



November 2025

SL1 Surface Water Take Application

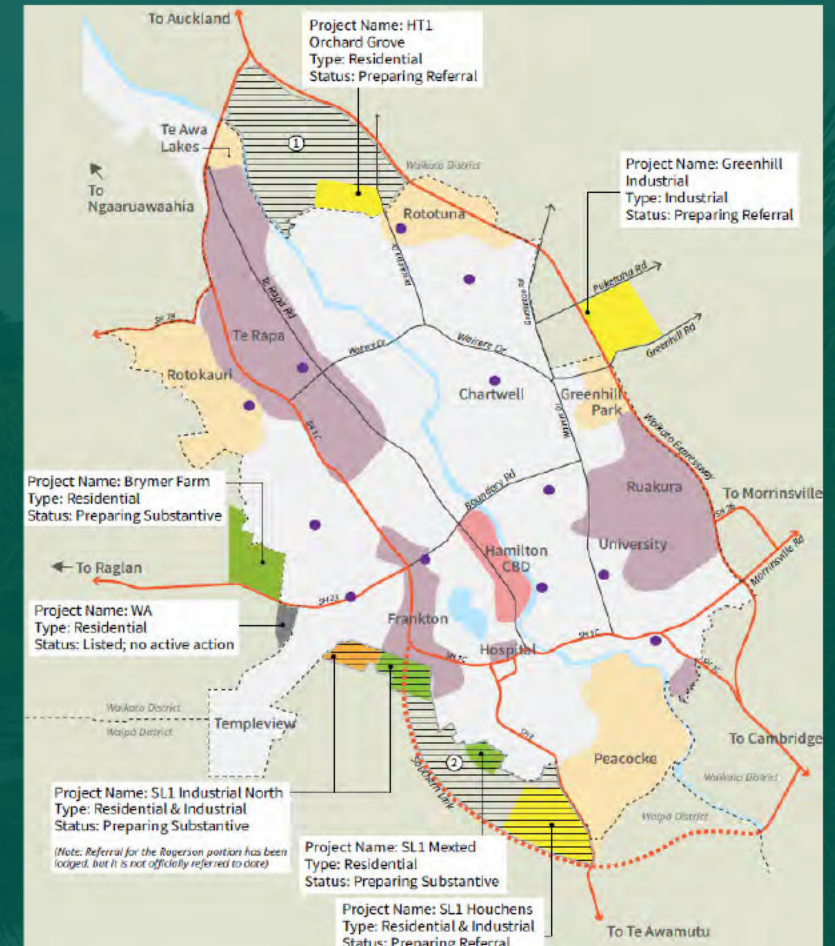
Waikato River Catchment

B&A
Urban & Environmental

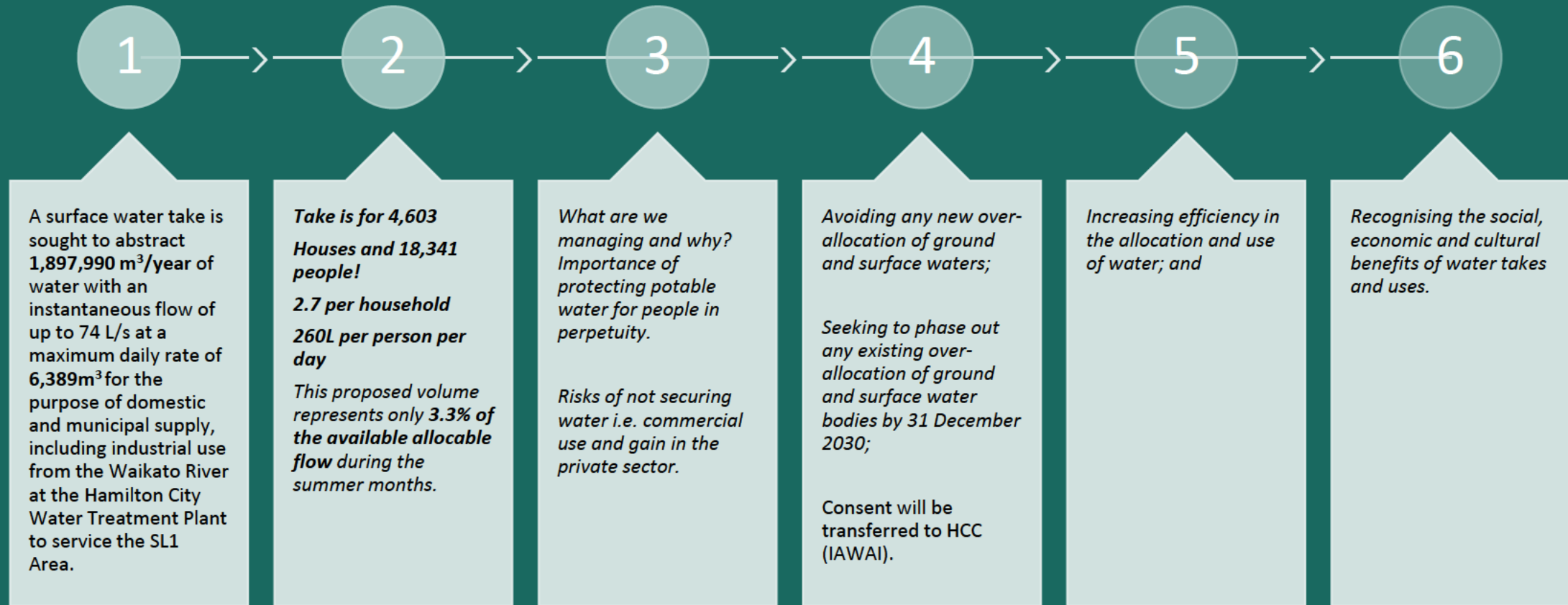
W A I K A T O
TAINUI

Overview of current Fast Track Applications that may require Surface Water Takes from the Waikato River.

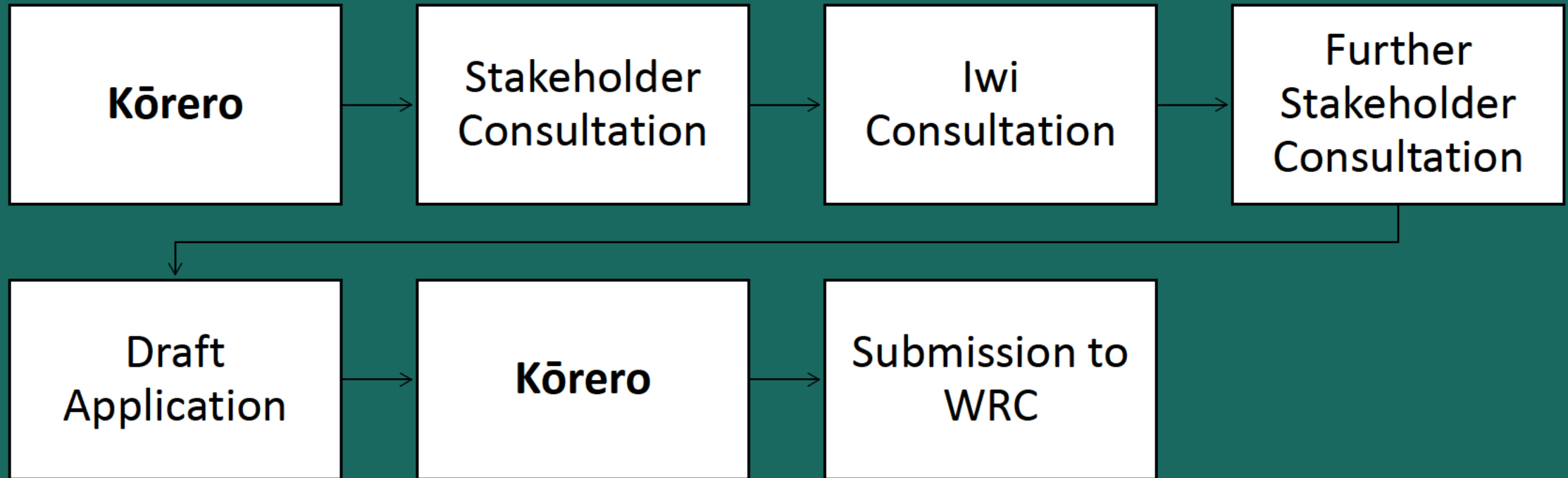
- 12 Fast Track Applications across Waikato (combination of listed and referral apps)
- SL1 – Residential and Industrial
- SL1 – Rogerson and SL1 Houchens



What is Our Application for and why?



The Process



National direction Considered

NPS UD 2020 – Housing requirement HBA, Affordability.

NPS FW 2020 - *Te Mana o te Wai*, which means prioritizing the health and well-being of water bodies and ecosystems first, followed by the health needs of people, and then other social, economic, and cultural well-being.

NPS IB 2023 - Its key requirements include achieving at least no further net loss of indigenous biodiversity and providing clear, consistent criteria for identifying and managing significant natural areas (SNAs).

Part 2 RMA – Purpose of the Act, National Importance and Section 8 Treaty of Waitangi.

The National Environmental Standard for Sources of Human Drinking Water ('NES-HDW') commenced on 20 June 2008. This standard is a regulation enacted by an Order in Council, under section 43 of the RMA. The regulation requires that a regional council must not grant a water or discharge permit for an activity that will occur upstream of a drinking water abstraction point if specific criteria at the point of abstraction are exceeded. (is there allocation available?? Answer is yes)

Te Ture Whaimana (Waikato River Vision and Strategy) – Discussion

Te Ture Whaimana includes a set of objectives, which are as follows:

(a) The restoration and protection of the health and wellbeing of the Waikato River.

(b) The restoration and protection of the relationships of Waikato-Tainui with the Waikato River, including their economic, social, cultural, and spiritual relationships.

(c) The restoration and protection of the relationships of Waikato River Iwi according to their tikanga and kawa with the Waikato River, including their economic, social, cultural and spiritual relationships.

(d) The restoration and protection of the relationships of the Waikato Region's communities, with the Waikato River, including their economic, social, cultural and spiritual relationships.

(e) The integrated, holistic and co-ordinated approach to management of the natural, physical, cultural, and historic resources of the Waikato River.

(f) The adoption of a precautionary approach towards decisions that may result in significant adverse effects on the Waikato River, and in particular, those effects that threaten serious or irreversible damage to the Waikato River.

(g) The recognition and avoidance of adverse cumulative effects, and potential cumulative effects, of activities undertaken both on the Waikato River and within the catchment on the health and wellbeing of the Waikato River.

(h) The recognition that the Waikato River is degraded and should not be required to absorb further degradation as a result of human activities.

(i) The protection and enhancement of significant sites, fisheries, flora and fauna.

(j) The recognition that the strategic importance of the Waikato River to New Zealand's social, cultural, environmental and economic wellbeing, requires the restoration and protection of the health and wellbeing of the Waikato River.

(k) The restoration of water quality within the Waikato River so that it is safe for people to swim in and take food from over its entire length.

Waikato-Tainui Environmental Management Plan Tai Tumu Tai Pari Tai Ao

The Waikato-Tainui Environmental Management Plan Tai Tumu Tai Pari Tai Ao (**WTEMP**) is a multifunctional plan with key strategic objectives:

Grow tribal identity and integrity, including “to grow our tribal estate and manage our natural resources.

Enhance Waikato-Tainui participation in resource and environmental management.

Provide clear high-level guidance on Waikato-Tainui objectives and policies with respect to the environment to resource managers, users and activity operators, and those regulating such activities, within the Waikato-Tainui rohe.

To support and promote a coordinated, co-operative, and collaborative approach to natural resource and environmental management, restoration, and care within the Waikato-Tainui rohe.

Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010 Ngāti Hauā Claims Settlement Act 2014

- The Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010 supports the Waikato Raupatu Claims Settlement Act 1995. The overarching purpose of the Settlement is to restore and protect the health and wellbeing of the Waikato River for future generations.
- The Settlement provides the following statement of significance of the Waikato River to Waikato-Tainui:
- *“The Waikato River is our tupuna (ancestor) which has mana (spiritual authority and power) and in turn represents the mana and mauri (life force) of Waikato-Tainui. The Waikato River is a single indivisible being that flows from Te Taheke Hukahuka to Te Puuaha o Waikato (the mouth) and includes its waters, banks and beds (and all minerals under them) and its streams, waterways, tributaries, lakes, aquatic fisheries, vegetation, flood plains, wetlands, islands, springs, water column, airspace, and substratum as well as its metaphysical being. Our relationship with the Waikato River, and our respect for it, gives rise to our responsibilities to protect te mana o te Awa and to exercise our mana whakahaere in accordance with long established tikanga to ensure the wellbeing of the river. Our relationship with the river and our respect for it lies at the heart of our spiritual and physical wellbeing, and our tribal identity and culture”.*

Summary of Take and Staging over 35 years

Site Name	Stage Name	Stage No	Area (Ha)	No. Residential Houses	Industrial Area (Ha)	Timing	Stage Annual Usage (m³)	Site Annual Usage (m³)
SL1 Mexted	1A	1	13.9	300		2027 – 2032	84,127	280,422
	1B	1	6.6	150		2032 – 2037	42,063	
	1C	1	14.3	300		2037 – 2045	84,127	
	1D	1	7.6	150		2045 – 2050	42,063	
	1E	1	5.4	100		2050 - 2060	28,042	
SL Industrial North	IA	1	24		24	2027 – 2032	112,162	286,965
	IB	1	12.4		12.4	2027 – 2032	57,954	
	IC	1	16.5		16.5	2033 – 2040	77,116	
	ID	1	8.5		8.5	2033 - 2040	39,726	

Summary of Take and Staging over 35 years continued.

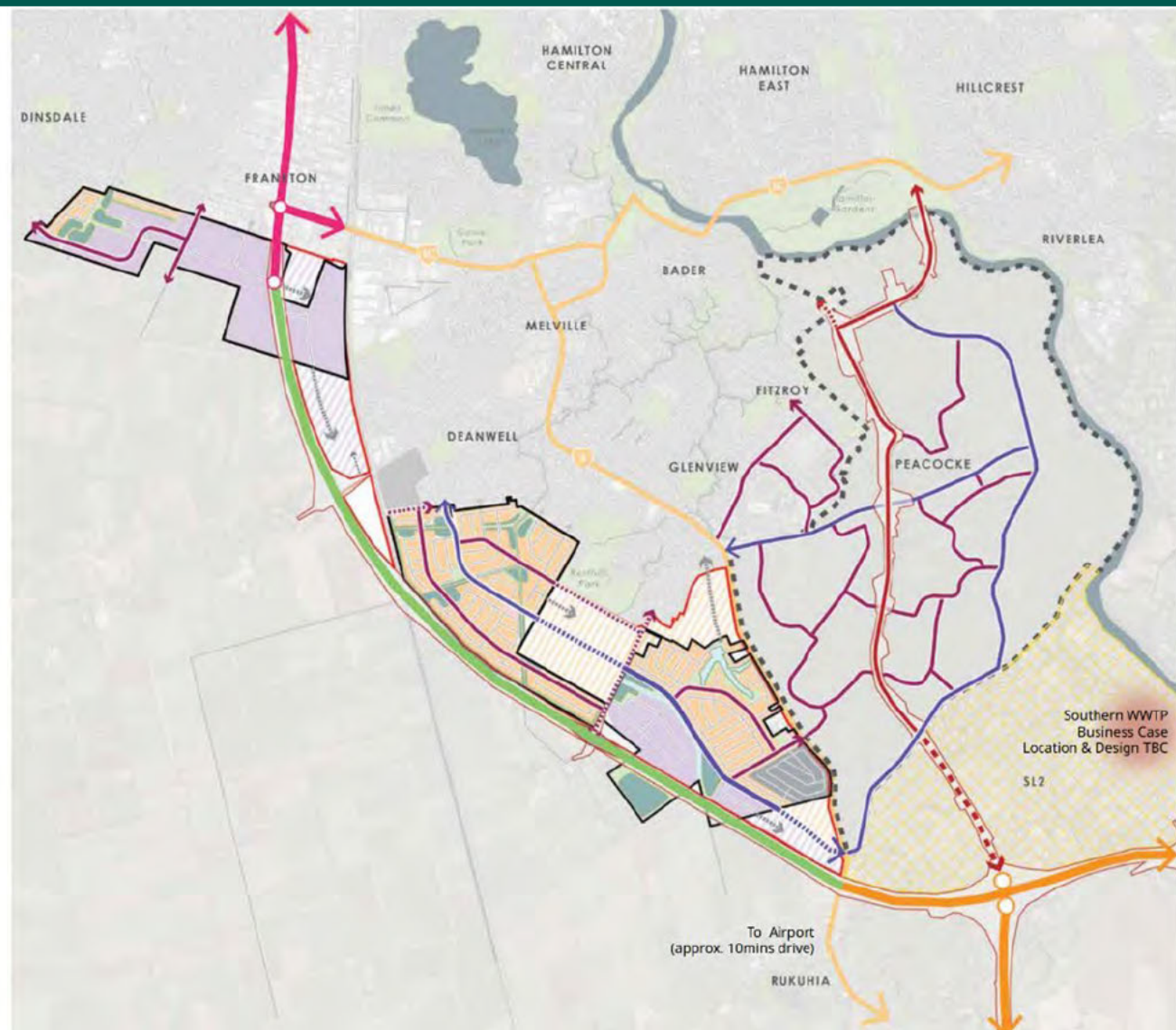
SL7 Houche ns	2A	2	18.9	400		2027 – 2032	112,169	795,464
	2B	2	29.7	650		2035 – 2045	182,274	
	2C	2	19.7	425		2045 – 2050	119,179	
	2D	2	30.6	665		2027 – 2032	186,481	
	F10	Future	30.1		30.1	2030 – 2040	140,678	
	F11	Future	11.7		11.7	2030 – 2040	54,682	
SL1 Rogers on Block	3A	3	23.3	200		2027 – 2032	56,084	205,643
	3B	3	32		32	2030 – 2040	149,558	
SL1 Consort ium Balance	F3	Future	10.5	225		2050 – 2060	63,095	329,496
	F4	Future	14.3	300		2050 – 2060	84,127	
	F5	Future	14.8	325		2050 – 2060	91,137	
	F6	Future	28.2	325		2050 – 2060	91,137	

SL1 Wider Context

Southern Links Road of National Significance Staging and delivery. 100m design budget approved.

Overall SL1 Masterplan

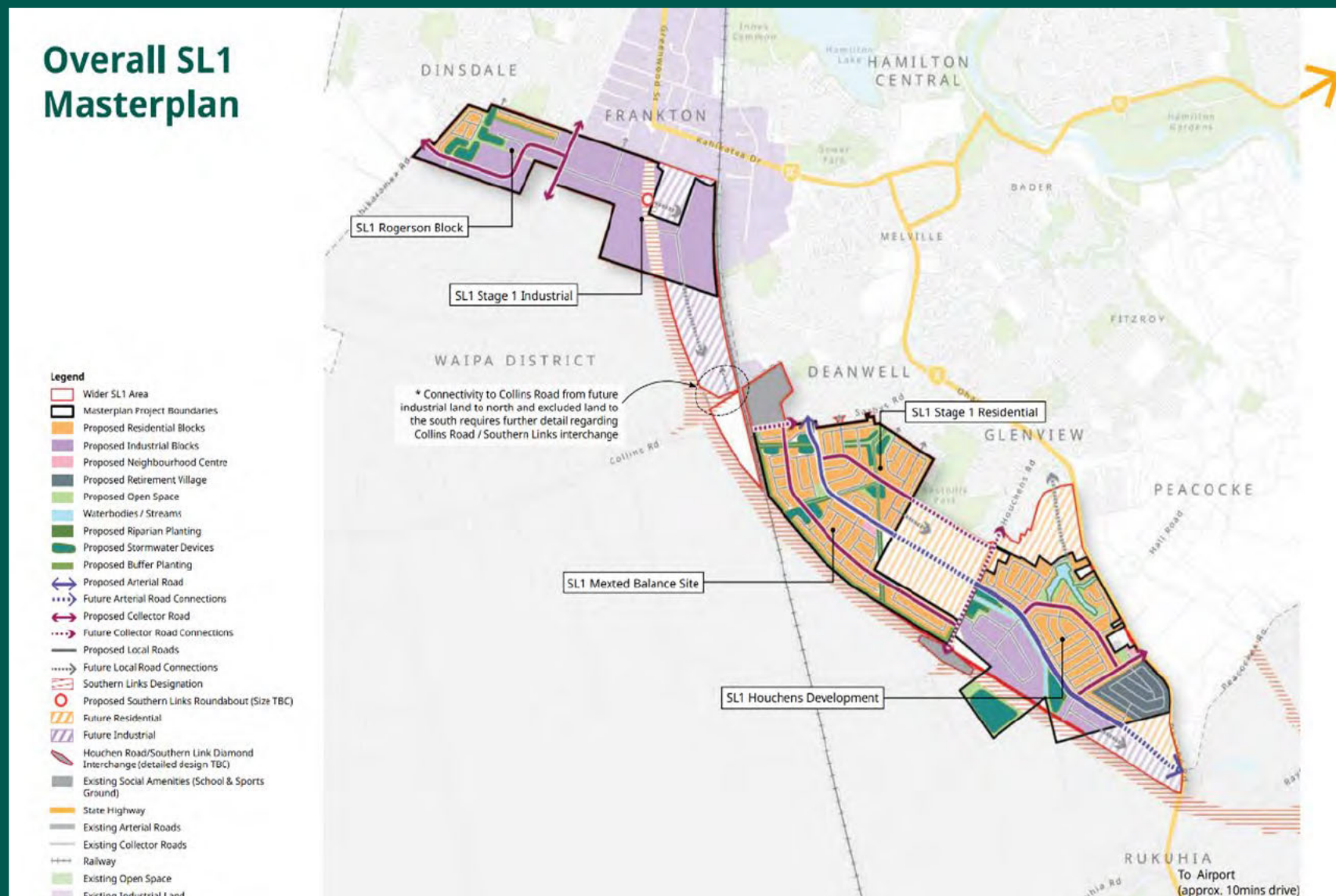
- Legend**
- Wider SL1 Area
 - Masterplan Project Boundaries
 - Proposed Residential Blocks
 - Proposed Industrial Blocks
 - Proposed Neighbourhood Centre
 - Proposed Retirement Village
 - Proposed Open Space
 - Waterbodies / Streams
 - Proposed Riparian Planting
 - Proposed Stormwater Devices
 - Proposed Buffer Planting
 - Proposed Arterial Road
 - Future Arterial Road Connections
 - Proposed Collector Road
 - Future Collector Road Connections
 - Proposed Local Roads
 - Future Local Road Connections
 - Southern Linky Designation
 - Southern Links - Stage 1 (2028)
 - Southern Links - Stage 2 (mid - 2029)
 - Southern Links - Stage 3 (mid - 2029)
 - Proposed Southern Links or 3 Leg SH1C Roundabouts (Size TBC)
 - Future Residential
 - Future Industrial
 - Houchen Road/Southern Link Diamond Interchange (detailed design TBC)
 - Existing Social Amenities (School & Sports Ground within SL1)
 - SL2
 - Peacockes Structure Plan Area
 - State Highway
 - Existing Arterial Roads
 - Existing Collector Roads
 - Railway
 - Existing Open Space
 - Existing Industrial Land



SL1 Master Plan

FT Development Areas

- Industrial connectivity
- Residential connectivity
- Southern WWTP Connectivity



SL1 Mexted

Preparing substantive application

- Annual Usage = 280,000m³

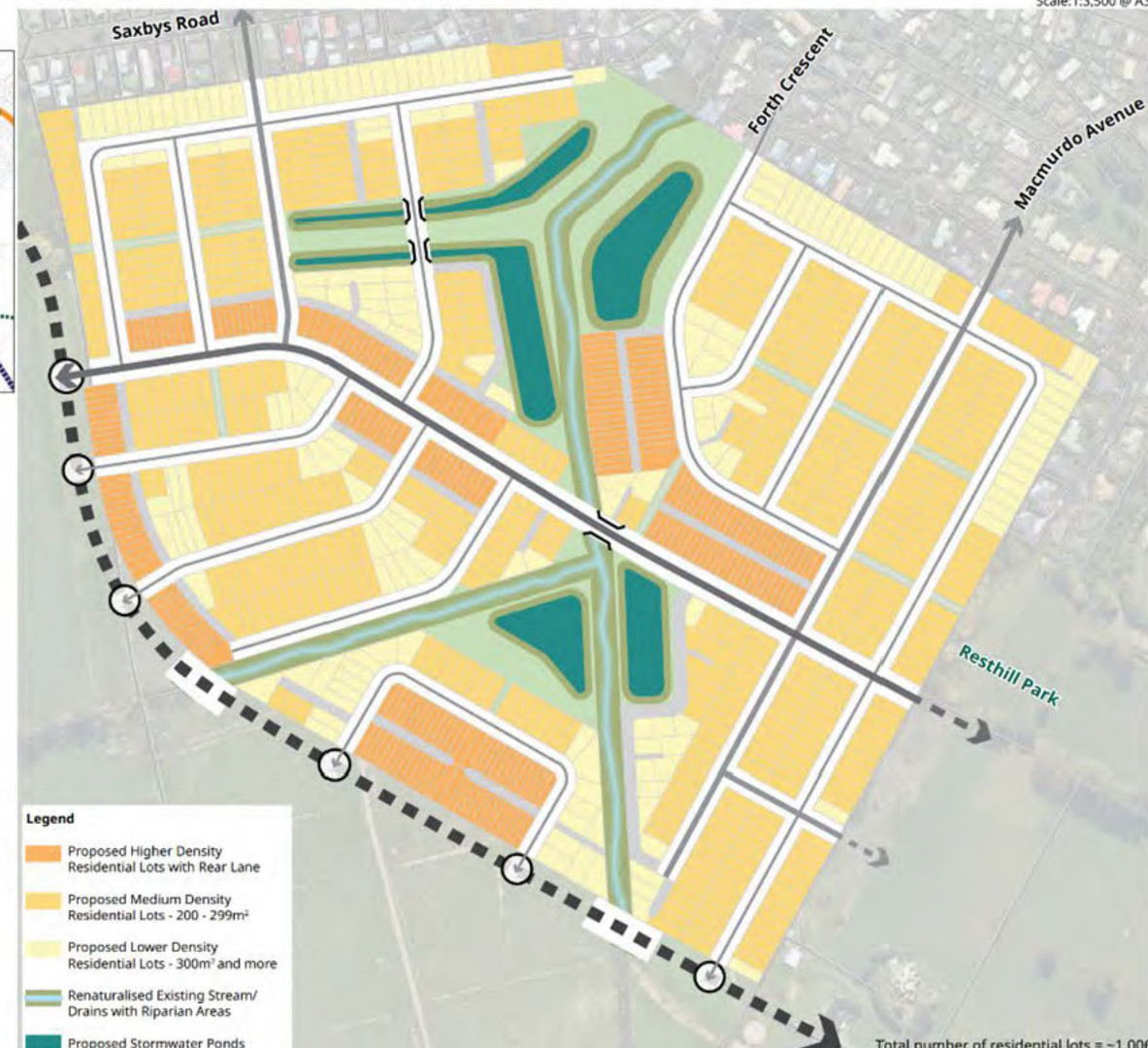
SL1 Mexted Residential Masterplan

Wider Connectivity Map



Wider Connectivity Legend

- Southern Link Designation
- Southern Link Diamond Interchange Extent
- Southern Link
- Existing State Highway
- Proposed Arterial Road
- Future Arterial Road (outside of Mexted areas)
- Proposed Collector Road
- Future Indicative Collector Road
- Proposed Key Local Road (18m)
- Proposed Local Road (16.8m)
- Existing Railway Line



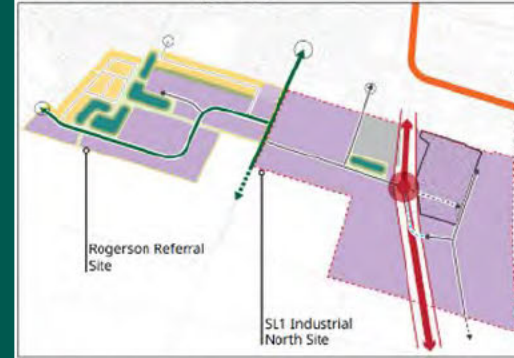
SL1 Northern Blocks

Preparing substantive application

- Annual Usage = 297,000m³

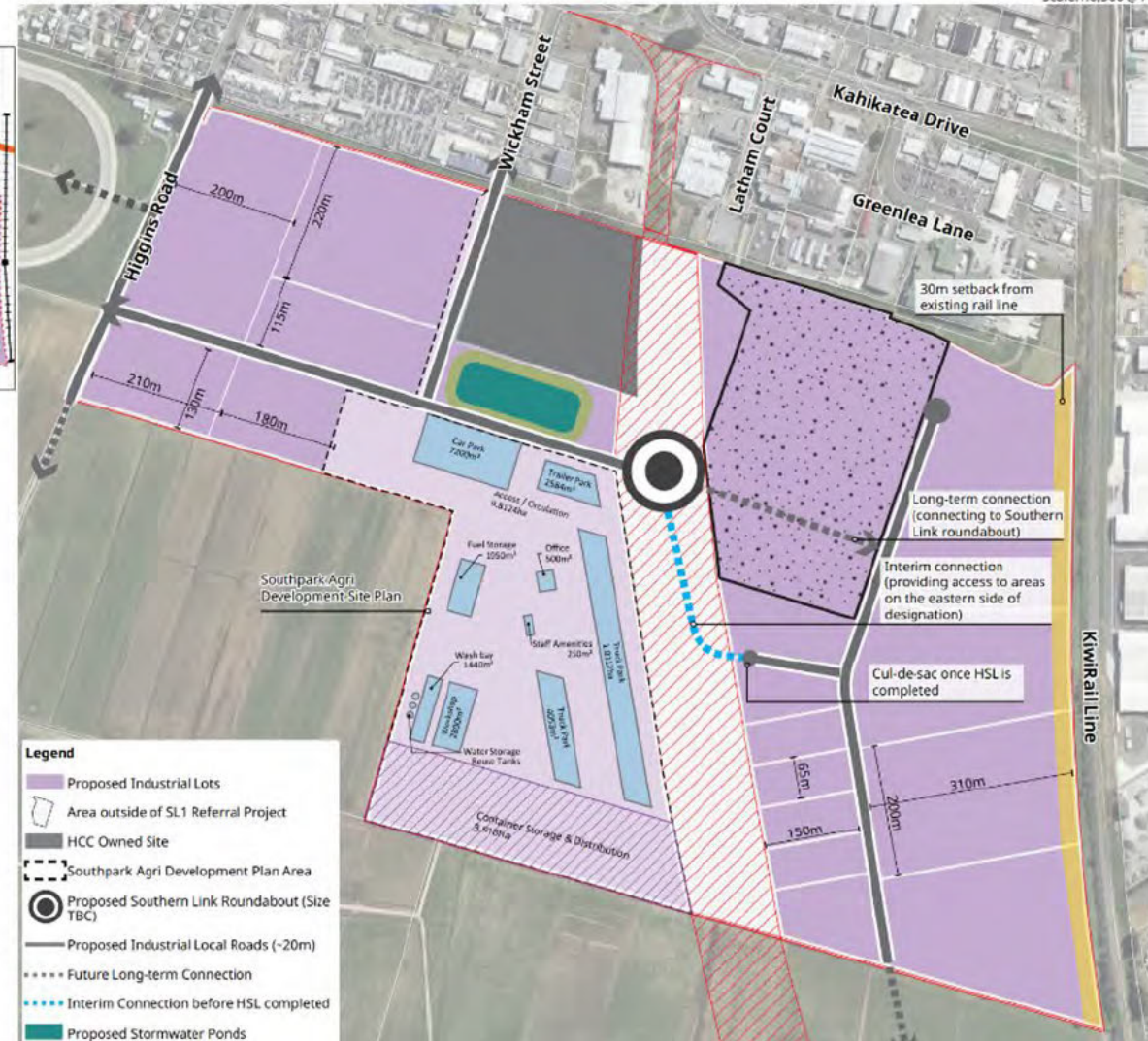
SL1 Industrial North High-level Masterplan

Wider Connectivity Map



Wider Connectivity Legend

- Southern Link Designation
- Indicative Southern Link Roundabout (Size/Extent TBC)
- HCC Owned Site
- Area outside of SL1 Referral Project
- Southern Link
- Existing State Highway
- Proposed Collector Road
- Proposed Industrial Local Road
- Future Long-term Industrial Connection
- Interim Connection (prior HSL completed)
- Proposed Residential Local Road (16.8m)
- Existing Railway Line



SL1 Rogerson

Preparing substantive application

- Annual Usage = 206,000m³

3.2 Staging and Infrastructure Sequence

Proposed Stages	Catchment Areas (approx.)	Wetland Required	Approx. Yield
Residential Stage 1	5.7 ha	Wetland 1A	78
Residential Stage 2	7.4 ha	Wetland 1B	127
Industrial Stage 1	15.1 ha	Wetland 2A	16
Industrial Stage 2	13.3 ha	Wetland 2B	14

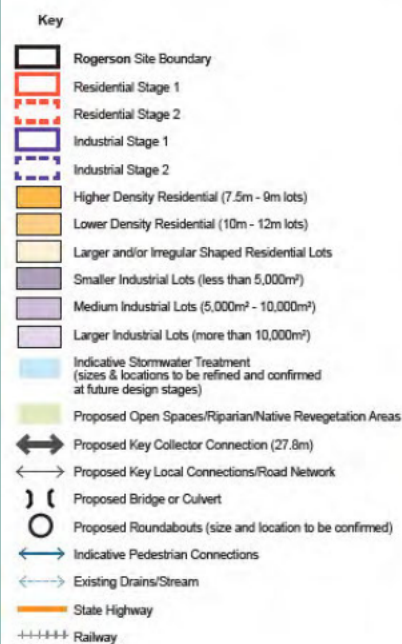


Figure 4: High-level Staging Plan

Residential Metric	Typical Lot Size	Estimated Yield	Potential Typologies/Uses	Industrial Metric	Typical Lot Size	Estimated Yield	Potential Uses
Higher density (7.5m - 9m lot)	200m ² - 250m ²	50	Terraced dwellings, duplexes	Smaller lots	Less than 5,000m ²	16	Small-scale manufacturing, repair workshops, and wholesale businesses
Lower density (10m - 12m lot)	300m ² and above	133	Duplexes, detached dwellings	Medium lots	5,000m ² - 10,000m ²	9	Light industrial workshops, warehouse, and commercial showrooms
Larger lot and/or irregular shaped	400m ² and above	22	Detached dwellings	Larger lots	10,000m ² and above	5	Light industrial workshops, warehouse, and commercial showrooms
Total		205		Total		30	

SL1 Houchens

Preparing referral
application

- Residential
- Retirement village
- Industrial
- Small neighbourhood centre

3.0 Masterplan

3.1 High-level Masterplan

* This masterplan document represents a high-level conceptual layout only. The proposed site layout, estimated yield, typologies, and land uses illustrated here are based on the preferred development approaches and the existing industrially zoned areas within Hamilton. The exact residential typology, industrial activities, and lot sizes are subject to further adjustments upon comprehensive technical investigations and detailed design processes, including but not limited to engineering, ecological assessment, geotechnical analysis, and hydrological studies.



Figure 5 SL1 Houchens Road Conceptual Masterplan

- Water Connections and Physical Upgrades Explained.



A	FOR INFORMATION		AJP	11/02/2015
Rev	Description		By	Date
	By		Date	
Survey				
Design	TOH		11/02/2015	
DRAWN	AJP		11/02/2015	
Checked				



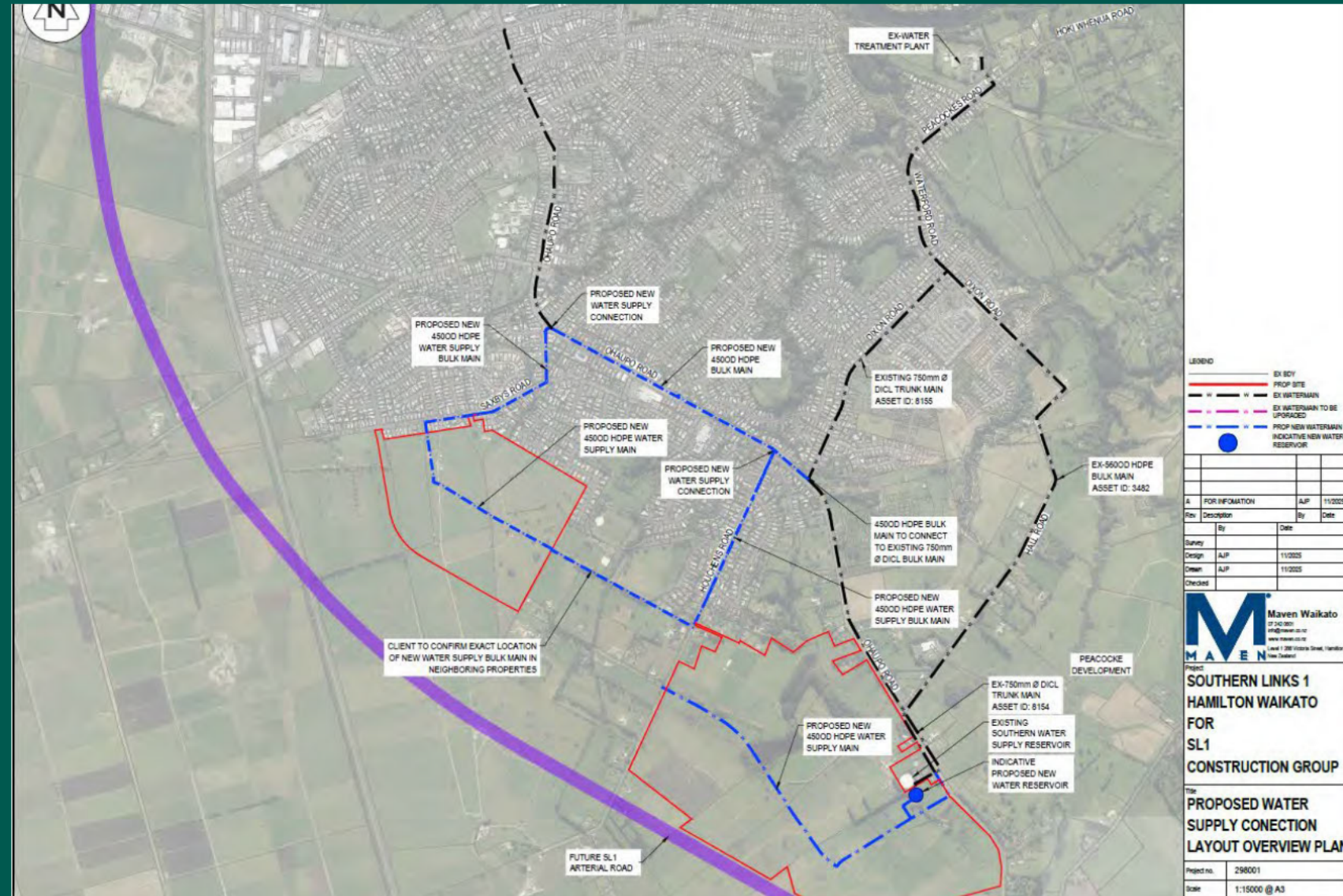
Project:
**SOUTHERN LINKS 1
HAMILTON WAIKATO
FOR
SL1 CONSORTIUM GROU**

Title
**PROPOSED WATER SUPPLY
CONNECTION LAYOUT PLAN**

Project no.	298001
Scale	1:15000 @ A3

SL1 South

- Water Connections and Physical Upgrades Explained.



Questions

SL1 Land Ownership

(SL1 Consortium Parcels)

■ Graeme Rogerson (plus others)
 43.9390 ha (n/a)

■ Hamilton City Council
 4.002 ha (0.26ha)

■ Southpark Agri Development Ltd
 42.3687 ha (7.74ha)

■ Theodoor Bongers
 30.33 ha (0.38ha)

■ Golden Ridge Park Ltd
 22.2053 ha (n/a)

■ Golden Ridge Farm Ltd
 52.83 ha (14.86ha)

■ Golden Valley Farm Ltd
 11.47 ha (50.12ha)

■ Chinamans Hill Ltd
 89.66 ha (12.83ha)

■ Ohaupo Land Limited Partnership
 37.37 ha (1.87ha)

Total SL1 Area¹..... approx. 440 ha

Total Consortium Area within SL1
 boundary².....approx. 334.1697 ha

Total area outside of SL1
 boundary²..... approx. 88.06 ha

Consortium Area Percentage..... 75.95%

¹: As indicated in the Fast-track Referral Application.
²: All areas have been measured or obtained using Emap
 and are approximate only. Exact areas should be confirmed
 through a proper land survey.

Key

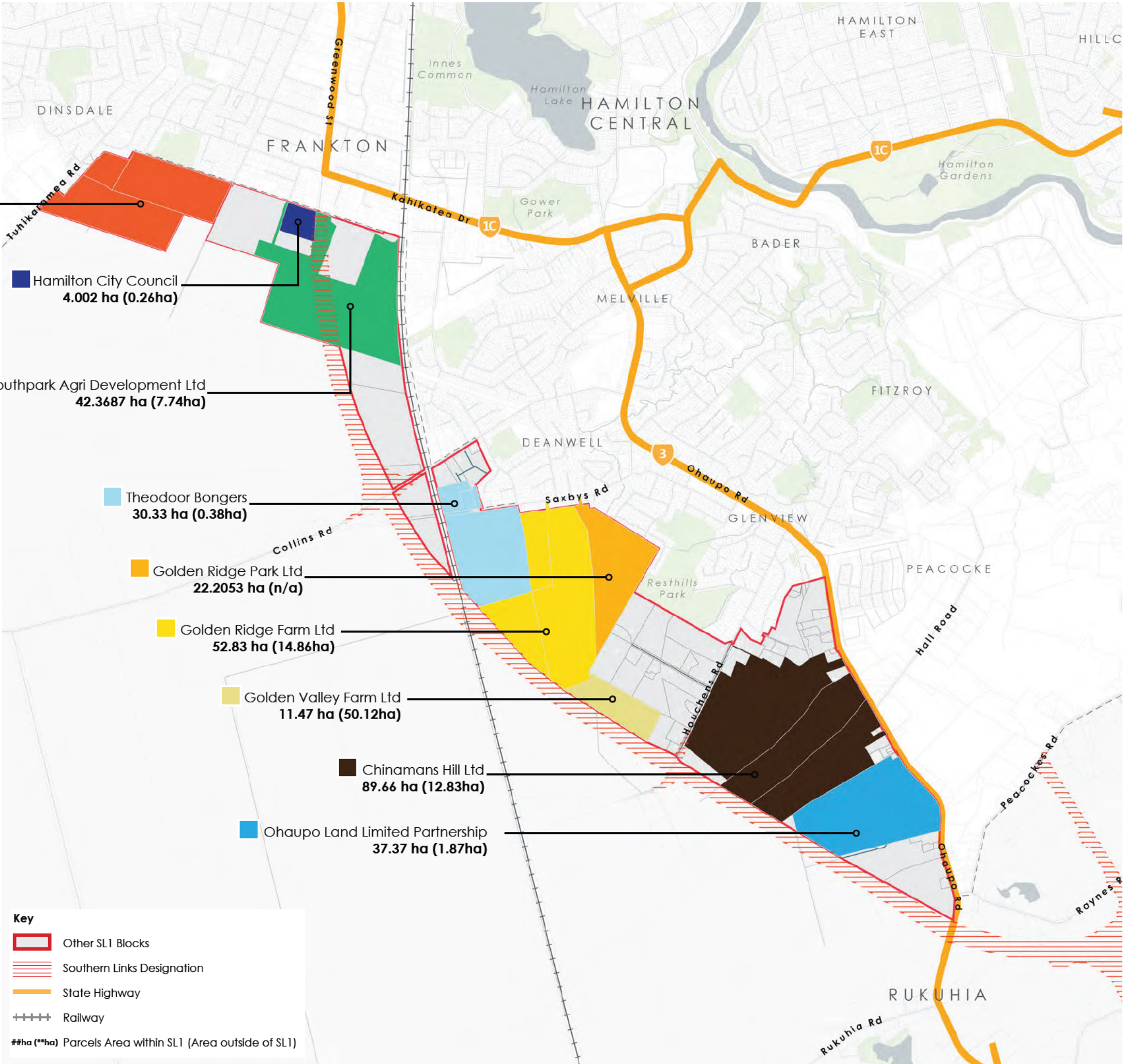
Other SL1 Blocks

Southern Links Designation

State Highway

Railway

##ha (**ha) Parcels Area within SL1 (Area outside of SL1)



7 September 2026

Environmental Protection Agency
Private Bag 63002
Wellington 6140

Southern Links 1 Fast-track Application – Lot 1 DP 603134 – Encumbrance 12988232.5

Hamilton City Council (HCC) has been consulted by the Applicant in relation to the proposed Southern Links 1 substantive application under the Fast-track Approvals Act 2024 (FTAA), including the proposed development of Lot 1 DP 603134 and the implications of Encumbrance 12988232.5 registered on that land in favour of HCC.

HCC understands that the encumbrance was established in connection with Waipā District Council subdivision consent SP/0099/23 and restricts activities on Lot 1 DP 603134 to those permitted within the Rural Zone under the Waipā District Plan, including restricting the landowner from applying for resource consent for activities that are not permitted within that zone.

Since the encumbrance was established, the strategic planning and development context of the land has advanced. Lot 1 DP 603134 now forms part of the wider Southern Links 1 project, which is a listed project under Schedule 2 of the FTAA. HCC has been provided with information regarding the proposed master planning of the project area, its relationship with the future Southern Links transport network and associated east-west roading connections, and the proposed staging and infrastructure controls.

The existence of Encumbrance 12988232.5 is acknowledged by HCC.

On the basis of the engagement and with the existence of the encumbrance expressly acknowledged, HCC recognises the Southern Links 1 FTAA process continuing through lodgement and substantive processing of the application through to the Panel's decision (and any appeals). This provides an alternative process for the proposed development, including subdivision, staging, and strategic infrastructure arrangements affecting Lot 1 DP 603134 to be considered comprehensively before the future treatment of the encumbrance is determined. This letter therefore constitutes HCC's agreement as encumbrance, for the purposes of the encumbrance only, for the lodgement of the substantive application for approvals (including resource consents and other approvals) for the Southern Links 1 project under the FTAA.

HCC understands that the Applicant proposes for the encumbrance to be retained during the FTAA approvals process. At this stage we do not know the final decision of a Fast Track application or the wording of any potential conditions of consent, so it is premature to state exactly when and on what terms the encumbrance would be lifted. If the Southern Links 1 substantive fast track application is approved and includes the development of Lot 1 DP 603134 then HCC would consider this a significant land use change that would trigger reconsideration of the encumbrance so that it did not frustrate the Fast Track outcome.

For clarity, this letter records HCC's awareness of the encumbrance and support/agreement for the above procedural pathway. It does not constitute HCC's approval with respect to the substantive application under the FTAA. On that basis we suggest that the parties pick this issue up again at the conclusion of the Fast Track process.

Regards

Appendix 3

New Zealand Transport Agency Consultation



Urban & Environmental

From: Mike Wood [REDACTED]
Sent: Friday, 20 March 2026 1:05 pm
To: Sam Le Heron
Cc: Timothy Goodall; Ian Clark
Subject: FW: Review of Draft ITA - Mexted Residential Block and SL1 Industrial

Hi Sam, I understand you have NZTA's comments on Mexted and SL1 Industrial; this reflected feedback from FLOW and myself. Some additional items have come through from our safety team for BBO to look at.

These are:

In regards to the SH3 Ohaupo Road/Lambert Court intersection, I'm concerned about the proposed traffic signals for these reasons:

- The proposed merge in the southbound direction after the proposed signals is very short, and within the queuing area for the pedestrian signals **[may need to consider moving the pedestrian signals to the proposed traffic signal location – this will need to be considered in the context of the location of the bus stop(s)].**
- At closely spaced signalised intersections queues can form back to the previous signals and block them, and there is a high risk of drivers missing a red light at the first signalised intersection because they can see the green light at the next signalised intersection.
- Guidance provided in Austroads suggests that intersections should be separated by at least five seconds of travel time at the design speed to provide time for drivers to process information.
- The proposed signalised intersection does not appear to cater for cyclists.
- Can the applicant please give consideration to providing another road link from the site to Saxbys Road, so more of the development traffic can use the SH3 Ohaupo Road/Saxbys Road intersection instead of adding additional traffic to the SH3 Ohaupo Road/Lambert Court intersection? Please see red line in the below picture:



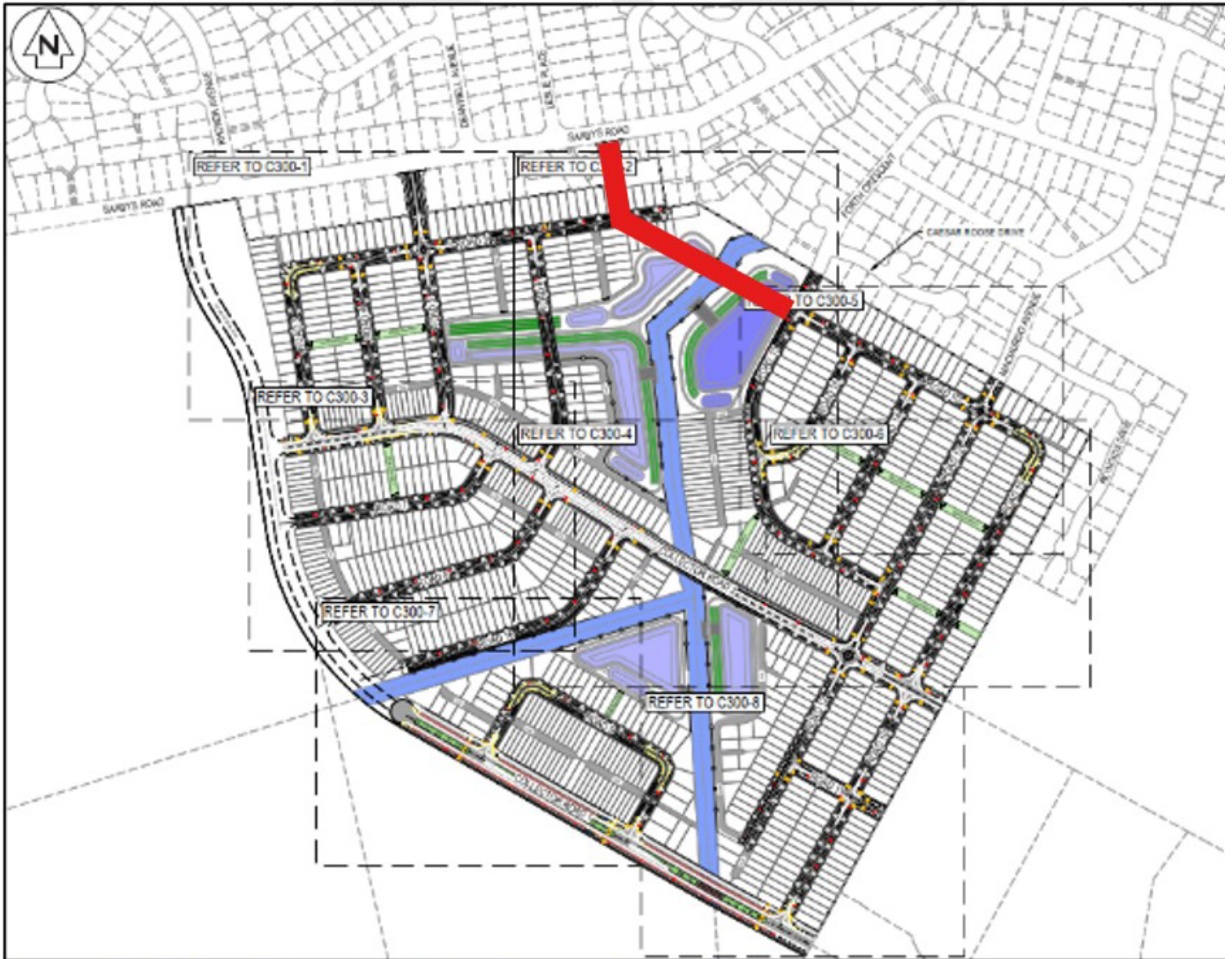


Figure 9: SL1 Mexted Residential Development Master Plan

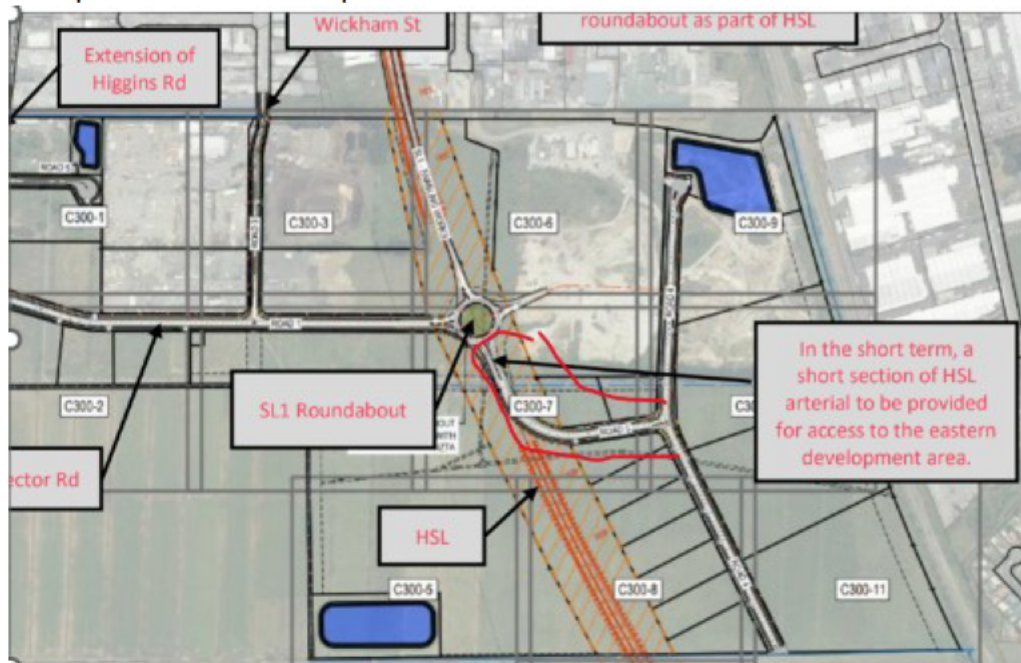
Thanks
Mike

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From: [REDACTED]
Sent: Wednesday, 24 June 2026 9:22 am
To: Sam Le Heron
Subject: RE: SL1 Mexted and Industrial North ITA
Attachments: TN1B260622 ITA V2 review.docx

Hi Sam, Ian has produced the attached memo – I expect these will be items we will be raising further down the line.

One thing that is of concern is the sacrificial local road section – I am not confident that an agreement will address the consequences of a build up of development on that side and an alternative access to the eastern side being available to the eastern SL1 roundabout stub. The ITA is fairly silent on this and I expect this will form part of our formal response.



In terms of s176, I am happy to meet up but unless our specimen design phase gets up and running I would not want us to commit to the laying of any utilities in the corridor (especially large ones) without having a reasonable level of design at our end – we cannot afford to be digging up utilities during the construction phase.

Regards
Mike

From: [REDACTED]
Sent: Friday, 12 June 2026 1:31 pm
To: [REDACTED]
Subject: SL1 Mexted and Industrial North ITA

Hi Ian and Mike,

Trust you are both keeping well. We have progressed our ITA for the SL1 Substantive application based on the feedback received and more refined staging.

I've linked below what is a final draft for your consideration. This includes updated staging for both Mexted and Industrial North.

[REDACTED] I would value the chance to progress formal s176 approval, for works within the HSL designation footprint for the Industrial North area. I see this as quite separate from the wider FTAT engagement that has been occurring. Please let me know which technical documentation for the Industrial North area would assist in this s176 consideration, and how best to assist with this, appreciating times are busy.

Ngā mihi | Kind regards,



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PROJECT	SL1 INDUSTRIAL NORTH AND MEXTED RESIDENTIAL
SUBJECT	REVIEW OF ITA V2
TO	NZTA PROJECT TEAM
FROM	IAN CLARK
DATE	23 JUNE 2026

1 INTRODUCTION

This technical note provides a review of the second version of the ITA (dated 11 June 2026) prepared by BBO. We provided comments on Version 1, and the updated report addresses many of the previous points.

This technical note focusses on issues of interest to NZTA.

2 TRIP GENERATION

The ITA has revised the trip generation assumptions in response to our feedback, including:

- ◆ Use of updated person trip rates for the residential uses
- ◆ Modified mode split assumptions, including not making a correction for work from home trips (for the industrial uses)
- ◆ The 2055 scenario retains the significant mode change, on the basis of BRT being introduced to South Hamilton, but it acknowledges that these are aspirational
- ◆ We are unclear about the wording on page 58, which appears to imply that work from home corrections should be made, but they have not.

We (with support from NZTA and the TLAs) have previously pointed out that there is no firm commitment around the provision of BRT to South Hamilton, at this stage.

The 2045 scenario includes far more modest mode change than 2055, but the 2055 scenario includes significantly greater land use within the SL1 area (see Table 19 of the ITA). It may not be a requirement of the developer to demonstrate the operation of the transport networks with other (uncommitted) land use changes, but we have previously stated that the operation of the HSL/SH1C and HSL/SL1 intersections under this scenario will dictate the extent of spacing required between these two roundabouts. Therefore we retain our view that a 2055 scenario with higher traffic flows (i.e. with some, but not significant mode change) needs to be assessed, to ensure suitable roundabout spacing (see Section 3.1 below).

The report refers to the difference between the new trip predictions and the earlier WRTM outputs. It claims that corrections have then been made, but we have not seen how these have been applied.

Also, the report summarises the results of SIDRA analysis, but no SIDRA printouts are provided within Appendix C.

3 LAYOUTS

3.1 SH1C/HSL

3.1.1 Existing Layout

Section 15.1.1 of the ITA suggests that 1 ha of industrial land can be accommodated with the existing give way layout. This is on the basis of a predicted increase in delays on the worst movement (the right turn out from Greenwood Street north) of less than 10 seconds. We have a number of queries relating to this assessment:

- ◆ Have the delays in the base SIDRA model been calibrated to existing conditions?
- ◆ In particular, do the modelled right turn delays for traffic turning out from Kahikatea Drive west match observed delays?

We note that this SIDRA assessment only considers delays. Section 4.5.1 notes the crash records at this intersection, so there is a safety concern around any increase in traffic turning into or out from Kahikatea Drive west, with the existing layout.

3.1.2 Roundabout Layouts

Section 15.1 of the ITA considers the future operation of the SH1C/HSL roundabout, either with the three leg layout proposed by the HSL Investment Case, or with a more modest three leg layout, or with a four leg layout.

Ultimate Layout

Through our recent work for NZTA we have recognized the potential for significant U turning at this roundabout, due to the proposed ban on right turns at the Greenwood Street/Duke Street intersection. It now appears that the WRTM run carried out for BBO did not allow U turns at the SH1C/HSL intersection, and this will adversely affect the operation of the roundabout.

Our comments on the modelled scenario for 2055 (see bottom of previous page) apply to this roundabout in particular. However, based on our recent work for NZTA it appears that the roundabout will be sheltered by the operation of the traffic signals further north of SH1C. Also, we accept that there does not appear to be much benefit in the proposed free flow left turn lane from Kahikatea Drive east, as vehicles are likely to be inhibited from reaching this lane, due to queueing in adjacent lanes.

Interim Layouts

The report considers a number of interim layouts, with and then without access to the SL1 Industrial North area from the southern leg (the future HSL). These have been assessed for the year 2035, with the scenario without a connection via the southern leg at the HSL/SH1C roundabout tested up to 23 hectares of development, at which time a volume/capacity ratio of 90% is predicted to be reached.

We would like to see the traffic flow calculations, and the SIDRA runs, to allow us to consider these proposed layouts, as the 2035 scenario with HSL Stage 1 only that was run through WRTM was based on 36 ha for SL1 North Industrial and 575 dwellings at the Mexted development (see Section 3.3 below).

3.2 Ohaupo Road/Collins Road

The ITA indicates that the existing signalized layout will continue to operate with satisfactory delays. However, the volume/capacity (V/C) ratios are stated as being quite high, i.e. very close to 100%. It is interesting to note that the V/C ratio in the 2030 PM peak is predicted to be 97% with scenario 1D (280 households), but 93% with scenario 1E (320 households). It is then predicted to improve further by 2035 (scenario 2, with 575 households), presumably due to the assumed completion of the first phase of HSL.

3.3 Ohaupo Road/Saxbys Road

The previous version of the ITA indicated that the initial upgrade to the roundabout (Figure 55 in the new ITA) would work with a poor level of service, but it did not identify a suitable solution.

The new ITA considers the level of upgrade required, but the layout shown in Figure 56 is fairly remarkable, with four through lanes in each direction on Ohaupo Road, but no widening on the two side roads. It seems highly unlikely that such a layout would be progressed. The ITA accepts this, noting that “this solution is not practical or operationally viable”. We therefore respectfully question why such a layout was included in the ITA.

The ITA continues, to consider a more modest signalized layout, with two through lanes in each direction, or a roundabout solution with widening on the side roads. However the ITA states that both options are predicted to fail by 2030. Therefore Section 15.2.2 of the ITA recommends that subdivision is restricted to 320 households (scenario 1E) unless further assessment demonstrates that the intersection can continue to operate safely and efficiently.

We note that the other intersections along SH3 have been tested for scenarios beyond this 320 threshold, and we wonder if the predicted outcome at Ohaupo Road/Collins Road invalidates the assessment of these other intersections (as presumably the poor levels of service at the Ohaupo Road/Collins Road intersection could affect the assignment of traffic in this area).

Also, we wonder how this 320 threshold affects the conclusions for the HSL/SH1C roundabout, as the 2035 scenario used for the intersections of relevance to the SL1 North Industrial development is based on 575 households (see Section 3.1.2 above).

3.4 Ohaupo Road/Lambert Court

This second version of the ITA still retains access from the service road into the intersection. As advised previously, there appear to be significant design challenges with this, including tight U turns, and an inability for drivers using the service road to see the signal heads when approaching from the east or west.

This intersection is one of those assessed where future signalized layouts have not included full pedestrian crossings. These should be assumed to be essential.

3.5 Bus Priority Modelling

Section 15.3 considers bus priority modelling, indicating that this is likely to adversely affect the operation of the route for other vehicles. This is to be expected, but without being able to review the analysis (i.e. with no SIDRA printouts provided), it is unclear if the high V/C ratios of around 140% at several locations, which implies significant spill back, will adversely affect buses.

Reference: P:\NZTA\269 (Pt of 264) Transport Advisory Support for SL1 Listed Projects (13684)\4.0 Reporting\TN1A260617.docx - Ian Clark

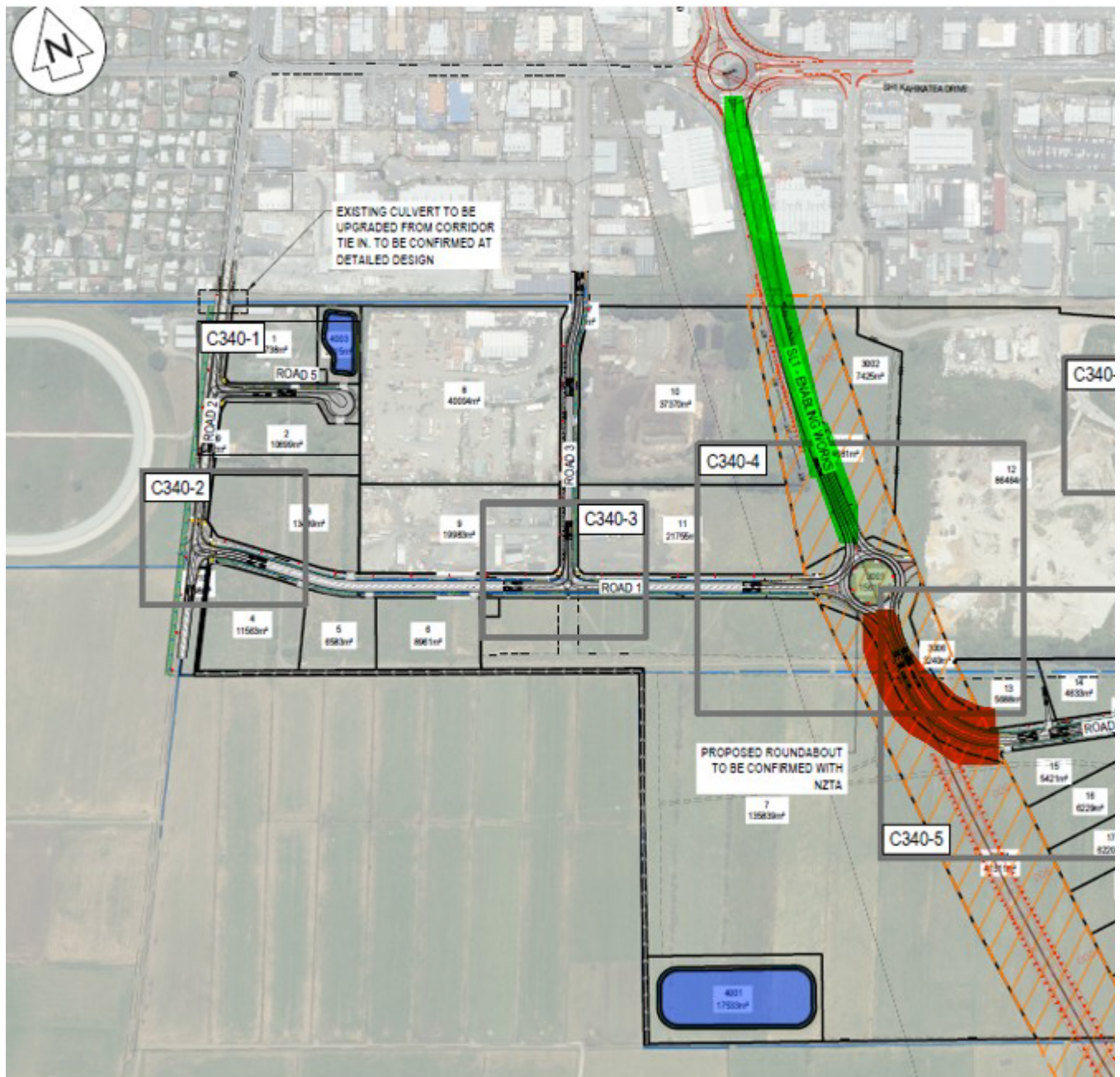
From: [REDACTED]
Sent: Friday, 7 August 2026 2:01 pm
To: Sam Le Heron
Subject: RE: Southern Links 1 - NZTA consultation

Hi Sam, further to the information you sent through on 20th July, 2026, the following comments are provided. These comments largely focus on the SL1 industrial development (reflecting the material content sent through).

1. In summary, there are a number of material matters to work through here before NZTA could even consider the granting of s177 approval(s) post any FTAA decision. These include:
 - Funding for roading infrastructure
 - Design details for roading infrastructure,
 - Location of utilities; and
 - The enabling works package (preloading).
2. NZTA is happy to keep working with you during the FTAA process. However, at this stage we can't see how much of the land subject to the FTAA substantive application can meaningfully be developed unless there is a commitment from your client to fund the roading infrastructure. The Hamilton Southern Links Project (NZTA) has been paused with no date on when it will be reactivated to obtain the legislative approvals and funding for construction. This removes a significant funding source. The use of infrastructure triggers will be an important consideration to address this funding uncertainty.

Roads proposed within the HSL designation.

3. The location of the road (highlighted in red below) within the HSL designation is not supported. We consider that this presents too much risk (financial, reputationally) for NZTA at the construction phase if we are required to provide alternative temporary access within the corridor to future development on the eastern side and/or try and facilitate access to the eastern stub of the SL1 roundabout - this seems far more logical. We gather there are reasons precluding this approach but that should not be at the expense of future construction on the corridor.
4. A new section of arterial road (marked in green – approximately 520 metres) is proposed to connect the SH1C/Greenwood Street/Kahikatea Drive roundabout and the proposed SL1 roundabout. The documentation is not clear on:
 - Funding – who would be funding this section of road? NZTA is not in a position to fund any portion of this road or guarantee a loan repayment back to another entity undertaking the works; the NLTP does not permit NZTA to commit to future repayments.
 - Form of the road – setting aside funding considerations, the documentation is not clear whether this would be delivered as an interim local road or delivered in the form of a state highway. From NZTA's perspective, if this road was to be progressed, we would want a high level of assurance that when HSL was constructed that we were not inheriting a road that did not require significant upgrading to get it to a state highway standard; that the design was future proofed so that traffic disruption was minimised through this section and the relocation of utilities (if this corridor is used) was minimised
5. All of these matters are significant considerations for NZTA and your client (and HCC I would imagine).



Earthworks and peat pre-loading

6. The proposal assumes substantial preload and earthworks within the future HSL designation. Currently there is insufficient information to demonstrate that the finished corridor will meet NZTA's future geotechnical and asset performance and legal liabilities. Due to the HSL project effectively been put on hold, a lot of the design work that NZTA was intending to advance has stopped. This means we are not in a position to provide firm advice at this stage on what is acceptable. For NZTA to engage on this more fulsomely we will need to engage specialists (eg. geotechnical, contamination specialist) to work with your team to ensure we are safeguarding the corridor for future construction.

Location of Utilities in the HSL Designation

7. The plans provided show water supply, wastewater, stormwater infrastructure located within parts of the HSL Designation. We have retained the services of alta consulting to provide feedback on what is proposed here to avoid the relocation of services during the construction phase (for NZTA). Areas of potential concern include: the placement of water infrastructure within the SH1C roundabout; within the narrow section of designation south of the SH1C/Kahikatea Drive Roundabout and including within the proposed access road between the two roundabouts. Additionally, utilities are shown in the sacrificial road (to the

south-east of the SL1 roundabout); as noted above NZTA does not support the inclusion of this road so by default the location of these utilities are also not supported.

8. We would expect that the location of any waste-water and water utilities would also need to be undertaken in negotiation with the new water and wastewater entities.

Design of SH1C/Greenwood Street/Kahikatea Drive Roundabout and SL1 Roundabout

9. The design of the SL1 roundabout will need to meet NZTA's design standards. If this roundabout advances, your client would need to enter a design agreement with NZTA. This is a standard agreement that is used for third party infrastructure on the state highway.
10. As noted previously, FLOW traffic consultants are undertaking more detailed Aimsun modelling to help firm up several decisions NZTA needs to make around such matters as: restrictions on Duke Street and the separation distances of the roundabouts. The current distance is likely to be acceptable from a safety/queuing perspective, however, we need to provide greater certainty on this now so we don't preclude future design options.

Other comments

11. You have requested feedback on Option 2: No HSL Stage 1A, four-arm roundabout and interim access road. Aside from the sacrificial road section (south-east of the SL1), this appears to be an option worth exploring. Without the HSL the main movements at this roundabout will be the right turn from Kahikatea Drive east, and the left turn from Greenwood Street (from the north). NZTA acknowledges that the proposed roundabout will facilitate movement to/from Kahikatea Drive west, and offer interim access to SL1. The key issue will be similar to that noted in item 4 above, about how the roundabout transitions from an interim layout serving SL1 to a more permanent solution serving the HSL. NZTA would wish to minimise any delays during construction, meaning that the interim layout would need to be the same sized roundabout as that required for the ultimate layout.
12. You have requested feedback on conditions that NZTA would like to see. For SL1 Industrial, the Draft ITA is silent on the larger infrastructure requirements to make these options (15.1.1 of Draft ITA) viable. To that end, these are some of the key infrastructure triggers (with a state highway focus):
 - (i) We would expect to see: a roundabout being required at SH1C/Greenwood Street/Kahikatea Drive – access being provided off Greenwood Street.
 - (ii) We would expect, depending on the access option, an access road connecting the SH1C/Greenwood Street/Kahikatea Drive and SH1 roundabout – see comments above about considerations here; and
 - (iii) We would not expect to see a trigger allowing for access off the SL1 roundabout to the south-east.
13. In terms of the Mexted Block, there are a large number of transport infrastructure triggers to be considered. We have provided feedback on these previously and while these are broadly acceptable, we will need to reconsider them once we see the next version of the ITA as part of the substantive application. We still hold reservations on how the development can ultimately proceed to the full extent in light of the constraints at Ohaupo Road/Saxbys Road/Tomin Road roundabout. I would expect the panel will want to understand what is feasible here irrespective of an ITA being produced at a later date (the approach being promoted).
14. Several concept plans were provided as part of the wider SL1 development. Comments on these are:

SL1 Concept Plan Draft- Sheet 1-3

15. As a general comment, the maps are including sperate applications to the south; of concern is reference to indicative interchanges which are not relevant to this substantive application – there has been no confirmed decision from NZTA on the location of a western interchange. Our concern is amplified as there

has been no engagement (from NZTA, Councils, developers) with the relevant community of interest on the level of change that will occur as a result of the other substantive application. We request that this is removed.

16. The Plans still show the sacrificial section of local road across the designation which NZTA does not support.
17. Sheet 3 shows a cycle path/shared use path across designation – our assumption is that this forms part of the proposed roundabout design which will need to be included in any design agreement (see above).

Let me know if you want to run through these comments prior to or after lodgement. I will also be sending this to HCC/Waipā DC (without the information you sent) so they are aware of our comments.

Regards
Mike

From: [REDACTED]
Sent: Thursday, 30 July 2026 4:10 pm
To: [REDACTED]
Subject: RE: Southern Links 1 - NZTA consultation

Hi Mike,

Trust the week is going well. Please do let us know how you and the wider team are getting along with the information shared, and whether it would be helpful to catch up on any of the matters.

An additional point for consideration, would be whether NZTA had any preliminary views on the four-arm option presented previously for Kahikatea Drive / Greenwood St, in the ITA shared. Page 62 of draft ITA shared.
Option 2: No HSL Stage 1A, four-arm roundabout and interim access road. Assumes HSL Stage 1A is not constructed and the existing Greenwood Street / Kahikatea Drive intersection is instead upgraded to a four-arm roundabout, with the southern arm providing interim access via the HSL designation to the Industrial North subdivision. In this option, Higgins Road and Wickham Street are not extended.

Appreciate as per Ian's previous comments, further detailed modelling is needed to fully appreciate the option, notwithstanding this, any preliminary share is helpful for us.

Ngā mihi | Kind regards,



B&A
Urban & Environmental



From: [REDACTED]
Sent: Monday, 20 July 2026 1:11 pm
To: [REDACTED]
Subject: RE: Southern Links 1 - NZTA consultation

Hi Sam, I will need to have a look at this during the week; I expect I will need to bring the PM (Yana) around the s176 element and maybe FLOW around any triggers.

Once I have a better idea of this I will reach out.

Mike

From: [REDACTED]
Sent: Monday, 20 July 2026 11:36 am
To: [REDACTED]
Subject: Southern Links 1 - NZTA consultation

Hi Mike,

I trust the school holidays went well. We are in the final push for Southern Links 1 prior to lodgement, aiming to lodge our substantive application for the listed project in the next five weeks.

Whilst we are continuing to engage with HCC / FTAT, we are keen to provide NZTA a more specific update, particularly for the Industrial North master plan and where relevant technical reports are at. The intent is to lodge our substantive application with some written communication from NZTA that captures the ongoing consultation occurring, which will continue post lodgement. This correspondence is not formal s176 approval as such, but a clear path toward obtaining this in the months ahead subject to broader alignment and agreement on items. Ideally this written correspondence, summarises some of the key features of the Industrial North site and options to manage the phased and staged development of SL1 Industrial North, in conjunction with HSL Stage 1 and subsequent stages.

We are still refining our AEE and conditions for Industrial North, however, would value any input in the coming weeks as we continue to refine our various reports. This could also include types of conditions that NZTA would consider relevant both within HSL designation and for adjoining uses.

We acknowledge the integral role Hamilton Southern Links designation plays within the Industrial North site, where it dissects the proposal. Our approach is focused on development west of HSL, with development east of HSL to be a later stage, ideally post implementation of Stage 1 HSL (and without the 'sacrificial arm'). We have presented a few options within the supporting material, which reflects further refinement being made. Whilst some services, like water, are currently shown in the HSL designation in the interim, we would welcome some further clarification on how best to treat and manage the HSL designation corridor as part of interim and enabling works, and as part of initial development within SL1 Industrial North.

The opportunity to continue to work collaboratively is appreciated, and we hope to find long term solutions that underpin the importance of HSL within the south Hamilton environment.

In the below link is the following documentation:

- SL1 Draft Concept Plan
- SL1 UDA Drawing Pack (inclusive of Industrial North)

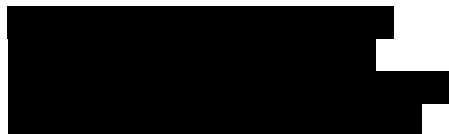
- SL1 ITA – as previously commented on
- Maven Engineering pack
 - Plans (with roading plans, water, ww, HSL options, earthworks, pre-load, tracking and scheme plan)
 - Draft Industrial North Infrastructure Report
 - Draft Earthworks Management Plan
 - Draft Construction Management Plan
- SL1 Industrial B&L Controls



These reports are still in the review phase, so are subject to change, but wanting to keep you looped in as we progress.

Appreciate there is quite a lot of content above, happy to jump on a call if easier to talk through any aspects. If you would benefit from any additional specialist reports at this time please do let us know.

Ngā mihi | Kind regards,



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Appendix 4

Department of Conservation Consultation



Urban & Environmental

From:

Sent:

Friday, 10 October 2025 12:55 pm

To:

Subject:

Follow up on Southern Links 1 Fast Track Consultation meeting

Attachments:

Southern Links 1 blocks.png

KiaOra Sam,

I wanted to thank you and your team for your time this morning to discuss your progress on the Southern Links 1 Fast Track Project. I've summarised some key points from this discussion below:

- The application is for a residential area west of Resthills park (indicated as blocks 1A – 1E in the attached image) and an industrial area south of Frankton (shown in purple in the attached image and indicated as 1A – 1D);
- Barker & Associates are choosing to apply for Wildlife Approvals for this project through the Business As Usual process rather than the Fast-Track process;
 - Wildlife Approvals will definitely be sought for **lizards**, additional investigation is ongoing for **bats and fishes**, the Ecological Report for the residential block (section 8.2.2) indicates that Wildlife Authorisation for **birds** is not expected to be required, as long as certain effects management measures are implemented;
- Additional plans and reports are expected to be produced over the next few months;
 - Reports/information that DOC would like to see:
 - Ecology report for the industrial site (blocks 1A – 1D);
 - Designs for mechanisms to maintain fish passage;
 - Information on what structures will be used to slow water in strait channels;
 - What considerations have been taken to address the loss of bat habitat;
 - Bat habitat in this case is not restricted to a few trees, it also consists of the pasture which is being lost in the Proposal;
 - Considerations for lighting in regards to bat habitat;
 - Comprehensive master planning documents for the whole site to understand how ecological considerations are being incorporated across multiple development areas and to ensure that the best, most effective, and most integrated and cost-effective solutions are being adopted
- Chad requested input on the best location to relocate lizards to, Andrew indicated that Waiwhakareke would be considered the optimal location at this time.

A question for me to address: How and when and in what format would DOC like to see the proposed draft conditions for this project? (I have requested advice on this from my supervisor and will respond to the Barker's team when I have an answer)

We understand that the applicant will deliver additional draft documents as they are produced (they can be emailed directly to me and I will make sure they get into DOC's folder for this project and the team is aware of them, no need to include anyone else).

The applicant requested that we check back in on the status of the project around **November 2025**.

Please do let me know if you feel I have left out any key points or if there are any other questions you would like to raise at this time.

Ngā Mihi,
Shawn

Shawn Gardner



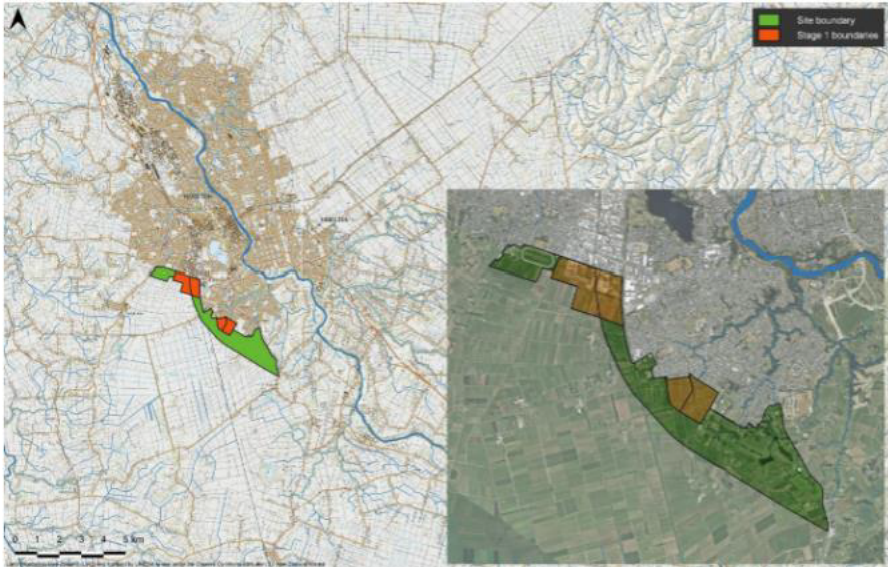
Consultant Planner Fast Track Applications
Te Papa Atawhai | Department of Conservation

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Fast-Track Pre-Lodgement Consultation Summary

Purpose - This document provides a summary of information from DOC following a pre-lodgement consultation request.

Project Details

Project name:	Southern Links 1
Engagement type:	Pre-lodgement consultation for substantive application
Applicant/agent:	Applicant: SL1 Consortium Agent: Fraser McNutt (Barker & Associates), [REDACTED]
Proposal overview:	The proposal includes two portions of development: 1. Residential developments across approximately 48 ha of land within the Waipā District along the southern boundary of Hamilton City Council. This is expected to include approximately 1,000 to 1,200 units in varying intensity and style and the development will include associated infrastructure such as roads, wastewater, stormwater and water supply; 2. Industrial development comprising 71 ha of both light industrial and farmland located between Higgins Road and Hamilton Railway line.
Location:	Within the Waipā District, contiguous with Hamilton City Council's southern boundary. See map below: 



Date pre-lodgement request received:	26 May 2025
Summary of pre-lodgement Consultation:	
DOC met with the applicant online through TEAMS on the following dates:	
26 June 2025 – overview presentation by the applicant to Fast-track project team lead and Statutory Land Management Team; 10 October 2025 – applicant met with DOC project team to discuss the residential portion of the project; 4 February 2026 – applicant met with DOC project team to discuss the industrial portion of the project.	
The following documents were provided by the applicant:	
- Document entitled 'Attachment 1 – Urban Design Package' prepared by Barker & Associates, dated 3 May 2024; - Memorandum entitled 'SL1 Fast Track Referral Application – Ecology', prepared by Ecological Solutions, dated 31 April 2024; - Document entitled 'Southern Links Residential Development Ecological Impact Assessment', prepared by Ecological Solutions, dated September 2025; - Document entitled 'Southern Links Industrial Development Ecological Impact Assessment', prepared by Ecological Solutions, dated January 2026; - Document entitled 'Southern Links Industrial Development Lizard Management Plan', prepared by Ecological Solutions, dated December 2025; - Document entitled 'Southern Links Industrial Development Fish Management Plan', prepared by Ecological Solutions, dated December 2025; - Document entitled 'Southern Links Industrial Development Bat Management Plan', prepared by Ecological Solutions, dated December 2025; - Document entitled 'Southern Links Industrial Development Bird Management Plan', prepared by Ecological Solutions, dated December 2025	
Fast track project lead DOC:	Shawn Gardner, Consultant Fast-track Advisor
DOC specialist input required:	Fast Track Project Lead RMA Planner Statutory Manager Senior Ranger Community Bats Lizards Birds Fish Legal
DOC Permissions/ Approvals Identified by applicant in pre-lodgement request as potentially required:	No DOC permissions are being advanced through Fast track. The applicant has indicated that all DOC approvals will advance through the business-as-usual pathway.

	<u>Throughout consultation, including the applicant's notification to DOC by email under s.29 of the FTAA on 16 July 2026, the applicant indicated an intention to apply for all DOC approvals through the business-as-usual process. A pre-lodgement consultation summary was issued on this basis on 12 August 2026.</u> <u>On 14 August 2026, the applicant reached out to DOC indicating a desire to include WAA in the FTAA application and requesting an amended pre-lodgement consultation summary recording this. DOC hereby notes that because the pre-lodgement consultation was undertaken with the understanding that WAA would be advanced through the business-as-usual process, comments to date have been provided with this understanding.</u> <u>This amended pre-lodgement consultation summary clarifies DOC comments in that light and has been provided in 'tracked changes' to provide transparency where there are changes to DOC comments as a result of the change in process for obtaining DOC approvals for this application.</u> <u>DOC notes that any substantive application for a WAA must include the information set out in Schedule 7 clause 2 of the FTAA.</u>
DOC Commentary on Fast Track approvals and permissions identified: Note DOC's role in relation to specific <u>approvals</u>	Wildlife Act Approvals Wildlife Act Approvals (WAA) authorise acts that would otherwise be an offense under the Wildlife Act (1953), including to: • Catch and handle wildlife onsite (including wildlife sampling and wildlife salvage) • Take samples from wildlife • Take or destroy the eggs of wildlife • Attach identification tags to wildlife • Mark, tag, or attach other scientific apparatus to wildlife • Catch and temporarily hold wildlife in captivity (less than 3 months) • Transfer captive wildlife from one holding facility to another holding facility • Kill wildlife • Hunt, disturb, kill or catch alive protected wildlife that are causing damage • Translocate wildlife If any of these activities are required for protected species, wildlife approvals for these activities in relation to that species will be required. Freshwater Fisheries Regulations 1983 The applicant should be aware of the requirements under the Freshwater Fisheries Regulations 1983. Any required Freshwater Fisheries Approvals that are not sought through Fast-track will need to be advanced through the business-as-usual process. The applicant should be aware that any instream structures will need to adhere with the New Zealand Fish Passage Guidelines Earth Sciences New Zealand NIWA.
Treaty partners:	The following Treaty partners have been identified as being relevant to the Site:

	• Waikato-Tainui; • Ngāti Hauā The following Treaty partners have specific river-related interests that may be of relevance to impacts on the Waikato River and its tributaries that arise from the project: • Ngāti Tūwharetoa; • Raukawa; • Te Arawai River Iwi
Treaty Settlement implications/considerations:	DOC is aware of the following Treaty Settlements that may be relevant to this site: Waikato-Taiuni Raupatu Claims (Waikato River) Settlement Act 2010 Ngāti Hauā Claims Settlement Act 2014 Ngāti Tuwharetoa Raukawa and Te Arawa River Iwi Waikato River Act 2010 DOC has a statutory obligation to advocate for the preservation and protection of freshwater fisheries, indigenous species and their genetic diversity. The applicant should carefully consider how to preserve, protect, and minimise impacts to indigenous freshwater fisheries. The applicant should engage with Waikato Tainui and Ngāti Hauā on species and places of cultural importance. Particular consideration should be given to Te Ture Whaimana o Te Awa o Waikato (The Vision and Strategy for the Waikato River) and the provisions contained therein. It is noted that the following treaty settlements under negotiation may be relevant to the project site: Waikato-Tainui remaining claims Should this settlement pass into law, additional obligations may apply.
Potential Resource Management Act (RMA) considerations and effects: <i>Note: DOC's role in relation to 53(2)(m)(i) FTAA</i>	Some primary RMA considerations for DOC include that relevant biodiversity and environmental effects are considered as part of the full and comprehensive AEE, which should specifically address the management of any indigenous species and habitats onsite, including threatened plant species, and freshwater values including fishes, wetlands, streams, birds, bats, lizards, and invertebrates. DOC considers that full and comprehensive wildlife surveys will need to be conducted by a suitably qualified expert to adequately assess the level of effect on indigenous species and habitats. The AEE should include: • A clear description of all proposed activities and required approvals, including why each approval is required (what rule or standard is not met) and for each rule or standard that is met, a description of how this rule or standard is met • A summary of any mitigations proposed in expert reports • Proposed monitoring and adaptive management strategies, including ecological triggers and strategies for when triggers are tripped

	• An assessment against relevant plans and policies including the National Policy Statement for Indigenous Biodiversity and the National Policy Statement for Freshwater Management Wetland and waterway loss will need to be carefully considered to ensure there is no net loss in extent and values from the proposed activities. DOC has a statutory mandate to advocate for the preservation of freshwater and customary fisheries. The application should give particular consideration to the potential impacts on indigenous and recreational fisheries and seek to minimise these impacts where possible. Offsetting and compensation may be required where impacts cannot be avoided. Over the course of consultation, DOC provided feedback to the applicant in regards to relevant RMA considerations. This was in the form of emails and through meetings. A summary of this feedback is provided below: • DOC expressed particular concern with the potential cumulative effects across the whole development as a result of the design, which has been conducted in stages and does not appear to have connections for wildlife included across the whole area. The entire development should be developed to manage the cumulative impacts on wildlife, including birds, bats, fishes, and lizards. In particular, the applicant should address the loss of bat habitat, foraging areas, and lighting effects. Conditions in relation to lighting effects on bats should be included and should be considered across the whole of the development rather than a site-by-site basis. • Bat management should first seek to avoid effects, following by minimisation, offsetting, and compensation.
DOC Statutory Planning Document considerations in relation to site (e.g. CGP/CMS/CMP):	The following Statutory Planning Documents are found to be relevant to the project site: Conservation General Policy 2005 Waikato Conservation Management Strategy 2014 Consideration needs to be given to: • Maintaining and restoring the ecological integrity of ecosystems and habitat types; • Conserving any Threatened and At-Risk species to ensure their persistence; • Maintaining connectivity for the habitats of any indigenous species; • Protecting freshwater fish habitat, fish passage, and the maintenance of connectivity and water quality of any waterway.
Any specific information requests to applicant(s)/agent for pre-app engagement at this point:	The applicant has indicated that WAA approvals will be applied for through the business-as-usual process. DOC expects that the information required for these approvals will come out of that application process and will not advance under Fast track.

	<u>The applicant should be aware of the information requirements for a WAA under the FTAA. All of this information should be provided as a part of the substantive application. DOC recommends that the information for each approval be clearly separated and delineated in order to assist reviewers and the Panel to make a determination on each approval.</u>
Additional Notes:	DOC staff reviewed the draft reports provided by the applicant (noted above) and provided the following comments: Bats Bats are shown to currently use the site, and there are potential bat roosts present. It is important that the applicant follow the advice included in documents from the Bat Recovery Group when addressing bat management. These include: • Protocols for minimising the risk of felling occupied bat roosts • Reduce the impact of artificial light on pekapeka advice note - o DOC notes that this advice note was only partially covered in the draft documents provided in consultation. In particular, not all lighting design principles were included. For completeness, these are: ♣ Start with natural darkness and only add light for specific purposes ♣ Use adaptive light controls to manage light timing, intensity and colour ♣ Light only the object or area intended – keep lights close to the ground, directed and shielded to avoid light spill ♣ Use the lowest intensity lighting appropriate for the task ♣ Use non-reflective, dark-coloured surfaces ♣ Use lights with reduced or filtered blue, violet and ultra-violet wavelengths If known bat roost are felled, compensation should be provided, because roosts in the area are rare and therefore valuable to bats. Ecological corridors and habitat connectivity should be considered across the whole development and with areas outside of the development. Birds DOC notes that there may be morepork roosting in cavities or among ivy outside of the bird breeding season. The applicant should present a strategy to avoid morepork mortality. Pied stilt are known to nest in ponded water during earthworks after drainage has been disrupted. The applicant should provide methods to manage effects on pied stilt. Lizards It is noted that most of the requirements for management of lizards will be addressed through the Wildlife Act Approval process, which will go through business-as-usual.

	<u>The applicant should prepare a Lizard Management Plan detailing the procedures to avoid, minimise, remedy and mitigate any adverse impacts on lizards. If lizard capture and relocation is proposed, the applicant should ensure that the procedures for capture and relocation are clearly detailed and that they align with best practice and the purpose of the Wildlife Act 1953. The substantive application should include wildlife surveys conducted by a suitably qualified and experienced expert to determine the likely presence, abundance and species of any lizards onsite. The application should clearly detail the proposed lizard release sites, with at least one proposed primary release site and one proposed secondary release site.</u>
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Appendix 5

Heritage New Zealand Pouhere Taonga Consultation



Urban & Environmental

From: Sam Le Heron
Sent: Thursday, 16 July 2026 2:33 pm
To: Ben Pick
Cc: Fraser McNutt
Subject: Southern Links 1 - FTAA 2024 Substantive s29 Notice - HNZPT
Attachments: SL1 Development s29 Letter HNZPT.pdf; Desktop AAE_SL1 Mexted_FINAL.pdf; Desktop AAE_SL1 Industrial_FINAL.pdf; SL1 Stage 1 CVA (FINAL).pdf

Kia ora Ben,

I trust you are well. Please see attached formal notice for Southern Links 1 as per s29(1)(aa) of the FTAA 2024. We intend to lodge a substantive application in the next five weeks to the EPA.

For your benefit I have also attached the draft archaeological assessments, which are in the process of being finalised, to support the Southern Links 1 listed fast track project. I have also attached our final draft SL1 Cultural Values Assessment.

At this stage we don't anticipate an archaeological authority is required, however we would value confirmation from you also. If you require anything further don't hesitate to get in touch.

Ngā mihi | Kind regards,



Kerikeri | Whangārei | Warkworth |
Auckland | **Hamilton** | Cambridge |
Tauranga | Havelock North | Wellington |
Christchurch | Wānaka & Queenstown

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From: [REDACTED]
Sent: Monday, 10 August 2026 9:05 am
To: Sam Le Heron
Cc: Fraser McNutt
Subject: RE: Southern Links 1 - FTAA 2024 Substantive s29 Notice - HNZPT

Some people who received this message don't often get email [REDACTED] [Learn why this is important](#)

Kia ora Sam,

Thank you for your email notifying Heritage New Zealand Pouhere Taonga (HNZPT) of your intention to lodge a referral application for the Southern Links 1 project.

Based on the information in the archaeological assessments provided with your notification, HNZPT considers that there is no requirement for an authority prior to undertaking earthworks for this project. If the project is referred, HNZPT can provide advice on appropriate accidental discovery protocols for your resource consent during the Fast-track process.

If you have any questions or wish to discuss, please respond to this email. The contact point for all engagement with HNZPT on Fast-track matters is fasttrack@heritage.org.nz.

Ngā mihi,

Fast-track Team | Heritage New Zealand Pouhere Taonga

Tairangahia a tua whakarere; Tātakihia ngā reanga o āmuri ake nei | Honouring the past; Inspiring the future

<https://www.heritage.org.nz/>

This communication may be a privileged communication. If you are not the intended recipient, then you are not authorised to retain, copy or distribute it. Please notify the sender and delete the message in its entirety.

From: Sam Le Heron [REDACTED]
Sent: Thursday, 16 July 2026 2:33 PM
To: [REDACTED]
Subject: Southern Links 1 - FTAA 2024 Substantive s29 Notice - HNZPT

Kia ora Ben,

I trust you are well. Please see attached formal notice for Southern Links 1 as per s29(1)(aa) of the FTAA 2024. We intend to lodge a substantive application in the next five weeks to the EPA.

For your benefit I have also attached the draft archaeological assessments, which are in the process of being finalised, to support the Southern Links 1 listed fast track project. I have also attached our final draft SL1 Cultural Values Assessment.

At this stage we don't anticipate an archaeological authority is required, however we would value confirmation from you also. If you require anything further don't hesitate to get in touch.

Ngā mihi | Kind regards,



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From: Sam Le Heron
Sent: Monday, 10 August 2026 9:44 am
To: Fast Track
Cc: Fraser McNutt
Subject: RE: Southern Links 1 - FTAA 2024 Substantive s29 Notice - HNZPT

Hi there,

Thanks for the response. Just confirming the Southern Links 1 project is a listed project, with a **substantive** lodgement imminent.

If you require anything further please let us know, otherwise we would appreciate the below updated to reflect the stage of the project under the FTAA.

Ngā mihi | Kind regards,



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From: Fast Track <fasttrack@heritage.org.nz>
Sent: Monday, 10 August 2026 9:05 am
To: [Redacted]
>
Subject: RE: Southern Links 1 - FTAA 2024 Substantive s29 Notice - HNZPT

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Appendix 6

Landowner Approvals



Urban & Environmental

4 September 2026

Environmental Protection Agency (EPA)
Attn: Fast Track Consenting Administration
Via email: contact@fasttrack.govt.nz

Dear Fast Track Consenting Administration

Southern Links 1 Fast Track Substantive Application – SL1 Consortium

We write as individual owners of land forming part of the **SL1 Consortium landholding** and wish to express our strong support for the Southern Links 1 FTAA Project.

The **SL1 Consortium** supports the **Southern Links 1** Project, as the first project within the SL1 Growth Cell to progress to a lodged substantive application, and the wider holistic shared infrastructure opportunities and comprehensive master plan outcomes that can be achieved where growth cell led planning is occurring.

In summary, the **Southern Links 1** Project includes 938 residential dwellings over 46ha and 22 strategic industrial lots over 60ha.

Over the past seven years B&A have advised the SL1 Consortium interests in a range of wider strategic planning and associated processes. This is summarised below;

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The SL1 Consortium is a group of landowners who represent the majority of the SL1 Growth Cell (circa 330ha or 75% of the growth cell land area) and have been collaboratively progressing the SL1 Growth Cells holistic infrastructure, planning and servicing considerations.

Outlined below are the individual owners of land forming part of the SL1 Consortium landholding include:

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- Theodoor Bongers
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- Industrie Property Rua Limited C/- David Ritchie and David Green
- Graeme Rogerson

The **SL1 Consortium** comprises a significant and strategically located landholding which, collectively, provides an opportunity for the comprehensive and coordinated development of an area capable of accommodating a range of future land uses. The longer-term aspirations for the SL1 area include a mix of development outcomes, including industrial, residential and other complementary land uses, supported by the necessary infrastructure, transport connections and associated services.

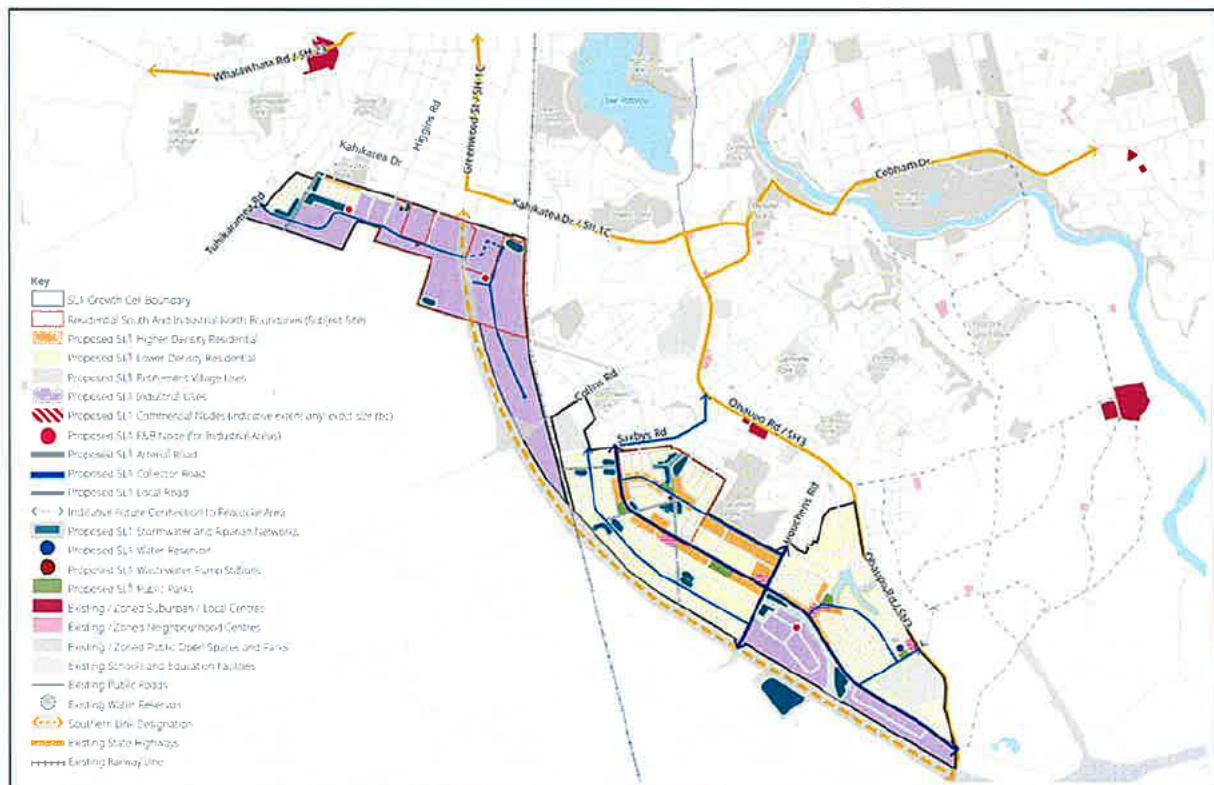


Figure 1 SL1 Overall Concept Plan

The SL1 Consortium landholding is substantial in scale and comprises areas that are anticipated to accommodate different forms of development over time. The intention is not that the entire area be developed for a single purpose, but rather that different parts of the landholding be developed in a coordinated manner having regard to their individual characteristics, servicing requirements, surrounding land uses and the wider strategic outcomes sought for the area.

In this context, the SL1 Consortium consider the **Southern Links 1 Project** to be an important component of the broader SL1 Growth Cell, and a catalyst for continued investment and strategic planning. The **Southern Links 1 Project** represents a significant opportunity to facilitate productive use and development of part of the wider landholding and to contribute to the establishment of the infrastructure, investment and economic activity necessary to support the wider development of the area over time.

The **SL1 Consortium** have been made aware of the nature and general scope of the proposed project, and have had ongoing updates as the substantive application has been developed, and understand the basis on which the Substantive Fast-track application has been prepared. Having considered the proposal, we support the project proceeding and support its consideration and determination through the Substantive Fast-track process.

As landowners within the **SL1 Consortium**, we recognise the importance of enabling appropriate development within the broader landholding while maintaining flexibility for the different areas of SL1 Growth Cell to accommodate their intended future uses. We consider that the current proposal is consistent with that approach and has the potential to make a meaningful contribution to the longer-term development of the area.

We also recognise the broader benefits that the project may provide. In our view, enabling the project to proceed will assist in progressing the wider aspirations for the SL1 Growth Cell and provide a positive catalyst for the coordinated development of the surrounding landholding and regionally significant infrastructure investments, like Hamilton Southern Links and the Southern Wastewater Treatment Plant.

Our support is provided in our capacity as individual landowners within the **SL1 Consortium**. We understand that the application will be assessed on its merits and that the Administrator and relevant decision-makers will consider the effects of the proposal and the appropriate conditions of consent.

We respectfully request that our support for the project, and our broader aspirations for the coordinated development of the SL1 Growth Cell landholding, be taken into account when considering the application.

Yours sincerely | Nāku noa, nā

Ohaupo Land Limited Partnership



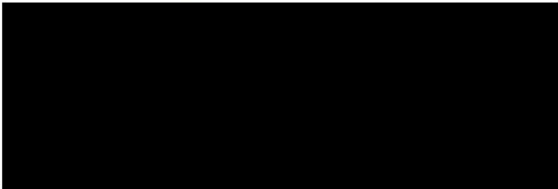
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Chinama's Hills Limited C/- Kenneth Rowe & Selwyn Mexted



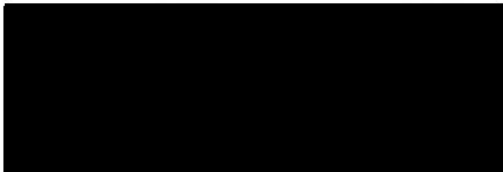
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Golden Valley Farms Limited C/- Selwyn & Judith Mexted, Shawn Rodgers and Murray Porter



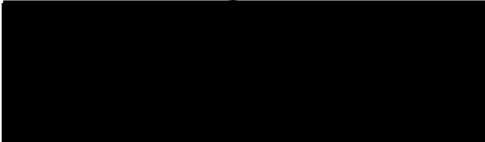
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Golden Ridge Farm Limited C/- Selwyn & Judith Mexted, Shawn Rodgers and Murray Porter



[Mobile no.] | email

Golden Ridge Park Limited C/- Selwyn & Judith Mexted



[Mobile no.] | email

Theodoor Bongers



[Mobile no.] | email

Southpark Agri Development Limited C/- Leslie & Karen Harrison



[Mobile no.] | email

Industre Property Ruā Limited C/- David Ritchie and David Green



[Mobile no.] | email

Graeme Rodgeron



[Mobile no.] | email

Having considered the proposal and acknowledging I am a landowner who is part of the wider SL1 Consortium, I confirm that I support the project and have no objection to the application being considered and determined through the Substantive Fast-track process.

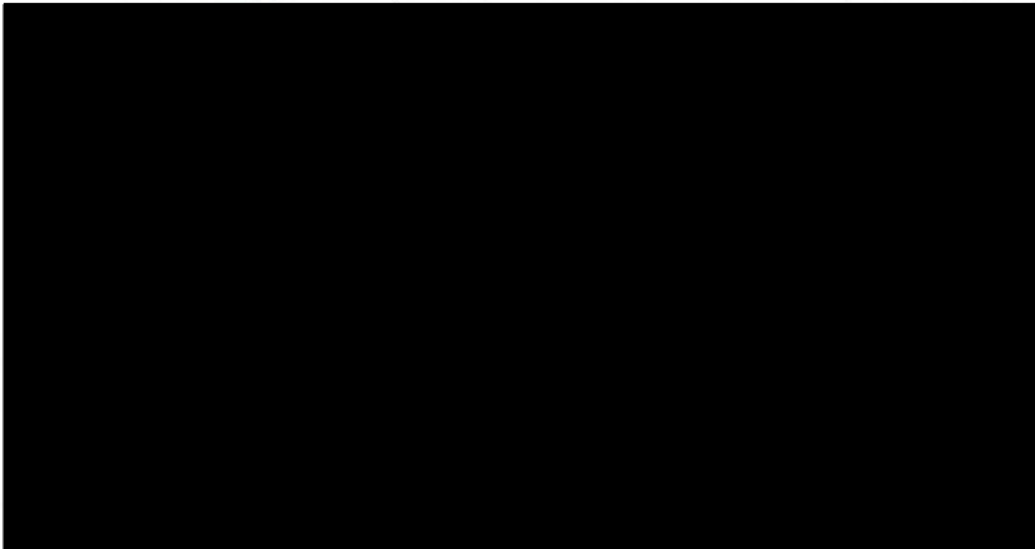
As the adjoining landowner, I am familiar with the surrounding area and consider that the proposed development is an appropriate use of the site. I recognise the benefits associated with the project.

I understand that the applicant has undertaken assessment of the potential effects of the proposal and has proposed measures to manage those effects. Based on my understanding of the proposal, I am supportive of the project proceeding and do not consider that the proposal will give rise to effects on my property that would warrant opposing the application.

Accordingly, I respectfully ask that the Administrator take this letter into account when considering the application. I support the range of the required consents and the project proceeding as proposed, subject to the conditions considered appropriate by the consenting authority.

Please do not hesitate to contact myself should any further information be required regarding my position as the adjoining landowner.

Yours sincerely | Nāku noa, nā



27 August 2026

Environmental Protection Agency (EPA)
Attn: Fast Track Consenting Administration
Via email: contact@fasttrack.govt.nz

Dear Fast Track Consenting Administration

Southern Links 1 Fast Track Substantive Application – Adjoining Property Letter of Support – 129 Saxbys Road, Hamilton

I (Theodoor Bongers) write in my capacity as the owner of the land adjoining (129 Saxbys Road, Hamilton) the proposed Southern Links 1 Residential South Project.

I understand that Golden Ridge Farm Limited and Golden Ridge Park Limited are seeking consent for a residential development with associated services and infrastructure. I have been made aware of the nature and general scope of the proposal and understand that the application is being progressed under the Substantive Fast-track process.



Figure 1 SL1 Residential South Proposed Masterplan

4 September 2026

Environmental Protection Agency (EPA)
Attn: Fast Track Consenting Administration
Via email: contact@fasttrack.govt.nz

Dear Fast Track Consenting Administration

Southern Links 1 Fast Track Substantive Application – SL1 Consortium

We write as individual owners of land forming part of the SL1 Consortium landholding and wish to express our strong support for the Southern Links 1 FTAA Project.

The **SL1 Consortium** supports the **Southern Links 1** Project, as the first project within the SL1 Growth Cell to progress to a lodged substantive application, and the wider holistic shared infrastructure opportunities and comprehensive master plan outcomes that can be achieved where growth cell led planning is occurring.

In summary, the **Southern Links 1** Project includes 938 residential dwellings over 46ha and 22 strategic industrial lots over 60ha.

Over the past seven years B&A have advised the SL1 Consortium interests in a range of wider strategic planning and associated processes. This is summarised below;

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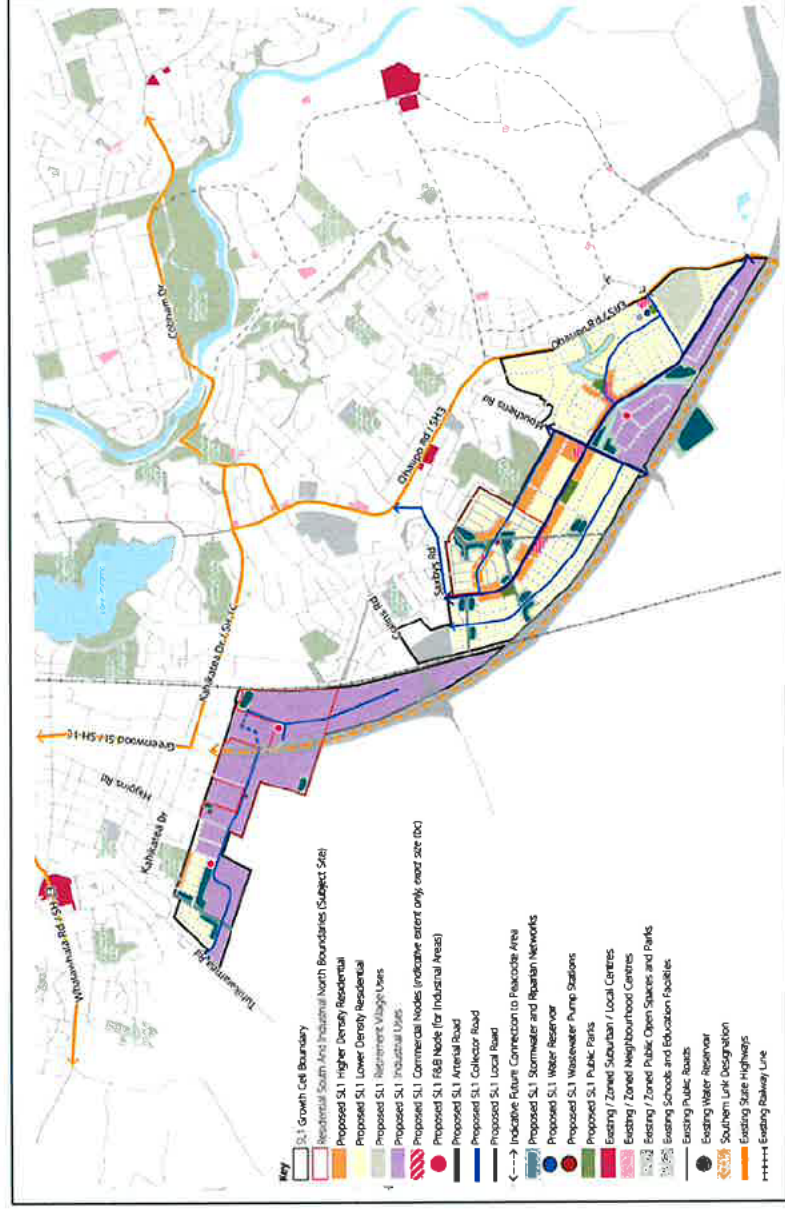


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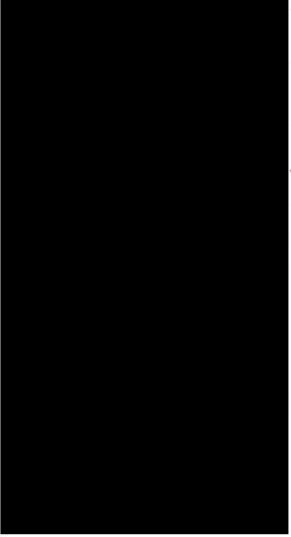
Yours sincerely | Nāku noa, nā

Ohaupo Land Limited Partnership



[Mobile no.] | email

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[Mobile no.] | email

Theodoor Bongers



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Industre Property Rua Limited C/- David Ritchie and David Green



[Mobile no.] | email

Graeme Rodgerson



[Mobile no.] | email

4 September 2026

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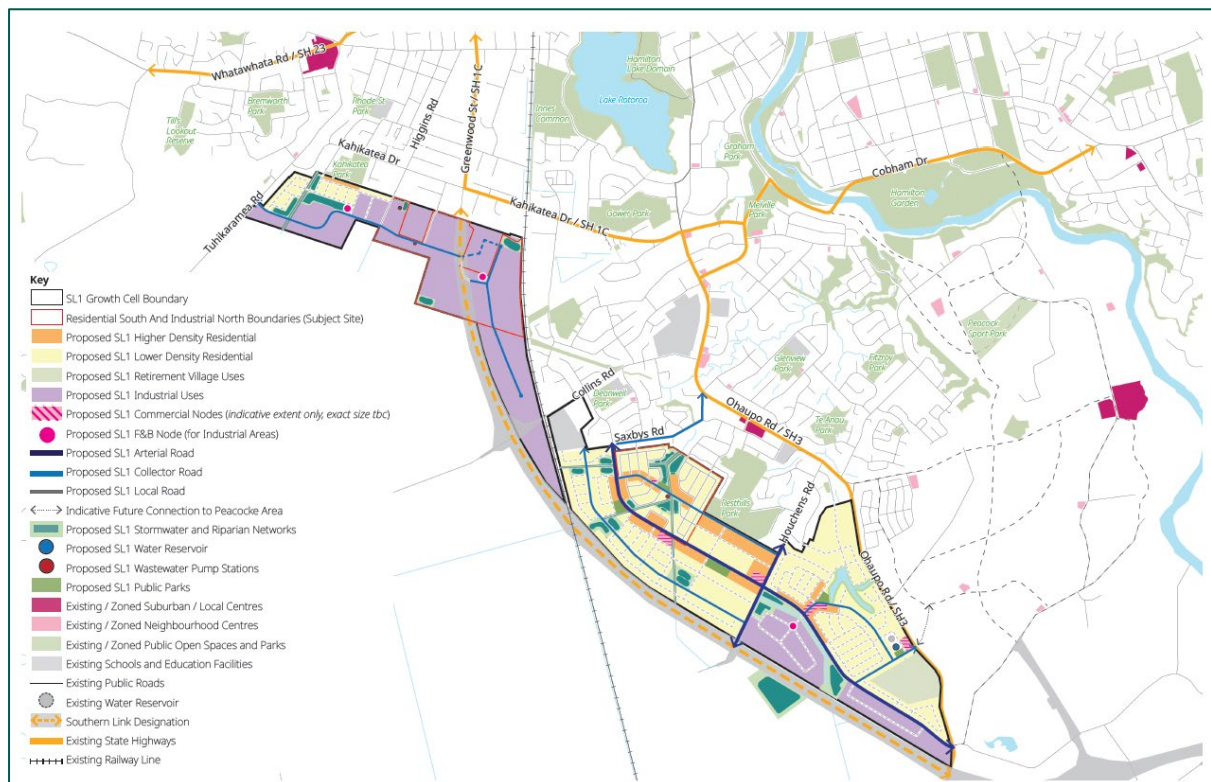


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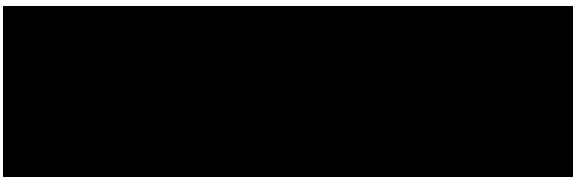
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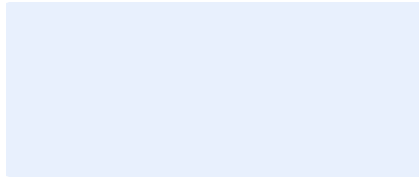
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Ohaupo Land Limited Partnership

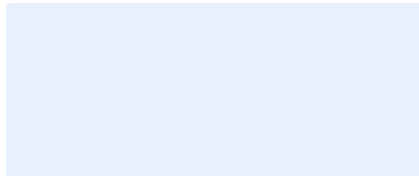


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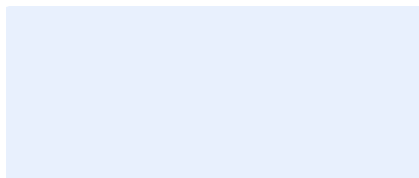
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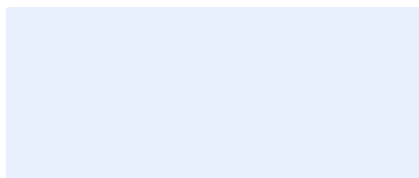
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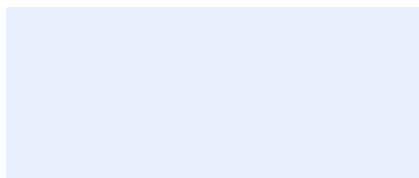
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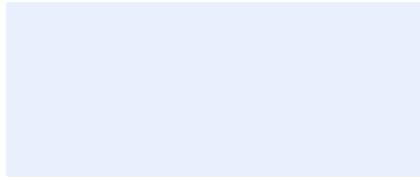
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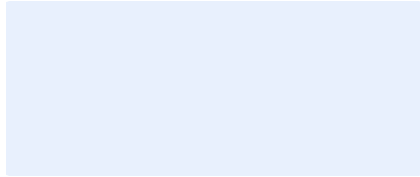
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Southpark Agri Development Limited C/- Leslie & Karen Harrison



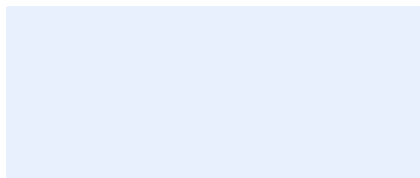
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4 September 2026

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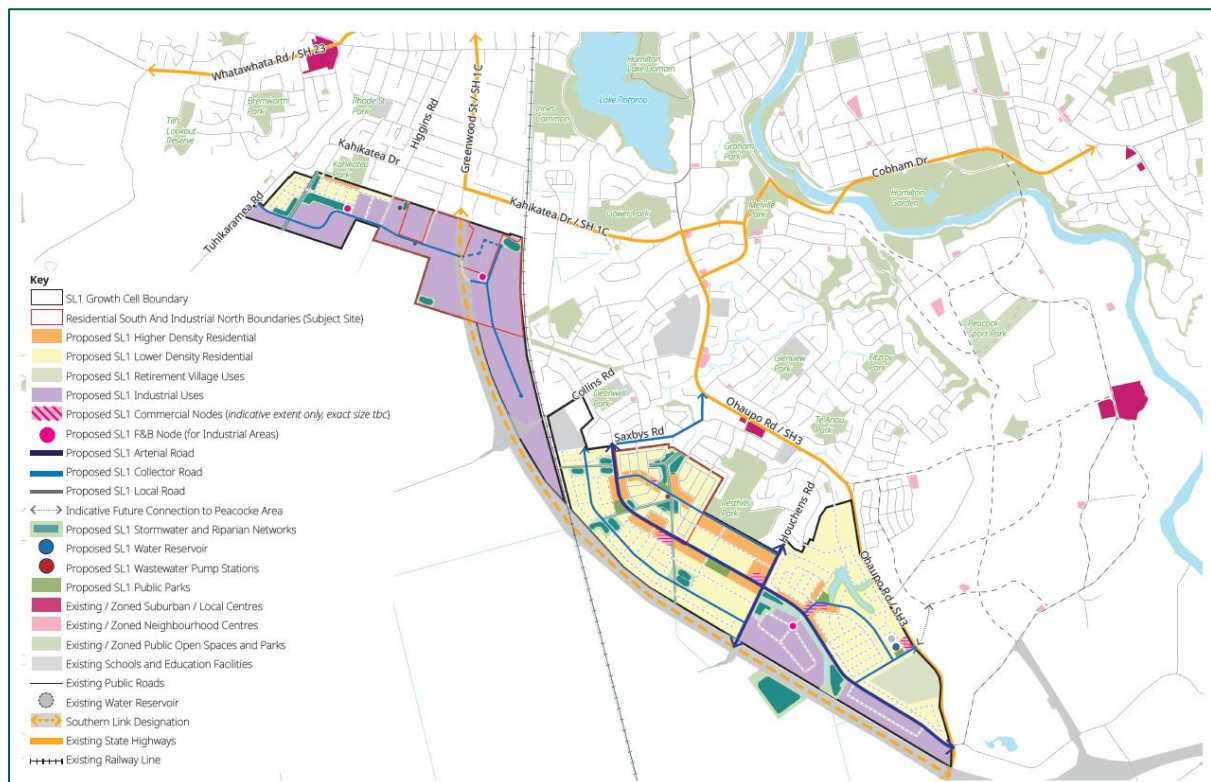


Figure 1 SL1 Overall Concept Plan

The SL1 Consortium landholding is substantial in scale and comprises areas that are anticipated to accommodate different forms of development over time. The intention is not that the entire area be developed for a single purpose, but rather that different parts of the landholding be developed in a coordinated manner having regard to their individual characteristics, servicing requirements, surrounding land uses and the wider strategic outcomes sought for the area.

In this context, the SL1 Consortium consider the **Southern Links 1** Project to be an important component of the broader SL1 Growth Cell, and a catalyst for continued investment and strategic planning. The **Southern Links 1** Project represents a significant opportunity to facilitate productive use and development of part of the wider landholding and to contribute to the establishment of the infrastructure, investment and economic activity necessary to support the wider development of the area over time.

The **SL1 Consortium** have been made aware of the nature and general scope of the proposed project, and have had ongoing updates as the substantive application has been developed, and understand the basis on which the Substantive Fast-track application has been prepared. Having considered the proposal, we support the project proceeding and support its consideration and determination through the Substantive Fast-track process.

As landowners within the **SL1 Consortium**, we recognise the importance of enabling appropriate development within the broader landholding while maintaining flexibility for the different areas of SL1 Growth Cell to accommodate their intended future uses. We consider that the current proposal is consistent with that approach and has the potential to make a meaningful contribution to the longer-term development of the area.

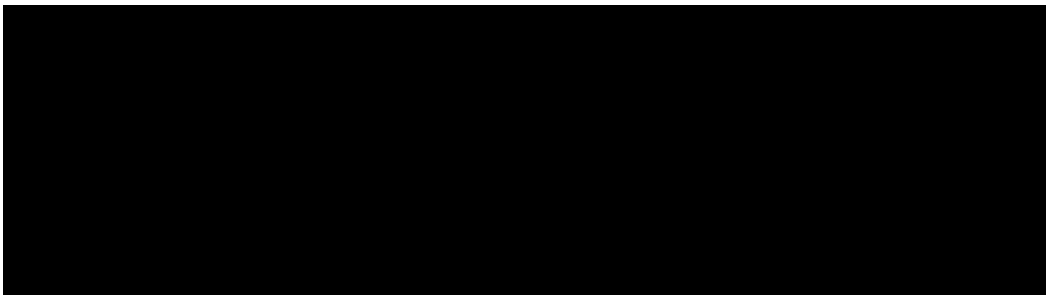
We also recognise the broader benefits that the project may provide. In our view, enabling the project to proceed will assist in progressing the wider aspirations for the SL1 Growth Cell and provide a positive catalyst for the coordinated development of the surrounding landholding and regionally significant infrastructure investments, like Hamilton Southern Links and the Southern Wastewater Treatment Plant.

Our support is provided in our capacity as individual landowners within the **SL1 Consortium**. We understand that the application will be assessed on its merits and that the Administrator and relevant decision-makers will consider the effects of the proposal and the appropriate conditions of consent.

We respectfully request that our support for the project, and our broader aspirations for the coordinated development of the SL1 Growth Cell landholding, be taken into account when considering the application.

Yours sincerely | Nāku noa, nā

Industre Property Rua Limited C/- Adam Lilley



4 September 2026

Environmental Protection Agency (EPA)
Attn: Fast Track Consenting Administration
Via email: contact@fasttrack.govt.nz

Dear Fast Track Consenting Administration

Southern Links 1 Fast Track Substantive Application – SL1 Consortium

We write as individual owners of land forming part of the **SL1 Consortium landholding** and wish to express our strong support for the Southern Links 1 FTAA Project.

The **SL1 Consortium** supports the **Southern Links 1 Project**, as the first project within the SL1 Growth Cell to progress to a lodged substantive application, and the wider holistic shared infrastructure opportunities and comprehensive master plan outcomes that can be achieved where growth cell led planning is occurring.

In summary, the **Southern Links 1 Project** includes 938 residential dwellings over 46ha and 22 strategic industrial lots over 60ha.

Over the past seven years B&A have advised the SL1 Consortium interests in a range of wider strategic planning and associated processes. This is summarised below;

- Submitting on the Draft Future Proof Strategy 2021;
- Submitting on the Draft Future Proof Strategy 2024;
- Letter to HCC on Emerging Areas Study 2024
- Establishment of a strategic boundary agreement between the SL1 Consortium landowners, Waipā District and Hamilton City for the transfer of this land to Hamilton City 2022;
- Submission on North Waipā – South Hamilton Spatial Study 2025
- Submission on Hamilton to Tauranga Corridor Plan 2025
- Submission on IAWAI Water Services Strategy 2026-2036
- Resource consent granted for SL1 Consortium application for surface water take from Waikato Regional Council to service the SL1 Consortium landholding with municipal take – granted June 2026

The SL1 Consortium is a group of landowners who represent the majority of the SL1 Growth Cell (circa 330ha or 75% of the growth cell land area) and have been collaboratively progressing the SL1 Growth Cells holistic infrastructure, planning and servicing considerations.

Outlined below are the individual owners of land forming part of the SL1 Consortium landholding include:

- Ohaupo Land Limited Partnership C/- GD Jones
- Chinamas Hills Limited C/- Kenneth Rowe & Selwyn Mexted
- Golden Valley Farms Limited C/- Selwyn & Judith Mexted, Shawn Rodgers and Murray Porter
- Golden Ridge Farm Limited C/- Selwyn & Judith Mexted, Shawn Rodgers and Murray Porter
- Golden Ridge Park Limited C/- Selwyn & Judith Mexted
- Theodoor Bongers
- Southpark Agri Development Limited C/- Leslie & Karen Harrison
- Industre Property Rua Limited C/- David Ritchie and David Green
- Graeme Rogerson

The **SL1 Consortium** comprises a significant and strategically located landholding which, collectively, provides an opportunity for the comprehensive and coordinated development of an area capable of accommodating a range of future land uses. The longer-term aspirations for the SL1 area include a mix of development outcomes, including industrial, residential and other complementary land uses, supported by the necessary infrastructure, transport connections and associated services.

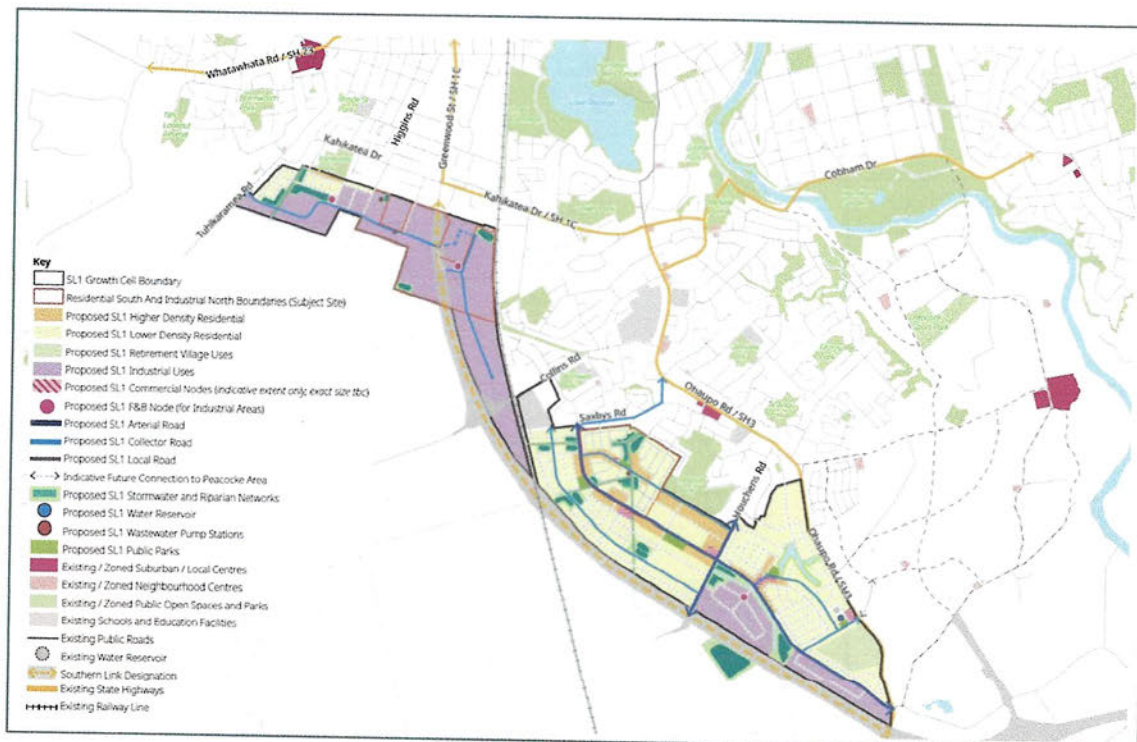


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In this context, the SL1 Consortium consider the **Southern Links 1** Project to be an important component of the broader SL1 Growth Cell, and a catalyst for continued investment and strategic planning. The **Southern Links 1** Project represents a significant opportunity to facilitate productive use and development of part of the wider landholding and to contribute to the establishment of the infrastructure, investment and economic activity necessary to support the wider development of the area over time.

The **SL1 Consortium** have been made aware of the nature and general scope of the proposed project, and have had ongoing updates as the substantive application has been developed, and understand the basis on which the Substantive Fast-track application has been prepared. Having considered the proposal, we support the project proceeding and support its consideration and determination through the Substantive Fast-track process.

As landowners within the **SL1 Consortium**, we recognise the importance of enabling appropriate development within the broader landholding while maintaining flexibility for the different areas of SL1 Growth Cell to accommodate their intended future uses. We consider that the current proposal is consistent with that approach and has the potential to make a meaningful contribution to the longer-term development of the area.

We also recognise the broader benefits that the project may provide. In our view, enabling the project to proceed will assist in progressing the wider aspirations for the SL1 Growth Cell and provide a positive catalyst for the coordinated development of the surrounding landholding and regionally significant infrastructure investments, like Hamilton Southern Links and the Southern Wastewater Treatment Plant.

Our support is provided in our capacity as individual landowners within the **SL1 Consortium**. We understand that the application will be assessed on its merits and that the Administrator and relevant decision-makers will consider the effects of the proposal and the appropriate conditions of consent.

We respectfully request that our support for the project, and our broader aspirations for the coordinated development of the SL1 Growth Cell landholding, be taken into account when considering the application.

Yours sincerely | Nāku noa, nā

Ohaupo Land Limited Partnership



[Mobile no.] | email

Chinama's Hills Limited C/- Kenneth Rowe & Selwyn Mexted



[Mobile no.] | email

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