirement for an ITA would be included in the private developer agreement even though this would still be required at consents stage.

Rotokauri North SHA

Public Feedback - November-December 2017 and January 2018

Name	Feedback
Craig Stevens	<p>More housing is needed. Two story structures will allow more housing and lower costs. I am in favor of a SHA in Rotokauri.</p> <p>I would want the homes and sections to be appropriately sized, No four bedroom + mansions on lifestyle blocks. We need smaller homes that will be more affordable to buy and rent. Waipa and Waikato Distict can meet the demand for large expensive homes. Let Hamilton be a city.</p>
Linda Rowe	<p>I wish to object to the SHA housing application from Burbush Rd to Exelby Road. Our address is 252 Te Kowhai Rd. We bought in the country to get away from town. By the look of the submission being able to build 2 storey homes it would look like the subdivision on River Road. We do not want to live in an area that looks like Coronation street. 1500 houses you have to be joking. If its anything like the other things Council does we probably haven't got a say. They do as they please - when they please. I totally object to this submission going through.</p>
Lesley Mason	<p>To put it mildly I am horrified by this Rotokauri SHA Proposal. We purchased our property in Errol Close specifically for the country views we have enjoyed for two years. If this development goes ahead, our view will be a 2-storey high housing block. Not the same by a long shot and an awful way for my husband to have to live as he is retired and stays home during the day. If we wanted views of housing we would have bought in Hamilton central !!!!!</p> <p>I dont mind if the original Stage 1 goes ahead as this does not affect our quality of living and have no objection if Stage 2 goes ahead UP TO BURBUSH ROAD. However, please note our objection in the STRONGEST TERMS possible for it to continue between Burbush Road and Errol Close.</p>
Lesley Mason	<p>I think my initial reaction to record my objection to this housing was selfish. People need a home to live in and progress cannot be stopped so I would like to withdraw my objection. Thanks. Lesley Mason</p>

Cathy Thomson	<p>What a crazy idea to develop an area cut off from all services people expect in a residential area.</p> <p>In a special housing development there will be some poorer people that would rely on public transport, are HCC going to supply a bus route to this area?</p> <p>Also how are people with cars going to travel into the city? Are they going to use Exelby Road which is narrow and windy and not even remotely suitable for higher traffic volumes, or are they going to feed out onto Te Kowhai Road which being a State Highway will not be too popular with the Transport Agency.</p> <p>Surely the Rotokauri area would be better to be developed from the edges of the existing city area outwards and to build a special development area that is isolated from schools, shops, doctors etc would be a big mistake in my opinion.</p>
S Rodgers	<p>I am not opposed to putting a housing development in Rotokauri north but am opposed to making it a special housing development. There is already one planned nearby at Te Awa Lakes and I don't see the need for another one. I'd rather see it as a mixture of prices with an emphasis on a quality development. We don't want to see it degenerate into another Nawton which is also in the vicinity.</p>
Linda Burak	<p>I would like to see the actual layout of these subdivisions, stage 1 and stage 2.</p> <p>Which areas are special and built up housing, which are standard housing, which are above average housing etc. Where are the parks, and recreation areas located, where is the cycle way/walkways etc. Where are the primary, middle and high schools as schooling in this area is already over flowing, with many families choosing to opt out of the public education system due to overflowing classrooms out here.</p> <p>What will the roads and additional road infrastructure look like. At this stage there is 1 main exit out of Te Kowhai Rd - how will the bottle necks of Rototuna be avoided during construction in this area and during everyday life out here?</p> <p>Is there provision for petrol stations, supermarkets etc.</p> <p>Again, perhaps our biggest concern is the stream on the boundary of our property and the potential for flooding to our property caused by the extent of the development.</p> <p>If the whole thing is done tastefully and with a mixture of housing styles and affordability it could be an asset to our area, if it is done poorly and loaded with same same box brick housing it'll be an eye sore.</p> <p>I'd like to see the outer rim boundary homes of better quality and on bigger sections, say minimum 800/1000sqm and more affordable housing towards the centre.</p>

Vivian and Roger Murray	We are VERY opposed to this. We have had no support from Hamilton City, Waikato City and NZTA when the new bypass and Koura drive went thru. We have had NO compensation as decibel readings are averaged out and have been bulldozed thru every proses. We do Not support this plan at all. Its all very well sending out a letter. Will there be a public meeting about this?
Todd Sheppard	<p>It Is noted in the Proposed Subdivision, Rotokauri would Impact on our property with two-storey home on our property boundary's potential be built, Could this be limited to single storey limiting the impact on our property boundary.</p> <p>Could this proposed subdivision impact of our rate cost per year by bring it forward by 6-7 years. Septic connection to development legal description -would we have access to septic supply connection from our boundary if the subdivision go ahead. Will we have to pay for boundary fence on our boundary or is this a cost for the subdivision owners.</p> <p>If a gap report for ground contamination show soil contamination in stage 1 and stage 2 This will impact on our roof rain water from potential contamination dust from development . Cost to cut down tree on boundary who cost. As we have a environmental home with over 30+ tree on boundary we will have a big impact on them beeing removing a gap report of this could be needed. As we hold water rights and have a ranges on homes and lots there may be option to work with the developers as a on site base office .</p> <p>Potential Ground Contamination (Stage 1, Stage 2)</p> <ol style="list-style-type: none"> 1. Superphosphate may have been applied to the land as a recognized pastoral farming practice. 2. It is not known if previous owners applied facial eczema remedies to the stock that used the site. Therefore, zinc from facial eczema remedies such as boluses or fortified feed, may have been passively released by the cattle onto the land. 3.. The Auckland Regional Council's Technical Report Pesticides in Horticultural Soils in the Auckland Region documents that the most common chemicals used in the Auckland region for orchards in the 1990's were arsenic, lead and copper based pesticides and modern pesticides. Whilst this report was produced for the Auckland region it is considered that the chemical use for orchards is also applicable to the Waikato. 4. Therefore the potential likely contaminants on site are considered to be: cadmium - superphosphate; zinc – facial eczema. copper - pesticide; arsenic – pesticide; and lead - pesticide; <p>Potential HAIL</p> <ol style="list-style-type: none"> 5. The application of superphosphate to land is not specifically listed as a HAIL. Cadmium is a component of superphosphate and is a natural element and does not degrade. Therefore, it would be considered as HAIL: 1 - any other land that has been subject to the intentional or accidental release of a hazardous substance in sufficient quantity that it could be a risk to human health or the environment.

The New Zealand Transport Agency	<p>As per the NZ Transport Agency's comments on the earlier (smaller) SHA proposal in this area, the Agency is generally supportive of the proposed Te Kowhai/Exelby Road SHA. The site is located within the Rotokauri Structure Plan and, while its development would be out of sequence with the anticipated development of that structure plan, it is considered to fit within the broader strategic land use plan for the City. However, the Agency also notes that the scale of the SHA has increased significantly from that initially proposed. A large amount of technical work went into developing the Rotokauri Structure Plan land use pattern, staging and timing of development as well as the supporting transport network. For example, the Hamilton City District Plan contains detailed area specific triggers and ITA requirements for the development of Areas 'A' and 'B' (refer Volume 2 Appendix 15-8 and Rules 3.2.3.6.d) ii) and 25.14.4.3 e i) and ii). The Agency considers that a similar level of information should be provided to support the development of the SHA to ensure the integration of the transport network with the proposed out of sequence land use. It is of particular importance that the existing transport network both locally and in the wider area is not compromised as a result of the proposal, resulting in the need for unplanned and unbudgeted network upgrades.</p> <p>The Agency therefore supports the statement by Green Seed Consultants Ltd in their application document that the future Private Plan Change for the SHA will be accompanied by a (broad) Integrated Transport Assessment (ITA). Any recommendations contained within the ITA should be implemented as part of the development to ensure all required transport infrastructure is in place to enable the site(s) to be connected to future development within the structure plan area, to the north and into the City, without the need for local trips on SH39 or adverse impacts on the wider transport network.</p> <p>Finally, there should be no direct access from properties onto SH39.</p>
BOR-CHING LIN	This proposal is very good and it is a necessary step for the future development of Hamilton City. I totally agree and fully support it. I really hope the City Council will pass it as soon as possible.
Jui-Hsiang Sung Lin	I will be very happy to see this proposal go through. I support it with all my heart.

Peter Murphy	<p>I submit that Hamilton City Council decline the request from the developer.</p> <p>The request fails the planned growth strategy for the city and will introduce an unacceptable level of community and social effects.</p> <p>The developer has added 80ha to the original request of 53ha, an increase of 150%, but has not provided any further evidence or technical reports to support this significant increase. This is insufficient to make a well informed decision on.</p> <p>The request fails to demonstrate how the proposal integrates with the City's strategies and development plans. It will be an adhoc development misaligned to the planned progressive development of the Rotokauri area and could remain isolated from community hubs for a significant number of years. I trust this was not the intent of the SHA legislation and I expect HCC to take the lead in SHA developments which are complementary to the agreed plans and strategies.</p> <p>The Rotokauri Structure Plan and Hamilton Urban Growth Strategy are 2 key documents which inform any residential development.</p> <p>The vision of the RSP is "The sustainable expansion of the City into Rotokauri, through a coherent, integrated and people focussed mixed use development based on best practice urban design principles."</p> <p>This request completely fails the vision. The SHA will attract people who will have stronger reliance on and need of community services, walking, cycling and public transport for employment and education. The RSP already has early release of high density residential zone which aligns with the SHA intent. Having an isolated, unsupported development in the very far north-west corner of the city will become an unfortunate legacy for the city we will regret for years.</p> <p>A key purpose of the Hamilton Housing Accord is to be consistent with HUGS and other HCC strategic directions. HUGS states the need to manage growth. 50% of growth over next 10 to 20 years will come from infill of existing residential zones. New growth is prioritised for Rototuna, Peacocke and Stage 1 Rotokauri with more compact type developments in key areas such as town centres. Peacocke is prioritised over Rotokauri Stage 1. HUGS states "We don't need to develop any major greenfield areas within the next decade."</p> <p>This requests fails to demonstrate any demand for housing in this area additional to what the HCC have already determined is required as part of well planned growth.</p> <p>The transportation review provided relates purely to the stage 1 53ha development and recognises the lack of integrated connection to major road links and PT. There will be significant safety issues that come with such adhoc development. Exelby and Burbush Roads have poor alignments, winding and narrow with unforgiving roadsides. There has already been a significant increase in use and deterioration with development of the northern sector and linkage to the Waikato Expressway and SH39. A significant investment in their upgrade will be required to avoid accidents and provide for walking and cycling. This type of upgrade will come with well planned development.</p> <p>The request does not provide sufficient detail or confidence of a successful outcome. It poses a significant risk to the city vision of planned and integrated residential development. The city needs to manage its responsibility for sustainable development and decline the request.</p>
--------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Kate Mackness	<p>In principle, I support the Rotokauri development proposal by Green Seed Consultants Ltd., as the development will increase the city's housing supply; will be in accordance with the Rotokauri Structure Plan; and infrastructure can be constructed at the developer's cost. Support is subject to the consideration and addressing of specific matters outlined below.</p> <p>Firstly, the report entitled 'Request for Special Housing Area Status Pursuant to the Housing Accords and Special Housing Areas Act 2013: Rotokauri North Special Housing Area (Stage 1)' by Green Seed Consultants Limited, September 2017, does not adequately assess whether, and the extent to which, potential adverse effects upon properties in the immediate vicinity are to be appropriately addressed. Although potential impacts upon Council's water supply infrastructure are assessed, it is concerning that impacts in relation to water supply infrastructure of rural and rural residential properties in the immediate vicinity have not been considered. This is of particular concern in the wake of a number of recent issues arising in relation to drinking water quality of non-chlorinated water supplies. Such issues are specifically encompassed in Council's Special Housing Areas Policy in section 15f) Design Quality (Custodianship, in the New Zealand Urban Design Protocol) and should be satisfactorily assessed and addressed.</p> <p>And secondly, well-designed, liveable and more sustainable urban environments are important to Hamilton's future. In our planning processes, the emphasis should be on promoting high-quality environmental, social and cultural long-term outcomes through robust planning processes which provide for adequate stakeholder and public engagement. It is unclear whether an SHA process is the best process in this situation; what is needed is a process that provides for informed stakeholder and public input.</p>
---------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

ATTACHMENT 4:



13 December 2017

Luke O'Dwyer
Hamilton City Council
Via e-mail luke.o'dwyer@hcc.govt.nz

Dear Luke

RE: UPDATED REQUEST - ROTOKAURI NORTH AS A SPECIAL HOUSING AREA

1. Further to my letter of 17 September 2017, Green Seed Consultants Ltd seeks to amend its Special Housing Area request to include both the land identified as stage 1 and 2 on the attached plan and schedule. We have previously signalled to Council that this opportunity was being explored. As we have discussed, a partnership has been formed with the adjoining landowners to advance the SHA request and provision of infrastructure.
2. The request is for a total area of 133.11 ha. The areas identified as Stage 1 and 2 illustrate the change between the original request and this new proposal. The terms staging does not infer any sequence, but rather just the alteration to the request boundary.
3. The technical work to support the total area is included in the one drive link previously provided by Mark Tollemache.

Yours sincerely

A handwritten signature in blue ink, appearing to read "Charles Ma", is written over a horizontal line.

Charles Ma
For Green Seed Consultants Ltd

Encl. Request area map
Schedule of sites in request area



19 September 2017

Luke O'Dwyer
Hamilton City Council
Via e-mail luke.o'dwyer@hcc.govt.nz

Dear Luke

RE: REQUEST FOR CONSIDERATION OF ROTOKAURI NORTH AS A SPECIAL HOUSING AREA

1. Green Seed Consultants Ltd (GSCL) hereby makes two requests for land to be identified as a Special Housing Area (SHA) in accordance with the Housing Accords and Special Housing Area Act 2013 (HASHAA), the Hamilton Housing Accord and the recently adopted Hamilton Special Housing Areas Policy.
2. This letter addresses both requests. We have been meeting with Council for the last year on the opportunity associated with Rotokauri North. This is a consequence of our group acquiring or controlling approximately 60 ha of land in the north-western corner of the Rotokauri Structure Plan.
3. We have prepared an application and supporting technical reports to support the request that this land, identified as stage 1 (and illustrated below), be gazetted as a Special Housing Area. The supporting technical work is designed to demonstrate to Council that the statutory tests of HASHAA can be achieved, along with the criteria that Council have adopted in the Hamilton Special Housing Areas Policy. These reports demonstrate that the land can be serviced with infrastructure (transport, water supply, wastewater and stormwater), and GSCL proposes that this infrastructure can be constructed at the developer's cost as part of the development of the SHA.



Figure: Stage 1 land



4. The approach of GSCL is to agglomerate land in a manner which supports a large scale and integrated residential development. Critical mass in landholdings is important to fund the provision of developer-led infrastructure, and it is expected that the Stage 1 area can accommodate 800 to 1000 houses. This scale makes the process of embarking on a developer-led Private Plan Change and infrastructure provision feasible. GSCL has focussed on securing contiguous parcels of land in the Rotokauri Structure Plan/Rotokauri Integrated Catchment Management Plan area of a size to support its development goals along with ensuring that key sites in the catchment are available to provide for stormwater infrastructure, drainage reserves and roading connections to the wider transport network.
5. As discussed with our planner Mark Tollemache, GSCL has been in discussions with the adjoining family that own land on both sides of Burbush Road (adjoining the proposed Stage 1 area). There is a willingness between the landowners to cooperate to achieve a larger scale development opportunity, more completely implementing the Rotokauri Structure Plan’s vision for Rotokauri North.
6. The second part of this request is that an additional approximately 64 ha of land is considered by Council as an SHA. This is identified as the Stage 2 area and is illustrated below. The land is located adjoining stage 1, and is within the Rotokauri Structure Plan and Rotokauri Integrated Catchment Management Plan area.

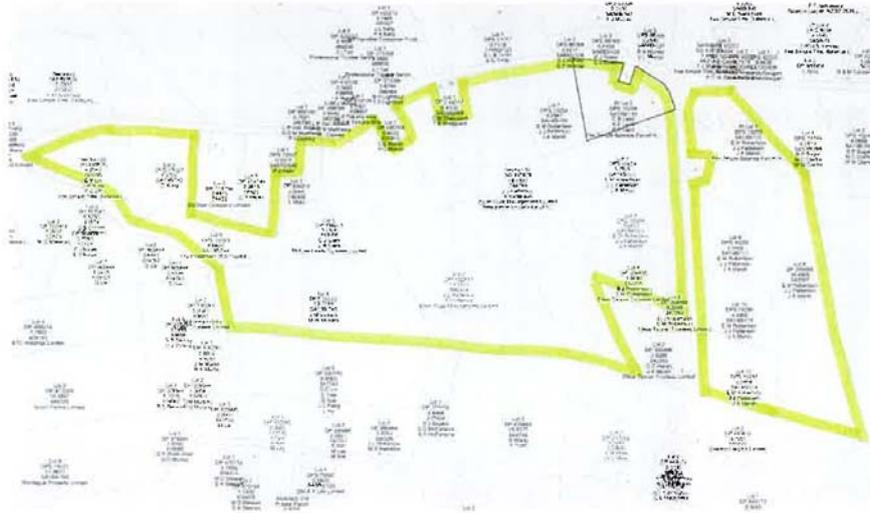


Figure: Stage 2 land

7. It is understood that Council have sought expressions of interest from the community/developers in respect to potential SHAs and these are to be made to Council by the end of September. Recognising this, GSCL seeks that the Council consider both the Stage 1 and 2 areas in the first tranche of decisions which are understood to be made before the end of 2017. GSCL has commissioned further technical reports from those consultants assisting with the Stage 1 land to demonstrate to Council that the statutory requirements of HASHAA and the



criteria of the Council Policy can be met. It is anticipated that this information will be provided to Council when available, and will build upon the basis already before Council with the Stage 1 request.

8. The Stage 1 documentation is provided in draft because of our desire to work with Council in respect to providing the information which is necessary to achieve a successful consideration of the proposal.
9. GSCL considers that a private plan change (PPC) to rezone the land as Residential Zone is necessary to support integrated development and the future consideration if resource consents (QDs).
10. We would like to have a further conversation with Council about the mechanisms by which a PPC can be advanced through HASHAA. As you'll be aware HASHAA was initially drafted to address the notified Auckland Unitary Plan 2013 which included several prohibited activity rules. Consequently, as we understand, HASHAA limits the circumstances in which it applies. We would appreciate Council's views on the implementation of PPCs through HASHAA and how this may apply to Council- and privately-initiated plan changes. It is understood that in addition to ourselves that there may be other potential SHAs where plan changes would be a useful contribution to ensuring an integrated rule framework.
11. Sections 61(1) and 61(2) of HASHAA indicate that a person can apply for an PPC if a party wants to lodge a resource consent (QD) subject to sections 25(2)(b) (61(1)), or 25(2)(c) or (d) (61(2)). Section 25(2)(b)(c) and (d) indicate that if a proposal is for a prohibited activity in a plan or proposed plan (or plan change) then a resource consent can be sought. The quirk in HASHAA is that sections 25(2)(b)(c) and (d) are all subject to s.26(3) - which talks about concurrent applications with PPCs. Our understanding is that if an applicant wants to get a resource consent that is prohibited in a plan or proposed plan then a request for a plan change can be made. There seems to be limited basis in HASHAA as to the grounds to make a PPC. The section 61 gateways may imply that a plan needs to include prohibited activities, something which the Hamilton City District Plan does not include.
12. We would appreciate an opportunity to discuss this SHA request with Council.

Yours sincerely,

Charles Ma
For Green Seed Consultants Ltd

cc. economicgrowth&urbanpolicy@hcc.govt.nz

Encl. SHA Request Application (Stage 1)
Supporting Technical Reports (Stage 1)

**REQUEST FOR SPECIAL HOUSING AREA STATUS
PURSUANT TO THE HOUSING ACCORDS AND SPECIAL
HOUSING AREAS ACT 2013**

'Rotokauri North' Special Housing Area (Stage 1)

Green Seed Consultants Limited

September 2017

Rotokauri North SHA Request, Green Seed Consultants Ltd

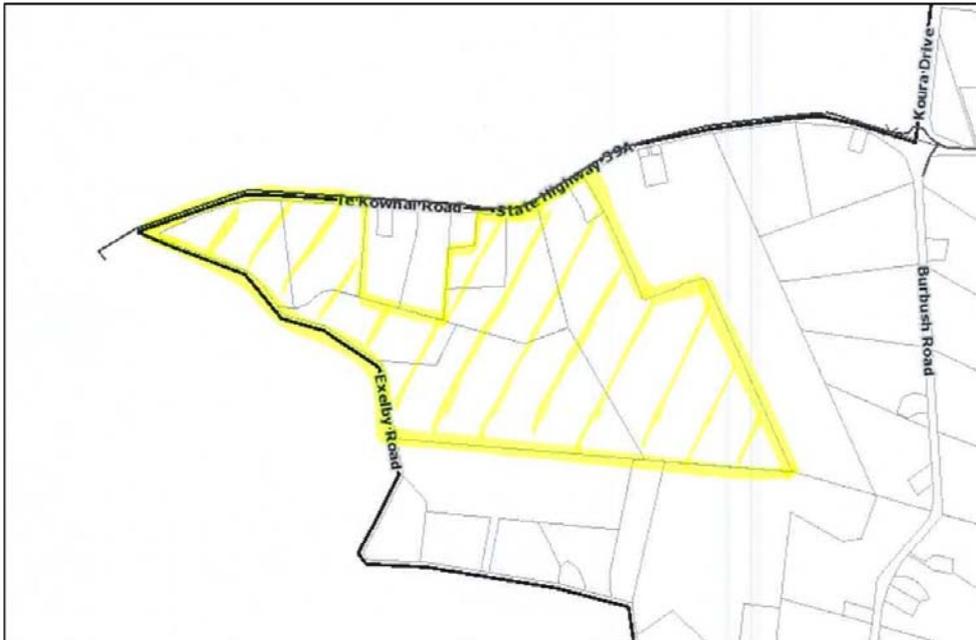


Figure: Extent of Proposed Rotokauri North SHA (Stage 1)

2.0 OVERVIEW

Green Seed Consultants Limited (GSCL) seeks that the above sites be identified as a Special Housing Area (SHA) to enable the land to be developed for housing and infrastructure through a private plan change and resource consent process. Investors associated with GSCL have secured approximately 60ha of land in the Rotokauri North area. We have been undertaking investigations associated with the feasibility of, and methods to service this area with infrastructure. This is to advance the development of this area ahead of the timeframes identified in the various Council strategic documents for Rotokauri. The 60 ha represents a first stage; investigations are currently underway to partner with adjoining landowners to extend the area.

The area is identified as a development opportunity, as part of the urban growth area of Hamilton. The land exists in large enough parcels to allow investors to agglomerate this into an overall development area in order to facilitate developer-led provision of infrastructure. This is rather than waiting for Council to provide infrastructure trunk mains in the future. In this way the land can be serviced in advance of the Council programme, reducing costs to the Council and community, while providing for housing supply to be brought forward.

A significant amount of work has been undertaken by Council through the Rotokauri Structure Plan (RSP). The Rotokauri Integrated Catchment Management Plan (ICMP) has already

Rotokauri North SHA Request, Green Seed Consultants Ltd

1.0 THE SHA REQUEST AND PROPERTY DETAILS

APPLICANT	Green Seed Consultants Limited
SITE AREA	Approximately 60ha – Stage 1
DISTRICT PLAN	Hamilton City District Plan (partly operative)
CURRENT ZONING	Future Urban

Table: Legal Descriptions

Property Address	Legal Description			
350 Exelby Road	Lot	6	DP	S15123
372 Exelby Road	Lot	5	DP	S15123
383 Te Kowhai Road	Lot	3	DP	S15123
415 Te Kowhai Road	Sec	23	SO	495676
365 Te Kowhai Road	Lot	1	DP	314799
371 Te Kowhai Road	Lot	2	DP	314799
353 Te Kowhai Road	Lot	3	DP	314799
349 Te Kowhai Road	Lot	1	DP	S72047
341 Te Kowhai Road	Lot	2	DP	334215
335 Te Kowhai Road	Lot	3	DP	334215
321 Te Kowhai Road	Lot	1	DP	485743
329 Te Kowhai Road	Lot	2	DP	485743

identified and proven the viability and feasibility of the land to be urbanised as part of providing for residential growth in Hamilton.

GSCL is a development entity associated with Ma Development Enterprises Ltd (MADE). MADE, along with its allied partners, investors and consultants have been involved in 25 qualifying developments (QDs) and 7 SHA-based private plan change requests in Auckland. As a consequence, the team have a depth of experience with the Housing Accords and Special Housing Areas Act (HASHAA), along with the provision of trunk infrastructure to new greenfield locations. MADE have been involved in the recent development of Sugartree apartments in Auckland (696 units) and the development of 400 lots and houses in Flat Bush, Auckland. MADE is also the lead company in the development of the 'Auranga' housing project involving 167 ha of land west of Drury in Auckland. Auranga was recently rezoned and consented as part of the Auckland SHAs.

In Hamilton, our group of investors has been purchasing land in the northern corner of the RSP area (approx. 60 ha secured at present). The original intention was to seek a private plan change request under the Resource Management Act (RMA) when the opportunity arose. However, with the recent Hamilton Housing Accord we see an opportunity to identify the area as an SHA, and in collaboration/cooperation with Council to advance a private plan change and associated QDs. There are statutory precursors to this which need to be discussed in detail with Council.

From our experiences of HASHAA and SHAs in Auckland, we are firm believers in the benefits of such an approach and have practical experience in its use and application. We consider HASHAA is effective where land can be agglomerated to allow infrastructure to be funded and developed to support housing supply.

We are strong advocates for HASHAA's focus on housing supply and affordable housing, with Auranga having a stated public commitment to deliver a range of housing opportunities and price points beyond the minimum statutory requirements. In Auranga, developing a strong and vibrant community is fundamental to the vision. It has the scale of a new neighbourhood with its own local centre and primary school (Auranga stages A and B comprise 2,650 houses). We have all seen the monoculture of suburbs with the same 4 and 5 bedroom houses and price points which make it difficult for many to own a home. In Auranga, we are delivering 25% of the housing product at a size of three bedrooms or less, and voluntarily providing a total of 15% of homes at the Auckland affordability standard.

3.0 ROTOKAURI STRUCTURE PLAN

Rotokauri is an area of approximately 1,000 Ha on the north-west fringe of Hamilton, close to Hamilton Zoo and The Base. In 2007, it was identified for future urban development within Variation 18 to the then Operative District Plan. At the time the Council's Growth Model indicated that it was necessary for additional land to be brought forward to meet the City's ongoing development needs.

A new Structure Plan was prepared by Council to guide the long-term development of the Rotokauri area. Approximately 350 Ha of this was rezoned as part of as Stage 1. The RSP identifies residential areas comprising approximately 485 Ha through the western half of the Rotokauri area. In addition to a general residential zone, the Structure Plan makes specific provision for character areas based upon Lake Waiwhakareke and the area's ridgelines, and higher density development related to the Suburban Centre located in the south of the RSP.

The RSP provides a high level and logical framework to guide subsequent development of the SHA land. We consider this can be supplemented by a more detailed masterplanning process to determine the final development pattern.

Rotokauri North SHA Request, Green Seed Consultants Ltd

The land subject to this SHA request is in the north-western corner of the RSP area, to the south of Te Kowhai Road. The land is currently zoned Future Urban under the Partly Operative Hamilton City District Plan. The area of the requested SHA falls into a distinctive catchment, and the requester has sought to purchase land to enable stormwater to be managed (through securing the downstream sites) and for infrastructure and roading connections to be achieved (through securing sites with key road frontages).

The land is currently in a mix of rural residential properties and medium to larger scale sites associated with pastoral and horticultural activities. The land has attributes, as recognised in the RSP, which make it ideal for residential development.

4.0 PROPOSAL

GSCL proposes the establishment of an SHA within the northern corner of the RSP area. The land subject to the SHA request will accommodate approximately 800 to 1,000 dwellings.

If the SHA is confirmed, GSCL would seek to undertake a private plan change¹ and subsequent development of the land through QDs. GSCL will fund the required infrastructure and the plan change process in accordance with the Council's SHA Policy. GSCL will enter into a private development agreement with Council to establish certainty as part of the obligations regarding SHAs, PPC and infrastructure funding. GSCL are experienced in this approach, as applied in its own Auranga development.

The interest of GSCL is to undertake the subdivision of the land and development of the houses. We are likely to also partner with other house builders to increase the speed in delivery of houses.

With regard to timeframes, GSCL would like to develop the land and construct dwellings as fast as possible. GSC would be looking at similar timeframes to those achieved for Auranga. The development of the Rotokauri land will be staged with the private plan change and QD being lodged within the first year after the SHA has been confirmed. Consent applications for housing will be lodged in 2020. The timeframes proposed are as follows:

December 2017	SHA status confirmed
June 2018	Private Plan Change and first QD consent application made pursuant to HASHAA legislation.
November 2018	Council decisions
	Engineering approvals
	Lodgement of further QD applications
November 2019	224c certificates issued
June 2020	First houses constructed
2020	Consent applications for next stage (further dwellings) lodged

¹ Subject to confirmation with Council of the means to achieve the statutory requirements of HASHAA to support a PPC request.

5.0 HAMILTON SPECIAL HOUSING AREAS POLICY

The proposed SHA has been assessed against the evaluation standards/criteria of the Policy below:

Demand for an SHA

The purpose of the Hamilton Housing Accord is to bring land and development forward to increase the supply of housing in the City. It is a proactive approach to address not only housing supply but also to arrest increasing housing prices by increasing supply and the variety of housing on market. The supply of large volumes of housing is dependent on greenfield locations. While urban infill and brownfields development is part of the solution, these outcomes are dependent on developers acquiring existing housing and redeveloping these areas. The scale of the projects is smaller in terms of their yield and individual ability to increase housing supply. Ultimately housing supply is reliant on a combined approach of providing for greenfields and brownfields development.

GSCL have the ability to deliver houses on the ground. This is demonstrated by their involvement in the Sugartree apartments, numerous housing developments and subdivisions in Flat Bush (Auckland) and, in particular, the Auranga development. The developers have a positive track record, and are motivated and able to undertake the private plan change and subsequent development of the land.

GSCL has demonstrated the ability to agglomerate land at a scale that is capable of funding infrastructure extensions to the site. The opportunity that this affords is unique compared with the coordination that would be required of a range of individual landowners. The proposed development will be developer-led with the developer funding the required infrastructure and the plan change process. This will remove the requirements of Council being both the structure planner and infrastructure provider and will mean that the public is not footing the costs of this new infrastructure. Notwithstanding this, it is important to emphasise that GSCL is motivated to work with Council.

Technical work to support the SHA has already been undertaken to complement the existing feasibility work that was completed by Council for the RSP. This is to assist the Council in understanding the nature and extent of planning being undertaken by GSCL.

Demand for Housing

Hamilton's Housing Market and Economy Growth Indicator Report (March 2017) found that, over the last two years, Hamilton has experienced its strongest residential housing boom, and both the volume of new dwellings and average sale prices are at an all-time high. The Report also found that housing affordability has deteriorated and Hamilton is now less affordable than the last peak in 2007 (albeit more affordable than other comparative North Island cities). Wages have not been growing at the same rate as house prices and the average house price for the 12 months to February 2017 was up 17% compared with a year earlier. Hamilton house price growth exceeded that of Auckland and New Zealand and Hamilton's affordability has decreased compared to New Zealand.

The Report identified that Auckland house price growth has flowed into neighboring regions, including Hamilton, as a result of the LVR and Auckland's sustained increased house prices.

The Draft Future Proof Strategy 2017 included the following findings about the sub-region:

Rotokauri North SHA Request, Green Seed Consultants Ltd

- The population is projected to reach between 371,000 and 411,000 by 2045;
- The number of households is projected to reach between 154,000 and 170,000 by 2045; and
- Increased residential densities are essential to managing urban development.

GSCL is confident that it can support the provision of lots and houses into the Hamilton market. The proposed development in Rotokauri will provide 800 to 1000 dwellings in a series of stages. A variety of lot sizes and dwelling types would be provided. GSCL considers that this is essential to provide market opportunities and diverse communities.

Predominantly Residential

GSCL is committed to working within the bounds of the existing RSP. The Structure Plan envisages the land subject to this SHA request as being residential. The Structure Plan also envisages future reserves, an open space drainage corridor, roads and cycleways/walkways within the land.

Locational Considerations

The Waikato Regional Policy Statement 2016 (RPS) has identified future growth areas. The Future Proof Map (6C) illustrates Rotokauri as a strategic node with the urban limits encompassing the Rotokauri Structure Plan area. The Future Proof table (6D) indicates that the Hamilton greenfield areas of Rototuna, Rotokauri, Ruakura and Peacockes will accommodate a residential population of 37,000 by 2021 and 60,000 by 2061. With regard to density targets, Policy 6.15 states that the councils shall "seek to achieve compact urban environments that support existing commercial centres, multi-modal transport options, and allow people to live, work and play within their local area". The listed average gross density targets for Rotokauri is 16 households per ha. It should be noted however that the Rotokauri Structure Plan anticipates higher densities than this.

The Rotokauri growth area was brought into Hamilton City during the 1980s to provide for long-term development and city growth. Although the subject land is not zoned residential under the partly operative District Plan, the subject site and the surrounding land was earmarked for future growth and was zoned Future Urban. A Structure Plan (Plan Variation 18) was developed and notified in October 2007 and became operative in June 2011. This Structure Plan includes approximately 485 ha of residential land through the western half of the Rotokauri area.

The Rotokauri Structure Plan serves as a guide to the long term development of the Rotokauri area. 3.6.2.9 (Staging) of the Structure Plan states:

Constraints on the availability of infrastructure and network capacity limit the extent to which land can be released for development. Until capacity and services are available, it is essential the development potential of the remaining Rotokauri area is not compromised by interim development.

Council's Long Term Plan or Annual Plan sets out the programme for providing infrastructure to service growth. Where a developer wishes to pursue development ahead of Council's programmes a Development Agreement will need to be entered into with Council to ensure that the infrastructure is provided in a way which is efficient and sustainable from a city wide perspective. In these cases it is anticipated that developers will bear the full cost of infrastructure provision.

Rotokauri North SHA Request, Green Seed Consultants Ltd

This approach will enable growth in areas that are not funded for infrastructure to be funded by developers under Development Agreements between all parties.

The Structure Plan indicates that the subject area will be part of the Stage 2 development and the timing will be dependent on the appropriate infrastructure being available. However, as GSCL is proposing to fund the required infrastructure to serve the SHA area, the land may be brought forward for development sooner as infrastructure constraints would be resolved.

The proposed SHA will clearly achieve the purpose of the HASHAA. Furthermore, the SHA will not compromise or undermine Council's existing or planned infrastructure, nor materially alter or compromise Council's strategic land use planning. The subject land is zoned Future Urban and the RSP indicates an eventual residential zoning for the site. GSCL is proposing an entirely residential development which aligns with the Structure Plan.

The site is well located in relation to employment, future retail and commercial centres and proposed schools. The RSP identifies industrial land comprising 270 Ha in two areas. A suburban centre of 6 ha is also shown on the Structure Plan to the west of Gilchrist Street. This will form the main retail focus for Rotokauri. Major Facilities at Wintec will remain an important part of the Rotokauri area. Education provision has been made for three schools serving the needs of the local population.

Transportation proposals for the area include a new integrated, multi modal transportation network. This makes provision for new roads, public transport networks and facilities, walking and cycling routes and rail, including:

- Te Rapa Bypass with intersections providing integration with the City's arterial ring road, including connection to the northern river crossing.
- Avalon Drive link via the proposed Gilchrist interchange.
- Te Rapa Road link via the realigned and upgraded Te Kowhai Road.
- A collector road between the proposed Neighbourhood Centre and a potential passenger rail facility in the industrial area adjacent to The Base.

The Structure Plan includes reserves distributed throughout Rotokauri. This includes the Waiwhakareke Natural Heritage Park, three sports parks, neighbourhood reserves and a neighbourhood green at the heart of the southern Neighbourhood Centre. Multi-functional green corridors extend throughout the area and provide landscape and amenity value, stormwater management and off road walking and cycling networks.

The Policy sets out those areas not suitable for the establishment of SHAs (i.e. special character zones). Land that is zoned Future Urban is considered the most suitable for the establishment of SHAs as the Council anticipates future, comprehensively planned growth within these areas. The SHA land does not include the following areas:

- All Special Character Zones (excluding Peacocke Terrace Area)
- Recreational Zones
- Significant Archaeological, Historic and Cultural Sites

Rotokauri North SHA Request, Green Seed Consultants Ltd

- Electricity Transmission Corridors
- Natural Hazard Areas
- Special Heritage Areas
- Special Natural Areas
- Large Lot Residential Zone

Adequate Infrastructure

The technical work that has been undertaken to support this request illustrates that infrastructure to support the proposed development can be provided by the developer at no cost to, and without unforeseen or adverse financial or environmental costs on, the Council or infrastructure providers.

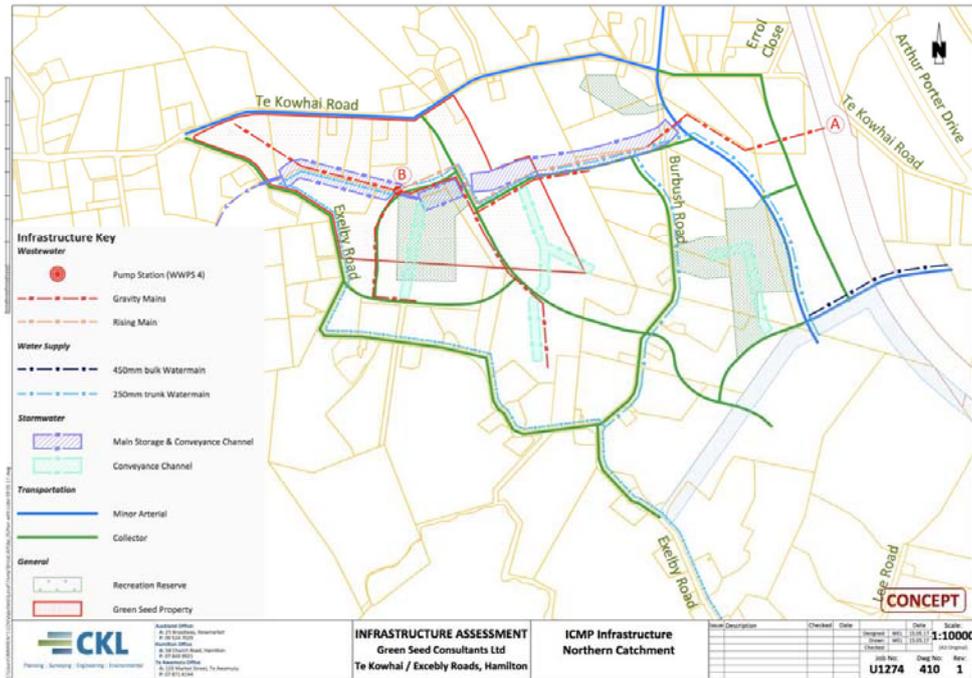


Figure: Three Waters Strategy

Stormwater

As outlined above, an ICMP (Rotokauri ICMP) exists for the catchment. This informs the implementation of the RSP west of the Mangaharakeke Drive/Te Rapa Bypass. There are four main sub-catchments within the Rotokauri Catchment. The land subject to the SHA request is situated within the Rotokauri North sub-catchment that is approximately 195 Ha and drains directly to the Ohote Stream. It is bounded by the Exelby Road/Hamilton jurisdictional boundary to the west, Te Kowhai Road to the north and the Mangaharakeke Drive/Te Rapa

Rotokauri North SHA Request, Green Seed Consultants Ltd

Bypass to the east. GSCL has deliberately sought to purchase land in a manner which ensures that stormwater management within the urban catchment can be established with the first stages of development (i.e. they own/control key downstream sites).

The technical investigations and assessments undertaken to support the Rotokauri ICMP largely focused on the Southern Development Area. The ICMP includes minimum requirements for the northern area, including the area within the SHA request. However a full concept solution was not developed at that time. Minimum requirements for the SHA include extended detention, attenuation of the 2 year and 10 year storm event peak discharges, and a preliminary requirement to make the final discharge culvert to the Ohote Stream (at Exelby Road north) no larger than it is now (to control discharges in events larger than 10 year ARI). As the ICMP is preliminary with regard to the land subject to the SHA request, a supplementary ICMP will be required at the time of the private plan change request. GSCL will work with Council in preparing this, along with the necessary consenting from WRC.

In order to satisfy the HASHAA tests and the Hamilton Special Housing Areas Policy, it is demonstrated within this application that there is sufficient certainty with the structure plan and current ICMP of the issues, the necessary steps required of the PPC and that infrastructure can be planned and provided for. It is our opinion that sufficient information exists within the current ICMP to identify the preliminary engineering requirements for the SHA request.

Wastewater

The wastewater strategy is included as **Attachment C**. This assesses the impacts of the proposal and outlines the means to ensure that the SHA can be serviced by the developer.

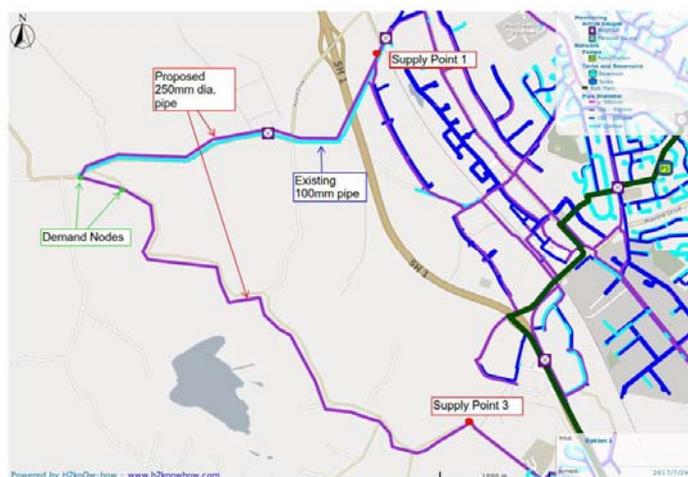
The Far Western Interceptor (FWI) has been extended across industrial land to the east and down the eastern side of the Te Rapa bypass. This existing section of the FWI is 1050mm in diameter. All wastewater from Rotokauri will discharge to the FWI. The FWI has three connections constructed under the Te Rapa Bypass at roughly equal distance along the section running parallel with the bypass. The northern-most connection is intended to service the northern catchment (inclusive of the subject SHA). The undeveloped areas of the RSP area will be serviced by a new gravity wastewater system. New networks will be conventional gravity either connecting direct to the FWI or to new pump stations located centrally within catchments which will then re-direct flows to the FWI. The RSP area is predicted by Council to ultimately utilise about 25% of the FWI capacity.

The Council has reviewed the underlying wastewater model in terms of assessing any potential effects that the SHA may have on the existing pipe network and treatment plant. It was determined that while the proposed development increases the overall population planned for in this area at this time, the resulting increase in peak flows (dry and wet weather) are relatively minor with respect to the overall capacity of the strategic network. Given that residential development in this area is already provided for in Council's planning, it was determined that the strategic infrastructure is in place to service residential development within the SHA, and is expected to have adequate capacity to cater for the increase in overall population and wastewater flows.

Water

Mott MacDonald undertook an evaluation of water supply options. The preferred option met the Council infrastructure requirements and involves a 250mm diameter watermain from Ruffel Road (Supply point 1) to Rotokauri Road (Supply point 3) (in figure below).

Rotokauri North SHA Request, Green Seed Consultants Ltd



The performance of the network with the proposed SHA has been verified. It was shown that the SHA demand did not have any adverse effects on the network. The preferred water supply option aligns with the Hamilton Master Plan and the proposed pipe sizes are consistent with the future plan pipe diameter.

It is considered that there is sufficient information to identify that the requested area can be serviced with water supply infrastructure to allow its urban development.

Transport

GSCL commissioned Traffic Design Group to model the effect of the SHA on the transport network (based on the current model) and to identify the upgrades to the network required to support bringing forward the land as an SHA. The report is included in **Attachment C**.

The area is anticipated as part of the urban growth of Hamilton and has been structure planned to establish key roading connection and linkages to external and internal locations. There is certainty from the TDG evaluation as to the necessary infrastructure upgrades and the performance of the network with the SHA. The PPC and QD would be accompanied by an Integrated Transport Assessment (ITA). This would involve consultation with Council and the New Zealand Transport Agency (NZTA). GSCL have met with NZTA and received feedback as follows:

Thank you for taking the time to meet with us regarding your proposed 600-1000 lot subdivision at Rotokauri North, and for providing us with a copy of the preliminary transport review. We welcome the opportunity to work alongside yourselves and Hamilton City Council (HCC) throughout the special housing provision and design process.

At this stage, we would like to note the following:

- *The Hamilton Access Strategy (Access Hamilton) has a three key principles - growth without further congestion; reduced reliance on cars; and improved road safety. These principles need to be taken into account and incorporated into the design processes – for example, how will the development design promote walking, cycling and public transport patronage, and how will it integrate with the broader environment (where will residents work, play and study?);*
- *As acknowledged at the meeting, the staging of the development is not consistent with the Rotokauri Structure Plan. Our key concern in regards to this is that all necessary infrastructure*

Rotokauri North SHA Request, Green Seed Consultants Ltd

is in place to enable servicing of the development and to ensure planned future development/existing and proposed transport infrastructure is not compromised;

- *A full Integrated Transport Assessment will be required prior to formal comments being provided. This will be reviewed by an external consultant (possibly in conjunction with HCC). Consideration as to effects on State Highway 39 as well as the wider transport network will need to be a key component of this ITA;*
- *NZTA will work closely with HCC in regards to all matters, including the implementation of strategic documents such as: Hamilton Urban Growth Strategy; Future Proof, the Waikato RPS and HCC District Plan;*
- *The regional council are currently carrying out a review of Public Transport, this should be considered in the design stage;*
- *There is a current Northern Growth Corridor MoU which should be taken into account during the design phase. The Transport Agency or HCC can provide you with a copy of this;*
- *As noted, the Waikato Regional Transport Model is outdated, with new figures expected later this year;*
- *The Regional Land Transport Plan should be considered.*

We agree with NZTA that the matters above will need to be taken into account and addressed in the PPC.

Parks and Reserves

GSCL will work with Council on the appropriate provision of reserves for recreation amenity within the SHA.

Network utilities (electricity, gas and telecommunications)

These can be established at time of subdivision and development.

Affordability

GSCL is comfortable that rules can be included in a PPC requiring that 20% of all houses are three bedrooms or less, or below a certain lot size or house gross floor area. GSCL will work with Council on the manner in which these outcomes can be achieved.

Design Quality

Council's existing District Plan rules would be adopted in the PPC unless specific standards are required within the SHA. GSCL is also interested in undertaking a comprehensive master planning process, in order to establish greater certainty about the preferred layout of the development. A master planning approach was undertaken for Auranga and through a Plan Variation to the then Proposed Auckland Unitary Plan, a precinct overlay was established with specific development controls applying to that precinct. These brought forward exemplar provisions for urban design, transport and pedestrian/cycle amenity and safety. GSCL is confident that such exemplar outcomes can be achieved in the SHA.

6.0 CONCLUSION

GSCL are requesting that 60 ha of land in the north of the Rotokauri Structure Plan area is identified as an SHA and will work with the Council to satisfy the requirements of the Hamilton Housing Accord Policy. The proposed SHA will achieve the purpose of the HASHAA.

Rotokauri North SHA Request, Green Seed Consultants Ltd

Furthermore, the SHA will not compromise or undermine Council's existing or planned infrastructure, nor materially alter or compromise Council's strategic land use planning. GSCL proposes to fund the required infrastructure (roading, water, wastewater and stormwater networks and upgrades), and will work with Council on appropriate private development agreements to establish certainty in respect to these obligations.

Rotokauri North SHA Request, Green Seed Consultants Ltd

ATTACHMENTS

Item 5

Attachment 3

Rotokauri North SHA Request, Green Seed Consultants Ltd

Attachment 3

Attachment A Company Profile

Item 5



MA DEVELOPMENT ENTERPRISES

The MADE Story: summary

Visual summary - The layers of our story

In the same way that a township Master Plan has many layers of complexity that contribute to its end goal and plan, so the story of MADE has a number of dimensions and the ripples that flow from its intentions.



Charles Ma - Fostering meaningful connections

Charles Ma is a New Zealander of Chinese descent, born in Auckland as the fourth of five children. He is the founder/CEO of Ma Development Enterprises (MADE) and his vision for MADE is an intensely personal one, emanating from his desire to add to human worth by creating places that foster and share social equity.

Charles adheres to a set of deep-seated values, including respect, positivity, faith and humanity. In a world of separation, where lack of human contact is increasingly common, Charles aims to pull the other way: to reconnect people, providing opportunities to reach their potential.

“People are lonely, lacking meaningful connections. I have built multiple successful large-scale property projects, projects that have compelled me to think deeply about the cost of disconnection and the need for meaningful connections” Charles Ma

MADE.CO.NZ

Charles has over \$1.07bn of development completed (ranging from niche rural lifestyle to large scale CBD apartment developments) and \$2.9bn currently in progress. The current flagship project is an 84.6 hectare, 1350+ dwelling development in Auckland, with planned growth to deliver 8000 – 10,000 homes. MADE is also in the process of establishing its next large town development in the city of Hamilton, 2 hours from Auckland.

Ma Development Enterprises (MADE) - The heart that creates

MADE was formed to enable consistency of vision and scalability across a number of ventures, supporting delivery at pace. It is designed to be a different kind of business; instead of short term commercial outcomes and the hardware of a place, MADE focuses on the software, people, and long term social outcomes.

While founded on solid business principles and real estate management expertise, it also applies different engagement, business and funding models.

It replicates the principles of community in its collaborative approach to all stakeholders, including funders, Government, education, healthcare, commercial and community.

Portfolio – Building communities with heart

MADE is highly ambitious for the people who live in the places it builds and its large-scale property projects are designed with conscious intent to be sustainable and create “communities with heart”.

MADE’s walkable, mixed use developments offer a sense of belonging, choice and opportunities. They are a model for sustainable townships, where the community has access to jobs, transport options and a safe, healthy environment; well supported by public services and infrastructure.

Wellbeing - A fuller way of living

MADE developments aspire to prioritise, promote and share social equity as a means of providing for community wellbeing. They encourage community co-creation and growth of social (and economic) infrastructure along with meaningful personal and communal connections.

These help grow the heart of the community and provide an experience that is fulfilling for those who live there.

Change – A giving flourishing future

MADE is an engine for change and aspires to help make the world a better place through the strong fulfilled communities that live in its developments. Its business approach is a model for the future in which property development is so much more than building houses.

Higher individual wellbeing in a community with heart will, MADE believes, encourage a higher level of support and ‘give back’ from members of the community.

“It is my aim to show that it is possible to do things differently and re-think the industry. Many people challenge my approach and are cautious about the level of risk I am taking. In five years they will have seen me succeed enough times to be shifting their thinking and, hopefully, joining my vision to create communities with heart.”

Charles Ma

MADE.CO.NZ

PROFILE: Charles Ma

Chief Executive Officer of Ma Development Enterprises
www.made.co.nz

Manging Director of Auranga
www.auranga.co.nz



Introduction

Charles Ma is a New Zealander of Chinese descent, born in Auckland as the fourth of five children. He is the founder/CEO of Ma Development Enterprises (MADE) and his vision for MADE is an intensely personal one, emanating from his desire to add to human worth by creating places that foster and share social equity.

Charles adheres to a set of deep-seated values, including respect, positivity, faith and humanity. In a world of separation, where lack of human contact is increasingly common, Charles aims to pull the other way: to reconnect people, providing opportunities to reach their potential.

"I recognise that I am younger than many people who run such large ventures. However, I believe my youth is a significant advantage, as I bring a fresh perspective and have a level of freedom to be creative and flexible in my approach."

I have the privilege to lead a team of successful professional partners and have a number of highly experienced, extremely capable advisors to support me, along with a prominent Executive Coach (Katia Verresen) in the US who specialises in coaching entrepreneurial leaders and global game changers." Charles Ma

Credentials

Charles has over \$1.07bn of development completed (ranging from niche rural lifestyle to large scale CBD apartment developments) and \$2.9bn currently in progress. The current flagship project is an 84.6 hectare, 1350+ dwelling development in Auckland, with planned growth to deliver 8000 – 10,000 homes. MADE is also in the process of establishing its next large town development in New Zealand.

His academic achievements include co-joint undergraduate degrees in Civil Engineering and Commerce achieving Honours; he has kept up to date with the latest thinking in leadership and management.

Charles continues to be involved, as an alumnus, in the University of Auckland Dean's Leadership Programme for Engineering. This involves him assisting in the development of undergraduate students by providing internship opportunities, mentoring, workshops and guest speaking opportunities.

In 2014 Charles co-authored a global chapter, "New Zealand – new directions for construction R&D", published in "R&D Investment and Impact in the Global Construction Industry".¹

He has spoken as a guest speaker in forums such as the Mayor Taskforce forum (where leaders in the industry advise the Mayor on housing issue in Auckland), the New Zealand Affordable Housing Development Summit (Aventedge), and been invited to speak at the Social enterprise world forum 2017.

His passion about pursuing excellence drives him to learn from others and read prolifically. As part of his continual executive education he studied at Stanford University Graduate School of Business and London Business School.

¹ Edited by Keith D Hampson, Judy A Kraatz and Adriana X Sanchez

Attachment 3

**Attachment B Submission on Draft Hamilton Special Housing
Areas Policy**

Item 5

Submission on the Draft Hamilton Special Housing Areas Policy

To: The Chief Executive
Hamilton City Council
economicgrowth&urbanpolicy@hcc.govt.nz

Name of submitter:

Charles Ma, Green Seed Consultants Limited and Ma Development Enterprises Ltd.

Introduction:

1. This is a submission on the Draft Special Housing Area Policy 2017.
2. It provides a background to the experience of the submitter, its intentions in respect to the Special Housing Area (SHA) Policy, and its interests in respect to land in the north-western corner of the Rotokauri Structure Plan.

Background of Ma Development Enterprises and Green Seed

3. Ma Development Enterprises Ltd is the lead company in the development of the Auranga (www.auranga.co.nz) housing project involving 84 ha of land west of Drury in Auckland. This is zoned to provide 1350 houses. We have recently lodged with Council the first Private Plan Change to the Unitary Plan to rezone an additional 83 ha to support the development of a further 1300 houses on ongoing land.
4. Auranga was recently rezoned and consented as part of the Auckland tranches of SHAs. Our firm, along with its allied partners, investors and consultants has been involved in 25

qualifying developments and 7 SHA-based private plan change requests. As a consequence we have a depth of experience with the Housing Accords and Special Housing Areas Act (HASHAA), along with the provision of major trunk infrastructure to new greenfield locations at our cost.

5. In addition, we have been involved in the recent development of Sugartree apartments in Auckland (686 units) and the development of 400 lots and houses in Flat Bush.
6. In Hamilton our group has been purchasing land in the north-western corner of the Rotokauri structure plan area (approx. 60 ha secured at present). The original intention was to seek a private plan change request under the RMA when the opportunity arose. However, with the recent Hamilton Housing Accord we see an opportunity to rezone and develop that land at a pace that, put simply, the RMA cannot currently deliver. From our experiences of HASHAA and SHAs in Auckland, we are firm believers in its benefits of such an approach and have practical experience in its use and application.
7. We will be requesting in due course that our land in the north-west of the Rotokauri structure plan is identified as an SHA and will work with the Council to satisfy the requirements of this Policy.
8. We are also strong advocates for HASHAA's focus on housing supply and affordable housing, with Auranga having a stated public commitment to deliver a range of housing opportunities and price points beyond the minimum statutory requirements. In Auranga, developing a strong and vibrant community is key. It has the scale of a new neighbourhood with its own local centre and primary school. We have all seen the monoculture of suburbs with the same 4 and 5 bedroom houses, and price points which make it difficult for many to own a home. In Auranga, we are delivering 25% of the product at a size of three bedrooms or less, and voluntarily providing a total of 15% of homes at the Auckland affordability standard.

Hamilton's Housing Accord

9. We applaud Hamilton City Council in its focus in the Policy on house size and the number of bedrooms. Both housing supply and a diversity of housing types are the key things that developers can deliver in bulk, and the focus on a range of housing types is the key ingredient to create diversity in our communities.

10. We are keenly interested in the potential of the Hamilton Housing Accord, and wish to work with Council to ensure its success. There are a number of matters we wish to comment on and seek clarification in the Policy. While this is where the so called 'rubber hits the road', the intention is not to detract from the support we have for Hamilton's approach, but rather to clarify or strengthen elements based on our recent experiences.

Submission:

11. The submitter makes the following comments on the draft Policy.

14(f) Principles

12. It is noted that the text in this principle should be consistent with section 16(3) of HASHAA, in that "adequate infrastructure to service qualifying developments in the proposed SHA either exists **or is likely to exist**" [emphasis added]. The submitter agrees with the principle for infrastructure connections with the Council's strategic infrastructure networks. It also notes that there may be cases, for example at Rotokauri, where road networks would be integrated with the State Highway, stormwater would be developed as part of qualifying developments and that at the time of identifying an SHA, infrastructure may not be present for immediate connection, but can be planned for as part of a Plan Variation and/or qualifying development.

14(g) Principles

13. The submitter supports the approach of the principle however given the definition of infrastructure in schedule 3, which includes infrastructure not provided by Council (eg. school), the focus should be on specific reticulated networks and/or local roading. In addition, as parks and reserves are identified in schedule 3, the principle of providing these at no cost as outlined in Principle 14(g) would be inconsistent with Council's obligations under the Local Government Act in respect to recreation reserve acquisition. It maybe that this is unintended, and that a definition of strategic infrastructure networks focussed on reticulated networks and roads could resolve this.

18 Policy Implementation Criteria

14. The submitter acknowledges that there are fundamental elements of housing supply and affordability to HASHAA, and minimum requirements are set by the statute. The wording of paragraph 18 requires mandatory and discretionary criteria to be satisfied. The context of mandatory criteria is understood and accepted. However, discretionary criteria require a judgement, and, in many cases, an overall judgement, to be formed on the basis of weighting often competing factors. The submitter seeks acknowledgement in the policy that an overall judgement will often be necessary for discretionary criteria, and that in some circumstances meeting all of them will not be possible.

A1 Demand for a Qualifying Development

15. The Policy should recognise that the SHA may be identified to support the rezoning of land within structure plan areas to a residential zone from the current rural zone. In this sense, the appropriate outcome is a parallel private plan change (plan variation) process with the first qualifying development. Therefore, having a test of the policy to achieve new housing within one year of the declaration of SHA status may significantly favour small qualifying developments rather than the more larger strategic rezoning of land. This is because this land must also go through a private plan change process, along with providing infrastructure to connect to sites and constructing onsite civil engineering to support subdivision, from which the housing will follow. Therefore, the criteria needs to reflect the scale of the proposal and the necessary sequences to achieve the construction of housing. Otherwise it is likely that many SHAs which rely on plan changes may not be able to achieve this criteria within the set timeframe.

A6 Affordability

16. The submitter supports the Council's approach to affordability and, based on its experiences with SHAs in Auckland, makes the following comments:
- i. For SHAs involving private plan change requests, criteria a. and b. should become rules which will govern subsequent resource consent applications.
 - ii. The two bedroom requirement of clause a. does not match with the 150 m² GFA limit. It may be better to require three bedrooms or less, which supports a broad range of housing opportunities, particularly for first home buyers. Houses limited to two bedrooms may only have utility for specific sectors of the market, for example empty nesters.
 - iii. In respect to clause d., the focus on our most recent experience in Auckland with affordable housing is that subdivision also needs to provide for purchasers to add to the dwelling and evolve it over time. Modular housing that can be extended by the landowner is an important contributor to people being able to get on the property ladder. As the family grows they add a bedroom or other space to suit their needs, rather than having a house that can't be changed. The covenants need to recognise that while a modest-sized house could be constructed at first, that the new landowner's circumstances may change (for example the birth of children), and that this may necessitate new rooms being constructed as finances/circumstances apply. The covenants should not be so restrictive that houses are locked into a size of 150 m² GFA in perpetuity. In addition, the nature of Council's expectations of the covenant should be outlined in this policy to establish certainty.
 - iv. The principle of clause f. is supported, however in Auckland the development of housing in partnership with a social housing provider was elusive. My discussions with Auckland Council is that only one private sector development with the involvement of a social housing provider was realised, and in that case the developer had a pre-existing and longterm relationship with the provider through their charitable trust. My direct engagement in Auranga with the social housing providers did not result in any confirmed agreement in respect to Auckland's

approach to this matter. To achieve such an outcome requires a full time and dedicated broker to bring the parties together. Making clause f. and g. a requirement may not be realistic where market demand is such that the 20% of allotments being less than 350 m2 can easily be achieved with development, and the market will respond favourably to this product and price point.

A9 Design Quality

17. Where the Council has confidence in its ability to consider qualifying development through assessment against the District Plan, it is unnecessary to have this criteria in the policy. This infers that fully developed proposals need to be provided for sites to be considered as SHAs. This is not efficient, and the process of assessing the qualifying development will always be based on the District Plan.

A11 Determination of Appropriate Residential Zone Provisions

18. The intent of the policy is understood, however with an effects based plan it needs to be recognised that proposals are highly likely to trigger a wide range of rules and performance standards. For example, higher density proposals require additional building coverage to be successful, as by definition they are seeking to accommodate higher than standard suburban densities and development in a specific site. The requirement to demonstrate compliance with the rules prior to being considered as an SHA puts the cart before the horse, and the struck out text which seeks that proposal have regard to a range of matters is a better way to evaluate whether an SHA on that land is appropriate or not. The detail of the design and the extent of potential infringements is a matter for the assessment of the qualifying development.

Schedule 3 Infrastructure Requirements

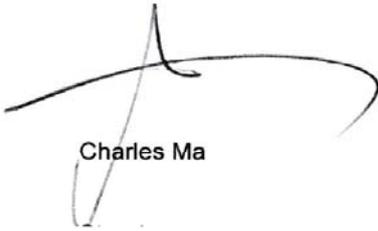
19. Clause b. does not recognise that the acquisition of reserves is governed by the Local Government Act, and where reserves are required for recreation purposes (but not drainage or utility purposes), that compensation should be provided. The proposed criteria of no cost associated with reserves may not be fair or reasonable in the case of greenfield areas where Council, through structure planning, has already identified opportunities for future reserves. The criteria should be rethought, or at the least referenced to the requirements of the Local Government Act and apply a discretion. The obvious worst case scenario is that in a large greenfields scenario Council imposes a requirement on a development to provide a large suburban park, say at 3.5ha in size, as part of the SHA at no cost. It is accepted that reticulated networks should be at no cost, although where for strategic reasons Council wants to upsize pipes for long term benefit, then contributions in the normal manner would be applicable. At present the criteria does not seem to have discretions to address the normal practices associated with land development.
20. Our observation in Auckland is that where SHAs failed, the land was not owned or controlled by developers. Many SHAs were created over land where investors and landowners (the mum and dad type) didn't have the funds to develop private plan

changes, prepare qualifying developments or develop infrastructure. Where a developer found themselves within a SHA with landowners they had to coordinate with, it usually resulted in a single party having to shoulder the burden of funding consents and infrastructure without contribution of others. Consequently either SHAs didn't develop in Auckland or developers paid unreasonably high costs in proportion to their development because of 'freeloaders'. The Policy should clearly state that only parties that are willing to make the required commitments would have land identified as an SHA, and third parties or 'me toos' who are unwilling to do so should be excluded.

- 21. Thank you for this opportunity to provide feedback on the draft policy.
- 22. The submitter wishes to be heard in support of this submission.

Signature:

FOR THE SUBMITTER



Charles Ma

Address for Service:

Level 33, ANZ Tower, 23-29 Albert Street

Green Seed Consultants Limited
and Ma Development Enterprises Ltd

Auckland

Date: 14 July 2017

Phone 021 159 7165

Email: charles@auranga.co.nz



MA DEVELOPMENT ENTERPRISES

The MADE Story: summary

Visual summary - The layers of our story

In the same way that a township Master Plan has many layers of complexity that contribute to its end goal and plan, so the story of MADE has a number of dimensions and the ripples that flow from its intentions.



Charles Ma - Fostering meaningful connections

Charles Ma is a New Zealander of Chinese descent, born in Auckland as the fourth of five children. He is the founder/CEO of Ma Development Enterprises (MADE) and his vision for MADE is an intensely personal one, emanating from his desire to add to human worth by creating places that foster and share social equity.

Charles adheres to a set of deep-seated values, including respect, positivity, faith and humanity. In a world of separation, where lack of human contact is increasingly common, Charles aims to pull the other way: to reconnect people, providing opportunities to reach their potential.

“People are lonely, lacking meaningful connections. I have built multiple successful large-scale property projects, projects that have compelled me to think deeply about the cost of disconnection and the need for meaningful connections” Charles Ma

MADE.CO.NZ

Charles has over \$1.07bn of development completed (ranging from niche rural lifestyle to large scale CBD apartment developments) and \$2.9bn currently in progress. The current flagship project is an 84.6 hectare, 1350+ dwelling development in Auckland, with planned growth to deliver 8000 – 10,000 homes. MADE is also in the process of establishing its next large town development in the city of Hamilton, 2 hours from Auckland.

Ma Development Enterprises (MADE) - The heart that creates

MADE was formed to enable consistency of vision and scalability across a number of ventures, supporting delivery at pace. It is designed to be a different kind of business; instead of short term commercial outcomes and the hardware of a place, MADE focuses on the software, people, and long term social outcomes.

While founded on solid business principles and real estate management expertise, it also applies different engagement, business and funding models.

It replicates the principles of community in its collaborative approach to all stakeholders, including funders, Government, education, healthcare, commercial and community.

Portfolio – Building communities with heart

MADE is highly ambitious for the people who live in the places it builds and its large-scale property projects are designed with conscious intent to be sustainable and create “communities with heart”.

MADE’s walkable, mixed use developments offer a sense of belonging, choice and opportunities. They are a model for sustainable townships, where the community has access to jobs, transport options and a safe, healthy environment; well supported by public services and infrastructure.

Wellbeing - A fuller way of living

MADE developments aspire to prioritise, promote and share social equity as a means of providing for community wellbeing. They encourage community co-creation and growth of social (and economic) infrastructure along with meaningful personal and communal connections.

These helps grow the heart of the community and provide an experience that is fulfilling for those who live there.

It is MADE’s belief that people want a fulfilling life at home in their community, the goal is to make that a real lifestyle option for them in a walkable, mixed use development.

Change – A giving flourishing future

MADE is an engine for change and aspires to help make the world a better place through the strong fulfilled communities that live in its developments. Its business approach is a model for the future in which property development is so much more than building houses.

Higher individual wellbeing in a community with heart will, MADE believes, encourage a higher level of support and ‘give back’ from members of the community.

“It is my aim to show that it is possible to do things differently and re-think the industry. Many people challenge my approach and are cautious about the level of risk I am taking. In five years they will have seen me succeed enough times to be shifting their thinking and, hopefully, joining my vision to create communities with heart.”

Charles Ma

MADE.CO.NZ

PROFILE: Charles Ma

Chief Executive Officer of Ma Development Enterprises
www.made.co.nz

Manging Director of Auranga
www.auranga.co.nz



Introduction

Charles Ma is a New Zealander of Chinese descent, born in Auckland as the fourth of five children. He is the founder/CEO of Ma Development Enterprises (MADE) and his vision for MADE is an intensely personal one, emanating from his desire to add to human worth by creating places that foster and share social equity.

Charles adheres to a set of deep-seated values, including respect, positivity, faith and humanity. In a world of separation, where lack of human contact is increasingly common, Charles aims to pull the other way: to reconnect people, providing opportunities to reach their potential.

"I recognise that I am younger than many people who run such large ventures. However, I believe my youth is a significant advantage, as I bring a fresh perspective and have a level of freedom to be creative and flexible in my approach.

I have the privilege to lead a team of successful professional partners and have a number of highly experienced, extremely capable advisors to support me, along with a prominent Executive Coach (Katia Verresen) in the US who specialises in coaching entrepreneurial leaders and global game changers." Charles Ma

Credentials

Charles has over \$1.07bn of development completed (ranging from niche rural lifestyle to large scale CBD apartment developments) and \$2.9bn currently in progress. The current flagship project is an 84.6 hectare, 1350+ dwelling development in Auckland, with planned growth to deliver 8000 – 10,000 homes. MADE is also in the process of establishing its next large town development in New Zealand.

His academic achievements include co-joint undergraduate degrees in Civil Engineering and Commerce achieving Honours; he has kept up to date with the latest thinking in leadership and management.

Charles continues to be involved, as an alumnus, in the University of Auckland Dean's Leadership Programme for Engineering. This involves him assisting in the development of undergraduate students by providing internship opportunities, mentoring, workshops and guest speaking opportunities.

In 2014 Charles co-authored a global chapter, "New Zealand – new directions for construction R&D", published in "R&D Investment and Impact in the Global Construction Industry".¹

He has spoken as a guest speaker in forums such as the Mayor Taskforce forum (where leaders in the industry advise the Mayor on housing issue in Auckland), the New Zealand Affordable Housing Development Summit (Aventedge), and been invited to speak at the Social enterprise world forum 2017.

His passion about pursuing excellence drives him to learn from others and read prolifically. As part of his continual executive education he studied at Stanford University Graduate School of Business and London Business School.

¹ Edited by Keith D Hampson, Judy A Kraatz and Adriana X Sanchez

Attachment C Supporting Technical Reports

Green Seed Development

Wastewater Modelling Assessment

Item 5

Attachment 3

AECOM

Green Seed Development Wastewater Modelling
Green Seed Development
Commercial-in-Confidence

Green Seed Development

Wastewater Modelling Assessment

Client: Green Seed Consultants Limited

Co No.: 6196807

Prepared by

AECOM New Zealand Limited

121 Rostrevor Street, Hamilton 3204, PO Box 434, Waikato MC, Hamilton 3240, New Zealand
T +64 7 834 8980 F +64 7 834 8981 www.aecom.com

19-Oct-2017

Job No.: 60556280

AECOM in Australia and New Zealand is certified to ISO9001, ISO14001 AS/NZS4801 and OHSAS18001.

© AECOM New Zealand Limited (AECOM). All rights reserved.

AECOM has prepared this document for the sole use of the Client and for a specific purpose, each as expressly stated in the document. No other party should rely on this document without the prior written consent of AECOM. AECOM undertakes no duty, nor accepts any responsibility, to any third party who may rely upon or use this document. This document has been prepared based on the Client's description of its requirements and AECOM's experience, having regard to assumptions that AECOM can reasonably be expected to make in accordance with sound professional principles. AECOM may also have relied upon information provided by the Client and other third parties to prepare this document, some of which may not have been verified. Subject to the above conditions, this document may be transmitted, reproduced or disseminated only in its entirety.

Revision 0 – 19-Oct-2017
Prepared for – Green Seed Consultants Limited – Co No.: 6196807

Quality Information

Document Green Seed Development
 60556280
 Ref p:\605x\60556280\6. draft docs\6.1 reports\green seed development ww
 modelling report_final.docx
 Date 19-Oct-2017
 Prepared by Chhan Chau, Stepanka Vajlikova
 Reviewed by Chris Hardy

Revision History

Rev	Revision Date	Details	Authorised	
			Name/Position	Signature
0	19-Oct-2017	Final	Stepanka Vajlikova Senior Hydraulic Modeller	

AECOM

Green Seed Development Wastewater Modelling
Green Seed Development
Commercial-in-Confidence

Table of Contents

1.0	Introduction	1
2.0	Assessment Methodology	1
	2.1 Baseline Scenario	1
	2.2 Development Scenario	1
3.0	Assumptions and Limitations	2
4.0	Assessment Outcomes	3
	4.1 Assessment Overview	3
	4.2 Key Model Findings	3
5.0	Conclusions	6
Appendix A		
	Location Map	A
Appendix B		
	The Development Scenario - FWI Longitudinal Profile	B

1.0 Introduction

In October 2017 AECOM New Zealand Limited (AECOM) was engaged by Green Seed Consultants Limited (GSC) to carry out a wastewater impact assessment for a proposed development within the Rotokauri Stage 2b (employment/light industrial) and 2c (low density residential) future development zones.

The objective of the assessment was to outline the impact of the proposed development (the Development) on the receiving wastewater network at the 2061 horizon. This assessment has been undertaken using the Hamilton City Council (HCC) Wastewater Model (the Model) under the terms and conditions from the agreement between AECOM and HCC dated 2 September 2016, which covers the use of the model for third party clients.

The results of the assessment will be used by GSC and HCC to determine wastewater infrastructure requirements for the Development.

2.0 Assessment Methodology

The modelled system performance results were assessed for a section of the Far Western Interceptor (FWI) and the surrounding trunk network in terms of the following:

- Spare pipe capacity.
- Maximum water level in the pipe network.
- Predicted overflows, if any.

The performance of the wastewater network was assessed during the largest wet weather event in the 10 year rainfall time series. This is an actual rainfall event that occurred on 23 January 2011. The single event simulation duration was 4.5 days, starting on 21 January 2011 at 12 pm, and ending on 26 January 2011 at 12 am. This event has been used to represent the wet weather flow (WWF).

It is assumed that if the wastewater system can cope with the Development for the largest actual rainfall event, then the network should be able to meet the spill frequency objective of having no more than one spill every 10 years at any location (in the vicinity of the Development discharge location).

Two development scenarios were used to assess the Development. The scenarios are described in Sections 2.1 and 2.2.

2.1 Baseline Scenario

The baseline model represents the 'do nothing' scenario in this assessment. Version 3 of the Model for the 2061 horizon was used to develop the baseline model. HCC requested the following changes to be applied to the baseline model for the sole purpose of this assessment:

1. A total of six future catchments intersecting the Development will be assumed to discharge to existing manhole ID WWK09003. The catchments are FutureCatchment_2, FutureCatchment_76, FutureCatchment_77, FutureCatchment_79, FutureCatchment_80 and FutureCatchment_81.
2. The future network applied to the Model to service the six catchments was removed from the baseline model.
3. The baseline model assumes that the Rotokauri growth cell is fully developed. Therefore population and hydrological parameters for all catchments within this growth cell were updated as applied to the Model for the 2180 horizon.

2.2 Development Scenario

The development scenario is the baseline with the addition of the Development.

The Development is located south of Te Kowhai Road and east of Avalon Drive. A location map showing the Development is shown in Figure 1 of Appendix A. The following information applies to the Development:

- i. The approximate area of the Development is 128.78 hectares.
- ii. The Development has an estimated population density of 46 people per hectare. This is equivalent to 5,911 people.
The current population projection for this area when fully developed is 3,105 people. The current projection is based on population figures within this development block provided in the GIS layer named *HCCResidentialModelFullOutputFeb2017_2180_recalc*.

- iii. The Development will discharge into the FWI via existing manhole WWK09003.

The development scenario utilises the baseline scenario model with the following updates:

1. The Development was modelled as a 128.78 hectare satellite catchment. The satellite catchment represents only the increase in the population from the proposed development. Therefore, 2,806 people were applied to the catchment.
2. A wastewater production rate of 200 litres/person/day was applied to the increased population, which is in accordance with HCC ITS. The diurnal pattern applied to the catchment has peaking factor 2.61, which is also consistent with the model methodology for future developments.
3. The hydrological loading from the Development is a function of the proposed number of dwellings. The assumed dwelling rate for the Development is 2.7 people per dwelling. The satellite catchment was assigned with hydrological parameters using the methodology outlined in Sections 2.3.1.3 & 2.3.2 of the AECOM, *Hamilton City Wastewater Model: Model Development and System Performance Report*, March 2015.

3.0 Assumptions and Limitations

The following assumptions and limitations apply:

- The Hamilton City Council Wastewater Model – Version 3 has been used as the basis for the modelling. This model version includes 2017 infrastructure and population updates.
- No additional attenuation is provided for wastewater discharging directly into existing manhole WWK09003. This is a conservative approach and may overestimate the peak flow from the increase in proposed development into the existing network.
- No allowance has been made for modelling alternative options.
- This assessment does not include future network upgrades or consented increases to discharges elsewhere in the network, other than those listed in Section 2.1.
- Pipe capacity at pipe 100 percent full (water level at pipe soffit) is a result of the Mike Urban calculation. This value is an approximation and will differ from values calculated using Manning's or Colebrook-White formulas. Compared to the Manning's or Colebrook-White simplified approach to calculating discharge in a pipe, the Mike Urban calculation of discharge is more complex and considers a range of flow conditions (non-pressure and pressure gravity flow, backflow, surcharging, etc.).
- It is assumed that the Development is completed at 2021 and is therefore 40 years old at 2061.
- Only new overflows larger than 25 m³ per rainfall event were considered to be within the model margin of accuracy. Only new overflows greater than this are therefore analysed. New overflows less than 25 m³ per rainfall event are ignored. This approach is consistent with the system performance analysis carried out for HCC when developing the Model.
- Increases in existing overflows in the vicinity of the Development are reported on, even if minor. Exception has been made where the increase or decrease in volume appears to be due to the computational inaccuracies created by the model. Overflow locations with a total volume increase of less than 5 m³ in the time series are considered to be negligible and are ignored.
- Results have been presented for affected locations only, not the entire network.

4.0 Assessment Outcomes

4.1 Assessment Overview

Model results for the 2061 horizon were assessed and are provided for the section of the FWI from manhole WWM11001 (along the Waikato Expressway, near Chalmers Road) to manhole WWJ12002 (at the start of the twin pipes into the Wastewater Treatment Plant).

Existing and proposed development flows in the 2061 horizon are summarised in Table 1.

Table 1 Existing and proposed development flows in the 2061 horizon

Green Seed Development 128.78 ha	Population	PDWF (L/s)	PWWF (L/s) [*]
Current planned development (HCC growth figures)	3,105	19	42
GSC development	5,911	36	236
Increase	2,806	17	194

*PWWF is calculated by the model and does not represent HCC ITS allowances for wet weather flow.

The following system performance measures are provided for the largest overflow event from the 10 year rainfall time series, which is made up of data from 2001 to 2011:

- Pipe utilisation, which is the percent of pipe full. Pipe utilisation is based on the maximum water level attained within a pipe during the model simulation.
- Pipe spare capacity, which indicates how much capacity is available.

Pipes have been assessed based on the ITS requirement that pipelines do not flow more than 100 percent full during wet weather. Additional capacity may be available up to the overflow point, but this has not been assessed.

4.2 Key Model Findings

The model results have been grouped into five sections due to the length and variable gradient of the assessed pipeline. The average results for each of the modelled interceptor sections are summarised in Table 2. The model results for individual pipes are provided in Table 3. A long section of the assessed pipeline showing the maximum water level is shown in Figure 2 of Appendix B.

The key model findings are:

- The PDWF increase from the Development is estimated at 17 L/s.
- During wet weather the increase in peak flow from the Development is estimated at 194 L/s.
- The Development scenario result shows that during the wet weather flow the average minimum spare pipe capacity along the pipes from manhole ID WWK09001 to manhole ID WWK10005 is 52 L/s, compare to 123 L/s in the baseline model.
- The Development scenario result shows that the average maximum pipe filling is predicted to be at 94 percent pipe full, compared with 82 percent full in the baseline model, along the pipe section from manhole ID WWK10005 to manhole ID WWK11002.
- No spare pipe capacity is available at pipe ID 167218, which is predicted to be at up to 98 percent full in the development scenario, compared with 83 percent full in the baseline model.
- No manhole spills are predicted during the largest overflow event from the 10 year rainfall time series.

Table 2 The summary of results for the assessed sections of the FWI interceptor

Pipe Section	From / To Manhole	Baseline Scenario		Development Scenario	
		Pipe Spare Capacity (L/s)	Average Pipe filling %	Pipe Spare Capacity (L/s)	Average Pipe filling %
Upstream	WWM11001 to WWK09002	314	56	314	59
Downstream 1	WWK09001 to WWK10005	123	77	52	93
Downstream 2	WWK10005 to WWK11002	153	82	87	94
Downstream 3	WWK11002 to WWJ12005	315	76	250	81
Downstream 4	WWJ12005 to WWJ12002	974	64	909	66

Table 3 Pipe filling and spare pipe capacity results for the assessed pipes

Long Section ID	Pipe ID	Diameter (m)	Pipe Capacity at 100% Pipe Full (L/s)	Baseline Maximum pipe filling %	Baseline Spare Capacity WWF (L/s)	Development Maximum pipe filling %	Development Spare Capacity WWF (L/s)
1	323395 (WWM11001 -> WWM10001)	1.05	811	52%	404	52%	404
2	323394 (WWM10001 -> WWM10002)	1.05	805	54%	398	54%	398
3	323393 (WWM10002 -> WWL10001)	1.05	770	55%	353	56%	353
4	323392 (WWL10001 -> WWL09001)	1.05	708	58%	230	60%	231
5	323391 (WWL09001 -> WWK09002)	1.05	663	62%	184	71%	182
6	323390 (WWK09002 -> WWK09001)	1.05	783	74%	179	91%	102
6.1	323398 (WWK09003 -> WWK09002)	1.05	771	63%	599	79%	378
7	323389 (WWK09001 -> WWK10008)	1.05	777	74%	173	91%	98
8	323387 (WWK10008 -> WWK10007)	1.05	748	77%	105	93%	35
9	323388 (WWK10007 -> WWK10006)	1.05	728	81%	89	96%	22
10	265628 (WWK10006 -> WWK10005)	1.05	706	76%	69	92%	2
11	167218 (WWK10005 -> WWK11020)	1.05	696	83%	59	98%	-7
12	171656 (WWK11020 -> WWK11021)	1.05	855	83%	178	95%	112
13	171657 (WWK11021 -> WWK11002)	1.05	897	81%	221	90%	155
14	8490 (WWK11002 -> WWK11001)	1.05	898	80%	222	89%	157
15	8489 (WWK11001 -> WWJ11008)	1.05	935	80%	183	86%	118
16	6337 (WWJ11008 -> WWJ11024)	1.05	970	79%	217	84%	152
17	239627 (WWJ11024 -> WWJ12007)	1.05	980	78%	227	82%	162
18	6352 (WWJ12007 -> WWJ12006)	1.05	1180	73%	422	77%	357
19	6351 (WWJ12006 -> WWJ12005)	1.05	1378	67%	619	70%	554
20	6350 (WWJ12005 -> WWJ12004)	1.05	1570	49%	811	52%	746
21	6349 (WWJ12004 -> WWJ12002)	1.2	1900	78%	1136	79%	1071

The Development discharges into the long section at ID number 6.1.

Long sections 1 to 5 are upstream of the development discharge point into to FWI.

Long sections 6 to 21 are downstream of the development discharge point into to FWI.

5.0 Conclusions

Based on the model outputs it is concluded that:

- a. The FWI appears to have sufficient capacity to accommodate the additional GSC development flows without worsening or creating any existing or new network system performance issues, respectively.
- b. The Development is likely to increase pipe filling to nearly 100 percent as shown in Table 2, especially at downstream sections 1 and 2, where pipe filling has increased to 93 percent and 94 percent respectively.
- c. Future development discharges to the FWI in addition to current planning allowances, and the GSC development, may cause new issues or worsen existing network system performance.

AECOM

Green Seed Development Wastewater Modelling
Green Seed Development
Commercial-in-Confidence

Attachment 3

Item 5

Appendix A

Location Map

Revision 0 – 19-Oct-2017
Prepared for – Green Seed Consultants Limited – Co No.: 6196807

Figure 1 Green Seed development location map.



AECOM

Green Seed Development Wastewater Modelling
Green Seed Development
Commercial-in-Confidence

Attachment 3

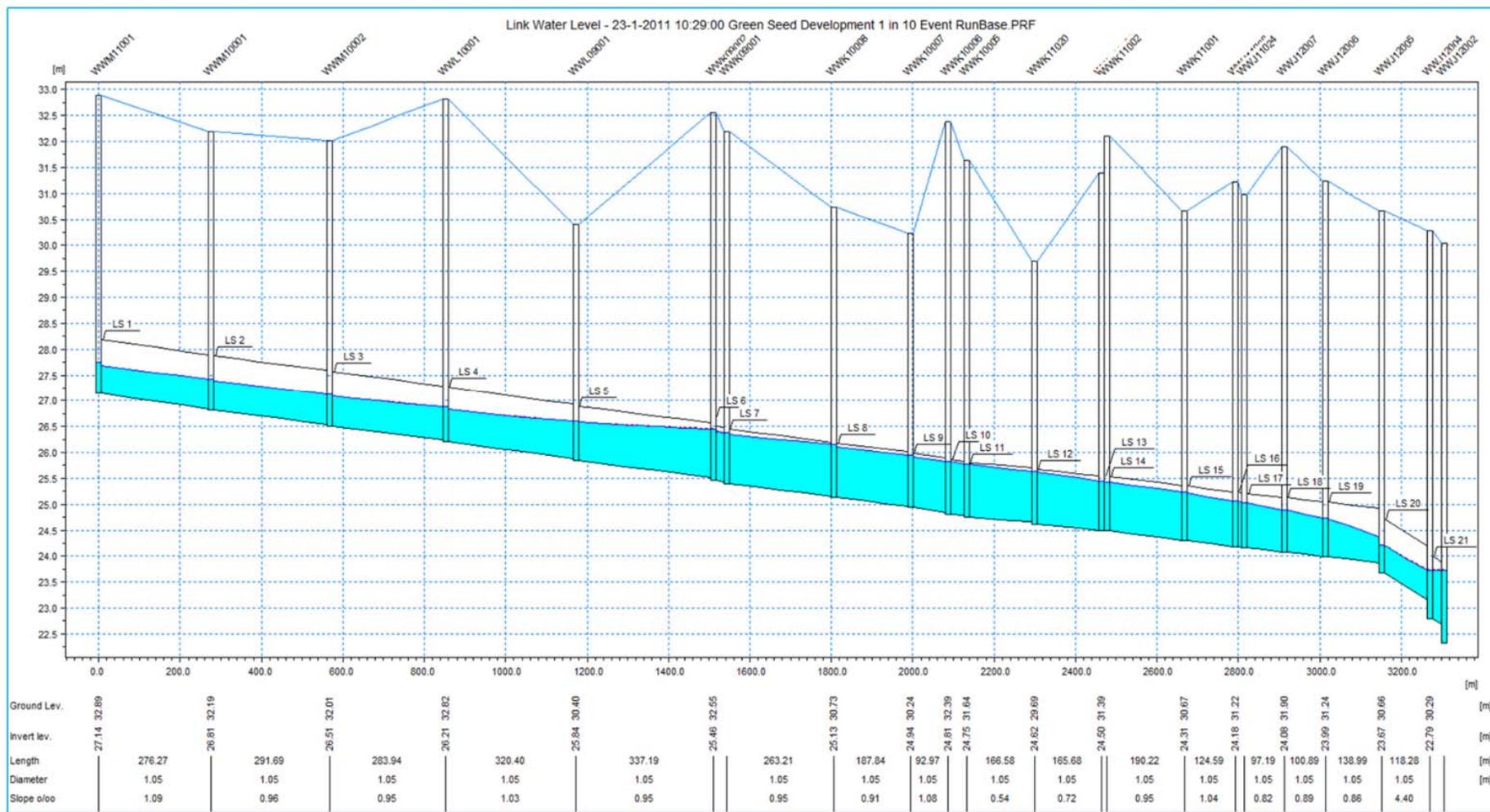
Item 5

Appendix B

The Development Scenario - FWI Longitudinal Profile

Revision 0 – 19-Oct-2017
Prepared for – Green Seed Consultants Limited – Co No.: 6196807

Figure 2 Longitudinal profile showing maximum water level result in the FWI for the development scenario.



ROKOKAURI NORTH SHA – 3 WATERS INFRASTRUCTURE

Introduction

This report covers the preliminary investigations into 3 waters infrastructure required to service the proposed development of the Green Seed Consultants Ltd SHA (Special Housing Area) within Rotokauri. The subject site is approximately 59ha in size and is located within the northern catchment of the Rotokauri ICMP.

Outlined below is a summary to the proposed SHA site:

- Site Area - 59.02ha;
- Dwelling Density - approx. 17 dwellings/ha;
- Site Elevation - 30-31m (90% of site) to 31-40m (for the balance 10% of site);
- Total Population - 2709 (based on 2.7 people/dwelling);

The Rotokauri ICMP has been certified by Waikato Regional Council and approved by Hamilton City Council. The objectives of the ICMP is to ensure that water, stormwater and wastewater are planned, developed and managed in a way that supports growth, while making sure the impacts of the infrastructure networks, gullies, streams and rivers are understood and managed.

The Rotokauri Structure Plan catchment is largely greenfields apart from small pockets of recent development in the south of the Structure Plan area. No strategic infrastructure has been installed to date, other than the Far Western Sewer Interceptor (FWI) which has been constructed up to the eastern boundary at the Te Rapa Bypass and will be extended through the Rotokauri Structure Plan area to serve Rotokauri.

Stormwater

Stormwater Strategy – Rotokauri

As outlined above an ICMP (Rotokauri ICMP) exists for the Rotokauri Catchment. This informs the implementation of the RSP west of the Mangaharakeke Drive/Te Rapa Bypass.

There are four main sub-catchments within the Rotokauri Catchment. The land subject to the SHA request is situated within the Rotokauri North Development Area (RNDA). This sub-catchment is approximately 195 Ha and drains directly to the Ohote Stream. It is bounded by the Exelby Road/Hamilton jurisdictional boundary to the west, Te Kowhai Road to the north and the Mangaharakeke Drive/Te Rapa Bypass to the east. The RNDA is identified in the HDP as a Stage 2 development area, with the release of land being subject to market demand and the provision of major infrastructure.

The technical investigations and assessments undertaken to support the Rotokauri ICMP largely focused on the Southern Development Area and the ICMP is light on detail with regard to this area. The ICMP includes minimum requirements for the Northern Development Area however a full concept solution was not developed for this area. Minimum requirements for the Northern Development Area include extended detention, attenuation of the 2 year and 10 year storm event peak discharges, and a preliminary requirement to make the final discharge culvert to the Ohote Stream (at Exelby Road north) no larger than it is now, to control discharges in events larger than 10 year ARI. As the ICMP is preliminary with regard to the area subject to the SHA request, a supplementary ICMP will be required at the time of the private plan change request.

However, in order to satisfy the HASHAA tests and the Hamilton Special Housing Areas Policy, it will

need to be illustrated that there is sufficient certainty with the structure plan and current ICMP of the issues, the necessary steps at time of PPC and that infrastructure can be planned and provided for. In particular, a detailed assessment against the Hamilton Special Housing Areas Policy has been undertaken in the SHA request.

It is our opinion that sufficient information exists within the current ICMP to identify the preliminary engineering requirements for the RNDAs through implementation of the objectives and policies. The ICMP indicates that stormwater attenuation and treatment solutions for the catchment can be implemented with subsequent development to minimise effects on the receiving environment. Therefore, while an update to the ICMP is required at time of the private plan change request and first Qualifying Development (QD), there is sufficient information available to identify that the sub-catchment can be serviced with stormwater infrastructure to allow urban development, and therefore identification as a SHA.

Stormwater management inputs:

A gap analysis is to be undertaken by HCC, and their supporting consultants, to ensure that the development of the RNDAs meets the objectives and targets of the Draft ICMP. Thus far the gap analysis is not available (to the applicant) however in order to meet the HASHAA test the following stormwater management objectives will be addressed in the RNDAs sub catchment management plan (SCMP), accompanying the private plan change request and first QD, which will be undertaken by the applicant.

- Alignment with the RSP
- Key stakeholder engagement
- Ecological protection and enhancement
- Flood protection
- Protecting water quality for the receiving environment
- Catchment development
- Catchment monitoring and information gathering

Particular application of the objectives (when developing the SCMP) can be illustrated by, but not limited to the following:

Objective	Examples of specific aspects	Implementation examples
Alignment with the RSP	<ul style="list-style-type: none"> ○ Green corridors and natural features preserved ○ Minimise effects downstream ○ Integrate into the development of the stormwater management strategy 	<ul style="list-style-type: none"> ○ Maintaining the streams, water courses, OLFP in green corridors ○ Mapping of these water bodies to ensure the location is identified correctly ○ Alignment of road corridors with stormwater conveyance and OLFPs being cognisant of these features
Key stakeholder engagement	<ul style="list-style-type: none"> ○ Implementation of wider catchment initiatives 	<ul style="list-style-type: none"> ○ Provision for other infrastructure ○ Subdivision master planning to meet the RSP
Ecological protection and enhancement	<ul style="list-style-type: none"> ○ Provision of infrastructure to protect and support natural values 	<ul style="list-style-type: none"> ○ Undertaking a BPO analysis for the treatment of runoff prior discharge ○ Discharge locations empathetic to the ecological values of the

		<ul style="list-style-type: none"> ○ waterbodies ○ Providing a hydrological model to establish existing and proposed flows based on RSP
Flood protection	<ul style="list-style-type: none"> ○ Meet the level of service under the WDC, HCC, WRC flood protection requirements 	<ul style="list-style-type: none"> ○ Providing a hydrological model to establish existing and proposed flows based on RSP ○ Undertake BPO analysis for attenuation requirements ○ Establish peak flow requirements at the discharge to Ohote Stream ○ Minimise effects of the combined flow from Lake Rotokauri
Protecting water quality for the receiving environment	<ul style="list-style-type: none"> ○ Stormwater network to incorporate a treatment train ○ Minimise temperature in discharge 	<ul style="list-style-type: none"> ○ Undertake BPO analysis for the treatment of runoff prior to discharge ○ Incorporate the ecological benefits in the BPO analysis
Catchment development	<ul style="list-style-type: none"> ○ Stage development to incorporate flood storage, water quality and ecological protection 	<ul style="list-style-type: none"> ○ Undertake an assessment of the effect of stage development on the treatment train under the BPO analysis ○ Include sediment and erosion protection in the stage development assessment
Catchment monitoring and information gathering	<ul style="list-style-type: none"> ○ Continued observation through the development phases within the catchment 	<ul style="list-style-type: none"> ○ Include sediment and erosion protection in the stage development assessment

Wastewater

Overview

Wastewater is required to be treated and disposed of in a way that minimises effects on public health, the environment, and cultural values. Planned wastewater discharges within the Rotokauri north catchment is limited to residential; hence discharges will be domestic wastewater only.

The FWI has been extended across industrial land to the west and down the eastern side of the Te Rapa bypass. This existing section of the FWI is 1050mm in diameter. All wastewater from Rotokauri will discharge to the FWI.

The FWI has three connections constructed under the Te Rapa Bypass at roughly equal distance along the section running parallel with the bypass. All of the connections are 1050mm diameter and are currently capped. The northern most connection is intended to service the northern catchment (inclusive of the subject SHA) of the Rotokauri Structure Plan and ICMP.

Undeveloped areas of the Rotokauri Structure Plan area will be serviced by a new gravity wastewater system. New collection networks will be conventional gravity; either connecting directly

to the FWI or to new pump stations located centrally within catchments which will then re-direct flows to the FWI.

Existing Network Capacity

Hamilton City Council has reviewed the underlying wastewater model in terms of assessing any potential effects that the SHA may have on the existing receiving pipe network, and treatment plant.

On review of the proposed SHA density/population equivalent (i.e. ~2700 people based on 1000 dwellings @2.7 people/dwelling over the SHA area) against the assumptions in the current wastewater model out to 2061, it was determined that while the proposed SHA increases the overall population planned for in this area, the resulting increase in peak flows (dry and wet weather) appear to be relatively minor with respect to the overall capacity of the receiving strategic network in this location.

It was further found that given that residential development in this area is already provided for in Council’s planning; the strategic infrastructure is in place to service residential development within the SHA, and is expected to have adequate capacity to cater for the relatively minor increase in overall anticipated population and wastewater flows.

Servicing Strategy

The wastewater concept for the SHA will be based around gravity mains connecting to a central pump station (marked as B in figure 1 below) and utilising a pressure system (i.e. rising main) to convey flows from the central pump station through to the FWI connection (marked as A in figure 1 below).

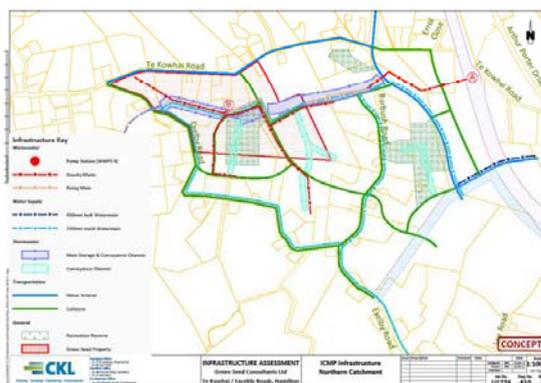


Figure 1

Gravity Wastewater

Gravity sewer mains can be sized for two scenarios;

- To serve the entire northern catchment as defined within the ICMP;
- Or to serve the SHA with no provision for the wider catchment.

As the SHA comprises the upstream portion of the Rotokauri North catchment, any provision for the wider catchment will need to be made during the development of infrastructure for the SHA.

The gravity network will be sized based on flow rates resulting from the catchments being serviced, and the following best practice design parameters:

- Water consumption is 200 litres per person per day;

- Infiltration allowance is 2250 litres per hectare per day;
- Surface water ingress is 16500 litres per hectare per day;
- Peaking Factors of 2.7 (based on population of 2700);
- Population Equivalent of 45 persons/ha;
- Gross Contributing Land Area upstream of the wastewater pipe is defined as the total catchment area, excluding reserve land, but including land within legal road boundaries;
- Contemporary materials and construction methods are used, which lower the risk of groundwater and stormwater ingress;

Pump Station and Rising Main

The Pump Station defined as B on the attached plan (as defined as WWPS 4 within the ICMP) will be a conventional wet well/dry well pumping station, with a storage tanks sized to provide 9 hours of emergency storage at average dry weather flows. The pump station will have remote telemetry and multiple level alarm systems to communicate unusual conditions or failures to Council staff for immediate attention.

The pumping station would be staged to reduce initial costs. Staging is to be based on storage requirements necessary to cater for developments being served.

Integration

Integration of wastewater is not as easily achieved as stormwater or water. Low water use fixtures installed in new homes will reduce wastewater discharges. Due to complexity and health risks, grey water re-use is not yet warranted as a mandatory requirement in Rotokauri due to a high natural groundwater table.

There is sufficient information available to identify that the requested area can be serviced with wastewater infrastructure to allow its urban development with a PPC and QD, and therefore identification as a SHA to facilitate this.

Water Supply

Overview

Water Supply into Rotokauri north is required to provide the quality and quantity of water to all customers as required by legislation and to Hamilton City Council's minimum level of service. Council's minimum level of service across the city is as follows:

- The minimum pressure and flow at point of supply to residential lots shall be 100 kPa (10m) and 25 L/min;
- The minimum fire supply service level shall be FW2 for residential areas and FW3 for all other areas;
- To protect level of service of new subdivisions, no more than 150 residential Lots shall be serviced, at any point from a single ended 150mm watermain. Connectivity of the water network is to be established prior to further lots being brought forward for 224(c) release.

Watermains shall be designed with sufficient capacity to cater for all existing and predicted development within the SHA.

The water demand allowance in the SHA design shall include provision for:

- A domestic demand of 260 litre/person/day with a peak flow rate of five times this amount for On Demand Supply.

- Population targets;
- The area to be serviced;
- Individual properties proposed;
- Proposed land use (zoning)

Existing / Planned Network Capacity

Existing infrastructure in the vicinity of the SHA is limited to a trickle feed line within the northern berm of Te Kowhai Road. The two potential supply sources (250mm dia watermains) to the SHA are within Ruffell Road to the east, and Rotokauri Road to the south, both illustrated within Figure 2 below.

The ICMP has identified water supply extension into the northern cell of Rotokauri to be completed around 2060. The proposed extensions were based on supply points within Te Wetini Drive and Arthur Porter Drive as illustrated within Figure 2 below.

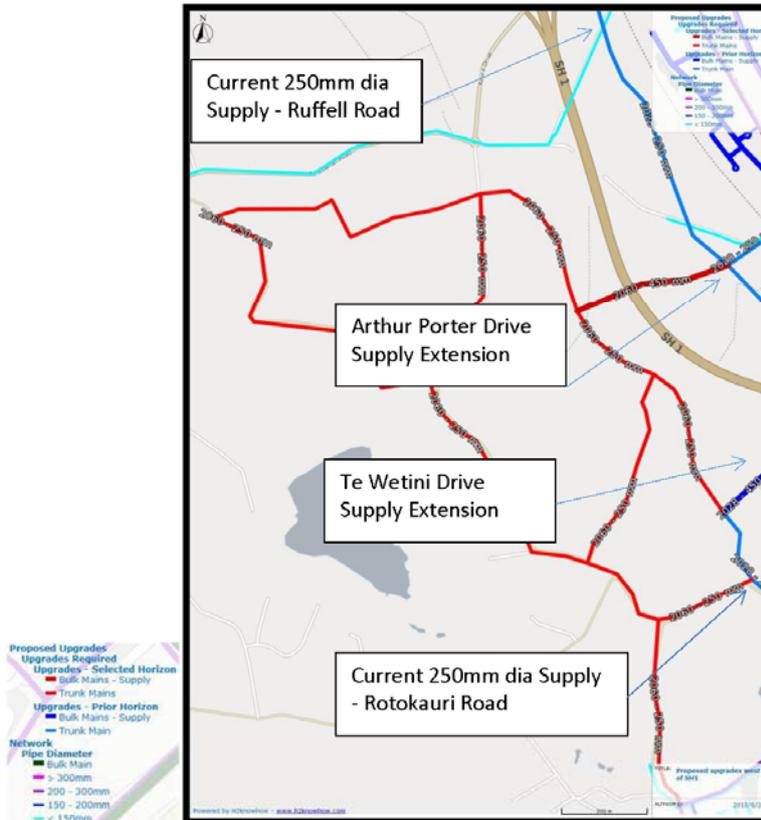


Figure 2

The planned supply points were proposed to be available around 2028, however given the current rate of development this will occur earlier.

Current/proposed urban development along with current and planned (i.e. funded) infrastructure development in the area has/is influencing the findings within the ICMP. Outlined below are the known influences:

- Urban development within the southern reaches of Rotokauri;
 - Rotokauri Development Ltd – 126 residential sections in 2017/18 season, along with a likely 150 sections within 2018/19;
 - Everton Trust – minimum of 40 residential sections within 2017/18 season;
 - Continuing development within the industrial zone on the eastern side of Te Rapa Bypass;
- Infrastructure Development
 - Rototuna Reservoir – end of 2017;
 - 250mm dia connection between Rotokauri Road and Te Wetini Drive watermain within the 2017/18 season;
 - Rotokauri Cell connection to Pukete Reservoir – completed;
 - Trunk main extension from above connection through to Te Wetini Drive – 2018/19;
 - Orange zone network upgrades – 2017.

Servicing Strategy

Two options for water supply into the SHA have been identified and illustrated within Figures 3 and 4 below. The full assessment of these two options is outlined within the Modelling report prepared by Mott MacDonald attached to this application.

- **Supply Option 1:**

A 250mm diameter watermain from Ruffel Road (Supply point 1) to Rotokauri Road (Supply point 3). Shown in Figure 3 below.

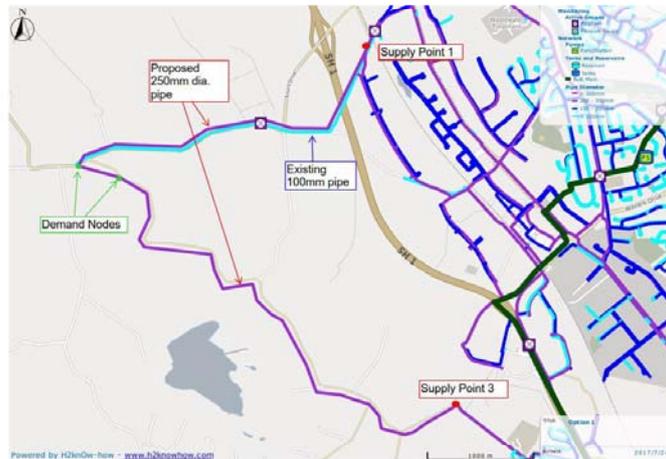


Figure 3

- **Supply Option 2:**

A 250mm diameter watermain extension from Ruffell Road (Supply point 1) to the intersection of Te Kowhai Road and Exelby Road. A second duplicate 150mm diameter pipe will extend from the intersection along the southern side of Te Kowhai Road (supply point 2). Shown in Figure 4 below.

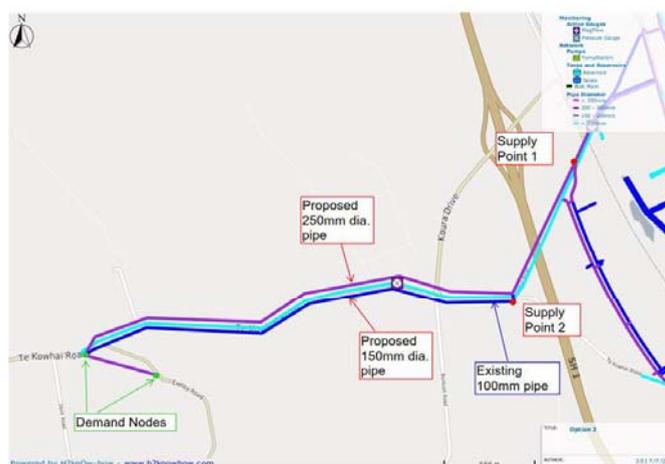


Figure 4

Both these options were modelled to determine the maximum demand capacity available in the network where minimum pressure reaches 25m and a suitable level of service is maintained. The demand was added at supply point 1 (Ruffell road) and supply point 3 (Rotokauri road).

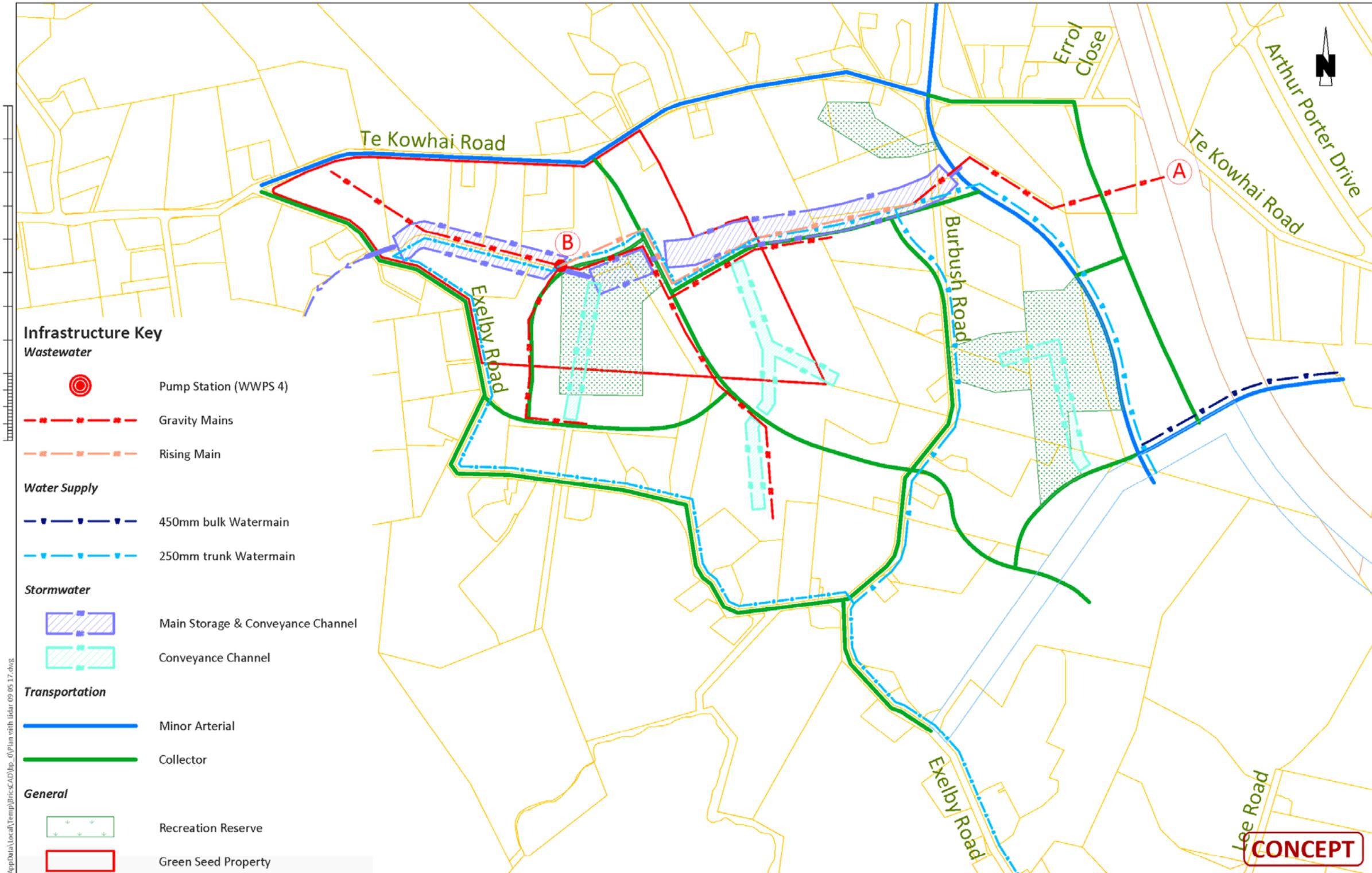
Demand from the proposed SHA was added to the network under a number of different scenarios to determine if suitable levels of service could be obtained. This was completed for the two different water supply options detailed above.

Option one supplied the required pressure and fire flow for all four scenarios, with the exception of 2061, which is still above the Hamilton Master Plan design pressure of 20m. A maximum head loss of 2.3 m/km was observed through the 250mm pipe. Water supply option two was unable to meet the minimum pressure requirements at the elevated node.

The system performance of the remaining network with the proposed SHA was verified. It was shown that the SHA demand didn't have any adverse impacts on the remaining network.

Water supply option 1 aligns with the Hamilton Master Plan and the proposed pipe sizes are consistent with the future plan pipe diameter.

There is sufficient information available to identify that the requested area can be serviced with waster supply infrastructure to allow its urban development with a PPC and QD, and therefore identification as a SHA to facilitate this.



C:\Users\WARREN~1\OneDrive\Local\Temp\bricsCAD\p..._0\Plan with lidar 09 05 17.dwg

 <p>Planning Surveying Engineering Environmental</p>	<p>Auckland Office: A: 25 Broadway, Newmarket P: 09 524 7029</p> <p>Hamilton Office: A: 58 Church Road, Hamilton P: 07 849 9921</p> <p>Te Awamutu Office: A: 103 Market Street, Te Awamutu P: 07 871 6144</p>	<p>INFRASTRUCTURE ASSESSMENT Green Seed Consultants Ltd Te Kowhai / Exelby Roads, Hamilton</p>	<p>ICMP Infrastructure Northern Catchment</p>	<table border="1"> <thead> <tr> <th>Issue Description</th> <th>Checked</th> <th>Date</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>	Issue Description	Checked	Date													<table border="1"> <thead> <tr> <th>Date</th> <th>Scale:</th> </tr> </thead> <tbody> <tr> <td>Designed: WEL 15.05.17</td> <td rowspan="3">1:10000 (A3 Original)</td> </tr> <tr> <td>Drawn: WEL 15.05.17</td> </tr> <tr> <td>Checked: WEL 15.05.17</td> </tr> <tr> <td>Job No: U1274</td> <td>Dwg No: 410</td> <td>Rev: 1</td> </tr> </tbody> </table>	Date	Scale:	Designed: WEL 15.05.17	1:10000 (A3 Original)	Drawn: WEL 15.05.17	Checked: WEL 15.05.17	Job No: U1274	Dwg No: 410	Rev: 1
	Issue Description	Checked	Date																										
Date	Scale:																												
Designed: WEL 15.05.17	1:10000 (A3 Original)																												
Drawn: WEL 15.05.17																													
Checked: WEL 15.05.17																													
Job No: U1274	Dwg No: 410	Rev: 1																											

Green Seed Consultants Ltd
312 Bremner Road
Karaka
Auckland 2578

Our Reference
367916 Stage 2

Mason Bros. Building
Level 2, 139 Pakenham
Street West
Wynyard Quarter
Auckland 1010
PO Box 37525, Parnell,
1151
New Zealand

T +64 (0)9 375 2400
mottmac.com

Green Seed Development - Water Modelling

18 September 2017

Dear Warren,

This letter summarises the results of the assessment undertaken for the proposed Green Seed development. The development is located within Rotokauri North and will be entirely residential.

1 Background

In 2017, Mott MacDonald was engaged by Green Seed Consultants (GSC) to assess the impact of a proposed residential development on the Hamilton water network. Mott MacDonald have extensive experience assisting the Hamilton City Council (HCC) with the development and planning of the Hamilton water network and as such have a comprehensive understanding of the catchment and future developments in the region.

To complete the assessment, Mott MacDonald first determined the capacity in the Rotokauri North network for existing and future scenarios. The impact on the network from the additional GSC development demand was then modelled to assess if adequate levels of service were achieved. This was completed for two separate water supply options and for existing and future scenarios. Lastly the system performance in the remaining network was analysed.

An original assessment was completed for the residential development in August 2017. Green Seed are now looking to potentially increase the size of their development (from 59ha to 129ha), this letter report details the results of the required scenarios with updated demands.

2 Assumptions

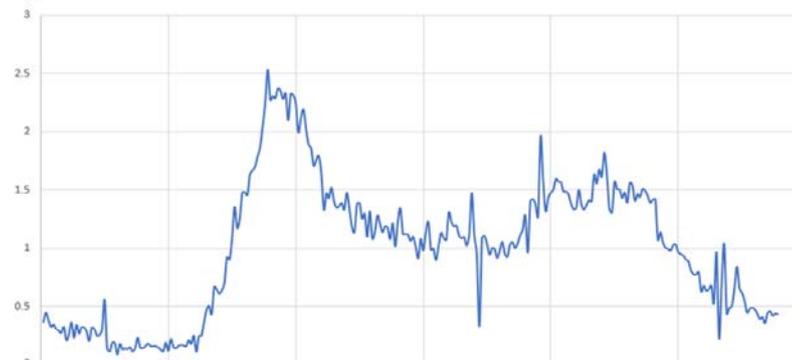
2.1 Demand Calculations

The demand for the development was calculated based on information provided by CKL (*Water Supply Modelling Brief, September 2017*) which specifies a population of 5,911 PE. This results in a peak instantaneous demand of 53.4 l/s based on a per capita flow of 260 l/day/person and a peaking factor of 5 as specified in the Hamilton City Development Manuals and confirmed by CKL.

It has been assumed that the full demand from the proposed GSC development will be realised in the existing scenario and therefore a staging approach has not been considered.

The West blue zone residential pattern was used for residential demand (see the normalised demand pattern in Figure 1).

Figure 1 – Normalised Demand Pattern - Residential



The impact of increased urban demand and planned infrastructure on the Rotokauri region were also considered. The following demands and infrastructure were considered for each horizon:

Horizon	Assumptions
Current	Demand Everton Trust - 40 residential sections. Rotokauri Development Ltd – 126 residential sections. Approximate total demand in Pukete zone: 8MLD.
	Infrastructure Construction of the Rototuna reservoir; Rototuna zone closed. Orange zone extension complete. No extension between Rotokauri Road and Te Wetini Drive. Rotokauri cell connection to Pukete Reservoir.
2021	Demand Rotokauri Development –150 residential sections. Approximate total demand in Pukete zone: 8.5MLD.
	Infrastructure Dedicated supply main from Pukete reservoir to Wetini Drive. Pukete zone closed. Extension between Rotokauri Road and Te Wetini Drive.
2041	Demand Approximate total demand in Pukete zone: 11MLD.
2061	Demand Full Development of Rotokauri growth cell. Approximate total demand in Pukete zone: 14MLD.
	Infrastructure Rotokauri trunk mains.

The NZ Fire Service Code of Practice (SNZ PAS 4509:2008) was used as a guideline and the FW2 classification (25l/s at 2/3 of the peak demand) was tested at the Rotokauri area.

2.2 Network Operation

The impact of the proposed development was assessed for the following scenarios:

- **Existing peak demand** – Extended orange zone closed, Rototuna zone closed, no trunk main connection between Pukete Reservoir and Te Wetini Drive.
- **2021 peak demand** – Includes development of all urban demand and infrastructure as outlined above. Includes creation of the Pukete zone.
- **2021 peak demand** – Includes development of all urban demand and infrastructure as outlined above. Includes creation of the Pukete zone.
- **2061 peak demand** – Includes development of all urban demand and infrastructure as outlined above. Includes creation of the Pukete zone.

These scenarios were run to determine the maximum demand capacity available in the network where minimum pressure reaches 25m and a suitable level of service is maintained. The demand was added at supply point 1 (Ruffell road) and supply point 3 (Rotokauri road).

These scenarios were also run with the additional demand from the proposed GSC development.

Two options for water supply were modelled for the additional GSC demand;

- **Water Supply Option 1:** A 250mm diameter watermain from Ruffell road (Supply point 1) to Rotokauri Road (Supply point 3). Shown in Figure 2 below.
- **Water Supply Option 2:** A 250mm diameter watermain extension from Ruffell road (Supply point 1) to the intersection of Te Kowhai Road and Exelby Road. A second duplicate 150mm diameter pipe will extend from the intersection along the southern side of Te Kowhai Road (supply point 2). Shown in Figure 3 below.

The demand was split between two nodes, with 90% of the demand allocated to a lower elevation (30m) and 10% of the demand allocated to a higher elevation (40m). This split reflects the change in elevation present at the GSC site.

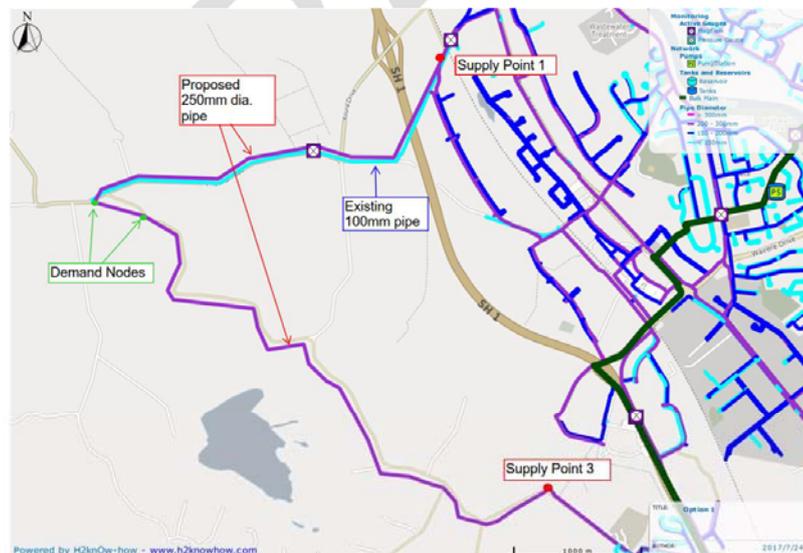


Figure 2: Network Connection Option 1

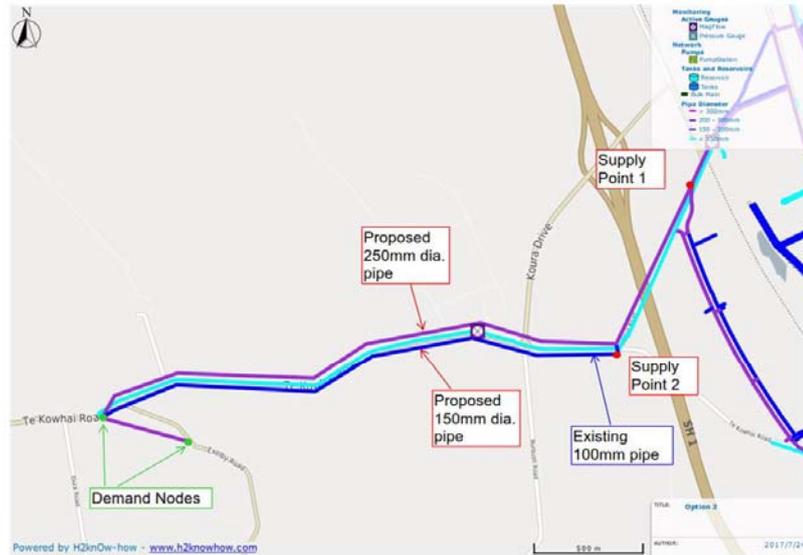


Figure 3: Network Connection Option 2

3 Model Results

3.1 Maximum Network Capacity

The water model was run for the four existing and future scenarios to identify spare network capacity in the Rotokauri area. Demand was added to supply points 1 and 3 until the minimum pressure at either point was equal to 25m.

Table 1 summarises the minimum pressures observed at each supply point with the existing demand. This shows that the level of service increases between the existing scenario and 2021. This is due to the creation of the Pukete zone which results in the point of supply 3 being serviced from the Pukete reservoir instead of the bulk ring main (current operation).

Table 1: Scenario Results

	Supply Point 1 Minimum Pressure (m)	Supply Point 3 Minimum Pressure (m)
Existing Scenario	43	31
Scenario 2021	48	37
Scenario 2041	45	35
Scenario 2061	42	29

Tables 2 and 3 gives a summary of the existing demand to the supply points and the additional flow capacity available for each scenario.

Table 2: Network Capacity at Supply Point 1

	Original Model Demand (l/s)			Spare Capacity (l/s)			Fire Flow
	Supply Point 1	Supply Point 3	HEU	Supply Point 1	Supply Point 3	HEU	
Existing Peak Day	0	0	0	15.6	0	1914	FW2
2021 Peak Day	0	0.25	31	15.6	0	1920	FW2
2041 Peak Day	0	0.82	101	13.2	0	1625	FW2
2061 Peak Day	0	1.06	130	10.8	0	1329	FW2

Table 3: Network Capacity at Supply Point 3

	Original Model Demand (l/s)			Spare Capacity (l/s)			Fire Flow
	Supply Point 1	Supply Point 3	HEU	Supply Point 1	Supply Point 3	HEU	
Existing Peak Day	0	0	0	0	4.2	517	FW2
2021 Peak Day	0	0.25	31	0	8.4	1034	FW2
2041 Peak Day	0	0.82	101	0	6.4	788	FW2
2061 Peak Day	0	1.06	130	0	3.5	431	FW2

The available capacity of the network was defined for this study as the point where minimum pressure at supply point 1 and 3 was maintained above 25m.

The figures in Table 2 show the maximum demand that can be applied at point 1 when point 3 has no additional demand. Table 3 shows the maximum demand that can be applied at point 3 when demand at point 1 is zero. These tables show that there is more network capacity at supply point 1, however the final HEU capacity would depend on how additional demand was split between the two supply points.

The NZ Fire Service Code of Practice (SNZ PAS 4509:2008) was used as a guideline and the FW2 classification (25l/s at 2/3 of the peak demand) was tested at the Rotokauri area. All scenarios meet the firefighting capacity required during 2/3 of peak demand.

3.2 System Performance Analysis with the Proposed Development

Table 4 shows the results of the GSC demand on the network for the four scenarios. Two water supply options are assessed, as detailed in section 2.2.

Table 4: GSC Development Demand Assessment

Scenario	Minimum Pressure (m)	Maximum Pressure Drop (m)	Maximum Head Losses (m/km)	Fire Flow Capacity
Option 1				
Existing Peak Day	3.1	42.4	9.2	FW2
2021 Peak Day	1.6	41.8	9.0	FW2
2041 Peak Day	2.3	40.7	8.26	FW2
2061 Peak Day	10.2	34.2	6.8	FW2

Scenario	Minimum Pressure (m)	Maximum Pressure Drop (m)	Maximum Head Losses (m/km)	Fire Flow Capacity
Option 2				
Existing Peak Day	<0	85.8	24.0	FW2
2021 Peak Day	<0	86.9	20.9	P <10m
2041 Peak Day	<0	89.1	20.8	P <10m
2061 Peak Day	10.7	33.9	7.4	FW2

The results from Table 4 indicate that neither supply option will provide a suitable level of service for the proposed residential development. Water Supply Option 1 results are significantly better than Option 2, however the minimum pressure is still unacceptable.

Water supply option 1 meets firefighting standards for all scenarios, while option 2 does not meet standards for two scenarios. The maximum head loss observed for options 1 and 2 were 9.2 m/km and 24.0 m/km respectively which exceeds typical design recommendations ranging between 3 and 5m/km).

3.3 System Performance Analysis in the Remaining Network

The results from each of the eight scenarios were analysed to assess the effect of the proposed scenario on the network performance.

For Options 1 and 2, the nodes within the Rotokauri development region dropped below 20m during peak demand in the 2061 scenario, indicating that the additional demand would have a negative effect on the pressure in the 2061 proposed Rotokauri development.

There were no adverse effects seen on the existing, 2021 or 2041 network performance as a result of the Green Seed development demand.

4 Conclusions and Recommendations

The system analysis of the existing network showed the following spare capacity within the Rotokauri North area:

- Existing Peak Day: Total model demand of zero residential lots at points of supply 1 and 3 with a maximum capacity for an additional 1914 residential lots at supply point 1 or 517 residential lots at supply point 3.
- 2021 Peak Day: Total model demand of 31 residential lots at points of supply 1 and with a maximum capacity for an additional 1920 residential lots at supply point 1 or 1034 residential lots at supply point 3.
- 2041 Peak Day: Total model demand of 101 residential lots at points of supply 1 and 3 with a maximum capacity for an additional 1625 residential lots at supply point 1 or 788 residential lots at supply point 3.
- 2061 Peak Day: Total model demand of 130 residential lots at points of supply 1 and 3 with a maximum capacity for an additional 1329 residential lots at supply point 1 or 431 residential lots at supply point 3.

It should be noted that the above demands include 40 residential sections for the Everton Trust development and 126 sections for the Rotokauri Development.

Demand from the proposed GSC development was added to the network for each scenario to determine if suitable levels of service could be obtained. This was completed for two different water supply configurations as detailed in section 2.2.

Both water supply options failed to meet the required levels of service during peak flow, with pressures dropping below 20m. Option 2 did not meet firefighting requirements for scenarios 2021 and 2041. The maximum head loss observed for options 1 and 2 were 9.2 m/km and 24.0 m/km respectively.

The system performance of the remaining network with the proposed GSC development was analysed. It was shown that the development demand did not have any adverse impacts on the remaining network for the existing, 2021 and 2041 scenarios. There were however significant impacts on the Rotokauri development in 2061, with the majority of nodes below 20m for both options 1 and 2.

Neither water supply options are acceptable for the proposed demand, however water supply option 1 provides better results and aligns with the Hamilton Master Plan. It is therefore recommended that if GSC wants to proceed with the increased demand, water supply option 1 is investigated further to find a workable solution.

Nasrine Tomasi
Smart Infrastructure - Water
nasrine.tomasi@mottmac.com

DRAFT

Green Seed Development

Proposed Subdivision, Rotokauri

Preliminary Transportation Review Quality Assurance Statement

Prepared by:

Will Hyde

Senior Transportation Engineer

Reviewed by:

Name

Title

Approved for Issue by:

Name

Title

Status: Draft report

Date: 12 May 2017



PO Box 13-268, Tauranga 3141
New Zealand

P: +64 7 577 0555

www.tdg.co.nz

Table of Contents

1.	Introduction	1
2.	The Site	2
3.	Existing Transportation Environment	5
3.1	State Highway 39	5
3.2	Exelby Road.....	5
3.3	Burbush Road.....	6
3.4	Onion Road / Ruffell Road	6
3.5	Other Links.....	6
3.6	Traffic Volumes.....	6
4.	Potential Traffic Generation	8
5.	Structure Plan Road Corridor Cross-Sections	10
6.	Infrastructure Requirements	11
7.	Public Transport Provisions.....	13

1. Introduction

This report is a desk-top assessment of the potential infrastructure upgrades which may be required to support the development of an area of land at the northern end of the Rotokauri Structure Plan, on the western edge of Hamilton.

The report examines and assesses the current roading infrastructure in the vicinity of the site, identifies planned network upgrades, assesses the expected traffic which the site could yield, and determines what infrastructure upgrades may be necessary to support the development of the site for residential activity.

DRAFT

2. The Site

The area proposed for subdivision comprises approximately 108 ha of land which is currently zoned *Te Rapa North Industrial Zone* in Hamilton City Council's ("HCC") Partly Operative District Plan ("PODP")¹. The site is within the Rotokauri Structure Plan area, as shown on Figure 1.

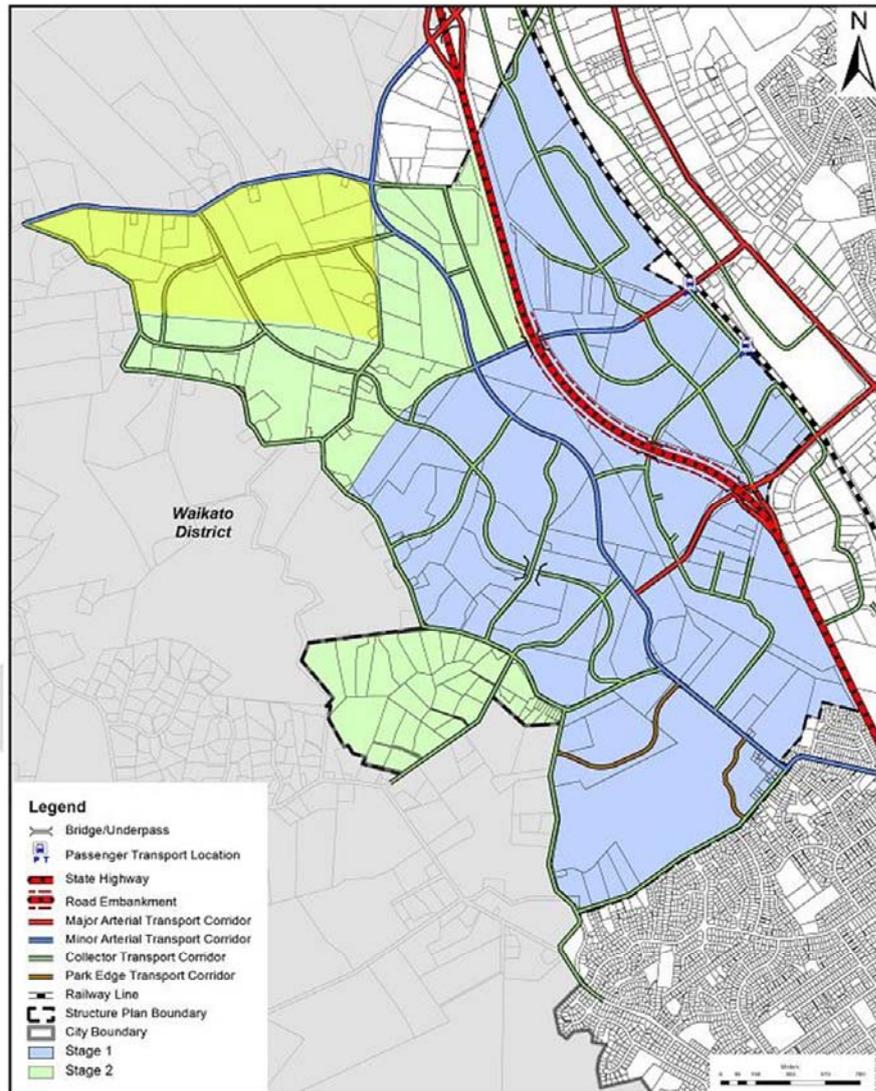


Figure 1: Site Location Within the Rotokauri Structure Plan Area

¹ District Plan Zoning Maps 12A/13A/14A.

Figure 1 also shows that the site falls within the Stage 2 area of the Structure Plan (SP). The staging plan is for the eastern and central areas of the SP to be developed in the short to medium term, with the northern and western Stage 2 areas developed in the long term. The proposed development of the site is therefore a departure from the planned staging.

Figure 2 shows the intended land use associated with different areas of the SP.

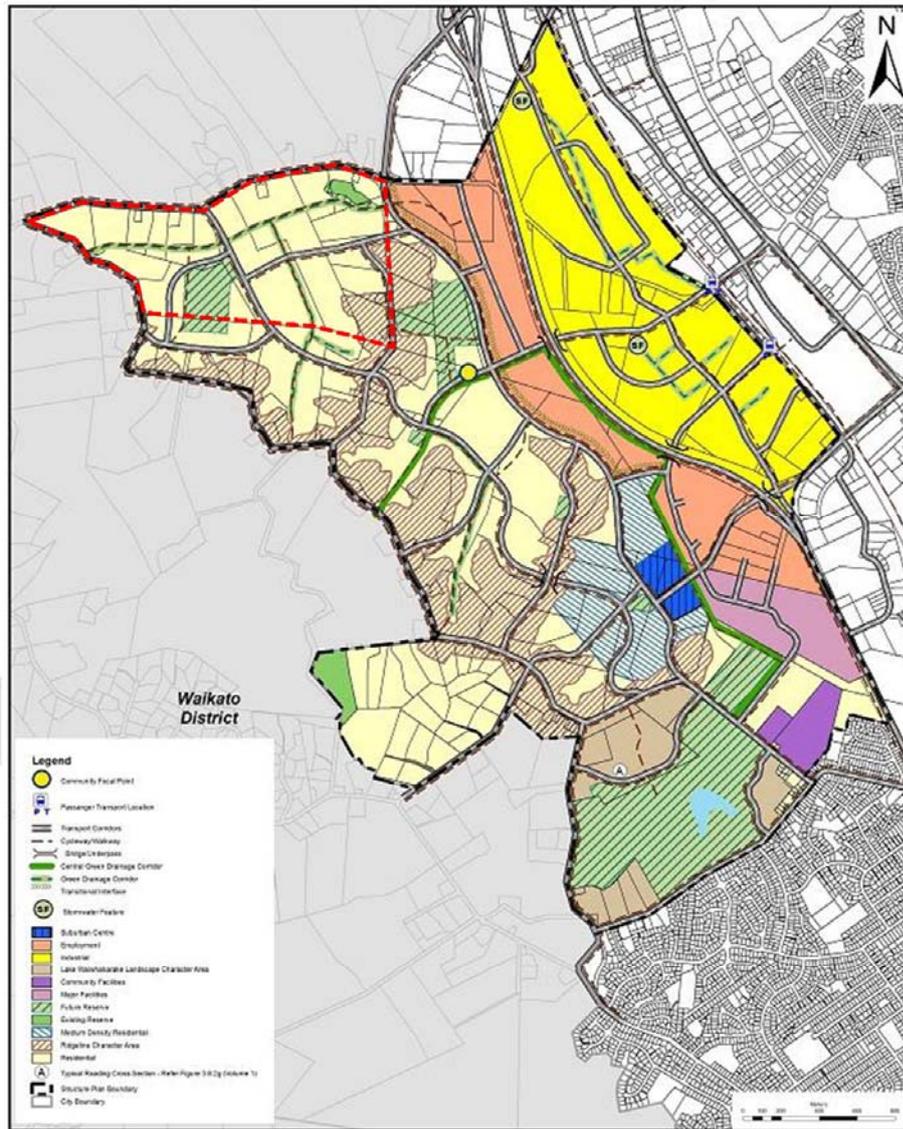


Figure 2: Rotokauri Structure Plan Land Use

Figure 2 shows that the intended zoning for the subject site is Residential, with areas set aside for reserves and some areas with a Ridgeline Character overlay.

The PODP includes the following within its section on the Rotokauri SP:

“3.6.2.9 Staging

a) Constraints on the availability of infrastructure and network capacity limit the extent to which land can be released for development. Until capacity and services are available, it is essential the development potential of the remaining Rotokauri area is not compromised by interim development.

b) Council's Long Term Plan or Annual Plan sets out the programme for providing infrastructure to service growth. Where a developer wishes to pursue development ahead of Council's programmes a Development Agreement will need to be entered into with Council to ensure that the infrastructure is provided in a way which is efficient and sustainable from a city wide perspective. In these cases it is anticipated that developers will bear the full cost of infrastructure provision. This approach will enable growth in areas that are not funded for infrastructure to be funded by developers under Development Agreements between all parties.”

3. Existing Transportation Environment

Figure 3 shows the site in the context of the surrounding roading infrastructure.

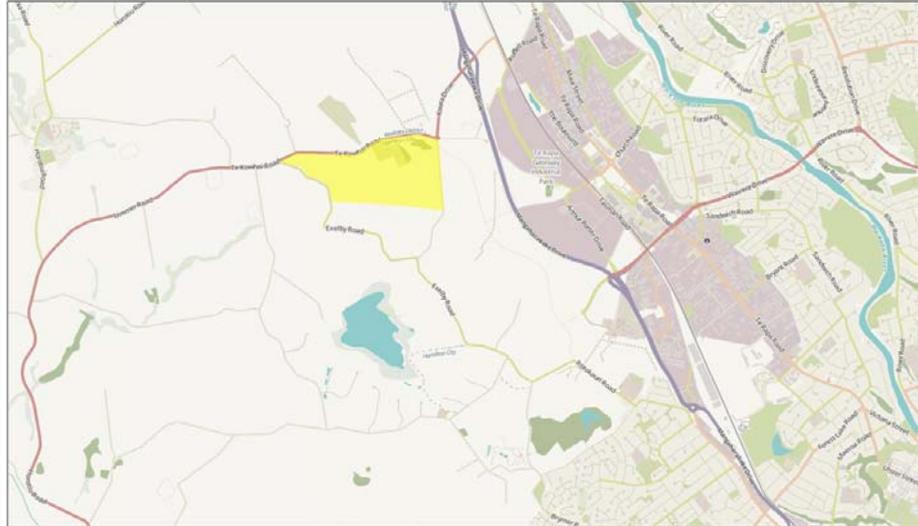


Figure 3: Existing Roading Infrastructure

3.1 State Highway 39

State Highway 39 (SH39/Te Kowhai Road) runs approximately east-west along the north boundary of the site. At the north-east corner of the site the state highway continues northwards on Koura Drive to a full grade-separated interchange with SH1 (the Waikato Expressway).

SH39 is a two-way two-lane road with a typical seal width of approximately 11 m and is marked with a centre line and edge lines. This section of SH39 was upgraded in 2014 as part of a project to re-route SH39 as a more direct link to SH1. The project included a new intersection, road widening, curve easing and other safety improvements like moving power poles.

SH39 continues northwards from Te Kowhai Road's roundabout intersection with Burbush Road, on Koura Drive. Koura Drive has a single lane in each direction and a solid median. The road reserve for Koura Drive is in excess of 40 m wide, which will allow for future four-laning. Koura Drive connects to SH1 at a grade-separated full-diamond interchange 1 km north of Te Kowhai Road.

3.2 Exelby Road

Exelby Road runs approximately north-west/south-east between SH39 and Rotokauri Road, and forms the western boundary of the subject site. Rotokauri Road completes the link to the Baverstock and Nawton suburbs. It is currently a local rural road and has a typical seal

width of approximately 5.7 m in the vicinity of the site, with a road corridor width of 20 m. Between SH39 and Burbush Road, Exelby Road does not have any painted markings. The gently rolling topography and horizontal alignment of Exelby Road result in limited forward visibility at many curves.

South of Burbush Road, Exelby Road has a wider seal of approximately 6.2 m, and is marked with a centre line.

3.3 Burbush Road

Burbush Road runs approximately north-east/south-west between SH39 and Exelby Road, and forms the eastern boundary of the subject site. It is currently a local rural road and has a typical seal width of approximately 5.7 m in the vicinity of the site, within a road corridor of 20 m. Burbush Road is marked with a centre line from SH39 to Exelby Road.

3.4 Onion Road / Ruffell Road

Koura Drive continues as a local road east of the SH1 interchange and terminates at a priority T-intersection with Onion Road. Onion Road has a sealed width of approximately 6.5 m, with a single lane in each direction, and is marked with a centre line. At its southern end it meets Ruffell Road at a priority T-intersection. To the east of this intersection, Ruffell Road has a sealed width of 10 m with two marked lanes, and it provides access onto Te Rapa Road at a signalised T-intersection. This slightly convoluted route provides access to the northern end of the Te Rapa industrial area.

3.5 Other Links

Another key link is currently under construction. A consented development within the Stage 1 area of the SP will provide east-west links from Exelby Road/ Rotokauri road to Te Wetini Drive. Te Wetini Drive has a half-diamond grade-separated interchange which provides access to and from the south on SH1. East of the interchange the Wairere Drive ring road provides access to the south of Te Rapa (The Base etc.) and the wider Hamilton area.

3.6 Traffic Volumes

There is little traffic volume data available for many of the roads within the SP area. This is not unexpected, given the low-intensity rural nature of the surrounding land use, and the fact that none of the roads have significant strategic value. The following average daily traffic volume (ADT) data has been sourced from council traffic counts and the RAMM database. Peak hour volumes are not generally available for these roads, and have been estimated at 12% of the ADT where this is the case.

Road	Count Source/Type	ADT	Approximate Hourly Volume
Exelby Road	RAMM	550	66
Burbush Road	RAMM	590	71
Te Kowhai Road (SH39)	NZTA, tube count	3,761	451
Koura Drive (SH39)	Estimate, sum of Te Kowhai Rd and Burbush Rd	4,351	522
Onion Road	Waikato DC, estimate	400	48
Ruffell Road (Onion Rd to Te Rapa Rd)	RAMM	1,050	126
Rotokauri Road	RAMM	1,500	180

Table 1: Average Daily Traffic and Peak Hour Traffic Volumes

The volumes identified in Table 1 show that these roads are currently very lightly trafficked.

4. Potential Traffic Generation

It is understood that between 600 and 1,000 dwellings could be constructed as part of the development. As the site is within Stage 2 of the SP, it is likely that the surrounding land would not be similarly developed, and there would be no retail or commercial centres within the immediate vicinity. On this basis the potential for trip generation has been assessed as 'outer suburban'. The NZTA Research Report 453 "Trips and parking for land use" provides trip generation data for various land uses, based on surveyed sites within New Zealand. For outer suburban residential activity it advises design trip rates of 0.9 vehicle per hour (vph) and 6.8 vehicles per day (vpd) per dwelling.

On this basis it would be expected that the 600 to 1,000 dwellings could generate between 540 and 900 vph, and between 4,080 and 6,800 vpd.

The above volumes are total two-way volumes, and it is recognised that residential activity generates a 'tidal' distribution throughout the day. The Institute of Traffic Engineers notes that a distribution of 25% inbound and 75% outbound traffic can be expected during the AM peak, while 63% inbound and 37% outbound traffic can be expected during the PM peak.

The peak hour flows are summarised in Table 2.

Period	Inbound	Outbound	Total
AM	135 to 225 vph	305 to 675 vph	540 to 900 vph
PM	340 to 567 vph	200 to 333 vph	540 to 900 vph

Table 2: Peak Hour Trip Generation and Distribution

In terms of distribution onto the wider road network it is clear that since the development would be bringing forward a later stage of the SP realisation, some key elements of the internal SP road network will not be in place to support the development. In this regard, site traffic will be required to largely make use of the existing infrastructure. The clear outcome of this is that a significant proportion of site traffic would be expected to use SH39 to connect to SH1. This provides routes north to the wider Waikato, as well as a direct link to the Nawton and Frankton areas, and on to the CBD, plus destinations to the south and east.

However, the consented and under-construction links from Exelby Rd to Te Wetini Drive offer an alternative route to the CBD, wider Hamilton area, as well as SH1 to the south. The currently Exelby Road route carries only low volumes and would be an attractive alternative.

The following table sets out the potential increases in traffic volumes on key routes, assuming full development of the subject site and minimal additional infrastructure development. Note that the proportions of traffic are indicative estimates, and do not sum to 100% as some roads are considered as part of two or more routes.

Road	Current Hourly Volume	Proportion of Site Traffic	Assessed Additional Traffic	Potential Total Volume
Burbush Road (north end)	71	30%	162 to 270	187 to 295
Exelby Road (adjacent to site)	66	20%	108 to 180	174 to 246
Te Kowhai Road (SH39)	451	50%	270 to 450	721 to 901
Koura Drive (SH39)	522	80%	432 to 720	954 to 1,242
Exelby Road (south of site)	66	30%	162 to 270	228 to 336
Onion Road / Ruffell Road	126	<5%	27 to 45	153 to 171
Rotokauri Road	180	10%	54 to 90	234 to 270

Table 3: Potential Increases in Traffic Volumes on Key Routes (vph)

The figures outlined in Table 3 indicate that all roads in the immediate vicinity of the site are likely to experience significant increases in traffic volume. This is primarily due to the low existing volumes, which result in the additional traffic being a relatively high proportional increase.

The busiest road link is likely to be Koura Drive, with volumes of over 1,200 vph possible. Given the largely uninterrupted flow conditions on Koura Drive, however, a typical capacity in the region of 1,800+ vph could be expected in each direction. The volumes likely to arise from the proposed development would be well within the operational capacity of the highway.

Notwithstanding this, it is reasonable to expect that by the time the subject development reaches its upper threshold of 1,000 dwellings other land blocks within the SP will have been developed and the Minor Arterial – the key piece of roading infrastructure through the SP – could be in place. This would significantly affect the distribution from the subject site and would require further analysis.

5. Structure Plan Road Corridor Cross-Sections

The SP sets out a number of corridor cross-sections for each road type within the hierarchy, and these are set out as follows.

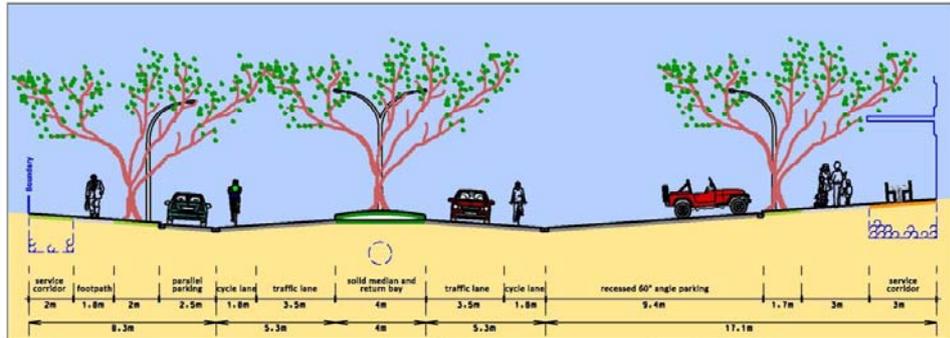


Figure 4: Minor Arterial Cross-Section (40 m Wide Corridor)

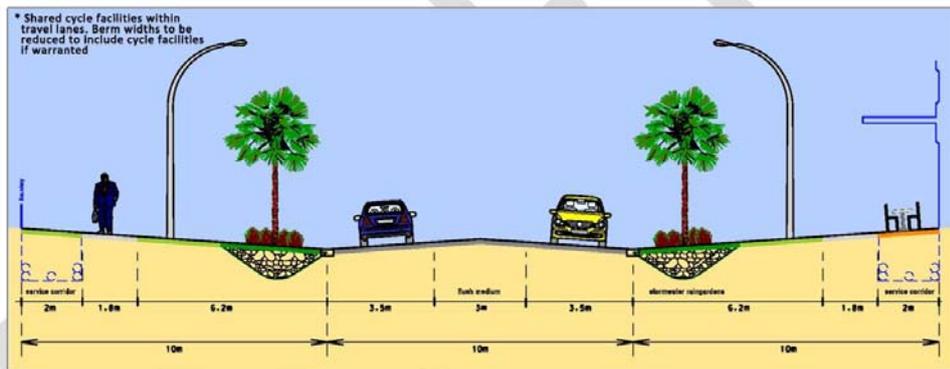


Figure 5: Collector Corridor Cross-Section (30 m Wide Corridor)

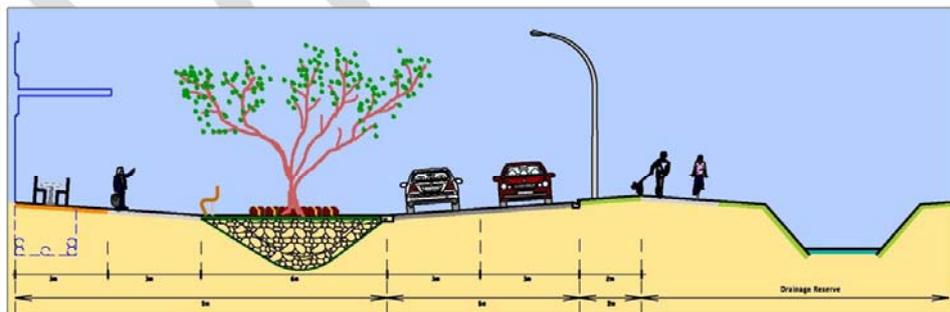


Figure 6: Local Road Cross-Section (20 m Wide Corridor)

6. Infrastructure Requirements

A number of key infrastructure elements will be required to be constructed as part of the development of the site. The sections of structure-planned roading which are set out in the SP will form the basis of the internal network. Variations to this network, i.e. adding or removing links at Collector level or above, or any changes to the connectivity which could be considered more than negligible, would be required to be achieved through a plan change process.

Within the site boundary, three Collector corridors are planned through the SP, as shown on Figure 7. One is a north-south alignment which will form part of a central Collector corridor through the wider SP area, connecting to SH39 at its northern end. For this report it is referred to as Road 1, as shown on Figure 7. From this, a Collector (Road 2) will connect to the north-south Minor Arterial corridor, and a Collector (Road 3) will connect to Exelby Road via an east-west internal SP link to the south of the site.

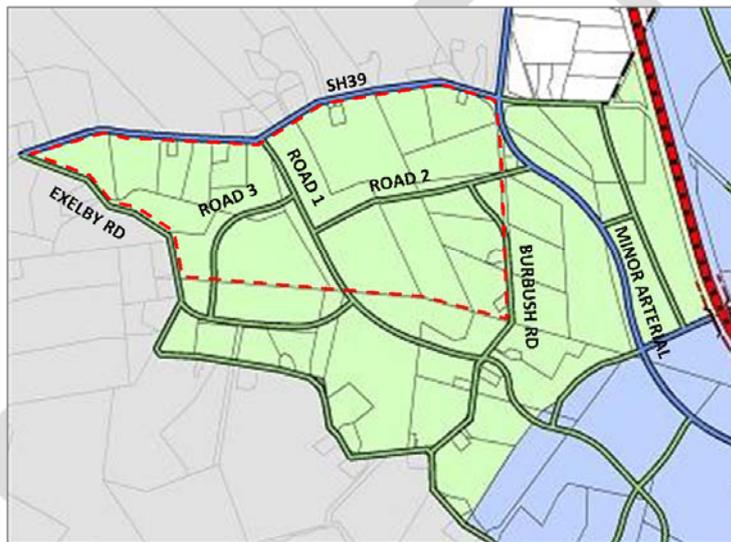


Figure 7: Structure Plan Roading Network

The southern part of the existing Burbush Road will become part of a Collector route, and the SP realigns Burbush road at its northern end. The existing south leg of the SH39 roundabout will be redirected to the south-east as part of the Minor Arterial corridor. The remainder of Burbush Road will be realigned westwards to connect to Road 2.

The following internal site elements will be required to be constructed as the site is developed:

- Road 1 (Collector) between SH39 and the southern site boundary.
- New intersection of Road 1 with SH39. Form to be determined in consultation with the NZ Transport Agency, likely options being a priority T-intersection or a roundabout. This will involve widening of the existing highway and may require

some degree of land acquisition on the north side of the highway, although this is speculative and would depend on the form of the intersection.

- Road 3 (Collector) west of Road 1. The western end of his road does not connect to other infrastructure within the site, and a reasonable solution would be to terminate the carriageway at the boundary, with the link being completed as the land block to the south is developed. However, an interim connection to Exelby Road may be required, which would provide a route to the south which avoids SH39.
- Road 2 (Collector) east of Road 1. This will ultimately connect to the Minor Arterial route, however the Minor Arterial corridor lies almost entirely outside of the subject site. An interim connection to the existing Burbush Road alignment may be required until such time as the neighbouring block of land is developed and the Minor Arterial is constructed.
- Exelby Road on the site boundary will need to be upgraded to meet the standards set out for Collector corridors (refer Figure 5). While the volumes expected due to the development are reasonably low, Exelby Road has a narrow seal width at present and would need some degree of seal widening in any case. As it is specifically identified in the SP as a Collector road, it will be incumbent upon a developer of the adjacent land to upgrade it to the appropriate SP standard at the time of development.
- The Exelby Road intersection with SH39 has a right-turn lane on the highway for traffic turning right into Exelby Road, and moderate seal widening to assist vehicles turning left off the highway. It appears that this widening is not fully compliant in terms of a standard left-turn deceleration facility, and the additional traffic using the intersection would likely trigger a need to add additional seal width.
- Burbush Road on the site boundary will also need to be upgraded to Collector corridor standard, for the same reasons set out for Exelby Road. In conjunction with upgrading the existing alignment, the proposed deviation to join Road 2 would be expected to be completed. As it is likely that the site is developed prior to the neighbouring block of land, an arrangement would need to be sought with HCC regarding interim connections.
- The increased traffic expected on SH39 can be adequately accommodated on the midblock sections, as described in Section 4, however the tidal nature of the expected flows during peak hours (largely outbound in the AM, and inbound during the PM) may have effects at the Te Kowhai Road/Koura Drive roundabout due to the imbalance in traffic volumes on each approach. Further investigation would be required to confirm the extent of any effect in this regard. Possible mitigation could include capacity increases at the roundabout (additional lanes).

It is also generally noted that while it is expected that any development within the SP area will follow the prescribed roading network, minor changes can be accommodated. This allows some scope to design either interim or permanent arrangements for the roads partly within the site which are not able to be fully constructed, in particular Roads 2 and 3.

7. Public Transport Provisions

In terms of public transport (PT) provisions, there are currently no buses serving the area around the subject site. Waikato Regional Council (WRC) has recently provided advice to TDG in regard to the future provision of bus services within Rotokauri. WRC has advised that while services are expected to be extended to Rotokauri in future, no specific routes have currently been identified. It is expected that PT access will be along arterial or collector roads only. Specific public transport facilities do not need to be identified or provided; development of transport corridors in line with those set out in the PODP will allow for the integration of a PT network as and when WRC extends the network into Rotokauri.

TDG

DRAFT



Green Seed Development

Proposed Subdivision, Rotokauri

Preliminary Transportation Review

November 2017

TDG Ref: 14662.001 report 171108.docx

Green Seed Development
Proposed Subdivision, Rotokauri

Preliminary Transportation Review
Quality Assurance Statement

Prepared by: 
Will Hyde
Senior Transportation Engineer

Reviewed by: 
Judith Makinson
Senior Associate

Approved for Issue by: 
Judith Makinson
Senior Associate

Status: Final

Date: 8 November 2017



PO Box 13-268, Tauranga 3141
New Zealand

P: +64 7 577 0555

www.tdg.co.nz

Table of Contents

1.	Introduction	1
2.	The Site	2
3.	Existing Transportation Environment	6
3.1	State Highway 39	6
3.2	Exelby Road.....	6
3.3	Burbush Road.....	7
3.4	Onion Road / Ruffell Road	7
3.5	Other Links.....	7
3.6	Traffic Volumes.....	7
4.	Potential Traffic Generation	9
5.	Infrastructure Requirements	11
6.	Structure Plan Road Corridor Cross-Sections	14
7.	Public Transport Provisions.....	16
8.	Conclusions	17

1. Introduction

This report is a desk-top assessment of the potential infrastructure upgrades which may be required to support the development of an area of land at the northern end of the Rotokauri Structure Plan, on the western edge of Hamilton.

The report examines and assesses the current roading infrastructure in the vicinity of the site, identifies planned network upgrades, assesses the expected traffic which the site could yield, and determines what infrastructure upgrades may be necessary to support the development of the site for residential activity.

2. The Site

The area proposed for subdivision comprises approximately 124 ha of land which is currently zoned *Future Urban Zone* in Hamilton City Council's ("HCC") Partly Operative District Plan ("PODP")¹. The site is within the Rotokauri Structure Plan area, as shown on Figure 1.

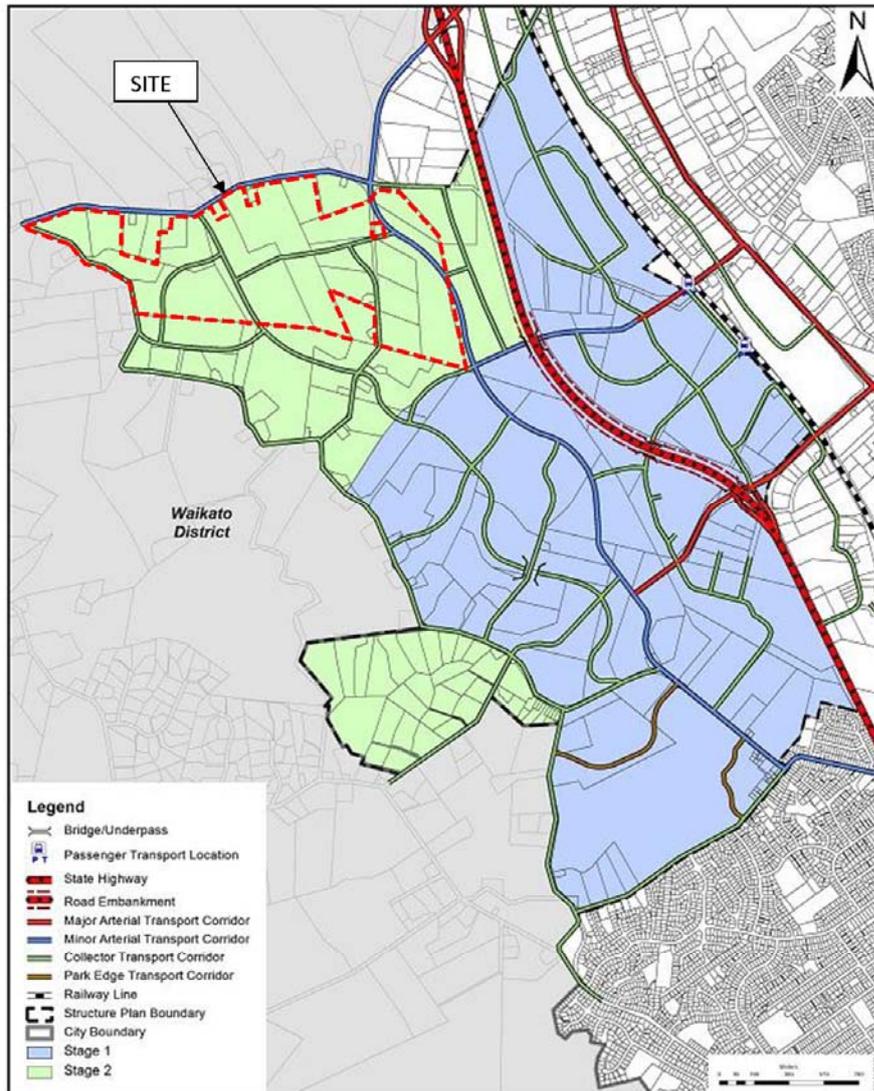


Figure 1: Site Location Within the Rotokauri Structure Plan Area

¹ District Plan Zoning Maps 12A/13A/14A.

The site is located at the edge of the city boundary but all roads are within Hamilton City Council or NZ Transport Agency control.

Figure 1 also shows that the site falls within the Stage 2 area of the Structure Plan (SP). The staging plan is for the eastern and central areas of the SP to be developed in the short to medium term, with the northern and western Stage 2 areas being developed in the long term. The proposed development of the site is therefore a departure from the planned staging.

Figure 2 shows the intended land use associated with different areas of the SP.

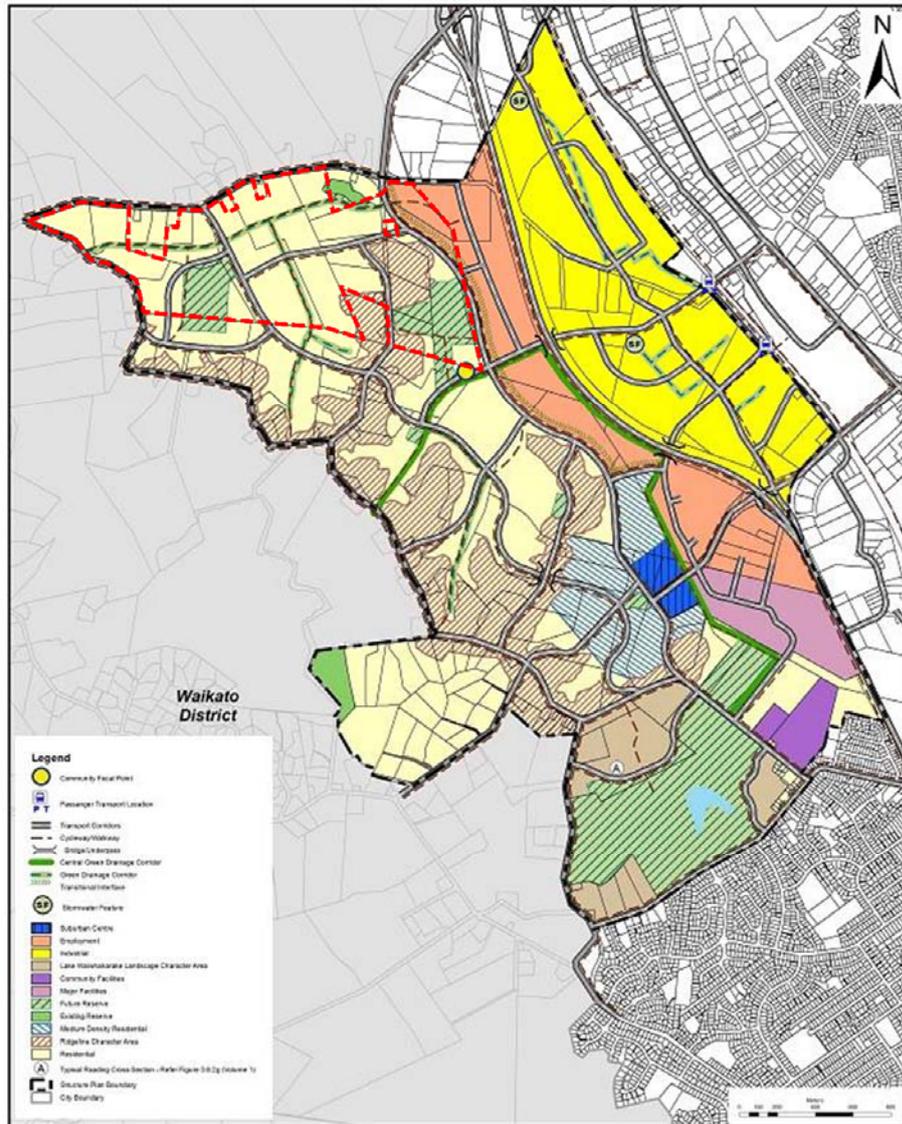


Figure 2: Rotokauri Structure Plan Land Use

Figure 2 shows that the intended land use for the subject site is predominantly Residential, with a small area of Employment activity, and with areas set aside for reserves. Some areas within the site have a Ridgeline Character overlay.

The PODP includes the following within its section on the Rotokauri SP:

“3.6.2.9 Staging

- a) *Constraints on the availability of infrastructure and network capacity limit the extent to which land can be released for development. Until capacity and services are available, it is essential the development potential of the remaining Rotokauri area is not compromised by interim development.*
- b) *Council's Long Term Plan or Annual Plan sets out the programme for providing infrastructure to service growth. Where a developer wishes to pursue development ahead of Council's programmes a Development Agreement will need to be entered into with Council to ensure that the infrastructure is provided in a way which is efficient and sustainable from a city wide perspective. In these cases it is anticipated that developers will bear the full cost of infrastructure provision. This approach will enable growth in areas that are not funded for infrastructure to be funded by developers under Development Agreements between all parties.”*

With regards to roading infrastructure, it includes the following:

“3.6.3.2 Roading

- d) *The release of land beyond Stage 1A will be contingent upon the availability of network capacity which may arise as a result of traffic generation being less than anticipated in the traffic growth assessments, or from completion of new infrastructure. Proposals for the development of land in 'Area B' on Figure 15-8a will require careful scrutiny to ensure that adequate network capacity exists to support the development, or will be provided as part of the development and they will not compromise the development of land in 'Area A' on Figure 15-8a. Development will require:*
 - i. *Construction of the Rotokauri Minor Arterial Road northwards from the neighbourhood centre, to connect with the extension of the Te Kowhai Road arterial shown on Diagram 15-8b.*
 - ii. *The following roading upgrades will be required to service the specific residential growth cells adjacent to Baverstock Road, Brymer Road, Exelby Road, Rotokauri Road and Lee Road. The works are to be undertaken in generally the following sequence as identified on Figure 15-8b:*
 - A. *Upgrade of western end of Baverstock Road including the intersection of Brymer Road and north to the Hamilton Zoo entrance.*
 - B. *Upgrade of Rotokauri Road between the new residential arterial transport corridor and Brymer Road.*
 - C. *Upgrade of Brymer Road from the Hamilton Zoo entrance, northwards to Lee Road.*

D. Upgrade of Lee Road.

e) *The development of land outside Areas 'A' and 'B' (Figure 15-8a) will need to coincide with the northwards extension of Rotokauri Minor Arterial Road to connect with Te Kowhai Road at the City Boundary."*

The key points to consider are (d)(i) and (e) in relation to the extension of the Rotokauri Minor Arterial Road proceeding northwards and connecting with Te Kowhai Road. The other elements of roading infrastructure would be associated with development further south than the site.

The southern section of minor arterial road is currently under construction as part of a consented subdivision adjacent to Rotokauri Road. However, this is unlikely to extend past Lee Road in the short to medium term. The Minor Arterial passes through the north-eastern corner of the subject site, and then proceeds approximately along the site boundary to the south-east corner. However, there remains a significant gap (approximately 1.3 km) between the northern end of the consented subdivision and the proposed site, making connection of Rotokauri Minor Arterial Road unlikely for some time. However, the site has the potential to have multiple connections to SH39, potentially offering an alternative means of strategic access to the site until such time that the Rotokauri Minor Arterial Road can be connected. This will require negotiation with and agreement from both HCC and NZTA.

3. Existing Transportation Environment

Figure 3 shows the site in the context of the surrounding roading infrastructure.



Figure 3: Existing Roading Infrastructure

3.1 State Highway 39

State Highway 39 (SH39/Te Kowhai Road) runs approximately east-west along the north boundary of the site. At the north-east corner of the site the state highway continues northwards on Koura Drive to a full grade-separated interchange with SH1 (the Waikato Expressway).

SH39 is a two-way two-lane road with a typical seal width of approximately 11 m and is marked with a centre line and edge lines. This section of SH39 was upgraded in 2014 as part of a project to re-route SH39 as a more direct link to SH1. The project included a new intersection, road widening, curve easing and other safety improvements like moving power poles.

SH39 continues northwards from Te Kowhai Road's roundabout intersection with Burbush Road, on Koura Drive. Koura Drive has a single lane in each direction and a solid median. The road reserve for Koura Drive is in excess of 40 m wide, which will allow for future four-laning. Koura Drive connects to SH1 at a grade-separated full-diamond interchange 1 km north of Te Kowhai Road.

3.2 Exelby Road

Exelby Road runs approximately north-west/south-east between SH39 and Rotokauri Road, and forms the western boundary of the subject site. Rotokauri Road completes the link to the Baverstock and Nawton suburbs. It is currently a local rural road and has a typical seal

width of approximately 5.7 m in the vicinity of the site, with a road corridor width of 20 m. Between SH39 and Burbush Road, Exelby Road does not have any painted markings. The gently rolling topography and horizontal alignment of Exelby Road result in limited forward visibility at many curves.

South of Burbush Road, Exelby Road has a wider seal of approximately 6.2 m, and is marked with a centre line.

3.3 Burbush Road

Burbush Road runs approximately north-east/south-west between SH39 and Exelby Road, and forms the eastern boundary of the subject site. It is currently a local rural road and has a typical seal width of approximately 5.7 m in the vicinity of the site, within a road corridor of 20 m. Burbush Road is marked with a centre line from SH39 to Exelby Road.

3.4 Onion Road / Ruffell Road

Koura Drive continues as a local road east of the SH1 interchange and terminates at a priority T-intersection with Onion Road. Onion Road has a sealed width of approximately 6.5 m, with a single lane in each direction, and is marked with a centre line. At its southern end it meets Ruffell Road at a priority T-intersection. To the east of this intersection, Ruffell Road has a sealed width of 10 m with two marked lanes, and it provides access onto Te Rapa Road at a signalised T-intersection. This slightly convoluted route provides access to the northern end of the Te Rapa industrial area.

3.5 Other Links

Another key link is currently under construction. A consented development within the Stage 1 area of the SP will provide east-west links from Exelby Road/ Rotokauri Road to Te Wetini Drive. Te Wetini Drive has a half-diamond grade-separated interchange which provides access to and from the south on SH1. East of the interchange the Wairere Drive ring road provides access to the south of Te Rapa (The Base etc.) and the wider Hamilton area.

3.6 Traffic Volumes

There is little traffic volume data available for many of the roads within the SP area. This is not unexpected, given the low-intensity rural nature of the surrounding land use, and the fact that none of the roads have significant strategic value. The following average daily traffic volume (ADT) data has been sourced from council traffic counts and the RAMM database. Peak hour volumes are not generally available for these roads, and have been estimated at 12% of the ADT where this is the case.

Road	Count Source/Type	ADT	Approximate Hourly Volume
Exelby Road	RAMM	550	70
Burbush Road	RAMM	590	70
Te Kowhai Road (SH39)	NZTA, tube count	3,761	450
Koura Drive (SH39)	Estimate, sum of Te Kowhai Rd and Burbush Rd	4,351	520
Onion Road	Waikato DC, estimate	400	5
Ruffell Road (Onion Rd to Te Rapa Rd)	RAMM	1,050	130
Rotokauri Road	RAMM	1,500	180

Table 1: Average Daily Traffic and Peak Hour Traffic Volumes

The volumes identified in Table 1 show that these roads are currently very lightly trafficked.

4. Potential Traffic Generation

It is understood that up to 2,000 dwellings could be constructed as part of the development. As the site is within Stage 2 of the SP, it is likely that the surrounding land would not be similarly developed if the proposed 'out of stage' timing is adopted, and there would be no retail or commercial centres within the immediate vicinity. On this basis the potential for trip generation has been assessed as 'outer suburban'. The NZTA Research Report 453 "Trips and parking for land use" provides trip generation data for various land uses, based on surveyed sites within New Zealand. For outer suburban residential activity it advises design trip rates of 0.9 vehicle per hour (vph) and 6.8 vehicles per day (vpd) per dwelling.

On this basis it would be expected that the 2,000 dwellings could generate up to 1,800 vph, and between 13,600 vpd.

The above volumes are total two-way volumes, and it is recognised that residential activity generates a 'tidal' distribution throughout the day. The Institute of Traffic Engineers notes that a distribution of 25% inbound and 75% outbound traffic can be expected during the AM peak, while 63% inbound and 37% outbound traffic can be expected during the PM peak.

The peak hour flows are summarised in Table 2.

Period	Inbound	Outbound	Total
AM	450 vph	1350 vph	1800 vph
PM	1134 vph	740 vph	1800 vph

Table 2: Peak Hour Trip Generation and Distribution

In terms of distribution onto the wider road network it is clear that since the development would be bringing forward a later stage of the SP realisation, some key elements of the internal SP road network will not be in place to support the development. In this regard, site traffic will be required to largely make use of the existing infrastructure. The clear outcome of this is that a significant proportion of site traffic would be expected to use SH39 to connect to SH1. This provides routes north to the wider Waikato, as well as a direct link to the Nawton and Frankton areas, and on to the CBD, plus destinations to the south and east.

However, the consented and under-construction links from Exelby Rd to Te Wetini Drive offer an alternative route to the CBD, wider Hamilton area, as well as SH1 to the south. The current Exelby Road route carries only low volumes and would be an attractive alternative.

The following table sets out the potential increases in traffic volumes on key routes, assuming full development of the subject site and minimal additional infrastructure development. These are based on a preliminary estimate of distribution onto the network, and for completeness a detailed analysis based on the current version of the WRTM is recommended. Note that the proportions of traffic are indicative estimates, and do not sum to 100% as some roads are considered as part of two or more routes.

Road	Current Hourly Volume	Proportion of Site Traffic	Assessed Additional Traffic	Potential Total Volume
Burbush Road (north end)	71	30%	540	610
Exelby Road (adjacent to site)	66	20%	360	430
Te Kowhai Road (SH39)	451	50%	900	1,350
Koura Drive (SH39)	522	80%	1,440	1,960
Exelby Road (south of site)	66	30%	540	610
Onion Road / Ruffell Road	126	<5%	90	220
Rotokauri Road	180	10%	180	360

Table 3: Potential Increases in Traffic Volumes on Key Routes (vph)

The figures outlined in Table 3 indicate that all roads in the immediate vicinity of the site are likely to experience significant increases in traffic volume. This is primarily due to the low existing volumes, which result in the additional traffic being a relatively high proportional increase.

The busiest road link is likely to be Koura Drive, with two-way volumes of over 1,900 vph possible. Given the largely uninterrupted flow conditions on Koura Drive, however, a typical capacity in the region of 1,800+ vph could be expected in each direction. The volumes likely to arise from the proposed development would therefore most likely be within the operational capacity of the highway midblock, however at these volumes further analysis would be required to detail potential effects at intersections. It is likely that some degree of sensitivity testing would be required to assess different degrees of development of other (external to the site) elements of the SP infrastructure.

In general, the existing infrastructure is likely to have the ability to accommodate the volumes which might be expected to result from the proposed development, without the minor arterial route being completed. However, it is possible that some minor safety works would be required, to improve visibility at curves for example, or at some intersections. The need for and extent of such works would require further study.

Notwithstanding this, it is clear that the full potential yield of 2,000 dwellings would take some considerable time to construct and become occupied. It is possible that by the time the subject development reaches its upper threshold of 2,000 dwellings other land blocks within the SP will have been developed and the Minor Arterial – the key piece of roading infrastructure through the SP – could be in place. This would significantly affect the distribution of traffic to and from the subject site and would require further analysis.

5. Infrastructure Requirements

A number of key infrastructure elements will be required to be constructed as part of the development of the site. The sections of structure-planned roading which are set out in the SP will form the basis of the internal network. Variations to this network, i.e. adding or removing links, or any changes to the connectivity, may trigger requirements for notification at the time of consent application.

Within the site boundary, four Collector corridors are planned through the SP, as shown on Figure 4. One is a north-south alignment which will form part of a central Collector corridor through the wider SP area, connecting to SH39 at its northern end. For this report it is referred to as Road 1, as shown on Figure 4. From this, a Collector (Road 2) will connect to the north-south Minor Arterial corridor, and a Collector (Road 3) will connect to Exelby Road via an east-west internal SP link to the south of the site. The southern part of the existing Burbush Road will become part of a Collector route, and the SP realigns Burbush Road at its northern end to connect to Road 2.

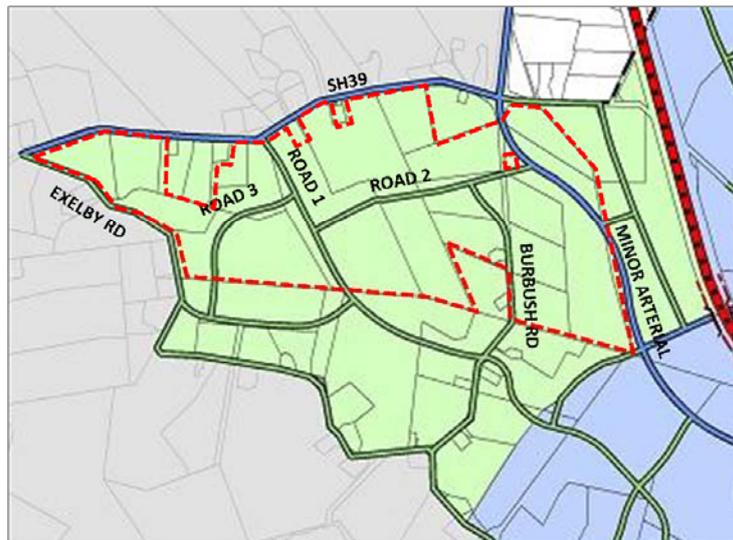


Figure 4: Structure Plan Roading Network

The existing south leg of the SH39 roundabout (Burbush Road) will be redirected to the south-east as part of the Minor Arterial corridor. The remainder of Burbush Road will be realigned westwards to connect to Road 2.

The following internal site elements will be required to be constructed as the site is developed:

- Road 1 (Collector) between SH39 and the southern site boundary.
- New intersection of Road 1 with SH39. Form to be determined in consultation with the NZ Transport Agency, likely options being a priority T-intersection or a roundabout. This will involve widening of the existing highway and may require

some degree of land acquisition on the north side of the highway, although this is speculative and would depend on the form of the intersection.

- Road 3 (Collector) west of Road 1. The western end of this road does not connect to other infrastructure within the site, and a reasonable solution would be to terminate the carriageway at the boundary, with the link being completed as the land block to the south is developed. However, an interim connection to Exelby Road may be required, which would provide a route to the south which avoids SH39.
- Road 2 (Collector) east of Road 1. This will connect to the Minor Arterial route.
- Exelby Road on the site boundary will need to be upgraded to meet the standards set out for Collector corridors (refer Figure 6). While the volumes expected due to the development are reasonably low, Exelby Road has a narrow seal width at present and would need some degree of seal widening in any case. As it is specifically identified in the SP as a Collector road, it will be incumbent upon a developer of the adjacent land to upgrade it to the appropriate SP standard at the time of development.
- The Exelby Road intersection with SH39 has a right-turn lane on the highway for traffic turning right into Exelby Road, and moderate seal widening to assist vehicles turning left off the highway. It appears that this widening is not fully compliant in terms of a standard left-turn deceleration facility, and the additional traffic using the intersection would likely trigger a need to add additional seal width.
- Burbush Road at the south-east corner of the site will also need to be upgraded to Collector corridor standard, for the same reasons set out for Exelby Road. In conjunction with upgrading the existing alignment, the proposed deviation to join Road 2 would be expected to be completed.
- The increased traffic expected on SH39 can be adequately accommodated on the midblock sections, as described in Section 4, however the tidal nature of the expected flows during peak hours (largely outbound in the AM, and inbound during the PM) may have effects at the Te Kowhai Road/Koura Drive roundabout due to the imbalance in traffic volumes on each approach. Further investigation would be required to confirm the extent of any effect in this regard. Possible mitigation could include capacity increases at the roundabout (additional lanes).
- The Minor Arterial Road would form a key part of the development of the site, as it will provide a link directly to Koura Drive, as an alternative to the Te Kowhai Road /SH39 route. Where the SP indicates the Minor Arterial's position just outside the subject site area, discussions with HCC will be needed to determine whether the alignment should be brought inside the site in order to facilitate its development for the fullest extent.

As it is likely that the site will be developed prior to the neighbouring blocks of land, an arrangement would need to be sought with HCC regarding interim connections where internal roads cross site boundaries. It is also recommended that discussions be held with HCC in relation to the form of the proposed minor arterial and collector roads to ensure continuity with the roads being developed in the southern section of the SP area.

It is also generally noted that while it is expected that any development within the SP area will follow the prescribed roading network, minor changes can be accommodated. This allows some scope to design either interim or permanent arrangements for the roads partly within the site which are not able to be fully constructed, in particular Roads 2 and 3, but also the Minor Arterial Road as discussed above.

Consultation may be required with Waikato District Council as an affected party with respect to Exelby Road, and with the NZTA which is the road controlling authority for SH39.

Given the size of the subject site and the scale of the proposed development, it is noted that the development has the potential to be staged, with conditions attached allowing additional stages to be progressed subject to the development of the wider SP road network. Key triggers could include the completion of the Minor Arterial route, or the upgrade of Collector Routes (e.g. Exelby Road and Burbush Road) to appropriate standards. The development of the local roading network to support the Collector and Minor Arterial Roads will need to take into account both short-term and long-term network connectivity needs, to minimise no-exit roads in the long term.

6. Structure Plan Road Corridor Cross-Sections

The SP sets out a number of corridor cross-sections for each road type within the hierarchy, and these are set out as follows.

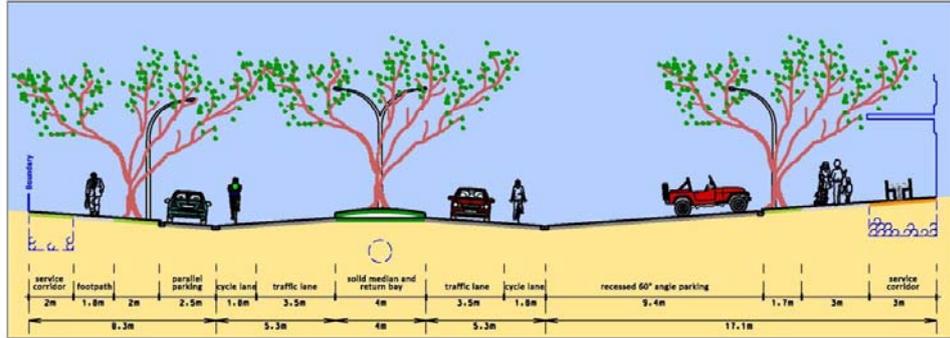


Figure 5: Minor Arterial Cross-Section (40 m Wide Corridor)

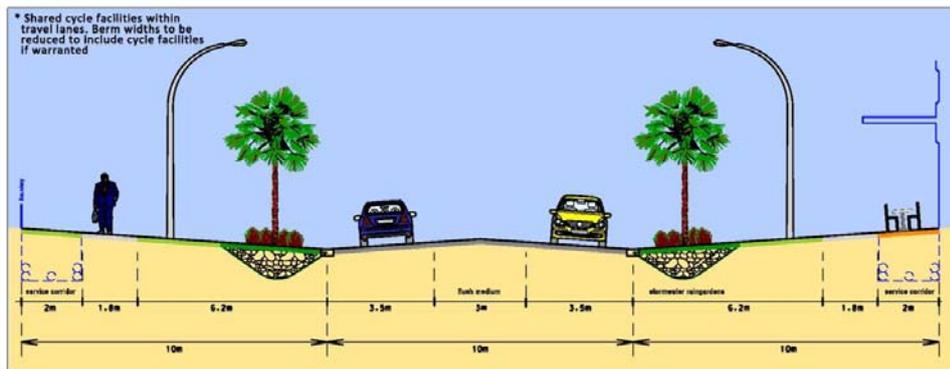


Figure 6: Collector Corridor Cross-Section (30 m Wide Corridor)

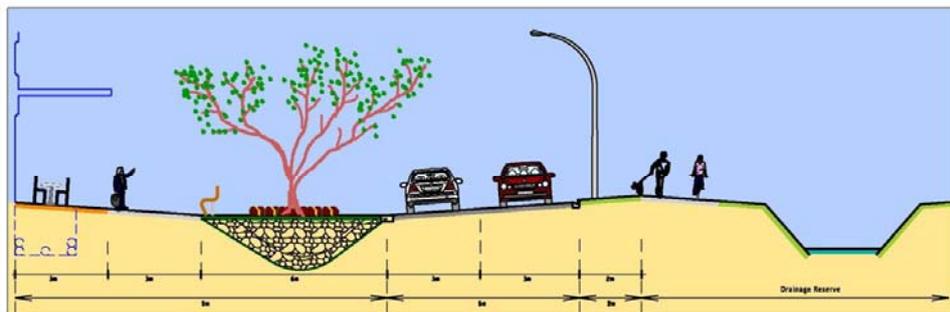


Figure 7: Local Road Cross-Section (20 m Wide Corridor)

It is noted that these cross-sections are not consistent with the road corridor requirements set out in Appendix 15 of the PODP. However, variations to the prescribed cross-section from can be achieved, subject to discussions and agreement with HCC. It is recommended

that these discussions be held at an early stage of development in order to set the required road corridor widths.

Attachment 3

Item 5

7. Public Transport Provisions

In terms of public transport (PT) provisions, there are currently no buses serving the area around the subject site. The Orbiter route runs adjacent to the Wintec Rotokauri campus, and Waikato Regional Council (WRC) has recently undertaken consultation regarding this service. WRC has also provided advice to TDG in regard to the future provision of bus services within Rotokauri. WRC has advised that while services are expected to be extended to Rotokauri in future, no specific routes have currently been identified. It is expected that PT access will be along arterial or collector roads only. Specific public transport facilities do not need to be identified or provided; development of transport corridors in line with those set out in the PODP will allow for the integration of a PT network as and when WRC extends the network into Rotokauri.

8. Conclusions

It is proposed to develop approximately 124 ha of land at the northern end of the Rotokauri Structure Plan Area with up to 2,000 residential dwellings. The site is on land which forms part of Stage 2 of the anticipated development of the structure plan area.

Consideration has been given to development of the site ahead of the expected structure plan timeline. The infrastructure planning set out in the PODP requires the development of land to coincide with the construction of the Rotokauri Minor Arterial Road between Te Wetini Drive and Rotokauri Road (SH39). It is likely that this will require that:

- The northern end of the Minor Arterial road would be constructed as part of the development of the site, which aligns with this planning requirement;
- Connections to SH39 at three locations be provided as this would provide a key major arterial link to the city and the wider road network in the short term until the minor arterial road is completed to the south as part of other developments. This may entail localised safety improvements; and
- Upgrades to Exelby and Bremner Roads to urban collector road standards be implemented .

It is further noted that the development has the potential to be staged, with conditions attached allowing additional stages subject to the development of the wider SP road network, such as the completion of the Minor Arterial and the upgrade of Collector Routes to appropriate standards.

Recommended actions going forward at the appropriate time within the project:

- As site masterplan is developed, consider short term and long term roading layout and connections. Talk to HCC about the road network proposals and the proposed staging of development and infrastructure delivery;
- Consider walking and cycling connections as well as road connections;
- Talk to NZTA regarding SH39 connections and their expectation of intersection form and function, for both the short and long term;
- Following the above consultation, review design requirements and existing road corridors to make sure that likely mitigations/infrastructure provision can be delivered within the site or road corridor;
- Identify what level of development can occur for each level of mitigation e.g. SH39 intersection upgrades needed for 500 houses; collector road upgrades required for 200 houses, etc;
- An Integrated Transportation Assessment (ITA) will be needed for subdivision. The scope of the ITA will need to be agreed with HCC and NZTA but is likely to entail use of WRTM to assess wider network effects. The WRTM is currently being updated and there are some project risks associated with this, depending on project timeframes. The new version is not yet ready for public use, however NZTA is keen to make sure all strategic network decisions are based on the new version of the model. Given the scale of the proposal,

Overall, it is concluded that the traffic effects from the proposed 2,000 dwellings are likely to be generally consistent with the assessed effects of the SP and that, with staging of

development and infrastructure delivery, these effects can be accommodated by the roading network.

TDG

Item 5

Attachment 3



Memorandum

To: Michael Gao

From: Will Hyde

Date: 11/10/17

Job N°: 14662.001

Subject: Green Seed Development proposal (124ha), Rotokauri

Following our recent correspondence TDG has prepared an update to our earlier review of the Waikato Regional Transport Model (WRTM) to assist with your proposed plan change, which brings the development of the subject site forward in term of the expected staging of the Rotokauri Structure Plan. The modelling has been undertaken in early October 2017 using the Network 42 (3T) version of the 2006 WRTM, in order to identify at a high level any significant issues. This older version of the model has been used as access to the updated model is currently limited due to analysis of major infrastructure projects having priority use of the new model. A review of the updated model will need to be undertaken at a future date, to confirm any findings and to satisfy Hamilton City Council (HCC).

This updated review assumes a larger site area than the previous assessment (124ha) and a maximum yield of 2,000 dwellings.

Our initial review indicates that the model zones within subject site have no land uses attributed to them in the base year (2006) and future years (2021 and 2041). As a consequence, these zones do not contribute traffic to the network.

The existing future years are considered to be the 'do minimum' scenarios, i.e. what would happen without the proposal, based on data in the model.

For comparison, the land use for these zones has been amended to residential for the future year scenarios. For the 2021 future year the model currently assumes that very little of the roading infrastructure related to the Rotokauri Structure Plan is in place. Links within the subject site have been modified slightly to better represent the connections which would be developed between the site and the adjacent network. These additional links are consistent with the more comprehensive network which is developed in the 2041 model.

For the year 2041 the full 2,000 dwellings have been assumed. The baseline data in the model indicates that the Rotokauri Structure Plan area is fully developed in terms of roading infrastructure by 2041. However, we note some minor changes in road alignment between the model and the network indicated in the Structure Plan documentation in the Hamilton District Plan, e.g. the north-south minor arterial link through Rotokauri has a slightly different alignment in the model. It is likely that this and other minor network amendments would be updated in the new release of the model, as we have previously discussed.

The link flows (mid-block traffic flows) and level of service (LoS) diagrams during the morning and evening peak periods for the 2006, 2021 and 2041 year models are attached, and a summary is provided below. The link flows are two-hour volumes.



Morning Peak

In the 2041 model the effects of the site-generated traffic are fairly minor, with negligible change in the LoS on the wider network. The development of the structure-planned network at Rotokauri allows for multiple route choices to and from all areas of the city, and so traffic is well dispersed.

In the 2021 model, however, the lack of anticipated infrastructure in the Rotokauri area effectively channels site-generated traffic on two routes: SH39 to the east and north; and Rotokauri Road to the south. In particular, the eastbound flow on SH39 starts to approach capacity for its current configuration, although the LoS plots do not indicate any significant issues. The increased flows expected on other local roads (e.g. Exelby Road, Rotokauri Road) may also trigger a need for safety improvements.

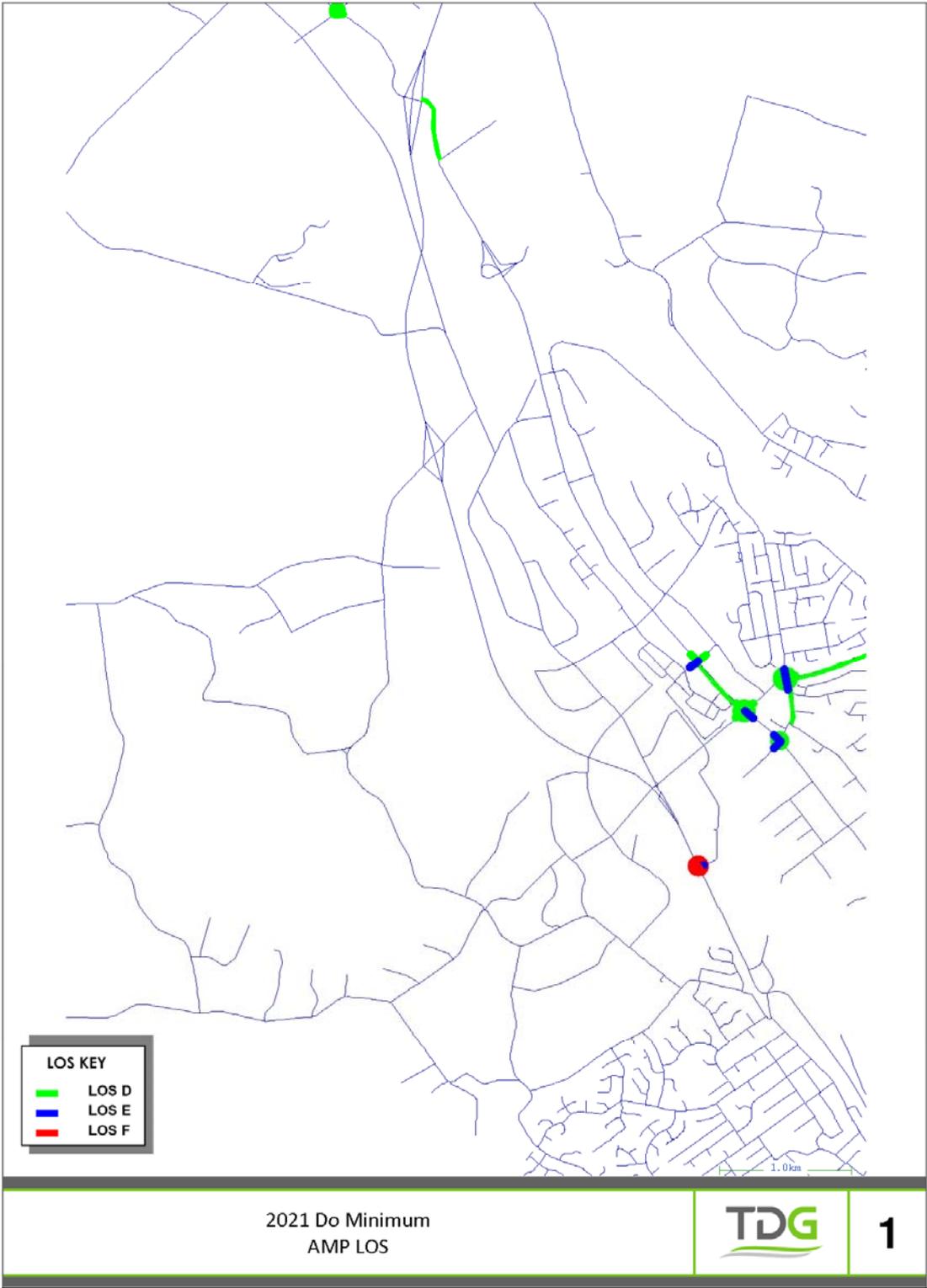
Evening Peak

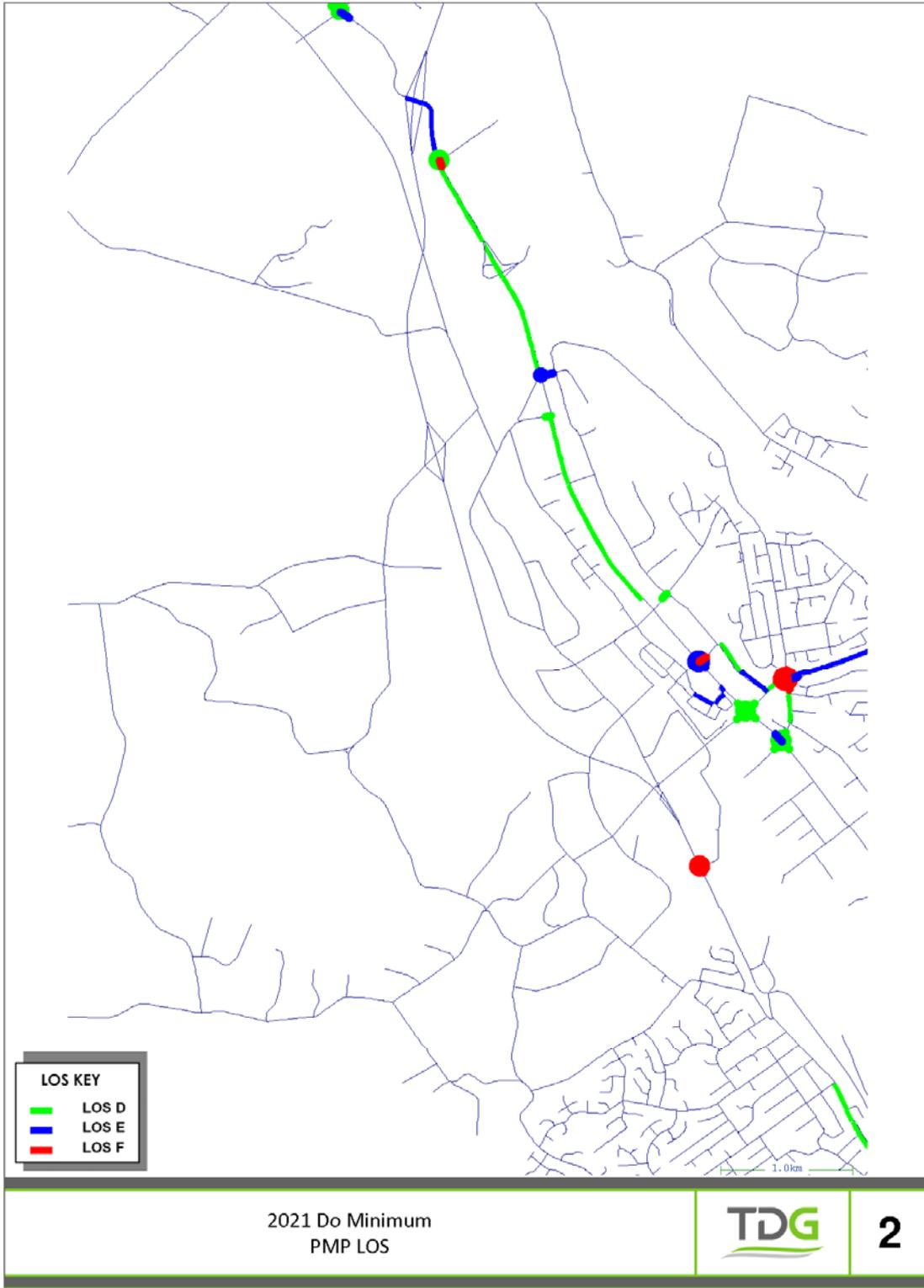
Similar patterns are observed in the evening peak period. The general lack of roading infrastructure development in the Rotokauri area channels traffic on two routes which subsequently would be expected to experience significant increases in traffic flow. The LoS plots indicate that the immediate routes to and from the site would operate with acceptable LoS, and negligible changes are indicated across the wider network. However, the traffic flows on key routes such as SH39 and Rotokauri Road indicate that they would likely be sensitive to any additional flows. Again, the increased flows expected on other local roads (e.g. Exelby Road, Rotokauri Road) may also trigger a need for safety improvements.

Summary

Overall the modelling indicates that subject to appropriate internal infrastructure and connections to the surrounding network, and some degree of mitigation on the network beyond the site, the network is likely to be able to support the proposed residential land use in the medium-term, without the surrounding Rotokauri Structure Plan roading infrastructure in place. However, the one-way flows on some road links indicate that there may be a reasonably high level of sensitivity, and it is reasonable to conclude that some degree of mitigation may be required.

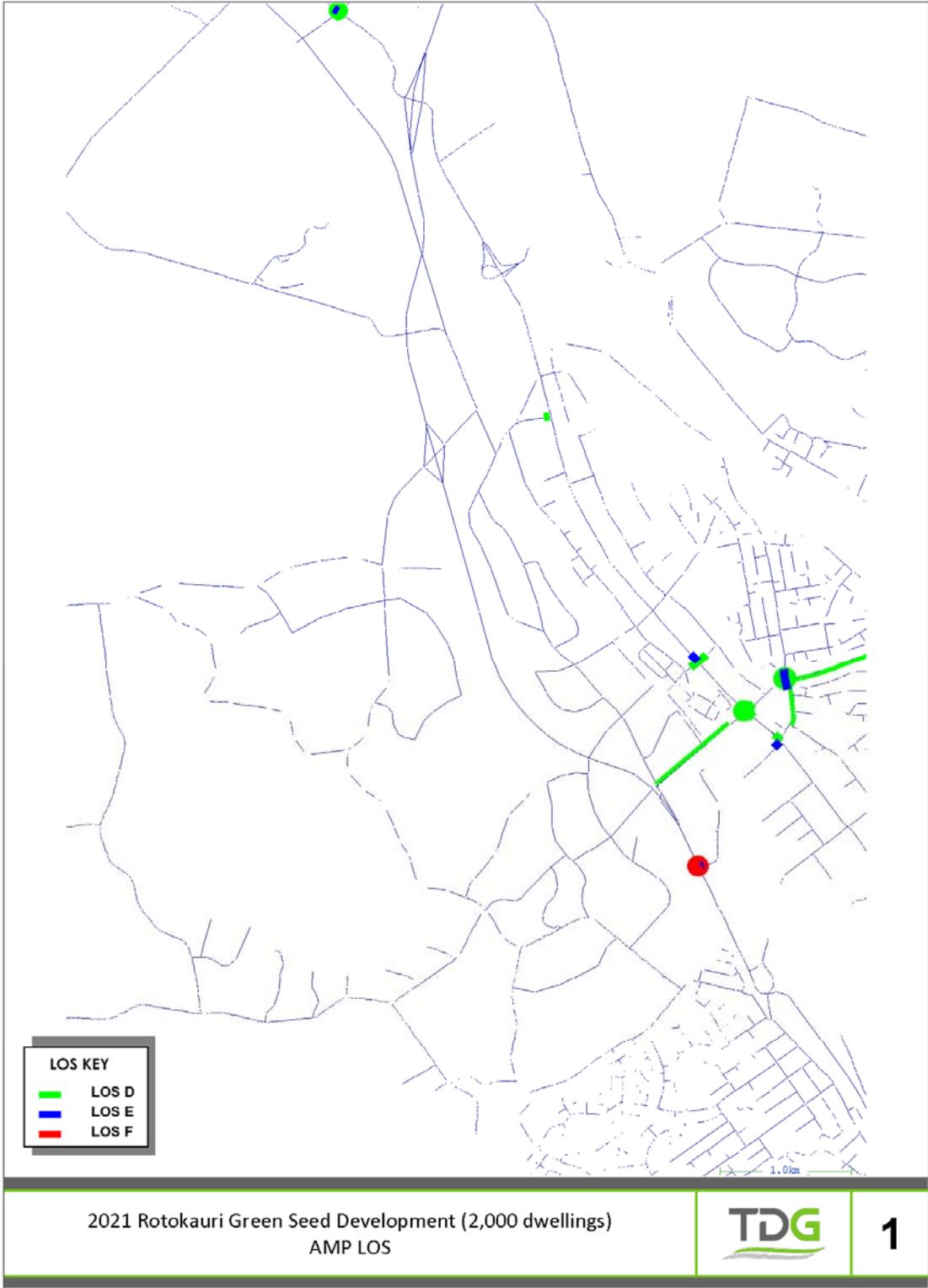
Given the recent levels of development (consented and actual) in the Rotokauri and Te Rapa area, it is expected that the updated WRTM will have numerous changes which could therefore affect these volumes. The medium-term future years in the updated model will also better reflect the infrastructure which is expected to be in place at each stage, which would influence the level of effects caused by the development of the site in advance of the prescribed staging plan. As has been previously discussed, a review of the updated WRTM will provide greater certainty in this regard and will be required by HCC as part of any consent application.

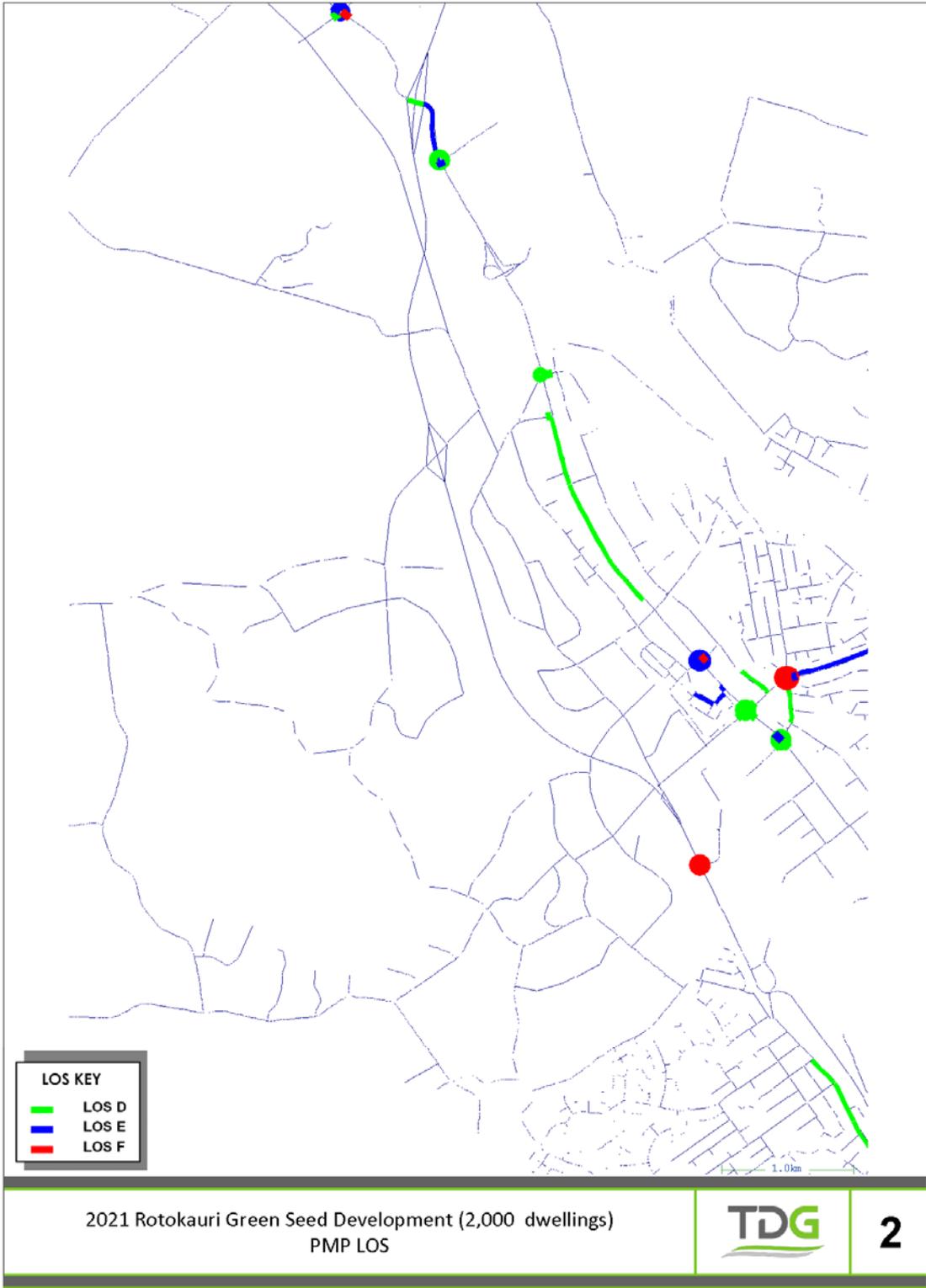






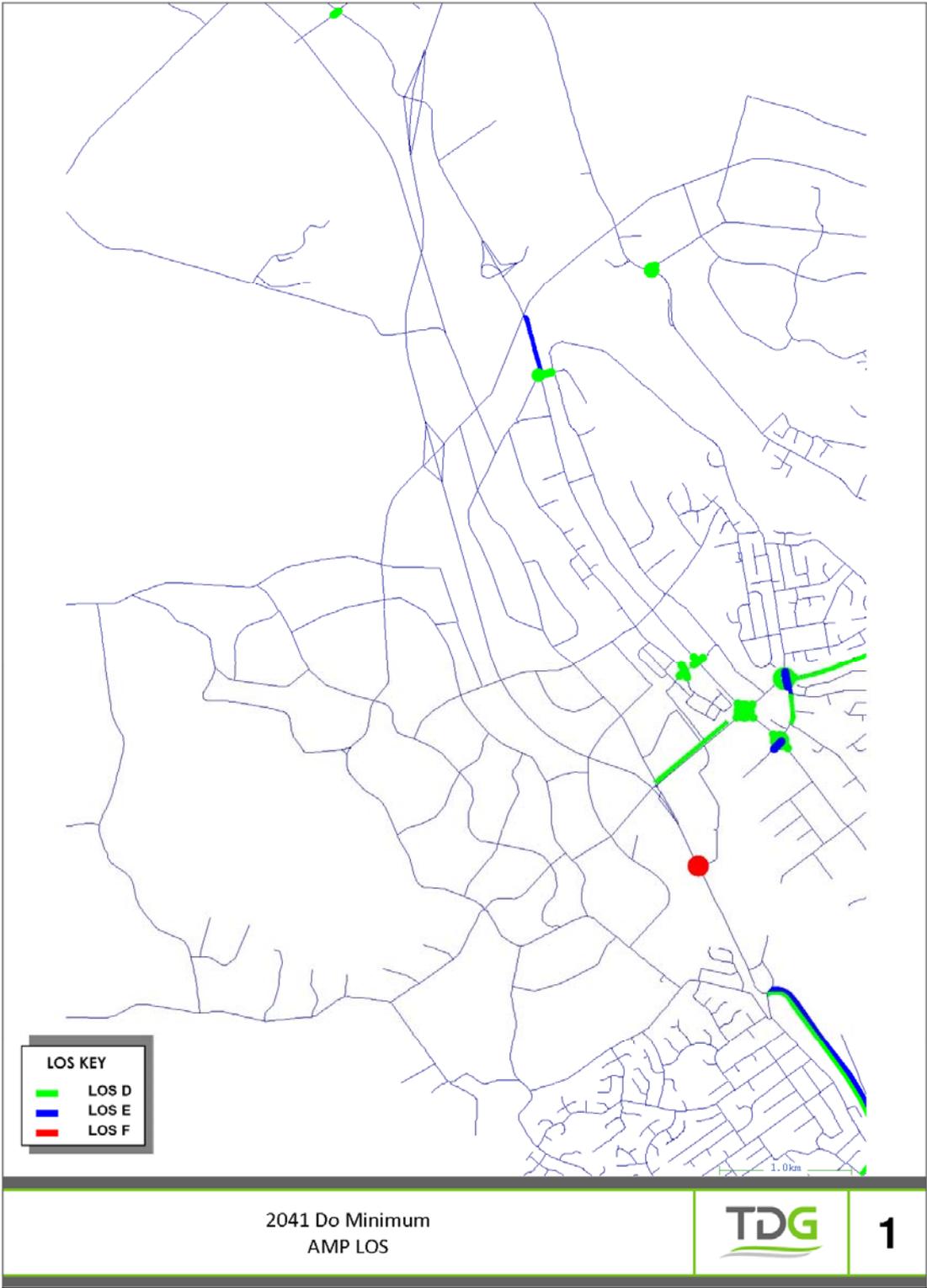


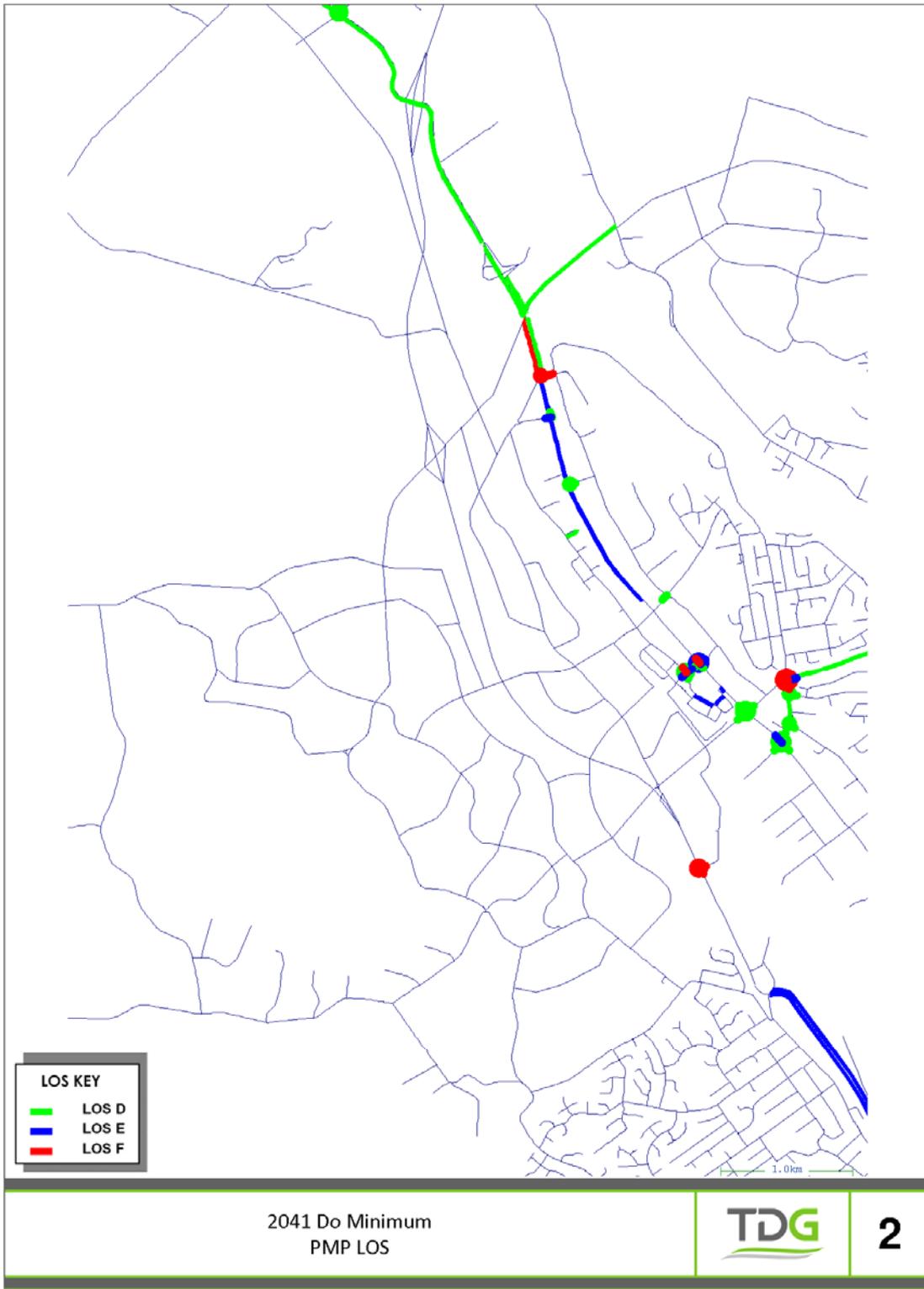














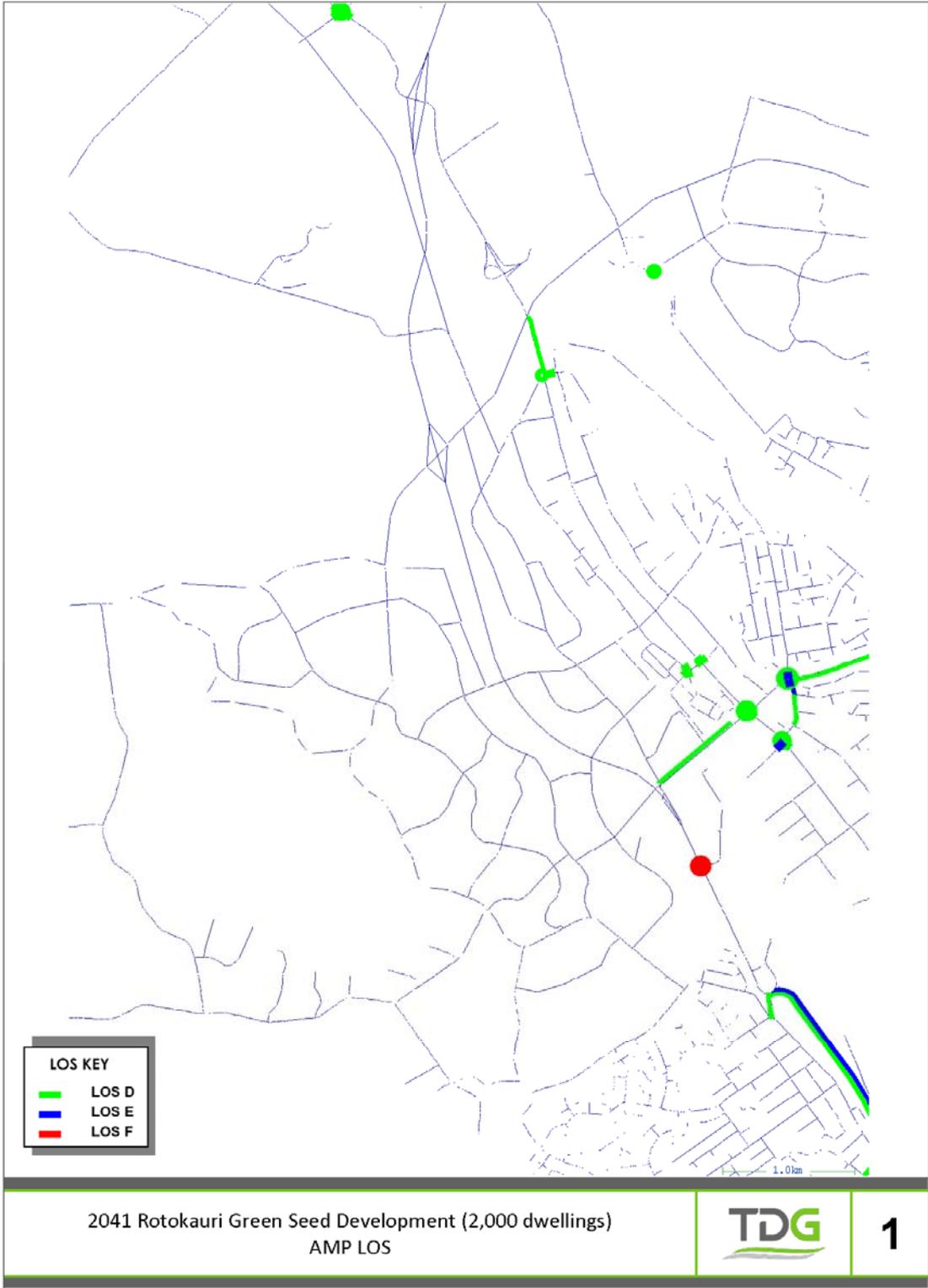
2041 Do Minimum
AMP Traffic Volumes

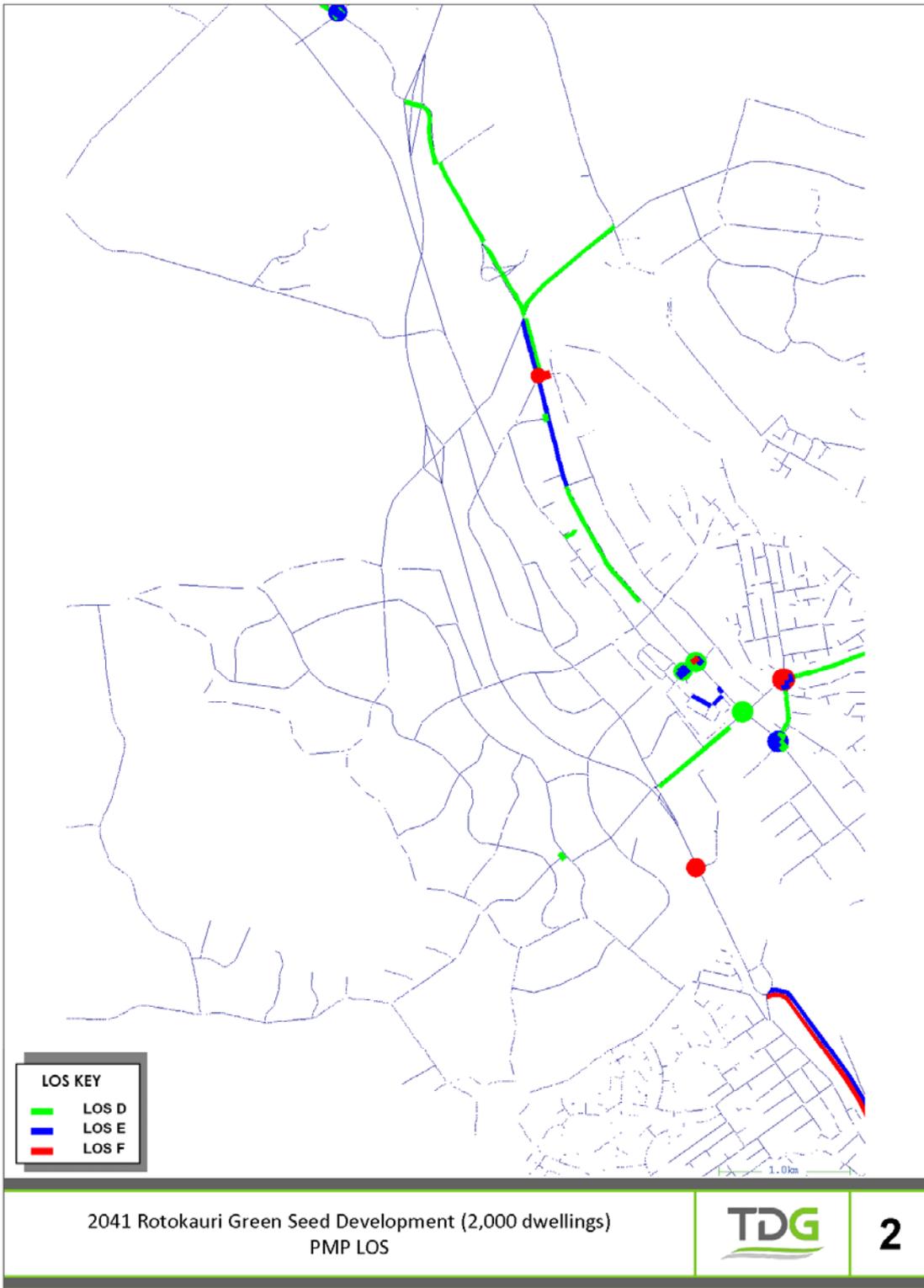




2041 Do Minimum
PMP Traffic Volumes











Rotokauri North Special Housing Area

ROKOKAURI NORTH SHA AREA (Figure 1)

Map legend

- Site area
- 1 Stage 1 (53.39ha)
- 2 Stage 2 (79.72ha)

Stages 1 and 2 sought as an SHA.
Total of 133.1109ha.

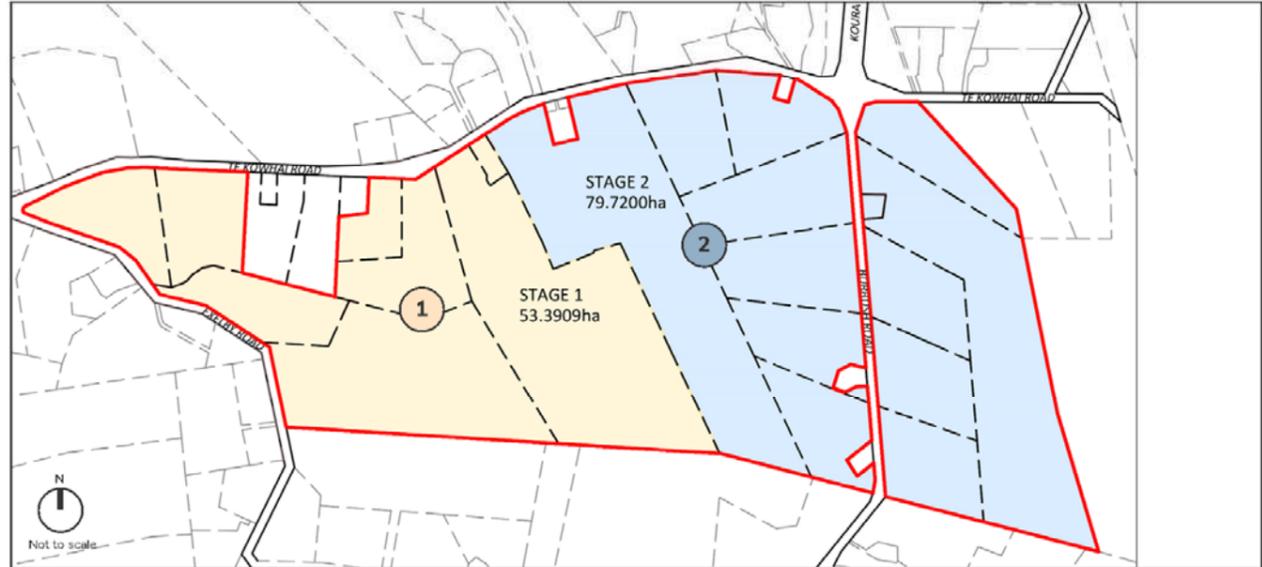


Figure 1: Rotokauri North SHA area

ROKOKAURI NORTH SHA CONCEPT (Figure 2)

Map legend

- Site area
- 1 Optimise connections to east (jobs) as well south.
- 2 Ensure each small centres is focused on its local community.
- 3 Maximise residential catchment around a small centre, and integrate movement network around the centre.
- 4 Provide for necessary stormwater conveyance and storage.
- 5 Provide district-level open space so as to maximise exposure and accessibility to all. Size will be determined by Council acquisition agreement.
- 6 Ensure sensitive slopes can be appreciated as landscape features.

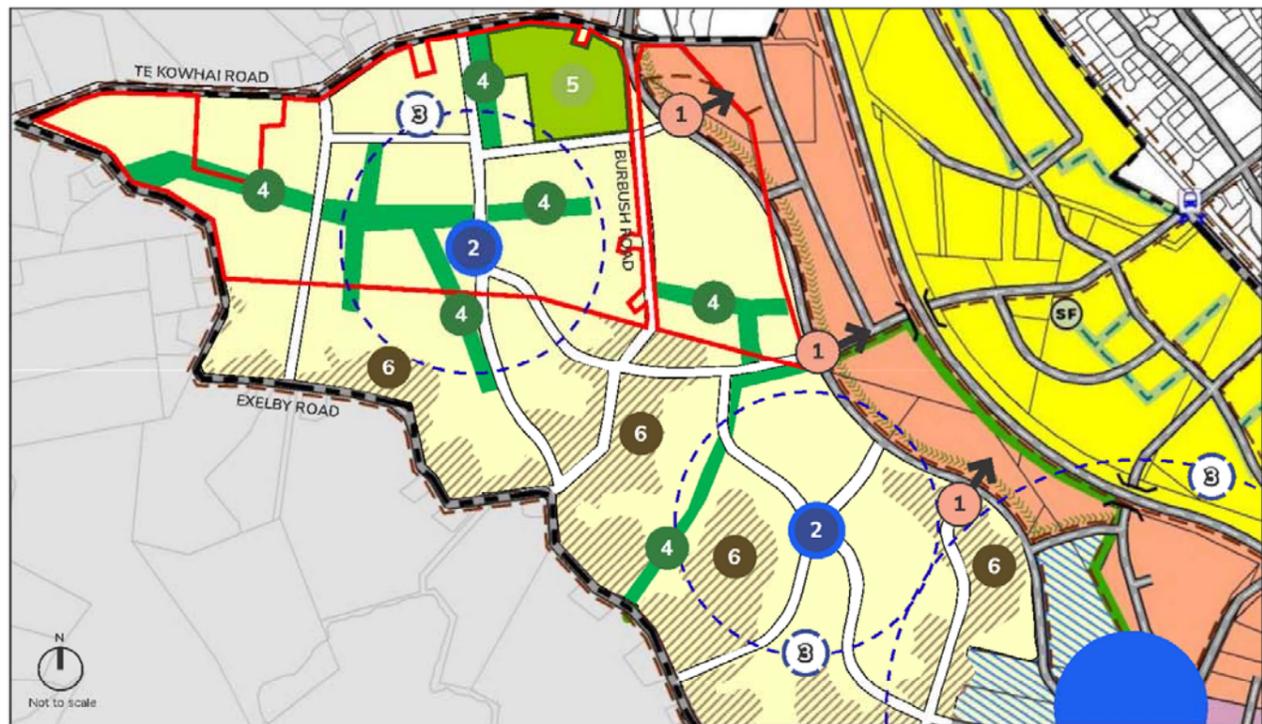


Figure 1: Key structuring elements of Rotokauri North SHA concept

ROKOKAURI NORTH SHA OPTIONS FOR STORMWATER (Figure 3)

Map legend

- Site area
- Floodway basin (conveyance and flood storage)
- Swale (conveyance only)
- Treatment wetlands
- Discharge locations

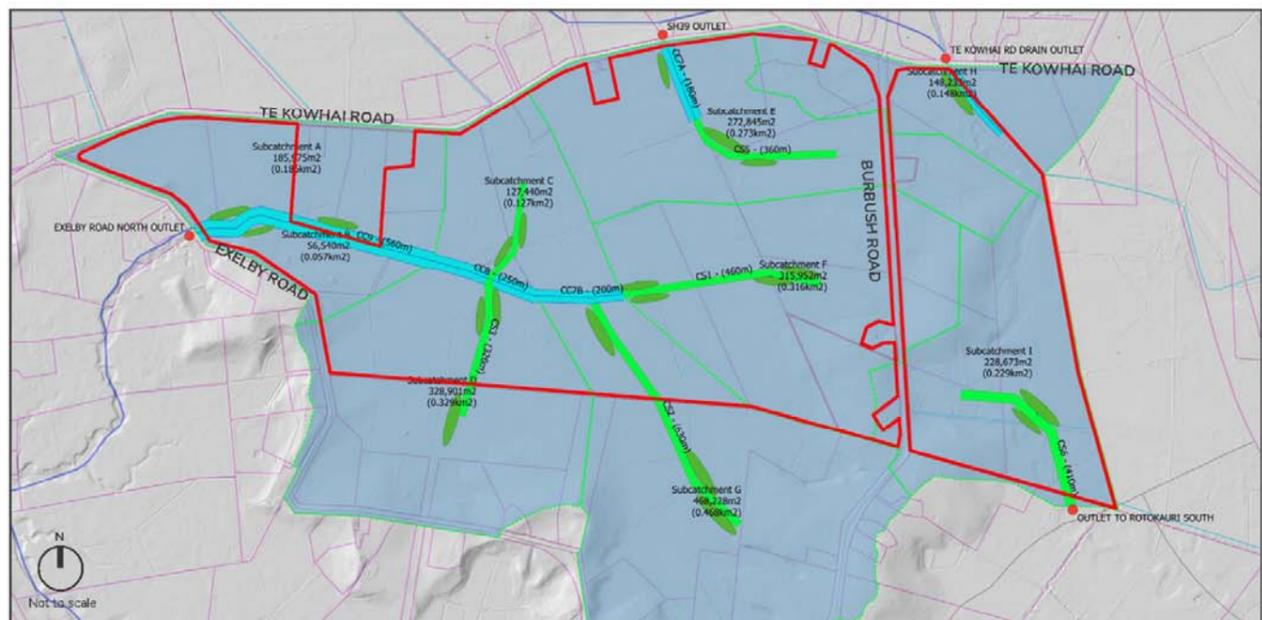


Figure 3: Rotokauri North SHA options for stormwater
Source: CKI Stormwater Solutions

Rotokauri North Special Housing Area

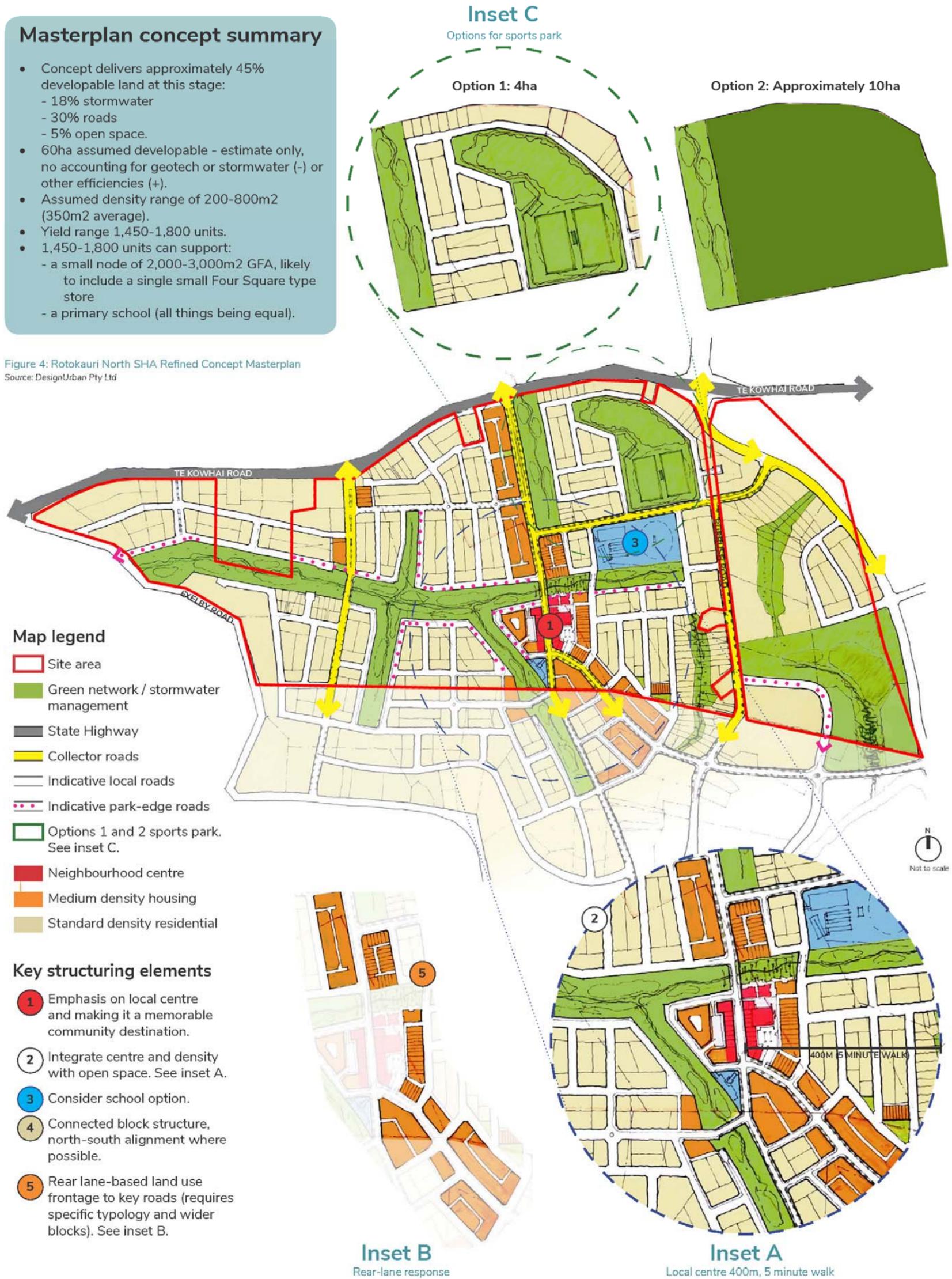
February 2018
Green Seed Consultants Ltd

ROKOKAURI NORTH SHA REFINED MASTERPLAN (Figure 4)

Masterplan concept summary

- Concept delivers approximately 45% developable land at this stage:
 - 18% stormwater
 - 30% roads
 - 5% open space.
- 60ha assumed developable - estimate only, no accounting for geotech or stormwater (-) or other efficiencies (+).
- Assumed density range of 200-800m² (350m² average).
- Yield range 1,450-1,800 units.
- 1,450-1,800 units can support:
 - a small node of 2,000-3,000m² GFA, likely to include a single small Four Square type store
 - a primary school (all things being equal).

Figure 4: Rotokauri North SHA Refined Concept Masterplan
Source: DesignUrban Pty Ltd



ATTACHMENT 5:

Waikato Regional Policy Statement

The Regional Policy Statement (RPS) provides an overview of resource management issues in the Waikato Region, and the ways in which integrated management of the region's natural and physical resources will be achieved. This includes protecting long-term benefits of regionally significant infrastructure and minimising land use conflicts and minimising potential for reverse sensitivity.

The proposed SHA has been assessed against the following policies and methods to ensure that SHA meets the objectives of the RPS:

1. Policy 6.1 Planned and co-ordinated subdivision use and development
2. This policy requires that development, including transport occurs in an integrated manner which:
 - a) Has regard to the principles in Section 6A
 - b) Recognises and addressed potential cumulative effects of development
 - c) Is based on sufficient information to allow assessment of long term effects of development
 - d) Has regard to the existing built environment
3. The relevant implementation methods relate to allocation and staging. Tables 6-1 and 2 in Section 6D (Policy 6.14) concern:
 - 6.1.1 regard to the principles in section 6A when preparing District Plans and development planning mechanisms such as structure plans;
 - 6.1.2 consider reverse sensitivity;
 - 6.1.6 growth strategies should identify a spatial pattern of land use and infrastructure and staging for at least 30 years; and
 - 6.1.8 wide ranging set of information should support new urban development
4. In summary, Table 6-1: Future Proof residential growth allocation and staging 2006-2061 earmarks Rotokauri as part of selected Hamilton greenfield development and therefore is clearly identified in the spatial land use and infrastructure plan for the City. The site forms the north-western portion of the growth cell and the initial isolation of this Stage 2 pocket of residential land would mean that it will predominantly be accessed by private car. Until the surrounding stage 1 area is serviced for urban development it would be inefficient to provide public transport to this pocket of residential land.
5. The site will be fully serviced and funded by the applicant, and as a result, the proposal will not compromise the regional and district policy or impact on committed public funding.
6. Policy 6.3 Co-ordinating growth and infrastructure
7. Policy 6.3 of the RPS references the need to coordinate development and growth, and the infrastructure to support it. Re-iterating the conclusion above, the site is clearly earmarked in Table 6-1 and the Structure Plan provides a comprehensive strategic spatial planning and development framework to affirm the site's consistency with this policy.

8. As assessed above, the site will be fully serviced and funded by the applicant, and as a result, the proposal will not compromise the regional and district policy or impact on committed public funding.
9. Policy 6.14 Adopting Future Proof land use pattern
10. The relevant provisions concern:
 - 6A Development Principles a)-t); and
 - 6.14.2 Land Release
11. The RPS aims to achieve planned and co-ordinated subdivision land use and development and in particular adopts the Future Proof land use pattern (Future Proof Strategy 2009). The RPS clearly identifies that new residential development should predominantly be located in the strategic residential nodes in [Table 6-1](#) (section 6D). The land release is brought forward on the basis that infrastructure services will be provided fully by the developer. The assessment is that the site's development overall will be consistent with the policy.
12. Policy 6.16 Commercial Development in the Future Proof area
13. Policy 6.16 provisions a)-g) of the RPS references the need to provide for varying levels of commercial development and predominantly through consolidation of existing centres identified in Table 6-4 (Section 6D).
14. Policy 6.16g) states that new centres are only developed where they are consistent with this policy and new centres avoid adverse effects both individually and cumulatively on the existing centres hierarchy identified in Table 6-4.
15. Given the level of detail at this masterplan stage is only high level to meet HASHAA requirements, it would be expected that the detailed scale, size and function of any proposed commercial centre in this location would need to consider its effect on the distribution, function and infrastructure associated with the nearest identified centre which would be Te Rapa North Commercial Centre when it comes to consent lodgement or plan change stage.
16. This report and recommendation supporting supply of residential dwellings in this location does not confer acceptability or otherwise for the proposed quantum of commercial node indicated but rather support for the principle of providing for a small neighbourhood centre in this location to support and compliment the level of residential housing including medium density residential.
17. Table 6-1 in Section 6D identifies Rotokauri as providing for future residential growth allocation and the provision of a neighbourhood centre size node in this future urban location is identified in the existing structure plan and the size indicated will align with that of a neighbourhood centre in the existing centres hierarchy set within the District Plan.
18. To summarise, taking into consideration the above RPS policies the application is consistent with the Hamilton City settlement pattern and is classified under Future Proof as a Future Hamilton Greenfield Growth Area. Future Proof identifies Rotokauri as a greenfield growth area.

Council Report

Committee:	Council	Date:	10 May 2018
Author:	Paul Bowman	Authoriser:	Jen Baird
Position:	Team Leader - Economic Growth and Urban Policy	Position:	General Manager City Growth
Report Name:	Special Housing Area Application - Eagle Way, Te Rapa		

Report Status	<i>Open</i>
----------------------	-------------

Purpose

1. To seek the Council's approval to recommend the Expression of Interest at Eagle Way, Te Rapa to the Minister for Housing and Urban Development as a Special Housing Area.

Staff Recommendation

2. That the Council:
 - a) receives the report;
 - b) delegates authority to the Chief Executive to:
 - finalise and sign a Statement of Intent (SOI) around how, at a high level, key infrastructure is to be provided and funded in accordance with the Hamilton SHA Policy and the Growth Funding Policy 2016
 - negotiate with the developer, prior to lodging any qualifying development consent, and sign a Private Development Agreement (PDA) to secure detailed provisions on necessary infrastructure development and funding in accordance with the signed SOI, the SHA Policy and the Growth Funding Policy 2016;
 - c) recommends to the Minister for Housing and Urban Development, pursuant to section 17 of the Housing Accords and Special Housing Areas Act 2013, that a Special Housing Area be established over Eagle Way, Te Rapa, listed by the land parcels identified on the proposed SHA map set out in **Attachment 1**, subject to a SOI agreement being concluded in accordance with the terms established in recommendation b) above;
 - d) confirms, for the purpose of section 16 of the Housing Accords and Special Housing Areas Act, that it is satisfied that there is:
 - evidence of demand to create qualifying developments in the SHA
 - demand for residential housing in the SHA
 - adequate infrastructure, either existing or likely to exist, to service the proposed Special Housing Area;

- e) recommends to the Minister for Housing and Urban Development, pursuant to section 17 of the Housing Accord and Special Housing Areas Act 2013, that the Special Housing Area has prescribed criteria as follows:
- the maximum calculated height of dwellings shall be 11m;
 - the SHA shall not contain fewer than 150 dwellings;
 - the SHA will not contain less than 40% of affordable dwellings.

Executive Summary

3. SHA Establishment Criteria – summary

a) Demand for qualifying development		✓
b) Predominantly residential		✓
c) Locational considerations		✓
d) Infrastructure	Stormwater	✓
	Wastewater	✓
	Water	✓
	Transport	✓
	Reserves	✓
e) Scale		✓
f) Design quality		✓
g) Statement of intent (SOI)	Still under negotiation	–
h) Development Agreement	Pending	–

- The purpose of the Hamilton Special Housing Area Policy, which the Council approved on [24 August 2017](#), is to give effect to the [Housing Accords and Special Housing Areas Act 2013](#) (HASHAA) and the [Hamilton Housing Accord](#).
- The Council invited Expressions of Interest (EOI) for potential SHAs in accordance with the Hamilton Special Housing Areas Policy (the [SHA Policy](#)) from 4 to 29 September 2017.
- This SHA application was received from Porter Developments Limited (Porters) for the old Porters HQ site at Eagle Way, Te Rapa. The site comprises 6.45ha of the 11ha parent title and is primarily located in the Industrial Zone of the Operative District Plan, with a portion of the eastern part of the site being situated within the Industrial Amenity Protection Area.
- The proposal for the Eagle Way SHA includes approximately 186 residential dwellings, and incorporates a number of typologies and lot sizes ranging from approximately 150m² to 350m². A key collector road connection between Maui Street and Eagle Way/Karewa Place is proposed as well as an internal roading network and open space.
- Public feedback was sought on the proposed SHA at Eagle Way. There were 14 responses including 7 supportive responses and 7 opposing responses (see **Attachment 2**).
- The Council resolved that it is important that where HASHAA is silent, robust SHA Policy criteria provide an evaluative framework to ensure the delivery of future housing land supply is not misaligned with the existing planning and investment framework. This is a necessary pre-

condition for an EOI before it can be considered by the Minister for Housing and Urban Development (the Minister) to enable SHA declaration.

10. As required under the SHA Policy, the proposal has been assessed against the criteria in the table above. The criteria are not weighted and all of the criteria do not need to be satisfied in order for Council to recommend the SHA to the Minister.
11. Porters have already undertaken a level of resourcing at their own costs to commit to the relevant infrastructure assessments and discussions to date. Council staff have a high level of confidence in Porters' commitment to progress this SHA to the next stage of the consent process.
12. Based on the assessment in this report, it is considered that the Eagle Way SHA is consistent with the Council's strategic land use planning including the Regional Policy Statement (RPS), Future Proof, Hamilton Urban Growth Strategy (HUGS), Access Hamilton and is broadly consistent with the Hamilton City Operative District Plan, which provides for additional enabling non-industrial activities on this site.
13. To expedite the consideration of this SHA, a two-stage agreement is proposed to secure the necessary infrastructure commitments:
 - Stage 1 – a high-level Statement of Intent (SOI) to allow the SHA to be recommended to the Minister
 - Stage 2 – a more formalised Private Development Agreement (PDA) to be entered into once more detail is known regarding infrastructure costs and detailed design.

This approach is considered acceptable and pragmatic in terms of meeting the intent of the SHA Policy Clause 19.

14. The Council is still in discussions with Porters with respect to a SOI around how key infrastructure is to be funded, which will satisfy the requirement of the SHA Policy and HASHAA. The SOI discussions are still ongoing and an update will be reported at the Council meeting.
15. The new Government has a strong view and emerging policy position on SHAs being a vehicle for the delivery of affordable housing at 40% of the total yield of a SHA. Porters have signalled, through the SOI negotiations, a clear commitment to provide 40% of all housing units within the SHA as affordable. This is in accordance with the Government's KiwiBuild criteria, or if KiwiBuild does not specify criteria, some other proxy for affordable housing satisfactory to the Council at the time of lodgement for a Qualifying Development (QD) consent.
16. Staff recommend that the Eagle Way EOI be submitted to the Minister of Housing and Urban Development for consideration as a SHA, subject to successfully finalising a SOI agreement which secures, at a high level, infrastructure provision at no cost to Council.

Structure of this report

17. This report covers the following matters:
 - Context and background
 - Public Consultation
 - Detailed policy evaluation of the proposed SHA
 - Other matters
 - Financial and risk matters
 - Risks
 - Significance and Engagement Policy.

Context and Background

18. **Housing Accord and Special Housing Areas Act 2013 (HASHAA or ‘the Act’)**
19. The purpose of HASHAA is to “enhance housing affordability by facilitating an increase in land and housing supply in certain regions and districts” listed in Schedule 1 of the Act.
20. Hamilton was added to Schedule 1 of the Act in 2015.
21. The HASHAA does not require the Council to set affordability measures or address social housing needs. The Act, in Section 14(1d), specifies that the Council may also prescribe that any development within SHAs may contain a percentage of affordable dwellings.
22. **Hamilton Housing Accord (the Accord)**
23. The Accord was signed by Mayor King and the then Building and Construction Minister, Nick Smith, on 22 December 2016 and approved by the Council on 8 February 2017.
24. As outlined in the report to Council on 8 February 2017, the Accord enables the Council to use the provisions of the Act to advance housing supply in areas that the Council would consider suitable for housing, via Special Housing Areas (SHAs).
25. A SHA may be declared in areas of the city not currently zoned for residential activity and any ‘qualifying development’ within an identified SHA becomes eligible for a ‘fast track’ resource consent process.
26. **Hamilton SHA Policy**
27. On 20 June 2017, the Growth and Infrastructure Committee considered and approved the draft Hamilton Special Housing Areas Policy (the SHA Policy) for public consultation for a period of three weeks (22 June 2017 to 17 July 2017).
28. A public hearing of the draft SHA Policy was held on 3 August 2017 at the Regulatory and Hearings Committee meeting.
29. The Council approved [the SHA Policy](#) on 24 August 2017.
30. **Site information and background**
31. A full application for the SHA for Eagle Way, Te Rapa was submitted to Council. A locational map and concept plan is provided in **Attachment 1**.
32. The site is part of a wider area of land which comprised the former Porter Group and Eagle Spares operations. The site has access to Maui Street and Eagle Way/Karewa Place and is situated to the rear north-eastern part of the parent site, which has access and road frontage to Te Rapa Road.
33. Most of the application site is zoned Industrial with a portion (approximately 8.5%) of the north-east area of the site located within the Industrial Amenity Protection Area as it adjoins the General Residential Zone. In the Operative District Plan (ODP), additional enabling activities are specifically provided for on the subject site over and above the standard Industrial Zone provisions. These provisions are the result of the agreed outcomes resultant from an Environment Court decision in recognition that non-industrial uses were appropriate on this site. These include typically non-industrial uses including managed care facilities, retirement villages and rest homes.
34. The site is bounded by industrial and commercial uses including Riverlea Group and Jim Wright Nissan to the northwest of the site, industrial and retail uses including Couplands Bakery and a Countdown supermarket to the southeast of the site, an existing recreation reserve (Ashurst Park) to the northeast, and existing residential development (accessed off Sequoia Place) is situated adjacent to the Industrial Amenity Protection Area to the east of the site. To the south-west of the site, opposite Te Rapa Road is ‘The Base’ sub-regional centre.

35. On 31 July 2014, Eagle Spares Limited obtained land use consents for a mix of large format retail, office, drive through and commercial service development for the site. These consents have not yet been given effect to and will lapse if not given effect to or extended on 31 July 2019.
36. **SHA Application**
37. A SHA application has been submitted for the part of the site as described above and includes approximately 186 residential dwellings. The approximate location for this SHA is shown in the map in **Attachment 1**. The full application is shown in **Attachment 3**.
38. Porters proposes to fund all infrastructure services to support the development, and therefore these works will be at no cost to, and without unforeseen or adverse financial and environmental costs on the Council or infrastructure providers.
39. Council staff are confident that the level of resourcing initiated to date towards relevant infrastructure assessments along with the refinements now under discussion, the lower recommended minimum yield, and being subject to consent as a QD, that the developer-led infrastructure services funding can be agreed under a formalised Private Developer Agreement (PDA).

Public Consultation

40. **Public feedback**
41. There were 14 responses to the request for feedback for the Eagle Way site. This included 7 supportive responses and 7 opposed responses (see **Attachment 2**).

Detailed Evaluation of Eagle Way SHA

42. Under Clause 14 of the Hamilton Special Housing Area Policy, all proposals for a SHA shall demonstrate to Council's satisfaction that:
- the development achieves the purpose of HASHAA in a manner consistent with the Accord
 - the development places no additional financial burden on the Council
 - all infrastructure is available or be made available at no cost to Council.
43. Under Clause 15, in the assessment in whether Clause 14 is met, Council is to evaluate the proposal against the following considerations:
- a) Demand for the qualifying development
 - b) Predominantly Residential
 - c) Locational considerations
 - d) Infrastructure
 - e) Scale
 - f) Design Quality
 - g) Development Agreement.

These are assessed below.

44. **Demand for Qualifying Development (Clause 15a)**
45. This criterion relates to the extent to which development of the proposed housing types will achieve the purpose of the HASHAA and the Accord. This is to include an assessment of proposed housing typology; dwelling and section size; and density.
46. The intention of the Accord is to enhance housing affordability by facilitating an increase in land and housing supply in line with the National Policy Statement on Urban Development Capacity (NPS-UJC) and the HASHAA.

47. The Accord sets a target of 1,400 consented houses in 2018 and 1500 consented houses in 2019. In the 2017 calendar year, the Accord measure was 1,237 as set out in the table below. Although no SHAs were gazetted within Hamilton, last year’s measure came close to hitting the Accord’s first year target of 1300.

Year	BC Dwellings Granted	Dwellings Matching Sections in	Sections Granted AND Titled	Formula	2017 Full Year Actual
2017	1131	N/A	106	= 1131 + 106	1237

48. The proposal will increase the supply of residential housing by providing for approximately 186 dwellings. The proposal supports the Accord targets of smaller sections and smaller houses with a mix of housing typologies, including duplex dwellings, terraced dwellings, town houses and apartment proposed, and a mix of house and section sizes ranging from 150m² to 350m².
49. Under the Accord, a Steering Group comprising the Mayor, Chairperson of the Council’s Growth and Infrastructure Committee and the Minister for Housing are to meet bi-annually to discuss progress against Accord targets. This group has yet to formally meet since the Accord was signed and staff are awaiting a response from central Government.
50. An assessment against the NPS-UDC is provided in **Attachment 4**, where it is concluded that the Future Proof sub-region currently has sufficient capacity to meet the demand for housing and business growth over the short, medium and long term. The proposed SHA supports the target to maintain an appropriate supply of land for residential development in the short, medium and long term.
51. Section 14 of the HASHAA provides the meaning of “qualifying development”:

14 Meaning of qualifying development

- (1) In this Act, a **qualifying development** in a special housing area is a development—
- (a) that will be predominantly residential; and
 - (b) in which the dwellings and other buildings will not be higher than—
 - (i) 6 storeys (or any lesser number prescribed); and
 - (ii) a maximum calculated height of 27 metres (or any lower maximum calculated height prescribed); and
 - (c) that will contain not fewer than the prescribed minimum number of dwellings to be built; and
 - (d) that will contain not less than the prescribed percentage (if any) of affordable dwellings.

52. For the reasons below, the proposed SHA is deemed a “qualifying development” under Section 14 of the HASHAA.

Qualifying Development Criteria	Explanation
Predominantly residential	The proposal is entirely residential.
Not to be higher than 6 storeys	The proposal contains no buildings over 6 storeys. It is proposed that the buildings are a maximum of 3 storeys.
A maximum calculated height of 27m	The proposal contains no development over 27m. It is proposed that buildings will not exceed 11m in height.
Does not contain fewer than the prescribed number of dwellings	The Hamilton SHA Policy sets a minimum delivery of 10 dwellings. The proposal seeks to deliver approximately 186 new dwellings.
Does not contain fewer than the prescribed percentage (if any) of affordable dwellings	At the time of submission, there was no prescribed minimum percentage of affordable houses in the adopted SHA Policy. However, Porters have committed to providing 40% of housing units within the SHA as affordable.

53. Section 15(1) of the HASHAA details criteria that the Council may prescribe to the Minister when recommending a SHA site. These include:
- a) The maximum number of storeys, less than 6, that buildings may have.
 - b) The maximum calculated height, less than 27m, that buildings must not exceed.
 - c) The minimum number of dwellings to be built.
54. Should this application be recommended to the Minister, the recommendation should include prescribed criteria including a maximum height of 11m, a minimum number of 150 units to be delivered and a minimum 40% of houses be affordable. This is aligned with the expectations of Porters in their proposal, which anticipates providing approximately 186 dwellings, of which 40% are affordable. The minimum requirement for 150 dwellings to be delivered recognises that further stormwater assessment and design detail will likely result in the requirement for an on-site stormwater device that has potential to reduce the total development yield.
55. The land identified in the proposed SHA is currently zoned Industrial and a small portion of land to the east of the site is within the Industrial Amenity Protection area, with a maximum building height of 20m, except where within the amenity protection area where the height limit is 10m. A maximum 11m height is recommended for all buildings that would ensure adequate height limitations are in place to cover the anticipated range of housing typologies contained in the SHA proposal.
56. The proposed 11m maximum height limit within the Industrial Zone, although representing a 1m departure from the Residential Zone height requirements, will ensure that any residential development is of an appropriate size and scale, and will provide an appropriate transition between the existing Open Space and Residential Zone to the north east, and the Industrial Zone and the Commercial land to the northwest, west and south of the site.
57. It is further considered that, given the existing separation of this site provided by the surrounding road networks, a maximum building height of 11m can be accommodated in this location without detriment to the surrounding character and amenity of the area.
58. However, detailed siting, bulk and location parameters would be considered as part of a QD consent application to fully address the interface between the adjacent, established activities and the proposed development on the site.
59. The dwelling and section sizes, housing typology and density will achieve consistency with the purpose of HASHAA and the Accord to provide additional housing in order to meet the target identified in the Accord.
60. **Affordability**
61. While the SHA Policy does not prescribe an affordability component for SHAs as one of its criteria, the new Government has now elevated affordability as a priority for all SHAs to be considered by the Minister.
62. In this regard, the Mayor has advised all current SHA applicants of the changing policy position and the Council's intentions to seek 40% affordability on those SHAs under assessment prior to recommendation to the Minister.
63. Through the SOI negotiations to date, Porters have committed to providing 40% of housing units within the Eagle Way SHA Area as affordable in accordance with the Government's KiwiBuild criteria, or if KiwiBuild does not specify criteria, some other proxy for affordable housing satisfactory to the Council at the time of lodgement for a QD consent.
64. The Government is currently in the process finalising the criteria for KiwiBuild home buyers. In the interim, the Council is also reviewing its own SHA Policy to align with Government thinking on affordability criteria for outside of Auckland.

65. **Predominantly residential (Clause 15b)**

66. This criterion requires that the primary purpose of the proposal be to create residential housing. The proposed SHA site is entirely residential, with the primary purpose of delivering housing supply.

67. **Locational considerations (Clause 15c)**

This part of the SHA Policy relates to:

- The extent which the proposed SHA is consistent with Council's strategic land use planning
- If inconsistent with strategic land use planning, the extent to which it may materially compromise or alter the Council's ability to meet its statutory requirements
- Areas that cannot be considered for a SHA.

68. **Strategic Land Use Planning**

69. The validity of strategic land use planning considerations being factored in to deciding on the appropriateness of SHA locations has recently been confirmed in a decision by the High Court in the matter of Aryburn Farm Developments Limited (AFDL) v Queenstown Lakes District Council (QLDC).

70. In this case, the High Court found that although the purpose of HASHAA is to enhance housing affordability by increasing land supply, the Act does not simply roll out a blank canvas for development.

71. The Court also found that the HASHAA does not provide that every area of land that meets the listed criteria (i.e. infrastructure availability and evidence of demand) must be declared a SHA, recognising that some land may not be suitable or appropriate for establishment as a SHA.

72. In this sense, the decision confirms that it was not the intention of HAASHA that every piece of land that could conceivably accommodate a housing development is required to be recommended to the Minister as a potential SHA. Consequently, it was also found that HASHAA gave both the Minister and a local authority a discretion and, clearly, the actual location of areas of land to be recommended (and to that extent what could be described as planning or RMA matters) were always appropriate considerations in any such recommendation.

73. Based on current practice from all other councils with housing accords, strategic land use planning considerations are appropriate matters to be evaluated as they have been held by the High Court to be appropriate considerations when determining whether to recommend a SHA to the Minister.

74. A number of strategic documents are relevant to this application in assessing whether the proposal is consistent with Council's Strategic Land Use Planning:

- Waikato Regional Policy Statement
- Future Proof
- HUGS
- NPS-UDC
- Access Hamilton
- Hamilton Operative District Plan.

A full detailed assessment against these documents is provided in **Attachment 4**. The assessment concludes that the application to develop this infill site for residential purposes can be supported. Although the site is not earmarked for this purpose, is broadly in line with these strategic planning documents, where the aim is to manage growth by establishing a compact, sustainable, integrated and co-ordinated development so land and infrastructure can be provided and used efficiently.

75. **Effects of inconsistency with statutory documents**
76. The second part of the locational consideration is to determine the effects of the inconsistency with the statutory documents. Although the site is located within the Industrial Zone, the assessment against the strategic documents in **Attachment 4** concludes that:
- Regarding the NPS-UDC, while overall sufficient zoned industrial land exists there is currently limited 'greenfield' land commercially available for new industrial development in Hamilton.
 - In respect to the Operative District Plan (ODP), the proposal is consistent with the relevant strategic objectives as the residential use of the site will utilise existing infrastructure for servicing and access, being surrounded by urban uses including a sub-regional centre, open space and residential activities. Due to the site's location and characteristics, residential development is considered an efficient and sustainable use of this land.
 - While the proposed SHA will reduce employment capacity in an area identified in the HUGS as being existing employment land, the loss of 5.7ha of Industrial land can be accepted when considering the existing consents on this site, the surrounding nature of the site, adjacent existing residential activities and the fact that this is not an identified strategic industrial node.
 - The proposed residential development is not located within a strategic industrial node and, despite being zoned for Industrial development and the availability of infrastructure, the site is not representative of a typical Industrial site. The site is specifically afforded specialist consideration for typically non-industrial activities including managed care facilities, retirement villages and rest homes in the Industrial Zone provisions of the ODP. Furthermore, the site has resource consent to establish a range of uses including large format retail, office, drive-through and commercial services for the entire site.
 - Part of the site is also located within the Amenity Protection Area, which has specific provisions in the ODP to minimise adverse effects of industrial activities and maintain amenity values in the adjacent Residential Zone. The occupation of the site by residential activities will ensure that amenity and reverse sensitivity issues will be appropriately mitigated through the QD process to ensure that any future development will contribute positively to urban outcomes within this setting.
77. Overall, for the reasons outlined above, the loss of the industrial land is considered to be insignificant and not inconsistent with the relevant strategic policies.
78. **Areas which cannot be considered for a SHA**
79. The third part of the locational consideration states that SHAs cannot be considered in Special Character Zones, Open Space Zones, archaeological sites, Electricity Transmission Corridors, Natural Hazard Areas (except where the effects are managed) and Significant Natural Areas.
80. The site is located within the Industrial Zone and is not in within any of the above listed zones and/or hazard areas.

Locational considerations - conclusion

81. The SHA site at Eagle way is consistent with Council's strategic land use planning including the RPS, Future Proof, HUGS, Access Hamilton and the Hamilton City Operative District Plan. The 186 residential lots in a location that is in a state of land use transition from a heavy industrial use to a lighter mix of uses will achieve a compact and efficient city. The development will essentially split the site into two through the proposed roading configuration connecting Eagle Way to Maui Street, and create a self-contained residential area that integrates with the adjacent recreation reserve and existing residential zone. The additional houses will assist positively in meeting Hamilton's housing targets under the Accord.
82. **Infrastructure (Clause 15d)**
83. This clause relates to the extent the SHA will absorb capacity within the Council's existing infrastructure, including but not limited to parks and reserves, transportation and three waters network infrastructure and how the developer will pay for that use of capacity. This clause also relates to the extent to which the existing infrastructure is inadequate to service the development and the developer's ability and commitment to provide that necessary infrastructure and services at no cost to Council either now or into the future.
84. Accompanying the application for this SHA were a number of technical reports including a three waters infrastructure report, and a traffic generation assessment. This information has subsequently been peer reviewed by both Council staff and external consultants. It is expected that at QD stage, the Council will actively work with Porters to further refine and finalise the detail of the proposed infrastructure to an acceptable level.
85. A full detailed assessment against the three waters and transportation infrastructure is provided in **Attachment 5**.
86. *Potable water supply*
87. The detailed assessment concludes that Porters have provided sufficient information confirming that capacity exists within existing infrastructure to be able to service the proposal's cumulative demand. A PDA will ensure that any required infrastructure will be funded by Porters.
88. *Wastewater*
89. The detailed assessment concludes that Porters have provided sufficient information confirming that existing infrastructure is able to service the proposal's cumulative demand. A PDA will ensure that any required infrastructure will be funded by the developer.
90. *Stormwater*
91. The detailed assessment concludes that Porters have provided sufficient information confirming that a workable stormwater solution can be identified and provided at QD stage. The minimum requirement for 150 dwellings (being lower than the proposed 186 dwellings) to be delivered recognises that further stormwater assessment and design detail will likely result in the requirement for an onsite stormwater device that has potential to reduce the total development yield. A PDA will ensure that any required infrastructure will be funded by Porters. The high-level matters that should specifically be covered in a PDA are outlined in **Attachment 5**.

92. *Transport*
93. The application and additional traffic generation assessment provided by Porters has been reviewed and further input has been provided by the Council's City Development Unit and outside consultants. City Development staff have confirmed, through the infrastructure assessment on this site, that it is anticipated that a workable transportation solution, including the upgrade of the Karewa Place/ Eagle Way intersection, can be identified and provided at QD stage. A PDA will ensure that any required infrastructure will be funded by Porters. The high-level matters that should specifically be covered in a PDA are outlined in **Attachment 5**. It is anticipated that staff will consider final transportation solutions as part of any QD consent.
94. *Parks and Open Spaces*
95. The site adjoins a large recreation reserve (Ashurst Park) and existing open space that provides for off-street pedestrian and cycling connections to the wider residential neighbourhood (O'Connell Walkway, and pedestrian accessway to Sequoia Place). There is an opportunity at QD stage to revise the concept to ensure an integrated and a well-connected open space network with all adjoining reserves, parks and open spaces is achieved. A PDA will ensure that the design, construction and vesting of agreed reserves, parks and open spaces and associated assets (including but not limited to park furniture, fencing, path networks, play equipment and signage) will be funded by Porters. It is anticipated that staff will consider final parks and open spaces solutions as part of any QD consent.
96. Both the future SOI and Private Developer Agreement will ensure that any open space included as part of the proposal will be developed and vested at no cost to Council.
97. **Scale (Clause 15e)**
98. This criterion relates to the extent to which the proposed SHA will deliver beyond the prescribed minimum of 10 dwellings. The proposed SHA would enable the construction of no fewer than 150 dwellings.
99. **Design Quality (Clause 15f)**
100. This criterion relates to the extent which the proposed SHA adheres to the key urban design qualities expressed in the Ministry for the Environment's New Zealand Urban Design Protocol (2005) and the effects of the non-adherence.
101. Porters have stated that the design will adhere to the New Zealand Urban Design Protocol. This can be managed through the QD resource consent.
102. Good quality urban design outcomes are possible because future development will involve a comprehensive design through the QD application that will be informed by the design qualities from the Urban Design Protocol and the design guides from the ODP. The QD stage will provide opportunities for Porters, in conjunction with Council, to further refine the design of the development and provide for connectivity to adjoining residential and open space which will enable opportunities for enhanced pedestrian and cycle access to the sub-regional centre from the existing residential area on Sequoia Place to the east.
103. **Development agreement (Clause 15g)**
104. An agreement has not yet been reached with Porters with respect to a SOI around how key infrastructure is to be funded as per the principles in the SHA Policy, the Growth Funding Policy and the HASHAA. The SOI discussions are still ongoing and final updates will be reported at the council meeting.
105. A SOI is a binding legal contract outlining roles and responsibilities for funding growth. It stipulates, at a high level, what Porters will be paying for to enable their SHA development.

106. The SOI will define expectations and requirements for key infrastructure and will enable a detailed PDA to be developed, once design matters are certain, to address assessments and obligations required for water, wastewater, stormwater, the provision of parks and open space and transportation matters. The SOI will stipulate that Porter Developments Limited must enter into a PDA with the Council when more detail on infrastructure works, costs and delivery timeframes are available, which are consistent with the principles set out in the SOI. The applicant cannot apply for a QD application until a PDA has been agreed.
107. If the EOI is accepted by the Council, staff seek delegation for the Chief Executive to finalise the SOI and, once more detail on infrastructure works and costs are available, to negotiate and sign a PDA. Whilst not an exhaustive list the PDA will include at a high level the following matters:
- Porters to fully fund investigation, design and construction of 250mm watermain and 150mm watermain from Maui St to the existing 200mm watermains at Eagleway/Karewa. Porters shall also fund the connections to the existing network. Connection details will be confirmed during QD phase.
 - Porters to fully fund investigation, design and construction of all internal local reticulation. The system shall be designed and installed in accordance with the Infrastructure Technical Specifications (ITS).
 - Porters to fully fund investigation, design and construction of all internal local reticulation. The system shall be designed and installed in accordance with the ITS.
 - Porters to fully fund investigation, design and construction associated with relaying of the 225mm diameter wastewater pipeline within the road reserve. Porters shall also fund the connections to the existing network. Connection details will be confirmed during QD phase.
 - An ICMP will be required. The ICMP will need to provide appropriate on-site and catchment based storm-water solutions. These will need to be integrated with the wider SW network.
 - A stormwater solution will need to provide for servicing maximum probable development of ultimate catchment
 - A site contamination assessment will be necessary as part of developing the site and may influence required storm-water solution.
 - Porters to fully fund investigation, design and construction associated with relaying stormwater pipeline in the proposed road reserve as part of the road construction. Porters shall also fund the connections to the existing network. Connection details will be confirmed during QD phase.
 - Porters to fully fund all investigation, design and construction of all stormwater infrastructure (including quality and quantity management) required to service the development.
 - The proposed development concept shows a considerable amount of open space based on the development typology shown.
 - The proposed stormwater solution will need to be integrated with the wider stormwater network (i.e. the proposal to resolve how it fits in with the surrounding land development plan consents as the hydrological catchment for this area is substantial
 - The road corridor to be 23m width to support intended urban land use.
 - Porters to provide a broad ITA at QD stage which should include modelling. Modelling will be required as part of the ITA at QD stage and will need to consider trips generated from other consented developments.
 - Porters to fully fund investigation, design and construction of internal roading network required to service development.
 - Porters to fully fund investigation, design and construction of Maui Street extension.
 - Porters to fully fund investigation, design and construction of upgrades at the affected intersections.

- Development shall provide for appropriate pedestrian/cycling linkages to Ashurst Park and Siquoa Place.

108. **Overall evaluation against the SHA Policy criteria**

109. This EOI has been comprehensively evaluated against the criteria set out in the SHA Policy and other relevant planning documents. The evaluation demonstrates a high level of consistency and alignment between the EOI and the Council's policy position in respect of SHAs in Hamilton.
110. This report concludes that the Council should recommend the establishment of the SHA at Eagle Way to the Minister for approval.

Other Matters

111. **Waikato Tainui Environmental Plan**

112. The Waikato Tainui Environmental Plan is a long-term development approach to grow tribal estate and manage natural resources. The relevant objectives and policies relate to enhancing the environment (25.3.1 and 25.3.2), ensuring development is well planned and the environmental, cultural, spiritual and social outcomes are positive.
113. The SHA is located on a piece of land that provides for non-industrial uses through the zoning of the site, and has already been approved for a mixed use non-industrial development under several separate resource consents. The SHA is not inconsistent with the objectives and policies of the Waikato Tainui Plan and ensuring that there is positive environment, cultural, spiritual and social outcomes can be managed through the QD stage. The recently adopted focus on affordability for new housing provided in an SHA is also consistent with the desired outcomes of the Environmental Plan.

Next Steps

114. In line with the SHA Policy, if the Council accepts the EOI, the Chief Executive will require specific delegation to complete and sign the SOI before recommending it to the Minister. Council staff will then need to enter negotiations with the developer to secure, through a PDA, the necessary infrastructure to service the proposal at consent stage. Staff seek delegation for the Chief Executive to negotiate and sign the PDA agreement.
115. In recommending to the Minister that a SHA be established, the Council may prescribe criteria that would apply to qualifying development within a SHA. Such criteria under HASHAA include building height, the minimum number of dwellings to be built and can also include under Section 15 (3) a percentage of dwellings that must be affordable dwellings.
116. If the Minister gives approval to the SHA proposal, an order is made in the Council for this site to be formally established.
117. Once the SHA is formally established, Porters can apply for a QD resource consent which is processed by Council Staff.
118. The consent will need to align with the terms (infrastructure, affordability and yield) agreed by both parties in the SOI submitted to the Minister and a formalised PDA will need to accompany the consent.

Financial Considerations

119. SHA Evaluation costs

120. In accordance with Section 22 of the approved SHA Policy, once an SHA proposal is lodged with the Council following the request for expressions of interest, Council staff time and other consultant costs (legal and infrastructure consultants) required to evaluate SHA proposals are cost recoverable.
121. The SHA Policy requires that all costs associated with SHA area are met by the developer; however, in the interests of good infrastructure outcomes for the wider area surrounding the SHA land and to provide greater capacity than needed by the SHA land, it is possible that some upsizing of infrastructure will be necessary. In these situations, the Council may need to recognise the benefits of the upsizing in the finalised PDA.

Risks

122. The development yield shown at this early stage in EOIs may be inflated until more detailed infrastructure assessment and urban design matters on siting and layout are considered as part of a qualifying consents stage. This means that actual number of houses recommended to Minister may reduce when consents stage is realised.
123. There is a risk that resolution of the formal PDA prior to lodgement of consent is delayed or not resolved to the mutual agreement of both parties.
124. In absence of any detail on preferred mechanism for KiwiBuild or advice from central Government on which to secure delivery of affordable housing, there is a risk that the 40% component could be open to interpretation and/or a price point would be difficult to enforce or made available to the target market in perpetuity.

Significance & Engagement Policy

125. The EOIs were determined to have high significance in the report to Council on 18 October 2017. Community interest is considered low. Engagement for the Eagle Way EOI was undertaken over a period of 4 weeks with feedback attached in **Attachment 2**.

Attachments

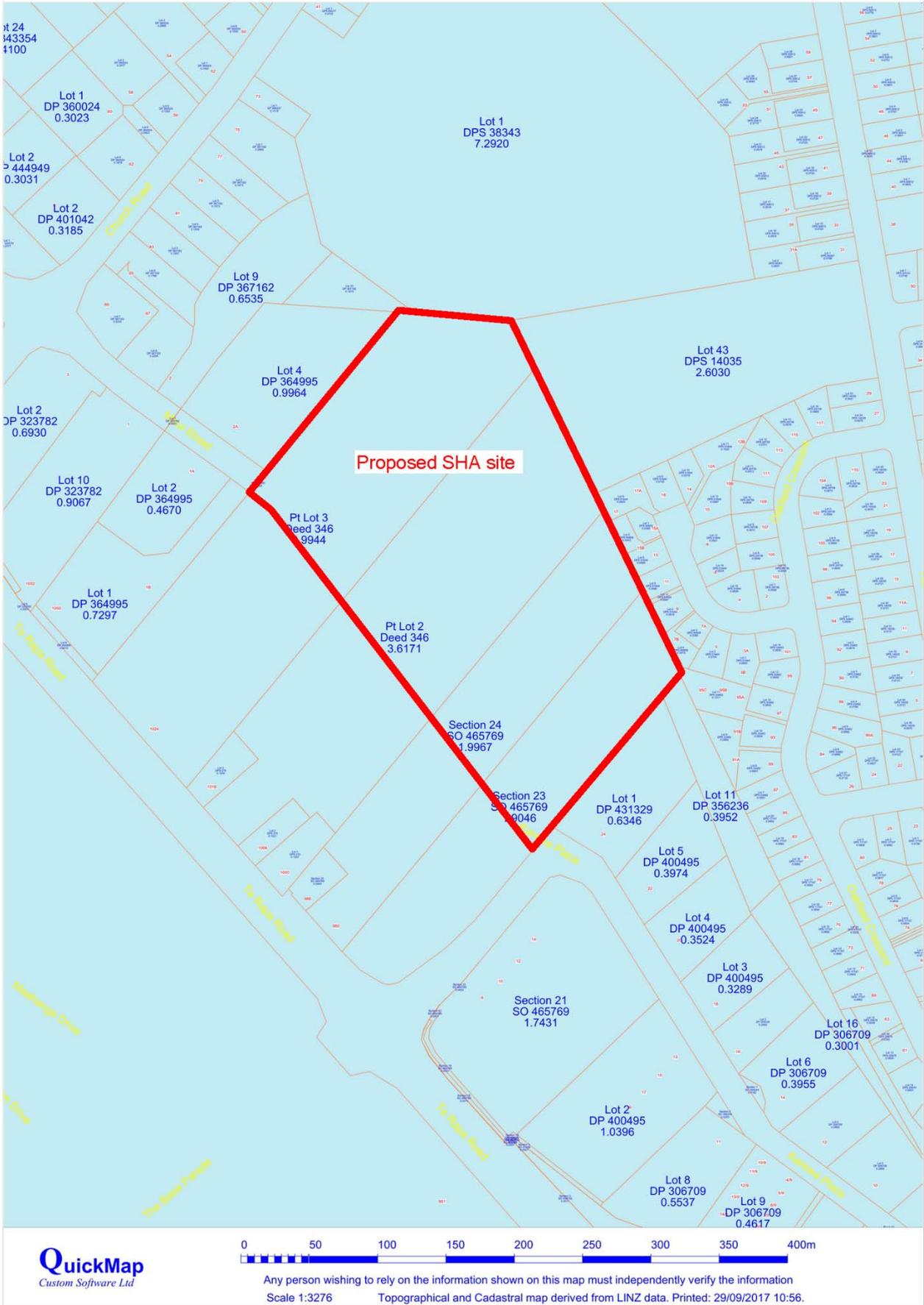
Attachment 1 - Map, Land Parcels and Concept Plan

Attachment 2 - Public feedback summary

Attachment 3 - Expression of Interest including Further Information

Attachment 4 - Assessment of relevant strategic documents

Attachment 5 - Infrastructure Assessment





Item 6

Attachment 1



chowhill

Site Plan
POTTERS DEVELOPMENTS SHA
Thursday, 28 September 2017

Scale: 1:1000@A3
Project No: 17064
Sheet: SK.02
Rev:



chowhill

House Type Key

- 2 storey townhouse
4 bed 245m²
- 2 storey 4 bed duplex
- 2 storey duplex
2 bed 125m²
- 1.5 storey 2 bed duplex
95m²
- 3 storey apartment blocks
2-3 bed, 72-82m²
- 2 storey duplex
3 bed 170m²
- 2 storey duplex
3 bed 165m²
- 2 storey 3 bed triplex
- 3 storey 3-bed duplex
156m²
- 4x 2 storey townhouse
3 bed, 180m²

Key Plan
POTTERS DEVELOPMENTS SHA
 Thursday, 28 September 2017

Scale: 1:1000@A3 Sheet: **SK.03**
 Project No: 17064 Rev:



Site Massing
POTTERS DEVELOPMENTS SHA
Thursday, 28 September 2017

Scale:	1:5.9028@A3	Sheet:	SK.04
Project No.:	17064	Rev.:	

Attachment 2 – Public Feedback, summary and comments

1. Feedback

2. Council sought public feedback on the proposed Special Housing Area for Eagle Way/Maui Street in November 2017. There were 14 responses including 7 supportive responses and 7 opposing responses. These are attached below.

3. Summary of Feedback and assessment of key points

4. *7 submitters generally in support*

There was a variety of reasons for supporting the SHA:

- The SHA aligns with the purpose and principles of the Heritage NZ Pouhere Taonga Act 2014;
- The site is adjacent to existing residential development and connected to the local roading network (NZTA);
- The scale of the site is such that any loss of industrial land in this area is not considered to adversely impact the strategic land use plan for the City or compromise a strategic industrial node;
- The principle of more housing is positive.

Comment:

Agree. Based on the assessment in my report, it is considered that the Eagle Way/Maui Street SHA is consistent with HAASHA, as well as the Council's strategic land use planning. The proposed development will be further refined and assessed at qualifying development resource consent stage.

5. *7 submitters in opposition*

6. Anonymous

- A Traffic Management Plan was not provided with the mail-out.

Comment: This is not considered to be relevant at this stage of the SHA process as an Integrated Traffic Assessment will be required to be submitted as part of a Qualifying Development application.

7. Larkin Land Limited

- Impact on traffic volumes and traffic safety on Karewa Place/Eagle Way.

Comment: A memorandum was provided as part of the application by Traffic Design Group Limited which concludes that the subject site is expected to have the potential to accommodate in the order of 595HH/Units without exceeding the overall network trip generation thresholds in the Operative District Plan. Furthermore, an Integrated Traffic Assessment will be required to be submitted as part of a Qualifying Development application which will address traffic generation and traffic safety at intersections. A Private Developer Agreement will ensure that the applicant (at no cost to Council), will upgrade all affected intersections as determined necessary to manage traffic impacts.

8. Brian Hanna
- Reverse sensitivity concerns that future residential development could restrict on any change in industrial use that should be mitigated by setback requirements;
 - Traffic will change significantly on Maui Street which will need to be managed through appropriate road design, which considers shared industrial traffic.

Comment: A detailed evaluation of the SHA is set out in the report, which concludes that any potential reverse sensitivity effects can be addressed at the qualifying development stage and that the proposed SHA is not considered to compromise future industrial or commercial development in the vicinity. An Integrated Traffic Assessment will be required to be submitted as part of a Qualifying Development application which will address traffic management through road design. Further, the underlying zoning of the site contemplates a range of residential and other non industrial uses which were confirmed as being appropriate by the Environment Court appeal that arose from the review of the previous district plan.

9. Louise Feathers Planning acting for C.B and S.G Dunn and Riverlea Group
- Limited connectivity to adjoining residential and open space;
 - Existing Industrial operations and future expansion of Industrial areas could have potential reverse sensitivity effects from residential activity;
 - Traffic connectivity, congestion and compatibility issues;
 - Lack of consideration as to how an appropriate level of facilities for social wellbeing for this density of development will be provided.

Comment: The qualifying development stage will provide opportunities for the applicant in conjunction with Council, to further refine the design of the development and provide for connectivity to adjoining residential and open space. A detailed evaluation of the SHA is set out in the report, which concludes that the proposed SHA is not considered to compromise future industrial or commercial development in the vicinity. An Integrated Traffic Assessment will be required to be submitted as part of a Qualifying Development application which will address potential traffic connectivity, congestion and compatibility issues. It has been recognised through the Operative District Plan Zoning that the subject site is suitable for higher density residential use including managed care facilities, retirement villages and rest homes.

10. The Base Te Awa Limited
- No consideration has been given in the EOI to future land use for the part of the Porters site adjacent to Te Rapa Road which is excluded from the proposed SHA area which is also zoned Industrial;
 - No Integrated Transport Assessment and there are known constraints with existing network;
 - Potential reverse sensitivity issues.

Comment: The part of the Porters site adjacent to Te Rapa Road is within the Industrial Zone. A detailed evaluation of the SHA is set out below, which concludes that any potential reverse sensitivity effects can be addressed at the qualifying development stage and that the proposed SHA is not considered to compromise future industrial or commercial development in the vicinity. A memorandum was provided as part of the SHA application by Traffic Design Group Limited which concluded that the site is expected to have the potential to accommodate the expected dwelling yield without exceeding the overall network trip generation thresholds in the Operative District Plan. Furthermore, an Integrated Traffic Assessment will be required to be submitted as part of a Qualifying Development application which will address traffic generation.

11. Peter H Bos

- The concept plan does not clearly show public access to the north east corner of the site, to sequoia Place, and to the adjacent Council Recreation Reserve and blocks the growth of routes existing & planned for people walking, cycling, and the mobility impaired.

Comment: The qualifying development stage will provide opportunities for the applicant, in conjunction with Council, to further refine the design of the development and provide for pedestrian and cycling connectivity to the adjoining residential area and Council recreation reserve.

12. Te Haa O Te Whenua O Kirikiriroa

- Te Haa O Te Whenua O Kirikiriroa object to the SHA due to lack of consultation. It is unclear what consultation between the applicant and Te Haa o Te Whenua O Kirikiriroa has taken place. There is no obligation under the SHA legislation for the applicant to undertake any consultation prior to lodgement of the EOI. The only consultation undertaken to date has been through the Council communicating with potentially impacted parties in accordance with the HCC SHA policy.



Planning | Surveying | Engineering | Environmental

EXPRESSION OF INTEREST

Special Housing Area

PORTER DEVELOPMENTS LIMITED

Maui Street and Eagle Way
Hamilton

APPLICATION PRÉCIS

APPLICANT	Porter Developments Limited
SITE LOCATION	Maui Street and Eagle Way, Hamilton
LEGAL DESCRIPTION	Part Lot 3 Deed 346 (CFR SA560/196) Part Lot 2 Deed 346 (CFR SA998/50) Section 24 SO 465769 (CFR 771404) Section 23 SO 465769 (CFR 771403)
TERRITORIAL AUTHORITY	Hamilton City Council
ZONING	Industrial
POLICY AREAS / OVERLAYS	Industrial Amenity Protection Area
PROPOSAL	Expression of interest to establish a Special Housing Area

DOCUMENT CONTROL

CKL REFERENCE	W1131						
DOCUMENT STATUS	Final						
REVISION NO.	1						
FILE LOCATION	W:\W1\W11\W1131\Planning\SHA EOI\W1131 – SHA EOI – Rev 1						
AUTHOR	Andrew Wood Planning Manager						
AUTHORISED BY	Bevan Houlbrooke Director – Planner						
OFFICE OF ORIGIN	Hamilton						
DISTRIBUTION	<table border="0"> <tr> <td>Hamilton City Council</td> <td>29 September 2017</td> <td>Rev. 1</td> </tr> <tr> <td>Porter Developments Limited</td> <td>29 September 2017</td> <td>Rev. 1</td> </tr> </table>	Hamilton City Council	29 September 2017	Rev. 1	Porter Developments Limited	29 September 2017	Rev. 1
Hamilton City Council	29 September 2017	Rev. 1					
Porter Developments Limited	29 September 2017	Rev. 1					

CONTENTS

- 1. INTRODUCTION 1**
- 2. APPLICANT 1**
- 3. THE SITE 2**
 - 3.1 LEGAL DESCRIPTION AND REGISTERED INTERESTS.....2
 - 3.2 LOCATION AND EXISTING ENVIRONMENT2
 - 3.3 EXISTING DISTRICT PLAN ZONING4
 - 3.4 EXISTING ACCESS AND ACCESSIBILITY.....5
 - 3.5 EXISTING THREE WATERS.....6
- 4. PROPOSAL 7**
 - 4.1 DEVELOPMENT CONCEPT7
 - 4.2 PROPOSED ACCESS AND ACCESSIBILITY8
 - 4.3 PROPOSED THREE WATERS STRATEGY9
 - 4.4 TIMING13
- 5. ASSESSMENT OF HAMILTON SHA POLICY 14**
 - 5.1 DEMAND FOR THE QUALIFYING DEVELOPMENT14
 - 5.2 PREDOMINANTLY RESIDENTIAL16
 - 5.3 LOCATIONAL CONSIDERATIONS16
 - 5.4 INFRASTRUCTURE19
 - 5.5 SCALE.....19
 - 5.6 DESIGN QUALITY20
 - 5.7 DEVELOPMENT AGREEMENT21

6. DEVELOPMENT CONTRIBUTIONS..... 21

7. CONCLUSION 22

APPENDIX 1

COMPUTER FREEHOLD REGISTERS

APPENDIX 2

SITE LOCATION PLANS

APPENDIX 3

ZONING AND FEATURES MAPS

APPENDIX 4

THREE WATERS PLAN

APPENDIX 5

DEVELOPMENT CONCEPT PLANS

APPENDIX 6

DESIGN STATEMENT

1. INTRODUCTION

- 1.1 This Expression of Interest (EOI) by Porter Developments Limited (PDL) proposes a site for consideration by the Hamilton City Council (HCC) for a Special Housing Area (SHA) under the Housing Accords and Special Housing Areas Act 2013 (HASHAA).
- 1.2 The proposal is a residential development of a site approximately 6.4552 ha in area located in Te Rapa. The proposal is for a development with a mixture of residential densities and typologies that will assist with meeting the increasing demand for housing in Hamilton City.
- 1.3 A preliminary development concept has been prepared which demonstrates the site can accommodate up to approximately 186 new dwellings. A range of typologies are proposed including 2 and 3 bedroom duplex dwellings, terraced dwellings, 4 bedroom dwellings and apartments. A final proposal including the size of the site subject to the proposal and the number of dwellings able to be established is yet to be determined.
- 1.4 The entirety of the application site is zoned Industrial under the Partly Operative Hamilton District Plan (PODP). A portion of the eastern part of the site is covered by the Industrial Amenity Protection Area. Not all of the parent land is proposed as part of the SHA. The parent site has a total land area of greater than 11 ha.
- 1.5 The site can utilise existing capacity within HCC's existing infrastructure, including parks and open space, transportation and three waters reticulation. The provision of these services into the site will be funded wholly by the applicant.

2. APPLICANT

- 2.1 PDL is a long established family company local to the area which began in 1945. The Porter Group operations have grown from a single truck delivering hay in the wider Hamilton region to the international success story it is today.

- 2.2 PDL has a substantial amount of experience and expertise in a range of developments including industrial, commercial, mixed-use, office, and civil projects.

3. THE SITE

3.1 Legal Description and Registered Interests

- 3.1.1 The sites proposed for this SHA are legally described as:
- Part Lot 3 Deeds Plan 346 (SA560/196) – 3.9945 ha
 - Part Lot 2 Deeds Plan 346 (SA998/50) – 3.6171 ha
 - Section 24 SO 465769 (771404) – 1.9967 ha
 - Section 23 SO 465769 (771403) – 1.9046 ha
- 3.1.2 The total area of the land described above is 11.5129 ha. Copies of the computer freehold registers (CFR) are attached as **Appendix 1**. It is noted that CFR's SA560/196 and SA998/50 are limited as to parcels. Not all of land within the parent CFR's are considered as part of the EOI.
- 3.1.3 CFR SA560/196 has a proclamation, a gazette notice and a compensation certificate registered against it. These registered interests relate to historic road takes for land associated with adjoining Te Rapa Road.
- 3.1.4 CFR SA998/50 is appurtenant to a right of way registered on the CFR in 2014.
- 3.1.5 CFR 771403 is subject to Section 241 of the Resource Management Act 1991 (RMA) as well as two right of way interests being registered on the CFR.
- 3.1.6 CFR 771404 has a building line restriction and two rights of way interests registered on the CFR.
- 3.1.7 There are no interests registered on the CFR's that will impact upon a proposed SHA.

3.2 Location and Existing Environment

- 3.2.1 A site location plan showing the extent of the SHA area is attached as **Appendix 2**.

- 3.2.2 The site is part of a wider area of land which comprised the former Porter Group and Eagle Spares operations. The parent land has access and frontage to Te Rapa Road, Maui Street and Eagle Way/Karewa Place.
- 3.2.3 The site has several existing resource consents which have been approved over the parent land as outlined in Table 1.

Table 1: Summary of current resource consents applicable to the site

Consent reference	Date granted	Land	Activity consented
10.2014.7725.001	31 July 2014	Lot 2 Deeds Plan 346	Mixed use comprising community centre, large format retail, offices and drive through services.
10.2014.7726.001	31 July 2014	Lot 1 DPS 8028 and Part Lot 1 DPS 4044	Mixed use comprising place of assembly, medical centre, large format retail and offices.
10.2014.7727.001	31 July 2014	Part Lot 2 DPS 4044 and Lot 2 DPS 431329	Mixed use comprising drive through services, large format retail, offices and place of assembly.

- 3.2.4 Directly to the northwest of the subject site there are predominantly industrial and commercial uses including Riverlea Group and Jim Wright Nissan. Directly southeast of the subject site are industrial and retail uses including Couplands Bakery and a Countdown supermarket.
- 3.2.5 Directly to the northeast is an existing recreation reserve (Ashurst Park) including the Council owned Te Rapa Sportsdrome building which houses the Pukete Neighbourhood House and associated community and sporting uses. Adjacent to the reserve and the Industrial Amenity Protection Area to the northeast is existing residential development within the cul-de-sac of Sequioa Place. Approximately six residential dwellings directly adjoin the site on the northeast boundary.
- 3.2.6 The southwest portion of the site is Te Rapa Road with The Base complex (sub-regional centre) located beyond.

3.2.7 The subject site is located in close proximity (i.e. within approximately 500 m or a five minute walking radius) to a number of amenities, including:

- Ashurst Park on the northeast boundary, a large recreation reserve of approximately 10 ha;
- Pukete Farm Park which includes the Hamilton mountain bike track and links with Te Awa – The Great New Zealand River Ride;
- Te Rapa Primary School;
- Pukete Primary School;
- The Base and Te Awa shopping complex;
- A Countdown supermarket.

3.2.8 The closest neighbourhood shops (excluding The Base) are located at Maui Street (300 m) and Pukete Road (450 m). The site is located within the heart of Te Rapa which is Hamilton’s largest established industrial precinct. Te Rapa also contains substantial commercial and retail uses including The Base shopping complex which is part of the Te Rapa Sub Regional Centre in the centres hierarchy of the PODP.

3.3 Existing District Plan Zoning

3.3.1 Zoning and features maps from the PODP are attached as **Appendix 3**.

3.3.2 The majority of the application site is zoned Industrial with a portion of the northeast area of the site located within the Industrial Amenity Protection Area as it adjoins the Residential Zone and development.

3.3.3 There are no other policy areas affecting the site.

3.3.4 Land in the vicinity of the site contains a mixture of zones including Industrial, Business 1 Zone (Commercial Fringe), Business 3 Zone (Sub-Regional Centre), Business 4 Zone (Large Format Retail), Sports and Recreation Open Space, and General Residential Zone. The roads adjacent the site are identified as Transport Corridor Zone.

3.3.5 In the PODP, additional enabling activities are specifically provided for on the subject site over and above the standard Industrial Zone provisions. The site is enabled to establish typically non-industrial uses including managed care facilities, retirement

villages and rest homes. Each of these activities provide a residential or living element as their core activity. This resulted from an appeal to the former Proposed District Plan and a Memorandum of Understanding signed between the applicant, HCC and other parties. The PODP therefore sets the scene for non-industrial development.

3.4 Existing Access and Accessibility

- 3.4.1 As outlined in section 3.2 above, the site has frontage to Maui Street, Te Rapa Road and Eagle Way. Maui Street and Eagle Way (which intersects Karewa Place adjoining the site) are Collector Roads under the PODP and have posted speed limits of 50 km/h. Te Rapa Road is a Major Arterial Road, part of the Strategic Network and has a posted speed limit of 60 km/h. Each of these roads are controlled by Hamilton City Council (HCC).
- 3.4.2 HCC records from 2016 show that Karewa Place has an average daily traffic volume of 4,400 vehicle movements and Te Rapa Road has an average daily volume of 28,700 vehicle movements. Data is not available for the adjacent sections of Maui Street and Eagle Way.
- 3.4.3 The site is well serviced by existing public transport routes including the Orbiter service which has stops at The Base and on Church Road, both within 300 m of the site. Bus service 1 (Pukete) has a route and stops in Church Road and Maui Street within 300 m of the site. Bus service 18 (Te Rapa) has a route and stops in Oakfield Crescent and Sherwood Drive within 400 m of the site. The Northern Connector route 21, which provides a service between Hamilton, Ngaruawahia and Huntly to the north, has a stop at The Base. Cycle paths in the vicinity of the site consist of on-road and off-road routes. Pedestrian linkages exist through the road reserves (footpaths) of Maui Street, Eagle Way, Karewa Place, Te Rapa Road, and off road through walkways in adjoining Ashurst Park.

3.5 Existing Three Waters

- 3.5.1 Council service plans illustrating three waters infrastructure in the vicinity of the subject site are attached as **Appendix 4**.

Stormwater

- 3.5.2 An existing 2300 mm diameter stormwater main traverses the site and drains from south to north. This pipe drains and services upstream land to the southeast from a 2300 mm diameter main and northwest from a 1200 mm diameter main.
- 3.5.3 At present it appears as though stormwater runoff from the site flows to a low point midway along the northeast boundary where it is collected by an existing catchpit. The site currently drains a largely pervious surface (i.e. gravel).
- 3.5.4 The site is not identified as subject to flooding based on HCC's flood modelling data as represented in the PODP.

Wastewater

- 3.5.5 An existing 300 mm diameter wastewater main traverses through the eastern portion of the site. This main drains upstream 225 mm diameter pipes from the northwest, south and southeast of the site. An existing 100 mm diameter connection is available along the southeast boundary of the site.
- 3.5.6 The gravity networks within Hamilton City are sized based on flow rates resulting from the catchments being serviced, and the following best practice design parameters:
- Water consumption is 200 litres per person per day;
 - Infiltration allowance is 2250 litres per hectare per day;
 - Surface water ingress is 16500 litres per hectare per day;
 - Peaking Factors of 3.3 (based on PE of 300 – see table 5-1 of ITS);
 - Population Equivalent (PE) of 45 persons/ha ($45 \times 6.455 = 290$);

- Contemporary materials and construction methods are used, which lower the risk of groundwater and stormwater ingress;

3.5.7 It is assumed that the existing infrastructure has been adequately sized to cater for the intended land use (i.e. industrial). Given this, it is anticipated that the existing infrastructure can cater for the following flow rates at a minimum:

- Peak daily flow (PDF) = $(2250 \times 6.455 + 3.3 \times 200 \times (45 \times 6.455)) / 86400 = 2.387 \text{ L/sec}$
- Peak wet weather flow (PWWF) = $(2250 \times 2.6.455 + 16500 \times 6.455 + 3.3 \times 200 \times (45 \times 6.455)) / 86400 = 3.620 \text{ L/sec}$

Water Supply

3.5.8 Existing 150 mm diameter water mains are located within the formed sections of Maui Street (northern side) and both sides of Eagle Way. There is also a 200 mm diameter water main located on the southern side of Maui Street.

3.5.9 It is assumed that the existing infrastructure has been adequately sized to cater for the intended land use (i.e. industrial). It is not really possible to determine any baseline demand for water supply, as this is very much subject to the specific industrial activity on the site.

4. PROPOSAL

4.1 Development Concept

4.1.1 A development concept has been prepared for the subject site which demonstrates how a residential development could be established. Development concept plans are attached as **Appendix 5** and provides indicative house typologies.

4.1.2 The concept provides the key Collector Road connection between Maui Street and Eagle Way/Karewa Place via a proposed 20 m wide road reserve as required by the PODP. Internal roading is provided to serve the proposed residential activities. The proposed roading configuration provides a well-connected grid layout with two new

intersections to the Maui Street extension. The configuration provides for a range of road widths including rear lanes, local low volume roads, and a main internal circulatory road. In addition, a key pedestrian and green link is provided through the site which links the Maui Street connection in the southwest with Ashurst Park in the northeast. No rear lots are proposed.

- 4.1.3 Although details of the proposed dwellings will be confirmed through the Qualifying Development (QD) application process, it is anticipated that an SHA on this site can provide for approximately 186 new dwellings. This equates to housing for approximately 502 people based on 2.7 persons per household.
- 4.1.4 The development concept achieves a gross density of 32 dwellings per hectare, and provides a range of lot sizes from approximately 150 m² to 350 m².
- 4.1.5 A range of housing typologies are proposed including duplex dwellings, terraced townhouses, and apartments. The units will be predominantly be a mixture of 2 and 3 bedroom dwellings with a minor component to be 4 bedroom dwellings. Dwellings which are 1.5 to 2 storeys in height will have a maximum height of 7.5 m. The 3 storey apartment buildings will have a maximum height of approximately 11 m.

4.2 Proposed Access and Accessibility

- 4.2.1 Road access to the site is presently located adjacent the proposed SHA boundary at the northern and southern extents of the property with Maui Street and Eagle Way respectively. There are no boundaries to the provision of vehicle, cycle and pedestrian access to the site from Maui Street and Eagle Way. The proposed Maui Street connection road will complete a Collector Road corridor identified in the PODP.
- 4.2.2 Within the development site, access will be provided by a combination of 20 m wide local roads, low-volume local roads and lanes.
- 4.2.3 Based on data sourced from the New Zealand Transport Agency Research Report 453, the typical trip generation rate for a residential dwelling is approximately 10.9

trips per day for an inner suburban dwelling. Based on these rates, 186 dwellings can be expected to create approximately 2027 trips per day. Due to the predominantly smaller dwelling size proposed compared to the average dwelling unit in Hamilton City, this is considered to be a conservative estimate. The proximity of the site to collector and arterial roading corridors is expected to be able to accommodate development of this site which is zoned for a range of activities.

4.3 Proposed Three Waters Strategy

4.3.1 The subject site is not located within an existing Integrated Catchment Management Plan (ICMP) area. The PODP provisions require an ICMP to be prepared for developments/subdivisions creating greater than 40 residential units or more than 3 ha in area, which the proposed development exceeds. The objectives of an ICMP are to ensure that water, stormwater and wastewater are planned, developed and managed in a way that supports growth, while making sure the impacts of the infrastructure networks, gullies, streams and rivers are understood and managed. The scope and extent of an ICMP would need to be discussed with Council as part of the QD application process.

Stormwater

4.3.2 The subject site is located with the St Andrews stormwater catchment and will be subject to the following documents/standards:

- Hamilton City Council's Comprehensive Stormwater Discharge Consent (CDC);
- Hamilton Stormwater Bylaw 2015;
- Hamilton City Council's Infrastructure Technical Specification (ITS);
- Regional Infrastructure Technical Specification (RITS) – subject to timing of SHA (anticipated completion of the RITS is early 2018).

4.3.3 In order to satisfy the HASHAA tests and the Hamilton SHA Policy, it will need to be illustrated that there is sufficient information to ensure that infrastructure can be planned and provided for.

4.3.4 It is our opinion that sufficient information exists within existing stormwater models, as-built information and the above documentation to identify the preliminary engineering requirements for the subject site. Relocation of existing infrastructure may be required depending on the final configuration and layout of roads and buildings compared to the existing infrastructure traversing the site.

4.3.5 Any system to be developed on the site will need to consider the protection of people, land, infrastructure, and the receiving environment. The stormwater system will consist of:

1. A primary system designed to accommodate a specified design rainfall event appropriate for the zone, provide removal of pollutants and ensure the effects from the primary system are managed; and
2. A secondary system to ensure that the effects of stormwater runoff from events that exceed the capacity of the primary system are managed, including occasions when there are blockages in the primary system.

4.3.6 Given the parameters of the subject site, objectives and policies of the above documents, and the existing infrastructure available, the following is a brief outline of a possible stormwater solution:

- Discharge Option:
 - Main flows to the existing 2300 mm main traversing the centre of the site;
- Attenuation Options (or a combination thereof):
 - Subsurface storage beneath the internal road network (subject to Council acceptance);
 - Development of a wetland, to be located in the low lying portion of the site;
 - On-lot rain tanks.

- Treatment:
 - Wetland;
 - Rain Gardens;
 - Enviropods within catchpits;
 - On-lot treatment (rain tanks, rain gardens etc).

4.3.7 As a means of assessing the impact of the changing land use on the underlying stormwater infrastructure, we can look to compare pervious / impervious surfaces within the two scenarios. As outlined above we would generally expect a 10 % / 90 % ratio respectively in an industrial situation, whereas that ratio in a residential situation would be 30 % / 70 % respectively.

4.3.8 However, while the above comparison would suggest a better outcome from the residential situation, this would only apply in a secondary system situation. In a primary system situation the ultimate requirement to attenuate flows back to greenfields run-off rates would result in the two scenarios having the same impact on the receiving environment.

4.3.9 Stormwater attenuation and treatment solutions for the subject site can be implemented with subsequent development to minimise effects on the receiving environment. Therefore, while a sub-catchment ICMP or detailed Water Impact Assessment (WIA) will be required at time of the first QD application, and potentially any subsequent plan change, there is sufficient information available to identify that the sub-catchment can be serviced with stormwater infrastructure to allow urban development, and therefore identification as a SHA.

Wastewater

4.3.10 Wastewater is required to be treated and disposed of in a way that minimises effects on public health, the environment, and cultural values.

4.3.11 Flows anticipated from the proposed development have been summarised below:

- $PDF = (2250 \times 6.455 + 3.3 \times 200 \times 297) / 86400 = 4.00 \text{ L/sec}$

- $PWWF = (2250 \times 6.455 + 16500 \times 6.455 + 3.3 \times 200 \times 297) / 86400 = 5.24 \text{ L/sec}$

Based on:

- Peaking Factors of 3.3 (based on PE of 500 – see table 5.1 of ITS);
- Population Equivalent (PE) of 2.7 persons/dwelling ($2.7 \times 186 = 502$);

4.3.12 Based on the expected flows from the proposed residential development, and the baseline flows from an industrial development (as allowed under the properties current zoning), the 1.28 L/sec increase in PDF and 1.22 L/sec within the PWWF can be considered relatively minor.

4.3.13 It is anticipated that a new gravity pipe system be run through the proposed roading network within the development and discharge into the existing 300 mm main traversing the site. Each lot/unit would be provided with a separate service connection at the boundary to allow future dwellings to be connected.

4.3.14 Relocation of existing infrastructure may be required depending on the final configuration and layout of roads and buildings compared to the existing infrastructure traversing the site.

4.3.15 Integration of wastewater is not as easily achieved as stormwater or water. Low water use fixtures installed in new homes will reduce wastewater discharges.

Water Supply

4.3.16 Water supply into any development is required to provide the quality and quantity of water to all customers as required by legislation and to HCC's minimum level of service. HCC's minimum level of service across the city is as follows:

- The minimum pressure and flow at point of supply to residential lots shall be 100 kPa (10 m) and 25 L/min;
- The minimum fire supply service level shall be FW2 for residential areas and FW3 for all other areas;

- To protect level of service of new subdivisions no more than 150 residential Lots shall be serviced at any point from a single ended 150 mm water main. Connectivity of the water network is to be established prior to further lots being brought forward for 224(c) release.

4.3.17 The water demand allowance in the SHA design shall include provision for:

- A domestic demand of 260 litres/person/day with a peak flow rate of five times this amount for on demand supply.
- Population targets;
- The area to be serviced;
- Individual properties proposed;
- Proposed land use (zoning).

4.3.18 Given the above, we can anticipate a water supply demand in the order of 130.52 m³/day.

4.3.19 It is anticipated that 150 mm – 200 mm water mains are constructed along the full length of the new roading network to provide provision for firefighting throughout the development. In addition a 63 mm diameter ridermain would be constructed along the other side of the roading network to provide a fully closed system. Both these mains would be connected to the existing 150 mm and 200 mm mains within Maui Street and Eagle Way. Each lot would subsequently be provided with a standard residential water connection to provide domestic water supply to future dwellings.

4.4 Timing

4.7.1 Provided the subject site is approved as an SHA, PDL intends to proceed with a QD application as soon as possible. It is anticipated the QD application will be made by early-2018 with construction of the development commencing on 1 October 2018.

5. ASSESSMENT OF HAMILTON SHA POLICY

5.0.1 Paragraph 14 of the Hamilton Special Housing Areas Policy states that all proposals for an SHA shall demonstrate to Council’s satisfaction that the following criteria will be met:

- a) *Development within the proposed SHA will achieve the purpose of the HASHAA in a manner consistent with the Accord;*
- b) *Development within the proposed SHA will place no additional financial burden on Council compared with no development occurring, either now or in the future.*
- c) *All infrastructure necessary to service the proposed SHA included but not limited to transport, waste water, potable water and storm water is available will be made available by the developer at no cost to Council in advance of all identified infrastructure demand arising.*

5.0.2 Paragraph 15 of the of the Hamilton Special Housing Areas Policy states that Council will evaluate a proposed SHA against the considerations which are listed in paragraphs 5.1 – 5.7 below.

5.1 Demand for the qualifying development

“The extent to which development of the proposed housing types will achieve the purpose of the HASHAA and the Accord which will include an assessment of proposed housing typology, dwelling and section sizes, and density.”

5.1.1 The purpose of the HASHAA is set out in Section 4 as follows:

“The purpose of this Act is to enhance housing affordability by facilitating an increase in land and housing supply in certain regions or district, listed in Schedule 1, identified as having housing supply and affordability issues”

- 5.1.2 The purpose of the Hamilton Housing Accord is set out in paragraphs 2 and 3 as follows:

“The intention of the Accord is to increase housing supply in line with the National Policy Statement on Urban Development Capacity (NPC-UDC) and the Housing Accords and Special Housing Areas Act 2013 (the Act). The Accord aims to maintain a well-functioning, private sector led housing market in Hamilton and ensure a spread of prices across the housing market by ensuring adequate supply and market competition

The development progressed through this accord will generally be consistent with the Hamilton Urban Growth Strategy (HUGS), the strategic directions contained within the Partly Operative District Plan, the Waikato Regional Policy Statement (RPS) and the FutureProof sub regional settlement pattern”

- 5.1.3 As stated above, the HASHAA and HHA both have the purpose of enhancing housing affordability by facilitating an increase in land and housing supply. The proposed SHA provides additional land which is serviced to enable an appropriately located increase in housing supply. In this regard, the proposed SHA will contribute approximately 186 dwellings towards the targets set by Council and the Government in the HHA. These dwellings are expected to be consented in Years 2 – 3 (2018 – 2019) of the HHA.
- 5.1.4 While increasing housing supply is one method of addressing affordability, it also recognised that affordability is influenced by allotment area and dwelling size. A mixture of housing typologies are proposed including duplex dwellings of varying sizes and densities, terraced dwellings, townhouses and apartments. Primarily two and three bedroom units will be established with a portion of four bedroom developments proposed. Lot areas will range from around 150 m² to 350 m². Overall a gross density of 32 dwellings per hectare is anticipated through a good variation in allotment area and dwelling sizes.

5.2 Predominantly residential

“The extent to which the proposed development is predominately residential with the primary purpose of creating residential housing supply.”

- 5.2.1 The development is proposed to be entirely residential. This is due to the prominence of existing necessary amenities being located within a five minute walking catchment (400 m radius) of the site as outlined in Section 3 above.

5.3 Locational considerations

“The extent to which the proposed SHA is consistent with Council’s strategic land use planning. If inconsistent, the extent to which it may materially compromise or alter Council’s strategic land use planning and the effects of that inconsistency including effects on planned and existing infrastructure. The extent to which the proposed SHA affects Council’s ability to meet its statutory requirements under the National Policy Statement on Urban Development Capacity. Proposals for SHAs will be considered in all areas except:

- *all Special Character Zones...*
- *all Open Space Zones*
- *significant archaeological, historic and cultural sites*
- *electricity transmission corridors*
- *Natural Hazard Areas (except where effects can be appropriately managed)*
- *Significant Natural Areas.”*

- 5.3.1 The subject site is able to be considered for an SHA as it is not located within any of the exclusion areas listed in the policy. The site is not identified as being subject to flooding, nor is it evident that it is subject to erosion, subsidence or slippage.

5.3.2 In terms of consistency with Council's strategic land use planning, it is appropriate to consider Chapter 2 (Strategic Framework) of the PODP. In this regard the following comments are made in relation to the Objectives and Policies of Chapter 2:

- The proposed SHA aligns with the goal of promoting a compact and sustainable city. This is because the proposal involves the redevelopment of an infill site within the City's existing urban area, and that is entirely surrounded by development.
- The proposed SHA also promotes a compact and sustainable city by increasing residential density in an appropriate location, i.e. the site is in close proximity to the The Base, parks and open spaces (Ashurst Park and Pukete Farm Park), public transport, and arterial road linkages rendering it suitable for modern living with increased densities in close proximity to residential amenities and services.
- The proposed SHA can contribute to the supply of a range of housing types and densities to meet the demand from a diverse range of people and communities.
- The proposed SHA will make efficient use of land and infrastructure. The subject site has been underutilised for many years and has failed to attract industrial tenants core to its zoning in the PODP. The property has resource consent to establish a range of commercial services, however such uses are not considered to be as an efficient use of land as residential use due to the prevalence of appropriately zoned land for such facilities near the site. The nature of these consents was reflected in the appeals process for the PODP and an existing memorandum of understanding between PDL and HCC, whereby the PODP has enabling mechanisms for non-industrial activities including managed care facilities, retirement villages, and rest homes. The site is afforded specialist consideration of such uses in the Industrial Zone of the PODP.

- Good quality urban design outcomes are possible because the SHA will involve a comprehensive design that combines land use and subdivision elements. The design qualities from the Urban Design Protocol and the design guides from the PODP will inform the QD application.
- The proposed SHA will not compromise Hamilton’s hierarchy of business centres. The proposed SHA will in fact provide a substantial input of residential activities in close proximity to existing amenities including a sub-regional centre. The proximity of core amenities enables a unique opportunity for increased density to be provided.
- The proposed SHA does not safeguard the use of industrial land for industrial purposes. However, the extent of this inconsistency with Council’s strategic land use planning is considered minor because:
 - The loss of 5.7 ha of industrial land is insignificant in terms of the overall supply of Industrial land in Hamilton. There are large areas of greenfield industrial land at Ruakura, Rotokauri and Te Rapa North that are more suitable for planned industrial development. This is also emphasised by the resource consents which apply to the site as well as in the PODP which enable a range of non-industrial uses specifically on this site.
 - The site has recently been vacated after a long planned move away from the site. The evidence base for a lack of demand for industry on this site is paramount in the approved resource consents for a range of uses and the PODP provisions for the site.
- The proposed SHA site can be integrated with existing infrastructure, including transport, three waters, and open space.
- The Hamilton SHA Policy provides for consultation and collaboration with tangata whenua where appropriate.

5.3.3 In terms of the extent to which the proposed SHA affects Council's ability to meet its statutory requirements under the National Policy Statement on Urban Development Capacity, the following comments are made:

- The proposed SHA supports the Council's obligation under the NPS to ensure their planning decisions enable the supply of housing need to meet demand. While the proposed SHA will reduce business capacity, the loss of 5.7 ha of industrial land is insignificant in terms of the overall supply of industrial land in Hamilton. Furthermore, it should be acknowledged that despite being zoned for industrial development and the availability of infrastructure, the site has been utilised primarily for the storage of heavy machinery and vehicles as opposed to operating industrial activities.

5.4 Infrastructure

"The extent to which the proposed SHA will absorb capacity within Council's existing infrastructure, including but not limited to parks and reserves, transport and three waters network infrastructure and how the developer will pay for that use of capacity. The extent to which the existing infrastructure is adequate to service the development and the developer's ability and commitment to provide that necessary infrastructure at no cost to Council either now or in to the future."

5.4.1 An assessment of the proposed infrastructure is outlined in section 4 above. This confirms the proposed SHA can be serviced by the developer at no cost to, and without unforeseen or adverse financial or environmental costs on, the Council or infrastructure providers.

5.5 Scale

"The extent to which the proposed SHA will deliver beyond a prescribed minimum of 10 dwellings."

5.5.1 The development concept demonstrates that approximately 186 dwellings can be established on the proposed SHA site.

5.5.2 The proposed maximum height of the residential buildings is generally consistent with the relevant Residential Zone provisions of the PODP, with a maximum height of 7.5 m proposed for the 1.5 and 2 storey buildings (duplex and terraced dwellings) and 11 m for the 3 storey buildings (apartments). Whilst the SHA policy does not stipulate a maximum height, the buildings are less than the maximum height limited specified in s14 of the HASHAA. This is consistent with the HASHAA which specifies a maximum of 6 storeys, and further, that does not enable a right of appeal as it is not 4 or more storeys. This is also consistent with the maximum height provisions of the underlying Industrial Zone.

5.6 Design Quality

“The extent to which the proposed SHA adheres to the key urban design qualities expressed in the Ministry for the Environment’s New Zealand Urban Design Protocol (2005) and the effects of any non-adherence.”

5.6.1 The Urban Design Protocol identifies seven essential design qualities that create quality urban design. They are: Context, Character, Choice, Connections, Creativity, Custodianship and Collaboration.

5.6.2 The applicant agrees in principle with these design qualities and believes that they are important considerations when proposing a medium density development. The concept plan which has been provided with this EOI gives early indications of the design and quality of the proposed development. The site layout, landscaping, design of the dwellings, building materials, insulation standards all point to the expectations of the Urban Design Protocol being met by this proposal, particularly when considering the opportunities presented by the size of the site and its proximity to amenities, transport linkages, public transport services, and recreational and employment land. A Design Statement has been prepared by Chow Hill and is enclosed in Appendix 6.

- 5.6.3 The proposed configuration creates a close relationship between the public and private realm with all lots and buildings fronting the adjacent road. This helps provide passive surveillance of the public space. Internal circulation is provided by a network of roads in a gridded layout and also provides an internal circulatory road which is intuitive.
- 5.6.4 The composition of buildings identified including duplex dwellings, terraced townhouses and apartments will provide a diversity in the density and typology of dwelling available, creating a degree of choice.
- 5.6.5 Furthermore, it is anticipated that design guides from the PODP will also inform the QD Application.

5.7 Development agreement

“The extent to which a satisfactory development agreement can be entered into between Council and the developer which secures HASHAAs intended outcomes in a manner that is consistent with Council’s Growth Funding Policy including but not limited to recovery of development contributions for utilized infrastructure capacity and services without placing a financial burden on Council.”

- 5.7.1 The applicant proposes to fund the required infrastructure (roading, water, wastewater and stormwater networks and upgrades) and will work with Council on an appropriate development agreement to establish certainty in respect of these obligations.

6. DEVELOPMENT CONTRIBUTIONS

- 6.1 The applicant anticipates the payment of Development Contributions. The applicant encourages HCC to promote the affordable interests of the HASHAA and SHA Policy through specific Development Contributions to be levied for SHA developments, particularly through the advent of a new Development Contributions Policy. This will further enhance the affordability of resulting SHA dwellings. The current Development Contributions Policy does not specifically enable remission

applications for such proposals except by Private Developer Agreement. PDL are willing to enter into a PDA regarding the SHA, particularly with regard to Development Contributions.

- 6.2 The applicant requests that Council extends the “high density residential” definition and rate in the current Policy to include lots with net site areas of less than 350 m² in approved SHA sites.

7. CONCLUSION

- 7.1 PDL is requesting that approximately 6.4552 ha, as part of a wider 11 ha of an existing industrial site referenced in this EOI be considered for the establishment of an SHA pursuant to the HASHAA.
- 7.2 This EOI has demonstrated that the establishment of an SHA on this site will assist with achieving the purpose of both the HASHAA and HHA by enhancing housing affordability through an increase in land and housing supply of appropriate density and scale. Furthermore, by advancing a comprehensive design that combines land use and subdivision elements, it is possible to achieve higher densities which will further influence affordability.
- 7.3 This EOI has also demonstrated that the existing infrastructure is adequate to service the development and that PDL have the ability and commitment to provide that necessary infrastructure at no cost to Council.

APPENDIX 1

Computer Freehold Registers



**COMPUTER FREEHOLD REGISTER
UNDER LAND TRANSFER ACT 1952**
Limited as to Parcels

Historical Search Copy



Item 6

Identifier **SA560/196**
Land Registration District **South Auckland**
Date Issued 24 February 1933

Part-Cancelled

Prior References
DI 1W/726

Estate Fee Simple
Area 4.0469 hectares more or less
Legal Description Lot 3 Deeds Plan 346

Original Proprietors
Porter Developments Limited

Interests

- S182999 Proclamation taking part for road - 17.6.1960 at 1.58 pm
- H815356 Gazette Notice declaring the adjoining State Highway No 1 (Awanui-Bluff) to be a limited access road - 15.8.1988 at 1.30 pm
- B394991.4 Mortgage to Westpac Banking Corporation - 31.1.1997 at 10.45 am
- B509047.1 Variation of Mortgage B394991.4 - 27.10.1998 at 11.18 am
- 7027170.1 Compensation Certificate pursuant to Section 19 Public Works Act 1981 - 13.9.2006 at 9:00 am
- 7095691.1 Application pursuant to Section 99A Land Transfer Act 1952 vesting Mortgage B394991.4 in Westpac New Zealand Limited - 2.11.2006 at 9:00 am
- 8591891.1 Discharge of Mortgage B394991.4 - 28.9.2010 at 4:57 pm
- 8591891.2 Transfer to Brennat Properties Limited - 28.9.2010 at 4:57 pm
- 8617006.1 Mortgage to ANZ National Bank Limited - 21.10.2010 at 3:50 pm
- 9458046.1 CAVEAT BY PORTER DEVELOPMENTS LIMITED - 15.7.2013 at 3:06 pm
- 10533570.1 Withdrawal of Cavcat 9458046.1 - 3.10.2016 at 9:53 am
- 10533570.2 Discharge of Mortgage 8617006.1 - 3.10.2016 at 9:53 am
- 10533570.3 Transfer to Porter Developments Limited - 3.10.2016 at 9:53 am
- 10533570.4 Mortgage to Westpac New Zealand Limited - 3.10.2016 at 9:53 am

Attachment 3

Transaction Id 51785977
Client Reference W1131

Historical Search Copy Dated 29/09/17 8:20 am, Page 1 of 1

Attachment 3

Item 6

PART - CANCELLED
PART TAKEN BY GAZETTE
NEW NOTICE

Land and Deeds - 101
SOUTH
S

Reference: Land Transfer (Compulsory Registration of Titles) Act, 1924.
Deeds Index. 17.726.
Application No. 17896 C.



Register-book, Vol. 560, folio 196

CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT.
LIMITED AS TO PARCELS AND TITLE.

This Certificate, dated the twenty-fourth day of February one thousand nine hundred and thirty-three under the hand and seal of the District Land Registrar of the Land Registration District of AUCKLAND Witnesseth that WILLIAM JOHN BLUNT of HAMILTON, electrician,

is seized of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial under written or endorsed hereon, subject also to any existing right of the Crown to take and lay off roads under the provisions of any Act of the General Assembly of New Zealand) in the land hereinafter described, as the same is delineated by the plan hereon bordered green, be the several admeasurements a little more or less, that is to say: All that parcel of land containing ten acres more or less being lot three (3) on a plan lodged in the Deeds Register Office at Auckland, as No. 346 and being part of allotments 19 and 20, Parish of Tukete.



E. L. Adams
Assistant District Land Registrar.

Outstanding interests registered in the Deeds Register Office at Auckland:

Mortgage No. 192450 (B546/732) William John Blunt to the State Advances Superintendent.
Produced 1/11/33

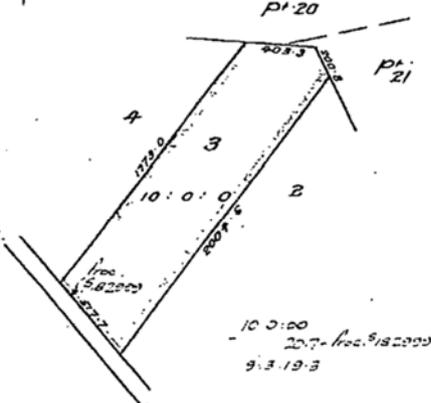
Mortgage No. 392712 (B15/54) William John Blunt to Arthur Allan Civil.
Produced 1/11/33
Asst. Ld. Regr.

Transfer No. 292377 of Mortgage No. 392712 Arthur Allan Civil to Hannah Sykes produced 7/3/1936 at 10:50 am

This certificate of title is issued in accordance with the provisions of the Land Transfer Act, 1924.

Transfer No. 292377 of Mortgage No. 392712 to Hannah Sykes, contractor, produced 7/3/1936 at 10:15 am

Variation of terms of Mortgage No. 392712 produced 1/5/2/35 at 11:15 am



Transfer of 317226 Joseph...
 Belkham...
 Transfer of 321559 George...
 Joseph William...
 produced 27.11.1976 at 2.45 o/c

Transfer of 323827...
 Dominic...
 produced 11.12.1974 at 10.30 o/c

Transmission of 27024...
 account...
 Hamilton...
 produced 23.9.1979 at 11.45 o/c

Transfer of 257255...
 William Henry...
 produced 23.9.1979 at 11.45 o/c

S.149248...
 by the...
 30.9.1958 at 11.45 o/c

S.182999...
 17.6.1960 at 11.58 o/c

S.283926...
 Alexander...
 produced 12.5.1968 at 9.55 o/c

S.219927...
 Zealand...
 produced 19.12.1971 at 10.0 o/c

S.152872...
 Bank of New Zealand...
 produced 27.8.1973 at 11.0 o/c

S.246615...
 LIMITED...
 produced 19.12.1994 at 11.59 o/c

S.552028 Transfer of the residue
 to Paul Rex Bloomfield of
 Auckland proprietor and Thyrlie
 Winifred Bloomfield his wife as
 tenants in common in equal shares
 produced 29.3.1972 at 2.45 o/c
 A.L.R.

S.552029 Mortgage of the residue
 to Peter Rope, Norman Morley
 Ryder and Cheryl Douglas Rope
 in unequal shares produced
 29.3.1972 at 2.45 o/c

S.612688 Transfer to Kismet
 Investments Limited at Auckland
 produced 13.7.1973 at 11.40 o/c

S.612689 Mortgage to Paul Rex
 Bloomfield and Thyrlie Winifred
 Bloomfield produced 13.7.1973
 at 11.40 o/c

H.038868.1 Transfer of Mortgage S.612689
 to Tom Burr Limited - 3.6.1975 at
 10.30 o/c

for A.L.R.

H.117775.2 Mortgage to Michael
 Wayne Davis produced 11.2.1977 at
 11.53 o/c
 H.543385 for A.L.R.

H.815356 Gazette Notice declaring
 part State Highway No. 1 (Awanui-Bluff)
 to be a Limited Access Road entered
 15.8.1988 at 1.30 o/c
 for A.L.R.

B.155216 Transfer to Kilooy Investments
 Limited - 12.8.1993 at 2.30 o/c
 for A.L.R.

B.157872 Mortgage to Bank of New Zealand
 - 27.8.1973 at 11.0 o/c

B.246615 CAVEAT BY HYPOTHECS HOLDINGS
 LIMITED - 19.12.1994 AT 11.59 o/c
 for A.L.R.

B.394991.3 Transfer to Porter
 Developments Limited - 31.1.1997 at 10.45
 o/c

B.394991.4 Mortgage to Westpac Banking
 Corporation - 31.1.1997 at 10.45 o/c
 for A.L.R.

THIS REPRODUCTION (ON A REDUCED SCALE)
 CERTIFIED TO BE A TRUE COPY OF THE
 ORIGINAL REGISTER FOR THE PURPOSES OF
 SECTION 215A LAND TRANSFER ACT 1952
 A.L.R.

CONTINUED ON PAGE THREE

Attachment 3

PAGE THREE

CERTIFICATE OF TITLE : 560/196

REGISTER

B509047.1 Variation of Mortgage
B394991.4 - 27.10.1998 at 11.18

tb
for DLR

Item 6





**COMPUTER FREEHOLD REGISTER
UNDER LAND TRANSFER ACT 1952**
Limited as to Parcels



Historical Search Copy

Identifier SA998/50
Land Registration District South Auckland
Date Issued 14 May 1951

Prior References
SA560/201

Estate Fee Simple
Area 3.6171 hectares more or less
Legal Description Part Lot 2 Deeds Plan 346

Original Proprietors

Arthur Forsman Porter as to a 1/4 share
Murray Forsman Porter as to a 1/4 share
Neil George Porter as to a 1/4 share
Robin Arthur Porter as to a 1/4 share

Interests

B260354.2 Mortgage to ANZ Banking Group (New Zealand) Limited - 8.3.1995 at 10:46 am
B474394.1 Variation of Mortgage B260354.2 - 3.4.1998 at 2:38 pm
6782701.1 Variation of Mortgage B260354.2 - 10.3.2006 at 9:00 am
8591910.1 Transfer of a 1/4 share/interest Neil George Porter to Eagle Spares Limited - 28.9.2010 at 4:36 pm
8607118.3 Transmission of a 1/4 share/interest Arthur Forsman Porter to Selwyn Robert Mexted as Executor and Robin Arthur Porter as Executor - 12.12.2011 at 11:40 am
8607118.4 Transfer of a 1/4 share/interest Robin Arthur Porter as Executor and Selwyn Robert Mexted as Executor to Robin Arthur Porter and Selwyn Robert Mexted - 12.12.2011 at 11:40 am
Appurtenant hereto is a right of way created by Easement Instrument 9738821.1 - 19.6.2014 at 3:20 pm

Transaction Id 51785795
Client Reference W1131

Historical Search Copy Dated 29/09/17 8:01 am, Page 1 of 1

998 / 50

NEW ZEALAND

REGISTER

(Land and Deeds)

Form B.

Register-book.

Vol. 998, folio 50.

Reference: Vol. 560, Folio 201. Transfer No. S. 15566 Application No. Order for N/C No.



CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT

Limited as to Parcels

This Certificate, dated the fourteenth day of May, one thousand nine hundred and fifty-one

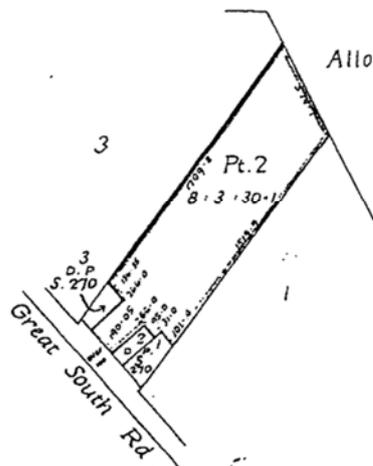
under the hand and seal of the District Land Registrar of the Land Registration District of AUCKLAND. Witnesseth that GEORGE ALEXANDER SIMMONS of Hamilton, farmer and AUDREY BERYL SIMMONS his wife, are,

is seized of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial under written or endorsed hereon; subject also to any existing right of the Crown to take and lay off roads under the provisions of any Act of the General Assembly of New Zealand) in the land hereinafter described, as the same is delineated by the plan hereon bordered green, be the several admeasurements a little more or less, that is to say: All that parcel of land containing eight acres three roods thirty decimal one perches more or less being Part Lot 2 Deeds Plan 346 and being part Allotment 19 Parish of Tukete.

see 2015-2016 file

E. W. Worthington Assistant District Land Registrar.

XIII KOMAKORAU S.D.



Scale - 5 chs. to 1 inch

METRIC AREA IS 3.6170ha

- 5.09714 Transfer the registered proprietorship to James Douglas... 5.69247 Transfer the registered proprietorship to Richard Douglas Dick and Christopher Altham... 5.75069 Transfer the registered proprietorship to... 5.209702... 5.209533 Transfer to... 5.206700 Transfer to William Sydney Holland and Richard James...

THIS REPRODUCTION (ON A REDUCED SCALE) CERTIFIED TO BE A TRUE COPY OF ORIGINAL REGISTER FOR THE DISTRICT OF SECTION 215A LAND TRANSFER ACT 1952.

OVER...

998/50

Item 6

S.660180 Transfer to The Fletcher Trust and Investment Company Limited at Auckland produced 24.5.1974 at 2.30 o/c

A.L.R.

H.637684 CAVEAN BY ARTHUR FORSMAN PORTER, MURRAY FORSMAN PORTER, NEIL GEORGE PORTER AND ROBIN ARTHUR PORTER ENTERED 31.1.1986 AT 1.45 o/c

H.814466.1

FOR A.L.R.

H.814466.2 Change of name of the registered proprietor The Fletcher Trust and Investment Company Limited to Fletcher Properties Limited entered 10.8.1988 at 10.50 o/c

FOR A.L.R.

H.814466.3 Transfer to Arthur Forsman Porter, Murray Forsman Porter, Neil George Porter and Robin Arthur Porter as tenants in common in equal shares produced 10.8.1988 at 10.50 o/c

H.814466.4 Mortgage to Australian Guarantee Corporation (N.Z.) Limited produced 10.8.1988 at 10.50 o/c

H.989036.1

FOR A.L.R.

H.989036.2 Mortgage to M&I Bank Limited - 7.11.1990 at 10.50 o/c

B224611

FOR A.L.R.

B.150477.1 Change of Name of Mortgagee under Mortgage H.989036.2 to NZIB Investments Limited - 15.7.1993 at 11.45 o/c

FOR A.L.R.

B.150477.2 Mortgage to Trust Bank Waikato Limited - 15.7.1993 at 11.45 o/c

B260354.1

FOR A.L.R.

B.150477.3 Memorandum of Priority making Mortgage B.150477.2 a first mortgage and Mortgage H.989036.2 a second mortgage - 15.7.1993 at 11.45 o/c

FOR A.L.R.

B.174968 Transfer of Mortgage H.989036.2 to UPC Securities Limited - 3.12.1993 at 10.50 o/c

FOR A.L.R.

B.260354.2 Mortgage to ANZ Banking Group (New Zealand) Limited - 8.3.1995 at 10.46 o/c

FOR A.L.R.

B474394.1 Variation of Mortgage B260354.2 - 3.4.1998 at 2.38

FOR DLR

Attachment 3





COMPUTER FREEHOLD REGISTER
UNDER LAND TRANSFER ACT 1952

Historical Search Copy



Identifier **771404**
Land Registration District **South Auckland**
Date Issued 19 January 2017

Prior References
SA15D/1071

Estate Fee Simple
Area 1.9967 hectares more or less
Legal Description Section 24 Survey Office Plan 465769

Original Proprietors
Porter Developments Limited

Interests

Subject to a right of way over part marked B on DP 474686 created by Easement Instrument 9738821.1 - 19.6.2014 at 3:20 pm

Appurtenant hereto is a right of way created by Easement Instrument 9738821.1 - 19.6.2014 at 3:20 pm

S240635 Building Line Restriction

H915340.5 Mortgage to (now) Westpac New Zealand Limited - 14.11.1989 at 11.05 am

B392156 Variation of Mortgage H915340.5 - 16.1.1997 at 9.56 am

B509047.2 Variation of Mortgage H915340.5 - 27.10.1998 at 11.18 am

9493858.1 Compensation Certificate pursuant to Section 19 Public Works Act 1981 by Her Majesty the Queen - 21.8.2013 at 4:23 pm

10771560.2 Discharge of Compensation Certificate 9493858.1 - 26.4.2017 at 12:16 pm



**COMPUTER FREEHOLD REGISTER
UNDER LAND TRANSFER ACT 1952**



Historical Search Copy

Identifier 771403
Land Registration District South Auckland
Date Issued 19 January 2017

Prior References
 521162

Estate Fee Simple
Area 1.9046 hectares more or less
Legal Description Section 23 Survey Office Plan 465769

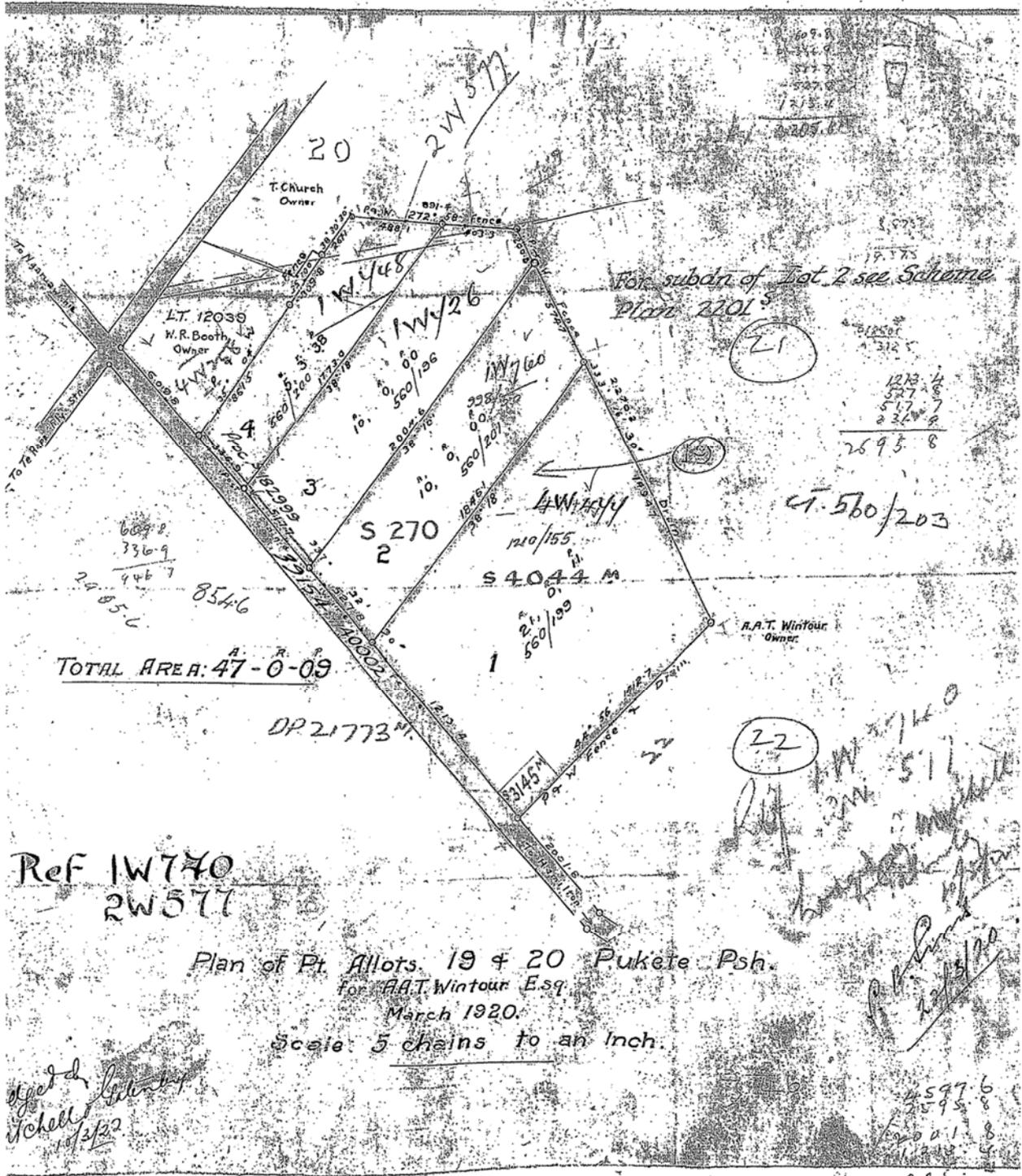
Original Proprietors
 Eagle Spares Limited

Interests

B250268.3 Mortgage of formerly Part Lot 2 DPS 4044 to ANZ Banking Group (New Zealand) Limited - 9.1.1995 at 12.10 pm
 6212927.1 Variation of Mortgage B250268.3 - 11.11.2004 at 9:00 am
 6782701.2 Variation of Mortgage B250268.3 - 10.3.2006 at 9:00 am
 Subject to Section 241(2) and Sections 242(1) Resource Management Act 1991(formerly Part Lot 2 DPS 4044 and Lot 2 DP 431329 affects DP 431329)
 9493858.3 Compensation Certificate pursuant to Section 19 Public Works Act 1981 by Her Majesty the Queen - 21.8.2013 at 4:23 pm
 Subject to a right of way over parts marked A & C on DP 474686 created by Easement Instrument 9738821.1 - 19.6.2014 at 3:20 pm
 Appurtenant hereto is a right of way created by Easement Instrument 9738821.1 - 19.6.2014 at 3:20 pm
 10771560.1 Discharge of Compensation Certificate 9493858.3 - 26.4.2017 at 12:16 pm

Transaction Id 51785977
 Client Reference W1131

Historical Search Copy Dated 29/09/17 8:22 am, Page 1 of 1



SOUTH 346 SOUTH
 (Records)



Title Plan - SO 465769

Survey Number SO 465769
Surveyor Reference 13038
Surveyor John Mawston Blue
Survey Firm Blue Wallace Surveyors
Surveyor Declaration I John Mawston Blue, being a licensed cadastral surveyor, certify that:
 (a) this dataset provided by me and its related survey are accurate, correct and in accordance with the Cadastral Survey Act 2002 and the Rules for Cadastral Survey 2010, and
 (b) the survey was undertaken by me or under my personal direction.
 Declared on 29 Jul 2013 04:41 PM

Survey Details

Dataset Description Sections 1-25
Status Approved as to Survey
Land District South Auckland
Submitted Date 29/07/2013
Survey Class Class A
Survey Approval Date 05/08/2013
Deposit Date

Territorial Authorities

Hamilton City

Comprised In

CT 521162
 CT 400397
 CT SA15D/1071
 CT SA1D/698
 CT 343953
 CT 343954
 CT 343952
 CT 554173

Created Parcels

Parcels	Parcel Intent	Area	CT Reference
Section 1 Survey Office Plan 465769	Legalisation	0.0001 Ha	
Section 2 Survey Office Plan 465769	Legalisation	0.0016 Ha	
Section 3 Survey Office Plan 465769	Legalisation	0.0006 Ha	
Section 4 Survey Office Plan 465769	Legalisation	0.0318 Ha	
Section 5 Survey Office Plan 465769	Legalisation	0.0569 Ha	
Section 6 Survey Office Plan 465769	Legalisation	0.0244 Ha	
Section 7 Survey Office Plan 465769	Legalisation	0.0120 Ha	
Section 8 Survey Office Plan 465769	Legalisation	0.0292 Ha	
Section 9 Survey Office Plan 465769	Legalisation	0.0450 Ha	



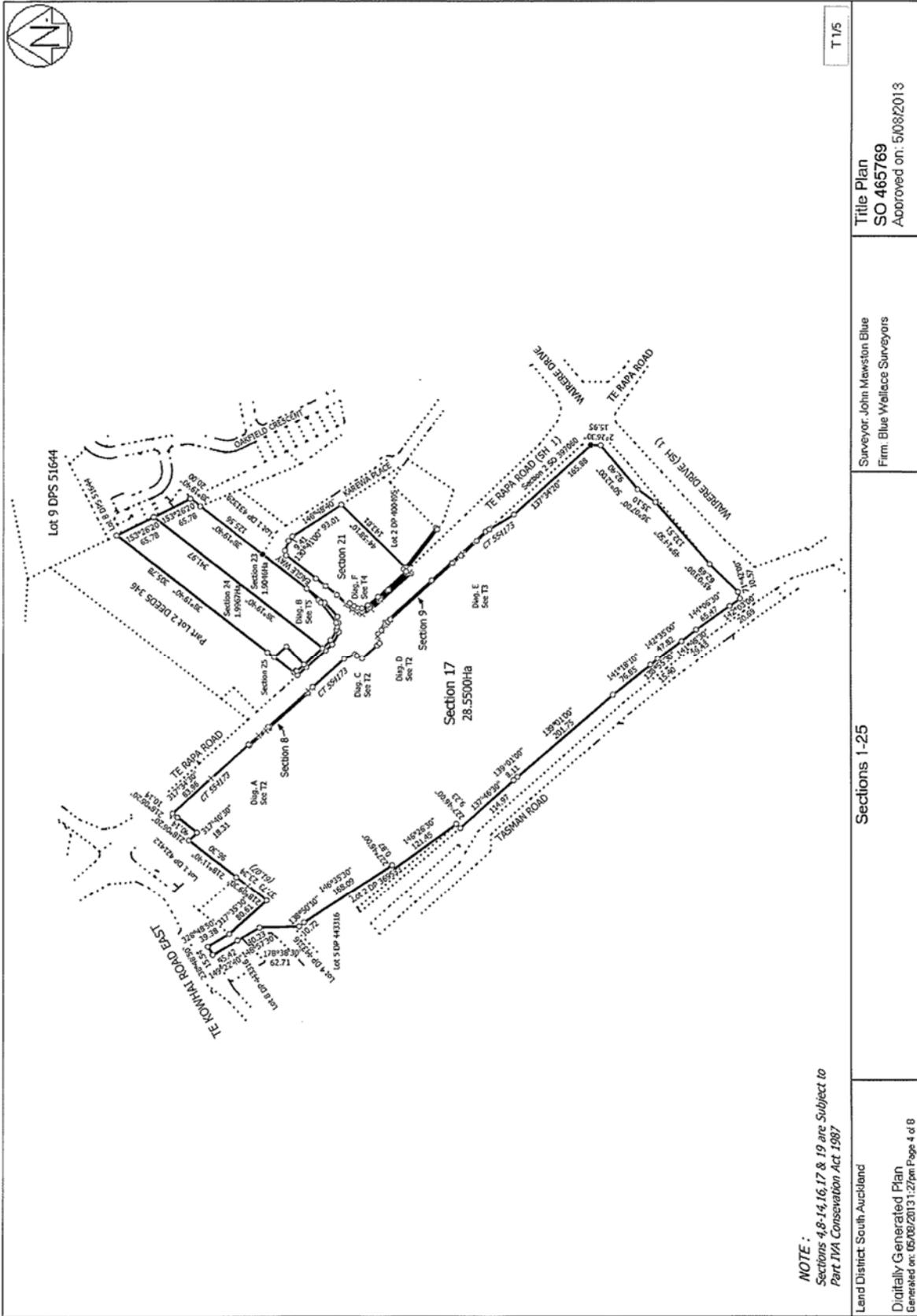
Title Plan - SO 465769

Created Parcels

Parcels	Parcel Intent	Area	CT Reference
Area C Survey Office Plan 465769	Easement		
Section 10 Survey Office Plan 465769	Legalisation	0.0009 Ha	
Section 11 Survey Office Plan 465769	Legalisation	0.0003 Ha	
Section 12 Survey Office Plan 465769	Legalisation	0.0014 Ha	
Section 13 Survey Office Plan 465769	Legalisation	0.0008 Ha	
Section 14 Survey Office Plan 465769	Legalisation	0.0003 Ha	
Section 15 Survey Office Plan 465769	Legalisation	0.0001 Ha	
Section 16 Survey Office Plan 465769	Legalisation	0.0011 Ha	
Section 18 Survey Office Plan 465769	Legalisation	0.0337 Ha	
Section 19 Survey Office Plan 465769	Legalisation	0.0513 Ha	
Section 20 Survey Office Plan 465769	Fee Simple Title	0.0001 Ha	
Section 21 Survey Office Plan 465769	Fee Simple Title	1.7431 Ha	
Section 22 Survey Office Plan 465769	Fee Simple Title	0.0002 Ha	
Section 23 Survey Office Plan 465769	Fee Simple Title	1.9046 Ha	
Section 24 Survey Office Plan 465769	Fee Simple Title	1.9967 Ha	
Section 25 Survey Office Plan 465769	Fee Simple Title	0.0945 Ha	
Section 17 Survey Office Plan 465769	Fee Simple Title	28.5500 Ha	
Total Area		34.5807 Ha	

Land Registration District	Plan Number
SOUTH AUCKLAND	SO 465769
Territorial Authority (the Council)	
HAMILTON CITY COUNCIL	

Schedule of Existing Easement			
Purpose	Shown	Servient Tenement	Created By
Right to Convey Water	C	Section 19 SO 465769	5354128.5



NOTE :
 Sections 8, 9, 14, 16, 17 & 19 are Subject to
 Part IVA Conservation Act 1987

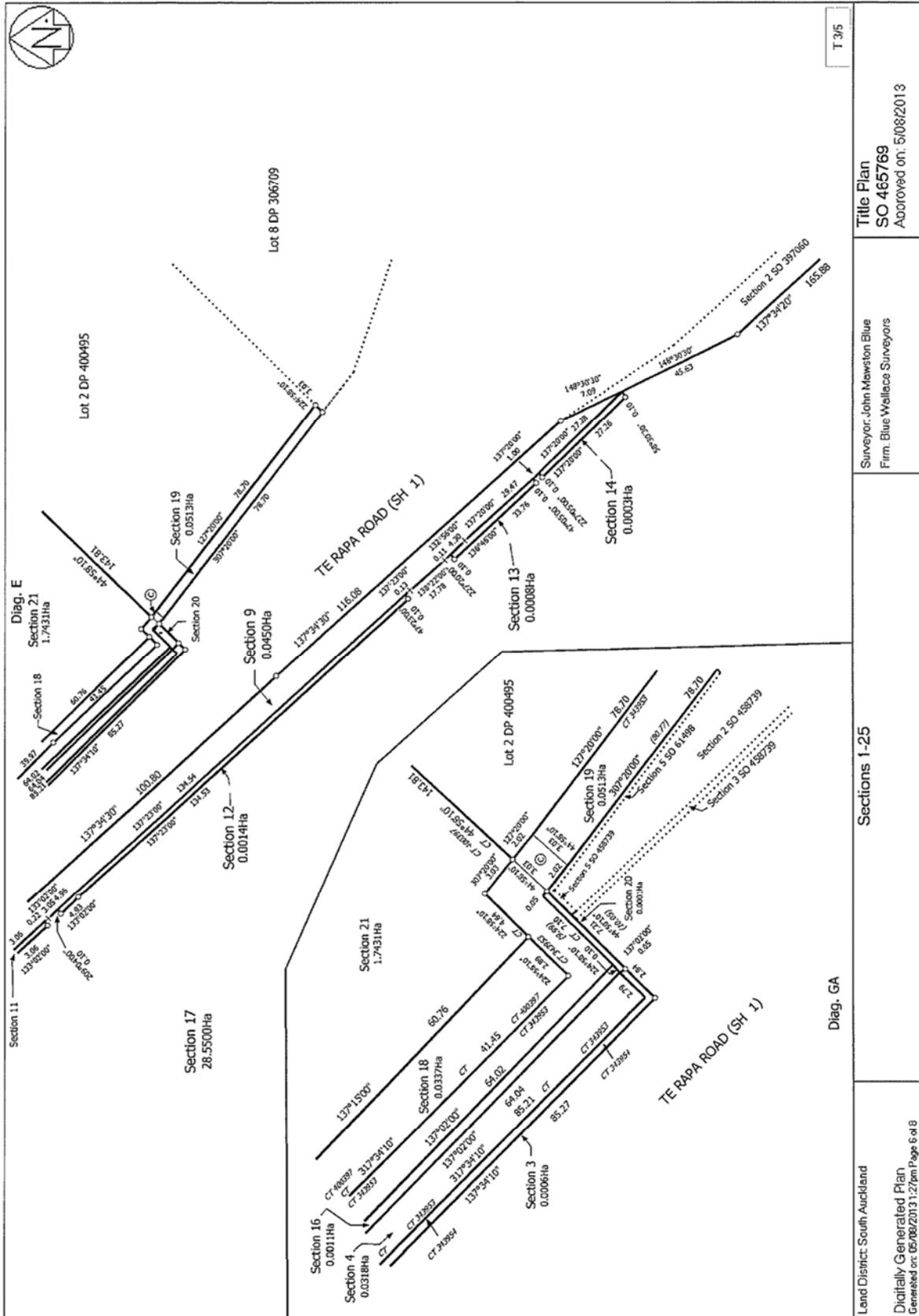
Lend District South Auckland
 Digitally Generated Plan
 Generated on: 05/08/2013 11:27am Page 4 of 8

Sections 1-25

Surveyor: John Mawston Blue
 Firm: Blue Wallace Surveyors

Title Plan
 SO 465769
 Approved on: 5/08/2013

T 1/5



T 3/5

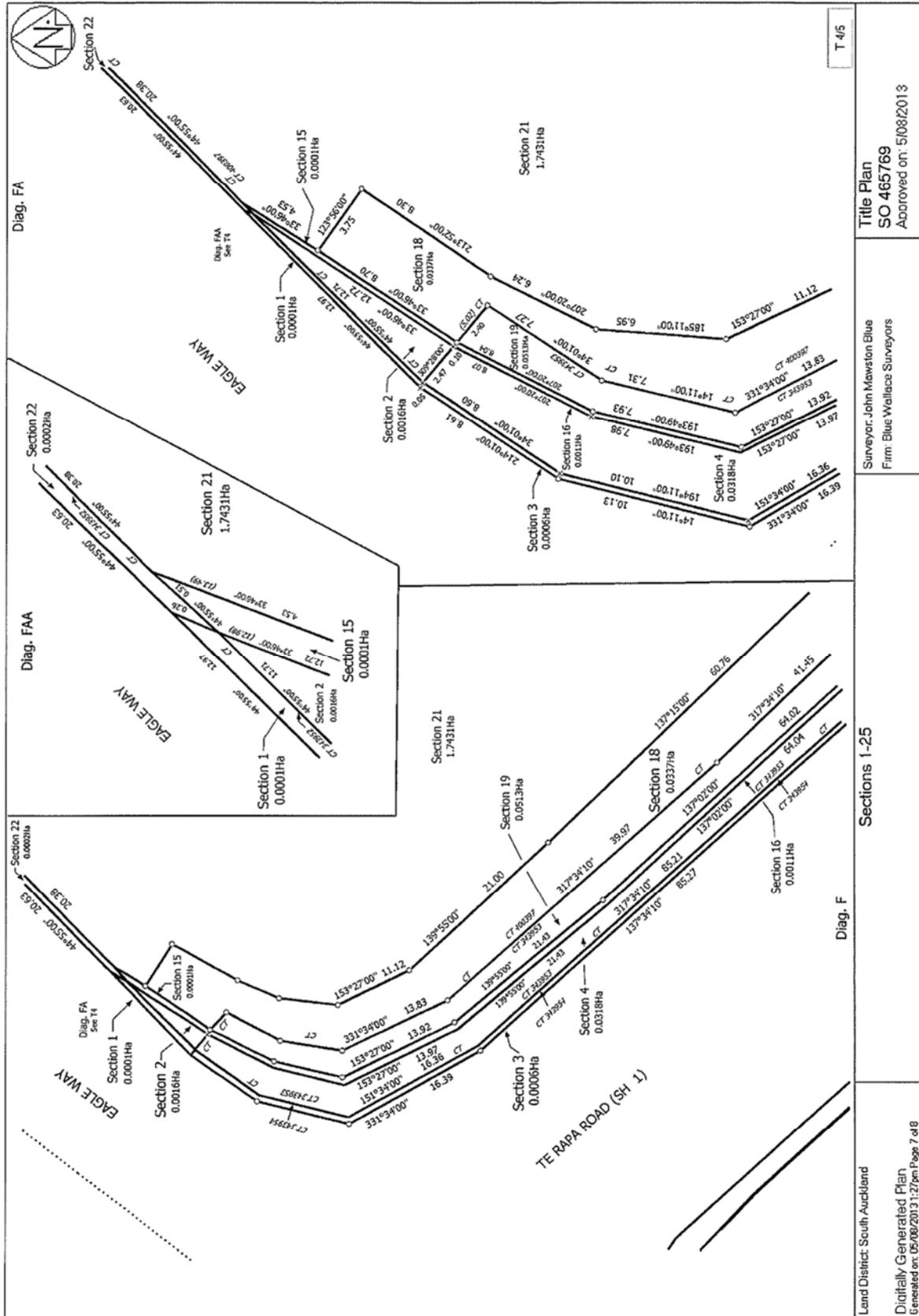
Title Plan
SO 465769
Approved on: 5/08/2013

Surveyor: John Mewton Blue
Firm: Blue Wallace Surveyors

Sections 1-25

Diag. GA

Land District: South Auckland
Digitally Generated Plan
Generated on: 05/08/2013 11:27am Page 6 of 8



Land District: South Auckland
 Digitally Generated Plan
 Generated on: 05/08/2013 11:27 am Page 7 of 8

Diag. FAA

Diag. FA

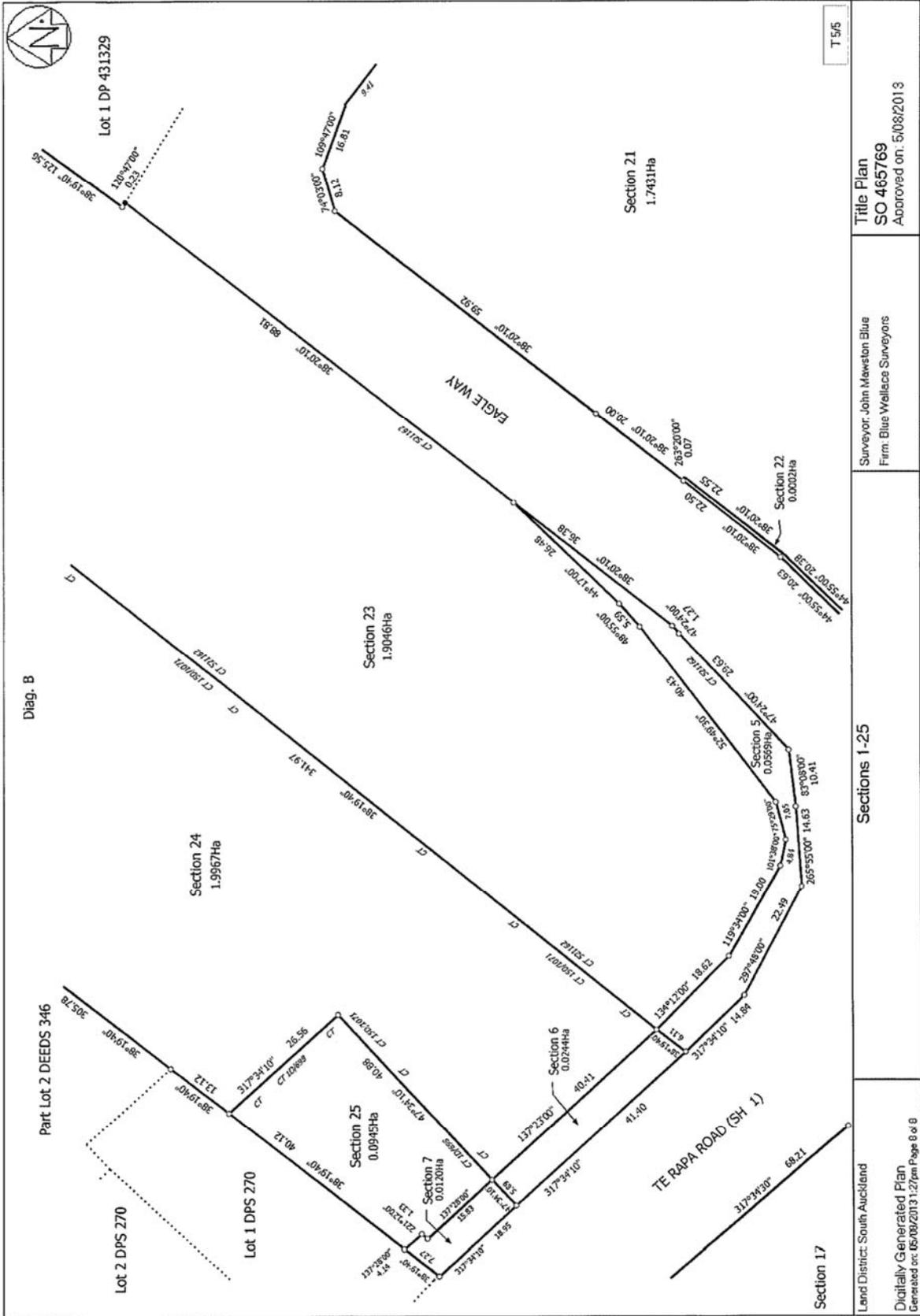
Diag. F

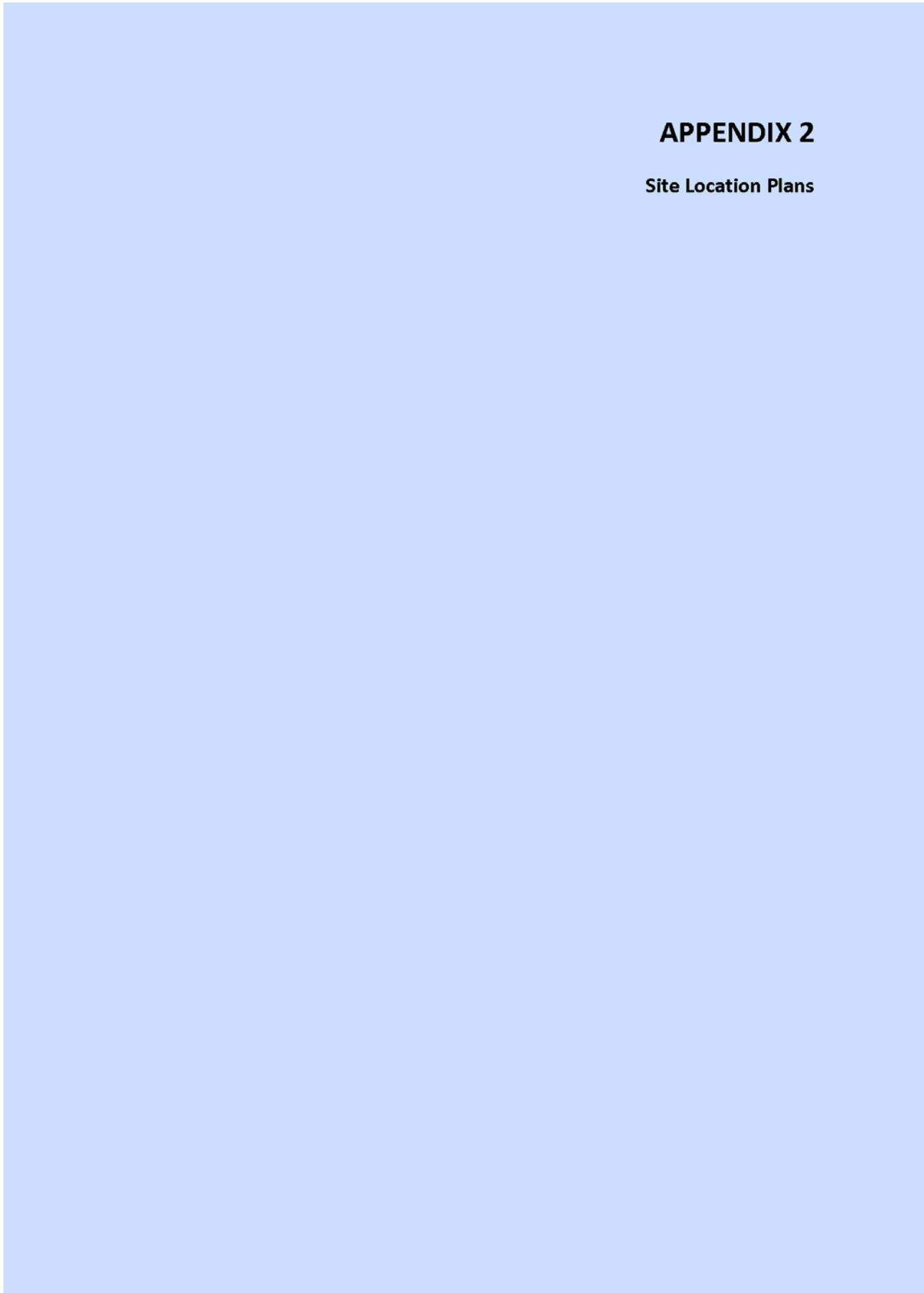
Sections 1-25

Surveyor: John Maxwell Blue
 Firm: Blue Wallace Surveyors

Title Plan
 SO 465769
 Approved on: 5/08/2013

T 45



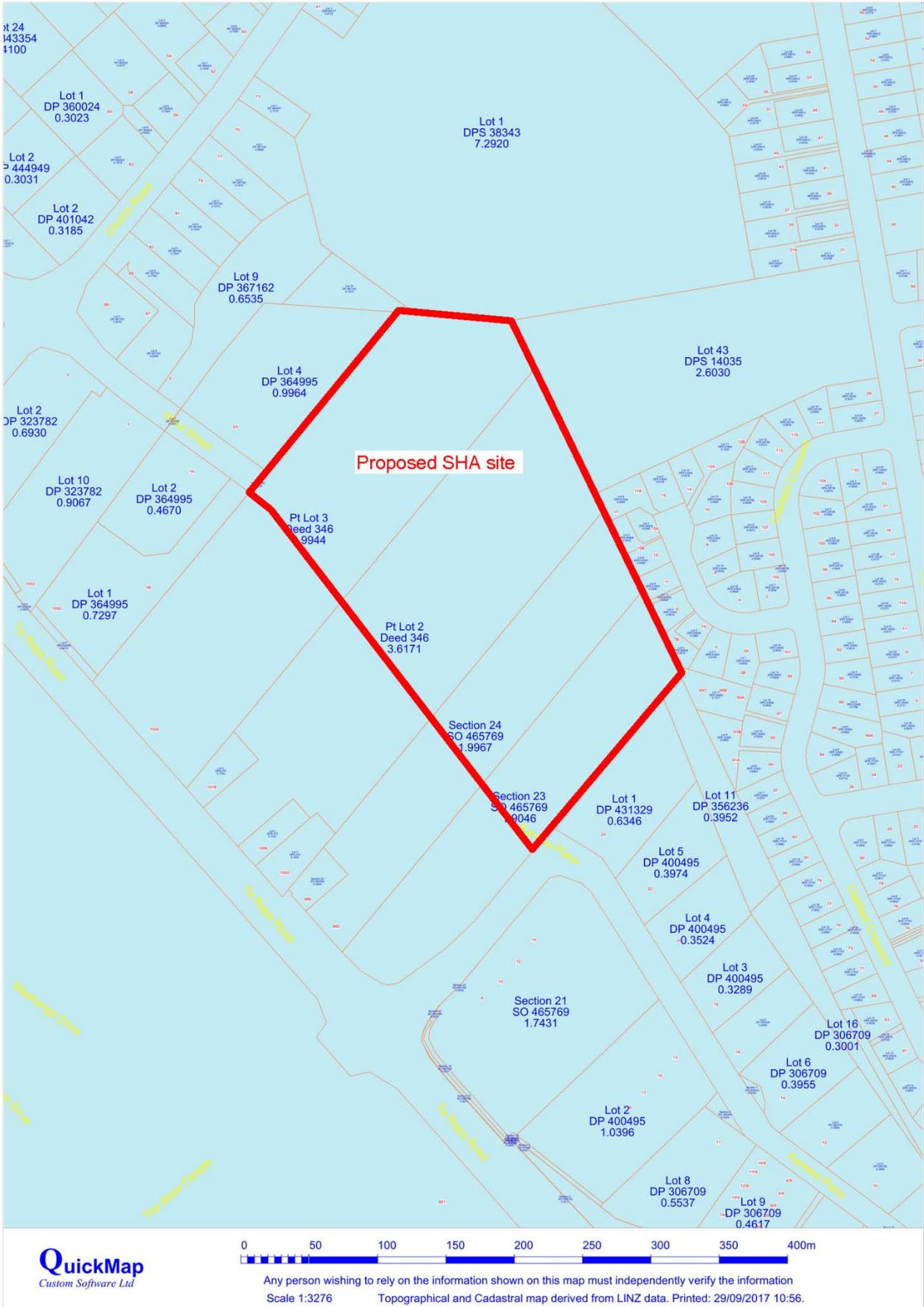


APPENDIX 2

Site Location Plans

Item 6

Attachment 3



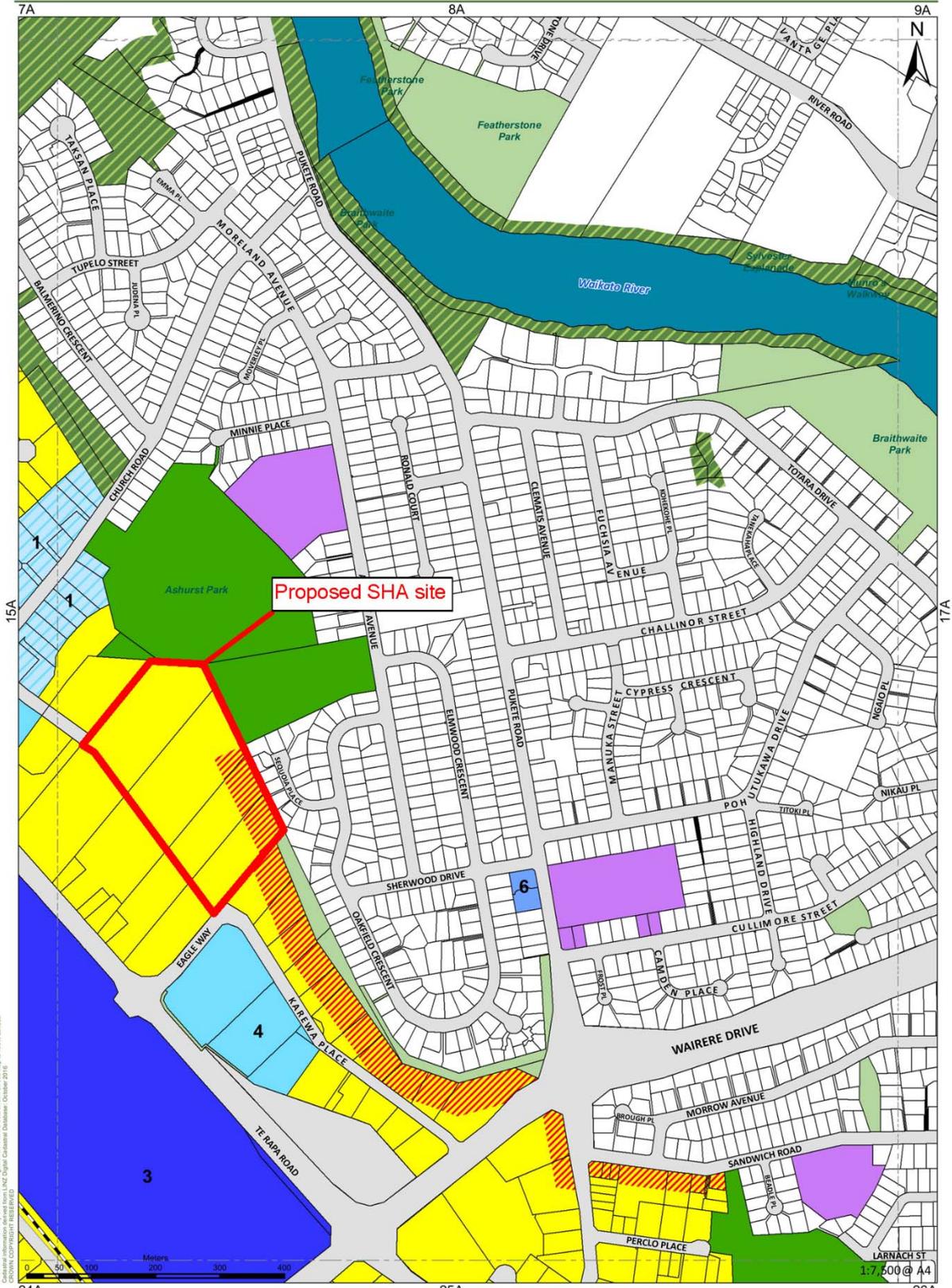


Item 6

Attachment 3

APPENDIX 3

Zoning and Features Maps



Volume 2

Zoning Map

Map No:16A

Item 6

Attachment 3

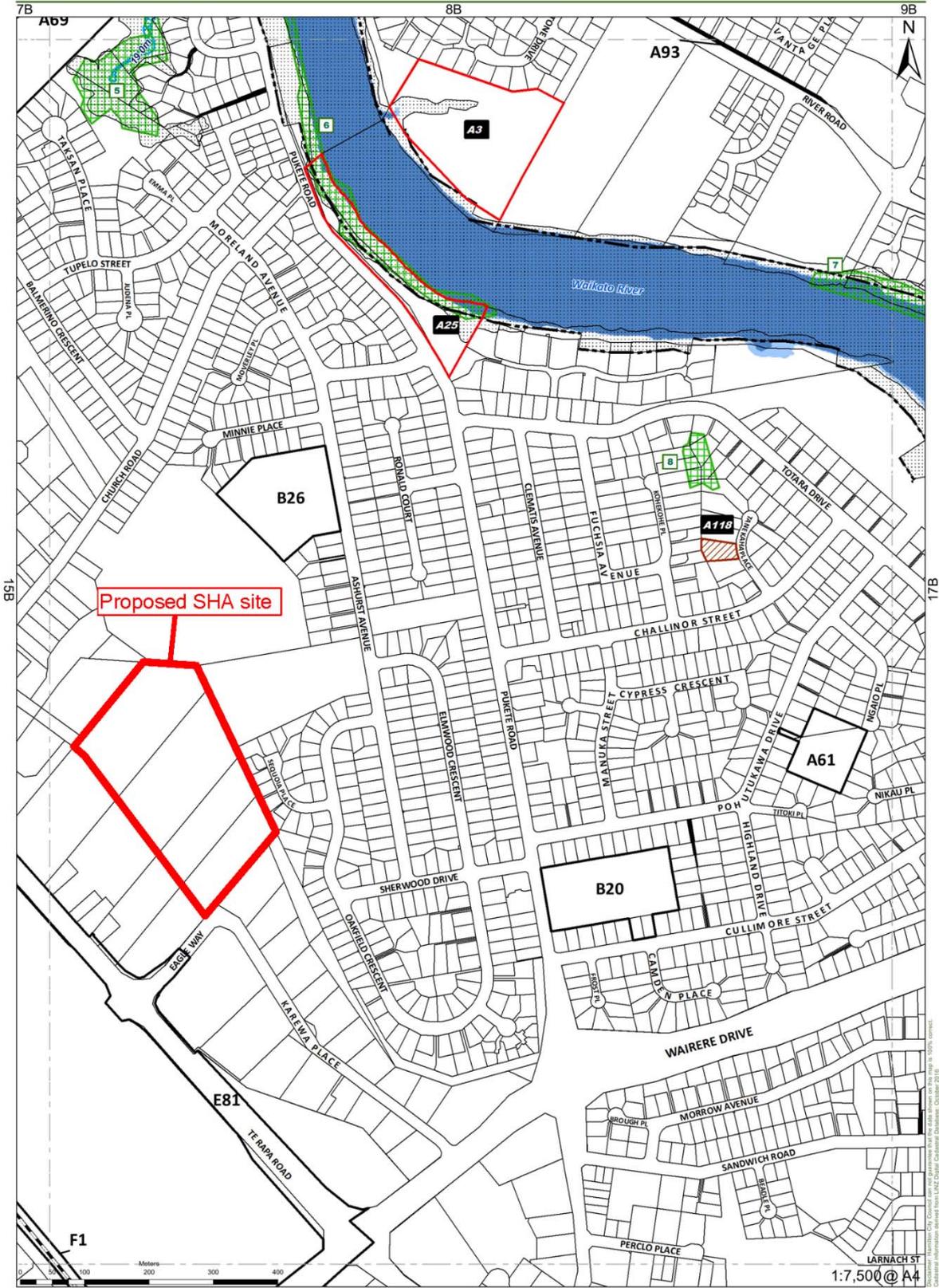


DISTRICT PLAN

Partly Operative District Plan
21 October 2016



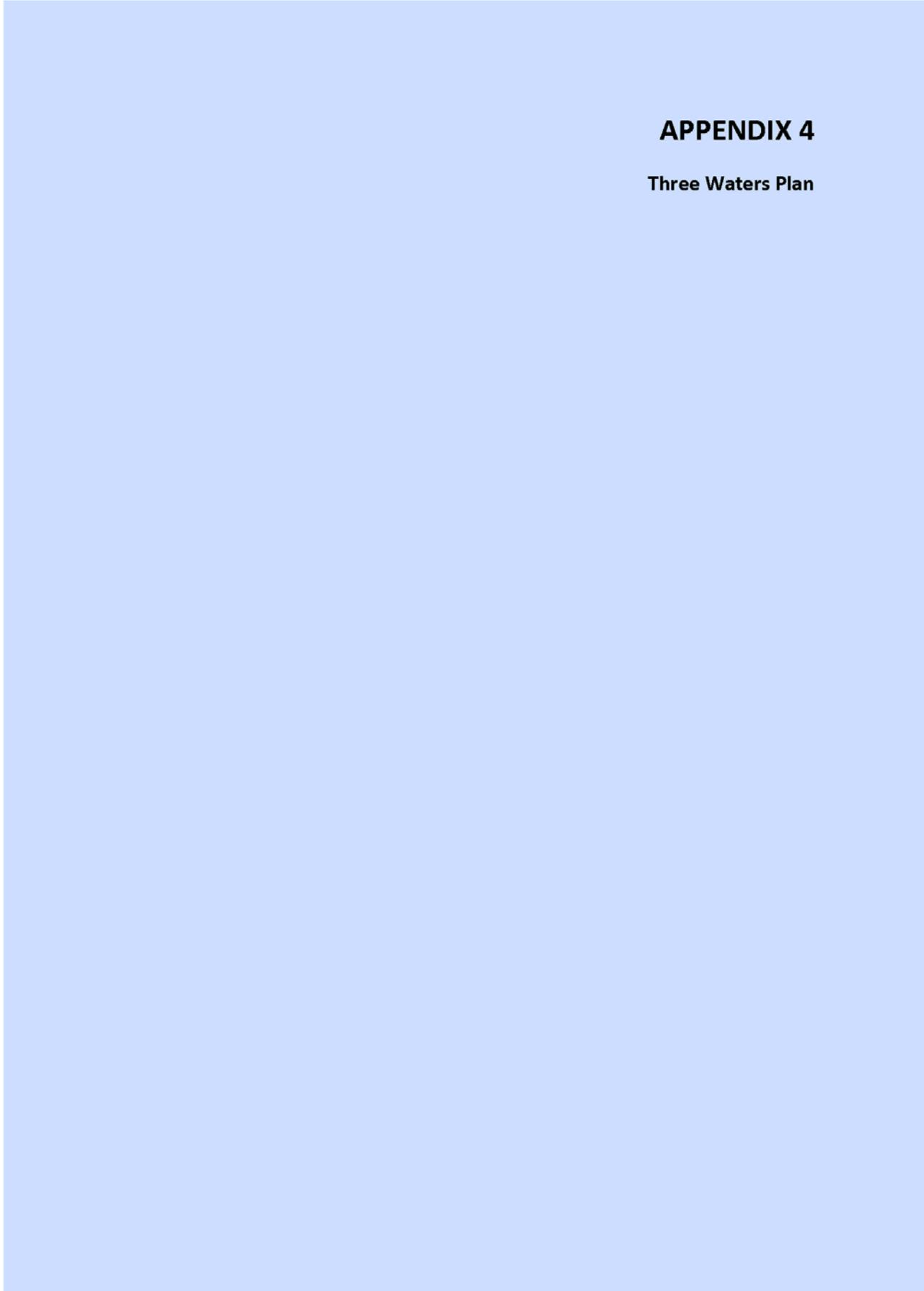
Hamilton City Council
Te kaunihera o Kirikiriroa



Map No:16B

Features Map

Volume 2

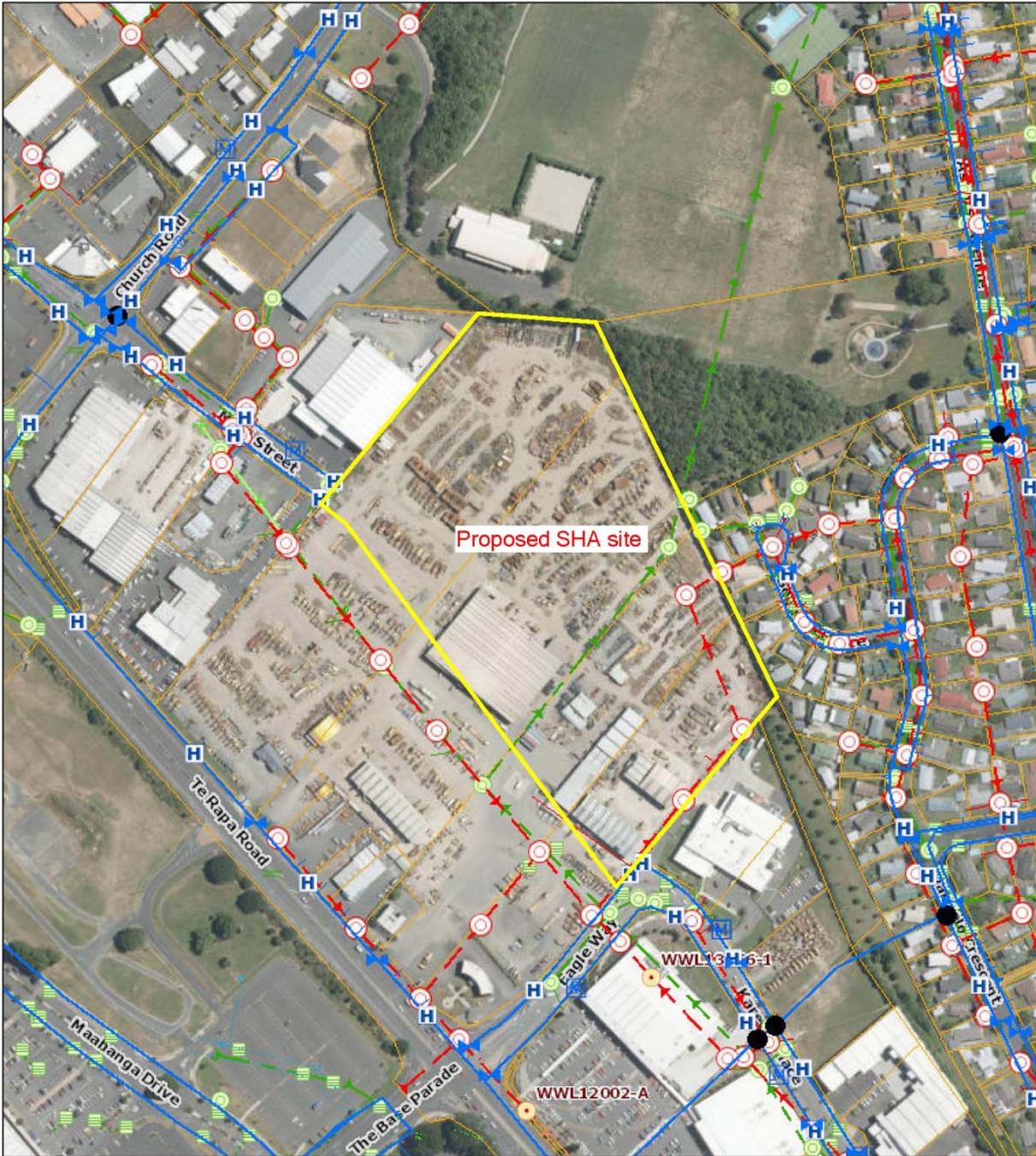


APPENDIX 4

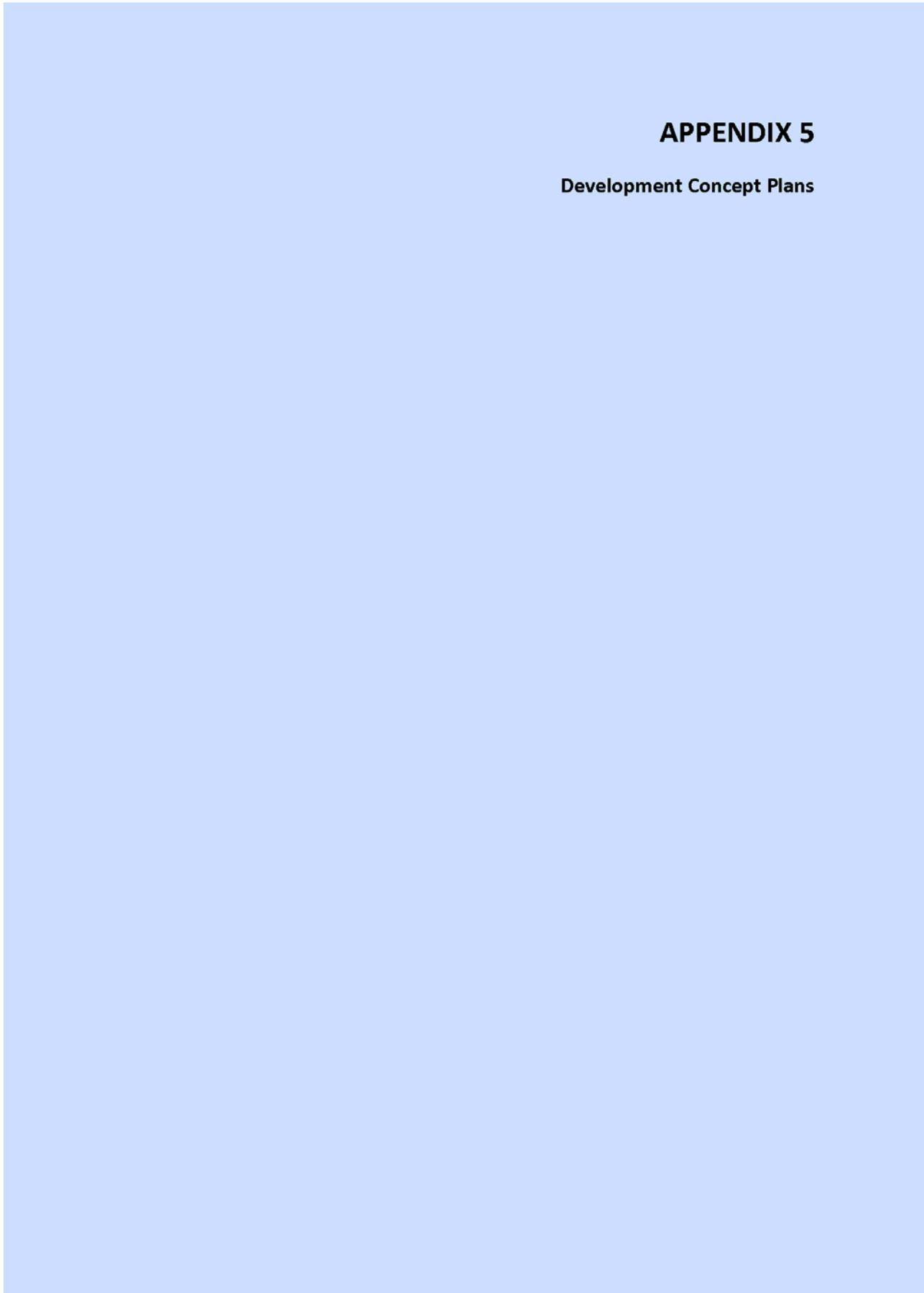
Three Waters Plan

Item 6

Attachment 3



<p>Water Services</p> <ul style="list-style-type: none"> Closed Water Valve Open Water Valve Water Hydrant Water Meter Water Service Line Valve Water Main Cross-Junction Water Service Line/Connection Water Main Water Main Abandoned Water Storage Unit Water Preliminary Plans 	<p>Wastewater Services</p> <ul style="list-style-type: none"> WW Pump Station WW Manhole WW Abandoned Manhole WW Node WW Service Line WW Aerial Main WW Rising Main WW Main WW Abandoned Main WW Preliminary Plans 	<p>Stormwater Services</p> <ul style="list-style-type: none"> SW Manhole SW Abandoned Manhole SW Catchpit SW Node SW Inlet SW Outlet SW Conduit SW Catchpit Lead SW Soakage Trench SW Channel SW Service Line SW Main SW Abandoned Main SW Main Flow Direction 	<p>Solid Waste Services</p> <ul style="list-style-type: none"> Solid Waste Vent Solid Waste Bore Solid Waste Pump Station Solid Waste Chamber Solid Waste Barrier Solid Waste Main Solid Waste Building/Structure Solid Waste Pond Solid Waste Landfill 	<p>Other Symbols</p> <ul style="list-style-type: none"> Planted SW Device SW Preliminary Plans 	<p>Hamilton City Council Te kaunihera o Kiriikiriroa</p> <p>www.hamilton.govt.nz/citywatersviewer</p> <p><small>WARNING: Levels, locations and dimensions of works shown on this plan may not be accurate due to circumstances not notified to Council. A physical check should be made on all levels, locations and dimensions before starting design or works. We cannot guarantee that the data shown on this map is 100% correct.</small></p> <p><small>Contact City Waters Unit, phone (07) 838 6599. COPYRIGHT HAMILTON CITY COUNCIL. Cadastal information from Land Information New Zealand. Crown Copyright Reserved.</small></p> <p>Printed by PUBLIC from HCC City Waters Viewer (AGOL)</p> <p>Print Date 29/09/2017 Scale 1:3565</p>
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------



APPENDIX 5

Development Concept Plans

Item 6

Attachment 3



Site Plan
POTTERS DEVELOPMENTS SHA
Thursday, 28 September 2017

Scale: 1:1000@A3
Project No: 17064
Sheet: SK.02
Rev:



chowhill

House Type Key

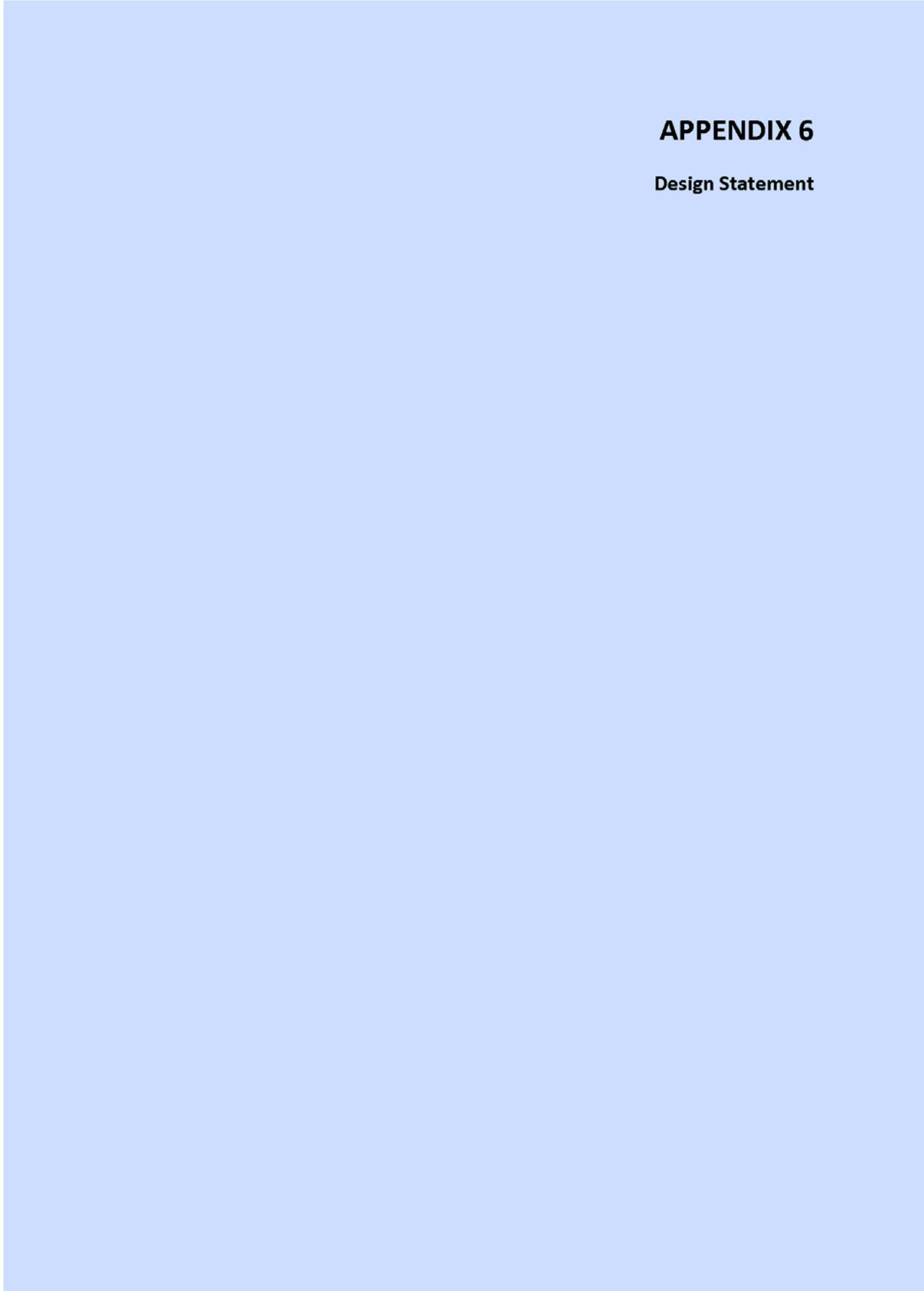
- 2 storey townhouse
4 bed 245m²
- 2 storey 4 bed duplex
- 2 storey duplex
2 bed 125m²
- 1.5 storey 2 bed duplex
95m²
- 3 storey apartment blocks
2-3 bed, 72-82m²
- 2 storey duplex
3 bed 170m²
- 2 storey duplex
3 bed 165m²
- 2 storey 3 bed triplex
- 3 storey 3-bed duplex
156m²
- 4x 2 storey townhouse
3 bed, 180m²

Key Plan
POTTERS DEVELOPMENTS SHA
 Thursday, 28 September 2017

Scale: 1:1000@A3 Sheet: **SK.03**
 Project No: 17064 Rev:



<p>Site Massing POTTERS DEVELOPMENTS SHA Thursday, 28 September 2017</p>	<p>Scale: 1:5.9028@A3 Project No: 17064</p>	<p>Sheet: SK.04 Rev:</p>
-----------------------------------------------------------------------------------------	-------------------------------------------------	------------------------------



APPENDIX 6

Design Statement

Item 6

Attachment 3



Special Housing Area Application
Porter Developments Ltd

Urban Design Commentary:

Context:

The proposal involves the division of the existing industrial site by a continuation of Maui Street through to Eagle Way. The new SHA site is created to the North East of the Maui Street continuation.

North and North East: Bounded by Ashurst Park and Reserve
North West and South: Bounded by Industrial zone
East: Bounded by Residential zone.

Opportunities:

Composition

The overall composition of streets and lots is relatively efficient relative to the existing site boundaries. With respect to the proposed dwellings, the orientation of frontages facing to the proposed streets and backs with private courtyards, including a number rear loaded from laneways, is good in terms of privacy and approachability.

Circulation

With the available street frontage, pedestrian access to buildings on the site is directly and clearly accessed from the public realm. Vehicular movement is direct and intuitive, and access to garages and guest parking obvious and generally conventional.

Diversity

The length of the street frontage available to the scheme has meant a variety of design that is desirable. However, it is not necessarily the case that every dwelling has to be individual – the repetition in small amounts is successful in urban design terms. The variety of dwelling types in terms of affordability is evident in the scheme.

119 collingwood street
po box 19208
hamilton 3244
new zealand

p +64 7 834 0348
e hmlstudio@chowhill.co.nz
www.chowhill.co.nz

Public Realm

For this development, the street is the public realm and the scheme will make a positive contribution to the appeal of the locality through façade and landscape design.

Sustainability

This is a measure of how well the design proposal, including its dwelling types, use the resources of the site at the outset and in use of the properties. The proposed scheme uses the available land to good effect. Terraced and duplex arrangements are inherently efficient in terms of energy efficiency due to higher floor area in proportion to external wall area.

Character

As a greenfield location, there is little to draw on in terms of urban character in the neighbourhood, except for the existing Pukete houses at the eastern boundary. Lower density development types are planned for this abutment to existing residential zone. The industrial developments in the area are buffered with appropriate landscape. The mix of dwelling offerings is consistent with the ambitions of the SHA aspirations, and the inclusion of green space, walking and landscape trails with connectivity to existing Ashurst reserve are aimed at a contemporary approach to design outcomes and a delightful environment in which to live.

Desirability

Future residents will be happy to live in the development. Similarly, the scheme will be attractive in its contribution to the immediate streetscape and neighbourhood character.

Lifestyle

As a residential development, the scheme will offer opportunities to enjoy the setting and orientation of the site. As with the other characteristics mentioned here, the more successful the scheme is in addressing these, the more desirable and valuable the development will be.

Stewardship

All the buildings have been planned and designed so that there is an inhabited edge of living spaces overlooking adjacent open space or streetscape. The sense of

119 collingwood street
po box 19208
hamilton 3244
new zealand

p +64 7 834 0348
e hmlstudio@chowhill.co.nz
www.chowhill.co.nz



ownership and territory is also communicated by the layering of landscape elements from the street frontage and the celebration of entrances from the public realm.

Conceptual precedent imagery



119 collingwood street
po box 19208
hamilton 3244
new zealand

p +64 7 834 0348
e hmlstudio@chowhill.co.nz
www.chowhill.co.nz



119 collingwood street
po box 19208
hamilton 3244
new zealand

p +64 7 834 0348
e hmlstudio@chowhill.co.nz
www.chowhill.co.nz

Alisa Neal

From: Andrew Wood <Andrew.Wood@ckl.co.nz>
Sent: Thursday, 18 January 2018 16:02
To: Alisa Neal
Cc: Robert Dol (Robert.Dol@greenstonegroup.co.nz)
Subject: Eagle Way SHA
Attachments: W1131 - SHA - 3-Waters Infrastructure - 17 Jan 18.pdf; 15205 Trip Generation Assessment Memo 180116.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Alisa

Further to your letter dated 22 November and our catch up following regarding the proposed SHA at Eagle Way/Maui Street please find **attached** the following documents:

- Three waters infrastructure report in relation to the proposed SHA
- Transportation memo regarding the proposed SHA and capacities

The infrastructure report provides an appropriate response to items 1 – 3 in your letter. The transportation memo addresses item 4.

It would be appreciated if you could distribute and confirm in due course whether there is sufficient information to continue processing the SHA expression of interest.

If you have any queries please let me know.

Regards,

Andrew Wood

Planning Manager

P 07 849 9921 | M 022 188 0831 | Andrew.Wood@ckl.co.nz | 58 Church Road, PO Box 171, Hamilton, 3240 | www.ckl.co.nz



Planning | Surveying | Engineering | Environmental

Large files can be uploaded and sent to CKL at <https://www.hightail.com/u/waikato-bft>



Planning | Surveying | Engineering | Environmental

**PORTER DEVELOPMENT LTD
MAUI STREET SHA – 3 WATERS INFRASTRUCTURE**

Introduction

This report covers the preliminary investigations into 3 waters infrastructure required to service the proposed development of the Porter Development Ltd SHA (Special Housing Area) off Maui Street and Eagle Way, Te Rapa. The subject site is approximately 6.455ha in size and is currently located within the industrial zone.

Outlined below is a summary to the proposed SHA site:

- Legal Description - Pt Lots 2 & 3 Deed 346 and Pt Sections 23 and 24 SO 465769 – CT’s 560/196, 998/50, 771404, and 771403 (refer to figure 1);
- Site Area - 6.455ha;
- Dwelling Density - approx. 75-110 lots (i.e. approx. 11-17 dwellings/ha);
- Site Elevation - approx. 31.5m to 32.0m
- Total Population - approx. 202-297 (based on 2.7 people/dwelling);

The subject site is not located within an existing Integrated Catchment Management Plan (ICMP) area. District Plan provisions require an ICMP to be prepared for developments/subdivisions greater than 40 residential units or 30ha, which the proposed development is likely to exceed. The objectives of the ICMP is to ensure that water, stormwater and wastewater are planned, developed and managed in a way that supports growth, while making sure the impacts of the infrastructure networks, gullies, streams and rivers are understood and managed. The scope and extent of an ICMP would need to be discussed with Council as part of the Qualifying Development (QD) application.

As outlined above the subject site is currently zoned industrial, with the eastern corner of the SHA site being subject an Amenity Protection Area. The subject site is bordered by residential development to the east, recreation reserve to the north, retail (supermarket) to the south, while industrial type activities are located around the southern and western extents.

While the subject site is zoned industrial under the Operative District Plan, Council have granted a Resource Consent for the establishment of a number of different land use activities. The proposed activities are illustrated within Figure 1 below.



Figure 1



Existing 3-Waters Infrastructure

Stormwater

An existing 2300mm diameter stormwater runs through the centre of the SHA site, as illustrated within Figure 2 below. The proposed SHA site is not currently provided with any specific connection to this main.

At present it would appear that the stormwater run-off from the site flows to a low point midway along the north eastern boundary where it's collected by an existing catchpit.

The site currently contains a largely pervious surface (i.e. gravel), however under a full industrial type development and or the type of development anticipated under the existing Resource Consent, we would expect developed sites to have in the order of 10% pervious and 90% impervious surfaces.

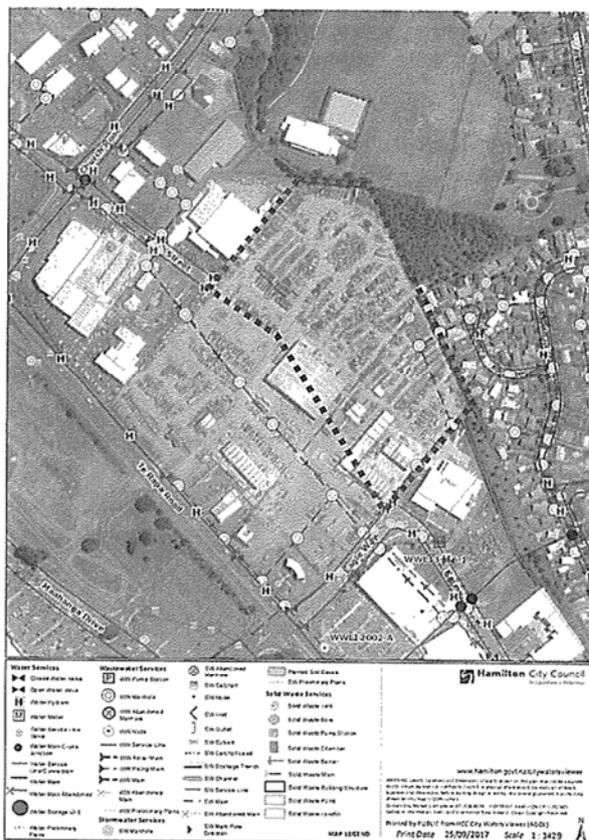


Figure 2

Wastewater

An existing 300mm diameter wastewater main traverses through the eastern portion of the subject site, as illustrated within Figure 2 above. An existing 100mm diameter connection is available along the south eastern boundary of the site.

This existing 300mm diameter wastewater main may need to be re-aligned as part of the development of this site; however this would be assessed as part of the QD application.

The gravity networks within Hamilton City are sized based on flow rates resulting from the catchments being serviced, and the following best practice design parameters:

- Water consumption is 200 litres per person per day;
- Infiltration allowance is 2250 litres per hectare per day;
- Surface water ingress is 16500 litres per hectare per day;
- Peaking Factors of 3.3 (based on PE of 300 – see table 5-1 of ITS);
- Population Equivalent (PE) of 45 persons/ha ($45 \times 6.455 = 290$);
- Contemporary materials and construction methods are used, which lower the risk of groundwater and stormwater ingress;

It is assumed that the existing infrastructure has been adequately sized to cater for the intended land use (i.e. activities allowed for within the industrial zone). However given that Council have issued resource consents for the establishment of specific land use activities, we can assume that the flows derived from such activities can be accommodated within the existing network. Hence the following flow rates can be used as a baseline assessment against the flow rates of the proposed SHA:

Assessment of flows is to be based on the consented development activities (refer to Figure 1 above) that exists within the proposed SHA area, and is illustrated as follows:

Activity Type	GFA (m ²)				Activity PE (person/hectare)
	Area 1	Area 2	Area 3	Area 4	
Education / Training	3,600				45
Office	3,400		1,330		30
Community Centre		3,600			30
Large Format Retail		4,000		1,600	45
Place of Assembly			1,330	1,600	30
Medical Centre			1,520		30
Total	7,000	7,600	4,180	3,200	
	Area 1	Area 2	Area 3	Area 4	Total
Total Site Area (ha)	2.084	2.397	1.126	0.945	6.552
Calculated Site PE	79	91	34	35	239

Table 1

Based on the above, the following figures apply:

- Peaking Factors of 3.5 (based on PE of 250 – see table 5-1 of ITS);
- Population Equivalent (PE) calculated by extrapolating a PE for each GFA across the entire site;

Hence, consented flow rate is as follows:

- PDF = $(2250 \times 6.552 + 3.5 \times 200 \times 239) / 86400 = 2.107\text{L/sec}$
- PWWF = $(2250 \times 6.552 + 16500 \times 6.552 + 3.5 \times 200 \times 239) / 86400 = 3.358\text{L/sec}$

Water Supply

There are existing 150mm diameter watermains located on the northern side of Maui Street, and both sides of Eagle Way. There is also a 200mm diameter watermain located on the southern side of Maui Street.

It is assumed that the existing infrastructure has been adequately sized to cater for the intended land use (i.e. activities allowed for within the industrial zone). However given that Council have issued resource consents for the establishment of specific land use activities, we can assume that the flows derived from such activities can be accommodated within the existing network.

Some of the consented activities may have specific water requirements, however for the purpose of this exercise we will assume demands anticipated within HCC's ITS.

The water demand allowance specified within HCC's ITS:

- A domestic demand of 260 litre/person/day with a peak flow rate of five times this amount for On Demand Supply.
- Population targets;
- The area to be serviced;
- Individual properties proposed;
- Proposed land use (zoning)

Given we do not have any specific demand rates for the activities consented, we will apply the domestic demand rate across the anticipated population figures derived within Table 1. Hence the baseline demand for the consented activities will be in the order of 69,310L/day.

3-Waters Infrastructure Strategy**Stormwater**

The subject site is located with the Waitawhiriwhiri stormwater catchment, and will be subject to the following documents/standards:

- Hamilton City Council's Comprehensive Discharge Consent (CDC);
- Hamilton Stormwater Bylaw 2015;
- Hamilton City Council's Infrastructure Technical Specification (ITS);
- Regional Infrastructure Technical Specification (RITS) – subject to timing of SHA.

In order to satisfy the HASHAA tests and the Hamilton Special Housing Areas Policy, it will need to be illustrated that there is sufficient certainty that infrastructure can be planned and provided for.

It is our opinion sufficient information exists within existing stormwater models, as-built information and the above documentation to identify the preliminary engineering requirements for the subject site.

Any system to be developed on the site will need to consider the protection of people, land, infrastructure, and the receiving environment. The stormwater system will consist of:

1. A primary system designed to accommodate a specified design rainfall event appropriate for the zone, provide removal of pollutants and ensure the effects from the primary system are managed; and
2. A secondary system to ensure that the effects of stormwater runoff from events that exceed the capacity of the primary system are managed, including occasions when there are blockages in the primary system.

Given the parameters of the subject site, objectives and policies of the above documents, the

existing infrastructure available, the following is a brief outline of a possible stormwater solution:

- Discharge Option:
 - Main flows to existing 2300mm diameter stormwater main traversing through the centre of the SHA site;
- Attenuation Options (or combination thereof):
 - Subsurface storage beneath the internal road network (subject to Council acceptance);
 - Development of a wetland, to be located in the northern part of the SHA ;
 - On-lot rain tanks;
- Treatment
 - Wetland;
 - Rain Gardens;
 - Enviropods within Catchpit;
 - On-lot treatment (rain tanks, rain gardens etc.);

As a means of assessing the impact of the changing land use on the underlying stormwater infrastructure, we can look to compare pervious / impervious surfaces within the two scenarios. As outlined above we would generally expect a 10% / 90% ratio respectively within the types of activities consented to, whereas that ratio in a residential situation would be 30% / 70% respectively.

However, while the above comparison would suggest a better outcome from the residential situation, this would only apply in a secondary system situation. In a primary system situation the ultimate requirement to attenuate flows back to greenfields run-off rates would result in the two scenarios having the same impact on the receiving environment.

Stormwater attenuation and treatment solutions for the subject site can be implemented within the proposed SHA development to minimise effects on the receiving environment. There is sufficient open space provided for within the draft SHA concept to incorporate any of the measures outlined within the above paragraphs.

Therefore, while a sub-catchment ICMP or detailed Water Impact Assessment (WIA) may be required at time of the private plan change request and first Qualifying Development (QD), there is sufficient information available to identify that the sub-catchment can be serviced with stormwater infrastructure to allow is urban development, and therefore identification as a SHA.

Wastewater

Wastewater is required to be treated and disposed of in a way that minimises effects on public health, the environment, and cultural values.

Flows anticipated from the proposed SHA development have been summarised below:

- PDF = $(2250 \times 6.455 + 3.8 \times 200 \times 297) / 86400$ = 2.781L/sec
- PWWF = $(2250 \times 6.455 + 16500 \times 6.455 + 3.8 \times 200 \times 297) / 86400$ = 4.013L/sec

Based on:

- Peaking factor of 3.8 (based on PE of 300 – see table 5.1 of the ITS);
- Population Equivalent (PE) of 2.7 persons/dwelling (i.e. $2.7 \times 110 = 297$);

Based on the expected flows from the proposed residential development, and the baseline flows from the consented activities, there is a 0.674L/sec increase in PDW and 0.655L/sec within PWWF.

It is anticipated that a new gravity pipe system be run through the proposed roading network within the development and discharge into the existing 300mm diameter pipe traversing the eastern boundaries. Each lot would be provided with a separate service connection at the boundary to allow future dwellings to be connected.

Integration of wastewater is not as easily achieved as stormwater or water. Low water use fixtures installed in new homes will reduce wastewater discharges. Due to complexity and health risks, grey water re-use is not yet warranted as a mandatory requirement in Rotokauri due to a high natural groundwater table.

Water Supply

Water Supply into any development is required to provide the quality and quantity of water to all customers as required by legislation and to Hamilton City Council's minimum level of service.

Council's minimum level of service across the city is as follows:

- The minimum pressure and flow at point of supply to residential lots shall be 100 kPa (10m) and 25 L/min;
- The minimum fire supply service level shall be FW2 for residential areas and FW3 for all other areas;
- To protect level of service of new subdivisions, no more than 150 residential Lots shall be serviced, at any point from a single ended 150mm watermain. Connectivity of the water network is to be established prior to further lots being brought forward for 224(c) release.

Given the above, we can anticipate a supply demand for the proposed SHA to be in the order of 77,220L/day, which is 7,910L/day greater than what has been consented to previously.

It is anticipated that a 150mm watermain is constructed along the full length of the new roading network to provide provision for firefighting (to FW2 requirements) throughout the development. In addition a 63mm diameter ridermain would be constructed along the other side of the roading network to provide a fully closed system. Both these mains would be connected to the existing 150mm and 200mm diameter mains within Maui Street and Eagle Way respectively. Each lot would subsequently be provided with a standard residential water connection to provide domestic water supply.



Memorandum

To: Rob Dol, Andrew Wood, Tony McLauchlan
 From: Mark Apeldoorn
 Date: 16 January 2018
 Job N^o: 15205.000
 Subject: Porter SHA – Eagle Way / Karewa PI Extension, Hamilton – Traffic Generation Assessment

Executive Summary

The summary assessments that follow have determined a residential development potential for the SHA site on the basis the District Plan trip thresholds not exceeded. The following key findings have been determined:

- A SHA development potential in the order of 595 HH/Units has been assessed as equivalent to the displaced consented trip generation thresholds for the site;
- Having regard for the basis on which the District Plan AM trip threshold were established, there exists the potential that the network could accommodate the higher (PM – 783 HH/Unit) threshold assessed, from an effects basis, notwithstanding that such an outcome might exceed the District Plan established AM Peak control limitation;
- There will be some differing trip distributional effects to be considered in further detail, however overall the effects are expected to be broadly similar if not providing for some localised network relief.

Brief

TDG has been asked to examine and describe the development potential for the SHA site, subject to trip generation remaining within the provisions established in the Hamilton City District Plan, Section 25.14.4.3 f.

Background

District Plan

The District Plan Section 25.14.4.3 f) sets out the key control established in the Plan in respect of the site. It States:

- f) A Broad ITA shall be prepared for any new managed care facilities; retirement villages; rest homes; and visitor accommodation activity on the defined site shown on Figure 15-8c in Volume 2, Appendix 15-8, where the traffic generation from all activities on the defined site exceed:
 - i. 989 trips in the morning peak hour, or
 - ii. 1,386 trips in the afternoon peak hour.

Note

1. Every inward or outward movement from the site shall be counted as an individual trip.
2. The trip rates specified are those as they related to the peak hour of the road network, between the hours of 1600-1800 Monday to Friday.

These AM and PM peak trip generation thresholds establish the control criteria for the purposes of assessment.

The Development Potential Proposal

TDG understands that very provisional planning and concept assessments have been made for the development potential of the site to accommodate a Special Housing Area (SHA) development.

The area the subject of the assessment is shown as follows:



Figure 1: Site Locality (source: CKL – Porter Development Limited SHA EOI)

The area proposed for assessment is the whole of the Porter owned land that is to be located to the east of the proposed new Link Road (within the red bordered area). The yellow dashed area shows the whole of the Porter site for which consent is held and for which trip generation thresholds are established in the District Plan.

The area is subject to a range of current and consented activities. The following assessments investigate the displacement of those consented activities and the potential for establishment of a SHA. The assessments make no provision for other planning activities that are currently being considered for other sites in the general locality or for other recently consented activities on nearby sites.

The basis of assessment is that the SHA potential development will not generate more traffic activity in either the AM or PM peak demand periods, the nature of the trips generated will be less of a commercial/industrial nature and therefore more readily accommodated on the transport network for which the corresponding demand has already been consented to accommodate. The potential effects that may arise from altered trip distributions (arrival/departure profiles) are described in general terms below and comprise an assumption basis for the assessment. Overall however, it is generally assessed there are not expected to be an additional external effects nor change in the transport considerations that other activities currently in the planning and investigation phase on nearby sites may need to have regard for.

Development Potential Assessment

Methodology

The methodology adopted in this assessment is as follows:

- Establish the overall site trip generation thresholds;
- Determine the basis for consented activity trip generation due to the proposed SHA area;
- Based on the consented trip generation thresholds for the subject area, forecast the potential for SHA development.

Inherent in this methodology is a broad assumption that the differing directional trip distributions that may arise between the consented activity baseline demands and the forecast SHA demands, while expected to be different, will result in no material change in network performance or operation. This is a detailed effect that will warrant specific assessment once the scope of particular activities has been determined, however it might very generally be observed that the residential generated demands are expected to shift trips from the locally peak directions to the opposing direction and this is likely to reduce the impact on local critical movements and load up those currently less critical movements at intersections making better utilisation of the local network capacity.

By way of an example, peak retail and commercial demands are likely to be represented predominantly as arrivals in the morning and departures, whereas peak residential demands are likely to be the opposite, i.e.: predominantly departures in the morning and arrivals in the evening. Overall, the same total trip demands on the network at peak times have not been exceeding in the following assessments.

Additionally, it should be noted that the assessment does not include, at this stage, reductions that may be expected as a result of local "internalised" trip making, pass-by and/or diverted – linked trip making.

Overall Porter Site Consented Trip Generation Thresholds

Porter Developments Ltd currently hold live consents for development across the whole of the Te Rapa site, part of which includes the proposed SHA. The trip generation thresholds that correspond to those consents are specified in the Operative Hamilton City Plan as has been set out above. The overall thresholds are as follows:

- AM Peak Hour: 989 trips;
- PM Peak Hour: 1,386 trips.

Consented Trips Related to the Proposed SHA

The basis of the consents for the Porter Site are shown on the following Figure:

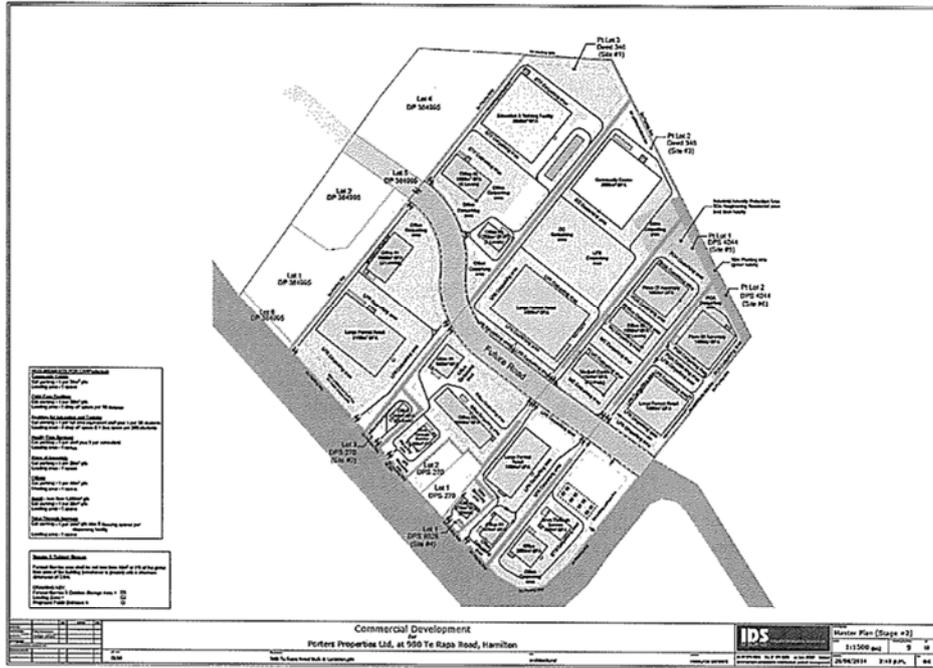


Figure 2: Plan of Consented Activities on the Porter Site

A summary of the activities and their corresponding areas as they relate to the proposed SHA area are as follows:

Activity Type	GFA per activity per lot (m ²)						Total (m ²)
	Lot 1	Lot 2	Lot 3	Lot 4	Lot 5	Lot 6	
Large Format Retail	0	0	4,000	0	0	1,600	5,600
Office	2,650	0	0	0	1,330	0	3,980
Education / Training	3,600	0	0	0	0	0	3,600
Community Centre	0	0	3,600	0	0	0	3,600
Place of Assembly	0	0	0	0	1,330	1,600	2,930
Medical Centre	0	0	0	0	1,520	0	1,520
Service Station	0	0	0	0	0	0	0
Drive-Through Fast Food	0	0	0	0	0	0	0
Total	6,250	0	7,600	0	4,180	3,200	21,230

Figure 3: Consented Activities within the SHA Area

The blue shaded areas simply highlight the consented development activities that exist within the SHA area.

The trip generation rates adopted and accepted in the consents are as follows:

Activity Type	GFA per activity per lot (m2)					
	Lot 1	Lot 2	Lot 3	Lot 4	Lot 5	Lot 6
Office	2.3	2.3	2.3	2.3	2.3	2.3
Education / Training	2.7	2.7	2.7	2.7	2.7	2.7
Community Centre	3.0	3.0	3.0	3.0	3.0	3.0
Place of Assembly	0.6	0.6	0.6	0.6	0.6	0.6
Medical Centre	5.3	5.3	5.3	5.3	5.3	5.3
Service Station	125.0	125.0	125.0	125.0	125.0	125.0
Drive-Through Fast Food	52.2	52.2	52.2	52.2	52.2	52.2

Figure 4: Consented Trip Generation Rates

An analysis of the trip generation basis supporting the consents and the establishment of the thresholds in the District Plan has been made to determine the trip generation provisions the consent includes for those sites covered by the proposed SHA. The separated AM and PM results are as follows:

Activity Type	GFA per activity per lot (m2)						Total (m2)
	Lot 1	Lot 2	Lot 3	Lot 4	Lot 5	Lot 6	
Large Format Retail	0	0	60	0	0	24	84
Office	60	0	0	0	30	0	90
Education / Training	98	0	0	0	0	0	98
Community Centre	0	0	106	0	0	0	106
Place of Assembly	0	0	0	0	8	9	17
Medical Centre	0	0	0	0	81	0	81
Service Station	0	0	0	0	0	0	0
Drive-Through Fast Food	0	0	0	0	0	0	0
Total	158	0	166	0	118	33	476

Figure 5: Consented AM Peak Trips Corresponding to the SHA Area

Activity Type	GFA per activity per lot (m2)						Total (m2)
	Lot 1	Lot 2	Lot 3	Lot 4	Lot 5	Lot 6	
Large Format Retail	0	0	160	0	0	64	224
Office	66	0	0	0	33	0	100
Education / Training	98	0	0	0	0	0	98
Community Centre	0	0	106	0	0	0	106
Place of Assembly	0	0	0	0	8	9	17
Medical Centre	0	0	0	0	81	0	81
Service Station	0	0	0	0	0	0	0
Drive-Through Fast Food	0	0	0	0	0	0	0
Total	165	0	266	0	122	73	626

Figure 6: Consented PM Peak Trips Corresponding to the SHA Area

By way of a summary, the consented activities corresponding with the SHA area are expected to generate the following peak hour trips:

- AM Peak Hour: 476 trips
- PM Peak Hour: 626 trips.

These control demands establish the thresholds for the SHA site development potential.

SHA Development Potential

The SHA development potential is forecast based on the activity types not exceeding the SHA site trip thresholds just determined.

In this regard, it is noted that residential development trip forecasting is typically based on household typology and cluster density. For the purposes of the following analysis, trip generation rates have been sourced from two separate reference databases in order to best assess the potential within reasonable forecast parameters. The two reference databases are:

- NZ Trips Database, Research Report 453: Trips and Parking Related to Land Use, Medium Density Residential Flat (0 – 2 bedrooms) and Table 8.10 (3 or more bedrooms);
 - AM and PM: 0.8 trips per unit (HH)
- RTA (now RMS) Guide to Traffic Generating Developments and RMS Technical Direction (TDT 2013/04), AM and PM:
 - 0.5 trips per unit (0 – 2 bedrooms); and
 - 0.65 trips per unit (3+ bedrooms).

These trip rate comparisons indicate that the NZ TDB higher trip generation rate is expected to result in a lower (more conservative) development potential threshold assessment. It is therefore adopted in the following development potential assessment summary:

Reference Source	Assessment Characteristic				
	Period	Maximum Trip Generation (trips/hr)	Peak Hr Generation Rate (trips/hr/unit)	Development Potential (Units)	Threshold Development Capacity (Units)
NZTDB: RR453 Scenario 1	AM	476	0.8	595	595
	PM	626	0.8	783	595

Figure 7: Assessment of SHA Development Potential

By way of a summary, the assessment indicates that broadly, the development potential for the site that does not exceed the consented total trip generating thresholds for the area, is in the order of 595 households (HH)/units. It can be seen that the AM peak control limitations establish the overall development planning threshold in this assessment.

Indicatively, the PM peak thresholds indicate a higher unit development potential can be accommodated at that time. This outcome is an effect of the way in which Council has established the AM Peak control limits in the Plan. It required this control limitation to be determined on the basis of the trip generating potential for the consented activities during the AM peak rather than an effects-based assessment of the trip generating potential the network could accommodate in the AM peak, in the same way the PM peak (1,386 trip) threshold was determined. This assessment does intuitively indicate that the development potential (PM - 783 HH/Units) identified in the Table could be readily accommodated from a network effects perspective, notwithstanding that it may exceed the threshold for the AM peak currently established in the District Plan.

In determining this development potential it is noted that regard for the trip distributional change effects arising from the change in activity types (commercial/retail to residential) will ultimately warrant assessment with regard to network effects. Notwithstanding this, and for the purposes of consideration, and having regard for the brief summary set out in the Methodology above, this is considered a reasonable initial planning basis for the SHA proposal.



Summary and Conclusion

The assessments above describe a methodology and analysis from which a provisional development potential has been forecast for the proposed SHA site. By way of a conclusion, the subject site is generally expected to have the potential to accommodate in the order of 595 HH/Units without exceeding the overall network trip generation thresholds in the District Plan, and potentially without adverse impact to the local transport network operation or performance.

Furthermore, and based on the analysis described, there is a likelihood the transport network could accommodate the effects generated by the (PM – 783 HH/Unit) development potential, albeit exceeding the District Plan AM peak period threshold in the District Plan.

Some further and more detailed effects based assessment has been identified, should a development of this potential be contemplated, however based on experience, local knowledge, prior detailed assessments for the area and the exercise of engineering judgement, the forecast development potentials are assessed as being within an order that can be readily accommodated.

Attachment 4 - Detailed Assessment of Relevant Strategic Documents

1. Waikato Regional Policy Statement

The RPS provides an overview of resource management issues in the Waikato Region, and the ways in which integrated management of the regions natural and physical resources will be achieved. The relevant section in the RPS relates to the built environment. Objective 3.12 is in place to ensure development of the built environment occurs in an integrated, sustainable and planned manner which enables positive environmental, social and cultural outcomes. This includes protecting long term benefits of regionally significant infrastructure, minimising land use conflicts and minimising potential for reverse sensitivity.

2. A number of policies and methods are in place to ensure that this is achieved. The relevant policies are assessed below:

3. Policy 4.4 Regionally Significant Industry and Primary Production

4. This policy relates to the management of Natural and Physical resources by recognising long term benefits of regionally significant industry to economic, social and cultural wellbeing; avoiding or minimising the potential for reverse sensitivity and promoting positive environmental outcomes.

5. The residential development will be located in an area which since Porters established its business activities on the site, has progressively become surrounded by urban uses including commercial, industrial, open space and indoor recreation and residential activities.

6. The existing Industrial Zoning of the site is not consistent with the majority of the existing character and amenity of the area. The property has resource consent to establish a range of uses including large format retail, office, drive-through and commercial services for the entire site.

7. The nature of the existing consents was reflected in the appeals process for the Proposed District Plan and HCC, which recognised that the site has become an isolated industrial remnant within a locality characterised by residential development, open space areas, large format retail, offices and service uses and identified through the relief sought that it is logical and appropriate that a more flexible and compatible planning framework apply to the site. To that end the ODP has enabling mechanisms for typically non industrial activities including managed care facilities, retirement villages and resthomes. The site is specifically afforded specialist consideration for such uses in the Industrial Zone of the ODP.

8. Through the appeals process it was recognised that the long term use of the site as residential use is appropriate due to the prevalence of appropriately zoned land for such facilities near the site. It was concluded that residential land use and/or zoning was not within the scope of the Notice of Appeal however.

9. The proposal has the potential for reverse sensitivity effects, particularly from noise, glare and heavy traffic from the surrounding Industrial and Commercial uses as well as from Te Rapa Road. It is expected that these effects will be addressed at qualifying development stage where regard will be had to the design of the development including the streetscape, setbacks, outdoor living areas, and protection from sources of light, glare, noise and other effects to address any potential reverse sensitivity effects.

10. Furthermore, the development will reconfigure that site and create a self-contained residential area through the proposed roading network which will connect Eagle Way to Maui Street. This will essentially create a self-contained residential area that integrates with the adjacent recreation reserve and existing residential zone, and provide for the balance of the site to be developed in accordance with the Industrial Zoning of the site, and in response to

the Major Arterial Te Rapa Road network. The Qualifying Development stage provides scope for consultation with adjoining and adjacent third parties and allows for limited notification of any application. For these reasons the proposed SHA is not considered to compromise future industrial or commercial development in the vicinity.

11. Overall the proposal is not considered to significantly reduce the quantity of available employment land. The use of the site for residential activities recognise and through the qualifying development design will respond to the nature of the surrounding built environment, resulting in positive environmental outcomes.
12. Policy 6.1 Planned and co-ordinated subdivision use and development
13. This policy requires that development, including transport occurs in an integrated manner which has regard to the principles in Section 6A; recognises and addresses potential cumulative effects of development; is based on sufficient information to allow assessment of long term effects of development; and has regard to the existing built environment.
14. The relevant provisions of Section 6A relate to
 - Supporting existing urban areas in preference to creating new ones
 - Promoting compact urban form
 - Not resulting in incompatible land uses.
15. The proposal will enable the construction of 186 residential dwellings on an infill site within the City's existing urban area, and that is entirely surrounded by development, including an existing Residential Zone to the east.
16. In promoting a compact urban form, the RPS requests design and location to minimise energy and carbon use, minimising the need for a private vehicle use, maximising opportunities for public transport, walking, cycling and multi-modal transport connections and maximising opportunities to live work and play within their local area.
17. The proposed SHA promotes increasing residential density and contributes to a range of housing types and densities in an appropriate location. The site is located in close proximity to The Base sub-regional centre and other commercial activities, and is adjoining an area of active open space (Ashurst Park and Pukete Farm Park) which will enable a highly liveable environment to be developed for residents seeking accessibility to the services in the surrounding area. The SHA will enable enhanced pedestrian and cycle access to the sub-regional centre from the existing residential area on Sequoia Place the east. The SHA will allow for future comprehensive residential development that will ensure that the future road link between Eagle Way and Maui Street will be constructed. This link is an important part of the planned road network.
18. The site is within walking distance to arterial road linkages, public transport facilities and will provide the opportunity for future pedestrian and cycling links connecting the adjoining open space, residential area and commercial areas to encourage cycling and walking. The proposal will result in multi-modal transport opportunities, ample opportunities for people to 'play' in their local area and the efficient use of roading and reserve infrastructure.
19. The proposal will result in a compatible land use in the middle of an existing urban area that is entirely surrounded by development.
20. Policy 6.3 Co-ordinating growth and infrastructure
21. Policy 6.3 of the RPS references the need to coordinate development and growth, and the infrastructure to support it. As detailed in paragraphs 155-163 there is sufficient existing and planned infrastructure capacity in the network to service the proposed density of development. Porters contributed \$300,000 to the upgrading of the Eagle Way/Te Rapa Road intersection, to enable the anticipated future commercially oriented use of their site, along

with development at The Base, to operate effectively. Based on the above, the proposed SHA is consistent with this policy.

22. Policy 6.14 Adopting Future Proof land use pattern
23. The RPS aims to achieve planned and co-ordinated subdivision land use and development and in particular adopts the Future Proof land use pattern (Future Proof Strategy 2009).
24. The RPS identifies that new industrial development should predominantly be located in the strategic industrial nodes in [Table 6-2](#) (Section 6D) and new residential development be located in residential growth areas in Table 6-1.
25. The site is located within an existing Industrial Zone. The site is not located within the Future Proof Industrial land allocation area identified in Table 6-2.
26. The provision of residential land will be located on a site that can be distinguished from the generality of industrial sites due to its location adjacent to commercial, open space and residential land.
27. The site has recently been vacated after a planned relocation from the site. The evidence base for a lack of demand for industry on this site is emphasised by the resource consents which apply to the site as well as in the ODP which enable a range of non-industrial uses specifically on the site. The site has existing resource consent for the activities outlined in Table 1 below. Occupation of the site by residential activities will encourage a reduced scale of retail/office commercial activities from that allowed under the approved resource consents on the site.

28. **Table 1: Granted Consents on Site**

Consented Activities on Pt lot 3 Deed 346, Pt Lot 2 Deed 346, Pt Lot 1 DPS4044, Pt Lot 2 DPS 4044	GFA (m ²)
Education and Training Facilities	3600
Offices	10301
Large Format Retail	10550
Community Centre	3600
Drive Through Service	700
Medical Centre	1520
Place of Assembly	2930

29. Residential development on this site is considered to be consistent with the principles of the Future Proof land use pattern. In particular, the proposal is consistent with the guiding principles which include providing housing within defined locations with greater emphasis on good urban design outcomes; supporting efficient transport infrastructure; and promoting an energy efficient, low carbon emissions, sustainable environment.
30. The site is located adjacent to The Base sub-regional centre and other commercial activities, and is adjoining an area of active open space which will enable a highly liveable environment to be developed for residents seeking accessibility to the services in the surrounding area. The site is within walking distance to public transport facilities and future pedestrian and cycling links connecting the adjoining open space, residential area and commercial areas will encourage cycling and walking. The proposal will result in multi-modal transport opportunities.
31. For these reasons it is considered that the proposed residential development will promote a sustainable environment and is consistent with the future proof land use pattern under Policy 6.14.
32. **Future Proof**

33. The Future Proof Strategy facilitates co-operation and co-ordination of growth management responsibilities in the sub region.
34. Future Proof includes a settlement pattern which provides the blueprint for growth and development and aims to achieve a more compact and concentrated urban form over time. The Future Proof settlement pattern does have some flexibility to enable it to respond to change where a new opportunity has the potential to contribute significant economic, social or cultural benefits to communities.
35. Future Proof aims to increase densities in new residential development and encourage more intensive redevelopment of existing urban areas to reduce dependence on cars by increasing development densities within identified urban areas, such as near suburban and neighbourhood centres and tertiary education facilities and parks and open spaces.

The site is located adjacent to The Base sub-regional centre and other commercial activities, and is adjoining an area of active open space which will enable a highly liveable environment, appropriate for the establishment of residential development. The SHA will be developed for residents seeking accessibility to the services in the surrounding area. The location will encourage more people to walk, cycle or use public transport in line with the aim of Future Proof.

36. The Proposal is consistent with Future Proof in providing a compact sustainable city.
37. ***National Policy Statement on Urban Development Capacity (NPS-UDC) and Hamilton Urban Growth Strategy (HUGS)***

38. The National Policy Statement on Urban Development Capacity (NPS-UDC) came into effect on the 1 December 2016 and established the requirement for local authorities to ensure there is sufficient housing and business land to meet expected demands.
39. The NPS-UDC's Housing and Business Capacity Assessment is required to comprehensively understand Hamilton's residential and non-residential land supply and capacity. The requirement to evaluate and consider SHAs against the emerging NPS is set out in the SHA Policy and Housing Accord.
40. The draft results of the Housing and Business Capacity assessment, as required by the NPS-UDC, indicate that the Future Proof sub-region currently has sufficient capacity to meet the demand for housing and business growth over the short, medium and long term. Over the long term, demand for Industrial land in the Future Proof sub-region will come close to the total level of supply, equalling approximately 85% of supply. Both the uptake, and the loss of any capacity will need to be closely monitored to ensure that sufficient development capacity is maintained for industrial activities in the long term.
41. While overall sufficient zoned industrial land exists there is currently limited 'greenfield' land commercially available for new industrial development in Hamilton. Until a new industrial precinct is developed in Hamilton and new industrial section are brought to market, new industrial activity is likely to locate in the Waikato and Waipa Districts.
42. HCC is currently engaging with MBIE regarding the methodology employed to calculate feasible capacity for housing. Advice from the consultants employed to conduct this assessment is that Hamilton currently has sufficient feasible residential development capacity to meet demand.
43. The Hamilton Urban Growth Strategy (referenced in the Hamilton Housing Accord) sets out that Hamilton's growth will be accommodated by a 50/50 infill/greenfield split. Over the last five years (September yearend) since 2013 actual infill development has been 49%, 57%, 49%, 50% and 60% of the total development. The actual infill/greenfield development split over the last five years validates the HUGS assumption of a 50/50 development split.

44. The proposed SHA in this location represents a residential infill opportunity which will contribute to achieving the purpose of the NPS for UDC and the targets set within the Housing Accord. While the proposed SHA will reduce employment capacity in an area identified in the HUGS as being existing employment land, the loss of 5.7ha of Industrial land can be accepted when considering the nature of the site and the overall supply of industrial land in Hamilton. The proposed residential development is not located within a strategic industrial node and despite being zoned for Industrial development and the availability of infrastructure, the site has been utilised primarily for the storage of heavy machinery and vehicles for many years as opposed to operating industrial activities.
45. The site is not representative of a typical Industrial site. The site is specifically afforded specialist consideration for typically non- industrial activities including managed care facilities, retirement villages and rest homes in the Industrial Zone provisions of the ODP. Furthermore, the site has resource consent to establish a range of uses including large format retail, office, drive-through and commercial services for the entire site as Identified in Table 1 above. Part of the site is also located within the Amenity Protection Area which has specific provisions in the ODP to minimise adverse effects of industrial activities and maintain amenity values in the adjacent Residential Zone.
46. The proposed SHA is therefore consistent with the National Policy Statement on Urban Development Capacity and the HUGS strategy.
47. ***Hamilton City Operative District Plan***
48. The Hamilton City Operative District Plan enables the Council to carry out its functions under the Resource Management Act which is to promote the sustainable management of natural and physical resources.
49. Special Housing Area's bypass the RMA, however it is important to assess the relevant objectives and policies of the District Plan to get an understanding of the locational issues of residential development in this area.
50. The relevant objectives and policies in relation to the District Plans strategic framework are as follows:
51. Objective 2.2.1 requires an increasingly sustainable urban form. The relevant policies relate to locating development to minimise energy use and carbon dioxide production, by minimising the need for a private motor vehicle, encouraging walking, cycling and the use of passenger transport, maximising opportunities for people to live, work and play within their local area.
52. Objective 2.2.2 requires urban development to take place within areas identified for this purpose in a manner which uses land and infrastructure most efficiently. The relevant policies require that development occur in locations consistent with the growth management policies of the RPS and that appropriate infrastructure is available.
53. Objective 2.2.3 promotes a safe, compact, sustainable good quality urban environment that responds positively to their local context
54. The District Plan is consistent with the City's strategic documents including HUGS, the RPS, Access Hamilton and Future Proof, which seek a compact city where development is concentrated so land and infrastructure can be used efficiently. Objective 2.2.1 and associated policies is consistent with Policy 6.1 of the RPS.
55. The proposal is consistent with Objective 2.2.1 and associated policies because the residential development will be located in an area that is surrounded by urban uses including commercial, industrial, open space and indoor recreation and residential activities. The development of The Base has provided a catalyst for future residential development. The SHA will enable enhanced pedestrian and cycle access and the site is within walking

distance to public transport facilities. Future pedestrian and cycling links connecting the adjoining open space, residential area and commercial areas will further encourage cycling and walking. The proposal will result in multi-modal transport opportunities. The well-connected location would result in ample opportunities for people to 'play' in their local area and existing roading and reserve infrastructure would be used efficiently.

56. The proposal is consistent with the growth management policies of the RPS and the development contributes to a sustainable compact city. The proposal is therefore consistent with the strategic framework of the Operative District Plan.
57. The site is located within the Industrial Zone. This zone provides for industrial development to support regionally important infrastructure and industries. The relevant objectives and policies from the Industrial Zone are as follows:
58. Objective 9.2.1 requires that industrial land uses are able to establish and operate in an efficient and effective manner.
59. Objective 9.2.2 seeks to ensure that 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.
60. Objective 9.2.3 seeks that the amenity levels of Industrial areas are to be enhanced. The relevant policies relate to ensuring that amenity levels within the Industrial Zone are enhanced.
61. Objective 9.2.7 recognises that the subject site is in a state of land use transition from a heavy industrial use to a lighter mix of uses due to its location and the surrounding land uses. The relevant policies seek to enable the redevelopment of the site in a state of land use transition to include provision for managed care facilities; retirement villages, rest homes and visitor accommodation in a manner that achieves a high level of on-site amenity for those activities whilst ensuring that reverse sensitivity effects on surrounding industrial activities are avoided.
62. The proposed non-industrial use of the site will not undermine the viability, vitality and vibrancy of the Central City. The site has specifically been identified as being suitable for future re-zoning from industrial to an alternative mixed-use zone which is focused on residential activities. This is because of the site being recognised in the Operative District Plan as not being appropriate or essential for future industrial expansion due to its location and the progressively increasing surrounding non-industrial land uses. Part of the site is also located within the Amenity Protection Area which has specific provisions in the ODP to minimise adverse effects of industrial activities and maintain amenity values in the adjacent Residential Zone. The occupation of the site by residential activities will encourage a reduced scale of retail/office commercial activities from that allowed under the approved resource consents on the site, and amenity and reverse sensitivity issues will be appropriately mitigated through the Qualifying Development process to ensure that any future development will contribute positively to urban outcomes within this setting.
63. The provision of an SHA in this locality will encourage a wider range of housing types and densities to meet the needs of a diverse range of people and communities. This will support the existing Te Rapa Sub Regional Centre and complement the adjoining open space and residential activities.
64. The proposed SHA is consistent with the objectives and policies of the Operative District Plan.
65. **Conclusion**
66. In summary, the application to develop this infill site for residential purposes can be supported as although the site is not earmarked for this purpose, is in line with the RPS,

Future Proof, NPS-UDC, HUGS, Access Hamilton, and the Hamilton City Operative District Plan where the aim is to manage growth by establishing a compact city, where development is concentrated so land and infrastructure can be provided and used efficiently.

Item 6

Attachment 4

Attachment 5 - Detailed Assessment of Infrastructure (Three Waters, Transportation, Parks and Open Spaces)

1. **Potable water supply**
2. Council's City Waters staff are satisfied that the information provided as part of the application demonstrates that there is adequate water supply to service the proposed density of residential development. The information has confirmed that there are no strategic network constraints, and there is sufficient network capacity available to service proposed development. The staff have provided confirmation that the required provisions for water supply for the proposed land use can be adequately addressed at qualifying development stage. A Private Developer Agreement will ensure that any required infrastructure will be funded by the developer. High level matters that should specifically be covered in a PDA include:
 - Developer to fully fund investigation, design and construction of 250mm watermain and 150mm watermain from Maui St to the existing 200mm watermains at Eagleway/Karewa. The developer shall also fund the connections to the existing network. Connection details will be confirmed during QD phase.
 - Developer to fully fund investigation, design and construction of all internal local reticulation. The system shall be designed and installed in accordance with the ITS.
3. **Wastewater**
4. Council's City Development staff have confirmed through the infrastructure assessment on this site that they do not anticipate any significant strategic or trunk capacity issues associated with servicing wastewater from the proposed development. The staff are satisfied that there is sufficient information to demonstrate that the proposed land use can be confirmed and addressed at the Qualifying Development stage. A Private Developer Agreement will ensure that any required infrastructure will be funded by the developer. High level matters that should specifically be covered in a PDA include:
 - Developer to fully fund investigation, design and construction of all internal local reticulation. The system shall be designed and installed in accordance with the ITS.
 - Developer to fully fund investigation, design and construction associated with relaying of the 225mm dia wastewater pipeline within the road reserve. The developer shall also fund the connections to the existing network. Connection details will be confirmed during QD phase.
5. **Stormwater**
6. Council's City Development Unit staff are satisfied that there is sufficient information to demonstrate that the stormwater from the proposed land use can be adequately serviced at qualifying development stage, subject to a PDA requiring a Sub-Catchment Integrated Catchment Management Plan (ICMP) be submitted and approved. The minimum requirement for 150 dwellings (being lower than the proposed 186 dwellings) to be delivered recognises that further stormwater assessment and design detail will likely result in the requirement for an onsite stormwater device that has potential to reduce the total development yield. A Private Developer Agreement will require an ICMP to be provided as part of any Qualifying Development application and will ensure that any required stormwater infrastructure necessary to service the maximum probable development of the ultimate catchment will be funded by the developer. High level matters that should specifically be covered in a PDA include:

- An ICMP will be required. The ICMP will need to provide appropriate on-site and catchment based storm-water solutions. These will need to be integrated with the wider SW network.
- Stormwater solution will need to provide for servicing maximum probable development of ultimate catchment
- Site contamination assessment will be necessary as part of developing the site and may influence required storm-water solution.
- Developer to fully fund investigation, design and construction associated with relaying storm-water pipeline in the proposed road reserve as part of the road construction. The developer shall also fund the connections to the existing network. Connection details will be confirmed during QD phase.
- Developer to fully fund all investigation, design and construction of all storm-water infrastructure (including quality and quantity management) required to service the development.
- Proposed development concept shows a considerable amount of open space based on the development typology shown.
- Proposed storm-water solution will need to be integrated with the wider storm-water network (i.e. the proposal to resolve how it fits in with the surrounding land development plan consents as the hydrological catchment for this area is substantial

7. **Transportation**

8. The application and additional Traffic Generation Assessment by TDG Limited has been reviewed and further input has been provided by the City Development Unit and Gray Matter (on behalf of Council). Subject to a PDA requiring a Broad Integrated Transportation Assessment be submitted and that the developer provide the necessary intersection improvements, Council staff, taking into account technical advice from Gray Matter Ltd are satisfied that there is sufficient information to demonstrate that the proposed residential density and any associated transportation requirements can be addressed at qualifying development stage. High level matters that should specifically be covered in a PDA include:

- Road corridor to be 23m width to support intended urban land use.
- Developer to provide a broad ITA at QD stage which should include modelling. Modelling will be required as part of the ITA at QD stage and will need to consider trips generated from other consented developments.
- Developer to fully fund investigation, design and construction of internal roading network required to service development.
- Developer to fully fund investigation, design and construction of Maui Street extension.
- Developer to fully fund investigation, design and construction of upgrades at the affected intersections.
- Development shall provide for appropriate pedestrian/cycling linkages to Ashurst Park and Siquoa Pl.

9. **Parks and Open Spaces**

10. There is an opportunity at Qualifying Development stage to revise the concept to ensure the provision of functional open spaces that are well-connected with the existing open space network.
11. Councils Parks and Open Spaces staff have confirmed that current open space provision adequately provides for this proposal. A Private Developer Agreement will ensure that any open space included as part of the proposal will be developed and vested at no cost to Council.

Attachment 5



Item 6





Item 6

Attachment 5



Attachment 5

Item 6

Council Report

Item 7

Committee: Council **Date:** 10 May 2018
Author: Paul Bowman **Authoriser:** Jen Baird
Position: Team Leader - Economic Growth and Urban Policy **Position:** General Manager City Growth
Report Name: Special Housing Area - Gilbass Avenue/Quentin Drive, Hamilton Lake.

Report Status	<i>Open</i>
----------------------	-------------

Purpose

1. To seek the Council's approval to recommend the Expression of Interest at Gilbass Avenue/Quentin Drive to the Minister for Housing and Urban Development as a Special Housing Area.

Staff Recommendation

2. That the Council:
 - a) receives the report;
 - b) delegates authority to the Chief Executive to:
 - finalise and sign a Statement of Intent (SOI) around how, at a high level, key infrastructure is to be provided and funded in accordance with the Hamilton SHA Policy and the Growth Funding Policy 2016
 - negotiate with the developer, prior to lodging any qualifying development consent, and sign a Private Development Agreement (PDA) to secure detailed provisions on necessary infrastructure development and funding in accordance with the signed SOI, the SHA Policy and the Growth Funding Policy 2016;
 - c) recommends to the Minister for Housing and Urban Development, pursuant to section 17 of the Housing Accords and Special Housing Areas Act 2013, that a Special Housing Area be established over Gilbass Avenue/Quentin Drive, Hamilton Lake, listed by the land parcels identified on the proposed SHA map set out in **Attachment 1**, subject to a SOI agreement being concluded in accordance with the terms established in recommendation b) above;
 - d) confirms, for the purpose of section 16 of the Housing Accords and Special Housing Areas Act, that it is satisfied that there is:
 - evidence of demand to create qualifying developments in the SHA
 - demand for residential housing in the SHA
 - adequate infrastructure, either existing or likely to exist, to service the proposed Special Housing Area;

- e) recommends to the Minister for Housing and Urban Development, pursuant to section 17 of the Housing Accord and Special Housing Areas Act 2013, that the Special Housing Area has prescribed criteria as follows:
- the maximum calculated height of dwellings shall be 10m;
 - the SHA shall not contain fewer than 15 dwellings;
 - the SHA shall not contain less than 40% of affordable dwellings as defined in the SOI.

Executive Summary

3. SHA Establishment Criteria – summary

a) Demand for qualifying development		✓
b) Predominantly residential		✓
c) Locational considerations		✓
d) Infrastructure	Stormwater	✓
	Wastewater	✓
	Water	✓
	Transport	✓
	Reserves	✓
e) Scale		✓
f) Design quality		✓
g) Statement of intent (SOI)	Still under negotiation	–
h) Development Agreement	Pending	–

4. The purpose of the Hamilton Special Housing Area Policy, which the Council approved on [24 August 2017](#), is to give effect to the [Housing Accords and Special Housing Areas Act 2013](#) (HASHAA) and the [Hamilton Housing Accord](#).
5. The Council invited Expressions of Interest (EOI) for potential SHAs in accordance with the Hamilton Special Housing Areas Policy (the [SHA Policy](#)) from 4 to 29 September 2017.
6. This SHA application was received from Foster Developments Limited (Fosters) for a site at Gilbass Avenue/Quentin Drive, Hamilton Lake. The site comprises 2.0253ha and is located within the Industrial Zone of the Operative District Plan (ODP) with most of the site being located within the Industrial Amenity Protection Area. The western part of the site is located within the low and medium flood hazard area of the ODP. The site has road frontage to Quentin Drive, which is listed as a Local Transport Corridor under the ODP and which has access off Kahikatea Drive (SH1) to the south.

7. The proposal for the Gilbass Avenue/Quentin Drive SHA includes approximately 47 residential dwellings, and incorporates a number of typologies and lot sizes ranging from approximately 200m² to 509m². Vehicle access was proposed via a road off Gilbass Avenue as part of the original concept submitted with EOI; however, in response to concerns raised with the roading connection, the access is now proposed off the northern end of Quentin Drive. A pedestrian connection is proposed to Alison Street through an existing right of way. The application also proposes an internal roading network and open space in the form of an onsite stormwater solution (wetland/flood storage). The 644m² allotment (35 Gilbass Avenue) is no longer part of the subject site.
8. Public feedback was sought on the proposed SHA. There were 86 responses including 6 supportive responses and 80 opposing responses (35 of which opposed the access being off Gilbass Avenue only). There was also a petition opposing the development that was signed by 81 people (see **Attachment 2**).
9. A second round of public feedback was sought between 10 and 27 April 2018, due to the materiality of the change in terms of potential effects resulting from the revised access. This feedback is also included in **Attachment 2**.
10. The Council resolved that it is important that where HASHAA is silent, robust SHA Policy criteria provide an evaluative framework to ensure the delivery of future housing land supply is not misaligned with the existing planning and investment framework. This is a necessary pre-condition for an EOI before it can be considered by the Minister for Housing and Urban Development (the Minister) to enable SHA declaration.
11. As required under (Clause 15) of the SHA Policy, the proposal has been assessed against the criteria in the table above. The criteria are not weighted and all the criteria do not need to be satisfied in order for Council to recommend the SHA to the Minister.
12. Fosters have already undertaken a level of resourcing at their own costs to commit to the relevant infrastructure assessments and discussions to date. Council staff have a high level of confidence in Fosters' commitment to progress this SHA to the next stage of the consent process. Fosters have supplied an indicative timetable for delivery within a two-year period should the SHA be recommended to the Minister (see **Attachment 6**).
13. Based on the assessment in this report, it is considered that the Gilbass Avenue/Quentin Drive SHA is consistent with the Council's strategic land use planning including the Regional Policy Statement (RPS), Future Proof, Hamilton Urban Growth Strategy (HUGS), Access Hamilton and the Hamilton City Operative District Plan.
14. The site is not located within a strategic industrial node and despite being zoned for industrial development and the availability of infrastructure, the site has been vacant of any industrial development for many years. A submission was made on the Proposed District Plan requesting the land be rezoned from Industrial to Residential and although it was rejected, it was acknowledged as part of the commissioners' decision that with sufficient assessment, the location of the site adjacent to the Residential Zone has the potential to be a viable residential development.
15. There are still outstanding matters to be resolved to meet the Council's expectations around infrastructure requirements and funding, which are highlighted in the infrastructure section paragraphs 91-108 of this report. This has been reflected in the recommended minimum yield of 15 dwellings being significantly lower than the proposed 47 dwellings; until further detailed infrastructure assessments are carried out, there is a level of uncertainty around the number of dwellings that could be reasonably accommodated on the site.

16. To expedite the consideration of this SHA, a two-stage agreement is proposed to secure the necessary infrastructure commitments:
- Stage 1 – a high-level Statement of Intent (SOI) to allow the SHA to be recommended to the Minister
 - Stage 2 – a more formalised Private Development Agreement (PDA) to be entered into once more detail is known regarding infrastructure costs and detailed design.
- This approach is considered acceptable and pragmatic in terms of meeting the intent of the SHA Policy Clause 19.
17. The Council is still in discussions with Fosters with respect to a SOI around how key infrastructure is to be funded, which will satisfy the requirement of the SHA Policy and HASHAA. Updates will be reported at the Council meeting on progress to date on finalising the SOI.
18. The new Government has a strong view and emerging policy position on SHAs being a vehicle for delivering affordable housing at 40% of the total yield of a SHA. Fosters have signalled, through the draft SOI, a clear commitment to provide 40% of all housing units within the SHA as affordable. This is in accordance with the Government’s KiwiBuild criteria, or if KiwiBuild does not specify criteria, some other proxy for affordable housing satisfactory to the Council at the time of lodgement for a QD consent.
19. Staff recommend that the Gilbass Avenue/Quentin Drive EOI be submitted to the Minister of Housing and Urban Development for consideration as a SHA, subject to successfully finalising a SOI agreement which secures, at a high level, infrastructure provision at no cost to Council.

Structure of this report

20. This report covers the following matters:
- Context and background
 - Public Consultation
 - Detailed policy evaluation of the proposed SHA
 - Other matters
 - Financial and risk matters
 - Risks
 - Significance and Engagement Policy.

Context and Background

21. **Housing Accord and Special Housing Areas Act 2013 (HASHAA or ‘the Act’)**
22. The purpose of the HASHAA is to “enhance housing affordability by facilitating an increase in land and housing supply in certain regions and districts” listed in Schedule 1 of the Act.
23. Hamilton was added to Schedule 1 of the Act in 2015.
24. The HASHAA does not require the Council to set affordability measures or address social housing needs. The Act, in Section 14(1d), specifies that the Council may also prescribe that any development within SHAs may contain a percentage of affordable dwellings.
25. **Hamilton Housing Accord (the Accord)**
26. The Accord was signed by Mayor King and the then Building and Construction Minister, Nick Smith, on 22 December 2016 and approved by the Council on 8 February 2017.

27. As outlined in the report to Council on 8 February 2017, the Accord enables the Council to use the provisions of the Act to advance housing supply in areas that the Council would consider suitable for housing, via Special Housing Areas (SHAs).
28. A SHA may be declared in areas of the city not currently zoned for residential activity and any 'qualifying development' within an identified SHA becomes eligible for a 'fast track' resource consent process.
29. **Hamilton SHA Policy**
30. On 20 June 2017, the Growth and Infrastructure Committee considered and approved the draft Hamilton Special Housing Areas Policy (the SHA Policy) for public consultation for a period of three weeks (22 June 2017 to 17 July 2017).
31. A public hearing of the draft SHA Policy was held on 3 August 2017 at the Regulatory and Hearings Committee meeting.
32. The Council approved the SHA Policy on 24 August 2017.
33. **Site information and background**
34. A full application for the proposed SHA at the Gilbass Avenue/Quentin Drive site was submitted to Council. Further information was submitted on 13 March 2018 and 28 March 2018 including a revised site plan and layout. A locational map and the revised concept plan is provided in **Attachment 1**.
35. The site is located on the northern end of Quentin Drive. The site has a vehicle entrance and a ROW access leg to Alison Street, which is located in the Residential Zone. This ROW is shared with 5 residential properties. The site is vacant of development and is covered by grass and weeds. Several trees are scattered around the perimeter of the site, none of which are protected under the Operative District Plan.
36. The site is zoned Industrial with most of the site being located within the Industrial Amenity Protection Area as it adjoins the Residential Zone to the north and east. Approximately a third of the western part of the site is in the Low Flood Hazard Area with small pockets of Medium Flood Hazard Area.
37. The site is bounded by residential areas to the north and east, comprising detached residential dwellings on lots ranging in area from 411m² to 2045m². The site is bounded by industrial areas to the south and west. Directly to the south is a storage yard for relocatable houses (Jack House Transit). Further to the south is a home improvement centre (Bunnings Warehouse). Both sites obtain access from Quentin Drive, which connects with Kahikatea Drive (State Highway 1). Directly to the west of the proposed site is an unformed portion of Quentin Drive. Parts of the road reserve are currently occupied by industrial activities accessed from Quail Place. Further west, approximately 120m from the site, is the North Island Main Trunk Railway and the Hamilton Western Rail Trail.
38. A submission to the Proposed District Plan was made by Gilbass Development Limited opposing the Industrial zoning of the subject site, and requesting the land be rezoned from Industrial to Residential. The commissioners' decision was to reject the submission due to the need to fully understand the impact on citywide infrastructure that would occur from rezoning and development of the site, as well as a need for community consultation due to the lack of public awareness. However, in the reasoning of the commissioners' decision, the rezoning of the Industrial land to residential was acknowledged in principle, where it was recognized that the Residential Zone has the potential to be a viable residential development. A subsequent Environment Court appeal arose from the Proposed District Plan hearings request to change the Zoning of the site to Residential in 2012-2014; this appeal was withdrawn, however.

39. Resource consent was granted on 22 June 2017 to create a 5-lot industrial subdivision on the subject site. This consent has not been given effect to and will lapse after 5 years if not given effect to or extended.
40. **SHA Application**
41. A full application for Gilbass Avenue/Quentin Drive, including all further information and changes received to date, is shown in **Attachment 3**. A plan is provided in **Attachment 1**.
42. Fosters originally proposed a concept plan with 56 dwellings being accessed off Gilbass Avenue through 35 Gilbass Avenue. Following concerns raised by submitters, Council engineers and external consultants, Fosters have amended the proposal to have access off Quentin Avenue (the preferred location from a traffic safety and efficiency perspective), to include on-site stormwater treatment, and an amended internal roading layout which has subsequently reduced the proposed yield to 47 dwellings.
43. A revised SHA application has been submitted for the site as described above and includes approximately 47 residential dwellings. This equates to accommodation for approximately 126 people (based on 2.7 persons per household). The development concept achieves a gross density of 23 dwellings per hectare, and provides an average lot area of approximately 280m². A range of housing typologies are proposed and lot areas are expected to range from 200m² to 509m². Building height will be a mixture of one and two storeys.
44. Fosters proposes to fund all infrastructure services to support the development. Therefore, these works will be at no cost to, and without unforeseen or adverse financial and environmental costs on, the Council or infrastructure providers.
45. Council staff are confident that the level of resourcing initiated to date towards relevant infrastructure assessments along with the refinements now under discussion, the lower recommended minimum yield, and being subject to consent as a Qualifying Development (QD) that the developer-led infrastructure services funding can be agreed under a formalised Private Development Agreement (PDA).

Public Consultation

46. **Public feedback**
47. Council sought public feedback on proposed Special Housing Area in November 2017.
48. There were 86 responses including 6 supportive responses and 80 opposing responses (35 of which opposed the access being off Gilbass Avenue only), and a petition with 81 signatures which opposed the development. A feedback summary and comments are available in **Attachment 2**.
49. A second round of public feedback was sought between 10 and 27 April 2018 due to the materiality of the change in terms of potential effects resulting from the revised access. This feedback is also included in **Attachment 2**.

Detailed Evaluation of Gilbass Avenue/Quentin Drive SHA

50. Under Clause 14 of the Hamilton Special Housing Area Policy, all proposals for a SHA shall demonstrate to Council's satisfaction that:
- the development achieves the purpose of HASHAA in a manner consistent with the Accord
 - the development places no additional financial burden on the Council.
 - all infrastructure is available or be made available at no cost to the Council.

51. Under Clause 15, in the assessment in whether Clause 14 is met, Council is to evaluate the proposal against the following considerations:
- a) Demand for the qualifying development
 - b) Predominantly Residential
 - c) Locational considerations
 - d) Infrastructure
 - e) Scale
 - f) Design Quality
 - g) Development Agreement.

These are assessed below.

52. Demand for Qualifying Development (Clause 15a)

53. This criterion relates to the extent to which development of the proposed housing types will achieve the purpose of the HASHAA and the Accord. This is to include an assessment of proposed housing typology; dwelling and section size; and density.
54. The intention of the Accord is to enhance housing affordability by facilitating an increase in land and housing supply in line with the National Policy Statement on Urban Development Capacity (NPS-UDC) and the HASHAA.
55. The Accord sets a target of 1,400 consented houses in 2018 and 1500 consented houses in 2019. In the 2017 calendar year, the Accord measure was 1,237 as set out in the table below. Although no SHAs were gazetted within Hamilton, last year’s measure came close to hitting the Accord’s first year target of 1300.
56. Under the Accord, a Steering Group comprising the Mayor, Chairperson of the Council’s Growth and Infrastructure Committee and the Minister for Housing are to meet bi-annually to discuss progress against Accord targets. This group has yet to formally meet since the Accord was signed and staff are awaiting a response from central government.

Year	BC Dwellings Granted	Dwellings Matching Sections in Previous Year	Sections Granted AND Titled	Formula	2017 Full Year Actual
2017	1131	N/A	106	= 1131 + 106	1237

57. The proposal will increase the supply of residential housing by providing for approximately 47 dwellings. The proposal supports the Accord targets of smaller sections and smaller houses with a mix of housing typologies, including duplex dwellings, terraced dwellings, and town houses proposed, and a mix of house and section sizes ranging from 200m² to 509m².
58. An assessment against the NPS-UDC is provided in **Attachment 4** where it is concluded that the Future Proof sub-region currently has sufficient capacity to meet the demand for housing and business growth over the short, medium and long term. The proposed SHA supports the target to maintain an appropriate supply of land for residential development in the short, medium and long term.

59. Section 14 of the HASHAA provides the meaning of “qualifying development”:

14 Meaning of qualifying development

- (1) In this Act, a **qualifying development** in a special housing area is a development—
 - (a) that will be predominantly residential; and
 - (b) in which the dwellings and other buildings will not be higher than—
 - (i) 6 storeys (or any lesser number prescribed); and
 - (ii) a maximum calculated height of 27 metres (or any lower maximum calculated height prescribed); and
 - (c) that will contain not fewer than the prescribed minimum number of dwellings to be built; and
 - (d) that will contain not less than the prescribed percentage (if any) of affordable dwellings.

60. For the reasons below, Area A is deemed a “qualifying development” under Section 14 of the HASHAA.

Qualifying Development Criteria	Explanation
Predominantly residential	The proposal is entirely residential.
Not to be higher than 6 storeys	The proposal contains no buildings over 6 storeys. It is proposed that the buildings are a maximum of 2 storeys.
A maximum calculated height of 27m	The proposal contains no development over 27m. It is proposed that buildings will not exceed 10m in height.
Does not contain fewer than the prescribed number of dwellings	The Hamilton SHA Policy sets a minimum delivery of 10 dwellings. The proposal seeks to deliver approximately 47 new dwellings. The level of infrastructure detail provided to date demonstrated that the likely yield will be over the minimum required 10 dwellings.
Does not contain fewer than the prescribed percentage (if any) of affordable dwellings	At the time of submission there was no prescribed minimum of affordable dwellings as the percentage of affordable houses in the adopted SHA policy. However, Fosters have committed to providing 40% of housing units within the SHA as affordable.

61. Section 15(1) of the HASHAA details criteria that the Council may prescribe to the Minister when recommending a SHA site. These include:

- a) The maximum number of storeys, less than 6, that buildings may have.
- b) The maximum calculated height, less than 27m, that buildings must not exceed.
- c) The minimum number of dwellings to be built.

62. Should this application be recommended to the Minister, the recommendation should include prescribed criteria including a maximum height of 10m, a minimum number of 15 units to be delivered and a minimum 40% of houses to be affordable. This is aligned with the expectations of Fosters in their proposal, which anticipates providing approximately 47 dwellings, of which 40% are affordable. The lower requirement for 15 dwellings to be delivered recognises that further stormwater assessment and design detail will likely result in the requirement for an on-site stormwater device, combined with further roading network layout and detail has potential to reduce the total development yield.

63. The land identified in the proposed SHA is currently zoned Industrial and a large portion of the site is within the Industrial Amenity Protection area, with a maximum building height of 20m, except where within the amenity protection area where the height limit is 10m. A maximum 10m height is recommended for all buildings that would ensure adequate height limitations are in place to cover the anticipated range of housing typologies contained in the SHA proposal.

64. The proposed 10m maximum height limit within the Industrial Zone is considered appropriate for this SHA as it aligns with the height limits for residential activities set out under the Residential Zone rules in the ODP. Although these rules do not currently apply to this site, this will ensure that any future residential development is of an appropriate size and scale, and will provide an appropriate transition between the existing Residential Zone to the north and east, and the Industrial Zone to the west and south of the site.
65. It is further considered that the maximum building height can be accommodated in this location without detriment to the surrounding character and amenity of the area.
66. However, detailed siting, bulk and location parameters would be considered as part of a qualifying development (QD) consent application to fully address the interface between the adjacent, established activities and the proposed development on the site.
67. The dwelling and section sizes, housing typology and density will achieve consistency with the purpose of HASHAA and the Accord to provide additional housing in order to meet the target identified in the Accord.
68. **Affordability**
69. While the SHA Policy does not prescribe an affordability component for SHAs as one of its criteria, the new Government has elevated affordability as a priority for all SHAs to be considered by the Minister.
70. In this regard, the Mayor has advised all current SHA applicants of the changing policy position and the Council's intentions to seek 40% affordability on those SHAs under assessment prior to recommendation to the Minister.
71. Through the draft SOI, Fosters have committed to providing 40% of housing units within the Gilbass Avenue/Quentin Drive SHA as affordable in accordance with the Government's KiwiBuild criteria, or if KiwiBuild does not specify criteria, some other proxy for affordable housing satisfactory to the Council at the time of lodgement for a QD consent.
72. The Government is currently in the process of finalising the criteria for KiwiBuild home buyers. In the interim, the Council is also reviewing its own SHA Policy to align with government thinking on affordability criteria for outside of Auckland.
73. **Predominantly residential (Clause 15b)**
74. This criterion requires that the primary purpose of the proposal be to create residential housing. The proposed SHA site is entirely residential, with the primary purpose of delivering housing supply. The remaining area will accommodate the requirements for roading and pedestrian networks and stormwater treatment.
75. **Locational considerations (Clause 15c)**
- This part of the SHA Policy relates to:
- The extent which the proposed SHA is consistent with Council's strategic land use planning
 - If inconsistent with strategic land use planning, the extent to which it may materially compromise or alter the Council's ability to meet its statutory requirements.
 - Areas that cannot be considered for a SHA.
76. **Strategic Land Use Planning**
77. The validity of strategic land use planning considerations being factored in to deciding on the appropriateness of SHA locations has recently been confirmed in a decision by the High Court in the matter of Aryburn Farm Developments Limited (AFDL) v Queenstown Lakes District Council (QLDC).

78. In this case, the High Court found that although the purpose of HASHAA is to enhance housing affordability by increasing land supply, the Act does not simply roll out a blank canvas for development.
79. The Court also found that the HASHAA does not provide that every area of land that meets the listed criteria (i.e. infrastructure availability and evidence of demand) must be declared a SHA, recognising that some land may not be suitable or appropriate for establishment as a SHA.
80. In this sense, the decision confirms that it was not the intention of HAASHA that every piece of land that could conceivably accommodate a housing development is required to be recommended to the Minister as a potential SHA. Consequently, it was also found that HASHAA gave both the Minister and a local authority a discretion and, clearly, the actual location of areas of land to be recommended (and to that extent what could be described as planning or RMA matters) were always appropriate considerations in any such recommendation.
81. Based on current practice from all other councils with housing accords, strategic land use planning considerations are appropriate matters to be evaluated as they have been held by the High Court to be appropriate considerations when determining whether to recommend a SHA to the Minister.
82. A number of strategic documents are relevant to this application in assessing whether the proposal is consistent with Council's Strategic Land Use Planning:
- Waikato Regional Policy Statement
 - Future Proof
 - HUGS
 - NPS-UDC
 - Access Hamilton
 - Hamilton Operative District Plan.

A full detailed assessment against these relevant documents is provided in **Attachment 4**. The assessment concludes that the application to develop this infill site for residential purposes can be supported. Although the site is not earmarked for this purpose, it is broadly in line with these strategic planning documents, where the aim is to manage growth by establishing a compact, sustainable, integrated and co-ordinated development so land and infrastructure can be provided and used efficiently.

83. **Effects of inconsistency with statutory documents**

84. The second part of the locational consideration is to determine the effects of the inconsistency with the statutory documents. Although the site is located within the Industrial Zone, the assessment against the strategic documents in **Attachment 4** concludes that:
- Regarding the NPS-UDC, while overall sufficient zoned industrial land exists there is currently limited 'greenfield' land commercially available for new industrial development in Hamilton. Given the land is within the Council's urban limits and has remained vacant and unutilised for a number of years, the residential use of this land is not inconsistent with the NPS-UDC.
 - In respect to the Operative District Plan, the proposal is consistent with the relevant strategic objectives as the residential use of the site will utilise existing infrastructure for servicing and access, being surrounded by urban uses including commercial, industrial, open space and residential activities. Due to the site's location and characteristics, residential development is considered an efficient and sustainable use of this land;

- Although the proposed SHA does not safeguard the use of industrial land for industrial purposes, the extent of this inconsistency with Council’s strategic land use planning is considered minor. The loss of 2.0253 ha of industrial land is deemed to be insignificant in terms of the overall supply of Industrial land in Hamilton. The subject site is not an identified strategically important industrial site. Fosters have noted that the site has failed to attract industrial tenants and has remained vacant for many years. While vacant, the site has not contributed to the economic, cultural, and social and wellbeing of the City;
 - The majority of the site is located within the Amenity Protection Area which has specific provisions in the ODP to minimise adverse effects of industrial activities and maintain amenity values in the adjacent Residential Zone. The occupation of the site by residential activities will ensure that amenity and reverse sensitivity issues will be appropriately mitigated through the Qualifying Development process to ensure that any future development will contribute positively to urban outcomes within this setting.
85. Overall, for the reasons outlined above, the loss of the industrial land is considered to be insignificant and not inconsistent with the relevant strategic policies. As such, no further assessment is required.
86. **Areas which cannot be considered for a SHA**
87. The third part of the locational consideration states that SHAs cannot be considered in Special Character Zones, Open Space Zones, Archaeological sites, Electricity Transmission Corridors, Natural Hazard Areas (Except where the effects are managed) and Significant Natural Areas.
88. The subject site is able to be considered for a SHA as it is located within the Industrial Zone and outside of the exclusion areas listed in the policy. While the site is identified as containing a Natural Hazard Area, being Low and Medium Flood Areas, it is submitted that the effects of this hazard can be appropriately managed. This is because the depth of the flood area is relatively shallow (being 150mm – 200mm) and it is anticipated ground levels can be raised and any displaced flood storage can be accommodated within the wider storm water solution for the site.
89. **Locational considerations - conclusion**
90. The SHA site at Gilbass Avenue/Quentin Drive is consistent with Council’s strategic land use planning including the RPS, Future Proof, HUGS, Access Hamilton and the Hamilton City Operative District Plan. The 47 residential lots will achieve a compact and efficient city and it will be consistent with the strategic planning framework of the City and the Region. The additional houses will assist positively in meeting Hamilton’s housing targets under the Accord.
91. **Infrastructure (Clause 15d)**
92. This clause relates to the extent the SHA will absorb capacity within the Council’s existing infrastructure, including but not limited to parks and reserves, transportation and three waters network infrastructure and how the developer will pay for that use of capacity. This clause also relates to the extent to which the existing infrastructure is inadequate to service the development and the developer’s ability and commitment to provide that necessary infrastructure and services at no cost to Council either now or into the future.
93. Accompanying the application for this SHA were a number of technical assessments including a three waters infrastructure assessment, a flood management assessment and a stormwater management assessment. This information has subsequently been peer reviewed by both Council staff and external consultants. It is expected that at QD stage, the Council will actively work with Fosters to further refine and finalise the detail of the proposed infrastructure to an acceptable level.

94. A full detailed assessment against the three waters and transportation infrastructure is provided in **Attachment 5**.
95. *Potable Water Supply*
96. The detailed assessment concludes that Fosters have provided sufficient information confirming that capacity exists within existing infrastructure to be able to service the proposal's cumulative demand. A PDA will ensure that any required infrastructure will be funded by Fosters.
97. *Wastewater*
98. The information provided by Fosters, as well as a wastewater modelling assessment that was commissioned by the Council and carried out by AECOM (dated 19 February 2018), confirmed that there are existing wastewater capacity issues that are predicted to increase from the proposed development. Network upgrades included in the LTP funding request are expected to alleviate some of the existing network capacity issues.
99. The Council's City Development staff have confirmed through the infrastructure assessment on this site that no strategic network upgrades are required to specifically support this development; however, a solution to manage flows under wet weather conditions will need to be identified and provided at QD stage. A PDA will ensure that any required infrastructure will be funded by Fosters. The high-level matters that should specifically be covered in a PDA are outlined in **Attachment 5**. It is anticipated that staff will consider final wastewater reticulations solutions as part of any QD consent.
100. *Stormwater*
101. The site is partly affected by flood hazard area, has peat soils and high groundwater table. The site is within the Waitawhiriwhiri Catchment, and discharges to Lake Rotoroa (a sensitive receiving environment). No water quality or attenuation assessment has been provided with the application. Based on the most recent information provided with the application, the Council's City Development Unit staff have identified the following key issues:
- There is no stormwater outlet identified for the site;
 - Development based on the current concept appears to impact on existing overland flow path along the northern boundary;
 - Fosters have not sufficiently demonstrated that the development will not create adverse effects on neighbouring and downstream properties;
 - Development needs to comply with the minimum requirements in the ITS to provide detention to limit post development flow to 80% of pre-development 100yr ARI (with climate change).
102. Further information has been identified in **Attachment 5** as still needing to be addressed. This includes detail around the proposed management of flood waters and overland flow on site, what water quality treatment is proposed and what effect these stormwater solutions will have on the development yield to adequately address the above identified issues.
103. The Council's City Development staff have confirmed through the infrastructure assessment on this site that, subject to a reduction in yield to a minimum 15 dwellings being reflected in the recommendation, it is anticipated that a workable stormwater solution can be identified and provided at QD stage. A PDA will ensure that any required infrastructure will be funded by Fosters. The high-level matters that should specifically be covered in a PDA are outlined in **Attachment 5**. It is anticipated that staff will consider final stormwater solutions as part of any QD consent.

104. *Transportation*

105. The proposed vehicle access to the SHA development is along Quentin Drive with a walking/cycleway connection proposed via shared access to Alison Street. Based on the most recent information provided with the application, the Council's City Development Unit staff and Gray Matter (on behalf of the Council) have identified the following key issues:

- Potential upgrades to Quentin Dr/SH1 intersection have not been assessed;
- Increased movements at the intersection will impact on traffic signal cycle times with potential for slightly longer delays;
- The proposed development layout (including the proposed road widths) and associated local roading network does not meet the Council's Operative District Plan and ITS requirements.
- The proposal to utilise the only access to the site for flood storage as part of the stormwater management solution is not desirable.

106. It is anticipated that the overall concept will need to be revised to deliver a workable solution for internal roads, overall site access, and walking/cycleway connection (considering safety issues). The Council's City Development staff have confirmed through the infrastructure assessment on this site that, subject to a reduction in yield to a minimum 15 dwellings being reflected in the recommendation to capture the need to revisit the design, it is anticipated that a workable transportation solution can be identified and provided at QD stage. A PDA will ensure that any required infrastructure will be funded by the developer. The high-level matters that should specifically be covered in a PDA are outlined in **Attachment 5**. It is anticipated that staff will consider final transportation solutions as part of any QD consent.

107. *Parks and Open Spaces*

108. The Council's Parks and Open Spaces staff have confirmed that current open space provision adequately provides for this proposal. A PDA will ensure that any open space included as part of the proposal will be developed and vested at no cost to the Council.

109. **Scale (Clause 15e)**

110. This criterion relates to the extent to which the proposed SHA will deliver beyond the prescribed minimum of 10 dwellings. The proposed SHA would contain no fewer than 15 dwellings.

111. **Design Quality (Clause 15f)**

112. This criterion relates to the extent to which the proposed SHA adheres to the key urban design qualities expressed in the Ministry for the Environment's New Zealand Urban Design Protocol (2005) and the effects of the non-adherence.

113. Fosters have stated that the design will adhere to the New Zealand Urban Design Protocol. This can be managed through the QD resource consent.

114. Good quality urban design outcomes are possible because future development will involve a comprehensive design through the QD application that will be informed by the design qualities from the Urban Design Protocol and the design guides from the ODP. The QD stage will provide opportunities for Fosters, in conjunction with Council, to further refine the design of the development and provide for connectivity to adjoining residential and open space which will enable opportunities for enhanced pedestrian and cycle access to the surrounding residential, commercial and open space areas.

115. Development agreement (Clause 15g)

116. An agreement has not yet been reached with Fosters with respect to a SOI around how key infrastructure is to be funded which will satisfy the requirement of Council's SHA Policy, the Growth Funding Policy and HASHAA. The SOI discussions are still ongoing and final updates will be reported at the Council meeting.
117. A SOI is a binding legal contract outlining roles and responsibilities for funding growth. It stipulates, at a high level, what Fosters will be paying for to enable their SHA development.
118. The SOI will define expectations and requirements for key infrastructure and will enable a detailed PDA to be developed, once design matters are certain, to address assessments and obligations required for water, wastewater, stormwater, the provision of parks and open space and transportation matters. The SOI stipulates that Fosters must enter into a PDA with the Council when more detail on infrastructure works, costs and delivery timeframes are available, which are consistent with the principles set out in the SOI. Fosters cannot apply for a QD application until a PDA has been agreed.
119. If the EOI is accepted by the Council, staff seek delegation for the Chief Executive to finalise the SOI and, once more detail on infrastructure works and costs are available, to negotiate and sign a PDA. Whilst not an exhaustive list, the PDA will include at a high level the following matters:
- Fosters to fully fund extension of 150mm diameter water mains along both sides of Quentin Dr and local reticulation required to service development.
 - Fosters to fully fund all local wastewater infrastructure required to service the development in accordance with the Infrastructure Technical Specifications (ITS).
 - Fosters to fund a suitable solution to address the peak wet weather wastewater issues. The form of the solution will be confirmed as part of the QD process.
 - Fosters to fully fund investigation, design and construction of all local stormwater infrastructure including quality and quantity management required to service the development in accordance with the ITS.
 - Fosters to arrange for access and fund investigation, design and construction stormwater outlet and overland flow from site. Outlet could be to the pipeline under the Railway to Duke St either via direct connection to the pipeline; via the Quentin Dr stormwater network to the open channel and/or via discharge to the open channel at the SE corner of the property.
 - Fosters to fund investigation, design and construction stormwater system required for Quentin Dr extension.
 - Fosters to fund investigation, design and construction all stormwater treatment/attenuation required to avoid adverse effects on surrounding and downstream environment, including downstream and adjacent properties.
 - Fosters to fund preparation and satisfy the requirements of an ICMP.
 - Fosters to fully fund investigation, design and construction of Quentin Dr road extension including footpath network on Quentin.
 - Fosters to fully fund investigation, design and construction of any improvements to SH1/Quentin Dr intersection that may be identified through the ITA for the development.
 - Any required improvements are subject to agreement with the Council and NZTA. NZTA will need to be a party to the PDA involving improvements at SH1/Quentin Dr intersection.
 - Fosters to fully fund investigation, design and construction of the internal roading layout. All designs to meet requirements of ITS.
 - Any reserves included as part of the proposal will be developed and vested at no cost to the Council.

120. Overall evaluation against the SHA Policy criteria

121. This EOI has been comprehensively evaluated against the criteria set out in the SHA Policy and other relevant planning documents. The evaluation demonstrates a high level of consistency and alignment between the EOI and the Council's policy position in respect of SHAs in Hamilton.
122. This report concludes that the Council should recommend the establishment of the SHA at Gilbass Avenue / Quentin Drive to the Minister for approval.

Other Matters

123. Waikato Tainui Environmental Plan

124. The Waikato Tainui Environmental Plan is a long-term development approach to grow tribal estate and manage natural resources. The relevant objectives and policies relate to enhancing the environment (25.3.1 and 25.3.2), ensuring development is well planned and the environmental, cultural, spiritual and social outcomes are positive.
125. The SHA is not inconsistent with the objectives and policies of the Waikato Tainui Plan and ensuring that there is positive environment, cultural, spiritual and social outcomes can be managed through the qualifying development stage. The recently-adopted focus on affordability for new housing provided in a SHA is also consistent with the desired outcomes of the Environmental Plan.

Next Steps

126. In line with the SHA Policy, if the Council accepts the EOI, the Chief Executive will require specific delegation to complete and sign the SOI before recommending it to the Minister. Council staff will then need to enter negotiations with the developer to secure, through a PDA, the necessary infrastructure to service the proposal at consent stage. Staff seek delegation for the Chief Executive to negotiate and sign the PDA agreement.
127. In recommending to the Minister that a SHA be established, the Council may prescribe criteria that would apply to qualifying development within a SHA. Such criteria under HASHAA include building height, the minimum number of dwellings to be built and can also include under Section 15 (3) a percentage of dwellings that must be affordable dwellings.
128. If the Minister approves the SHA proposal, an order is made in the Council for this site to be formally established.
129. Once the SHA is formally established, Fosters can apply for a QD resource consent which is processed by Council staff.
130. The consent will need to align with the terms (infrastructure, affordability and yield) agreed by both parties in the SOI submitted to the Minister and a formalised PDA will need to accompany the consent.

Financial Considerations

131. SHA evaluation costs

132. In accordance with Section 22 of the approved SHA Policy, once a SHA proposal is lodged with the Council following the request for expressions of interest, Council staff time and other consultant costs (legal and infrastructure consultants) required to evaluate SHA proposals are cost recoverable.

133. The SHA Policy requires that all costs associated with SHA area are met by the developer; however, in the interests of good infrastructure outcomes for the wider area surrounding the SHA land and to provide greater capacity than needed by the SHA land, it is possible that some upsizing of infrastructure will be necessary. In these situations, the Council may need to recognise the benefits of the upsizing in the finalised PDA.

Risks

134. The development yield shown at this early stage in EOIs may be inflated until more detailed infrastructure assessment and urban design matters on siting and layout are considered as part of a qualifying consents stage. This means that actual number of houses recommended to Minister may reduce when consents stage is realised.
135. There is a risk that resolution of the formal PDA prior to lodgement of consent is delayed or not resolved to the mutual agreement of both parties.
136. In absence of any detail on preferred mechanism for KiwiBuild or advice from central Government on which to secure delivery of affordable housing, there is a risk that the 40% component could be open to interpretation and/or a price point would be difficult to enforce or made available to the target market in perpetuity.

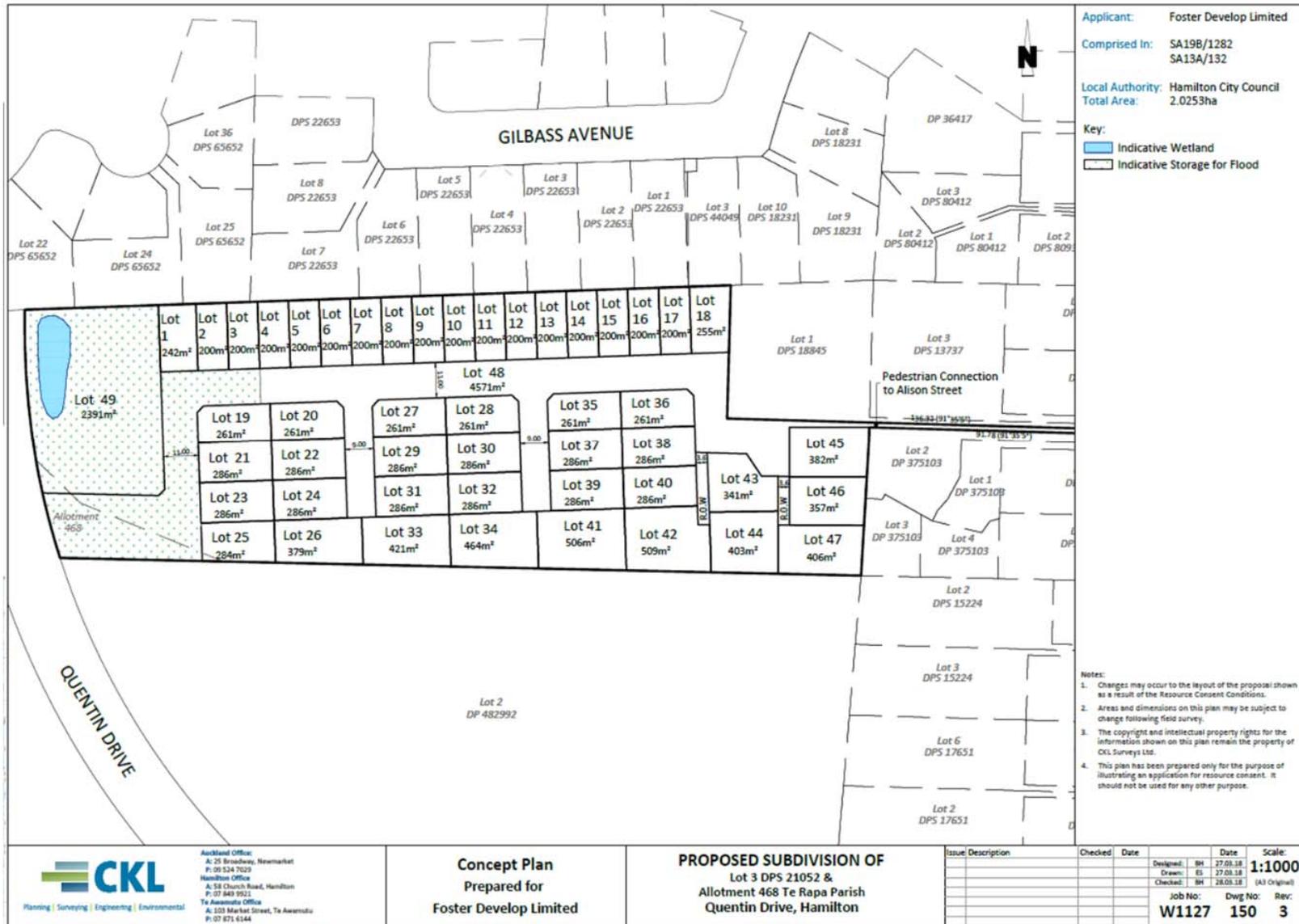
Significance & Engagement Policy

137. The EOIs were determined to have high significance in the report to Council on 18 October 2017. Community interest is considered high. Engagement for the Gilbass Avenue/Quentin Place EOI was undertaken over a period of 4 weeks with feedback attached in Attachment 2. A second round of public feedback was sought between 10 and 27 April due to the materiality of the change in terms of potential effects resulting from the revised access. This feedback is included in **Attachment 2**.

Attachments

- Attachment 1 - Map, land parcels and concept plan
- Attachment 2 - Public Feedback summary
- Attachment 3 - Expression of Interest including further information
- Attachment 4 - Assessment of relevant strategic documents
- Attachment 5 - Infrastructure Assessment
- Attachment 6 - Memo from Foster Developments Limited

Attachment 1 – Location Map, Land Parcel Map, Zoning Map, Concept Plan



Item 7

Attachment 1



Figure 2: Location Map

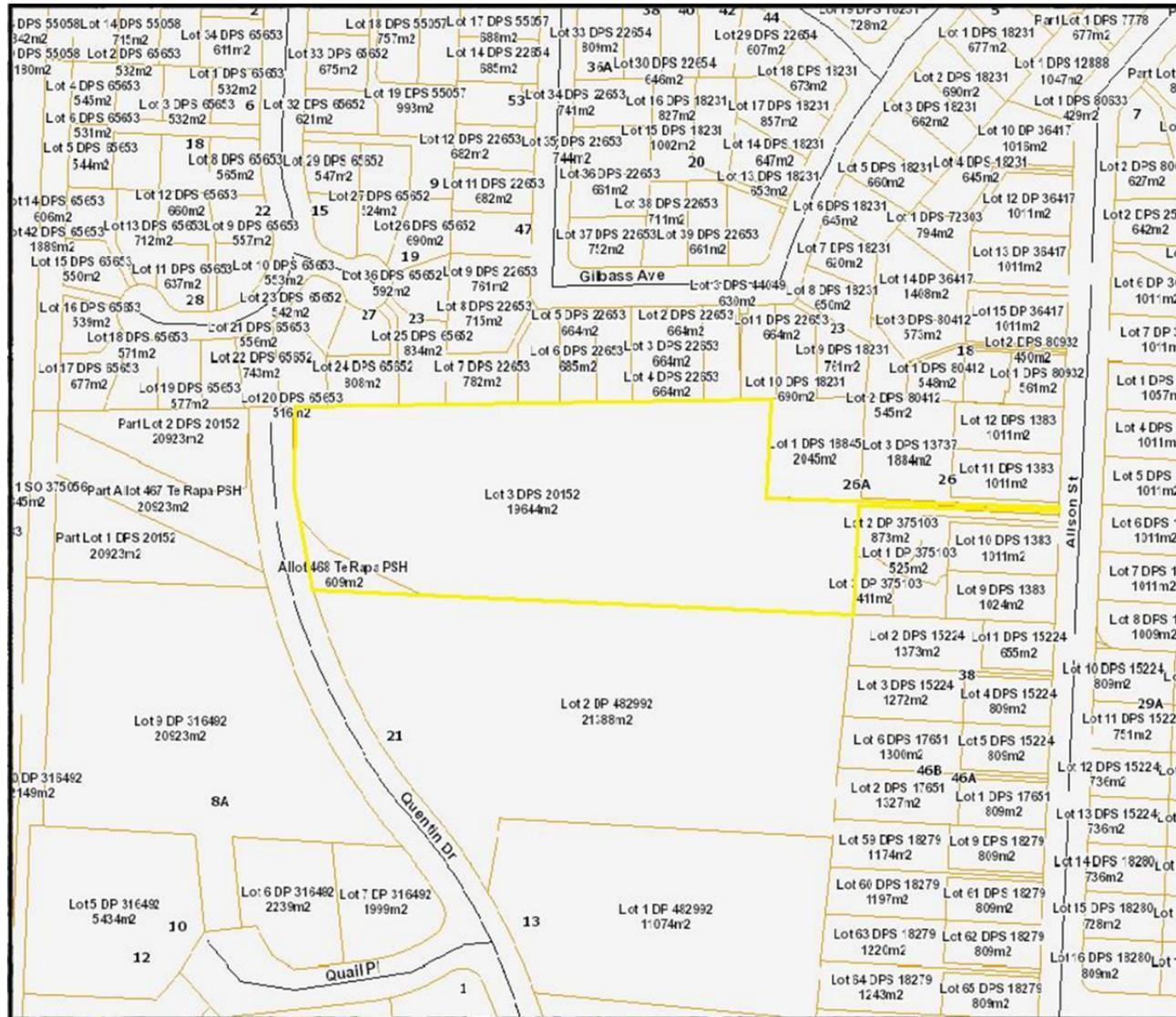


Figure 3: Land Parcel Map

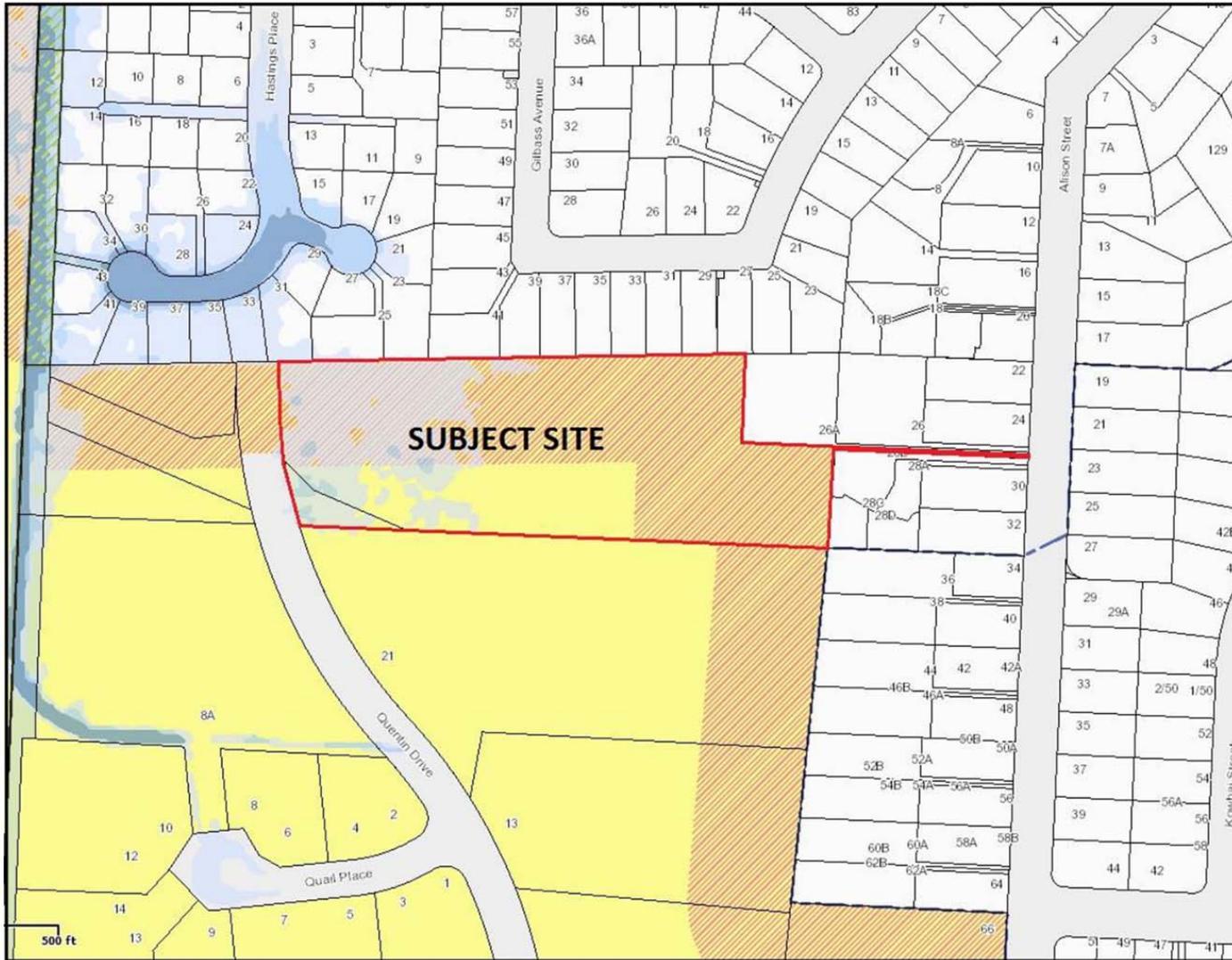


Figure 4: Zoning Map

Attachment 2 – Public Feedback, summary and comments

1. Feedback

Council sought public feedback on the proposed Special Housing Area for Gilbass Avenue/Quentin Drive in November 2017. There were 86 responses to the request for feedback for Gilbass Avenue/Quentin Drive. This included 6 supportive responses, and 80 opposed responses. One of the opposing responses included a petition with 81 signatures. 35 of the opposing responses were opposed to the access being off Gilbass Avenue only.

2. Summary of Feedback and assessment of key points

A summary of all feedback, including comments in response to each key point is outlined in the following table.

Key feedback theme	Comments
<p><i>6 submitters generally in support</i></p> <p>There was a variety of reasons for supporting the SHA:</p> <ul style="list-style-type: none"> • Support concept of more housing in this area; • Pedestrian/cycle connections from Alison Street for nearby bus stops, and to lake domain/Innes Common will create a safer/user friendly environment; • Encourages and creates more residential development adjacent to existing residential development using existing infrastructure • The scale of the site is such that any loss of industrial land in this area is not considered to adversely impact the strategic land use plan for the City or compromise a strategic industrial node. • Accessing the site via Quentin Drive (with pedestrian access to Alison Street) is the NZ Transport Agency’s preferred access option for this SHA. • Heritage NZ support in principle with acknowledgement that some areas may include sites with significant archaeological and cultural values that will need to be considered. 	<p>Agree. Based on the assessment in my report, it is considered that the Gilbass Avenue/Quentin Drive SHA is consistent with HAASHA, as well as the Council’s strategic land use planning. The proposed development including pedestrian, cycle and roading layout detail will be further refined and assessed at qualifying development resource consent stage.</p>
<p>18 individual submitters and a petition submitted by Arama Puriri (81 signatures) identified concerns that the SHA will detract from amenity values, result in a loss of privacy, not enough education provision in the area, safety and noise issues and attract undesirables, and increased crime. Concerns were also raised with the design not being sympathetic to surrounding amenities and community, the size of the proposed lots, the type of homes and standard to which they will be built, the tenure of the homes turning into predominantly rentals and the low-cost housing affecting property values of surrounding areas.</p>	<ul style="list-style-type: none"> • Detailed design in accordance with the Ministry for the Environments New Zealand Urban Design Protocol (2005) can be assessed at the time of a qualifying development resource consent application; • Character and amenity effects, as well as noise and safety effects can be adequately managed at the Qualifying Development resource consent stage; • Education provision in the area, the attraction of undesirables and impacts on property values are not matters which can be assessed under the HASHAA or Hamilton City Council’s Special Housing Area Policy.

<p>8 Submitters raised concerns around the SHA resulting in disruptive building activity (noise, vibration and dust) and heavy vehicles during the development process; the driving of piles and the draining of the peat land causing nuisance and damage to surrounding properties.</p>	<p>These issues would be considered and addressed at qualifying development stage.</p>
<p>74 individual submitters and a petition submitted by Arama Puriri (81 signatures) identified traffic related concerns, including:</p> <ul style="list-style-type: none"> -Poor vehicle/pedestrian/cycling connectivity issues with the access being off a single connection point from Gilbass Avenue which is subject to road damage and cannot cope with increase in traffic; -Insufficient traffic assessments; -Existing congestion and parking issues at Gilbass Avenue and Lake Crescent that will be exacerbated; -Health and safety issues as emergency services would have difficulty getting to site via Gilbass Avenue and the risk of collisions and potential serious harm to residents will be increased with additional traffic movements; -Quentin Drive is a more suitable/safe for access to any proposed housing. 	<ul style="list-style-type: none"> • It is expected that the requirement for an ITA would be included in the private developer agreement even though it would still be required at consents stage. An ITA will adequately address transportation safety and efficiency matters; • Taking into account a number of concerns around access being off Gilbass Avenue, access has been redesigned to be off Quentin Drive; • Detailed matters of transportation layout and connectivity will be dealt with as part of the Qualifying Development process should this site be gazetted. The applicant has provided a level of detail in the EOI and through subsequent further information including an amended concept plan. The concept plan is indicative only and may change when detailed infrastructure constraints are known. Furthermore, the recommended minimum yield of 15 dwellings is significantly lower than the proposed 74 dwellings to provide for transportation solutions on a worst case scenario. The level of detail provided is sufficient for the purpose of providing a recommendation to the Minister under HASHAA.
<p>16 individual submitters and a petition submitted by Arama Puriri (81 signatures) identified concerns that the site is unsuitable due to poor drainage/slumping/sinking peat soil causing hazards.</p>	<p>Detailed matters of siting, design, subdivision layout, Geotechnical considerations, three waters solutions etc will be dealt with as part of the Qualifying Development process should this site be gazetted. The applicant has provided a level of detail in the EOI and through subsequent further information including a concept plan, three waters and transport infrastructure assessments. The concept plan is indicative only and may change when detailed infrastructure constraints</p>
<p>11 individual submitters are concerned that the density is too high and that the design does not provide for an acceptable roading layout and size, adequate buffers between the proposed development and adjacent residential and industrial land, and that green space, stormwater solutions, lighting for foot traffic and parking for visitors has not been considered.</p>	

<p>15 individual submitters and a petition submitted by Arama Puriri (81 signatures) are concerned that there are existing drainage, water and wastewater capacity constraints, that drainage issues will cause health and safety and flooding issues and that costs will fall back on Council.</p>	<p>are known. Furthermore, the recommended minimum yield of 15 dwellings is significantly lower than the proposed 74 dwellings to provide for stormwater and transportation solutions on a worst case scenario. The level of detail provided is sufficient for the purpose of providing a recommendation to the Minister under HASHAA.</p> <p>The applicant will fund and provide the required infrastructure. This has been agreed upon broadly in the SOI and there will be subsequent specific PDA's before recommending to the Minister.</p>
<p>7 submitters viewed that SHAs would be better suited in a different area</p>	<p>There is no limit to the number of SHAs that could be considered and this one meets the locational considerations as per paragraphs 71-84 of the Council Report.</p>
<p>1 submitter (THAWK) was opposed due to the lack of iwi consultation</p>	<p>This is not a matter which can be assessed under the HASHAA or Hamilton City Council's Special Housing Area Policy.</p>

3. A second round of public feedback was sought between Monday 10th April and closing Friday 27th April due to the materiality of the change in terms of potential effects resulting from the revised access. This feedback is summarised in the following table below:

Attachment 2

Item 7

Quentin Drive - Gilbass Avenue - REVISED	
34 submissions received	
Key feedback theme	Number of responses
General support	21
Oppose proposal	3
Agree with reduced yield	10
Support access change via Quentin Drive (No access via Gilbass or Hastings Place).	29
35 Gilbass Ave should remain part of the SHA	1
Cite that the poor site drainage (sinking, peat soil) and potential issues with neighbouring properties if piles are required.	7
Cite amenity values, connection to community amenities, increased crime rate and littering, devalue of current properties.	3
Privacy issues for current property owners (boundary fencing).	3
Disruptive building activity, vehicles and potential damage to existing properties during the development process.	2
Alison Street - No access along this driveway/restrict access to current properties/pedestrian access only.	5
Early engagement to determine the type of infrastructure required or Council negotiations for network utility equipment within road reserve.	1



Planning | Surveying | Engineering | Environmental

EXPRESSION OF INTEREST

Special Housing Area

FOSTER DEVELOP LTD

35 Gilbass Avenue & Quentin Drive
Hamilton

APPLICATION PRÉCIS

APPLICANT	Foster Develop Ltd
SITE LOCATION	35 Gilbass Avenue & Quentin Drive, Hamilton
LEGAL DESCRIPTION	Lot 3 DPS 20152 (SA19B/1282) Allotment 468 Te Rapa Parish (SA13A/132) Lot 4 DPS 22653 (SA21A/297)
TERRITORIAL AUTHORITY	Hamilton City Council
ZONING	Industrial
POLICY AREAS / OVERLAYS	Industrial Amenity Protection Area Natural Hazard Area (Low and Medium Flood Risk)
PROPOSAL	Expression of interest to establish a Special Housing Area

DOCUMENT CONTROL

CKL REFERENCE	W1127						
DOCUMENT STATUS	Final						
REVISION NO.	1						
FILE LOCATION	W1127 - SHA EOI						
AUTHOR	Bevan Houlbrooke						
AUTHORISED BY	Andrew Wood						
OFFICE OF ORIGIN	Hamilton						
DISTRIBUTION	<table border="0"> <tr> <td>Hamilton City Council</td> <td>29 September 2017</td> <td>Rev. 1</td> </tr> <tr> <td>Foster Develop Ltd</td> <td>29 September 2017</td> <td>Rev. 1</td> </tr> </table>	Hamilton City Council	29 September 2017	Rev. 1	Foster Develop Ltd	29 September 2017	Rev. 1
Hamilton City Council	29 September 2017	Rev. 1					
Foster Develop Ltd	29 September 2017	Rev. 1					

CONTENTS

1.	INTRODUCTION	1
2.	APPLICANT	1
3.	THE SITE	2
3.1	LEGAL DESCRIPTION AND REGISTERED INTERESTS.....	2
3.2	LOCATION AND EXISTING ENVIRONMENT	2
3.3	EXISTING DISTRICT PLAN ZONING	3
3.4	EXISTING ACCESS AND ACCESSIBILITY	4
3.5	EXISTING THREE WATERS.....	4
4.	PROPOSAL	6
4.1	DEVELOPMENT CONCEPT	6
4.2	PROPOSED ACCESS AND ACCESSIBILITY	7
4.3	PROPOSED THREE WATERS STRATEGY	8
4.4	TIMING	12
5.	ASSESSMENT OF HAMILTON SHA POLICY	13
5.1	DEMAND FOR THE QUALIFYING DEVELOPMENT	13
5.2	PREDOMINANTLY RESIDENTIAL	14
5.3	LOCATIONAL CONSIDERATIONS	15
5.4	INFRASTRUCTURE	18
5.5	SCALE.....	18
5.6	DESIGN QUALITY	18
5.7	DEVELOPMENT AGREEMENT	19
6.	DEVELOPMENT CONTRIBUTIONS	19
7.	CONCLUSION	20

APPENDIX 1

COMPUTER FREEHOLD REGISTERS

APPENDIX 2

SITE LOCATION PLAN

APPENDIX 3

ZONE AND FEATURES MAPS

APPENDIX 4

THREE WATERS PLAN

APPENDIX 5

DEVELOPMENT CONCEPT PLANS

1. INTRODUCTION

- 1.1 This Expression of Interest (EOI) by Foster Develop Ltd proposes a site for consideration by the Hamilton City Council for a Special Housing Area (SHA) under the Housing Accords and Special Housing Areas Act 2013 (HASHAA).
- 1.2 The proposal is an integrated residential development of a 2.090 ha site located in the Hamilton Lake census area unit. The proposal is for a medium density residential development that will assist with meeting the increasing demand for housing in Hamilton City.
- 1.3 A preliminary development concept has been prepared which demonstrates the site can accommodate approximately 56 new dwellings. A range of typologies are proposed including duplex and detached dwellings. The concept will be refined when it progresses to the Qualifying Development Application stage.
- 1.4 The majority of the application site (2.0314 ha) is zoned Industrial under the Partly Operative Hamilton District Plan (PODP). The remaining 664m² consists of an allotment that is zoned General Residential.
- 1.5 The site can utilise existing capacity within Hamilton City Council's existing infrastructure, including parks and open space, transportation and three waters networks. The extension of these services into the site will be funded by the applicant.

2. APPLICANT

- 2.1 Foster Develop Ltd is part of the Foster Construction Group of companies, formed over forty years ago, operating throughout the Waikato.
- 2.2 Foster Develop Ltd has expertise in office, retail, commercial, industrial and residential property development and is involved in delivering projects ranging in value from \$2 million to \$70 million.

3. THE SITE

3.1 Legal Description and Registered Interests

3.1.1 The site proposed for this SHA is legally described as:

- Lot 3 DPS 20152 (SA19B/1282) – 1.9644 ha
- Allotment 468 Te Rapa Parish (SA13A/132) – 0.0609 ha
- Lot 4 DPS 22653 (SA21A/297) – 0.0664 ha

3.1.2 The total area of the land described above is 2.0917 ha. Copies of the Computer Freehold Registers are attached as **Appendix 1**.

3.1.3 SA21B/297 is subject to a building line restriction (H089848); however this will not impact upon a proposed SHA as no buildings are proposed within 13.11m from the centre of Gilbass Avenue.

3.1.4 SA19B/1282 is subject to a right of way easement marked B and D on DPS 18845, and is appurtenant to a right of way easement marked C on DPS 18848.

3.1.5 There are no interests registered on SA13A/132 that will impact upon a proposed SHA.

3.2 Location and Existing Environment

3.2.1 A site location plan showing the extent of the subject site is attached as **Appendix 2**.

3.2.2 The site has 1.52m of direct frontage to Alison Street, 78.35m to Quentin Drive (unformed) and 16.77m to Gilbass Avenue. Other than a detached dwelling (SA21A/297) the site is vacant of development.

3.2.3 Resource consent was granted in June 2017 to create a 5-lot industrial subdivision on part of the subject site (SA19B/1282 and SA13A/132). This resource consent will not be given effect to if the SHA proceeds.

- 3.2.4 Directly to the north and east of the subject site there are residential areas comprising of detached residential dwellings on lots ranging in area from 411m² to 2045m². The majority of dwellings in the vicinity of the site were constructed in the mid-1970s to early 1980s.
- 3.2.5 Directly to the south is a storage yard for relocatable houses (Jack House Transit). Further to the south is a home improvement centre (Bunnings Warehouse). Both these sites obtain access from Quentin Drive, which connects with Kahikatea Drive (State Highway 1).
- 3.2.6 Directly to the west of the subject site is an unformed portion of Quentin Drive. Parts of the road reserve are currently occupied by industrial activities accessed from Quail Place. Further west, some 120m from the site, is the North Island Main Trunk Railway.
- 3.2.7 The subject site is located in close proximity to a number of recreation amenities, including Gower Park, the Hamilton Western Rail Trail, and the Hamilton Lake Domain (Lake Rotoroa).
- 3.2.8 The closest neighbourhood shops are at Selwyn Street (1.4 km) while Frankton Village is the nearest suburban centre (2.5km). The subject site is close to the Waikato Hospital (1.2km) and the Hamilton Central Business District (2.1km), both are significant employment nodes. The Frankton industrial area sits to the south and west of the subject site and is also a recognised as a significant employment area for the City. Notable nearby industries include Gallagher Group and Dairy Goat Co-operative.

3.3 Existing District Plan Zoning

- 3.3.1 Zoning and features maps from the PDOP are attached as **Appendix 3**.
- 3.3.2 The majority of the application site (2.0253ha) is zoned Industrial (Industrial Amenity Protection Area) under the PODP. The remaining 664m² consists of an allotment which is zoned General Residential.

- 3.3.3 The western portion of the site contains Low and Medium Flood Hazard Areas.
- 3.3.4 The adjoining land to the north and west is zoned General Residential, while land to the south is zoned Industrial. The western boundary adjoins both Transport Corridor and Industrial zones.

3.4 Existing Access and Accessibility

- 3.4.1 As outlined in section 3.2 above, the site has frontage to Gilbass Avenue, Alison Street and Quentin Drive. These three transport corridors are classified as Local Roads under the PODP and have a posted speed limit of 50 kmph.
- 3.4.2 Both Quentin Drive and Alison Street connect with Kahikatea Drive which is a Major Arterial Road (State Highway 1) under the control of New Zealand Transport Agency. Kahikatea Drive has a posted speed limit of 60 kmph.
- 3.4.3 Hamilton City Council records for 2016 show that Lake Crescent has an ADT of 4,500 vehicles per day (vpd) to the north, and Kahikatea Drive has an ADT of 27,400 vpd. Gilbass Avenue and Quentin Drive do not have available counts, but based on the current number of existing residential lots, the Gilbass Avenue ADT would be approximately 1300 vpd.
- 3.4.4 The site is located close to bus routes, including the Orbiter service (travels along Kahikatea Drive) and the Fitzroy service (travels along Alison Street). Cycle paths in the vicinity of the site consist of on-road and off-road routes, and notably the Hamilton Western Rail Trail route which travels the rail corridor from Kahikatea Drive, around the west of Lake Rotoroa, to Ward Park and the CBD.

3.5 Existing Three Waters

- 3.5.1 Council service plans showing three waters infrastructure in the vicinity of the subject site are attached as **Appendix 4**.

Stormwater

- 3.5.2 An existing 450mm diameter stormwater main is located within Gilbass Avenue, which currently services properties located off Gilbass Avenue and Gilbass Avenue itself.
- 3.5.3 An existing 300mm diameter stormwater main is located along the eastern boundary of the subject site. This main discharges into an existing open drain at the south eastern corner of the site.
- 3.5.4 An existing open drain which connects to the open drain referenced above is located along the southern boundary of the block directly adjoining the subject properties southern boundary. This drain runs across Quentin Drive, generally between the formed and unformed sections of this road.
- 3.5.5 The western portion of the subject site has been identified as being subject to flooding (refer to the features map in Appendix 3). Given the extent of the flooding and existing ground levels, the depth of flooding is in the order of 150-200mm.

Wastewater

- 3.5.6 An existing 250mm diameter wastewater main is located within the unformed section of Quentin Drive directly to the west of the subject site.
- 3.5.7 Existing 150mm diameter wastewater mains are located along the northern and eastern boundaries of the subject site.
- 3.5.8 The gravity networks within Hamilton City are sized based on flow rates resulting from the catchments being serviced, and the following best practice design parameters:
 - Water consumption is 200 litres per person per day;
 - Infiltration allowance is 2250 litres per hectare per day;
 - Surface water ingress is 16500 litres per hectare per day;

- Peaking Factors of 4.8 (based on PE of 100 – see table 5.1 of ITS);
- Population Equivalent (PE) of 45 persons/ha ($45 \times 2.0917 = 94$);
- Contemporary materials and construction methods are used, which lower the risk of groundwater and stormwater ingress;

3.5.9 It is assumed that the existing infrastructure has been adequately sized to cater for the intended land use (i.e. industrial). Given this, it is anticipated that the existing infrastructure can cater for the following flow rates at a minimum:

- $PDF = (2250 \times 2.0917 + 4.8 \times 200 \times (45 \times 2.0917)) / 86400 = 1.100L/sec$
- $PWWF = (2250 \times 2.0917 + 16500 \times 2.0917 + 4.8 \times 200 \times (45 \times 2.0917)) / 86400 = 1.500L/sec$

Water Supply

3.5.10 Existing 150mm diameter watermains are located within the formed sections of Quentin Drive (both sides) to the south, and within Gilbass Avenue to the north.

3.5.11 There is also a 40mm diameter ridermain located within Gilbass Avenue to the north.

3.5.12 It is assumed that the existing infrastructure has been adequately sized to cater for the intended land use (i.e. industrial). It is not really possible to determine any baseline demand for water supply, as this is very much subject to the specific industrial activity on the site.

4. PROPOSAL

4.1 Development Concept

4.1.1 A development concept has been prepared for the subject site which demonstrates how a residential development could be established. Development concept plans are attached as **Appendix 5**.

- 4.1.2 The concept provides a 16.77m wide road connection from Gilbass Avenue into the centre of the site. An efficient lot layout that minimises the number of rear lots is able to be achieved through the provision of a new 11m wide east-west road in the northern third of the site, and four 9m wide roads / private ways intersect the central road.
- 4.1.3 Although details of the site layout and dwellings will be confirmed through the Qualifying Development Application process, it is anticipated that an SHA on this site could provide for approximately 56 new dwellings. This equates to accommodation for approximately 151 people (based on 2.7 persons per household).
- 4.1.4 The development concept achieves a gross density of 26 dwellings per hectare, and provides an average lot area of approximately 283m².
- 4.1.5 A range of housing typologies are proposed including duplex and detached dwellings. Lot areas are expected to range from 200m² to 529m². Building height will be a mixture of one and two storeys.

4.2 Proposed Access and Accessibility

- 4.2.1 As outlined in section 4.1 above, the existing dwelling (SA21A/297) will be removed and a new road will connect the site with Gilbass Avenue. Access is not proposed from Quentin Drive.
- 4.2.2 Within the development site, access will be provided by a combination of low-volume roads (11m in width) and private right of ways (9m in width).
- 4.2.3 Based on data sourced from the New Zealand Trips and Parking database, the typical trip generation rate for a residential dwelling is about 10 trips per day per dwelling. Based on these rates, 56 dwellings can be expected to create approximately 560 trips per day.

4.3 Proposed Three Waters Strategy

4.3.1 The subject site is not located within an existing Integrated Catchment Management Plan (ICMP) area. PODP provisions require an ICMP to be prepared for developments/subdivisions greater than 40 residential units, which the proposed development is likely to exceed. The objectives of the ICMP is to ensure that water, stormwater and wastewater are planned, developed and managed in a way that supports growth, while making sure the impacts of the infrastructure networks, gullies, streams and rivers are understood and managed. The scope and extent of an ICMP would need to be discussed with Council as part of the Qualifying Development Application.

Stormwater

4.3.2 The subject site is located with the Waitawhiriwhiri stormwater catchment, and will be subject to the following documents/standards:

- Hamilton City Council's Comprehensive Discharge Consent (CDC);
- Hamilton Stormwater Bylaw 2015;
- Hamilton City Council's Infrastructure Technical Specification (ITS);
- Regional Infrastructure Technical Specification (RITS) – subject to timing of SHA.

4.3.3 In order to satisfy the HASHAA tests and the Hamilton Special Housing Areas Policy, it will need to be illustrated that there is sufficient certainty that infrastructure can be planned and provided for.

4.3.4 It is our opinion sufficient information exists within existing stormwater models, as-built information and the above documentation to identify the preliminary engineering requirements for the subject site.

4.3.5 Any system to be developed on the site will need to consider the protection of people, land, infrastructure, and the receiving environment. The stormwater system will consist of:

1. A primary system designed to accommodate a specified design rainfall event appropriate for the zone, provide removal of pollutants and ensure the effects from the primary system are managed; and
2. A secondary system to ensure that the effects of stormwater runoff from events that exceed the capacity of the primary system are managed, including occasions when there are blockages in the primary system.

4.3.6 Given the parameters of the subject site, objectives and policies of the above documents, and the existing infrastructure available, the following is a brief outline of a possible stormwater solution:

- Discharge Option:
 - Some minor road flows into the 450mm dia main within Gilbass Avenue;
 - Main flows to existing open drain along the southern boundary of Lot 2 DP 482992 (CT: 680382).
- Attenuation:
 - Subsurface storage beneath the internal road network (subject to Council acceptance);
 - Development of a wetland, to be located in the low lying portion of the site;
 - Development of a wetland to be located within the unformed section of Quentin Drive (subject to Council acceptance and Road closure process);
 - On-lot rain tanks.
- Treatment:
 - Wetland;
 - Rain Gardens;
 - Enviropods within Catchpit;

- On-lot treatment (rain tanks, rain gardens etc).
 - Flood Mitigation (address displacement of existing flood storage):
 - Storage within the proposed road network;
 - Storage within wetland.
- 4.3.7 As a means of assessing the impact of the changing land use on the underlying stormwater infrastructure, we can look to compare pervious / impervious surfaces within the two scenarios. As outlined above we would generally expect a 10% / 90% ratio respectively in an industrial situation, whereas that ratio in a residential situation would be 30% / 70% respectively.
- 4.3.8 However, while the above comparison would suggest a better outcome from the residential situation, this would only apply in a secondary system situation. In a primary system situation the ultimate requirement to attenuate flows back to greenfields run-off rates would result in the two scenarios having the same impact on the receiving environment.
- 4.3.9 Stormwater attenuation and treatment solutions for the subject site can be implemented with subsequent development to minimise effects on the receiving environment. Therefore, while a sub-catchment ICMP or detailed Water Impact Assessment (WIA) will be required at time of Qualifying Development Application, there is sufficient information available to identify that the sub-catchment can be serviced with stormwater infrastructure to allow is urban development, and therefore identification as a SHA.

Wastewater

- 4.3.10 Wastewater is required to be treated and disposed of in a way that minimises effects on public health, the environment, and cultural values.
- 4.3.11 Flows anticipated from the proposed development have been summarised below:
- $PDF = (2250 \times 2.0917 + 4.8 \times 200 \times (2.7 \times 56)) / 86400 = 1.732L/sec$
 - $PWWF = (2250 \times 2.0917 + 16500 \times 2.0917 + 4.8 \times 200 \times (2.7 \times 56)) / 86400 = 2.132L/sec$

Based on:

- Peaking Factors of 4.8 (based on PE of 150 – see table 5.1 of ITS);
- Population Equivalent (PE) of 2.7 persons/dwelling (2.7 x 56 = 151).

4.3.12 Based on the expected flows from the proposed residential development, and the baseline flows from an industrial development (as allowed under the properties current zoning), the residential development will result in an increased PDF and PWWF of 0.544L/sec, hence there will be some additional effect on the existing wastewater system.

4.3.13 However the population equivalent table 5-1 of the ITS allows the use of a PE of 45 persons/ha, which is the equivalent to the industrial PE. This results in the same PDF and PWWF. In this situation there would be no additional impact on the underlying wastewater infrastructure.

4.3.14 It is anticipated that a new gravity pipe system be run through the proposed roading network within the development and discharge into the 250mm diameter system located within Quentin Drive. Each lot would be provided with a separate service connection at the boundary to allow future dwellings to be connected.

4.3.15 Integration of wastewater is not as easily achieved as stormwater or water. Low water use fixtures installed in new homes will reduce wastewater discharges.

Water Supply

4.3.16 Water Supply into any development is required to provide the quality and quantity of water to all customers as required by legislation and to Hamilton City Council's minimum level of service. Council's minimum level of service across the city is as follows:

- The minimum pressure and flow at point of supply to residential lots shall be 100 kPa (10m) and 25 L/min;
- The minimum fire supply service level shall be FW2 for residential areas and FW3 for all other areas;

- To protect level of service of new subdivisions, no more than 150 residential Lots shall be serviced, at any point from a single ended 150mm watermain. Connectivity of the water network is to be established prior to further lots being brought forward for 224(c) release.

4.3.17 The water demand allowance in the SHA design shall include provision for:

- A domestic demand of 260 litre/person/day with a peak flow rate of five times this amount for On Demand Supply.
- Population targets;
- The area to be serviced;
- Individual properties proposed;
- Proposed land use (zoning).

4.3.18 Given the above, we can anticipate a supply demand in the order of 39.26m³/day.

4.3.19 It is anticipated that a 150mm watermain is constructed along the full length of the new roading network to provide provision for firefighting throughout the development. In addition a 63mm diameter ridermain would be constructed along the other side of the roading network to provide a fully closed system. Both these mains would be connected to the existing 150mm and 63mm diameter mains within Gilbass Avenue. Each lot would subsequently be provided with a standard residential water connection to provide domestic water supply to future dwellings.

4.4 Timing

4.4.1 Provided the subject site is approved as an SHA, Foster Develop Ltd intends to proceed with a Qualifying Development Application as soon as possible. It is anticipated the Qualifying Development Application will be made by early 2018 with construction of the development commencing on 1 October 2018.

5. ASSESSMENT OF HAMILTON SHA POLICY

5.0.1 Paragraph 14 of the Hamilton Special Housing Areas Policy states that all proposals for an SHA shall demonstrate to Council's satisfaction that the following criteria will be met:

- a) *Development within the proposed SHA will achieve the purpose of the HASHAA in a manner consistent with the Accord;*
- b) *Development within the proposed SHA will place no additional financial burden on Council compared with no development occurring, either now or in the future.*
- c) *All infrastructure necessary to service the proposed SHA included but not limited to transport, waste water, potable water and storm water is available will be made available by the developer at no cost to Council in advance of all identified infrastructure demand arising.*

5.0.2 Paragraph 15 of the of the Hamilton Special Housing Areas Policy states that Council will evaluate a proposed SHA against considerations listed in paragraphs 5.1 – 5.7 below.

5.1 Demand for the qualifying development

"The extent to which development of the proposed housing types will achieve the purpose of the HASHAA and the Accord which will include an assessment of proposed housing typology, dwelling and section sizes, and density."

5.1.1 The purpose of the HASHAA is set out in Section 4 as follows:

"The purpose of this Act is to enhance housing affordability by facilitating an increase in land and housing supply in certain regions or district, listed in Schedule 1, identified as having housing supply and affordability issues"

- 5.1.2 The purpose of the Hamilton Housing Accord is set out in paragraphs 2 and 3 as follows:

“The intention of the Accord is to increase housing supply in line with the National Policy Statement on urban Development Capacity (NPC-UDC) and the Housing Accords and Special Housing Areas Act 2013 (the Act). The Accord aims to maintain a well-functioning, private sector led housing market in Hamilton and ensure a spread of prices across the housing market by ensuring adequate supply and market competition

The development progressed through this accord will generally be consistent with the Hamilton Urban Growth Strategy (HUGS), the strategic directions contained within the Partly Operative District Plan, the Waikato Regional Policy Statement (RPS) and the FutureProof sub regional settlement pattern”

- 5.1.3 As stated above, the HASHAA and HHA both have the purpose of enhancing housing affordability by facilitating an increase in land and housing supply. In this regard, the proposed SHA will contribute approximately 56 dwellings towards the targets set by Council and the Government in the HHA. These dwellings are expected to be consented in Year 2 (2018) of the HHA.

- 5.1.4 While increasing housing supply is one method of addressing affordability, it also recognised that affordability is influenced by allotment area and dwelling size. A mixture of housing typologies are proposed including approximately 20 duplex units and 36 detached dwellings. Lot areas will range from around 200m² to 264m². Overall a density of 26 dwellings per hectare is anticipated.

5.2 Predominantly residential

“The extent to which the proposed development is predominately residential with the primary purpose of creating residential housing supply.”

- 5.2.1 The development will be entirely residential.

5.3 Locational considerations

“The extent to which the proposed SHA is consistent with Council’s strategic land use planning. If inconsistent, the extent to which it may materially compromise or alter Council’s strategic land use planning and the effects of that inconsistency including effects on planned and existing infrastructure. The extent to which the proposed SHA affects Council’s ability to meet its statutory requirements under the National Policy Statement on Urban Development Capacity. Proposals for SHAs will be considered in all areas except:

- *all Special Character Zones...*
- *all Open Space Zones*
- *significant archaeological, historic and cultural sites*
- *electricity transmission corridors*
- *Natural Hazard Areas (except where effects can be appropriately managed)*
- *Significant Natural Areas.”*

5.3.1 The subject site is able to be considered for an SHA as it is located outside of the exclusion areas listed in the policy. While the site is identified as containing a Natural Hazard Area, being Low and Medium Flood Areas, it is submitted that the effects of this hazard can be appropriately managed. This is because the depth of the flood area is relatively shallow (being 150mm – 200mm) and it is anticipated ground levels can be raised and any displaced flood storage can be accommodated within the wider storm water solution for the site.

5.3.2 In terms of consistency with Council’s strategic land use planning, it is appropriate to consider Chapter 2 (Strategic Framework) of the PODP. In this regard the following comments are made in relation to the Objectives and Policies of Chapter 2:

- The proposed SHA aligns with the goal of promoting a compact and sustainable city. This is because the proposal involves the development

of a vacant site within the City's existing urban area, and that is entirely surrounded by development.

- The proposed SHA also promotes a compact and sustainable city by increasing residential density in appropriate location, i.e. the site is in close proximity to the Waikato Hospital, parks and open spaces (Gower Park and Hamilton Lake Domain). Furthermore, the site adjoins existing residential development on two sides.
- The proposed SHA can contribute to the supply of a range of housing types and densities to meet the demand from a diverse range of people and communities.
- The proposed SHA will make efficient use of land and infrastructure. The subject site has remained vacant for many years and has failed to attract industrial tenants. This is largely because the site is constrained due to poor visibility, the cost to construct access (given Quentin Drive is unformed) and reverse sensitivity in respect to adjoining residential land uses. Removal of the amenity protection overlay allows for more efficient utilisation of land and integration of adjacent land uses. While the site remains vacant, it represents inefficient use of land and infrastructure.
- Good quality urban design outcomes are possible because the SHA will involve a comprehensive design that combines subdivision and land use elements. The design qualities from the Urban Design Protocol and the design guides from the PODP will inform the Qualifying Development Application.
- The proposed SHA will not compromise Hamilton's hierarchy of business centres. The subject site is just 2.1km from the Central City which is the region's primary business centre and will therefore support this centre.

- The proposed SHA does not safeguard the use of industrial land for industrial purposes. However, the extent of this inconsistency with Council’s strategic land use planning is considered minor because:
 - The loss of 2.0253 ha of industrial land is insignificant in terms of the overall supply of Industrial land in Hamilton. There are large areas of greenfield industrial land at Ruakura, Rotokauri and Te Rapa North that are more suitable for industrial development.
 - The subject sit is not a strategically important industrial site. It has failed to attract industrial tenants and has remained vacant for many years. While vacant, the site has not contributed to the economic, cultural, and social and wellbeing of the City.
- The proposed SHA site can be integrated with existing infrastructure, including transport, three waters, and open space.
- The Hamilton SHA Policy provides for consultation and collaboration with tangata whenua where appropriate.

5.3.3 In terms of the extent to which the proposed SHA affects Council’s ability to meet its statutory requirements under the National Policy Statement on Urban Development Capacity, the following comments are made:

- The proposed SHA supports the Council’s obligation under the NPS to ensure their planning decisions enable the supply of housing need to meet demand. While the proposed SHA will reduce business capacity, the loss of 2.0253 ha of industrial land is insignificant in terms of the overall supply of industrial land in Hamilton. Furthermore, it should be acknowledged that despite being zoned for industrial development and the availability of infrastructure, the site has remained vacant for many years and failed to attract industrial tenants.

5.4 Infrastructure

“The extent to which the proposed SHA will absorb capacity within Council’s existing infrastructure, including but not limited to parks and reserves, transport and three waters network infrastructure and how the developer will pay for that use of capacity. The extent to which the existing infrastructure is adequate to service the development and the developer’s ability and commitment to provide that necessary infrastructure at no cost to Council either now or in to the future.”

- 5.4.1 An assessment of the proposed infrastructure is outlined in section 4 above. This confirms the proposed SHA can be serviced by the developer at no cost to, and without unforeseen or adverse financial or environmental costs on, the Council or infrastructure providers.

5.5 Scale

“The extent to which the proposed SHA will deliver beyond a prescribed minimum of 10 dwellings.”

- 5.5.1 The development concept demonstrates that approximately 56 dwellings can be established on the proposed SHA site.
- 5.5.2 Although not specified in the SHA policy, the proposed dwellings will be a maximum of 2 storeys (<10m), which is less than the maximum height limit specified in s14 of HASHAA.

5.6 Design Quality

“The extent to which the proposed SHA adheres to the key urban design qualities expressed in the Ministry for the Environment’s New Zealand Urban Design Protocol (2005) and the effects of any non-adherence.”

- 5.6.1 The Urban Design Protocol identifies seven essential design qualities that create quality urban design. They are: Context, Character, Choice, Connections, Creativity, Custodianship and Collaboration.

5.6.2 The applicant agrees in principle with these design qualities and believes that they are important considerations when proposing a medium density development. The concept plan which has been provided with this EOI gives early indications of the design and quality of the proposed development. The site layout, landscaping, design of the dwellings, building materials, insulation standards will all point to the expectations of the Urban Design Protocol being met by this proposal.

5.6.3 Furthermore, it is anticipated that design guides from the PODP will also inform the Qualifying Development Application.

5.7 Development agreement

“The extent to which a satisfactory development agreement can be entered into between Council and the developer which secures HASHAAs intended outcomes in a manner that is consistent with Council’s Growth Funding Policy including but not limited to recovery of development contributions for utilized infrastructure capacity and services without placing a financial burden on Council.”

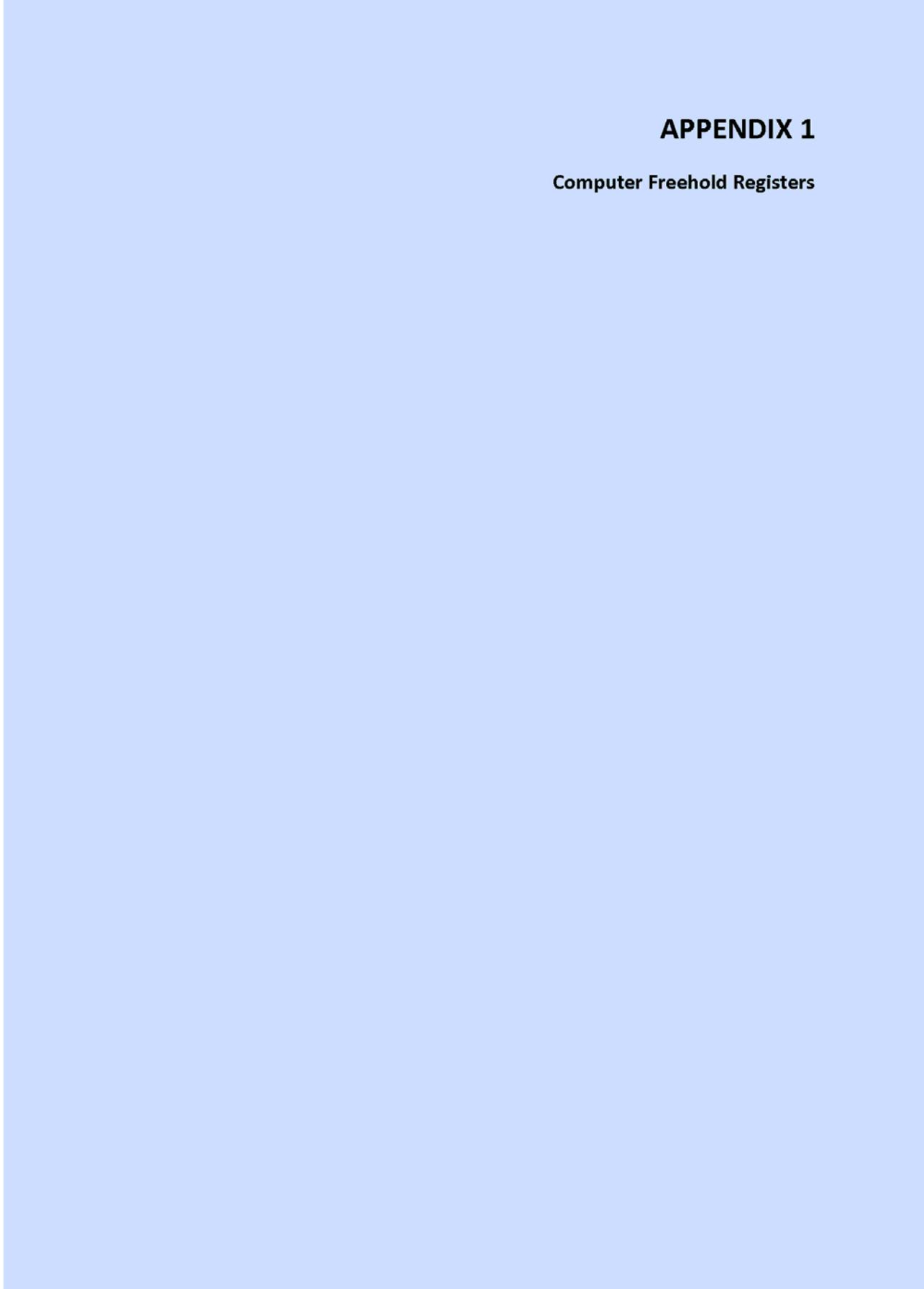
5.7.1 The applicant proposes to fund the required infrastructure (roading, water, wastewater and stormwater networks and upgrades) and will work with Council on an appropriate development agreement to establish certainty in respect of these obligations.

6. DEVELOPMENT CONTRIBUTIONS

6.0.1 The applicant anticipates payment of Development Contributions. Council however can influence the affordability of new houses within SHAs through the Development Contribution Policy. In this respect, the applicant requests that as part of the review of the Development Contribution Policy, Council extends the application of a “high density residential” rate to include lots with net site areas of less than 350m² within approved SHA sites.

7. CONCLUSION

- 7.1 Foster Develop Ltd is requesting that the 2.0917 ha vacant site referenced in this EOI be considered for the establishment of an SHA.
- 7.2 This EOI has demonstrated that the establishment of an SHA on this site will assist with achieving the purpose of both the HASHAA and HHA by enhancing housing affordability through an increase in land and housing supply. Furthermore, by advancing a comprehensive design that combines subdivision and land use elements, it is possible to achieve higher densities which will further influence affordability.
- 7.3 This EOI has also demonstrated that the existing infrastructure is adequate to service the development and that Foster Develop Ltd have the ability and commitment to provide that necessary infrastructure at no cost to Council.



APPENDIX 1

Computer Freehold Registers

Item 7

Attachment 3



**COMPUTER FREEHOLD REGISTER
UNDER LAND TRANSFER ACT 1952**

Historical Search Copy



R. W. Muir
Registrar-General
of Land

Identifier SA21B/297
Land Registration District South Auckland
Date Issued 14 September 1976

Prior References
SA19B/204

Estate	Fee Simple
Area	664 square metres more or less
Legal Description	Lot 4 Deposited Plan South Auckland 22653

Original Proprietors
Raewyn Jennifer Van Wyngaarden

Interests

H089848 Building Line Restriction
5249204.1 Transfer to Jack House Transit Limited - 12.6.2002 at 9:00 am
10730637.1 Transfer to Antony James McLauchlan, Leah Suzanne McLauchlan and McCaw Lewis Trustees (No.2) Limited - 17.3.2017 at 4:50 pm
10730637.2 Mortgage to ANZ Bank New Zealand Limited - 17.3.2017 at 4:50 pm

References
Prior C/T 19B/204

Land & Deeds 69

Transfer No.
N/C. Order No. H.099206.4



REGISTER

No. 21B / 297

Item 7

CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT

This Certificate dated the 14th day of September one thousand nine hundred and seventy-six under the seal of the District Land Registrar of the Land Registration District of SOUTH AUCKLAND

WITNESSETH that BRIAN PERRY DEVELOPMENTS LIMITED a duly incorporated company having its registered office at Hamilton

is seized of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial underwritten or endorsed hereon) in the land hereinafter described, delineated with bold black lines on the plan hereon, be the several admeasurements a little more or less, that is to say: All that parcel of land containing 664 SQUARE METRES more or less being Lot 4 on Deposited Plan S.22653 and being part Allotment 363 Parish of Te Rapa



nsclars

ASSISTANT LAND REGISTRAR

Subject to a Building Line Restriction H.110923 Transfer to Ellis & Burnand Limited at Hamilton produced 13.11 metres from the middle line of 7.12.1976 at 2.00 o/c
Gilbass Avenue imposed by H.089848

H.090019.2 Mortgage to Manner Fitzgerald Nominees Limited produced 12.7.1976 at 2.43 o/c
H10510
Hamilton City

EXPIRED Act 1978
Fencing H.110923 transfer for A.L.R.
nsclars
A.L.R.

H.350489.1 Transfer to Graham John Chandler of Hamilton-tradesmans assistant and Christina Chandler his wife produced 1.7.1981 at 2.43 o/c

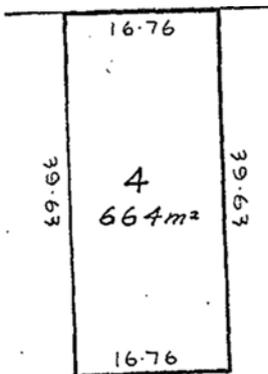
H.350489.2 Mortgage to The Housing Corporation of New Zealand produced 1.7.1981 at 2.43 o/c
H.467349.2

H.350489.3 Mortgage to Her Majesty the Queen pursuant to the Public Office Act 1959 produced 1.7.1981 at 2.43 o/c
H.467349.3

H.374111 CAVEAT BY ANZ FINANCE LIMITED ENTERED 2.11.1981 AT 2.00 O/C
H.467349.1

H.467349.4 Transfer to Cheryl Robyn Leong of Hamilton senior clerk produced 27.5.1983 at 11.40 o/c
UPchubrow
for A.L.R.

Gilbass Ave. (17.06)



Measurements are Metric

OVER...

Register copy for L. & D. 69, 71, 72

No. 21B / 297

Attachment 3

X H.467349.5 Mortgage to The Housing Corporation of New Zealand produced 27.5.1983 at 11.40 o/c
H.467349.5
DISCHARGED
for A.L.R.
UPehibroll

H.467349.6 Mortgage to Her Majesty the Queen pursuant to the Post Office Act 1959 produced 27.5.1983 at 11.40 o/c
H.733483
DISCHARGED
for A.L.R.
UPehibroll

X H.467349.7 Statutory Land Charge under the Home Ownership Statistics Act 1974 entered 27.5.1983 at 11.40 o/c
H.467349.7
DISCHARGED
for A.L.R.
UPehibroll

H.932124.3 Transfer to Douglas Charles Horsley secondary school inspector and Jean Evelyn Horsley his wife - 12.2.1990 at 2.55 o/c

H.932124.4 Settled under The Joint Family Homes Act 1964 on Douglas Charles Horsley and Jean Evelyn Horsley both abovenamed - 12.2.1990 at 2.55 o/c
H.932124.4
DISCHARGED
for A.L.R.

See T. B.050490.1
for A.L.R.

B.077854 Transmission to Jean Evelyn Horsley as survivor - 24.4.1992 at 1.55 o/c
for A.L.R.

B.084490.1 Transfer to Matthew Hiwi Maynard of Hamilton public servant and Maureen Maraea Maynard his wife - 4.6.1992 at 11.20 o/c

B.084490.2 Mortgage to Westpac Banking Corporation - 17.12.1992 at 11.20 o/c
B.084490.2
DISCHARGED
for A.L.R.

B.243248.2 Transfer to Michael Anthony Voykovich construction supervisor and Vicki-Joy Lees accounts clerk both of Hamilton - 1.12.1994 at 2.35 o/c

B.243248.3 Mortgage to Trust Bank Waikato Limited - 4.12.1994 at 2.35 o/c
B.243248.3
DISCHARGED
for A.L.R.

B.312144.2 Transfer to Stuart Kenneth Almao employee relations officer and Heather Marie Dale legal secretary both of Hamilton - 4.12.1995 at 11.20 o/c

B.312144.3 Mortgage to Bank of New Zealand - 4.12.1995 at 11.20 o/c
B.312144.3
DISCHARGED
for A.L.R.

B585645.2 Transfer to Raewyn Jennifer Van Wyngaarden - 23.12.1999 at 9.00
for REC





**COMPUTER FREEHOLD REGISTER
UNDER LAND TRANSFER ACT 1952**



Search Copy

Identifier SA19B/1282
Land Registration District South Auckland
Date Issued 25 August 1975

Part-Cancelled

Prior References
SA17D/1338

Estate	Fee Simple
Area	1.9704 hectares more or less
Legal Description	Lot 3 Deposited Plan South Auckland 20152

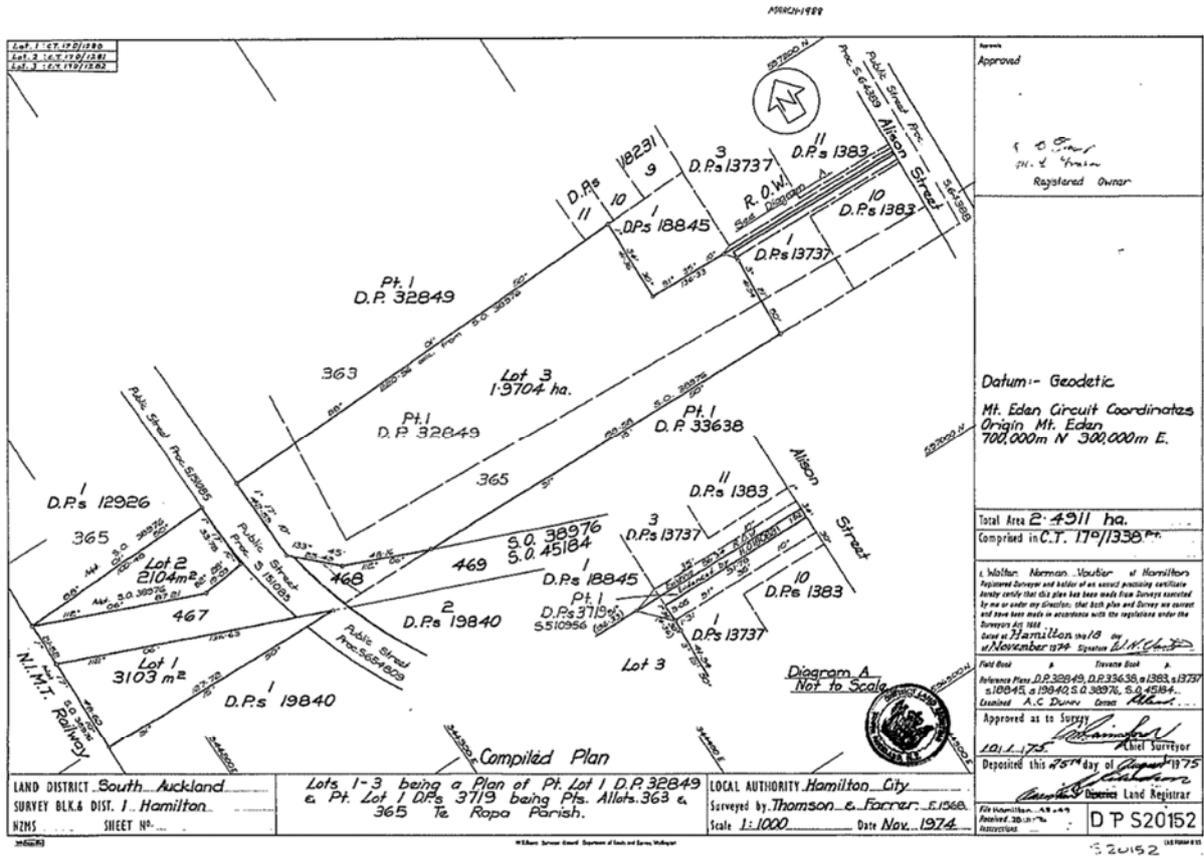
Proprietors
Foster Develop Limited

Interests

Appurtenant hereto are rights of way specified in Easement Certificate H018082.1
Subject to a right of way over parts marked B and D on Plan S18845 specified in Easement Certificate H018082.1
The easements specified in Easement Certificate H018082.1 are subject to Section 351E (1) (a) Municipal Corporations Act 1954
H080069 Gazette Notice taking part for street and vesting the street in the Hamilton City Council - 10.5.1976 at 10.13 am
10356443.2 Mortgage to Jack House Transit Limited - 24.3.2016 at 4:21 pm
10396473.1 Mortgage to ANZ Bank New Zealand Limited - 21.4.2016 at 8:04 am
10396473.2 Mortgage Priority Instrument making Mortgage 10396473.1 first priority and Mortgage 10356443.2 second priority - 21.4.2016 at 8:04 am

Transaction Id 51725799
Client Reference ghorgan002

Search Copy Dated 22/09/17 12:47 pm, Page 1 of 1
Register Only





**COMPUTER FREEHOLD REGISTER
UNDER LAND TRANSFER ACT 1952**



Historical Search Copy

Identifier SA13A/132
Land Registration District South Auckland
Date Issued 08 February 1971

Prior References
SS S508216

Estate Fee Simple
Area 610 square metres more or less
Legal Description Allotment 468 Parish of Te Rapa

Original Proprietors
Jack House Transit Limited

Interests

Excepting pursuant to Section 19 Public Works Act 1928 any mines of coal or other minerals not taken by Proclamation S151085
10356443.1 Transfer to Foster Develop Limited - 24.3.2016 at 4:21 pm
10356443.2 Mortgage to Jack House Transit Limited - 24.3.2016 at 4:21 pm
10396473.1 Mortgage to ANZ Bank New Zealand Limited - 21.4.2016 at 8:04 am
10396473.2 Mortgage Priority Instrument making Mortgage 10396473.1 first priority and Mortgage 10356443.2 second priority - 21.4.2016 at 8:04 am

Transaction Id 51725824
Client Reference W1127

Historical Search Copy Dated 22/09/17 12:50 pm, Page 1 of 1

Attachment 3

Item 7

References
Prior C/T

Land and Deeds 69

Transfer No.
N/C. Order No.
Street Stopping S.508216



REGISTER

CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT

No 13A/132

This Certificate dated the 8th day of February one thousand nine hundred and seventy one under the seal of the District Land Registrar of the Land Registration District of South Auckland

WITNESSETH that THE MAYOR COUNCILLORS AND CITIZENS OF THE CITY OF HAMILTON a body corporate

is seized of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial underwritten or endorsed hereon) in the land hereinafter described, delineated with bold black lines on the plan hereon, be the several admeasurements a little more or less, that is to say: All that parcel of land containing 24.1 PERCHES more or less being Allotment 468 Parish of Te Rapa excepting pursuant to Section 19 Public Works Act 1928 any mines of coal or other minerals not taken by Proclamation S.151085



A. B. Houghton
ASSISTANT LAND REGISTRAR

H.084238 Transfer to Quentin Dudley Fraser of Hamilton farmer produced 10.6.1976 at 9.07 o/c

O. Hoa
for A.L.R.

H.350464.1 Transmission to May Lavinia Fraser of Hamilton widow as executrix entered 1.7.1981 at 2.26 o/c

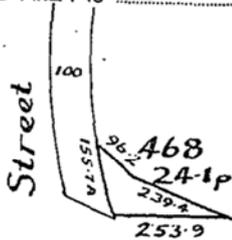
Opus
for A.L.R.

B477610.2 Transfer to Jack House Transit Limited - 24.4.1998 at 9.37

JK
for DLR

Hamilton City

METRIC AREA IS 610 m²

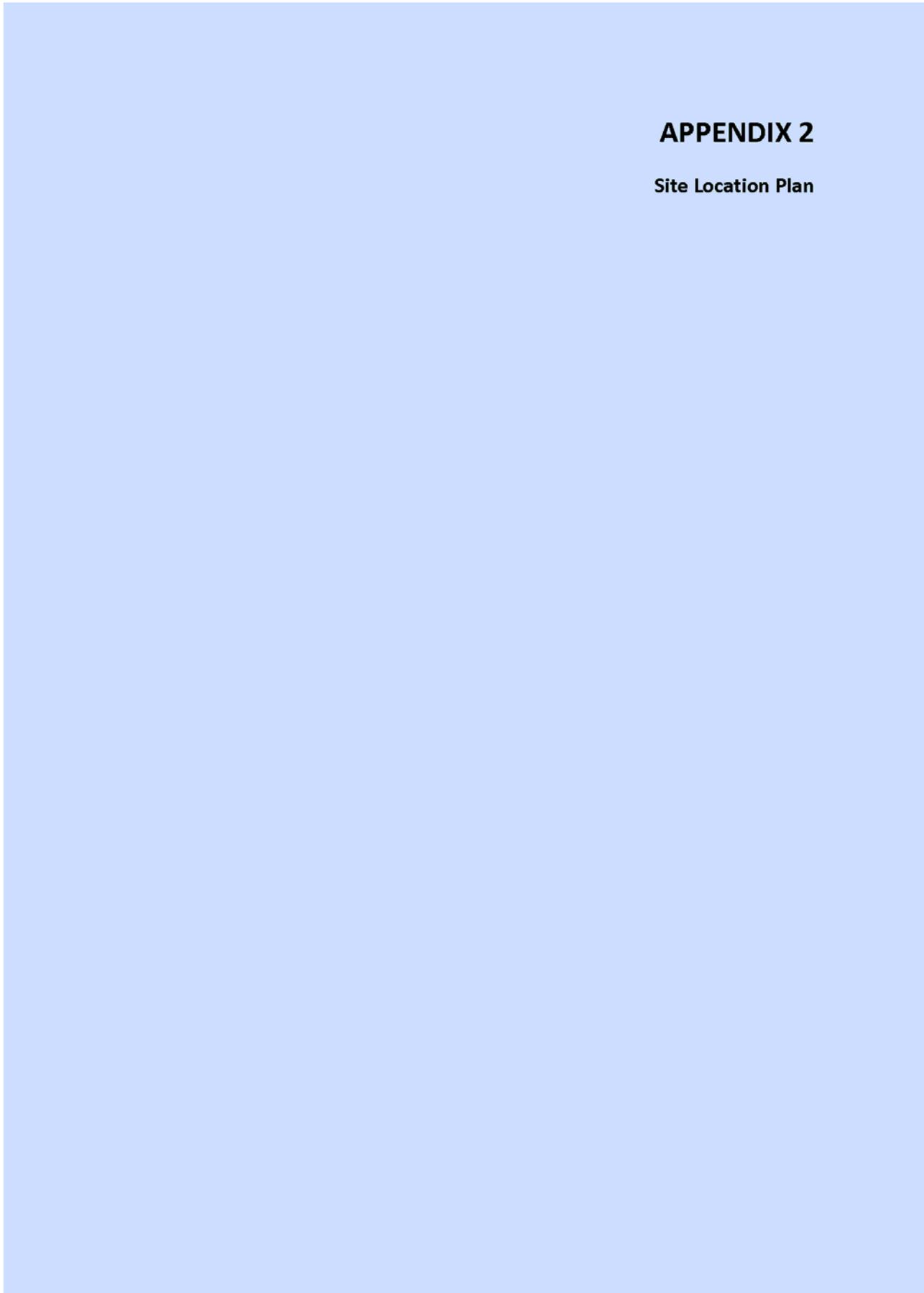


No 13A/132

Scale: 1 inch = 3 Chains

SO. 45184





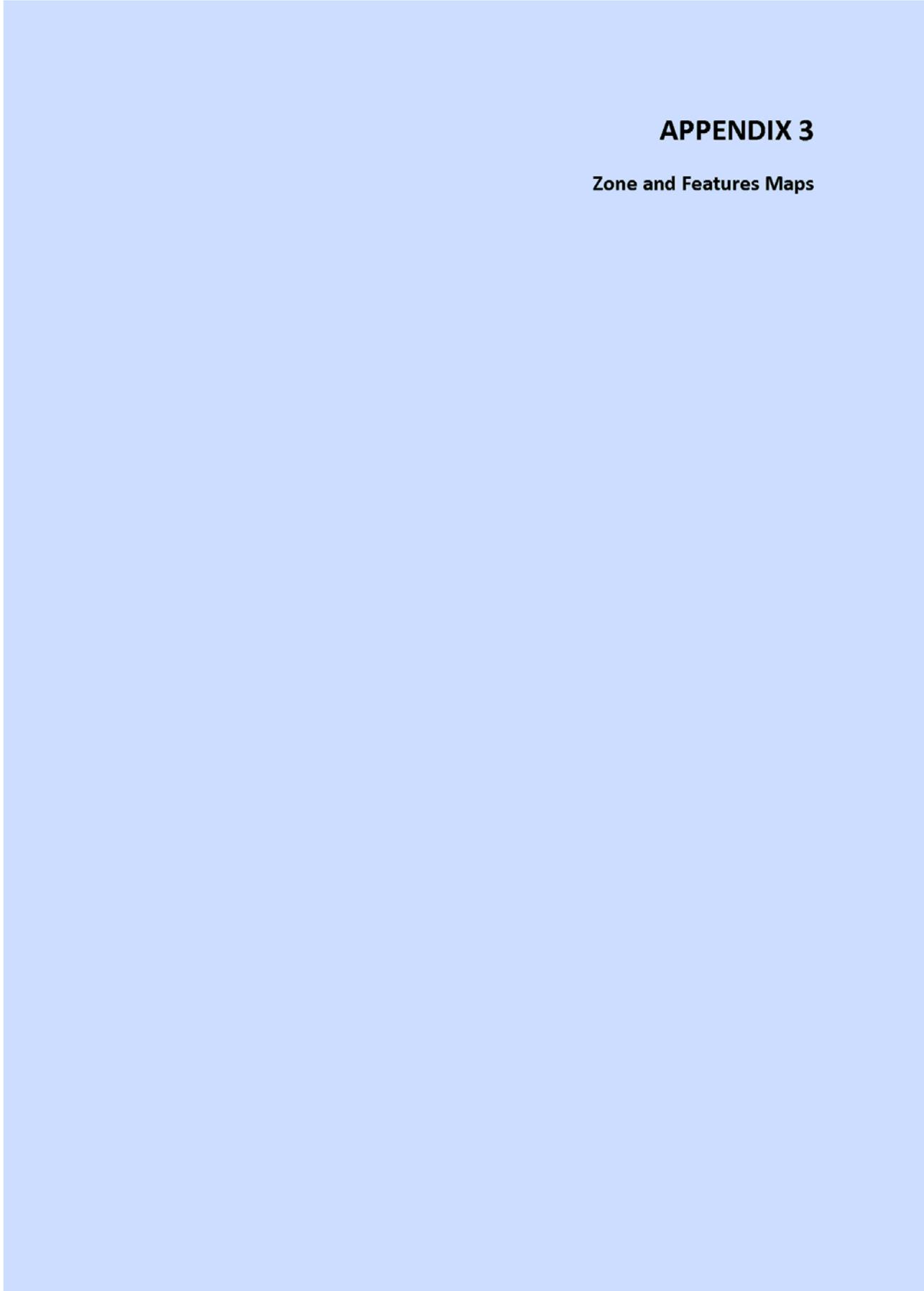
APPENDIX 2

Site Location Plan

Item 7

Attachment 3



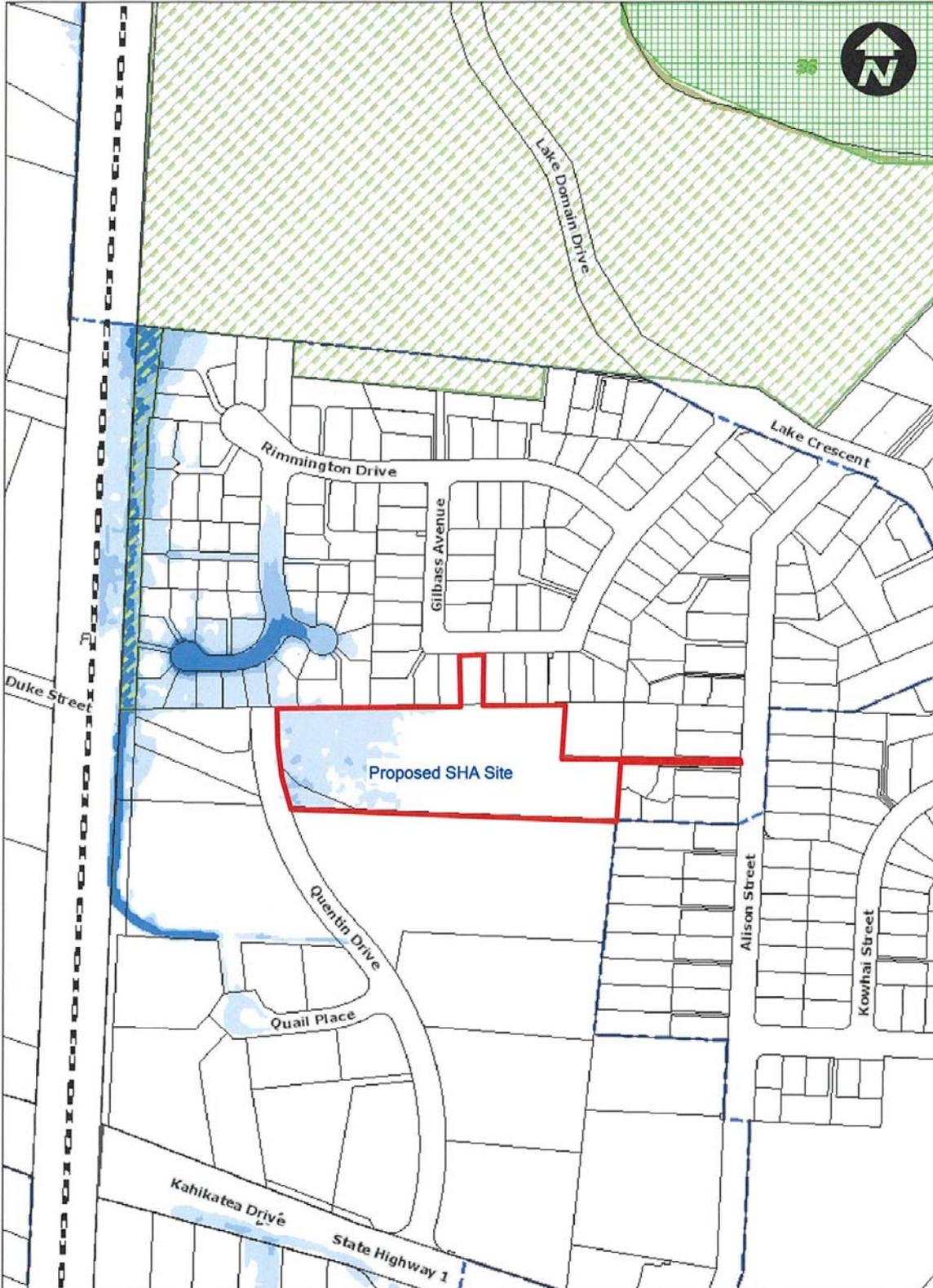


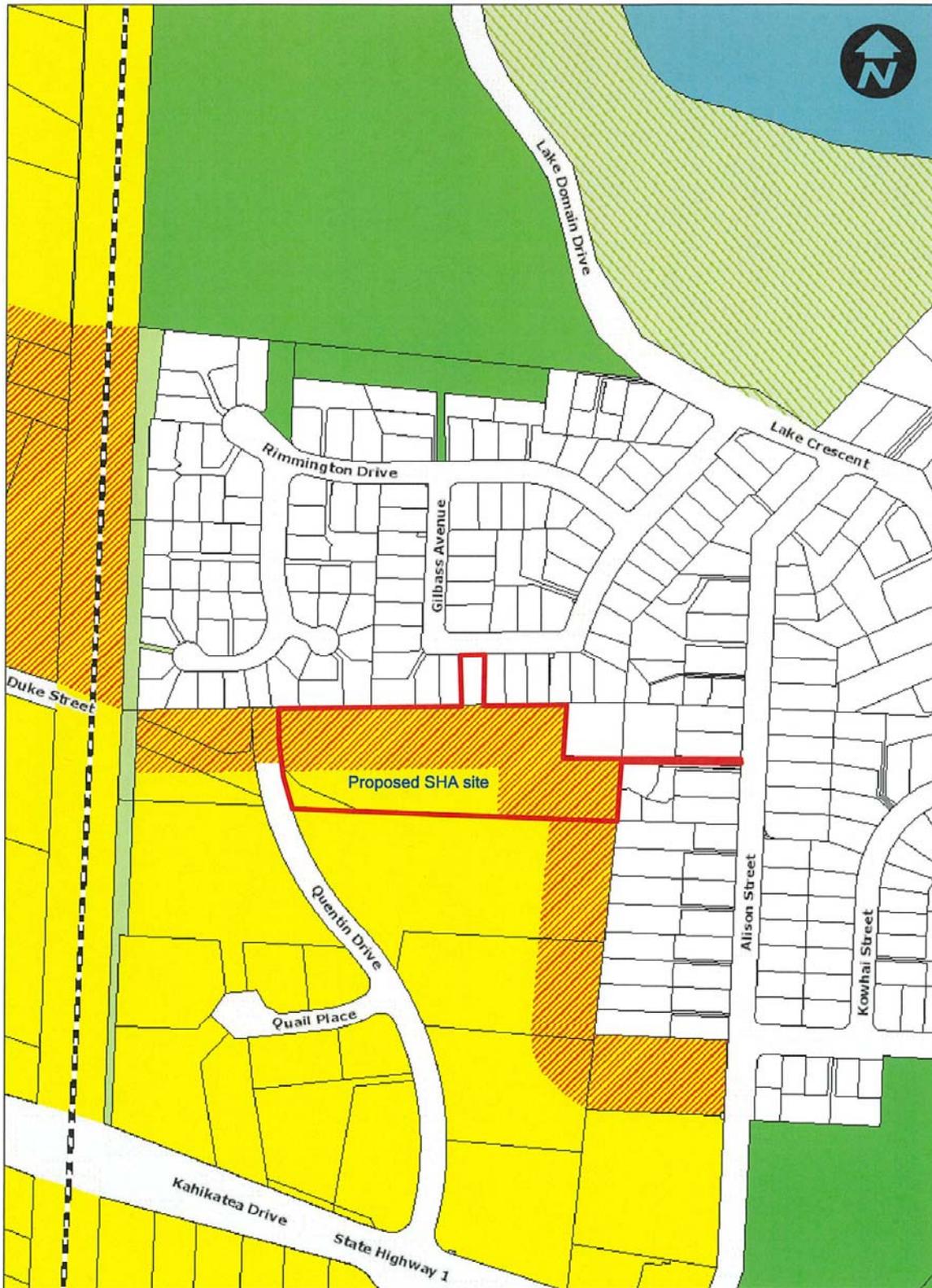
APPENDIX 3

Zone and Features Maps

Item 7

Attachment 3







LEGEND - FEATURES

Significant Archaeological, Historic and Cultural Sites

- Built Heritage - A Ranking (Schedule 8A)
- Built Heritage - B Ranking (Schedule 8A)
- Group 1 (Schedule 8B)
- Group 2 (Schedule 8B)

Natural Environment

- Significant Natural Areas (Schedule 9C)
- Significant Trees (Schedule 9D)
- Waikato River and Gully Hazard Area
- Waikato River Bank Stability Area
- Peat Lakes and Wetlands
- Peat Lake Catchment

Designations

- Designation (Schedule 26.3 - Volume 1)

Electricity Transmission Corridors

- National Grid Yard - Greenfields
- National Grid Corridor - Greenfields
- National Grid Yard - Urban Areas
- National Grid Corridor - Urban Areas
- Transmission Line Structure - Pole
- Transmission Line Structure - Tower
- Electricity Transmission Lines

Natural Hazard Area

- Low Flood Hazard Area
- Medium Flood Hazard Area
- High Flood Hazard Area
- Flood Hazard Subcatchment Boundary
- Culvert Block Flood Hazard Area (Culvert Block Flood Level)
- Temple View Flood Hazard Area

Airport Protection Overlay

- Horizontal Obstacle Limitation Surface - 102m Moturiki Datum
- Outer Edge Conical Obstacle Limitation Surface - 207m Moturiki Datum

Other Features

- Vector Gas Pipeline Corridor
- Railway Line

Areas

Special Heritage Areas

- Frankton Railway Village
- Hamilton East Villas
- Hayes Paddock

Special Residential Areas

- Claudelands West Dwelling Control Area
- Hamilton East
- Hamilton East Dwelling Control Area

Special Natural Areas

- Rotokauri - Lake Waiwhakareke Landscape Character Area
- Rotokauri Ridgeline Area

Peacocke Character Areas

- Gully Area
- Hill Area
- Terrace Area

Temple View Areas

- Character Area
- Heritage Area
- Teacher Housing Area

Industrial Areas

- Deferred Industrial Zone
- Crawford Street Freight Village
- Te Rapa Dairy Manufacturing Site
- Rotokauri Employment Area
- Thoroughbred Business Park

Residential Areas

- Visitor Facilities Area
- Frankton Living Overlay
- Hamilton East Residential Intensification Area
- City Boundary

LEGEND - ZONING

Residential Zones

- General Residential Zone
- Medium Density Residential Zone
- Residential Intensification Zone
- Large Lot Residential Zone

Special Character Zones

- Special Residential Zone
- Special Heritage Zone
- Special Natural Zone
- Peacocke Character Zone
- Rototuna North East Character Zone
- Temple View Zone

Industrial Zone

- Industrial Zone
- Te Rapa North Industrial Zone
- Industrial Amenity Protection Area
- Ruakura Industrial Park Zone
- Ruakura Logistics Zone

Business Zones

- Business 1 Zone - Commercial Fringe
- Business 2 Zone - Events Facilities Fringe
- Business 3 Zone - Sub-Regional Centre
- Business 4 Zone - Large Format Retail
- Business 5 Zone - Suburban Centre
- Business 6 Zone - Neighbourhood Centre
- Business 7 Zone - Frankton Commercial Fringe

Recreational Zones

- Sports and Recreation Open Space Zone
- Neighbourhood Open Space Zone
- Natural Open Space Zone
- Destination Open Space Zone
- Ruakura Open Space Zone
- Natural Open Space - Waikato River and Lakes

Other Zones

- Central City Zone
- Community Facilities Zone
- Future Urban Zone
- Knowledge Zone
- Major Facilities Zone
- Rototuna Town Centre Zone
- Transport Corridor Zone
- Ruakura Interface Design Control Area
- Residential Enclave Buffer Area

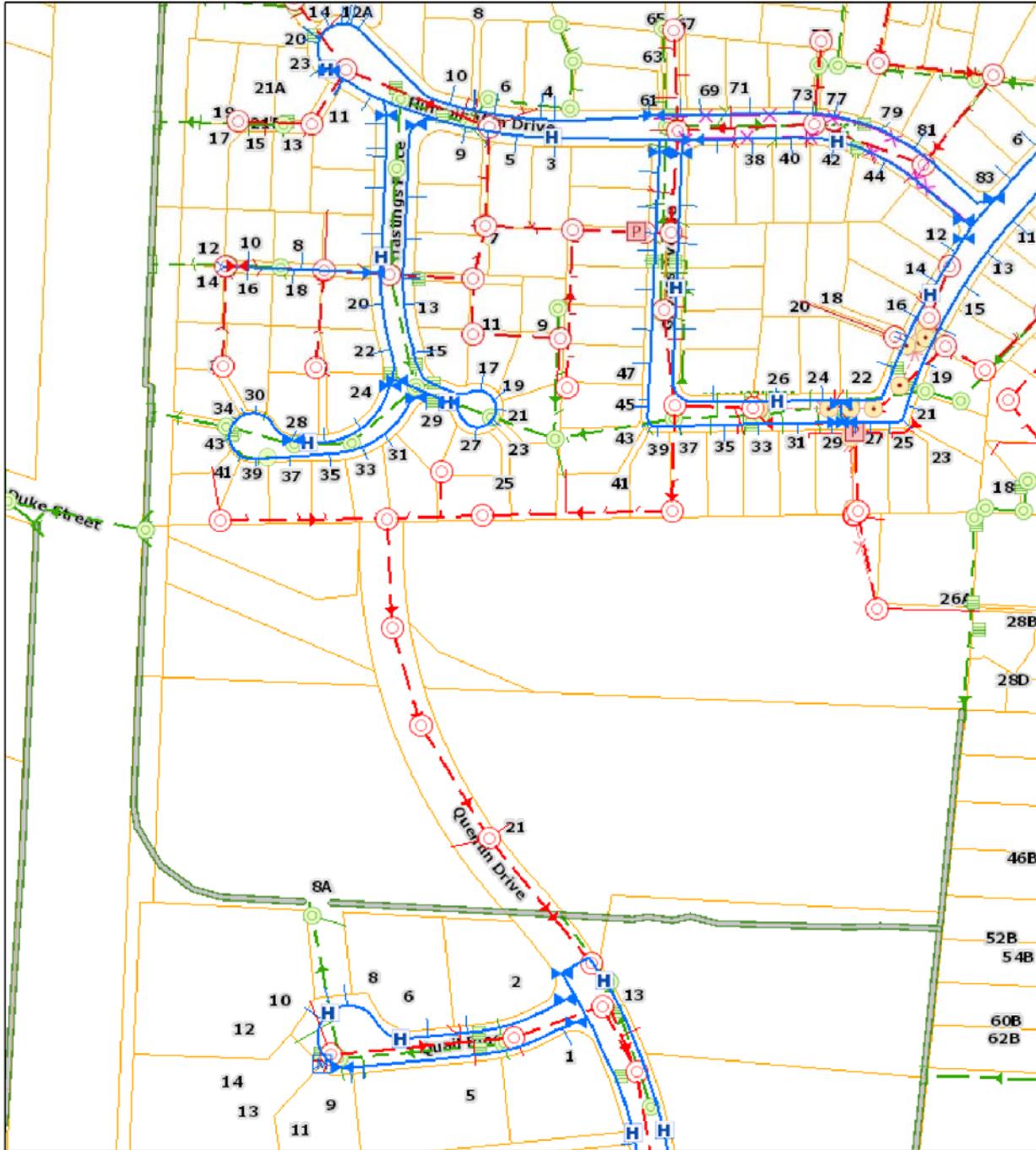


APPENDIX 4

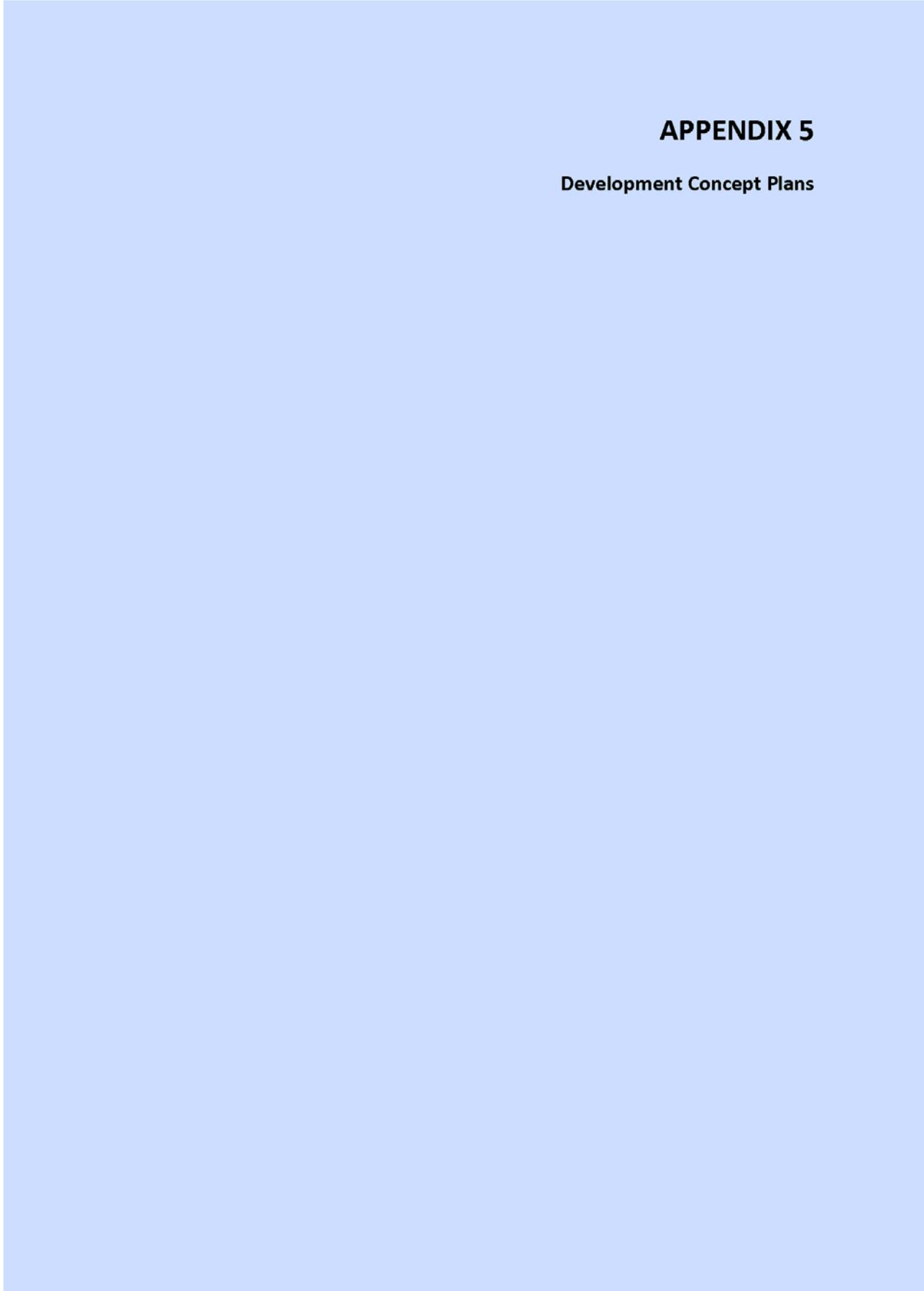
Three Waters Plan

Item 7

Attachment 3



Water Services Closed Water Valve Open Water Valve Water Hydrant Water Meter Water Service Line Valve Water Main Cross-Junction Water Service Line/Connection Water Main Water Main Abandoned Water Storage Unit Water Preliminary Plans	Wastewater Services WW Pump Station WW Manhole WW Abandoned Manhole WW Node WW Service Line WW Aerial Main WW Rising Main WW Main WW Abandoned Main WW Preliminary Plans SW Manhole	SW Abandoned Manhole SW Catchpit SW Node SW Inlet SW Outlet SW Culvert SW Catchpit Lead SW Soakage Trench SW Service Line SW Main SW Abandoned Main SW Main Flow Direction	Planted SW Device SW Preliminary Plans Solid Waste Services Solid Waste Vent Solid Waste Bore Solid Waste Pump Station Solid Waste Chamber Solid Waste Barrier Solid Waste Main Solid Waste Building/Structure Solid Waste Pond Solid Waste Landfill	<p>Hamilton City Council Te kaunihera o Kirikiriroa</p> <p>www.hamilton.govt.nz/citywatersviewer</p> <p>WARNING: Levels, locations and dimensions of works shown on this plan may not be accurate due to circumstances not notified to Council. A physical check should be made on all levels, locations and dimensions before starting design or works. We cannot guarantee that the data shown on this map is 100% correct.</p> <p>Contact City Waters Unit, phone (07) 838 6699. COPYRIGHT HAMILTON CITY COUNCIL Geospatial information from Land Information New Zealand. Crown Copyright Reserved.</p> <p>Printed by PUBLIC from HCC City WatersViewer (AGOL) Print Date 29/09/2017 Scale 1: 2386</p>
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------



APPENDIX 5

Development Concept Plans

Item 7

Attachment 3

INDICATIVE LAYOUT ONLY



LEGEND

- A** Two Storey Freestanding Home - refer 1710_006b
- B** Two Storey Duplex Home - refer 1710_006b
- C** Single Storey Block End East Home - refer 1710_006b
- D** Single Storey Block End West Home - refer 1710_006b
- *** Non Defined Single Storey Typology

0 30m
1:1,000 @ A3

NOTES
1. All house layouts, lot layout and street design are indicative only and meant to give an indication of one potential design only.

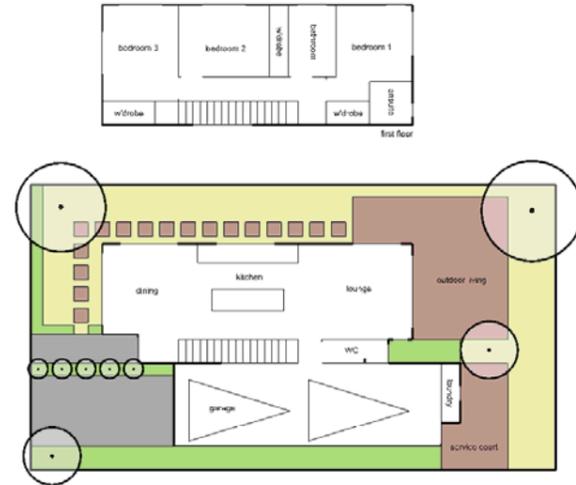
35 GILLBASS AVENUE
Concept Plan

Date: 28 September 2017 | Revision -
Drawing Number: 1710_006a

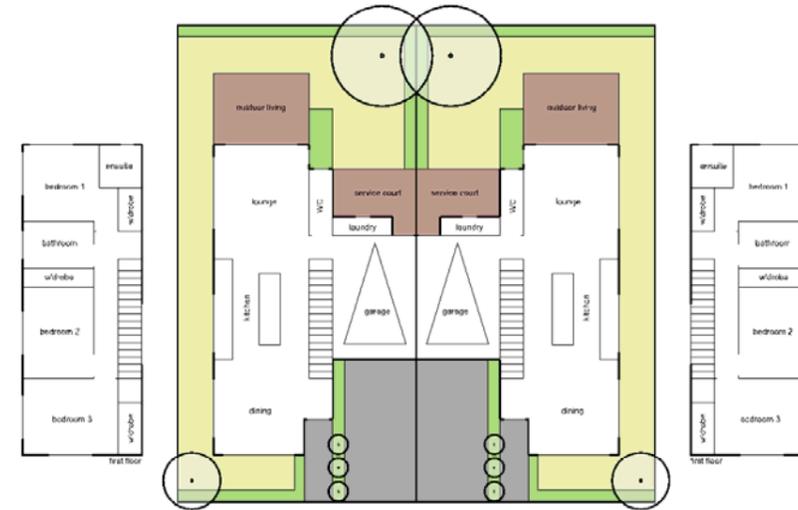
Plan prepared by Adapt Studio Ltd for Foster Develop Limited



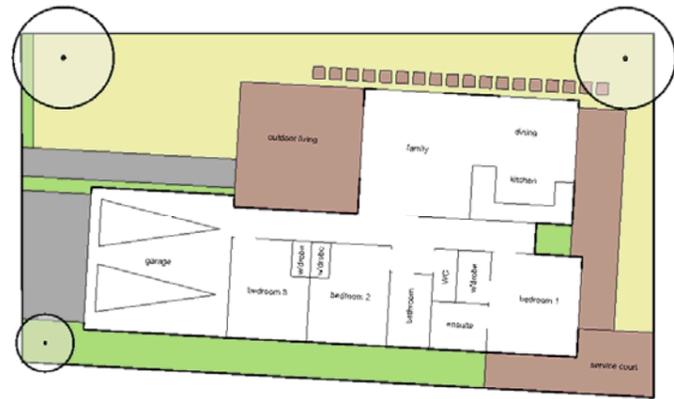
INDICATIVE LAYOUT ONLY



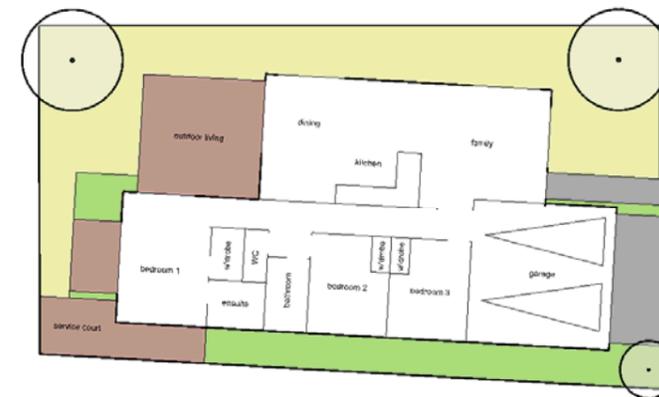
Type A - Two Storey Freestanding 250-300m²



Type B - Two Storey Duplex 200-250m²



Type C - Single Storey Block End East 300-450m²



Type D - Single Storey Block End West 300-450m²

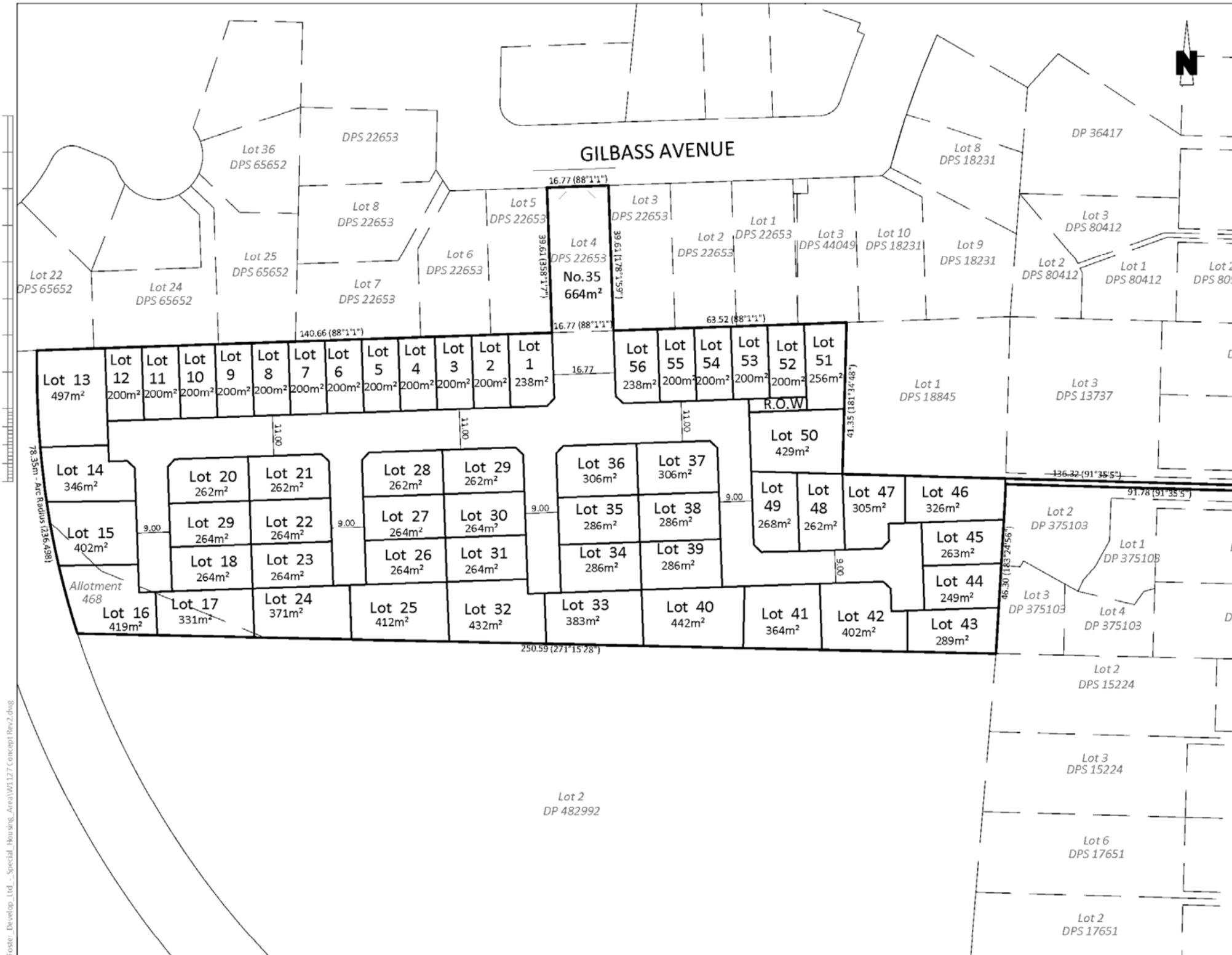


NOTES
1. All house layouts and design are indicative only and meant to give an indication of potential designs only.

35 GILLBASS AVENUE
Concept Housing Typologies

Date: 28 September 2017 | Revision -
Drawing Number: 1710_006b

Plan prepared by Adapt Studio Ltd for Foster Develop Limited



Applicant: Foster Develop Limited

Comprised In: SA19B/1282
SA13A/132
SA21A/297

Local Authority: Hamilton City Council
Total Area: 2.0917ha

- Notes:
- Changes may occur to the layout of the proposal shown as a result of the Resource Consent Conditions.
 - Areas and dimensions on this plan may be subject to change following field survey.
 - The copyright and intellectual property rights for the information shown on this plan remain the property of CKL Surveys Ltd.
 - This plan has been prepared only for the purpose of illustrating an application for resource consent. It should not be used for any other purpose.

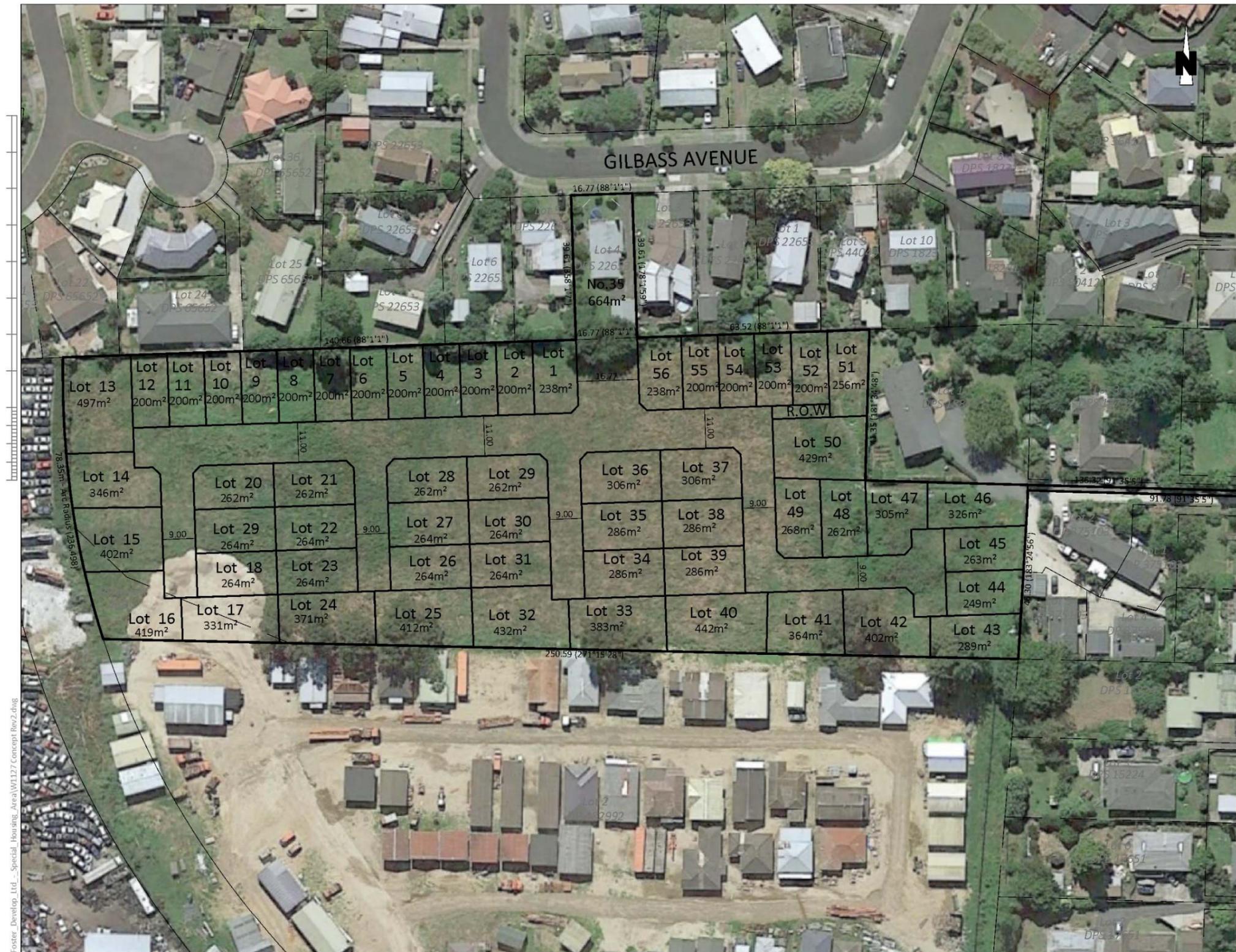


Auckland Office:
A: 25 Broadway, Newmarket
P: 09 524 7029
Hamilton Office:
A: 58 Church Road, Hamilton
P: 07 849 9921
Te Awamutu Office:
A: 103 Market Street, Te Awamutu
P: 07 871 6144

Concept Plan
Prepared for
Foster Develop Limited

PROPOSED SUBDIVISION OF
Lot 4 DPS 22653, Lot 3 DPS 21052 &
Allotment 468 Te Rapa Parish
35 Gillbass Avenue, Hamilton

Issue	Description	Checked	Date	Date	Scale:
	Designed:			15.09.17	1:1000 (A3 Original)
	Drawn: ES			15.09.17	
	Checked: BH			15.09.17	
	Job No:		Dwg No:	Rev:	
	W1127		150	2	



Applicant: Foster Develop Limited
Comprised In: SA19B/1282
 SA13A/132
 SA21A/297
Local Authority: Hamilton City Council
Total Area: 2.0917ha

Item 7

Attachment 3

- Notes:**
1. Changes may occur to the layout of the proposal shown as a result of the Resource Consent Conditions.
 2. Areas and dimensions on this plan may be subject to change following field survey.
 3. The copyright and intellectual property rights for the information shown on this plan remain the property of CKL Surveys Ltd.
 4. This plan has been prepared only for the purpose of illustrating an application for resource consent. It should not be used for any other purpose.

H:\CKL\CKL Job - W1127 - Foster_Develop_Ltd_-_Special_Housing_Area\W1127_Concept_Rev2.dwg



Auckland Office:
 A: 25 Broadway, Newmarket
 P: 09 524 7029
Hamilton Office:
 A: 58 Church Road, Hamilton
 P: 07 849 9921
Te Awamutu Office:
 A: 103 Market Street, Te Awamutu
 P: 07 871 6144

Concept Plan
 Prepared for
Foster Develop Limited

PROPOSED SUBDIVISION OF
Lot 4 DPS 22653, Lot 3 DPS 21052 &
Allotment 468 Te Rapa Parish
35 Gillbass Avenue, Hamilton

Issue Description	Checked	Date	Scale:
			1:1000 (A3 Original)
Designed:		Date	
Drawn: ES		15.09.17	
Checked: BH		15.09.17	
Job No:	W1127	Dwg No:	151
		Rev:	2



Planning | Surveying | Engineering | Environmental

CKL Ltd
PO Box 99463, Level 2, 25 Broadway, Auckland
Ph (09)524 7209 web Auckland@ckl.co.nz

Design Statement

To:	Bevan Houlbrooke	Date:	21 March 2018
From:	Bronwyn Rhynd	CC:	
Reviewed:	Zeb Worth	CKL Ref:	W1127
Re:	Gilbass SHA – On Lot Stormwater management		

1 Introduction

The following Design Statement has been prepared in support of the Gilbass SHA application with respect to on lot stormwater management measures to meet the requirements of HCC.

2 On Lot stormwater management

Each lot will be connected to the primary piped system via a piped connection. The connection will be through a 100mm diameter uPVC SN16 pipe.

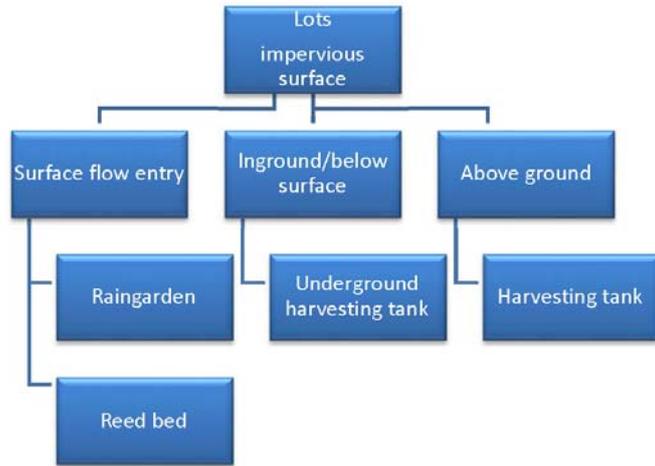
Council requires each lot to provide on-site treatment to comply with "Water Efficiency Measures". Each lot will therefore be required to typically include either rain harvesting tanks or infiltration based devices.

Each Lot will be responsible for the water efficiency measures to be implemented which can include a suite of options such as:

- Rain tanks
- Permeable pavements
- Equivalent grassed area to paved area (Ratio 1:1)
- Bio filtration devices
- Low flow fixtures

2.1 Toolbox application

Treatment of runoff volumes from impervious surfaces may be applied to individual lots by implementing a tool box approach where space allows. The toolbox has options based on three runoff regimes, that being above ground, surface flow and below ground as illustrated in Figure 1



Note:

1. Assuming 40% sub grade void ratio
2. Coefficient of permeability at 0.45m/day for soil media

Figure 1: Individual Lots- At source WSD option tool box

An illustrative approach to the application of WSD measures is shown in Figure 2.



Figure 2: Typical on-site stormwater management – WSD measures

An application of WSD toolbox of options is represented in the following table:

Table 1: Toolbox of WSD measures for individual lots

Impervious surface area (m ²)	Water efficiency rain tank (L)	Permeable pavement ¹ (m ²)	Bio-filtration – planter strip or raingarden(m ²)
100	5000	100	3.8
200	5000	200	7.6
300	5000	300	11.4

Notes:

1. Permeable pavement is based on providing water efficiency at source thus impervious area associated with the driveway is self sufficient

FOSTER DEVELOPMENT LTD GILBASS AVENUE SHA – 3 WATERS INFRASTRUCTURE

Introduction

This report covers the preliminary investigations into 3 waters infrastructure required to service the proposed development of the Foster Development Ltd SHA (Special Housing Area) off Gilbass Avenue, Hamilton Lake. The subject site is approximately 2ha in size and is currently located within the industrial zone.

Outlined below is a summary to the proposed SHA site:

- Legal Description - Lot 4 DPS 22653, Lot 3 DPS 20152, and Allot 468 Te Rapa Parish (refer to figure 1);
- Site Area - 2.0917ha;
- Dwelling Density - approx. 53 lots (i.e. approx. 25 dwellings/ha);
- Site Elevation - 37.6m to 39.5m
- Total Population - approx. 143 (based on 2.7 people/dwelling);

The subject site is not located within an existing Integrated Catchment Management Plan (ICMP) area. District Plan provisions require an ICMP to be prepared for developments/subdivisions greater than 40 residential units, which the proposed development is likely to exceed. The objectives of the ICMP is to ensure that water, stormwater and wastewater are planned, developed and managed in a way that supports growth, while making sure the impacts of the infrastructure networks, gullies, streams and rivers are understood and managed. The scope and extent of an ICMP would need to be discussed with Council as part of the Qualifying Development application.

As outlined above the subject site is currently zoned industrial, with an Amenity Protection Area overlay. The subject site is bordered by residential development to the north and east, while industrial type activities are located on the southern and western borders of the site.

Existing 3-Waters Infrastructure

Stormwater

An existing 450mm diameter stormwater main is located within Gilbass Avenue, which currently services properties located off Gilbass Avenue and Gilbass Avenue itself.

An existing 300mm diameter stormwater main is located along the eastern boundary of the subject site. This main discharges into an existing open drain at the south eastern corner of the site.

An existing open drain which connects to the open drain referenced above is located along the southern boundary of the block directly adjoining the subject properties southern boundary. This drain runs across Quentin Drive, generally between the formed and unformed sections of this road.

The western portion of the subject site has been identified as being subject to flooding (refer to Figure 1 below). Given the extent of the flooding and existing ground levels, the depth of flooding is in the order of 150-200mm.



Figure 1

Wastewater

An existing 250mm diameter wastewater main is located within the unformed section of Quentin Drive directly to the west of the subject site.

Existing 150mm diameter wastewater mains are located along the northern and eastern boundaries of the subject site.

The gravity networks within Hamilton City are sized based on flow rates resulting from the catchments being serviced, and the following best practice design parameters:

- Water consumption is 200 litres per person per day;
- Infiltration allowance is 2250 litres per hectare per day;
- Surface water ingress is 16500 litres per hectare per day;
- Peaking Factors of 4.8 (based on PE of 100 – see table 5.1 of ITS);
- Population Equivalent (PE) of 45 persons/ha (45 x 2.0917 = 94);

- Contemporary materials and construction methods are used, which lower the risk of groundwater and stormwater ingress;

It is assumed that the existing infrastructure has been adequately sized to cater for the intended land use (i.e. industrial). Given this, it is anticipated that the existing infrastructure can cater for the following flow rates at a minimum:

- PDF = $(2250 \times 2.0917 + 4.8 \times 200 \times (45 \times 2.0917)) / 86400 = 1.100 \text{L/sec}$
- PWWF = $(2250 \times 2.0917 + 16500 \times 2.0917 + 4.8 \times 200 \times (45 \times 2.0917)) / 86400 = 1.500 \text{L/sec}$

Water Supply

Existing 150mm diameter watermains are located within the formed sections of Quentin Drive (both sides) to the south, and within Gilbass Avenue to the north.

There is also a 40mm diameter ridermain located within Gilbass Avenue to the north.

It is assumed that the existing infrastructure has been adequately sized to cater for the intended land use (i.e. industrial). It is not really possible to determine any baseline demand for water supply, as this is very much subject to the specific industrial activity on the site.

3-Waters Infrastructure Strategy

Stormwater

The subject site is located with the Waitawhiriwhiri stormwater catchment, and will be subject to the following documents/standards:

- Hamilton City Council's Comprehensive Discharge Consent (CDC);
- Hamilton Stormwater Bylaw 2015;
- Hamilton City Council's Infrastructure Technical Specification (ITS);
- Regional Infrastructure Technical Specification (RITS) – subject to timing of SHA.

In order to satisfy the HASHAA tests and the Hamilton Special Housing Areas Policy, it will need to be illustrated that there is sufficient certainty that infrastructure can be planned and provided for.

It is our opinion sufficient information exists within existing stormwater models, as-built information and the above documentation to identify the preliminary engineering requirements for the subject site.

Any system to be developed on the site will need to consider the protection of people, land, infrastructure, and the receiving environment. The stormwater system will consist of:

1. A primary system designed to accommodate a specified design rainfall event appropriate for the zone, provide removal of pollutants and ensure the effects from the primary system are managed; and
2. A secondary system to ensure that the effects of stormwater runoff from events that exceed the capacity of the primary system are managed, including occasions when there are blockages in the primary system.

Given the parameters of the subject site, objectives and policies of the above documents, and the existing infrastructure available, the following is a brief outline of a possible stormwater solution:

- Discharge Option
 - Some minor road flows into the 450mm dia main within Gilbass Avenue;
 - Main flows to existing open drain along the southern boundary of Lot 2 DP 482992

(CT: 680382);

- Attenuation
 - Subsurface storage beneath the internal road network (subject to Council acceptance);
 - Development of a wetland, to be located in the low lying portion of the site;
 - Development of a wetland to be located within the unformed section of Quentin Drive (subject to Council acceptance and Road closure process);
 - On-lot rain tanks;
- Treatment
 - Wetland;
 - Rain Gardens;
 - Enviropods within Catchpit;
 - On-lot treatment (rain tanks, rain gardens etc);
- Flood Mitigation (address displacement of existing flood storage)
 - Storage within the proposed road network;
 - Storage within wetland

As a means of assessing the impact of the changing land use on the underlying stormwater infrastructure, we can look to compare pervious / impervious surfaces within the two scenarios. As outlined above we would generally expect a 10% / 90% ratio respectively in an industrial situation, whereas that ratio in a residential situation would be 30% / 70% respectively.

However, while the above comparison would suggest a better outcome from the residential situation, this would only apply in a secondary system situation. In a primary system situation the ultimate requirement to attenuate flows back to greenfields run-off rates would result in the two scenarios having the same impact on the receiving environment.

Stormwater attenuation and treatment solutions for the subject site can be implemented with subsequent development to minimise effects on the receiving environment. Therefore, while a sub-catchment ICMP or detailed Water Impact Assessment (WIA) will be required at time of the private plan change request and first Qualifying Development (QD), there is sufficient information available to identify that the sub-catchment can be serviced with stormwater infrastructure to allow is urban development, and therefore identification as a SHA.

Wastewater

Wastewater is required to be treated and disposed of in a way that minimises effects on public health, the environment, and cultural values.

Flows anticipated from the proposed development have been summarised below:

- PDF = $(2250 \times 2.0917 + 4.8 \times 200 \times (2.7 \times 53)) / 86400$ = 1.644L/sec
- PWWF = $(2250 \times 2.0917 + 16500 \times 2.0917 + 4.8 \times 200 \times (2.7 \times 53)) / 86400$ = 2.044L/sec

Based on:

- Peaking Factors of 4.8 (based on PE of 150 – see table 5.1 of ITS);
- Population Equivalent (PE) of 2.7 persons/dwelling ($2.7 \times 53 = 143$);

Based on the expected flows from the proposed residential development, and the baseline flows from an industrial development (as allowed under the properties current zoning), the residential development will result in an increased PDF and PWWF of 0.544L/sec, hence there will be some additional effect on the existing wastewater system.

However the population equivalent table 5-1 of the ITS allows the use of a PE of 45 persons/ha, which is the equivalent to the industrial PE. This results in the same PDF and PWWF. In this situation there would be no additional impact on the underlying wastewater infrastructure.

It is anticipated that a new gravity pipe system be run through the proposed roading network within the development and discharge into the 250mm diameter system located within Quentin Drive. Each lot would be provided with a separate service connection at the boundary to allow future dwellings to be connected.

Integration of wastewater is not as easily achieved as stormwater or water. Low water use fixtures installed in new homes will reduce wastewater discharges. Due to complexity and health risks, grey water re-use is not yet warranted as a mandatory requirement in Rotokauri due to a high natural groundwater table.

Water Supply

Water Supply into any development is required to provide the quality and quantity of water to all customers as required by legislation and to Hamilton City Council's minimum level of service. Council's minimum level of service across the city is as follows:

- The minimum pressure and flow at point of supply to residential lots shall be 100 kPa (10m) and 25 L/min;
- The minimum fire supply service level shall be FW2 for residential areas and FW3 for all other areas;
- To protect level of service of new subdivisions, no more than 150 residential Lots shall be serviced, at any point from a single ended 150mm watermain. Connectivity of the water network is to be established prior to further lots being brought forward for 224(c) release.

The water demand allowance in the SHA design shall include provision for:

- A domestic demand of 260 litre/person/day with a peak flow rate of five times this amount for On Demand Supply.
- Population targets;
- The area to be serviced;
- Individual properties proposed;
- Proposed land use (zoning)

Given the above, we can anticipate a supply demand in the order of 37.18m³/day.

It is anticipated that a 150mm watermain is constructed along the full length of the new roading network to provide provision for firefighting throughout the development. In addition a 63mm diameter ridermain would be constructed along the other side of the roading network to provide a fully closed system. Both these mains would be connected to the existing 150mm and 63mm diameter mains within Gilbass Avenue. Each lot would subsequently be provided with a standard residential water connection to provide domestic water supply to future dwellings.

Date: 13 March 2018

FOSTER DEVELOPMENT LTD GILBASS AVENUE SHA – Flood management

Introduction

This report covers the preliminary investigations into flood management required to service the proposed development of the Foster Development Ltd SHA (Special Housing Area) off Gilbass Avenue, Hamilton Lake.

The subject site is approximately 2ha in size and has a flood plain extending across the western portion of the site. An initial investigation has been undertaken to establish the option to mitigate flood effects for urban development purposes.

Existing flood extents

The western portion of the subject site has been identified as being subject to flooding (refer to Figure 1 below)



Figure 1: Site and flood extents

CKL Ref W1127

Date: 13 March 2018

The extent of flooding encroaches approximately 80m into the site from the western boundary with the ground contour of RL38 representing the 100yr MPD top water level. The depth of flooding is likely to be in the order of 150-200mm.

The flood extents are likely to be governed by the following elements:

- Ground contours being very shallow
- Discharge through the properties to the north-east
- Ultimate outlet for OLFP is thorough piped network under Railway line, to the west of the property

The OLFP for the surrounding catchment will utilise the outlet of the drainage network that is located west of the site and to the east of the Railway line. This drainage network discharges via a large diameter pipeline under the railway line. Therefore the OLFP and flood level is likely to be governed by the hydraulic function of this piped outlet

For the purposes of this study the flood management adopts the philosophy of providing similar volume of storage on site, which can then be modelled for further accuracy in the next stages of the project.

Flood mitigation options

In order to maximise the urban development area the western portion of the site will need to be set aside for flood mitigation, which addresses the areas experiencing low and medium flood levels. This flood mitigation needs to be surface storage to ensure there is connectivity to the downstream flood storage area without detrimental effects.

The preliminary storage options considered involve providing for the storage volume lost as a result of reducing the available storage area within a flood mitigation area extending 50m from western boundary. Within this area the flood storage volume is achieved either by:

- a) Increase average depth across total flood mitigation area
 - average 240mm versus average 150mm within the existing flood extents
- b) Road reserves with shallow depth and reserve with greater storage depth
 - Road storage inundation maximum 150mm
 - Remainder reserve area storage depth 400mm

Flood mitigation & Stormwater management options

To make best use of the available land, the potential to provide a dual purpose stormwater treatment and flood storage reserve area was investigated. The area required to provide stormwater treatment for the full development (via a wetland in the north western corner) was determined and then tested against the flood storage requirements to establish the best practical flood mitigation and stormwater management solution.

From the analysis it was determined that the treatment wetland area required to treat the total urban development (including the lots) would require a larger footprint than the reserve area set aside for flood management. Therefore a focus on just treating the road reserves and leaving the lots to have at source treatment was investigated. This resulted in a more compact wetland within the reserve area with a complementary flood storage volume sitting above the wetland function.

Flood mitigation & Stormwater management BPO

To maximise the urban development potential it is proposed to set aside the western portion of the site for both flood mitigation and treatment wetland within a reserve for the removal of

Page 2 of 3

CKL Ref W1127

Date: 13 March 2018

contaminants for the road reserves only. All lots will apply at-source management for removal of contaminants from runoff prior to discharge.



Figure 2: Stormwater management BPO



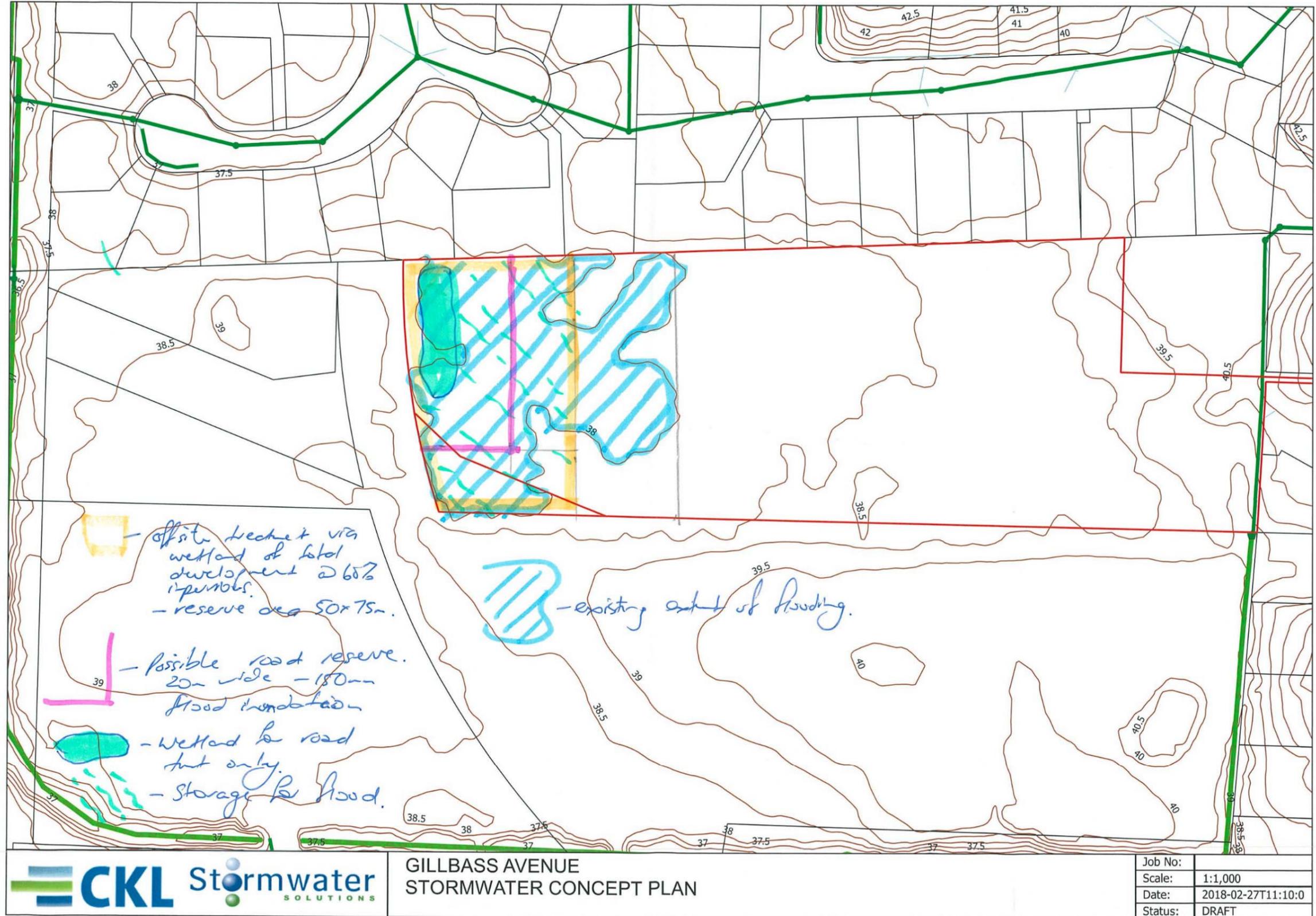
Figure 3: Flood mitigation BPO

Attachment 3

Item 7

CKL Ref W1127

Page 3 of 3



GILLBASS AVENUE
STORMWATER CONCEPT PLAN

19 December 2017

Aecom
PO Box 434
HAMILTON 3204

Our Ref: W1127

**Wastewater Modelling Brief
Foster Development Ltd – SHA Application Works
Gilbass Avenue, Hamilton**

Proposal

Earlier this year Foster Development Ltd (DFL) submitted an Expression of Interest (EOI) to Hamilton City Council for a Special Housing Area (SHA) under the Housing Accords and Special Housing Areas Act 2013 (HASAA). The subject site is located to the south of Gilbass Avenue, and directly to the east of Quentin Drive, as illustrated within the diagram below. Based on FDL's proposed development programme, development within the SHA is likely to commence within 1-2 years from now.

The subject site is zoned industrial under the Operative District Plan (ODP).



As part of this EOI it was proposed that the subject site be serviced for wastewater through an extension to the existing wastewater infrastructure (250mm diameter main) located within Quentin



Drive. Following an internal staff review it was concluded that further information is required in relation to wastewater reticulation due to historical issues within the surrounding network.

Outlined below is a summary to the SHA proposal:

- Legal Description - Lot 4 DPS 22653, Lot 3 DPS 20152, and Allot 468 Te Rapa Parish (refer to figure 1);
- Site Area - 2.0917ha;
- Dwelling Density - approx. 53 lots (i.e. approx. 25 dwellings/ha);
- Site Elevation - 37.6m to 39.5m
- Total Population - approx. 143 (based on 2.7 people/dwelling);

ITS Expectations/Outcomes

The gravity networks within Hamilton City are sized based on flow rates resulting from the catchments being serviced, and the following best practice design parameters:

- Water consumption is 200 litres per person per day;
- Infiltration allowance is 2250 litres per hectare per day;
- Surface water ingress is 16500 litres per hectare per day;
- Peaking Factors of 4.8 (based on PE of 100 – see table 5.1 of ITS);
- Population Equivalent (PE) of 2.7 persons/dwelling (2.7 x 53 = 143);
- Contemporary materials and construction methods are used, which lower the risk of groundwater and stormwater ingress;

Given the proposed SHA development as defined above, flows anticipated from development have been summarised below:

- PDF = $(2250 \times 2.0917 + 4.8 \times 200 \times 143) / 86400 = 1.644\text{L/sec}$
- PWWF = $(2250 \times 2.0917 + 16500 \times 2.0917 + 4.8 \times 200 \times 143) / 86400 = 2.044\text{L/sec}$

Based on:

- Peaking Factors of 4.8 (based on PE of 150 – see table 5.1 of ITS);

Anticipated Flows based on Industrial Zoning

As outlined above the subject land is currently zoned Industrial under the ODP, hence we can anticipate an associated land use (i.e. industrial). Given this, it is anticipated that the flow rates from the permitted activity base line would be a minimum of:

- PDF = $(2250 \times 2.0917 + 4.8 \times 200 \times 94) / 86400 = 1.100\text{L/sec}$
- PWWF = $(2250 \times 2.0917 + 16500 \times 2.0917 + 4.8 \times 200 \times 94) / 86400 = 1.500\text{L/sec}$

Based on:

- Population Equivalent (PE) of 45 persons/ha (45 x 2.0917 = 94);

Modelling / Investigation Requirements

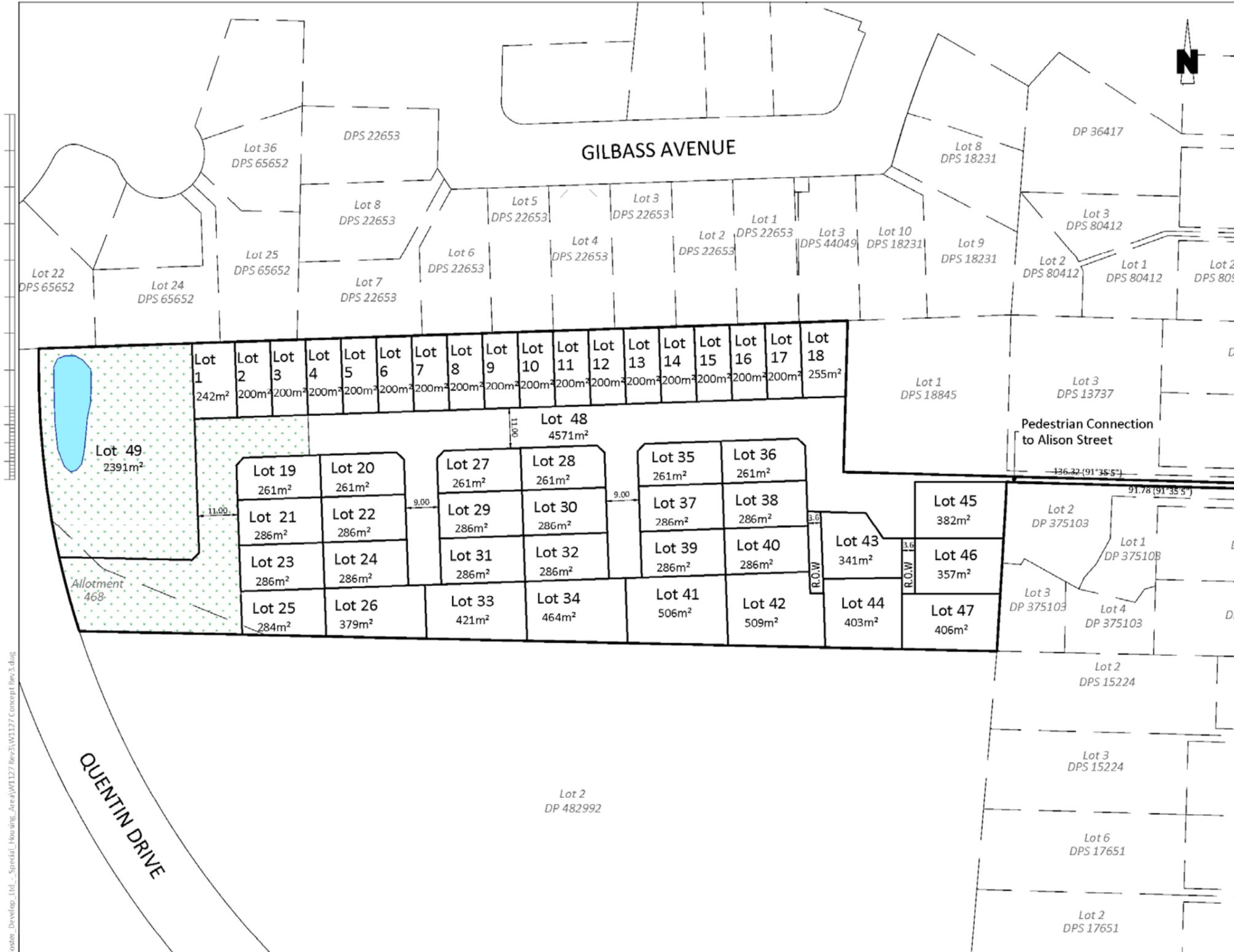
- As outlined above, the proposed SHA site is located in an area with a known wastewater issue; hence can you please complete the necessary modelling to determine the extent of the issue, and the impact of the additional population that will be generated from the SHA proposal.
- Given that there is an existing issue within the wastewater piped network, it is likely the additional flows will result increased pressure on the system. Should this be the case, identify the key pinch points, and potential solutions to resolve the existing issue, and/or means of addressing the increased flows through the SHA proposal.

Should you require any further information relating to the above requests please do not hesitate to call.

Yours faithfully
CKL Planning | Surveying | Engineering | Environmental



W E Lovegrove
Project Manager



Applicant: Foster Develop Limited

Comprised In: SA19B/1282
SA13A/132

Local Authority: Hamilton City Council
Total Area: 2.0253ha

Key:
 Indicative Wetland
 Indicative Storage for Flood

- Notes:
- Changes may occur to the layout of the proposal shown as a result of the Resource Consent Conditions.
 - Areas and dimensions on this plan may be subject to change following field survey.
 - The copyright and intellectual property rights for the information shown on this plan remain the property of CKL Surveys Ltd.
 - This plan has been prepared only for the purpose of illustrating an application for resource consent. It should not be used for any other purpose.

F:\CKL\Job W1127 - Foster Develop Ltd - Special Housing Area\W1127 Rev3\W1127 Concept Rev3.dwg



Auckland Office:
A: 25 Broadway, Newmarket
P: 09 524 7029
Hamilton Office:
A: 58 Church Road, Hamilton
P: 07 849 9921
Te Awamutu Office:
A: 103 Market Street, Te Awamutu
P: 07 871 6144

Concept Plan
Prepared for
Foster Develop Limited

PROPOSED SUBDIVISION OF
Lot 3 DPS 21052 &
Allotment 468 Te Rapa Parish
Quentin Drive, Hamilton

Issue	Description	Checked	Date	Date	Scale:
	Designed: BH		27.03.18		1:1000 (A3 Original)
	Drawn: ES		27.03.18		
	Checked: BH		28.03.18		
			Job No:	Dwg No:	Rev:
			W1127	150	3

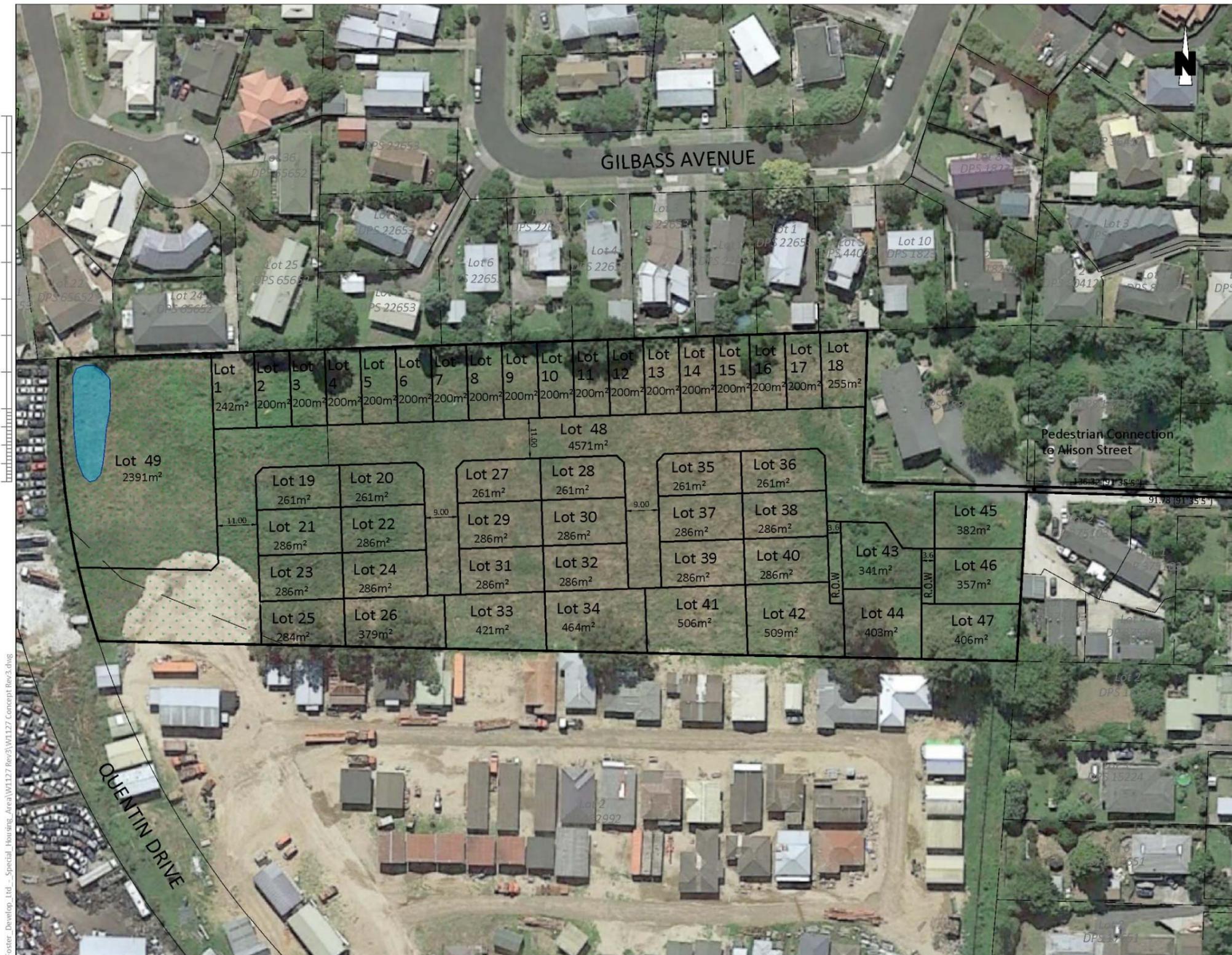
Applicant: Foster Develop Limited

Comprised In: SA19B/1282
SA13A/132

Local Authority: Hamilton City Council
Total Area: 2.0253ha

Key:

- Indicative Wetland
- Indicative Storage for Flood



- Notes:**
1. Changes may occur to the layout of the proposal shown as a result of the Resource Consent Conditions.
 2. Areas and dimensions on this plan may be subject to change following field survey.
 3. The copyright and intellectual property rights for the information shown on this plan remain the property of CKL Surveys Ltd.
 4. This plan has been prepared only for the purpose of illustrating an application for resource consent. It should not be used for any other purpose.



Auckland Office:
A: 25 Broadway, Newmarket
P: 09 524 7029
Hamilton Office:
A: 58 Church Road, Hamilton
P: 07 849 9921
Te Awamutu Office:
A: 103 Market Street, Te Awamutu
P: 07 871 6144

Concept Plan
Prepared for
Foster Develop Limited

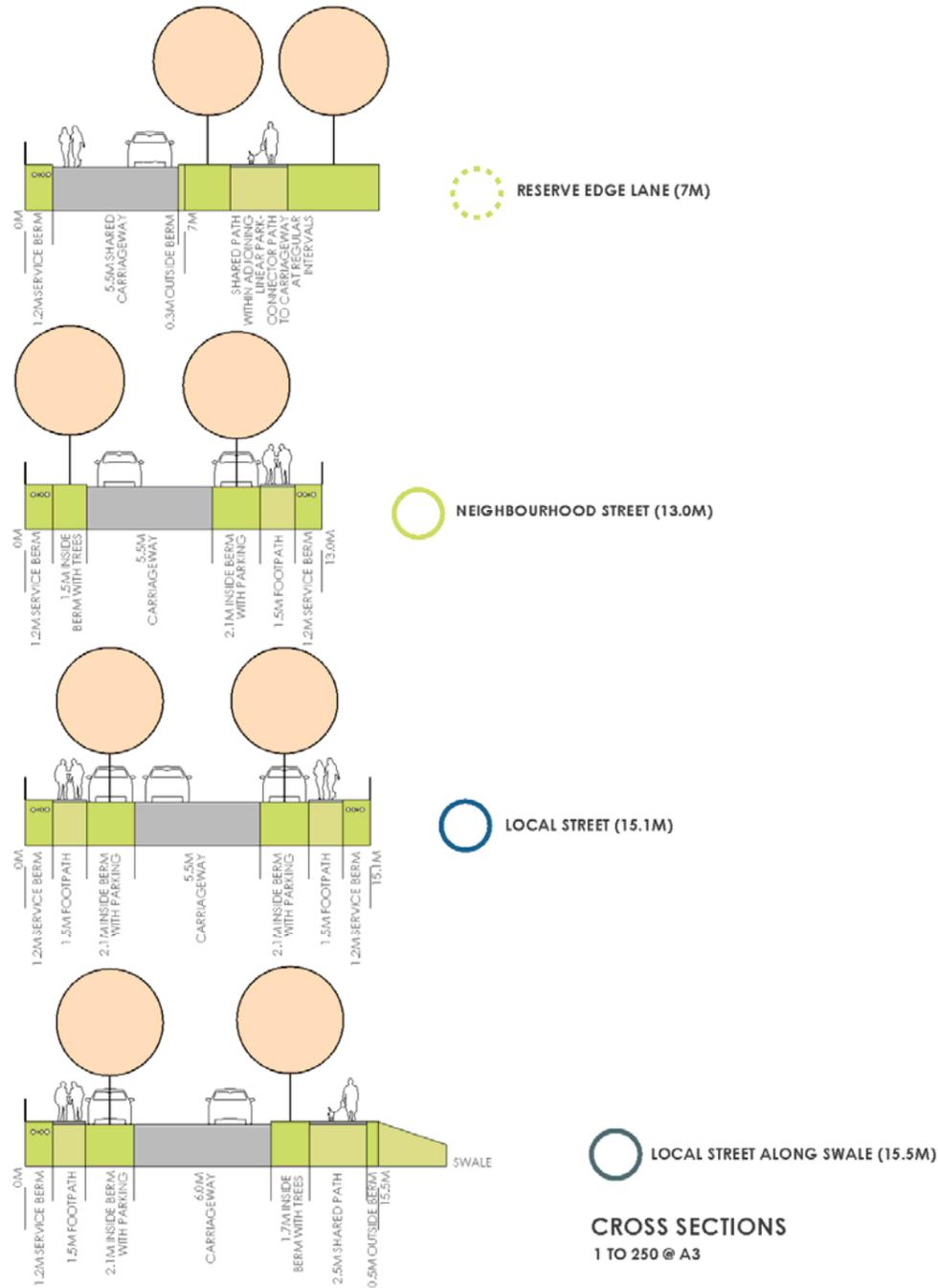
PROPOSED SUBDIVISION OF
Lot 3 DPS 21052 &
Allotment 468 Te Rapa Parish
Quentin Drive, Hamilton

Issue	Description	Checked	Date	Date	Scale:
	Designed:	BH	27.03.18		1:1000 (A3 Original)
	Drawn:	ES	27.03.18		
	Checked:	BH	28.03.18		
	Job No:	Dwg No:	Rev:		
	W1127	151	3		

PRELIMINARY - FOR DISCUSSION PURPOSES ONLY

Attachment 3

Item 7



Attachment 6 - Detailed Assessment of Relevant Strategic Documents

1. **Waikato Regional Policy Statement**

The RPS provides an overview of resource management issues in the Waikato Region, and the ways in which integrated management of the regions natural and physical resources will be achieved. The relevant section in the RPS relates to the built environment. Objective 3.12 is in place to ensure development of the built environment occurs in an integrated, sustainable and planned manner which enables positive environmental, social and cultural outcomes. This includes protecting long term benefits of regionally significant infrastructure, minimising land use conflicts and minimising potential for reverse sensitivity.

2. A number of policies and methods are in place to ensure that this is achieved. The relevant policies are assessed below:

3. Policy 6.1 Planned and co-ordinated subdivision use and development

4. This policy requires that development, including transport occurs in an integrated manner which has regard to the principles in Section 6A; recognises and addresses potential cumulative effects of development; is based on sufficient information to allow assessment of long term effects of development; and has regard to the existing built environment.

5. The relevant implementation methods relate to allocation and staging Tables 6-1 and 6-2 in Section 6D (Policy 6.14) and concern:

6.1.1 regard to the principles in section 6A when preparing District Plans and development planning mechanisms such as structure plans. Provisions of Section 6A relate to supporting existing urban areas in preference to creating new ones, promoting compact urban form and not resulting in incompatible land uses;

6.1.2 Managing reverse sensitivity;

6. The proposal will enable the construction of approximately 47 residential dwellings on an infill site within the City's existing urban area, that has remained vacant and unutilised under the current Industrial Zoning. The site is entirely surrounded by development, including an existing Residential Zone to the north and east.

7. In promoting a compact urban form, the RPS requests design and location to minimise energy and carbon use, minimising the need for a private vehicle use, maximising opportunities for public transport, walking, cycling and multi-modal transport connections and maximising opportunities to live work and play within their local area.

8. The proposed SHA promotes increasing residential density and contributes to a range of housing types and densities in an appropriate location. The proposal will enable a highly liveable environment to be developed for residents seeking accessibility to the services in the surrounding area. The site adjoins existing residential development on two sides and is in close proximity to areas of active open space including Gower Park, the Hamilton Western Rail Trail and the Hamilton Lake Domain. The SHA will provide the opportunity for future pedestrian and cycling links through to Alison Street and Kahikatea Drive. This will enable enhanced pedestrian and cycle access to public transport facilities and wider amenities including the nearby open space, neighbourhood shops at Selwyn Street, Frankton Village, the Waikato Hospital and the Hamilton Central Business District.

9. The proposal will result in a compatible land use in the middle of an existing urban area that is surrounded by development. There is potential that residential activities may affect the industrial activities on the abutting industrial land. Typically, where there is a shared zoned boundary between Residential and Industrial land, an Amenity Protection Overlay is located over the Industrial land. Although an amenity protection overlay does not exist over the

adjoining industrial areas, it is considered that amenity and reverse sensitivity issues will be appropriately mitigated through the Qualifying Development process to ensure that any future development will contribute positively to urban outcomes within this setting.

10. The site will be fully serviced and funded by the applicant, and as a result, the proposal will not compromise the regional and district policy or impact on committed public funding.
11. Policy 6.3 Co-ordinating growth and infrastructure
12. Policy 6.3 of the RPS references the need to coordinate development and growth, and the infrastructure to support it. As assessed above there is sufficient existing and planned infrastructure capacity in the network to service the proposed density of development. The site will be fully serviced and funded by the applicant, and as a result, the proposal will not compromise the regional and district policy or impact on committed public funding. As such, the proposed SHA is consistent with this policy.
13. Policy 6.14 Adopting Future Proof land use pattern
14. The RPS aims to achieve planned and co-ordinated subdivision land use and development and in particular adopts the Future Proof land use pattern (Future Proof Strategy 2009). The RPS identifies that new industrial development should predominantly be located in the strategic industrial nodes in [Table 6-2](#) (Section 6D) and new residential development be located in residential growth areas in Table 6-1.
15. The site is located within an existing Industrial Zone. The site is not located within the Future Proof Industrial land allocation area identified in Table 6-2.
16. The subject site has remained vacant for many years and has failed to attract industrial tenants.
17. Residential development on this site is considered to be consistent with the principles of the Future Proof land use pattern. In particular, the proposal is consistent with the guiding principles which include providing housing within defined locations with greater emphasis on good urban design outcomes; supporting efficient transport infrastructure; and promoting an energy efficient, low carbon emissions, sustainable environment.
18. The industrial land is considered to be suitable for residential development as the site is in close proximity to commercial, open space and residential land. This includes neighbourhood shops at Selwyn Street, Frankton Village, the Waikato Hospital and the Hamilton Central Business District. The site is also adjacent to residential land to the north and east and is near a number of recreation amenities, including Gower Park, the Hamilton Western Rail Trail, and the Hamilton Lake Domain (Lake Rotoroa) which will enable a highly liveable environment to be developed for residents seeking accessibility to the services in the surrounding area.
19. The site is within walking distance to public transport facilities and the provision of pedestrian and cycling links connecting the site to open space, other residential areas and nearby commercial areas will encourage cycling and walking. The proposal will result in multi-modal transport opportunities.
20. For these reasons it is considered that the proposed residential development will promote a sustainable environment and is consistent with the future proof land use pattern under Policy 6.14.
21. **Future Proof**
22. The Future Proof Strategy facilitates co-operation and co-ordination of growth management responsibilities in the sub region.

23. Future Proof includes a settlement pattern which provides the blueprint for growth and development and aims to achieve a more compact and concentrated urban form over time. The Future Proof settlement pattern does have some flexibility to enable it to respond to change where a new opportunity has the potential to contribute significant economic, social or cultural benefits to communities.
24. Future Proof aims to increase densities in new residential development and encourage more intensive redevelopment of existing urban areas to reduce dependence on cars by increasing development densities within identified urban areas, such as near suburban and neighbourhood centres and tertiary education facilities and parks and open spaces.

The residential use of the land is located within the existing urban limits of Hamilton City. The site is located within walking distance of commercial activities and active open space which will enable a highly liveable environment, appropriate for the establishment of residential development. The SHA will be developed for residents seeking accessibility to the services in the surrounding area. The location will encourage more people to walk, cycle or use public transport in line with the aim of Future Proof in providing a compact sustainable city.
25. ***National Policy Statement on Urban Development Capacity (NPS-UDC)***
26. The National Policy Statement on Urban Development Capacity (NPS-UDC) came into effect on the 1 December 2016 and established the requirement for local authorities to ensure there is sufficient housing and business land to meet expected demands.
27. The NPS-UDC's Housing and Business Capacity Assessment is required to comprehensively understand Hamilton's residential and non-residential land supply and capacity. The requirement to evaluate and consider SHAs against the emerging NPS is set out in the SHA Policy and Housing Accord.
28. The draft results of the Housing and Business Capacity assessment, as required by the NPS-UDC, indicate that the Future Proof sub-region currently has sufficient capacity to meet the demand for housing and business growth over the short, medium and long term. Over the long term, demand for Industrial land in the Future Proof sub-region will come close to the total level of supply, equalling approximately 85% of supply. Both the uptake, and the loss of any capacity will need to be closely monitored to ensure that sufficient development capacity is maintained for industrial activities in the long term.
29. While overall sufficient zoned industrial land exists there is currently limited 'greenfield' land commercially available for new industrial development in Hamilton. Until a new industrial precinct is developed in Hamilton and new industrial section are brought to market, new industrial activity is likely to locate in the Waikato and Waipa Districts.
30. HCC is currently engaging with MBIE regarding the methodology employed to calculate feasible capacity for housing. Advice from the consultants employed to conduct this assessment is that Hamilton currently has sufficient feasible residential development capacity to meet demand.
31. The proposed SHA involves the use of Industrial Zoned land for Residential Activities. Taking the above information into account, the loss of 2.0253ha of Industrial land is in my view insignificant in terms of the overall supply of Industrial land, and given it is within Hamilton City Councils Urban limits and has remained vacant and unutilised for a number of years. The proposed SHA is therefore not considered to be inconsistent with the above policy.
32. ***Hamilton Urban Growth Strategy (HUGS)***
33. The Hamilton Urban Growth Strategy (referenced in the Hamilton Housing Accord) sets out that Hamilton's growth will be accommodated by a 50/50 infill/greenfield split. Over the last five years (September yearend) since 2013 actual infill development has been 49%, 57%, 49%,

50% and 60% of the total development. The actual infill/greenfield development split over the last five years validates the HUGS assumption of a 50/50 development split.

34. The proposed SHA in this location represents a residential infill opportunity which will contribute to achieving the purpose of the NPS for UDC and the targets set within the Housing Accord. While the proposed SHA will reduce employment capacity in an area identified in the HUGS as being existing employment land, the loss of 2.02ha of Industrial land can be accepted when considering the nature of the site and the overall supply of industrial land in Hamilton. The proposed residential development is not located within a strategic industrial node and despite being zoned for Industrial development and the availability of infrastructure, the site has been vacant of any Industrial development for many years as opposed to operating industrial activities. The majority of the site is also located within the Amenity Protection Area which has specific provisions in the ODP to minimise adverse effects of industrial activities and maintain amenity values in the adjacent Residential Zone.
35. ***Hamilton City Operative District Plan***
36. The Hamilton City Operative District Plan enables the Council to carry out its functions under the Resource Management Act which is to promote the sustainable management of natural and physical resources.
37. It is important to assess the relevant objectives and policies of the District Plan to get an understanding of the locational issues of residential development in this area.
38. The general direction of the ODP is set out within Chapter 2, Strategic Framework, which aims to achieve a compact city and sustainable urban form, in alignment with the WRPS and Future Proof.
39. Objective 2.2.1 requires an increasingly sustainable urban form. The relevant policies relate to locating development to minimise energy use and carbon dioxide production, by minimising the need for a private motor vehicle, encouraging walking, cycling and the use of passenger transport, maximising opportunities for people to live, work and play within their local area.
40. Objective 2.2.2 requires urban development to take place within areas identified for this purpose in a manner which uses land and infrastructure most efficiently. The relevant policies require that development occur in locations consistent with the growth management policies of the RPS and that appropriate infrastructure is available.
41. Objective 2.2.3 promotes a safe, compact, sustainable good quality urban environment that responds positively to their local context
42. The District Plan is consistent with the City's strategic documents including HUGS, the RPS, Access Hamilton and Future Proof, which seek a compact city where development is concentrated so land and infrastructure can be used efficiently. Objective 2.2.1 and associated policies is consistent with Policy 6.1 of the RPS.
43. The proposal is consistent with Objective 2.2.1 and associated policies because the residential development will be located within the urban limits and bound on two sides by existing residential sites, as such residential development is seen as an efficient and sustainable use of this land.
44. The residential use of the site will utilise existing infrastructure for servicing and access, being surrounded by urban uses including commercial, industrial, open space and residential activities. The SHA is in a well-connected location which will enable enhanced pedestrian and cycle access as well as multi-modal transport opportunities as the site is within close proximity to public transport facilities and the Western Rail Trail. The location of the site lends itself to ample opportunities for people to 'play' in their local area and existing roading and reserve infrastructure would be used efficiently.

45. The proposal is consistent with the growth management policies of the RPS and the development contributes to a sustainable compact city. The proposal is therefore consistent with the strategic framework of the Operative District Plan.
46. The site is located within the Industrial Zone. This zone provides for industrial development to support regionally important infrastructure and industries. The relevant objectives and policies from the Industrial Zone are as follows:
47. Objective 9.2.1 requires that industrial land uses are able to establish and operate in an efficient and effective manner.
48. Objective 9.2.2 seeks to ensure that 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.
49. Objective 9.2.3 seeks that the amenity levels of Industrial areas are to be enhanced. The relevant policies relate to ensuring that amenity levels within the Industrial Zone are enhanced.
50. The proposed non-industrial use of the site will not undermine the viability, vitality and vibrancy of the Central City. The subject site is just 2.1km from the Central City which is the region's primary business centre and will therefore support this centre.
51. The proposed SHA does not safeguard the use of industrial land for industrial purposes. However, the extent of this inconsistency with Council's strategic land use planning is considered minor as the loss of 2.0253 ha of industrial land is insignificant in terms of the overall supply of Industrial land in Hamilton and the subject site is not an identified strategically important industrial site. It has failed to attract industrial tenants and has remained vacant for many years. While vacant, the site has not contributed to the economic, cultural, and social and wellbeing of the City.
52. The majority of the site is located within the Amenity Protection Area which has specific provisions in the ODP to minimise adverse effects of industrial activities and maintain amenity values in the adjacent Residential Zone. The site is also located within the urban limits and bound on two sides by existing residential sites. The occupation of the site by residential activities will ensure that amenity and reverse sensitivity issues will be appropriately mitigated through the Qualifying Development process to ensure that any future development will contribute positively to urban outcomes within this setting.
53. The provision of an SHA in this locality will encourage a wider range of housing types and densities to meet the needs of a diverse range of people and communities. The proposed SHA is not inconsistent with the objectives and policies of the Operative District Plan.

Conclusion

54. In summary, the application to develop this infill site for residential purposes can be supported as although the site is not earmarked for this purpose, is in line with the RPS, Future Proof, NPS-UDC, HUGS, Access Hamilton, and the Hamilton City Operative District Plan where the aim is to manage growth by establishing a compact city, where development is concentrated so land and infrastructure can be provided and used efficiently.

Attachment 5 - Detailed Assessment of Infrastructure (Three Waters, Transportation, Parks and Open Spaces)

Attachment 5

1. Accompanying the application for this SHA were a number of technical assessments including a Three Waters Infrastructure Assessment carried out by CKL Surveying Ltd, a Wastewater Capacity Assessment carried out by AECOM and commissioned on behalf of Hamilton City Council dated 19 February 2018, a flood management assessment carried out by CKL and Dated 21 March 2018, and a stormwater management assessment carried out by CKL and Dated 21 March 2018. This information has subsequently been peer reviewed by both Council staff and external consultants. It is expected that at Qualifying Development stage, Council will actively work with the applicant to further refine and finalise the detail of the proposed infrastructure to an acceptable level.

2. **Potable Water Supply**

3. Council's City Waters staff are satisfied that the applicant has provided sufficient information confirming that capacity exists within existing infrastructure is able to service the proposal's cumulative demand. Provision for water supply will be required to be provided to the development through extending 150mm diameter water mains along both sides of Quentin Dr as part of extension. A Private Developer Agreement will ensure that any required infrastructure will be funded by the developer.

4. **Wastewater**

5. The information provided by the applicant as well as a Wastewater Modelling Assessment that was commissioned by HCC and carried out by AECOM (dated 19 February 2018) confirmed that under dry weather flow conditions there is sufficient network capacity to accommodate proposed development. The findings indicated that under Peak wet weather flow conditions (PWWF), the model predicts significant increased wastewater overflows from the proposed development. The modelling assessment does however state that the proposed development results in lower flow estimates than the baseline WW Model if the ITS calculation method for WW flows is used.

6. Modelling assessment does not take into account any network upgrades included in the LTP funding request. Funding requests for work that will reduce capacity constraints in the west include Western interceptor duplication and Dinsdale PS, and diversion of the southern catchment to the east. These upgrades are expected to alleviate some of the existing network capacity issues.

7. Council's City Development staff have confirmed through the infrastructure assessment on this site that no strategic network upgrades are required to specifically support this development, however a solution to manage flows under wet weather conditions will need to be identified and provided at Qualifying Development stage. A Private Developer Agreement will ensure that any required infrastructure will be funded by the developer. High level matters that should specifically be covered in a PDA include:

- Developer to fully fund all local wastewater infrastructure required to service the development in accordance with the ITS.
- Developer to fund a suitable solution to address the peak wet weather wastewater issues. The form of the solution will be confirmed as part of the QD process.

Staff will consider final wastewater reticulations solutions as part of any QD consent.

Item 7

8. **Stormwater**

9. The site is partly affected by flood hazard area, has peat soils and high groundwater table. The site is within the Waitawhiriwhiri Catchment, and discharges to Lake Rotoroa (sensitive receiving environment). No water quality or attenuation assessment has been provided with the application.
10. Based on the most recent information provided with the application, the following key issues still need to be addressed:
- What volume of flood water is proposed to be managed
 - How will flood waters (with climate change) be managed on their site (where is it proposed to be stored).
 - How will proposed flood management interact with surrounding site.
 - Where is the outlet from the site.
 - How will overland flow be managed (particularly that which currently runs along the northern property boundary).
 - What level of water quality treatment they propose to mitigate or enhance effects on downstream receiving environment.
 - What effect will the above have on development yield.
11. Council's City Development Unit staff have identified the following key issues:
- There is no stormwater outlet identified for the site;
 - Development based on the current concept appears to impact on existing overland flow path along the northern boundary;
 - The applicant has not sufficiently demonstrated that the development will not create adverse effects on neighbouring and downstream properties;
 - Development needs to comply with the minimum requirements in the ITS to provide detention to limit post development flow to 80% of pre-development 100yr ARI (with climate change).
12. For these reasons it has been strongly advised by Council's City Development Unit staff that a significant reduction in yield of 10-15 dwellings should be reflected in the recommendation to capture the need to find a workable stormwater solution.
13. Council's City Development staff have confirmed through the infrastructure assessment on this site that no strategic network upgrades are required to specifically support this development, and subject to a reduction in yield to a minimum 15 dwellings being reflected in the recommendation, it is anticipated that a workable stormwater solution can be identified and provided at Qualifying Development stage. A Private Developer Agreement will ensure that any required infrastructure will be funded by the developer. High level matters that should specifically be covered in a PDA include:
- Applicant to fully fund investigation, design and construction of all local storm-water infrastructure including quality and quantity management required to service the development in accordance with the ITS;
 - Applicant to arrange for access and fund investigation, design and construction stormwater outlet and overland flow from site. Outlet could be to the pipeline under the Railway to Duke St either via direct connection to the pipeline; via the Quentin Dr SW network to the open channel and/or via discharge to the open channel at the SE corner of the property;
 - Applicant to fund investigation, design and construction stormwater system required for Quentin Dr extension;

- Applicant to fund investigation, design and construction all stormwater treatment/attenuation required to avoid adverse effects on surrounding and downstream environment, including downstream and adjacent properties;
- Applicant to fund preparation and satisfy the requirements of ICMP.

14. **Transportation**

15. The proposed vehicle access to the SHA development is along Quentin Dr with a walking/cycleway connection proposed via shared access to Alison. Councils City Development Unit and Gray Matter (on behalf of Council) have concluded that with the information provided to date, the following key issues still need to be addressed:

- Potential upgrades to Quentin Dr/SH1 intersection have not been assessed;
- Increased movements at the intersection will impact on traffic signal cycle times with potential for slightly longer delays;
- The proposed development layout (including the proposed road widths) and associated local roading network does not meet HCC Operative District Plan and HCC ITS requirements.
- The proposal to flood only access to the site as part of SW management solution is not desirable.

16. It is anticipated that the overall concept will need to be revised to deliver a workable solution for internal roads, overall site access, and walking/cycleway connection (considering safety issues). For these reasons it has been strongly advised by Council's City Development Unit staff that a significant reduction in yield of 10-15 dwellings should be reflected in the recommendation to capture the need to revisit the design.

17. Council's City Development staff have confirmed through the infrastructure assessment on this site that no strategic network upgrades are required to specifically support this development, and subject to a reduction in yield to a minimum 15 dwellings being reflected in the recommendation, it is anticipated that a suitable roading layout and any required road network upgrades can be identified and provided at Qualifying Development stage. A Private Developer Agreement will ensure that any required infrastructure will be funded by the developer. High level matters that should specifically be covered in a PDA include:

- Developer to fully fund investigation, design and construction of Quentin Drive road extension including footpath network on Quentin;
- Applicant to fully fund investigation, design and construction of any improvements to SH1/Quentin Dr intersection that may be identified through the ITA for the development. Required improvements subject to agreement with HCC and NZTA. NZTA will need to be a party to PDA involving improvements at SH1/Quentin Dr intersection;
- Applicant to fully fund investigation, design and construction internal roading layout. All designs to meet requirements of ITS.

18. **Parks and Open Spaces**

19. Councils Parks and Open Spaces staff have confirmed that current open space provision adequately provides for this proposal. A Private Developer Agreement will ensure that any open space included as part of the proposal will be developed and vested at no cost to Council.

MEMO

TO: HCC Councillors
FROM: Leonard Gardner
DATE: 4 April 2018
SUBJECT: Special Housing Area – Quentin Drive

The purpose of this memo is to provide an overview of the Special Housing Area (SHA) application by Foster Develop on the Quentin Drive site. We believe our application provides an outcome that meets HCC and Central Government objectives to deliver affordable housing in a short timeframe.

Executive Summary

The proposal is to provide a minimum of 47 two and three bedroom detached and duplex dwellings on the Quentin Drive Site. The land is currently zoned industrial development, and we are looking to rezone through the SHA process to medium density residential development.

Key points from the submission:

- Ability to deliver dwellings to market with two years of SHA approval (Appendix A)
- Quality housing on smaller sections to deliver long term community outcome
- Partnership formed between Golden Homes, Holah Homes and Anthem Homes to provide delivery certainty
- Ability to provide affordable housing to first home buyers
- Ability to connect to existing HCC infrastructure with no additional HCC capital requirement
- Utilisation of Quentin Drive paper road to provide access and stormwater solutions

Delivery Timeframes and Certainty

The programme in Appendix A demonstrates how all the dwellings can be delivered in a two-year period from SHA sign off. This includes Resource Consent, Subdivision Building Consent, Subdivision Works, Building Consent and Construction Delivery.

The key to providing certainty around the timeframes is bringing together three housing companies to own and deliver the project. Foster Develop is acting in an enabling role to make this happen.

Golden Homes, Holah Homes and Anthem Homes have become the joint venture partners in the development, with the objective of providing an efficient housing outcome. Each partner has their own sales pipeline and access to resources. The main timeframe risk is sales.

Affordability

There are two paths to affordability:

1. Maintain build quality through reducing underlying land cost; or
2. Deliver cheaper housing on higher value sections.

Through the joint venture, we are able to create project efficiencies by working together, which in turn enables us to deliver affordable housing solutions. Examples of these project efficiencies are:

- The building platforms will require piling. We will get all the piles driven for all the houses at the same time.
- With a number of buildings in the same location, we can sequence construction works to efficiently use labour and materials.
- With the whole site being under construction, we can create better access and health and safety conditions.

With these efficiencies, we believe we can deliver affordable housing solutions for first home buyers as follows:

- 2 bedroom dwellings for under \$475,000
- 3 bedroom dwellings for under \$530,000

These sale prices are able to be achieved due to an average land value of around \$225,000 per section. Sections will be 250m²-400m² in size to achieve this. The larger scale of the project provides opportunity to deliver a quality-built environment.

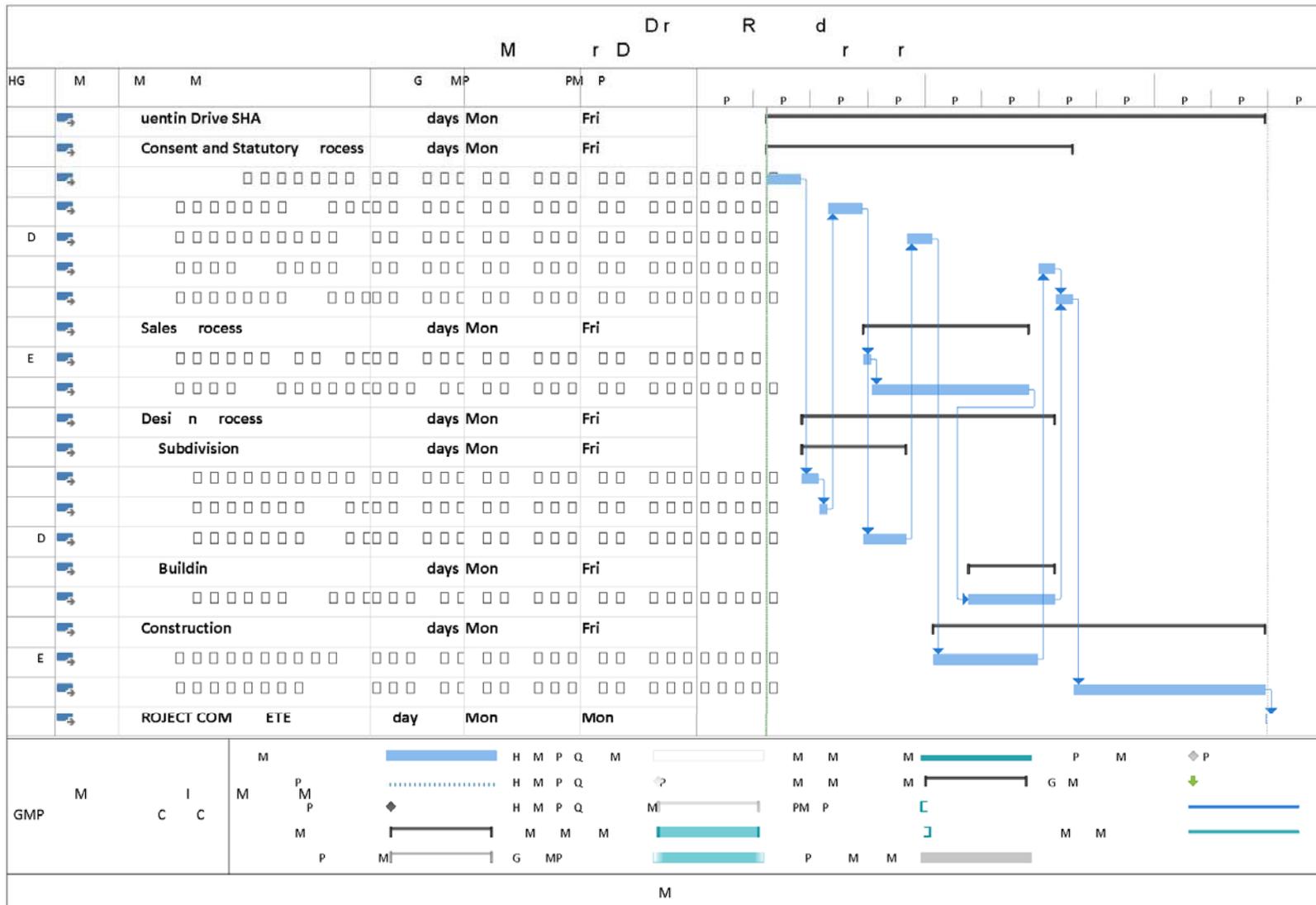
HCC Effects

The HCC effects of the Quentin Drive SHA application are:

1. Infrastructure

There is no capital expenditure requirement by HCC as connections are available to the property. Transportation is by way of the new Quentin/Gallagher/Kahikatea intersection with traffic lights. While the three waters will increase load on the existing HCC infrastructure, this will be in line with other in-fill developments.
2. Quentin Drive Paper Road

The Quentin Drive paper road is currently unformed. We are looking to form this road to create an entry to the site and use the balance of the road to create a planted stormwater amenity as a buffer to the neighbouring industrial activity. This will make use of a currently undeveloped piece of HCC land.



Item 7

Attachment 6

Council Report

Committee:	Council	Date:	10 May 2018
Author:	Lisa Topcsov	Authoriser:	Lance Vervoort
Position:	Partnership & Sponsorship Manager – Major Projects	Position:	General Manager Community
Report Name:	Tourism Infrastructure Fund		

Report Status	<i>Open</i>
----------------------	-------------

Purpose

- To seek approval to make applications to the Tourism Infrastructure Fund.

Staff Recommendation

- That the Council:
 - receives the report; and
 - approves applications to be submitted to the May 2018 Tourism Infrastructure Fund for:
 - Hamilton Gardens - toilet in the new development area; and
 - River Plan projects - construction and upgrading of the river promenade (revetment upgrade); construction of a new jetty; paths to connect river to the Waikato Museum; and boardwalks connecting the Waikato Museum to Victoria on the River.

Executive Summary

- The Tourism Infrastructure Fund provides financial assistance for the development of tourism related infrastructure that is under pressure due to visitor (domestic and international) demand and the local community cannot respond without assistance.
- The fund consists of two (2) rounds per year, the second round is now open and closes on the 14 May 2018.
- At the Community and Services committee on 17 April 2018 the committee passed the following resolution:

Requests staff report back recommendations to Council by 10 May 2018 on which projects it will make applications to the Tourism Infrastructure Fund.
- Staff recommend Option 1– To submit two applications to support the Hamilton Gardens toilet in the new development area and the River Plan projects of constructing and upgrading the river promenade (revetment upgrade); construction of a new jetty; paths to connect river to the Waikato Museum; and boardwalks connecting the Waikato Museum to Victoria on the River, as detailed in paragraph 14 and below.

7. Staff consider the decision in this report has low significance and that the recommendations comply with the Council's legal requirements.

Background

8. The Tourism Infrastructure Fund provides up to \$25 million per year for the development of tourism-related infrastructure such as carparks, freedom camping facilities, sewerage and water works, transport projects, supporting natural attractions and safety upgrades to public spaces.
9. The purpose of the Tourism Infrastructure Fund is to provide financial support of up to 50% of the total project costs, for local visitor-related public infrastructure where tourism growth (domestic and international) is placing pressure on, or potential growth is constrained by, existing infrastructure and where the local community is unable to respond in a timely way without assistance.
10. All applications are assessed against the eligibility criteria, the priorities statement and the assessment criteria.
11. Each eligibility criteria must be met and the most aligned applications to the priorities statement and assessment criteria are considered the most likely to succeed.
12. Thirty-four (34) applications were approved and a total of \$14,222,594 was awarded in round one leaving just under \$11m available this funding round (round two).
13. Applications are now open and closes on Monday 14 May 2018.

Discussion

14. Four projects were initially identified as projects that may be eligible for funding, they are:
 - Hamilton Gardens - To support the construction of a toilet for visitors inside the enclosed gardens area. The total project cost is estimated at \$400,000. Funding of \$7,000,000 has been allocated over years 1-6 in the draft 2018-2028 10 year plan budget to support the overall development projects which this project is included.
 - Waiwhakareke Nature Heritage Park - To support the construction of toilets; carparks; water and sewerage; and paths to support visitors to the park. The total project cost is estimated at \$1,500,000. Funding of \$760,000 has been allocated in year 1 of the draft 2018-2028 10 year plan budget.
 - River Plan projects - To support the construction and upgrading of the river promenade (revetment upgrade), construction of a new jetty; paths to connect river to the Waikato Museum; and boardwalks connecting the Waikato Museum to Victoria on the River. The total project cost is estimated at \$ 8,350,000. Funding of \$5,200,000 has been allocated through a mix of annual budget, draft 2018-2028 10 year plan budget and funding from the Donny Trust via Momentum Waikato Community Foundation.
 - Te Awa River Ride South - To support the construction of the cycleway. Provisional funding of \$4,000,000 has been allocated in year 2 of the draft 2018-2028 10 year plan budget.

Item 8

15. The table below assesses these projects against each eligibility criteria.

	Waiwhakareke	Hamilton Gardens	River Plan	Te Awa River
Significantly used by visitors	UNCERTAIN	PASS	PASS	PASS
For new enhancements	PASS	PASS	PASS	PASS
Do not compete with commercial activities	PASS	PASS	PASS	PASS
Projects over \$100,000	PASS	PASS	PASS	PASS
Development of new attractions, accommodation and commercial activity is not eligible	PASS	UNCERTAIN	PASS	PASS
Capital only and financially sustainable	PASS	PASS	PASS	PASS
Projects not funded by NZTA or MBIE	PASS	PASS	PASS	FAIL
Council meets 1 of the 3 tests (now or within 3 years)	PASS	PASS	PASS	PASS

16. The Te Awa River Ride does not the required criteria, as New Zealand Transport Agency (NZTA) funding is planned to subsidise the project.

17. The remaining three (3) projects have then been assessed against the priorities statement and the assessment criteria.

18. The measure used is as follows:

50	very high alignment
40	high alignment
30	neutral alignment
20	low alignment
10	very low alignment

	Waiwhakareke	Hamilton Gardens	River Plan
Solves capacity constraint caused by visitor growth	10	40	40
Project supports attraction of visitors	30	50	30
contributes to broader support for tourism	40	40	50
Council's financial constraint	40	40	40
Maximum funding contribution	50	30	50
Projects that would otherwise not happen	50	20	50
Other funding options have been investigated	30	40	30
Local vs visitor usage mix	20	40	30
Overall alignment	270/400	300/400	320/400
% of alignment	67.5%	75%	80%

19. As Waiwhakareke Nature Heritage Park is not open to the public, there is no data to support the priorities of solving capacity constraint caused by visitor growth and therefore rated the least aligned to the priorities overall. For this reason, this project has not been considered for this funding round. However, deferring this application to a future round may provide a better alignment of the overall fund requirements.

20. If the recommendation is not approved, staff will look to defer the applications not approved to future rounds where and if applicable.

21. The staff recommendation supports the following Council strategic policies and plans:

- River Plan
- Hamilton Gardens Management Plan
- Hamilton City Open Spaces Plan
- Central City Safety Strategy
- Economic Development Agenda

Options

22. Staff have assessed that there are 3 reasonable and viable options for the Council to consider.
23. This assessment reflects the level of significance (see paragraph 32) and the overall requirements of the fund. The options are set out below.

Option 1: Submit two applications for the Hamilton Gardens and River Plan projects

Advantages	Disadvantages
<ul style="list-style-type: none"> • Increases chances of potential success • The projects are complimentary to one another • Both show other external funding committed • Previously successful councils have been successful for more than one application submitted 	<ul style="list-style-type: none"> • Significant value difference in applications may result in supporting lower value application only • Lower quality applications due to time constraints

Option 2: Submit application for Hamilton Gardens only

Advantages	Disadvantages
<ul style="list-style-type: none"> • Potential to be more successful based on total cost (low value) of project • Can show immediate need for project to go ahead 	<ul style="list-style-type: none"> • Advice given that this project could be seen as part of a development project • Ability to source other external funding to complete the project

Option 3: Submit application for River Plan only

Advantages	Disadvantages
<ul style="list-style-type: none"> • Advice given that this project has the potential to most align with panel assessment criteria and priorities • Ability to stage project and highlight council priorities • Leveraging ability through existing, annual budgets, renewals and external funding 	<ul style="list-style-type: none"> • High value application that may be up to 1/3 of the total funding pool • Past successful applications focussed more on carparks and toilets at attractions • If funded to a lower level shortfall will need to be meet elsewhere

24. Staff recommend Option 1 because:

- i. the fund will consider more than one application from council in any funding round;
- ii. both projects align with the overall requirements of the fund;
- iii. external feedback confirms the potential to be successful; and
- iv. links between projects will be highlighted in each application.

Financial Considerations

- 25. The total costs to complete the Hamilton Gardens toilet facility inside the enclosed gardens is estimated at \$400,000. The total value of the application will be estimated at \$200,000 (50% of total cost- which is the recommended maximum funding contribution).
- 26. The total costs to complete the River Plan projects is estimated at \$8,350,000. The total value of application will be estimated at up to \$3,150,000 (the shortfall required to complete the project).

Legal and Policy Considerations

- 27. Staff confirm that the applications submitted comply with the Council’s legal and policy requirements.

Risks

- 28. Staff have assessed the suitability of applying this funding around based on the current knowledge of the projects and the criteria for funding. Success is dependent on a range of factors including but not limited to:
 - i. number of applicants
 - ii. value of the total applications submitted versus total funding available for distribution
 - iii. the strongest alignment to the priorities
- 29. If the River Plan application is successful but funded to a lesser value, staff will look to stage the project and/or look to other funding sources to complete the project.

Significance & Engagement Policy

Significance

30. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the recommendation(s) in this report has/have a low level of significance.

Attachments

There are no attachments for this report.

Council Report

Committee: Council **Date:** 10 May 2018
Author: Hannah Windle **Authoriser:** Blair Bowcott
Position: Programme Manager - Special Projects **Position:** Executive Director Special Projects
Report Name: Special Housing Area Policy Review - Update

Report Status	<i>Open</i>
----------------------	-------------

Purpose

- To inform the Council on a review of the Special Housing Area Policy.

Staff Recommendation

- That the Council:
 - receives the report;
 - notes that an updated Special Housing Area Policy will be reported to Council once the details of the Government's KiwiBuild housing scheme have been publicly released; and
 - notes that amendments to the Special Housing Area Policy will be based on the principles outlined in the report in paragraph 20.

Background

- The purpose of the [Housing Accords and Special Housing Areas Act 2013](#) (HASHAA or the Act) is to enhance housing affordability by facilitating an increase in land and housing supply in certain regions or districts identified as having housing supply and affordability issues.
- Hamilton was added to the HASHAA schedule in 2015.
- The Act provides for the creation of "Housing Accords" between councils and the Government, and provides for the establishment of "Special Housing Areas" (SHAs) to advance housing supply.
- Housing Accords specify how the parties will work together to achieve the purpose of the Act and set agreed targets for residential developments. The [Hamilton Housing Accord](#) (the Accord) was signed by Mayor King and the then Building and Construction Minister, Nick Smith, on 22 December 2016 and approved by Council on 8 February 2017.
- After signing the Accord, Council chose to prepare a [Special Housing Areas Policy](#) (SHA Policy) to establish criteria to consider suitable sites. The SHA Policy was adopted by Council on 24 August 2017.

8. The new Government has a strong view on affordable housing. The existing SHA Policy does not contain affordability criteria.
9. The Government is currently pursuing a number of initiatives to enable the release of more serviced land for residential subdivisions and the provision of greater housing choice, especially at affordable rates.
10. These initiatives include Special Purpose Vehicles (SPVs), Urban Development Authorities (UDAs) and KiwiBuild. These are intended to complement other initiatives such as the Housing Infrastructure Fund (HIF) and SHAs.
11. The Minister of Housing and Urban Development (the Minister) has met with the Mayor and Chief Executive to discuss these emerging initiatives and how the Government would like to see them used to encourage affordable housing provision, particularly in a Hamilton context.
12. Council has the opportunity to review its SHA Policy to capture the new Government's thinking and approach to affordable housing delivery. The Minister has advised it is his intention to amend the legislation enabling SHA Policy soon to require affordability considerations, and extend the timeframe of the HASHAA expiry date
13. Currently, the date by which SHAs can be established is September 2019 and the date of repeal of the HASHAA is 16 September 2021. Under these legislative timeframes the Council currently has 17 months to have SHAs gazetted.

Existing Policy

14. Council is currently considering five potential SHA sites under the existing policy, noting that the SHA for Jebson Place has already been approved and gazetted by the Government.
15. The HASHAA and the current SHA Policy require Council to evaluate potential SHAs against a number of criteria including:
 - demand for the qualifying development
 - the extent to which the proposed development is predominantly residential
 - location considerations
 - infrastructure
 - scale
 - design quality
 - provision of a Development Agreement.

Review of the Policy

16. There is an opportunity to amend the Policy to introduce affordability criteria.
17. Given the potential implications of affordability criteria to any development proposals and their feasibility, a developer needs to be able to recognise the value of an SHA application compared to a standard RMA consent process.
18. In this context, it is important that the amended Policy is clear about Council's expectations regarding an affordability criteria to be met in any qualifying development which seeks to take advantage of the more enabling consenting pathway provided to a qualifying development within a SHA. Further, it is important that the Policy is clear about Council's ability to acknowledge the benefits of delivering increased affordable housing supply when weighed against other considerations during the Expression of Interest evaluation process.

19. Ultimately, it is at the qualifying development consent stage (once an SHA proposal has been approved and gazetted) when the specifics of any new SHA proposal are finalised including full detailed plans, site layouts and how the affordability criteria will be met. HASHAA sets clear considerations under which Council must evaluate qualifying development applications in SHA areas that is markedly different from the standard RMA process for assessing urban development. Under HASHAA, the emphasis is strongly weighted towards enabling greater housing supply compared to other relevant factors (such as district plan provisions or the degree to which a project has regard to the NZ Urban Design Protocol).

Principles

20. When amending the SHA Policy, it is proposed that any changes should be guided by the following principles which derive from the conversations between the Minister, the Mayor and Chief Executive:
 - a) Increasing the number of, and speed at which, affordable homes are built and sold to eligible buyers
 - b) Recognising that the SHA Policy sits in a wider affordable housing context, and must be aware of other tools such as Government social housing provision, KiwiBuild, Banking Loan Value Ratios
 - c) Aligning with the Government's aspirations for 40% of housing provided to be 'affordable'
 - d) Requiring that the 40% of affordable housing be sold to qualifying first home buyers as defined by existing Housing New Zealand criteria (KiwiSaver HomeStart grant and savings withdrawal, Welcome Home Loan, FirstHome)
 - e) Being clear about the more enabling resource consent process regarding qualifying developments, and delivering flexibility in design outcomes for developers whilst retaining key aspects of quality urban design outcomes.

Key Considerations

21. The definition of affordable housing has not yet been finalised, and is likely to be outlined as part of the Government's KiwiBuild scheme. Current indications from the Minister are that affordable housing may be defined as being less than \$500,000 for a three-bedroom home in Hamilton. It is logical that the Council aligns with the KiwiBuild definition of affordability in the amended SHA Policy.
22. Eligibility for purchasing could be limited to those who meet the Government and Housing New Zealand criteria for first home/affordable home buyers' ownership or purchased by the Government via the KiwiBuild Scheme.
23. Given the potential of SHAs in speeding up the delivery of affordable housing to the market, we will need to allocate resource to establish a dedicated SHA team (including administrators, planners and infrastructure engineers) to administer the new policy.
24. With any out-of-sequence or fast-tracked development there is risk introduced. Infrastructure requirements and constraints are key considerations. Both regulatory processes and infrastructure input need to be adequately resourced.
25. HASHAA does not require a SHA Policy or consultation; however, general provisions under the Local Government Act may apply. It is good practice (and a now established precedent with the existing SHA Policy) to consult with the public.

Next Steps

26. An updated SHA Policy will be presented to Council for consideration once details on the KiwiBuild scheme are available, as the revised SHA Policy needs to align with the scheme's definition of affordability.

Financial Considerations

27. Not applicable.

Risks

28. Not applicable.

Significance & Engagement Policy

29. Not applicable.

Attachments

There are no attachments for this report.

Council Report

Committee: Council **Date:** 10 May 2018
Author: Riki Manarangi **Authoriser:** Sean Hickey
Position: Corporate Policy Specialist **Position:** General Manager Strategy and Communications
Report Name: Submission (Approval) - Sale and Supply of Alcohol (Renewal of Licences) Amendment Bill (No.2)

Report Status	<i>Open</i>
----------------------	-------------

Purpose

1. To seek approval from the Council on a submission to support the Sale and Supply of Alcohol (Renewal of Licences) Amendment Bill (No.2).

Staff Recommendation

2. That the Council approves the submission supporting the Sale and Supply of Alcohol (Renewal of Licences) Amendment Bill (No.2) be submitted from the Council (attachment 1).

Executive Summary

3. The Council resolved on 26 April 2018 to make a submission supporting the Sale and Supply of Alcohol (Renewal of Licences) Amendment Bill (No.2) (Attachment 1).
4. The submission, as attached, incorporates feedback and discussion from a delegation of Elected Members (Mayor Andrew King, Deputy Mayor Martin Gallagher and Cr Angela O'Leary) and staff.
5. Staff recommend that the submission be approved by the Council and be submitted to Parliament.
6. The total cost up to and including this report are approximately \$2000 of staff time. This is a regular operating activity funded through the 10-year Plan.
7. There are no known risks associated with the decisions required for this matter.
8. Staff consider the matters in this report have low significance, that the engagement level is low so no engagement is required and that the recommendations comply with the Council's legal requirements.

Attachments

Attachment 1 - Hamilton City Council Submission - Sale and Supply of Alcohol (Renewal of Licences) Amendment Bill (No.2) *(Under Separate Cover)*

Resolution to Exclude the Public

Section 48, Local Government Official Information and Meetings Act 1987

The following motion is submitted for consideration:

That the public be excluded from the following parts of the proceedings of this meeting, namely consideration of the public excluded agenda.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution follows.

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Special Housing Area Application - Rotokauri North - Statement of Intent) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987)))	Section 48(1)(a)

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

Item C1. to enable Council to carry out commercial activities without disadvantage Section 7 (2) (h)