



Engagement and Consultation Summary Report

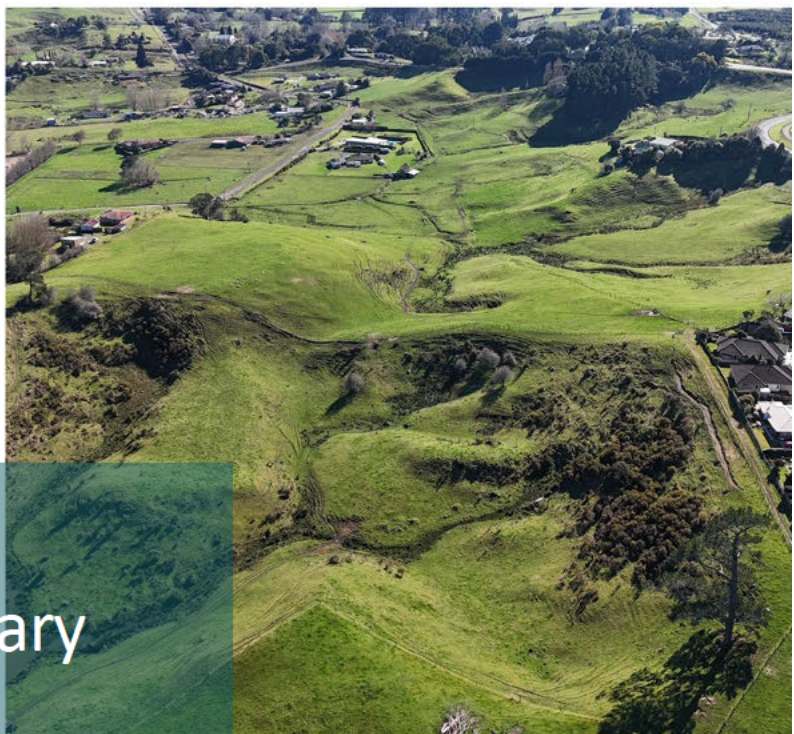
Brymer Farms

20 August 2026

B&A

Urban & Environmental

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Contents

1.0	Introduction	5
1.1	Report Purpose	5
1.2	Stakeholders	5
2.0	Relevant Local Authorities	6
2.1	Future Proof Fast Track Action Team (FTAT)	7
2.2	Waikato District Council	8
2.3	Hamilton City Council	18
2.4	Waikato Regional Council	30
2.5	IAWAI	34
3.0	Relevant Iwi and Hapū	38
3.1	Hui – Brymer Fast Track Substantive Application	38
3.2	Hui – Brymer Water Take	40
4.0	Relevant Administering Agencies	42
4.1	Department of Conservation	42
4.2	Environmental Protection Authority	43
4.3	Heritage New Zealand Pouhere Taonga	44
4.4	New Zealand Transport Agency	44
4.5	Ministry of Education	45
5.0	Adjoining and Adjacent Landowners	46
6.0	Other Stakeholders	53
6.1	Waikato River Authority	53
6.2	WEL Networks	53

Appendices

Appendix 1 Consultation Record

1.0 Introduction

1.1 Report Purpose

This report has been prepared in support of the preparation of the Fast-track Consent Application for the **Brymer Farms** project (**'the Project'**).

Throughout the development of the Project, Brymer Farms Limited (**'the Applicant'**) has undertaken consultation and engagement with a range of stakeholders.

The purpose of engagement and consultation is to ensure that the relevant stakeholders are well informed in regard to this project and provided an opportunity to provide feedback.

Consultation and engagement has been carried out through a number of online and in-person meetings, emails and written correspondence.

The consultation to-date has informed the development of this project. This report details the consultation and engagement undertaken to support the substantive application.

Under the Fast Track Approvals Act 2024, Section 11 sets out those persons and groups that must be consulted with prior to lodging a substantive application for a listed project. This includes:

- (1) Hamilton City Council, Waikato District Council and Waikato Regional Council (the relevant local authority, s11(b)(i));
- (2) Te Whakakitenga o Waikato-Tainui & Ngaati Maahanga (the relevant iwi authorities, hapū, and Treaty settlement entities, s11(b)(ii));
- (3) Department of Conservation, Future Proof Partners, Heritage New Zealand Pouhere Taonga, Ministry of Education, and the New Zealand Transport Agency (the relevant administering agencies, s11(b)(iii)).

All these groups have been consulted throughout the preparation of this application, as is detailed further in this report and appendix.

1.2 Stakeholders

The Applicant has undertaken comprehensive consultation and engagement throughout the development of the Brymer Project, commencing during the early stages of project planning and continuing through the preparation of both the referral and substantive applications. As noted above, the consultation programme has involved a range of local authorities, iwi and mana whenua representatives, government agencies and infrastructure providers. Key stakeholders engaged throughout the preparation of the substantive application include:

- **Waikato District Council** – Nick Birdsall and Donna Tracey
- **Hamilton City Council** – Juliana Reu Junqueira and Greg Carstens
- **Ngāati Māahanga** – Jo Kukutai
- **Waikato-Tainui** – Kahurimu Flavell
- **Department of Conservation** – Bridgette Munro
- **Environmental Protection Authority** – Ben Bond

- **Heritage New Zealand Pouhere Taonga** – Rachel Darmody
- **New Zealand Transport Agency Waka Kotahi** – Emily Hunt
- **Ministry of Education** – Susan Henderson

The consultation undertaken has comprised project meetings, technical workshops, site visits, hui, written correspondence, circulation of draft technical information and ongoing engagement with specialist advisers. The following sections summarise the consultation undertaken with each stakeholder group and demonstrate how feedback received has informed the preparation and refinement of the substantive application.

2.0 Relevant Local Authorities

The relevant local authorities for the Project are Waikato District Council (**WDC**), Hamilton City Council (**HCC**) and Waikato Regional Council (**WRC**). Collectively, these councils are key partners in the Future Proof partnership, which provides the strategic framework for managing growth and infrastructure across the Hamilton-Waikato sub-region.

The Applicant has sought to approach consultation in a proactive, open and constructive manner and has made considerable effort to engage early and meaningfully with WDC, HCC and WRC throughout both the referral and substantive application phases of the Project. This engagement has been undertaken to ensure that the Project is informed by the councils' technical expertise, strategic planning objectives and infrastructure planning, while providing the local authorities with meaningful and ongoing opportunities to understand the proposal, identify matters of interest or concern, provide feedback and discuss potential solutions as the Project has evolved.

In particular, the Applicant has sought to maintain constructive and ongoing engagement with the relevant local authorities, including through meetings, discussions, information exchanges and reviews as the proposal has developed. Where matters have been raised through that engagement, the Applicant has sought, wherever practicable, to work collaboratively with the relevant authority to understand and respond to those matters, including through the progressive development and refinement of the proposal and associated infrastructure and servicing arrangements.

The engagement undertaken with the local authorities has also supported ongoing collaboration with the Future Proof partners, recognising the strategic significance of the Project within the wider Hamilton-Waikato growth area. The consultation recorded in this report reflects an ongoing process undertaken over approximately 18 months prior to lodgement and demonstrates the sustained engagement undertaken as the Project has progressed. The Applicant remains committed to continuing that constructive and collaborative approach throughout the assessment of the substantive application and, if approved, during the implementation of the Project.

A summary of the engagement undertaken with each local authority is set out below. For completeness, correspondence confirming the nature and extent of engagement undertaken with the relevant local authorities is appended to this report and forms part of the consultation record for the Project.

2.1 Future Proof Fast Track Action Team (FTAT)

Future Proof is a collaborative partnership among local government, iwi, and central government agencies aimed at ensuring sustainable growth in the Waikato sub-region.

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, prior to being able to formally lodge a substantive application in early 2025.

Since the initial inception of this FTAT forum, additional structure, processes and frameworks have been continually added as the FTAT forum seeks to effectively assess and consent, prior to formal substantive lodgement. The FTAT forum has required cost recovery agreements to be signed, prior to engaging, and the FTAT forum have also required cost recovery agreements to be signed prior to submitting referral applications, to obtain a statement of fact letter to support consultation (post consultation).

For context, at the time of writing this consultation report, no substantive application has been submitted to the EPA that has been considered by the FTAT process (i.e. adjoining Hamilton), which is considerably important given the scale and context of FTAA projects within the immediate FTAT periphery.

The Application for Brymer is one of the earlier substantive applications to engage with this group. From the outset there has been a clear expectation from FTAT that Brymer should follow the prescribed Council driven process for pre-lodgement substantive engagement. The Applicant initially proceeded on this basis, including entering into a cost recovery agreement. However, as the process progressed, concerns arose regarding its efficiency and effectiveness. As a result, the Applicant did not continue with the process and instead adopted an alternative, more practical approach to pre-lodgement engagement.

The FTAT forum is made up of representatives from;

- Hamilton City Council;
- Waipa District Council;
- Waikato District Council;
- Waikato Regional Council;
- New Zealand Transport Agency; and
- Iwi (Waikato-Tainui).

This includes consultant specialists on behalf of the above authorities for different topics, and overarching project management consultants for the wider FTAT program in the Waikato. Under the cost recovery agreement in place, the Applicant is subject to all costs, fair and reasonable, prior to lodging a substantive application. The FTAA process for cost recovery then applies.

Hamilton City Council have essentially been the gatekeeper or lead representative coordinating the wider FTAT program. The clear messaging throughout has been the FTAT forum has been established to provide a 'one stop shop' for pre-lodgement engagement and meaningful collaborative working on substantive applications.

Prior to engaging with this forum, a signed cost recovery agreement is required to support all staff and technical specialists engagement for work on pre-lodgement substantive applications. Cost estimates and fee proposals are shared prior to formal engagement, and cover technical disciplines like transport, ecology, urban design, stormwater, planning, through to modelling of infrastructure like water and wastewater connections.

The Applicant entered this FTAT engagement in good faith, working collaboratively and sharing information freely as it was available. This is centred on the premise of connecting to the Hamilton urban services, including roading, water, stormwater and wastewater.

2.2 Waikato District Council

As aforementioned, WDC is the relevant territorial authority for the Project and has been a key stakeholder throughout both the referral and substantive application.

Since the Project was referred, B&A, on behalf of the Applicant, has undertaken ongoing and collaborative engagement with WDC through a combination of in-person workshops, online meetings, technical working groups and written correspondence. Consultation has focused on ensuring that the Project responds appropriately to planning, infrastructure, transport, stormwater, urban design and servicing matters, while providing WDC with opportunities to review evolving technical information and provide feedback throughout the preparation of the substantive application.

This collaborative approach has enabled technical matters to be progressively identified and addressed as the design has evolved, with specialist investigations, modelling and supporting assessments refined in response to feedback received.

Following these workshops and technical discussions, consultation with WDC has remained ongoing throughout the preparation of the substantive application. Feedback received from Council officers has informed successive iterations of the Project masterplan, infrastructure servicing strategy, transport modelling, stormwater management approach, urban design framework and supporting technical assessments. This iterative process has enabled issues to be identified early, technical information to be progressively refined, and the substantive application to respond to matters raised by WDC wherever practicable.

Further details of this consultation and engagement is set out below.

2.2.1 Monthly WDC Meeting

Monthly project meetings were held throughout the preparation of the substantive application, generally on the first Wednesday of each month. These meetings were attended by the Applicant's planning team, together with the Cross Boundary Growth Manager and the Growth Implementation Manager – Strategy and Growth. The meetings provided a regular forum to discuss project progress, address emerging issues and risks, coordinate technical workstreams, and facilitate ongoing collaboration and input into the development of the substantive application.

2.2.2 Meetings and Written Correspondence

The Applicant has maintained regular communication with WDC. Engagement has occurred through meetings, written correspondence, technical memoranda and the exchange of draft technical information to facilitate early feedback and support the collaborative development of the Project.

Table 1 summarises the formal written consultation and engagement carried out with WDC to date.

Table 1 - Meetings and Written Communication with WDC

Method	Date	Purpose/Discussion
Meeting	20-Nov-25	Initial meeting between the Applicant, Waikato District Council, Hamilton City Council and technical advisers to introduce the Project and discuss the proposed infrastructure strategy, Future Proof context, servicing approach, technical workstreams, engagement process and next steps. The meeting established an agreed collaborative approach and identified the need for further technical engagement before councils could determine future infrastructure vesting arrangements.
Email/Letter	19-Dec-25	WDC, along with HCC and other Future Proof Partners jointly issued a letter establishing agreed principles, governance arrangements and a target programme for preparation of the substantive application. The letter outlined expectations regarding technical investigations, infrastructure servicing, modelling, urban design, mitigation, consent conditions and the proposed Private Development Agreement.
Email	2-Feb-26	Follow-up correspondence after the introductory workshop coordinating a dedicated water and wastewater technical meeting with relevant subject matter experts to review servicing options, modelling requirements and progress of the strategic servicing investigations.
Email	3-Feb-26	B&A requested a meeting for 11 February 2026 to discuss the preferred strategic water and wastewater servicing solutions and refine the associated modelling briefs. The correspondence noted that further technical detail would be provided by Maven to assist discussion and enable modelling work to commence.
Email	3-5 Feb-26	Draft technical reports and supporting information were circulated to WDC via the shared project folder, including the draft

		Stormwater Management Plan, geotechnical investigations, archaeological assessment, acid sulphate soils memorandum and strategic water and wastewater servicing information to enable early technical review. The material was circulated to support the forthcoming technical workshops and provide early visibility of the evolving specialist assessments.
Email	10-Feb-26	Additional technical information was circulated ahead of the water and wastewater servicing discussions to assist Council review and enable preparation of the strategic modelling briefs. Participants were invited to identify any further information required prior to the meeting.
Email	10-Mar-26	WDC provided detailed written feedback on the draft Residential Design Guide, Urban Design Assessment and associated planning provisions. Feedback included comments on subdivision-wide controls, deep soil provisions, tree canopy requirements, urban design outcomes and supporting consent documentation.
Technical Memorandum	11-Mar-26	Maven provided a Stormwater Memorandum responding to matters previously raised by WDC and the other relevant local authorities and summarising the proposed stormwater management approach. The memorandum formed part of the ongoing technical dialogue and informed subsequent stormwater discussions.
Meeting	19-Mar-26	The purpose of the meeting was to review further stormwater information provided by the Brymer team and work through outstanding technical matters with WRC and the other councils. Discussion focused on drainage and tailwater effects, hydraulic modelling, stormwater retention, wetland performance and groundwater interactions, with the aim of agreeing further information requirements, consent conditions and next steps ahead of lodgement.

Technical Memorandum	27-Mar-26	Tonkin + Taylor completed an independent review of the Geotechnical Investigation Report on behalf of the WDC and the other relevant local authorities, identifying additional information requirements, technical considerations and preliminary recommendations for future consent conditions.
Technical Meeting	15-Apr-26	Joint meeting to finalise the Waikato Regional Transport Model (WRTM) modelling brief. Discussion focused on the appropriate base model, trip generation assumptions, zoning, staging, network coding and access to model outputs to support WDC review of the transport assessment.
Meeting	20-Apr-26	Meeting with WDC and HCC on draft masterplan and private developer agreement.
Meeting	19-May-26	Follow up meeting on the draft Brymer private developer agreement / terms sheet with WDC and HCC.
Meeting	29-May-26	Discussion on transport related matters for Brymer. Discussed with HCC and WDC officers on how a potential Grandview connection could work and be consented with conditions.
Email	15-Jun-26	B&A sent WDC and HCC a copy of draft conditions for the Brymer water take to support the proposed development for feedback and comment by council officers.
Email	2-Aug-2026	WDC outlined its key stormwater management expectations for the Brymer Fast-track development, including design, operational, financial, and environmental performance requirements to be addressed within the substantive application and supporting stormwater assessments. B&A subsequently confirmed on 12 August 2026 that Council's comments had been incorporated into the draft conditions and that Maven was actively working to address the matters raised through the ongoing stormwater design process.

Email	9-Aug-2026	Provide a consultation record letter to WDC for review and confirmation. Letter documents approximately 18 months of engagement and discussions regarding a proposed development project. Confirmed that the letter is intended to be included in a forthcoming EPA application. Also provide WDC a copy of the latest project plans so the review can be undertaken with reference to the current proposal, which includes around 1,000 homes, commercial space, and supporting infrastructure.
Email	16-Aug-26	Provide WDC an updated draft set of land use consent conditions to facilitate early review and constructive feedback. Noted to WDC that the conditions remained subject to ongoing refinement and did not represent the complete or final application. Feedback was invited through tracked changes or further meetings, with additional material, including the typology plans and Design Guide, to be provided as it became available.
Email/Letter	18-Aug-26	WDC provided a letter formally acknowledging the extensive and constructive engagement undertaken by the Brymer Farms project team over the past 18 months. Consultation has covered a wide range of matters, including growth planning, infrastructure, and integration with the wider area. The Council notes that the applicant has responded to feedback and that discussions regarding the Private Developer Agreement and infrastructure delivery are ongoing. Council staff value the consultation process to date and will provide further feedback and a formal position once the full application material is received. The Council welcomes continued collaboration as the project moves through the Fast-Track assessment process.

2.2.3 Technical Workshops

A structured programme of technical workshops was undertaken throughout the preparation of the Brymer substantive application. These workshops enabled WDC officers to work directly with

the Applicant and its specialist consultants to review the evolving proposal, identify technical issues early and provide detailed feedback on the Project before the substantive application was finalised. These workshops were held with HCC, WRC and Future Proof partner representatives.

Table 2 summarises the workshops carried out with WDC to date.

Table 2: Technical Workshops with WDC Summary

Date	Workshop Topic	Purpose	Summary of workshop Discussion
21-Jan-26	Overview/catch-up	To formally commence the collaborative technical engagement programme for the Brymer substantive application, introduce the project team, confirm the consultation and workshop programme, and provide an overview of the Project and its technical workstreams.	The workshop provided a comprehensive introduction to the Brymer Project, including an overview of the masterplan, proposed land uses, infrastructure servicing strategy and specialist investigations being undertaken. The Applicant outlined refinements that had occurred since the referral application and discussed the proposed residential neighbourhoods, neighbourhood centre, retirement village, open space network and infrastructure strategy. Detailed discussion was held on wastewater and water servicing options, stormwater management, transport connections, peat constraints, urban design, staging, reserve ownership and implementation of the Planning and Infrastructure Brief. WDC officers provided feedback on matters including social infrastructure, long-term ownership and vesting of reserves, transport connectivity, integration of the retirement village, urban design expectations and future servicing requirements. The workshop also established the collaborative workshop programme, agreed document-sharing protocols and confirmed the expectation that draft technical information would be provided early to enable iterative

			review and refinement of the substantive application.
2-Feb-26	Introduction	Introduce the substantive application process, present the updated masterplan and agree the collaborative consultation programme.	The Applicant presented the updated masterplan, land use framework and infrastructure strategy, together with an overview of the technical investigations underway. Discussion covered water supply, wastewater servicing, stormwater management, transport, peat constraints, ecological restoration, open space, urban design, staging and implementation. WDC provided feedback on social infrastructure planning, reserve ownership, transport connectivity, retirement village integration and long-term infrastructure planning. The workshop also established the consultation programme, document-sharing protocols and expectations for ongoing technical engagement.
9-Feb-26	Stormwater	Review the preliminary Stormwater Management Plan and identify additional information required to support Council assessment.	The workshop focused on the proposed stormwater management strategy, including groundwater interactions, attenuation and treatment devices, wetland design, downstream flooding, peat soils, acid sulphate soils, maintenance responsibilities and integration with land use and ecological outcomes. WDC requested additional engineering detail regarding soakage testing, groundwater modelling, downstream hydraulic effects, flood modelling, wetland operation, infrastructure ownership and lifecycle considerations. The workshop resulted in a detailed programme of further investigations which informed subsequent revisions to the Stormwater Management Plan and associated technical reports.

18-Feb-26	Land Use and Urban Design	Workshop was to discuss the masterplan design, Urban Design/Design Guide for Brymer development. Presenting workings to HCC and stakeholders and gathering direct feedback on standards and design elements.	The workshop considered the overall urban structure of the Project, neighbourhood layout, street hierarchy, transport integration, residential typologies, neighbourhood centre, public open space, stormwater integration, landscaping and streetscape design. WDC officers provided detailed feedback on subdivision design, retaining, slope management, connectivity, pedestrian and cycle links, neighbourhood parks, tree planting, implementation of the Design Guide and future-proofing of transport infrastructure. Feedback from the workshop informed subsequent refinement of the masterplan and supporting urban design documentation.
11-Mar-26	Transport	To review and refine the proposed transport modelling brief, discuss the movement network and staging assumptions, and agree the scope of transport modelling required to support the substantive application.	The workshop considered the proposed road hierarchy, site access points, staging, public transport provision, active-mode connections and the scope of the Waikato Regional Transport Model assessment. Discussion included the early reliance on Harrogate Place, the timing and role of the SH23 connection, potential future connections toward Grandview Road, road cross-sections, bus capability, cycle infrastructure, construction traffic and integration of transport infrastructure with stormwater and geotechnical constraints. WDC and the other road-controlling authorities sought greater clarity on modelling nodes, land-use assumptions, staging, trip generation and the coding of the development into the model. It was agreed that the modelling brief would be updated to include defined 2035 scenarios, sensitivity testing, commercial trip

			generation, full staging information and clearer documentation of the proposed network connections. The workshop also confirmed that future connections outside the substantive application area should not be precluded by the masterplan.
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2.2.4 Modelling

Over the past 12 months, comprehensive modelling of the local water, wastewater and transport receiving environments has been undertaken in accordance with scopes agreed with HCC, WDC and IAWAI, as the relevant receiving environment stakeholders. The modelling has been undertaken to provide a common technical evidence base for the assessment of the Brymer proposal.

The modelling outcomes have subsequently informed the assessments undertaken by B&A and its specialist consultants, including consideration of the capacity, effects and mitigation requirements associated with the proposed development. Importantly, the findings have underpinned discussions on appropriate responses and the development of draft conditions of consent. These draft conditions have been shared with key stakeholders in advance of lodgement, providing a transparent and evidence-based foundation for the consenting process.

The Applicant notes that the infrastructure modelling process has been complex and, at times, challenging. The Applicant funded the relevant modelling work to assist in understanding the potential effects of the development on the existing network and to inform the identification and development of appropriate infrastructure solutions.

Notwithstanding this, there were periods during the pre-lodgement process where modelling results, outputs and other information arising from the Applicant-funded work were not available to the Applicant and its technical advisers within the timeframes anticipated. This included circumstances where modelling had been undertaken, but the associated results, outputs and/or technical feedback were not provided to the Applicant for a lengthy period of time.

The Applicant understands that a number of factors contributed to this, including Council's internal peer review processes, staff availability and leave, competing internal workloads, and the time required for modelling outputs to progress through Council's internal review processes. While the Applicant acknowledges these practical constraints, the resulting delays and information gaps made it difficult for the Applicant and its technical advisers to understand and respond to modelling feedback in real time.

In particular, there were periods where the Applicant's technical team did not have access to the underlying modelling outputs, or a complete understanding of the modeller's findings and feedback, at the time matters were being discussed. This constrained the ability of the Applicant's specialists to interrogate the modelling, understand the basis for particular concerns or conclusions, test assumptions and potential solutions, and respond to matters as they arose. As a consequence, aspects of the infrastructure assessment and solution development necessarily progressed over a longer timeframe than may otherwise have been required had the relevant information and technical feedback been available contemporaneously.

Despite these challenges, the Applicant has continued to engage constructively with Council, its infrastructure specialists and modelling advisers throughout the pre-lodgement process. Considerable progress has been made through that engagement, and the Applicant has continued to refine its infrastructure proposals as modelling information and feedback have become available.

The Applicant considers it appropriate that this context is recorded, particularly insofar as the timing and availability of modelling information has influenced the sequencing and progression of infrastructure assessment and design work during the pre-lodgement phase. This context is also relevant to understanding why some infrastructure matters will continue to be refined through the subsequent design, modelling, consenting and agreement processes associated with the staged development and infrastructure delivery framework.

The Applicant remains committed to progressing these matters constructively with Council and to developing infrastructure solutions that appropriately respond to the development while recognising opportunities for coordinated and potentially wider catchment benefits.

2.2.5 Private Developer Agreements

Over the past six months, the Applicant and its agent, has undertaken ongoing and substantive engagement with WDC, HCC and IAWAI in relation to the Brymer Farms proposal. Each party has a distinct statutory, infrastructure ownership and/or delivery role relevant to the proposal and its consideration under the Fast-track Approvals Act 2024.

WDC is the territorial authority within whose district the development is proposed and a relevant local authority under the Fast-track Approvals Act 2024. HCC is the adjoining territorial authority, an owner of transport and stormwater networks affected by the development, and a landowner required to be invited to provide written comments on the substantive application under section 52(2)(h) of the Act. IAWAI is a Council Controlled Organisation of WDC and HCC, is the owner of the relevant water and wastewater networks, and manages the relevant stormwater network. The Applicant – Brymer Farms is the party undertaking the development listed or referred under section 26 of the Act.

Given these respective roles, the parties have engaged directly and iteratively on the infrastructure, consenting, commercial and delivery matters associated with Brymer. A key mechanism supporting this engagement has been the development of a without prejudice terms sheet. Over the past six months, the terms sheet has been progressively reviewed and updated through tracked-change exchanges between the parties and discussed through multiple in-person meetings. This process remains ongoing.

The terms sheet has been developed on a without prejudice basis to facilitate open and constructive discussion between the parties and to provide a framework within which potential outcomes and arrangements can be explored. Accordingly, the terms sheet does not constitute a concluded or binding agreement, nor should its contents be taken as representing final agreement, acceptance or commitment by any party.

The purpose of the terms sheet is to record the outcomes sought by the public infrastructure owners and their baseline expectations; assist in aligning the substantive Fast-track application and associated consent conditions with those outcomes and expectations so that the infrastructure owners can reasonably support the Applicant – Brymer Farms through the Fast-track process; and identify the commercial and other matters that may need to be addressed through a future PDA,

including arrangements necessary to secure agreement for the development to connect to the relevant public infrastructure networks.

Importantly, development of the terms sheet has occurred in parallel with the preparation and iterative refinement of draft consent conditions. Those conditions have been specifically developed to respond to key infrastructure matters identified through engagement and the supporting technical assessments. This parallel process has enabled the parties to consider which matters can appropriately be addressed through the statutory consenting framework and which matters require further resolution through commercial, infrastructure or other agreements between the relevant parties.

While the without prejudice terms sheet and any future PDA have not yet been finalised, the iterative exchange of the terms sheet, multiple in-person meetings, associated technical work, and corresponding development and refinement of draft infrastructure-related consent conditions demonstrate a sustained and meaningful process of engagement in advance of lodgement. The terms sheet is intended to continue to be progressed between the parties, with the objective of resolving the outstanding matters prior to, or shortly following, a decision on the Fast-track application.

Collectively, this process has established a clear pathway for the continued resolution of infrastructure and delivery matters associated with Brymer Farms, while appropriately recognising that the commercial arrangements remain subject to ongoing without prejudice discussions and agreement between the relevant parties.

2.2.6 Notification of lodgement

In addition to the above, the Applicants agent met with WDC on the 12 August 2026 to advise that the substantive application would be lodged in August 2026.

2.3 Hamilton City Council

As aforementioned, HCC is also a relevant territorial authority for the Project and has been a key stakeholder throughout both the referral and substantive application.

Since the Project was referred, B&A, on behalf of the Applicant, has undertaken ongoing and collaborative engagement with HCC through a combination of in-person workshops, online meetings, technical working groups and written correspondence. Consultation has focused on ensuring that the Project responds appropriately to planning, infrastructure, transport, stormwater, urban design and servicing matters, while providing HCC with opportunities to review evolving technical information and provide feedback throughout the preparation of the substantive application.

This collaborative approach has enabled technical matters to be progressively identified and addressed as the design has evolved, with specialist investigations, modelling and supporting assessments refined in response to feedback received.

Following these workshops and technical discussions, consultation with HCC has remained ongoing throughout the preparation of the substantive application. Feedback received from Council officers has informed successive iterations of the Project masterplan, infrastructure servicing strategy, transport modelling, stormwater management approach, urban design framework and supporting technical assessments. This iterative process has enabled issues to be identified early,

technical information to be progressively refined, and the substantive application to respond to matters raised by HCC wherever practicable.

Further details of this consultation and engagement is set out below.

2.3.1 Regular HCC Meetings

Regular meetings were held with Juliana Reu Junqueira, Director of the Urban and Spatial Planning Unit at HCC, throughout the preparation of the substantive application. These meetings provided an ongoing forum to discuss project progress, identify and resolve emerging issues and risks, coordinate technical workstreams, and facilitate continued collaboration between the Applicant and Council. The meetings also provided an opportunity for Council to provide strategic planning input and feedback as the Project evolved, enabling issues to be identified and addressed progressively throughout the development of the substantive application.

2.3.2 Meetings and Written Correspondence

The Applicant maintained regular engagement with HCC throughout the preparation of the substantive application. Engagement has occurred through meetings, written correspondence, technical memoranda and the exchange of draft technical information to facilitate early feedback and support the collaborative development of the Project.

Table 3 summarises the formal written consultation and engagement carried out with HCC to date.

Table 3 - Meetings and Written Communication with HCC

Method	Date	Purpose/Discussion
Project alignment meeting	20-Nov-25	Initial meeting involving HCC, WDC, the Applicant and its advisers to discuss the Project, Future Proof engagement process and proposed infrastructure strategy. Discussion addressed water and wastewater servicing, stormwater, connections to the HCC transport network, infrastructure ownership and vesting, modelling requirements, the anticipated substantive application programme and the need for further technical engagement.
Joint letter	19-Dec-25	HCC, WDC, IAWAI and Future Proof issued a joint letter confirming a collaborative approach and setting out an indicative programme for progressing the substantive application. The letter addressed strategic water and wastewater connections, infrastructure modelling, the masterplan, assessment review, mitigation, draft consent conditions and a potential Private Development Agreement.
Project catch-up meeting	21-Jan-26	HCC and B&A met to align the parties on the engagement and consenting process before the wider February discussions. Matters included strategic wastewater and water servicing options, modelling

		prerequisites, transport modelling, the Planning and Infrastructure Brief, the proposed PDA, social infrastructure, information-management arrangements and the forward programme of engagement. It was agreed that draft technical information would be shared progressively to enable early review and avoid rework.
Email correspondence	2-Feb-26	HCC followed up on the water and wastewater discussions and coordinated a focused meeting involving the relevant subject-matter experts. The purpose was to review the servicing options, modelling requirements and progress made since the earlier project discussions.
Email correspondence	3-Feb-26	B&A requested a dedicated meeting to discuss the next steps for water and wastewater servicing and refine the associated modelling briefs. The correspondence proposed reviewing the preferred strategic servicing solutions and identifying the information required for the modelling work to commence.
Email correspondence and document sharing	3-5 Feb-26	B&A provided HCC with access to draft technical material through the shared project folder. The information included the draft Stormwater Management Plan, acid sulphate soils memorandum, geotechnical report, archaeological assessment and strategic water and wastewater servicing options, enabling early review before the relevant technical discussions.
Email	3-Feb-26	Request to meet with HCC for water and wastewater modelling. B&A provided HCC preferred strategic solutions for servicing Brymer.
Email correspondence	10-Feb-26	Further technical information was provided ahead of the water and wastewater meeting. HCC and IAWAI input was sought on the preferred strategic servicing options and supporting calculations so that Maven could progress preparation of the relevant modelling briefs.
Water and wastewater servicing meeting	11-Feb-26	HCC, IAWAI and the Applicant's technical team discussed the proposed water and wastewater servicing solutions and potential connections to the existing Hamilton networks. The meeting was intended to refine the preferred strategic servicing approach,

		confirm modelling requirements and establish the next steps for the water and wastewater workstreams.
Email – urban-design feedback	10-Mar-26	HCC provided detailed feedback on the draft Residential Design Guide, proposed bulk and location controls and Urban Design Assessment. Feedback addressed the structure and scope of the Design Guide, its relationship with consent conditions, subdivision-wide controls, supporting plans and illustrations, deep-soil provision, tree-canopy requirements and assessment against relevant strategic planning outcomes.
Stormwater technical memorandum	11-Mar-26	Maven provided HCC with a memorandum summarising the proposed stormwater management approach and responding to matters raised by Council. The approach included on-lot retention or soakage, collection of road runoff and downstream wetlands providing detention and retention. The memorandum also identified further work relating to soakage suitability, wetland hydrology and upstream and downstream flood effects.
Meeting	19-Mar-26	The purpose of the meeting was to review further stormwater information provided by the Brymer team and work through outstanding technical matters with WRC and the other councils. Discussion focused on drainage and tailwater effects, hydraulic modelling, stormwater retention, wetland performance and groundwater interactions, with the aim of agreeing further information requirements, consent conditions and next steps ahead of lodgement.
Geotechnical review memorandum	27-Mar-26	Tonkin + Taylor, on behalf of HCC, completed a limited review of the geotechnical investigation and supporting information. The memorandum summarised the identified geotechnical hazards, requested further information and set out Council considerations and preliminary recommendations for consent conditions.
WRTM modelling meeting	15-Apr-26	HCC, WDC and the Applicant's transport specialists met to further discuss and finalise the Waikato Regional Transport Model brief. Discussion focused on selecting the appropriate base model files, agreeing modelling years and assumptions, substantiating trip-generation rates, clearly defining development zones, nodes,

		connections and staging, and ensuring the relevant authorities had access to the model files and outputs for independent review.
Meeting	20-Apr-26	Meeting with HCC and WDC on draft masterplan and private developer agreement.
Meeting	19-May-26	Follow up meeting on the draft Brymer private developer agreement / terms sheet with HCC and WDC.
Meeting	29-May-26	Discussion on transport related matters for Brymer. Discussed with HCC and WDC officers on how a potential Grandview connection could work and be consented with conditions.
Email	15-Jun-26	B&A sent HCC and WDC a copy of draft conditions for the Brymer water take to support the proposed development for feedback and comment by council officers.
Email	16-Jun-26	HCC consultant provided applicant update on water and wastewater modelling which was significantly delayed. Brymer water modelling indicated as being delivered in 2 weeks' time. Brymer wastewater modelling and supporting reports to be delivered within one week from the email date.
Email - Modelling	6-Aug-26	Brymer transport modelling report provided to applicant. Applicant had ongoing engagement with HCC and the appointed modellers for over 6 months.
Email	9-Aug-2026	Provide a consultation record letter to HCC for review and confirmation. Letter documents approximately 18 months of engagement and discussions regarding a proposed development project. Confirmed that the letter is intended to be included in a forthcoming EPA application. Also provide HCC a copy of the latest project plans so the review can be undertaken with reference to the current proposal, which includes around 1,000 homes, commercial space, and supporting infrastructure.

Meeting	30-Jul-26	Meeting to provide HCC an update on timing of lodgement and to share current masterplan information. HCC requested a copy of draft conditions. The applicant advised that these were very early draft conditions and agreed to send on a without prejudice basis given the request. Both parties understood that the draft conditions would be iterative and subject to ongoing refinement.
Email/letter	19-Aug-26	HCC acknowledges the positive and collaborative engagement with Brymer Farms Limited over the past 18 months regarding the Brymer Fast-Track Project. This process has involved detailed discussions on master planning, roading layout, infrastructure, and integration with the surrounding area, resulting in significant progress and refinement of the proposal. While the Council is generally supportive of the project and its proposed transport connections, several key issues remain to be resolved, particularly around the impact on city infrastructure, funding arrangements, and the need for appropriate resource consent conditions. The Council confirms its commitment to ongoing constructive engagement as the project advances through the Fast Track Approvals Act 2024 process.

2.3.3 Technical Workshops

A structured programme of technical workshops was undertaken with HCC during the preparation of the Brymer substantive application. to work directly with the Applicant and its specialist consultants to review the evolving proposal, identify technical issues early and provide detailed feedback on the Project before the substantive application was finalised. These workshops were held with WDC, WRC and Future Proof partner representatives.

Table 4 summarises the workshops carried out with HCC to date.

Table 4 - Technical Workshops with HCC Summary

Date	Workshop Topic	Purpose	Summary of workshop Discussion
21-Jan-26	Overview/catch-up	To formally commence the collaborative technical engagement programme for the Brymer substantive application, introduce	The workshop provided a comprehensive introduction to the Brymer Project, including an overview of the masterplan, proposed land uses, infrastructure

		the project team, confirm the consultation and workshop programme, and provide an overview of the Project and its technical workstreams.	servicing strategy and specialist investigations being undertaken. The Applicant outlined refinements that had occurred since the referral application and discussed the proposed residential neighbourhoods, neighbourhood centre, retirement village, open space network and infrastructure strategy. The meeting focused on establishing how HCC and the Applicant would work together during preparation of the substantive application. Discussion addressed the preferred strategic wastewater connection through the Western Interceptor/Whitney Road corridor, alternative private servicing options, water-supply constraints, modelling prerequisites and the need to avoid progressing options that were unlikely to be feasible. Transport modelling was identified as a critical-path workstream, with agreement to arrange earlier technical engagement and provide draft assumptions and reports for review. The parties also discussed the Planning and Infrastructure Brief, staged sharing of technical information, the proposed Private Development Agreement, trunk and social infrastructure requirements, draft consent conditions and centralised document management. HCC confirmed that early circulation of draft material was preferred to enable issues to be identified and addressed before the application was finalised.
2-Feb-26	Introduction	Introduce the substantive application process, present the updated masterplan and agree	The Applicant presented the revised masterplan, anticipated residential yield and typologies, neighbourhood centre, retirement village, open-space network and infrastructure

		the collaborative consultation programme.	strategy. Discussion covered the preferred connection of water and wastewater services to the Hamilton networks, possible interim servicing arrangements, stormwater management, peat and geotechnical constraints, the SH23 and Harrogate Place connections, future public-transport capability and potential longer-term connectivity toward Grandview Road. HCC officers raised matters relating to reliance on Harrogate Place, road cross-sections, infrastructure design life on peat, separation of recreational reserves from stormwater functions, reserve ownership and vesting, urban-design expectations, retirement-village accessibility and integration, and the need for early sharing of draft technical information. The parties also discussed the Planning and Infrastructure Brief, draft consent conditions, the proposed PDA and the forward programme of specialist workshops.
9-Feb-26	Stormwater	To discuss and clarify preliminary council feedback on the draft Stormwater Management Plan, agree the further technical information required and establish the process for ongoing stormwater engagement.	The workshop focused on the proposed stormwater management strategy, including groundwater interactions, attenuation and treatment devices, wetland design, downstream flooding, peat soils, acid sulphate soils, maintenance responsibilities and integration with land use and ecological outcomes. HCC sought further detail regarding initial abstraction and retention, site-specific soakage assumptions, wetland sizing and operation, hydraulic levels, tailwater conditions, flood modelling, groundwater interactions and the ability of wetlands to function during frequent events as well as larger storms. The discussion also addressed road and stormwater cross-sections,

			pavement protection, bridges or culverts, ecological information, the historic central drain, open-space interfaces, asset ownership and long-term operation and maintenance. HCC emphasised the need for an integrated and buildable stormwater solution, rather than separate technical responses that did not account for the site's peat and high-groundwater conditions.
18-Feb-26	Land Use and Urban Design	Workshop was to discuss the masterplan design, Urban Design/Design Guide for Brymer development. Presenting workings to HCC and stakeholders and gathering direct feedback on standards and design elements.	The workshop considered the overall urban structure of the Project, neighbourhood layout, street hierarchy, transport integration, residential typologies, neighbourhood centre, public open space, stormwater integration, landscaping and streetscape design. HCC expressed concern regarding the retirement village and higher-density development on steep northern land, the extent of retaining required and the potential long-term liability associated with vested structures. Officers sought alternative topography-led layouts and typologies that would reduce extensive earthworks and retaining. HCC also requested greater neighbourhood-park provision, stronger amenity around higher-density housing and the neighbourhood centre, additional tree canopy and clearer differentiation between recreational reserves and stormwater corridors. Transport matters included the number and function of connections, the interface with Harrogate Place, walking and cycling gradients, public-transport future-proofing and the need for more detailed road cross-sections. The workshop also addressed the enforceability of the Design Guide, the use of controls

			rather than discretionary guidance for key outcomes, staging and servicing by super lot, rear-lane design and the need to prevent design quality from diminishing over the life of the development.
11-Mar-26	Transport	To review and refine the proposed transport modelling brief, discuss the movement network and staging assumptions, and agree the scope of transport modelling required to support the substantive application.	The workshop considered the proposed road hierarchy, site access points, staging, public transport provision, active-mode connections and the scope of the Waikato Regional Transport Model assessment. Discussion included the early reliance on Harrogate Place, the timing and role of the SH23 connection, potential future connections toward Grandview Road, road cross-sections, bus capability, cycle infrastructure, construction traffic and integration of transport infrastructure with stormwater and geotechnical constraints. HCC considered that the existing cul-de-sac and local-road network should not perform as the primary access for the level of development initially contemplated. Discussion also addressed potential upgrades to Harrogate Place, Highgrove Drive and Ayrshire Drive, the timing of the SH23 connection, commercial and retirement-village trip generation, construction traffic, road cross-sections, bus circulation and longer-term connectivity toward Grandview Road and adjacent land. The parties agreed that the WRTM brief should include clearly defined staging scenarios, land-use nodes, commercial trips, sensitivity testing and complete documentation of access and network assumptions before modelling commenced.

2.3.4 Modelling

Over the past 12 months, comprehensive modelling of the local water, wastewater and transport receiving environments has been undertaken in accordance with scopes agreed with HCC, WDC and IAWAI, as the relevant receiving environment stakeholders. The modelling has been undertaken to provide a common technical evidence base for the assessment of the Brymer proposal.

The modelling outcomes have subsequently informed the assessments undertaken by B&A and its specialist consultants, including consideration of the capacity, effects and mitigation requirements associated with the proposed development. Importantly, the findings have underpinned discussions on appropriate responses and the development of draft conditions of consent. These draft conditions have been shared with key stakeholders in advance of lodgement, providing a transparent and evidence-based foundation for the consenting process.

The Applicant notes that the infrastructure modelling process has been complex and, at times, challenging. The Applicant funded the relevant modelling work to assist in understanding the potential effects of the development on the existing network and to inform the identification and development of appropriate infrastructure solutions.

Notwithstanding this, there were periods during the pre-lodgement process where modelling results, outputs and other information arising from the Applicant-funded work were not available to the Applicant and its technical advisers within the timeframes anticipated. This included circumstances where modelling had been undertaken, but the associated results, outputs and/or technical feedback were not provided to the Applicant for a lengthy period of time.

The Applicant understands that a number of factors contributed to this, including Council's internal peer review processes, staff availability and leave, competing internal workloads, and the time required for modelling outputs to progress through Council's internal review processes. While the Applicant acknowledges these practical constraints, the resulting delays and information gaps made it difficult for the Applicant and its technical advisers to understand and respond to modelling feedback in real time.

In particular, there were periods where the Applicant's technical team did not have access to the underlying modelling outputs, or a complete understanding of the modeller's findings and feedback, at the time matters were being discussed. This constrained the ability of the Applicant's specialists to interrogate the modelling, understand the basis for particular concerns or conclusions, test assumptions and potential solutions, and respond to matters as they arose. As a consequence, aspects of the infrastructure assessment and solution development necessarily progressed over a longer timeframe than may otherwise have been required had the relevant information and technical feedback been available contemporaneously.

Despite these challenges, the Applicant has continued to engage constructively with Council, its infrastructure specialists and modelling advisers throughout the pre-lodgement process. Considerable progress has been made through that engagement, and the Applicant has continued to refine its infrastructure proposals as modelling information and feedback have become available.

The Applicant considers it appropriate that this context is recorded, particularly insofar as the timing and availability of modelling information has influenced the sequencing and progression of infrastructure assessment and design work during the pre-lodgement phase. This context is also

relevant to understanding why some infrastructure matters will continue to be refined through the subsequent design, modelling, consenting and agreement processes associated with the staged development and infrastructure delivery framework.

The Applicant remains committed to progressing these matters constructively with Council and to developing infrastructure solutions that appropriately respond to the development while recognising opportunities for coordinated and potentially wider catchment benefits.

2.3.5 Private Developer Agreements

Over the past six months, the Applicant and its agent, has undertaken ongoing and substantive engagement with WDC, HCC and IAWAI in relation to the Brymer Farms proposal. Each party has a distinct statutory, infrastructure ownership and/or delivery role relevant to the proposal and its consideration under the Fast-track Approvals Act 2024.

WDC is the territorial authority within whose district the development is proposed and a relevant local authority under the Fast-track Approvals Act 2024. HCC is the adjoining territorial authority, an owner of transport and stormwater networks affected by the development, and a landowner required to be invited to provide written comments on the substantive application under section 52(2)(h) of the Act. IAWAI is a Council Controlled Organisation of WDC and HCC, is the owner of the relevant water and wastewater networks, and manages the relevant stormwater network. The Applicant – Brymer Farms is the party undertaking the development listed or referred under section 26 of the Act.

Given these respective roles, the parties have engaged directly and iteratively on the infrastructure, consenting, commercial and delivery matters associated with Brymer. A key mechanism supporting this engagement has been the development of a without prejudice terms sheet. Over the past six months, the terms sheet has been progressively reviewed and updated through tracked-change exchanges between the parties and discussed through multiple in-person meetings. This process remains ongoing.

The terms sheet has been developed on a without prejudice basis to facilitate open and constructive discussion between the parties and to provide a framework within which potential outcomes and arrangements can be explored. Accordingly, the terms sheet does not constitute a concluded or binding agreement, nor should its contents be taken as representing final agreement, acceptance or commitment by any party.

The purpose of the terms sheet is to record the outcomes sought by the public infrastructure owners and their baseline expectations; assist in aligning the substantive Fast-track application and associated consent conditions with those outcomes and expectations so that the infrastructure owners can reasonably support the Applicant – Brymer Farms through the Fast-track process; and identify the commercial and other matters that may need to be addressed through a future PDA, including arrangements necessary to secure agreement for the development to connect to the relevant public infrastructure networks.

Importantly, development of the terms sheet has occurred in parallel with the preparation and iterative refinement of draft consent conditions. Those conditions have been specifically developed to respond to key infrastructure matters identified through engagement and the supporting technical assessments. This parallel process has enabled the parties to consider which matters can appropriately be addressed through the statutory consenting framework and which

matters require further resolution through commercial, infrastructure or other agreements between the relevant parties.

While the without prejudice terms sheet and any future PDA have not yet been finalised, the iterative exchange of the terms sheet, multiple in-person meetings, associated technical work, and corresponding development and refinement of draft infrastructure-related consent conditions demonstrate a sustained and meaningful process of engagement in advance of lodgement. The terms sheet is intended to continue to be progressed between the parties, with the objective of resolving the outstanding matters prior to, or shortly following, a decision on the Fast-track application.

Collectively, this process has established a clear pathway for the continued resolution of infrastructure and delivery matters associated with Brymer Farms, while appropriately recognising that the commercial arrangements remain subject to ongoing without prejudice discussions and agreement between the relevant parties.

2.3.6 Notification of lodgement

In addition to the above, the Applicants agent met with HCC on the 30 July 2026 to advise that the substantive application would be lodged in August 2026.

2.4 Waikato Regional Council

Consultation with Waikato Regional Council (WRC) commenced during the referral application process and continued throughout the preparation of the substantive application. This ongoing engagement provided opportunities to discuss the proposal, identify and address matters within WRC's statutory functions and areas of interest, and provide relevant information as the application progressed.

The following section summarises the consultation undertaken with WRC.

2.4.1 Meetings and Written Correspondence

Table 5 summarises the formal written consultation and engagement carried out with WRC to date.

Table 5: Summary of Meetings and Written Correspondence with WRC

Method	Date	Purpose/Discussion
Meeting	19-Mar-26	The purpose of the meeting was to review further stormwater information provided by the Brymer team and work through outstanding technical matters with WRC and the other councils. Discussion focused on drainage and tailwater effects, hydraulic modelling, stormwater retention, wetland performance and groundwater interactions, with the aim of agreeing further information requirements, consent conditions and next steps ahead of lodgement.

Emails	20-Mar- 26 to 1 Apr-26	Emails with WRC focused on obtaining information on the downstream Ohote drainage scheme and Luxon Road floodgate to inform the Brymer stormwater and flood modelling. WRC provided relevant Waipā River model information and drainage-scheme context, while the Brymer team sought to confirm appropriate floodgate assumptions and modelling scenarios to demonstrate that the development would not adversely affect the existing drainage and flood-protection scheme.
Email	29-May-26	As part of the substantive application process, the Applicant sought confirmation from WRC under section 30 of the FTAA as to whether any existing resource consents applied to the same or substantially the same activities within the Brymer site. WRC identified two existing land use consents relating to wells on the site: AUTH144647.01.01 and AUTH148160.01.01.
Email	10-Aug-26	Email formally notified Waikato Regional Council under section 30(2) of the Fast-track Approvals Act 2024 that Brymer Farms Limited intended to lodge a substantive fast-track application seeking regional resource consents, and to request WRC's statutory response under section 30(3). Also sought to clarify that Brymer is a referred project rather than a listed project, identify the types of regional approvals expected to form part of the substantive application, and confirm whether there were any existing resource consents that could engage the competing-consent provisions referenced in section 30. In doing so, it distinguished the separate live groundwater take consent for dust suppression and firefighting from the approvals proposed to be sought through the substantive application, with the intention of confirming that this existing application would not be treated as competing with the Brymer substantive application.
Email	10-Aug-26	WRC responded to confirm email received.

Email	20-Aug-26	Email to WRC, confirming that the Applicant will be lodging the substantive application and confirming any existing resource consents on the titles, noting that the three month period for this will expire on 29 August 2026.
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2.4.2 Technical Workshops

A structured programme of technical workshops was undertaken during the preparation of the Brymer substantive application to work directly with the Applicant and its specialist consultants to review the evolving proposal, identify technical issues early and provide detailed feedback on the Project before the substantive application was finalised. These workshops were held with WDC, HCC and Future Proof partner representatives.

WRC were invited to attend and participate in workshops on 2 February 2026, 9 February 2026, 18 February 2026, 19 February 2026 and 3 March 2026. Representatives from WRC did not attend the workshops other than those set out in Table 6 below. Despite this, WRC received all content and material following each workshop to keep them informed and updated.

Table 6: Summary of WRC Technical Workshop Participation

Date	Workshop Topic	Purpose	Summary of workshop Discussion
2-Feb-26	Introduction / Overview	To introduce WRC and the other council partners to the substantive application process, present the updated Brymer masterplan and technical workstreams, and establish the programme and process for ongoing collaborative engagement.	The Applicant presented the updated masterplan and outlined the proposed residential development, neighbourhood centre, retirement village, open-space network and associated infrastructure strategy. WRC participated alongside HCC and WDC in the introductory workshop. The parties agreed that updated technical information, including the masterplan, draft stormwater documentation, geotechnical reports and modelling briefs, would be progressively shared with HCC, WDC and WRC as the substantive application was developed. Discussion relevant to WRC included the proposed water-supply approach, with a surface-

			water take from the Waikato River identified as the preferred long-term option and groundwater bores contemplated only for construction or temporary requirements. The workshop also identified the significance of peat soils and the interaction between stormwater, groundwater, landform and infrastructure design. The need for engagement with WRC's resilience team regarding development on peat soils was specifically identified.
9-Feb-26	Stormwater	To discuss and clarify preliminary council feedback on the stormwater approach, identify the additional technical information required, agree the process for ongoing stormwater engagement and enable the Stormwater Management Plan to respond to regional and district council requirements.	WRC participated in the stormwater workshop. The workshop addressed stormwater management, groundwater, peat and acid sulphate soils, downstream drainage effects, ecology and the integration of stormwater infrastructure with roads and the wider development. WRC highlighted the requirements applying to the rural drainage network, including the need to assess changes in runoff volume up to the 10-year event and undertake a downstream-effects assessment. The Applicant team was consequently tasked with demonstrating compliance with WRC rural drainage-area requirements, including assessment of downstream effects and 10-year runoff-volume impacts. Discussion also addressed groundwater interactions, site-specific soakage feasibility, wetland operating

			levels and tailwater conditions, flood modelling, peat settlement and dewatering, potential effects on nearby bores, ecological information and the regional policy implications associated with peat subsidence and carbon emissions.
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2.5 IAWAI

IAWAI formally commenced operations as a publicly owned water organisation on 1 July 2026. IAWAI is jointly owned by HCC and WDC and operates in partnership with Waikato-Tainui. Prior to its establishment, the functions now undertaken by IAWAI were carried out by HCC and WDC respectively.

Given the timing of IAWAI's establishment, engagement on water servicing matters for the Brymer Project during the preparation of the substantive application was undertaken through HCC. This included the meetings, technical workshops and written correspondence outlined in the preceding sections of this report, which focused on potable water supply, wastewater servicing, strategic network connections, infrastructure modelling and the development of the Project's three waters servicing strategy. Following the establishment of IAWAI on 1 July 2026, responsibility for water services transferred to IAWAI, which has continued to be engaged on matters relevant to the Project's water infrastructure and servicing requirements.

Table 7: Summary of Consultation and Engagement with IAWAI

Method	Date	Purpose / Discussion
Meeting	24-Jul-26	Meeting to discuss servicing arrangements for water and wastewater based on current design and information to date. B&A shared high level set of draft conditions on a without prejudice basis.
Meeting	5-Aug-26	Meeting to continue discussions on water and wastewater options. Reached alignment on wastewater trunk main upgrade, staging and water solutions. Discussion on the reservoir. Maven presented solutions and technical discussion. Further progressed draft conditions discussed.
Email	9-Aug-2026	Provide a consultation record letter to IAWAI for review and confirmation. Letter documents approximately 18 months of engagement and discussions regarding a proposed development project. Confirmed that the letter is intended to be

		included in a forthcoming EPA application. Also provide IAWAI a copy of the latest project plans so the review can be undertaken with reference to the current proposal, which includes around 1,000 homes, commercial space, and supporting infrastructure.
Letter	14-Aug-26	IAWAI acknowledges constructive engagement with Brymer Farms over 18 months, confirming alignment on key water and wastewater servicing issues and a seamless transition of responsibilities from HCC and WDC. IAWAI notes some matters that remain unresolved, particularly regarding draft consent conditions, delivery timeframes, security, and the Project Development Agreement (PDA). IAWAI remains committed to ongoing collaboration to resolve outstanding issues.
Email	16-Aug-26	Provide IAWAI an updated draft set of land use consent conditions to facilitate early review and constructive feedback. Noted to IAWAI that the conditions remained subject to ongoing refinement and did not represent the complete or final application. Feedback was invited through tracked changes or further meetings, with additional material to be provided as it became available.

2.5.1 Modelling

Over the past 12 months, comprehensive modelling of the local water, wastewater and transport receiving environments has been undertaken in accordance with scopes agreed with HCC, WDC and IAWAI, as the relevant receiving environment stakeholders. The modelling has been undertaken to provide a common technical evidence base for the assessment of the Brymer proposal.

The modelling outcomes have subsequently informed the assessments undertaken by B&A and its specialist consultants, including consideration of the capacity, effects and mitigation requirements associated with the proposed development. Importantly, the findings have underpinned discussions on appropriate responses and the development of draft conditions of consent. These draft conditions have been shared with key stakeholders in advance of lodgement, providing a transparent and evidence-based foundation for the consenting process.

The Applicant notes that the infrastructure modelling process has been complex and, at times, challenging. The Applicant funded the relevant modelling work to assist in understanding the potential effects of the development on the existing network and to inform the identification and development of appropriate infrastructure solutions.

Notwithstanding this, there were periods during the pre-lodgement process where modelling results, outputs and other information arising from the Applicant-funded work were not available to the Applicant and its technical advisers within the timeframes anticipated. This included circumstances where modelling had been undertaken, but the associated results, outputs and/or technical feedback were not provided to the Applicant for a lengthy period of time.

The Applicant understands that a number of factors contributed to this, including Council's internal peer review processes, staff availability and leave, competing internal workloads, and the time required for modelling outputs to progress through Council's internal review processes. While the Applicant acknowledges these practical constraints, the resulting delays and information gaps made it difficult for the Applicant and its technical advisers to understand and respond to modelling feedback in real time.

In particular, there were periods where the Applicant's technical team did not have access to the underlying modelling outputs, or a complete understanding of the modeller's findings and feedback, at the time matters were being discussed. This constrained the ability of the Applicant's specialists to interrogate the modelling, understand the basis for particular concerns or conclusions, test assumptions and potential solutions, and respond to matters as they arose. As a consequence, aspects of the infrastructure assessment and solution development necessarily progressed over a longer timeframe than may otherwise have been required had the relevant information and technical feedback been available contemporaneously.

Despite these challenges, the Applicant has continued to engage constructively with Council, its infrastructure specialists and modelling advisers throughout the pre-lodgement process. Considerable progress has been made through that engagement, and the Applicant has continued to refine its infrastructure proposals as modelling information and feedback have become available.

The Applicant considers it appropriate that this context is recorded, particularly insofar as the timing and availability of modelling information has influenced the sequencing and progression of infrastructure assessment and design work during the pre-lodgement phase. This context is also relevant to understanding why some infrastructure matters will continue to be refined through the subsequent design, modelling, consenting and agreement processes associated with the staged development and infrastructure delivery framework.

The Applicant remains committed to progressing these matters constructively with Council and to developing infrastructure solutions that appropriately respond to the development while recognising opportunities for coordinated and potentially wider catchment benefits.

2.5.2 Private Developer Agreements

Over the past six months, the Applicant and its agent, has undertaken ongoing and substantive engagement with WDC, HCC and IAWAI in relation to the Brymer Farms proposal. Each party has a distinct statutory, infrastructure ownership and/or delivery role relevant to the proposal and its consideration under the Fast-track Approvals Act 2024.

WDC is the territorial authority within whose district the development is proposed and a relevant local authority under the Fast-track Approvals Act 2024. HCC is the adjoining territorial authority, an owner of transport and stormwater networks affected by the development, and a landowner required to be invited to provide written comments on the substantive application under section 52(2)(h) of the Act. IAWAI is a Council Controlled Organisation of WDC and HCC, is the owner of

the relevant water and wastewater networks, and manages the relevant stormwater network. The Applicant – Brymer Farms is the party undertaking the development listed or referred under section 26 of the Act.

Given these respective roles, the parties have engaged directly and iteratively on the infrastructure, consenting, commercial and delivery matters associated with Brymer. A key mechanism supporting this engagement has been the development of a without prejudice terms sheet. Over the past six months, the terms sheet has been progressively reviewed and updated through tracked-change exchanges between the parties and discussed through multiple in-person meetings. This process remains ongoing.

The terms sheet has been developed on a without prejudice basis to facilitate open and constructive discussion between the parties and to provide a framework within which potential outcomes and arrangements can be explored. Accordingly, the terms sheet does not constitute a concluded or binding agreement, nor should its contents be taken as representing final agreement, acceptance or commitment by any party.

The purpose of the terms sheet is to record the outcomes sought by the public infrastructure owners and their baseline expectations; assist in aligning the substantive Fast-track application and associated consent conditions with those outcomes and expectations so that the infrastructure owners can reasonably support the Applicant – Brymer Farms through the Fast-track process; and identify the commercial and other matters that may need to be addressed through a future PDA, including arrangements necessary to secure agreement for the development to connect to the relevant public infrastructure networks.

Importantly, development of the terms sheet has occurred in parallel with the preparation and iterative refinement of draft consent conditions. Those conditions have been specifically developed to respond to key infrastructure matters identified through engagement and the supporting technical assessments. This parallel process has enabled the parties to consider which matters can appropriately be addressed through the statutory consenting framework and which matters require further resolution through commercial, infrastructure or other agreements between the relevant parties.

While the without prejudice terms sheet and any future PDA have not yet been finalised, the iterative exchange of the terms sheet, multiple in-person meetings, associated technical work, and corresponding development and refinement of draft infrastructure-related consent conditions demonstrate a sustained and meaningful process of engagement in advance of lodgement. The terms sheet is intended to continue to be progressed between the parties, with the objective of resolving the outstanding matters prior to, or shortly following, a decision on the Fast-track application.

Collectively, this process has established a clear pathway for the continued resolution of infrastructure and delivery matters associated with Brymer Farms, while appropriately recognising that the commercial arrangements remain subject to ongoing without prejudice discussions and agreement between the relevant parties.

3.0 Relevant Iwi and Hapū

Mana Whenua interests in the project is related to Māori history, values, ecological and environmental matters, specifically their role is kaitiaki of the natural environment. Ongoing consultation has occurred with Mana Whenua, through a series of email and phone correspondence, in-person hui and workshops. Engagement with mana whenua has been undertaken throughout the preparation of the substantive application, including in relation to the Project itself and the associated application for a water take to supply the future development. Further details of these in-person hui and workshops are set out below.

Consultation has occurred with Waikato-Tainui (Kaurimu Flavell) and Ngaati Maahanga (Jo Kukutai) in relation to the Brymer Substantive application. A wider tangata whenua working group was established by B&A to support the various Fast-Track applications and provide a forum to discuss project updates and timing.

3.1 Hui – Brymer Fast Track Substantive Application

The Applicant has undertaken ongoing engagement with Ngaati Maahanga, Waikato-Tainui and other relevant iwi and hapū throughout the development of the Brymer Fast-track substantive application. This engagement has provided opportunities to share information and project updates, discuss the scope, timing and servicing of the Project, understand how tangata whenua wish to engage as the Project progresses, and support the preparation of the Cultural Values Assessment and an agreed framework for ongoing engagement and collaboration. A summary of this engagement is provided in Table 7 below.

Table 8 - Summary of Hui on Brymer Substantive Application

Method	Date	Attendees	Purpose / Discussion
Hui	3-Sep-25	Fraser McNutt – B&A Jo Kukutai – Ngaati Maahanga	Overview of the Brymer project including timing, scope of the application and the potential servicing e.g. connect into the HCC network for infrastructure. Confirmed would be seeking a water take from the Waikato River via the reticulated network.
Email	15-Sep-25	N/A	Confirming offer of service for Ngaati Maahanga to prepare the Cultural Values Assessment (CVA) for the Brymer project.
Hui	23-Sep-25	Fraser McNutt – B&A Sam Le Heron – B&A Jay Naidoo – Pragma	Update on Brymer project, programme of works for the substantive application, lodgement timeframes.

		Jo Kukutai – Ngaati Maahanga	Discussion on how Ngaati Maahanga would like the applicant and project team to work with them. Discussion on what information Ngaati Maahanga required to prepared the CVA.
Hui	7-Nov-25	Fraser McNutt – B&A Dean Morris – Maven Clare Houlbrooke – WGA Kahurimu Flavell – Waikato Tainui Jo Kukutai – Ngaati Maahanga Wayne Te Kerei Harris – Pouwhenua Norm Hill – Te Hira Orrin Kapua – Ngati Apakura Bradley Menzies - Ngaati Haua Sonny Matenga - Ngaati Tamainupoo Harry Wilson – Ngaati Koroki Kahukura	Progress update on Brymer substantive application.
Hui	18-Dec-25	Fraser McNutt – B&A Jo Kukutai – Ngaati Maahanga	General project catch up to discuss progress and timing. Discussion on preparation of CVA.
Email	19-Feb-26	B&A	Email from Ngaati Maahanga to B&A confirming that the team was back working following Christmas holidays and request to meet on the CVA. Draft CVA was attached for B&A and the applicant to review.
Email	20-May-26	Jo Kukutai – Ngaati Maahanga	B&A provided Ngaati Maahanga feedback on the draft CIA for

			Brymer. Offered the chance to meet to discuss feedback.
Email and MOU	5-Jun-26	Jo Kukutai – Ngaati Maahanga	Signed MOU between Ngaati Maahanga and Brymer Farms Limited. The MOU establishes a framework for ongoing engagement, collaboration, and mutual understanding between Ngaa Uri o Maahanga Trust Board and Brymer Farms Limited regarding the Brymer Farms development project.
Email	18-Aug-26	Jo Kukutai – Ngaati Maahanga Kahurimu Flavell – Waikato Tainui	Provide Ngaati Maahanga and Waikato Tainui a copy of the draft bats, fish and lizard management plans for review and feedback.
Email	18-Aug-26	Jo Kukutai – Ngaati Maahanga	Ngaati Maahanga response to the management plans. Agreement from Ngaati Maahanga that the lizards (makomako) could be relocated to Lake Waiwhakareke

3.2 Hui – Brymer Water Take

The Applicant has undertaken engagement with Waikato-Tainui and relevant iwi and hapū in relation to the proposed surface water take from the Waikato River to service the Project. A summary of this engagement is provided in Table 8 below.

Table 9 - Summary of Hui on Brymer Water Take

Method	Date	Attendees	Purpose / Discussion
Hui	23-Sep-25	Fraser McNutt – B&A Sam Le Heron – B&A Jay Naidoo – Pragma Jo Kukutai – Ngaati Maahanga	Initial discussion on the potential to obtain a water take from the Waikato River to service Brymer. Discussed that WRC had indicated that there is allocation available.
Hui	7-Nov-25	Fraser McNutt – B&A Dean Morris – Maven Clare Houlbrooke - WGA	Overview of water take, discussion on quantity of water for the take, allocation available. Aiming to lodge water take application by end of

		Jo Kukutai – Ngaati Maahanga Wayne Te Kerei Harris – Pouwhenua Norm Hill – Te Hira Orrin Kapua – Ngati Apakura Bradley Menzies – Ngaati Haua Sonny Matenga – Ngaati Tamainupoo Harry Wilson – Ngaati Koroki Kahukura	November 2025. Agreed that a Water MOU be finalised and sent through for signing by the Applicant.
Hui	2-Mar-26	Kahurimu Flavell – Waikato Tainui Wayne Harris – Pouwhenua Norm Hill – Te Hira Jo Kukutai – Ngaati Maahanga Carol Henry – Ngaati Wairere Te Makarini Mapu – Waikato Tainui Harry Wilson – Ngaati Koroki Kahukura Orrin Kapua – Ngati Apakura Menzies Bradely – Ngaati Haua Sonny Matenga – Ngaati Tamainupoo Karuna Deobhakta – Waikato Tainui	The hui was held to discuss the proposed Brymer surface water take application and provide an update on the wider Fast-track surface water take programme. The Applicant presented the proposed water take, the evolving Brymer masterplan and staging, and the associated water demand and servicing strategy. Discussion focused on Te Ture Whaimana and relevant iwi planning documents, cumulative effects on the Waikato River, water allocation, cultural values, environmental management, and opportunities for ongoing tangata whenua involvement in the development of consent conditions, Cultural Values Assessments and future management of the Project. The hui also identified a number of follow-up actions, including continued engagement with the Tangata Whenua Working Group, sharing of technical information and ecological assessments, and ongoing collaboration throughout the consent process.

4.0 Relevant Administering Agencies

The Applicant has undertaken consultation with the administering agencies relevant to the Brymer Project throughout the preparation of the substantive application. The key administering agencies consulted include the Department of Conservation (DoC), Heritage New Zealand Pouhere Taonga (HNZPT), the New Zealand Transport Agency Waka Kotahi (NZTA) and the Environmental Protection Authority (EPA). A summary of the engagement undertaken with each agency is provided below.

4.1 Department of Conservation

Consultation has occurred with the Department of Conservation (DoC) since the outset of the referral application. Further details of this are set out in Table 10 below.

Table 10 - Summary of DoC Consultation

Method	Date	Purpose / Discussion
Meeting	9-Dec-25	Introductory meeting with the Department of Conservation to present the Brymer Project and discuss the proposed ecological assessment and management approach. Discussions focused on existing ecological values, including wetlands and indigenous fauna, proposed survey methodologies, potential Wildlife Act requirements for lizards and bats, ecological management measures, and opportunities for ongoing engagement as technical investigations progressed. It was agreed that a follow-up meeting would be held once further ecological investigations had been completed.
Emails	Various	Ongoing email exchange between B&A and DoC on Brymer project progress and updates.
Email	17-Aug-26	B&A provided DOC with an update on the Brymer Fast Track application, advising that lodgement was anticipated in the following week and that the final ecology report and associated management plans would be provided to DOC for review ahead of lodgement. B&A also offered to arrange a meeting between DOC and the project ecology team to discuss the ecological assessments and proposed management measures, and confirmed that any feedback received from

		DOC, including following lodgement, would be worked through collaboratively.
Email	17-Aug-26	DOC acknowledged email. Sought confirmation that all DOC approvals would be progressed through the Fast-Track process and instead would be progressed in accordance with the standard process.
Email	18-Aug-26	B&A provided DOC copies of draft Ecological Assessment and management plans for bats, fish and lizards.
Wildlife Authority Application (WAA)	20-Aug-26	Ecological Solutions lodged WAA with DOC. Note that this application is being made outside the Fast-Track Substantive Application but is being recorded here for completeness.
Email	20-Aug-26	Confirmed that all ecological reports and management plans have been received and passed onto the relevant team at DOC.

Consultation with DoC will continue, particularly with regard to the authorisation to re-locate lizards if they are found.

4.2 Environmental Protection Authority

Consultation has occurred with the Environmental Protection Authority (EPA). Further details are set out in Table 11 below.

Table 11 - Summary of EPA Consultation

Method	Date	Purpose / Discussion
Meeting	17-Jun-26	Meeting with EPA on Brymer substantive application to discuss: • Scope changes for the substantive application and how to get in front of this and clarify key aspects of the proposal prior to lodgement; and • Seek any feedback from EPA on draft Brymer application.
Letter	20-Jul-26	Legal position in relation to amendments proposed for the Brymer Farms substantive

		application for consideration by EPA. Includes reference to recent High Court decision in the Jones case.
Email	6-Aug-26	Email from EPA to Applicant's lawyer to confirm that they won't pre-determine scope assessments prior to the lodgement of the full application. However, the EPA confirmed that through the completeness assessment, they will apply the most recent case law where applicable.

4.3 Heritage New Zealand Pouhere Taonga

Consultation with Heritage New Zealand Pouhere Taonga (HNZPT) was undertaken as part of the Brymer referral application. This consultation confirmed that an archaeological authority was required for the Brymer site. The application for the archaeological authority was lodged with HNZPT on the 5 August 2026. Confirmation of this application was sent by B&A to HNZPT on the 6 August and to note that this was being progressed separate to the Brymer Fast Track Application.

4.4 New Zealand Transport Agency

Consultation has occurred with the New Zealand Transport Agency Waka Kotahi (NZTA). Details of this are set out in Table 12 below.

Table 12 - Summary of NZTA Consultation

Method	Date	Purpose / Discussion
Emails	Various	Ongoing email correspondence between the Applicants transport engineer and NZTA. Email correspondence to keep NZTA updated on progress and discuss WRTM modelling.
Meeting	11-Mar-26	Meeting on Brymer transport modelling to discuss and agree the scope and scenarios for modelling.

Meeting	3-Aug-26	Meeting with NZTA to provide an update on the Brymer substantive application ahead of lodgement, including the revised masterplan, development staging and transport assessment. Discussion focused on the Integrated Transport Assessment, Waikato Regional Transport Model outcomes, state highway impacts, speed management on SH23, and opportunities for NZTA to provide feedback prior to and during the Fast-track approvals process.
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4.5 Ministry of Education

Consultation has occurred with the Ministry of Education (MoE), through both meetings and written communication. Further details of this are set out in Table 13 below.

Table 13 - Summary of Consultation with MoE

Method	Date	Purpose / Discussion
Meeting	3-Dec-25	The meeting provided the Ministry of Education with an overview of the proposed Brymer Fast Track and the activities and land uses, and sought early feedback on education infrastructure requirements, school capacity, active transport connections, staging, and opportunities for ongoing collaboration throughout the preparation of the applications.
Email	4-Aug-26	Provide MoE with the final draft Brymer masterplan and a high-level overview of the substantive application ahead of lodgement. It outlined the key components of the proposal, staging and supporting infrastructure, and invited feedback on matters relevant to the Ministry's interests, including anticipated education demand, school capacity and the staging of residential growth, to inform finalisation of the substantive application.

Letter	14-Aug-26	MoE reviewed the Brymer masterplan and noted that the proposed residential development will have implications for the local schooling network. The Ministry advised that there is capacity within the local secondary school network and for the northern stages within the primary network; however, accommodating primary-aged students from the southern stages is likely to be more challenging and may require significant investment to increase capacity. The Ministry also emphasised the importance of well-integrated transport connections and safe travel for vulnerable road users, particularly students travelling to school. The Ministry will continue to monitor future schooling capacity requirements and welcomed ongoing engagement as the proposal progresses.
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5.0 Adjoining and Adjacent Landowners

Schedule 5(1)(d) of the Fast Track Approvals Act 2024 requires that the full name and address of each owner of the site and of land adjacent to the site and each occupier of the site and of land adjacent to the site whom the applicant is unable to identify after reasonable inquiry.

To fulfil this requirement, a letter was prepared and sent to all owners and occupiers of the sites and land adjacent to and/or adjoining the Brymer site. The purpose of the letter was to:

- Share information on the Brymer fast track project including the activities proposed;
- Provide a brief overview of the Fast Track Application process; and
- Confirm owner or occupier addresses.

Table 14 below provides a full list of owner and occupier letters sent.

Table 14: List of Owner and Occupiers Adjoining / Adjacent to the Brymer Site

Address	Owner and/or Occupier Details	Response received
572 Whatawhata Road	██████████ ██████████ ██████████ ██████████ ██████████ ██████████ ██████████	-

47

Lot 1-2 Deposited Plan South Auckland 33080 and Part Lot 1 Deposited Plan 18675		-
14 Sunny Dale		-
12 Sunny Dale		Yes
227 Grandview Road		Yes
246 Grandview Road		Yes
244 Grandview Road		Yes
238 Grandview Road		-
236 Grandview Road		Yes
234 Grandview Road		-
232 Grandview Road		-
3 Ayrshire Drive		-
5 Ayrshire Drive		-
7 Ayrshire Drive		-
9 Ayrshire Drive		Yes
11 Ayrshire Drive		-
13 Ayrshire Drive		-

3 Friesian Place		-
5 Friesian Place		Yes
7 Friesian Place		Yes
9 Friesian Place		Yes
11 Friesian Place		-
13 Friesian Place		Yes
15 Friesian Place		Yes
17 Friesian Place		Yes
19 Friesian Place		Yes
21 Friesian Place		Yes
23 Friesian Place		Yes
25 Friesian Place		Yes
27 Friesian Place		Yes
29 Friesian Place		
31 Friesian Place		Yes

33 Friesian Place		Yes
Te Kootii Park Hamilton City Council		-
15 Limousin Place		-
17 Limousin Place		-
21 Limousin Place		Yes
27 Limousin Place		Yes
29 Limousin Place		Yes
31 Limousin Place		Yes
33 Limousin Place		-
35 Limousin Place		Yes
44 Limousin Place		Yes
42 Limousin Place		-
40 Limousin Place		-

36 Limousin Place		-
34 Limousin Place		-
10 Limousin Place		-
9 Harrogate Place		Yes
12 Harrogate Place		Yes
8 Harrogate Place		Yes
13 Highgrove Drive		-
17 Highgrove Drive		-
19 Highgrove Drive		-
21 Highgrove Drive		Yes
23 Highgrove Drive		-
27 Highgrove Drive		-
28 Highgrove Drive		Yes
26 Highgrove Drive		-
24 Highgrove Drive		-

20 Highgrove Drive		Yes
18B Highgrove Drive		Yes
18C Highgrove Drive		-
13 Southworth Place		Yes
15 Southworth Place		Yes
17 Southworth Place		-
19 Southworth Place		Yes
21 Southworth Place		Yes
18 Southworth Place		-
16 Southworth Place		-
14 Southworth Place		-
12 Southworth Place		-
127 Brymer Road		-
124 Bagust Road		Yes

16 O'Brien Road	[REDACTED] [REDACTED] [REDACTED] [REDACTED]	
32 O'Brien Road	[REDACTED] [REDACTED]	Yes
29 O'Brien Road	[REDACTED]	-
37 O'Brien Road	[REDACTED] [REDACTED]	Yes
39 O'Brien Road	[REDACTED]	Yes
54 O'Brien Road	[REDACTED] [REDACTED]	Yes
616 Whatawhata Road	[REDACTED] [REDACTED]	Yes
608 Whatawhata Road	[REDACTED]	Yes
583 Whatawhata Road	[REDACTED] [REDACTED]	-

Following the letter drop, several phone calls and emails were received by the Applicant from landowners generally asking for more information regarding the project.

6.0 Other Stakeholders

Below is a summary of consultation and engagement carried out with other stakeholders.

6.1 Waikato River Authority

The Minister's referral decision letter required that the Waikato River Authority be notified of the Brymer application. In accordance with this requirement, emails were sent to representatives of the Waikato River Authority on 17 and 18 August 2026. These emails provided an overview of the application and project description and included a copy of the masterplan.

6.2 WEL Networks

An online application was submitted to WEL on 6 August 2026 for the undergrounding of the existing 33 kV high-voltage power infrastructure at the Brymer site. On 11 August 2026, WEL

confirmed receipt of the application and advised that design work for the proposed works would commence.