BEFORE THE FAST-TRACK PANEL CONVENER **FTAA-2609-1294**

IN THE MATTER	of the Fast-track Approvals Act 2024 ("FTAA")
AND	
IN THE MATTER	of a substantive application by Golden Ridge Farm Limited, Golden Ridge Park Limited, Industre Property Rua Limited, and Southpark Agri Development Limited for approvals for Southern Links 1, a listed project under Schedule 2

MEMORANDUM OF COUNSEL FOR THE APPLICANTS

RESPONDING TO MINUTE 2 OF THE PANEL CONVENER REGARDING THE PANEL CONVENER CONFERENCE

17 November 2026

Solicitor Acting: JR Welsh
ChanceryGreen

MAY IT PLEASE THE PANEL CONVENER:

Introduction

1. This memorandum is filed on behalf of Golden Ridge Farm Limited, Golden Ridge Park Limited, Industre Property Rua Limited, and Southpark Agri Development Limited (together, the "Applicants"). It responds to Minute 2 of the Panel Convener dated 10 November 2026 (the "Minute") ahead of the Convener's conference for the fast-track application for Southern Links 1 (the "Project") scheduled for **10.00am on Tuesday 24 November 2026**.

2. The substantive application for the Project was deemed complete and within scope for the purposes of s 46 of the FTAA on 19 October 2026[1] and was deemed to not have any competing applications or existing resource consents under s 47 of the FTAA on 3 November 2026.

3. This memorandum addresses the matters set out in the Minute, including Schedule 1, and sets out the Applicants' position in relation to the appointment of panel members to the expert panel and the timing of that panel's decision.

4. The following people will attend the conference on behalf of the Applicants:

   (a) Jason Welsh and Caitlin Todd (counsel for the Applicants);

   (b) Fraser McNutt and Sam Le Heron (planners at Barkers & Associates);

   (c) Robert Dol (Project Director at Colliers) and Dillon Kelliher (Project Manager at Colliers), together the Project Managers for the Project;

   (d) Dean Morris (civil engineer at Maven); and

   (e) Cameron Inder and Siva Balachandran (transport engineers at BBO).

5. Responses to the matters set out in paragraph 6 of, and Schedule 1 to, the Minute are provided below. The Applicants' proposed timeframe for the FTAA process is set out as **Annexure 1** to this memorandum.

6. Before responding to those matters, it is noted that the Applicants have continued to engage with administering agencies (principally representatives from Waikato Regional Council, Hamilton City Council, and Waipā District Council as the relevant

[1] Refer letter from the EPA: Record of decision on completeness and scope.

local authority administering agencies) and additionally the Department of Conservation, and with the relevant iwi authorities (Waikato-Tainui, Ngāti Hauā, and Ngāti Korokī Kahukura) and the hapū represented on the SL1 Tangata Whenua Working Group (Ngaati Wairere, Ngaati Maahanga, Ngaati Tamainupoo, Ngaati Hauaa, Ngaati Koroki-Kahukura, and Ngaati Apakura). Applicant representatives have also engaged with regional water services organisations Waikato Waters and IAWAI – Flowing Waters. Attached as **Annexure 2** is a summary of the formal pre-lodgement workshops with Hamilton City Council, Waipā District Council and Waikato Waters, and of key post-lodgement engagement. It is not exhaustive; fuller detail is in Attachment 2 to the substantive application.

Schedule 1 matters

Approvals sought

7. Golden Ridge Farm Limited and Golden Ridge Park Limited are the authorised persons seeking approvals for the Residential South Development component of the Project; and Industre Property Rua Limited and Southpark Agri Development Limited are the authorised persons seeking approvals for the Industrial North Development component of the Project.

8. The Applicants have applied under the FTAA for the required approvals for the Project. The approvals sought include:

   (a) a range of resource consents that would otherwise be applied for under the Resource Management Act 1991 ("RMA"), including subdivision consents, land use consents, water permits, and discharge permits;[2] and

   (b) a wildlife approval (sought on a highly precautionary basis) to handle, salvage/relocate, and incidentally injure or kill any protected lizards, and associated activities, should this be required during bulk earthworks for the Residential South Development and the Industrial North Development.

[2] Refer Volume 1 – Overview Report, section 9.1 (Resource Consent) and Table 16 (Summary of consent requirements under this Application). Volumes 2 and 3 of the application provide a detailed list of the reasons for consent for each part of the application. See also the Applicants' response dated 12 October 2026 to the EPA's request for further information, section 2.1 (Notable Trees and Street Trees), which includes the removal of notable trees T256 and T257 within the Ohaupō Road corridor. The removal of further notable trees within the designation at the Kahikatea Drive / Greenwood Street intersection is also likely to be required to implement the proposed transport mitigation; and an arborist assessment is being prepared and will be provided to the panel.

9. For completeness, it is noted that a surface water take required for the Project has been separately granted by Waikato Regional Council under the RMA.[3]

Complexity

10. The application does not present any material legal, evidential, or factual issues that are particularly complex or novel, which would significantly extend the decision-making timeframe. While the application has some distinctive features, which are addressed below, these do not in our submission give rise to material complexity. As with many applications for approvals under the FTAA, there is a considerable volume of assessments and management plans supporting the application. For this Project the volume of material has also been influenced by two discrete parts of the Project with different applicants, and the volume of material also largely reflects the legislative requirements rather than the inherent complexity of this application.

11. The principal components of the Project for which approvals are sought include:

    (a) **Residential South Development (46ha)**: comprising 938 residential lots and associated residential development enabled through a mix of vacant lots and superlots, underpinned by comprehensive bulk and location controls, a design guide, and a varied mix of housing typologies, as well as a small neighbourhood commercial node (approx. 1,000m^2 site, 433m^2 GFA);

    (b) **Industrial North Development (60ha)**: comprising 22 industrial lots of varying sizes, associated industrial buildings, and a small 0.46ha food and beverage node;

    (c) **Open space network**: an integrated open space network encompassing stormwater ponds, a neighbourhood park, riparian planting, ecological restoration, and wider ecological and recreational connectivity to the existing Mangakōtukutuku Gully; and

    (d) **Infrastructure and utilities**: supporting transport, utilities, and three-waters infrastructure. The Residential South Development component will be serviced by extensions to the public wastewater and water supply

[3] The water permit abstraction location is from Wairoa Terrace (Hamilton City's Municipal Take) and has a daily nett take volume not exceeding 6,389m3 and an annual limit of 1,897,990m3, which is sufficient for the full SL1 Consortium development (not just this Project). Refer V2 Appendix 31 and V3 Appendix 30 (Approved Water Take Consents).

networks, with onsite public stormwater management implemented and connected to the existing Hamilton City stormwater network. The Industrial North Development component will be supplied with water via a trickle-feed connection to the public reticulated water supply network, with wastewater to be managed through an interim solution pending connection to the reticulated network (as discussed at paragraph 22(f) below).

Legal complexity

12. There are no particularly novel or difficult legal issues in respect of the application.

13. Although the Applicants are seeking multiple approvals under the FTAA, including those requiring interface between the FTAA, the RMA, and the Wildlife Act 1953, each of these approvals is confined in scope.

14. For completeness, the Applicants note that:

(a) overall, the resource consents are sought as a non-complying activity, and that the application includes one activity that would otherwise be prohibited under the RMA – the removal of a single small (285m^2), highly modified pasture wetland within the Residential South Development (regulation 53 of the National Environmental Standards for Freshwater ("NES-F")). The FTAA expressly provides for approvals to be sought for such activities, and previous panels have granted approvals involving the loss of small wetlands.[4] The application proposes restoration and enhancement of a retained wetland to compensate this loss.[5]

(b) the National Policy Statement for Highly Productive Land 2022 ("NPS-HPL") is also engaged. The expert assessments supporting the application confirm that both sites are subject to long-term constraints such that the Project falls within clause 3.10 of the NPS-HPL.[6]

(c) the remaining property-related matters – the written approval of the NZ Transport Agency ("NZTA") under s 176 of the RMA for works within the Hamilton Southern Links designation, and an encumbrance and a historic

4 See, for example, the *Green Steel* decision, 19 November 2025. See paras [28], [334], and [644]–[654].

5 Applicants' legal submissions dated 9 September 2026 (V2 and V3 Attachment 4) at [8.1] and fn 16 (activity status) and [10.25]–[10.30] (prohibited activity).

6 Legal submissions at [10.5]–[10.16].

consent notice affecting parts of the Project site – will be addressed outside the FTAA process and do not require a decision from the panel.[7]

15. None of these matters is considered novel or determinative.

Evidential complexity

16. The substantive application report and the technical reports supporting the application are extensive.

17. The principal effects of the Project relate to transport and infrastructure. Other impacts include freshwater ecology, the loss of highly productive land, and landscape and rural character. Transport and infrastructure effects extend beyond the Project site and are proposed to be managed through staging and the proposed conditions, the detail of which remains the subject of ongoing engagement. The remaining effects are largely contained to the Project sites.

18. As noted earlier, prior to lodgement of the application the Applicants held discussions with representatives of the Waikato Regional Council, Hamilton City Council, Waipā District Council, the Department of Conservation, and the relevant iwi authorities (for example, facilitated site visits and meetings/discussions on conditions). Since lodgement, engagement has principally focused on Hamilton City Council, Waipā District Council, Waikato Waters and NZTA, with Hamilton City Council and Waikato Waters being instrumental in progressing the servicing aspects of the Project. These discussions have helped to narrow the issues, and the Applicants intend to continue engaging proactively as there remain matters such as transport, infrastructure and conditions that require further engagement.

19. Whilst there is always the potential for differences in expert opinion, the Applicants anticipate that issues will continue to be narrowed through ongoing engagement and the statutory comment process.

Factual complexity

20. The Applicants note two factual matters that are distinctive to this application; however, neither is considered sufficiently complex to warrant an extended decision-making timeframe beyond that sought:

---

7 Legal submissions at [10.1]–[10.4] (s 176 approval), [10.31]–[10.33] (encumbrance), and [10.34]–[10.38] (consent notice).

(a) The application differs from other listed projects in that there are authorised persons relevant to two discrete parts of the Project (the Residential South Development and the Industrial North Development). The different components of the Project also generate different localised effects. To minimise the potential for confusion, an overview application dealing with the Project as a whole was prepared, supplemented by separate volumes for the Residential South Development and Industrial North Development components. Separate conditions of consent have also been proffered for each component, and the Industrial North Development conditions provide for the two landowners within that component.

(b) Since 1 July 2026, drinking water and wastewater services have been delivered by newly established council-controlled water services organisations, being Waikato Waters (for Waipā District) and IAWAI – Flowing Waters (for Hamilton City and Waikato District). Given the location of the Project site and the proposed connections to the water and wastewater networks, the Applicants have engaged with both entities. Although this adds a further dimension to the servicing arrangements, it is a matter of coordination that can be addressed through ongoing engagement and conditions of consent.

Issues

21. Pre- and post-lodgement engagement has been constructive and has helped to identify the matters on which further technical work and discussion are required. Hamilton City Council, for example, has identified matters on which it seeks further information or holds a different view to the Applicants, and the Applicants are continuing to work through these with Hamilton City Council. The Applicants have continued to engage collaboratively with the relevant iwi authorities and the hapū represented on the SL1 Tangata Whenua Working Group, with a hui with the Working Group scheduled for next week. The Applicants acknowledge it is for tangata whenua to detail the nature of the cultural effects associated with the Project.

22. The Applicants understand that the principal matters to be addressed as part of the consideration of this application, a number of which remain the subject of ongoing engagement, are:

(a) Transport, including the extent to which development can proceed in advance of the delivery of NZTA's Hamilton Southern Links, the proposed

upgrades to Ohaupō Road, interim access arrangements for the Industrial North Development and their transition to the ultimate Hamilton Southern Links layout, the transport modelling assumptions, and access and connections from the Residential South Development to the surrounding road network.

(b) Three-waters servicing, including network capacity, long-term servicing solutions, stormwater management, and the infrastructure, funding, and delivery arrangements required to support each stage of development.

(c) Open space provision, including the width of esplanade reserves and the size of the neighbourhood park.

(d) Consent conditions concerning the provision of infrastructure, staging, and triggers, including the administration of the approvals and the vesting of land and assets.

(e) Whether artificial farm drains are rivers under the RMA (and the NES-F / National Policy Statement for Freshwater Management framework). The Applicants consider they are not but, on a conservative basis, have applied for the relevant resource consents (without prejudice to that position) so that the panel is able to grant the approvals sought whichever view it takes.

(f) Further to the three-waters servicing noted in (b) above, post-lodgement wastewater modelling results have very recently been received from Hamilton City Council for the Industrial North Development. The modelling (which was unavailable at the time of lodgement) highlights existing constraints within the network. As part of ongoing pre- and post-lodgement engagement with Waikato Waters, the Applicants are now proposing an updated wastewater approach for the Industrial North Development, comprising limited on-lot wastewater discharge to land followed by a membrane bioreactor (MBR) plant, to facilitate interim development prior to commitment to, and connection with, the ultimate strategic reticulated network. The revised approach remains consistent with the land use and subdivision approvals sought.[8] The Applicants will provide supplementary assessments to address the specific approvals required for the revised

[8] The revised wastewater approach forms part of the Project. Under s 4 of the FTAA, "project" includes any activity that is involved in, or that supports and is subsidiary to, a project referred to in paragraph (a) of that definition (being, in this case, the listed project described in Schedule 2 of the FTAA).

approach following the Panel Convener conference. The supplementary assessments can be provided within a reasonable timeframe to avoid delays in standing up a panel.

23. Item 3(b) of Schedule 1 of the Minute is not relevant to these approvals.

24. Item 3(c) of Schedule 1 of the Minute is not relevant to this application.

Tikanga

25. Item 4 of Schedule 1 of the Minute invites iwi authorities and Treaty settlement entities to address tikanga and the protection of sensitive information. The Applicants defer to the iwi authorities and Treaty settlement entities identified in Schedule 2 of the Minute on these matters.

Panel membership

26. The Applicants acknowledge that the Project site is within the catchment of the Waikato River, and that the application includes regional consents to divert water and to discharge stormwater which may relate to tributaries of the Waikato River. The Minute confirms that the co-management arrangements under the Waikato River settlement legislation, including the Joint Management Agreement between Waikato-Tainui and the relevant local authorities, apply to this application.[9] In those circumstances, the FTAA requires the Panel Convener to comply with those arrangements (or an agreed modified arrangement).[10] Accordingly, the Waikato River Authority and the Waikato Regional Council have equal panel appointment rights and must jointly appoint a chairperson in addition to their own appointees.[11] The Applicants acknowledge that, in light of these arrangements, the Panel Convener has no ability to appoint additional panel members, and that the Panel Convener will facilitate the appointment process and request nominations from the Waikato River Authority and the Waikato Regional Council following the conference.

27. To assist the Panel Convener in offering observations on the expertise required, the Applicants note that clause 7(1) of Schedule 3 of the FTAA requires panels to have the collective skills, knowledge, and expertise relevant to the approvals being sought, and expertise in environmental matters. There is also a statutory

9 Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010, ss 26 and 28. Under s 6(1), "Waikato River" in s 26 includes tributaries, streams, and watercourses flowing into the Waikato River within the areas marked "A" and "B" on SO plan 409144.

10 FTAA, Schedule 3, cl 5(2).

11 Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010, s 28(2).

requirement that at least one panel member has an understanding of te ao Māori and Māori development. Counsel considers a panel comprising those requirements should include persons with the following experience:

(a) a lawyer or planner; and

(b) a traffic engineer / engineer.

28. Prior experience in large-scale urban development would be preferable.

29. For completeness, in relation to items 5(b)(i), (iii) and (iv) of Schedule 1 of the Minute, other than the co-management arrangements under the Waikato River settlement legislation addressed above, the Applicants do not consider that there are any circumstances specific to this application that are unique to the Waipā District, Hamilton City, or the Waikato region.

30. Given the nature and scale of the application, as described above, the Applicants consider that a three-member panel, comprising one member appointed by each of the Waikato River Authority and the Waikato Regional Council and a jointly appointed chair, would be sufficient. A panel of that size would be consistent with the panels appointed for most applications under the FTAA, including the recent Oparure Quarry South-Western Pit application, where the river settlement co-management arrangements were also engaged.

31. In relation to item 5(b)(ii) of Schedule 1 of the Minute, the Applicants note that there are 18 other listed projects and 20 referred projects located within the Waikato region. Counsel is not aware of any other substantive applications under the FTAA having been lodged in the Hamilton or Waipā districts at this time. However, substantive applications have been lodged for the following projects in the Waikato District, close to the Hamilton City boundary: Brymer (adjoining Hamilton City to the west), Te Kowhai East (on the north-western edge of Hamilton), Ruakura 2 (north-east of Hamilton), and the Waikato Thoroughbred Racing Greenfield Hub (at Tamahere).

Procedural requirements

32. The Applicants are willing to engage directly with the panel to advance the application efficiently (e.g., through briefings, meetings, conferencing, or written responses). A presentation on the overview of the application may be beneficial, as has occurred on other projects. The Applicants are also willing to facilitate a site visit for the panel.

33. At this stage, the Applicants consider that the issues raised by administering agencies can be resolved through continued direct engagement. Once comments are received and the panel appointed, the Applicants will be in a position to be more definite as to the need for, or scope of, expert conferencing.

34. Fulsome draft conditions have been included with the application. No changes (other than those included in the Applicants' response dated 12 October 2026 to the EPA's request for further information under s 46(2A) of the FTAA) have been made to the application, including the draft conditions, since lodgement. That response provided an assessment against the Operative Hamilton District Plan and further information on transport and scope, and extended the approvals sought to include the removal of two notable trees within the Ohaupō Road corridor, together with associated proposed conditions.

35. The Applicants intend to refine the draft conditions through ongoing engagement, particularly with Hamilton City Council and NZTA. Updated conditions will address the wastewater changes necessary for the Industrial North Development discussed above and the removal of a further stand of four notable trees (T219.1–T219.4) within the NZTA designation, which is required to implement the proposed Kahikatea Drive / Greenwood Street roundabout upgrade. An arborist assessment of those trees is being prepared and is expected to be available by the time the panel is appointed.

36. As noted, the Applicants have undertaken extensive engagement. Remaining differences not already addressed can be responded to by the Applicants in accordance with ongoing engagement and the statutory processes.

37. The Applicants do not consider that a hearing will be required.

Decision-making timeframe

38. The Applicants wish to express their desire that the application be processed promptly and efficiently. They consider that a decision timeframe of **70** working days, from receiving comments to the issuing of a decision, would be appropriate and reasonable. The Applicants' suggested timeframe is set out in **Annexure 1** to this memorandum. The Applicants consider the suggested timeframe would provide the panel with sufficient time to make an informed decision and would be consistent with the principles in s 10 of the FTAA.

Conclusion

39. The Applicants are not aware of any other information needed to decide the timeframe or panel composition. The Applicants thank the Panel Convener for the opportunity to address matters relating to panel membership and the timeframe for determining the application.

JR Welsh

Counsel for Colliers Project Leaders NZ Limited (as agent and representative of Golden Ridge Farm Limited, Golden Ridge Park Limited, Industre Property Rua Limited, and Southpark Agri Development Limited)

17 November 2026

Annexure 1: Estimated timeframe

Task	W/D	Date	Section / reasoning
Panel commencement	N/A	2 December 2026	s 52A(1): the panel must commence work within 5 W/D.
Invite comment from relevant parties	10 W/D later	16 December 2026	s 53(1).
Comments close (ss 53 & 54)	20 W/D later	3 February 2027	s 54(1). 20 December to 10 January excluded.
Comments close for applicants (s 55)	5 W/D later	11 February 2027	s 55(2): 5 W/D is a maximum. Waitangi Day (observed 8 February) excluded.
Any other procedural steps, evaluation and decision writing	35 W/D later	5 April 2027	No statutory timeframe. Good Friday (26 March) and Easter Monday (29 March) excluded.
Draft decision is to approve			
Draft decision and conditions to Ministers (s 72)	Same day	5 April 2027	ss 72(1) and (1A). Issued concurrently with the s 70(1) step below, as s 72(1A) permits.[12]
Response from Ministers (s 72)	10 W/D later	19 April 2027	s 72(2): Ministers must be allowed 10 W/D. To run alongside participant comments.
Applicant response to Ministers' comments (if any)	5 W/D later	27 April 2027	No statutory right of reply or timeframe; panel discretion. Aligned with s 70(4) so the Applicants file a single combined response. Anzac Day (observed 26 April) excluded.
Draft conditions and decision to participants (s 70(1))	Same day	5 April 2027	ss 70(1) and (2)(b). Issued concurrently with the s 72 step to the Applicants (s 70(1)(a)), s 53 commenters (s 70(1)(b)) and relevant authorities (s 70(1)(c)).
Participant comments on draft conditions (s 70(2))	10 W/D later	19 April 2027	Date set by the panel under s 70(2)(a); no statutory minimum. Aligned with s 72(2) so all comments close on the same day.

[12] The draft decision and conditions should be issued to the Ministers (s 72), the Applicants and participants (s 70(1)) concurrently, rather than first to the Ministers and then to the Applicants and participants once the Ministers have commented. Section 72(1A) expressly permits this.

Task	W/D	Date	Section / reasoning
Applicant response to participants on conditions (s 70(4))	5 W/D later	27 April 2027	s 70(4). Anzac Day (observed 26 April) excluded.
If not agreed, procedural step in relation to draft conditions	5 W/D later	4 May 2027	No statutory timeframe. Can be absorbed into finalisation of decision if conditions are largely agreed.
Evaluate and finalise decision	10 W/D later	18 May 2027	No statutory timeframe. Panel considers all comments and responses and finalises its decision (ss 87 and 88).
Decision release	70 W/D after comments from invited parties close	18 May 2027	s 79(1)(a). Maximum 90 W/D limit in s 79(2)(b)(ii).

Annexure 2: Engagement summary

Memorandum

To: EPA – Panel Convener Conference

From: Sam Le Heron and Fraser McNutt – Barker & Associates Limited

Date: 17 November 2026

Re: FTAT Consultation – Southern Links 1

For a more detailed summary of the consultation outlined below, refer to Attachment 2 of SL1 lodged substantive application, published here: https://www.fasttrack.govt.nz/__data/assets/pdf_file/0025/37348/V2-Attachment-2-Engagement-and-Consultation-Appendices-1-of-3_Redacted.pdf

The below is intended to capture the formal workshops and meetings over the course of the pre-lodgement engagement for the Southern Links 1 Substantive Application with Hamilton City, Waipa primarily, and to capture Waikato Waters consultation. Section 5 also outlines post lodgement engagement across the various parties, but this is not an exhaustive list. This does not cover phone calls and emails of which there are plentiful over the course of the pre-lodgement and post-lodgement engagement. The primary focus of this is to capture consultation with Hamilton City, Waipa, Waikato Waters pre lodgement, and more broadly post-lodgement consultation. In addition, ongoing pre and post lodgement consultation with Department of Conservation, New Zealand Transport Agency, iwi/ hapū and others is continuing, but not captured in the below summary.

1.0 Pre-Lodgement FTAT (Future Proof Action Team)

Date	FTAT Stakeholders	Purpose	Summary
Nov 24	• HCC • Future Proof	Wider FTAT approach to Fast Track Applications	Representatives of Future Proof made it clear that FTAA projects within the Future Proof boundaries, were to formally engage via a Future Proof Fast Track Action Team (FTAT) process, prior to lodgement of a substantive application. This was first introduced to the Applicant via a framework / principle's discussion in November 2024, preceding any ability to formally lodge a substantive application (February 2025).
Between November 2024 and August 2025, the Southern Links 1 Project team was in set up mode, procuring specialist expertise to commence work on the substantive application for the project sites. This included preliminary engagement with wider stakeholders.			
27 Aug 25	• HCC • Waipā DC (WDC)	SL1 Cost Recovery Agreement	Further refine the CRA and principles of working collaboratively pre-lodgement.

10 Oct 25	• HCC • NZTA • WDC • IAWAI • WRC	SL1 Briefing Workshop	The meeting highlighted the overall SL1 Growth Cell, consortium land holdings and the various fast-track applications being progressed. It recorded the need for continued engagement with iwi, DOC, NZTA, HCC, WDC and WRC, with infrastructure servicing, Southern Links integration, ecology and cross-boundary matters identified as key points. This workshop also confirmed the scope, i.e. SL1 project, and what it covers (Industrial and Residential) as part of the substantive application.
16 Oct 25	• HCC • WDC • WRC • IAWAI • NZTA	SL1 Consenting Strategy	The meeting covered the proposed structure of the substantive application, including the overview report, separate residential and industrial volumes, consolidated consultation material and a "day zero" subdivision approach for residential. It also discussed a consenting pathway that provides councils enough certainty, while allowing for a staged delivery, particularly through design guide, condition frameworks infrastructure workshops and engagement.
23 Oct 25	• HCC • WDC	SL1 Planning & Infrastructure Brief	The workshop discussed the P&I brief baseline document and identified the key assessment topics. The P&I brief was proposed as a shared reference point for what HCC and stakeholders wanted to see from the SL1 Project team. Discussion noted the brief needed to support the fast-track application and provide clarity to assessment topics, infrastructure expectations, jurisdictional matters and future workshops. Whilst the P&I brief was an FTAT initiated item, limited collaborative time has been spent on this, as the strategic purpose and intent under the FTAA legislation was unclear.
30 Oct 25	• HCC • WDC • WRC	SL1 Land Use & Urban Design	The workshop covered the proposed land use activities and urban design approach, including the master plan and design guide. Conversation focused on how the individual fast-track sites would contribute to the wider SL1 growth cell and how the proposal should demonstrate integrated rather than isolated development. The discussion noted that future connectivity, stormwater, ecological corridors and Te Ture Whaimana should be included. This workshop informed the basis for

			the wider SL1 growth cell thinking and infrastructure considerations.
5 Nov 25	• HCC • WDC • NZTA	SL1 Transport	The workshop sought to understand NZTA and HCC medium- and long-term transport servicing options for developers to align to preferred network patterns. Discussion included how the development could function prior and post implementation of Hamilton Southern Links, with concern around access, staging, traffic effects on the existing network. Transport modelling needs to test realistic interim and long-term scenarios, and further alignment with NZTA and HCC was required before determining the network hierarchy and upgrades.
10 Nov 25	• HCC • IAWAI • WDC Waikato Waters	SL1 Wastewater Approach	The workshop sought to confirm the applicant's high-level wastewater servicing approach. It was discussed that the Southern Wastewater Treatment Plan was the long-term servicing solution for the entire SL1 growth cell, also recognising the challenge of enabling early stages while the infrastructure is still years away. The conversation reflected a need for certainty, with stakeholders noting that existing constraints in the network should inform modelling and interim solutions.
10 Nov 25	• HCC • WRC • City Waters	SL1 Water	The meeting was to discuss the applicants proposed water servicing approach for SL1 growth cell and Southern Links 1, including a water take and future transfer to IAWAI/HCC. Both interim and long-term solutions depend on modelling and infrastructure.
20 Nov 25	• HCC	SL1 Water Model Scope Discussion	The meeting was held to derive a modelling scope from which a detailed modelling brief could be formed. It was discussed that the focus of water modelling was to be narrowed to the demand and connection points required for the application. Modelling to be used as a way to determine when existing service levels would fail and when strategic interventions would be required.
20 Nov 25	• HCC • NZTA • WDC	SL1 Stormwater	The workshop was intended to obtain stakeholder feedback on the proposed stormwater design for the proposed SL1 substantive application. The

	• WRC		meeting discussed if the proposed stormwater approach would meet HCC/WRC expectations while considering site constraints. Discussions were had around a more integrated stormwater strategy, with further assumptions, upstream and downstream effects, stormwater wetland design and peat considerations.
27 Nov 25	• HCC • WDC	SL1 Ecology	The workshop aimed to obtain stakeholder feedback on the draft SL1 Ecological Assessment to inform the substantive application. The meeting reviewed the ecological information provided to date and identified where the assessment/s required additional information prior to lodgement and consultation with DOC. Key points of the discussion included retaining drain features, role of upper tributary of Mangakotukutuku Stream features, lizard relocation, clarifying bat corridor mapping, water course classification and ecological corridors.
11 Dec 25	• HCC • WDC	SL1 Parks & Social Infrastructure	The workshop was intended to discuss parks, open space, social infrastructure and retail provisions within the substantive Southern Links 1 site. The meeting considered how the masterplan should provide for parks, recreation and social infrastructure in a way that aligns with HCC policy and provisions. It was discussed that further refinement was necessary to demonstrate walking access to parks, multifunctional corridors, and school demand, while responding to HCC's emerging social infrastructure methodology.
13 Mar 25	• HCC • WRC • WDC	SL1 Planning	The meeting was held to provide feedback on the updated SL1 land use, parks, connectivity, stormwater layout, transportation and ecology information shared in advance. A focus of the workshop was to align the planning approach prior to lodgement to reduce the number of unresolved matters. Discussion supported the high-level SL1 growth cell concept plan and design-guide consenting strategy, while setting out the next day design iteration needed to more thoroughly address the industrial layout, road hierarchy, connectivity, bulk and location controls, ecology and non-industrial activities.

13 Mar 26	• HCC • WRC • WDC	SL1 Infrastructure	Wider feedback on SL1 infrastructure approach, including stormwater, transportation and servicing considerations. Broader alignment with infrastructure considerations.
23 Mar 26	• HCC	SL1 Ecology	Focused discussion around EcIA for Residential South and consideration of bats, bat management plan and wider approach to managing residual effects.
26 Mar 26	• HCC • NZTA	SL1 Transport	Further discussion on trip generation and mode share assumptions in response to the previously shared draft ITA.
1 Apr 26	• HCC • NZTA • WDC	SL1 Transport	Further discussion and refinement of feedback on draft ITA version shared ahead of workshop and collective comments and discussion points. Reaffirmed approach to ITA and modelling analysis and general support for ITA structure and content, including preliminary mitigation considerations.
16 Apr 26	• HCC • NZTA • WDC	SL1 Transport	Further refinement of outstanding points from previous workshop to align expectations on mode share assumptions, car occupancy assumptions, PT assumptions and wider alignment on ITA considerations.
14 May 26	• HCC	SL1 Planning	Strategic follow up meeting following previous March workshop, and to narrow down outstanding matters for consideration. Key focus was wider updates to the SL1 Concept Plan, local commercial node size, drain/stream classification, infrastructure triggers.

Between June 2026 – and September 2026 the Applicants meet with HCC and other stakeholders to continue to refine issues and outstanding points. Notwithstanding this, no formal workshops took place during this time as the Applicant progressed with refinement of specialist reporting prior to lodgement of the substantive application.

2.0 Hamilton City Council

Date	Attendees	Purpose	Summary

Various	• FTAT • HCC	Pre-lodgement engagement	Technical workshops on a range of disciplines as the substantive application and pre-lodgement engagement has continued.
Various	• FTAT • HCC	Pre-lodgement engagement	Various structured meetings outside of above workshops to progress key items, like private developer agreements, key risks or concerns, ongoing stakeholder engagement and technical options (like ecology, transport).

3.0 Waipā District Council

Date	Attendees	Purpose	Summary
Various	• FTAT • WDC	Pre-lodgement engagement	Technical workshops on a range of disciplines as the substantive application and pre-lodgement engagement has continued.
26 Aug 25	• FTAT • WDC	Water Abstraction Consent Pathway	WDC attended this meeting, along with various other stakeholders including HCC, and WRC in relation to the SL1 Water Abstraction proposal. The purpose of this meeting was to discuss the water abstraction consent pathway for SL1, including allocation regimes, application requirement, iwi consultation expectations and the potential transfer of consents to HCC or IAWAI. The meeting provided an opportunity to clarify council expectations, cost recovery agreements and consent durations.
1 April 26	• FTAT • WDC	Draft Integrated Transport Assessment	WDC attended this meeting, along with various other stakeholders, including HCC, WRC and NZTA in relation to SL1 Industrial North and Residential South ITA. The purpose of this meeting was to discuss the draft ITA for SL1. Discussion was focused on key transport matters, including trip generation, mode share assumptions, intersection staging, active transport provisions, and the relationship with the Southern Links Project. The discussion considered trip generation and mode share, in particular the difference between person-trip and vehicle-trip methodologies and how assumptions were applied. Key intersections were discussed with a clear staged approach to intersection upgrades and transport responses

			emerging. Walking and cycling provisions were considered, noting that these designs will continue to evolve through subsequent design phases. The discussion also identified the requirement for the ITA to determine matters that should be addressed promptly, or deferred to a later stage, particularly due given the uncertainty regarding the timing and funding of Southern Links.

4.0 Waikato Waters Limited

Date (various)	Attendees	Purpose	Summary
Multiple days in July 2026	• WWL • Applicant	Pre-lodgement engagement	Wider introduction to the Southern Links 1 project, post IAWAI June 2026 letter, project overview and relevant specialist reporting.
Multiple days in August 2026	• WWL • Applicant	Pre-lodgement engagement	Wider progression of memorandum of understanding with Waikato Waters, updates on servicing approach.

5.0 Post-lodgement consultation

Date	Attendees	Purpose	Summary
Multiple days in September 2026	• WWL • Applicant	Post Lodgement Engagement	Formal Memorandum of Understanding. Updates on servicing approach for Southern Links 1 Lodged Substantive.
Multiple days in October 2026	• WWL • Applicant	Post Lodgement Engagement	Ongoing updates on wider servicing strategy and approach for Southern Links 1 with WWL post lodgement.
Multiple days in November 2026	• WWL • Applicant	Post Lodgement Engagement	Ongoing updates on wider servicing strategy, technical assessments and approach for Southern Links 1 with WWL post lodgement.

16 November 26	• HCC • Waipa • Applicant	Post-lodgement engagement	Meeting to discuss lodged substantive application, and front foot any areas of interest or concern from HCC and Waipa. Wider overview of areas of interest discussed and set up of technical workstreams on various topics, including transport, ecology, stormwater, PDA and consent conditions. Clear intent to continue to engage collaboratively as the substantive application progresses.
23 November 10.30am Teams	• HCC • NZTA • WRC • Waipa • Applicant	Transport Briefing	HCC to circulate external transportation input from Flow (Ian Clarke) to Applicant / BBO ahead of transport briefing on key areas
23 November	• Iwi • Applicant	Iwi briefing	Continuation of wider iwi engagement as part of SL1 Tangata Whenua working group, including wider update on Southern Links 1 substantive application and latest information and updates.
24 Nov	• Convener Conference	Specialist input into panel convener assessment	
Next week	• WWL • Applicant	Servicing Briefing	Applicant to circulate refined servicing strategy for Industrial North, post modelling results received after lodgement of substantive.
Next two weeks	• HCC • Applicant	Ecological Briefing	HCC to circulate external ecological input from Phoenix Ecology to Applicant / Ecological Solutions ahead of ecology briefing on key areas.
Next two weeks	• HCC • Applicant	Stormwater	HCC to circulate external stormwater input from Morphum to Applicant / Maven ahead of stormwater briefing on key areas.
Next four weeks	• HCC • Waipa • WWL • Applicant	PDA Briefing	Applicant to provide an update on the previous PDA terms sheet and latest staging / conditions to continue PDA discussions.
Next four weeks	• HCC • Waipa • WWL • Applicant	Draft Conditions	Applicant to provide an updated set of draft conditions based on the above key specialist briefings to support Panel consideration.