

Memorandum

To: [REDACTED] Environmental Protection Authority

From: [REDACTED] Mitchell Daysh Limited

Date: 17 June 2026

Re: Southern Link Inland Port – Further Information Following Panel Convenor’s Conference

INTRODUCTION

Southern Link Property Limited (“**SLPL**”) is seeking approvals to establish and operate an inland port and logistics hub (henceforth referred to as the Southern Link Inland Port or the Project) under the Fast-track Approvals Act 2024 (“**FTAA**”). The Panel Convenor’s conference for the Southern Link Inland Port was held on 4 June 2026. As set out in Minute 4 of the Panel Convenor, at the conference, SLPL confirmed that it would file supplementary or amended application documents and a new condition set in response to comments received on the application.

This memorandum provides an overview of the material provided by SLPL (as outlined in the Memorandum of Counsel submitted with the updated information) to accompany the updated application documents and explains the updates made to the substantive application documents and proposed resource consent conditions submitted with the application. In addition, we address the comments raised by the Dunedin City Council at the Panel Convenor’s conference relating to the noise provisions associated with the Project activities that involve the use of the rail network.

UPDATES TO SUBSTANTIVE APPLICATION DOCUMENTS

The substantive application documents have been updated to include additional resource consents that have been identified as necessary to authorise the project following comments received on the application from the Otago Regional Council and Dunedin City Council. These are described below.

Additional Consents Sought from the Otago Regional Council

In response to comments received from the Otago Regional Council on the application SLPL has identified two additional Regional Plan resource consents that are required to authorise the

activities associated with the Project that were not identified in the original application documents. These are as follows:

- > The damming and diversion of stormwater associated with the onsite stormwater system as a discretionary activity under Rule 12.3.4.1(i) of the Regional Plan: Water for Otago (refer to Page 38 of Part G.01 – Rules Assessment and Section 4.3.2 of Part A.02A in the updated application documents provided); and
- > The construction of defences against water associated with the drainage swales and spillways on land which will direct stormwater as a discretionary activity under Rule 14.3.2.1 of the Regional Plan: Water for Otago (refer to Page 42 of Part G.01 – Rules Assessment and Section 4.3.2 of Part A.02A in the updated application documents provided).

We note that the comments received from the Otago Regional Council confirm that the assessment of effects associated with the substantive application is sufficiently broad to account for the effects of these activities.

Additional Consents Sought from the Dunedin City Council

SLPL has identified additional resource consents that are required to authorise the Project from the Dunedin City Council that were not identified in the original application documents. These relate to a proposal to exceed the permitted noise standards set out in Rule 9.3.6 of the Dunedin City Second Generation District Plan (“**2GP**”). The standards that will be exceeded by the operation of the Southern Link Inland Port are as follows:

- > The night-time noise limit (between 10pm to 7am) for all activities (excluding construction activities) measured at the notional boundary of noise sensitive receivers in the Rural and Rural Residential Zones located more than 350m from the Industrial Zone is proposed to be 45dB LAeq (15 min), which exceeds the permitted noise standard by 5 dB LAeq (15 min), and is therefore a non-complying activity in accordance with Rule 9.3.6(6);
- > The noise limit for all activities (excluding construction activities) measured at the boundary of the receiving property in the Industrial Zone is proposed to be 65 dB LAeq (15 min) between 7pm and 10pm, which exceeds the permitted noise standard by 5 dB LAeq (15 min), and is therefore a non-complying activity. In addition, no LAFmax is proposed between 10pm and 7am, which exceeds the permitted noise standard by 5 dB LAeq (15 min) and is therefore a non-complying activity in accordance with Rule 9.3.6(6); and
- > No noise limits are proposed for all activities (excluding construction activities) as measured at the property boundaries in the Rural and Rural Residential Zone, where there are no noise sensitive activities within 20m of the boundary. As such, the permitted noise standards will be exceeded by more than 5 dB LAeq (15 min) and is therefore a non-complying activity in accordance with Rule 9.3.6(6).

The exceedances listed above are addressed and assessed in the technical report completed by Marshall Day Acoustics, which is currently included in the substantive application as Part B.06, and in the supplementary memorandum prepared by Marshall Day Acoustics included with this updated information.

The following parts of the substantive application documents have been refined to address the above:

- > Section 2.19 – Noise Generation and Attenuation (Part A.02A);
- > Section 4.3.1 – Dunedin City Second Generation District Plan (Part A.02A);
- > Section 6.15.1 – Operational Noise Effects (Part A.02A);
- > Section 7.2 – Measures Proposed (Part A.02A);
- > Section 9.3.14 – Part C: City Wide Provisions (Part A.02A); and
- > Rules Assessment – Page 16 (Part G.01).

Updated Landscape and Natural Character Effects Assessment

Following further engagement between SLPL and Te Rūnanga o Ōtākou, involving SLPL's landscape expert, Mike Moore, and a pūkenga appointed by Ōtākou, Dr Alayna Rā, the landscape and natural character effects assessment has been updated to address comments made in the draft Treaty Impact Assessment, in particular in relation to cultural landscape values. The updated Landscape and Natural Character Assessment included with this information replaces the version that was included in Part B.07 of the substantive application.

PROPOSED CONSENT CONDITIONS

Since lodging the substantive application for the Southern Link Inland Port, SLPL has continued to actively engage with the Dunedin City Council, Otago Regional Council and Te Rūnanga o Ōtākou in relation to the proposed consent conditions. This engagement has included further discussions to address comments raised in the peer reviews commissioned by the Councils and to identify key cultural issues and how these can be further addressed within proposed conditions.

In response to the comments received by these agencies, SLPL has prepared an updated suite of conditions for both the Dunedin City Council and Otago Regional Council resource consent approvals. These conditions are intended to replace the conditions submitted with the original substantive application documents. A tracked change version and a clean version of the updated conditions is attached to this memorandum.

At a high level, the conditions have been amended to:

- > Include additional detail relating to the proposed management plans to provide greater certainty as to their primary objectives and the outcomes to be achieved, thus assisting enforceability;
- > Include greater provision for mana whenua involvement in the development of the management plans;
- > Respond to comments received from the Dunedin City Council's noise peer reviewer, including adding into the proposed conditions the requirement for the preparation and implementation of a Construction Noise Management Plan and an Operational Noise Management Plan;
- > Address the recommendations of Marshall Days Acoustics relating to the proposed noise exceedances identified earlier in this memorandum and amend the operational noise limits to align with those recommendations;
- > Respond to comments received from Dunedin City Council's contaminated land peer reviewer, including their recommendation to undertake additional sampling prior to construction;
- > Respond to comments received from Dunedin City Council's landscape peer reviewer;
- > Respond to comments received from Dunedin City Council's ecology peer reviewer, including providing better definition about the requirements of the relevant ecology related management plans proposed;
- > Respond to comments received from the Otago Regional Council on stormwater management and water quality monitoring, including adding the requirement for a Stormwater Monitoring Plan and providing more clarity about the water quality and ecological monitoring requirements pre-construction, during construction and during operation of the Southern Link Inland Port, and the inclusion of associated trigger responses to ensure any potential effects from stormwater discharges into the Silver Stream are appropriately identified and managed. These changes are supported by the memorandum prepared by e3 Scientific, including the Stormwater Monitoring Plan, included with the updated information;
- > Include additional design standards relating to off-site flood hazard mitigation post construction;
- > Respond to comments from mana whenua to include the provision for cultural health indicators and kanakana/lamprey habitat surveys in the Silver Stream;
- > Ensure the consent conditions are appropriately aligned with the jurisdiction of the relevant consent authority; and
- > Address administrative comments received from Dunedin City Council and Otago Regional Council and aligning the conditions with standard Council conditions where it is appropriate to do so.

In our opinions, the revised conditions provide greater certainty and clarity for compliance purposes and have largely addressed the comments received from the relevant agencies.

NOISE GENERATED FROM THE RAIL NETWORK

During the Panel Convenor's conference, the Dunedin City Council noted an interpretation issue relating to the application of the noise standard exemption for rail activities to SLIP land outside the KiwiRail designation.¹ This issue was also raised in the peer review of the noise assessment that was commissioned by the Dunedin City Council.² The standard in question is set out in the 2GP as follows:

9.3.6 Noise

1. *Land use activities, public amenity activities, network utility activities, temporary activities and the operation, repair and maintenance of the rail network must not exceed the following noise emission limits: ...*
2. *...*
3. *Except, the following activities are exempt from rules 9.3.6.1 and 9.3.6.2*
...
q) operation of the rail network (including trains on rail lines at railway yards, railway sidings or stations, and level crossing warning devices).

We note that the exemption for the operation of the rail network provided for by (q) does not specify that those activities must be within a designated area to be exempt. The exemption applies to all rail activities, regardless of whether or not they are located within a designated area. Therefore, we do not agree with the Dunedin City Council's interpretation of this rule.

For completeness, and despite the exemption provided for rail activities as outlined above, the noise assessment that forms part of the substantive application has assessed the effects of rail movement on the site that is the subject of the application. This is confirmed in the supplementary memorandum provided by Marshall Day Acoustics. As such, in any event, the effect of rail movements associated with the proposal has been assessed.

¹ Summarised in paragraph 10 of Minute 4 issued by the Panel Convenor.

² Section 7.6, Acoustic review of the substantive application for the Southern Link Inland Port, prepared by Styles Group, dated 28 May 2026.