



Volume 1: Southern Links 1 Overview Report

49B & 129 Saxbys Road, Deanwell; and 20, 24,
Wickham Street and 160 and 162 Higgins Road,
Frankton

Fast-track Approvals Act 2024 Substantive Application

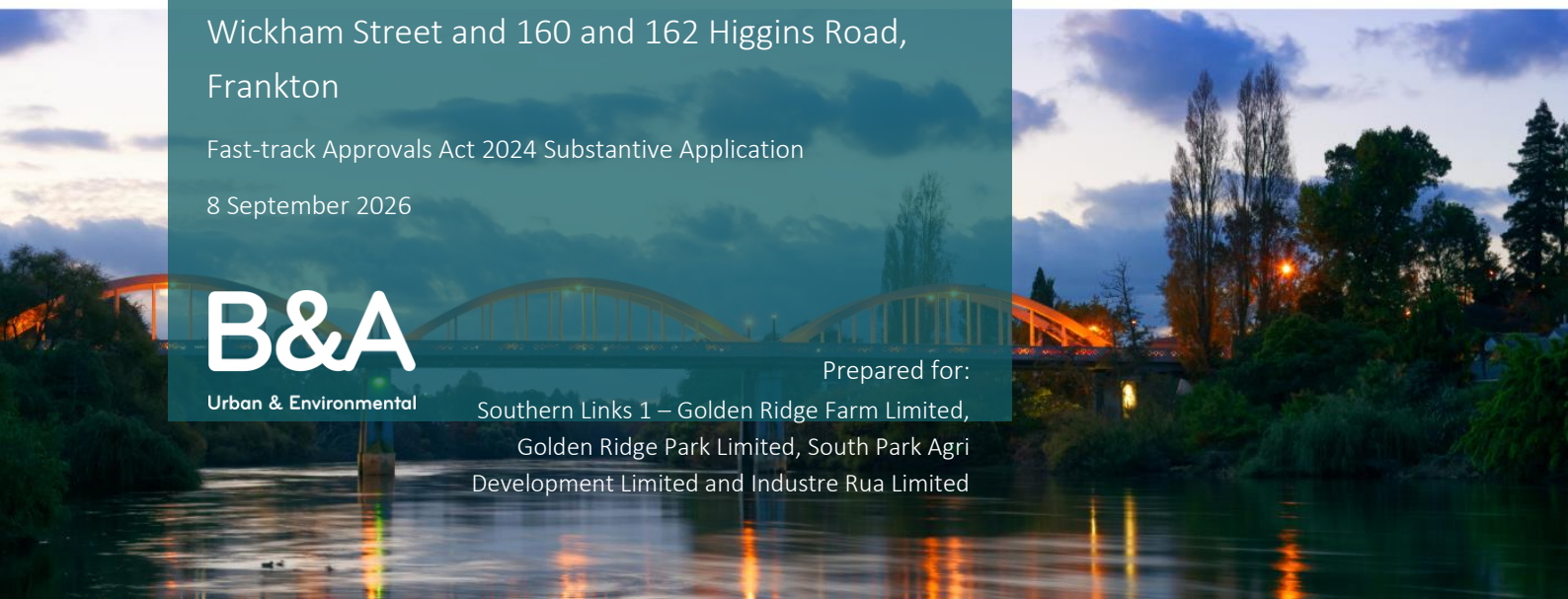
8 September 2026

B&A

Urban & Environmental

Prepared for:

Southern Links 1 – Golden Ridge Farm Limited,
Golden Ridge Park Limited, South Park Agri
Development Limited and Industre Rua Limited



B&A Reference:

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Prepared by:



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Reviewed by:



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Partner, Barker & Associates Limited

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Acronyms Table

Term	Explanation
AEE	Assessment of Environmental Effects
Application	Substantive Application under Section 42 of the Fast-track Approvals Act 2024
B&A	Barker and Associates Limited
BMP	Bat Management Plan
CIA	Cultural Impact Assessment
DSI	Detailed Site Investigation
EIA	Economic Impact Assessment
EcIA	Ecological Impact Assessment
EPA	Environmental Protection Authority
FTAA	Fast-track Approvals Act 2024
FTE	Full-time Equivalent
HAIL	Hazardous Activities and Industries List
HCC	Hamilton City Council
HCC ODP	Hamilton City Council Operative District Plan
HNZPT	Heritage New Zealand Pouhere Taonga
NZTA	New Zealand Transport Agency Waka Kotahi
JOAL	Jointly Owned Access Lot
NES	National Environmental Standard
NES-CS	Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011
NES-F	Resource Management (National Environmental Standard for Freshwater) Regulations 2020
NPS-FM	National Policy Statement for Freshwater Management 2020
NPS-HPL	National Policy Statement for Highly Productive Land 2022
NPS-IB	National Policy Statement for Indigenous Biodiversity 2023
NPS-I	National Policy Statement for Infrastructure 2025
NPS-NH	National Policy Statement for Natural Hazards 2025
NPS-UD	National Policy Statement on Urban Development 2020
RITS	Waikato's Regional Infrastructure Technical Standards
RMA	Resource Management Act 1991
SL1	Southern Links 1
WDC	Waipā District Council
WDP	Waipā District Plan
WORPS	Waikato Operative Regional Policy Statement
WRC	Waikato Regional Council
WPRPS	Waikato Proposed Regional Policy Statement
WRP	Waikato Operative Regional Plan

1.0 Applicant and Property Details

To:	Environmental Protection Authority (EPA)
Site Address:	49B & 129 Saxbys Road, Deanwell; and 20, 24, Wickham Street and 160 and 162 Higgins Road, Frankton
Applicant Name:	Golden Ridge Farm Limited; Golden Ridge Park Limited, Industrie Property Rua Limited, Southpark Agri Development Limited
Address for Service:	Barker & Associates Ltd Attention: Fraser McNutt
Legal Description:	Various (refer to Records of Title as Appendix 1)
Site Area:	106ha combined
Site Owner:	Golden Ridge Farm Limited; Golden Ridge Park Limited; Industrie Property Tahī Limited; Southpark Agri Development Limited; Hamilton City Council
District Plan:	Waipā District Plan (WDP)
Regional Plan:	Waikato Regional Plan (WRP)
WDP Zoning:	Rural Zone
WDP Overlays & Controls:	N/A
Designations:	(NZTA) Designation D156/NZTA-8
Additional Limitations:	Airport Overlays (Conical and Horizontal Surface)
Locality Diagram:	Refer Figure 1
Brief Description of Proposal:	Southern Links 1 – a comprehensive development incorporating 46ha of residential with supporting infrastructure and amenities, and 60ha of industrial with supporting infrastructure and amenities and associated subdivision.
Summary of Reasons for Consent:	Refer to Section 9.0

2.0 Statement of Qualifications and Experience

The following is a statement of the qualifications and experience of the Planners involved in preparing this substantive application. The qualifications and experience of the specialists involved are set out in their respective individual reports.

Melissa McGrath – Senior Associate, Barker & Associates

I am a Senior Associate at Barker & Associates Limited ('B&A'). B&A is an independent, specialist planning, urban design and landscape consultancy with offices throughout New Zealand.

I hold a Bachelor of Arts and a Master of Resource Management, and I am a full member of the New Zealand Planning Institute. I have over 20 years' experience in resource management planning, working in both local government and private consultancy roles throughout New Zealand.

Over my career, I have been involved in a wide range of resource management planning matters, including resource consenting, policy development, district plan reviews and plan changes, consultation and public engagement. During my time at Whangārei District Council as District Plan Manager, I led the rolling review of the District Plan, including council hearing and appeal management. My policy experience includes the preparation of private and public district plan changes, section 32 evaluations and section 42A reporting. I have presented expert planning evidence at both council hearings and the Environment Court and have extensive Environment Court mediation experience.

I have over 20 years' experience preparing and reporting on complex resource consent applications throughout New Zealand, addressing a wide range of environmental, economic, social and cultural matters. This has included industrial, residential, commercial, infrastructure and subdivision projects for private and corporate clients and government organisations. I also have experience managing medium to large-scale development projects, including coordinating specialist inputs, reviewing technical reports, stakeholder engagement and coordinating the preparation and lodgement of resource consent applications.

I confirm that, in my capacity as an author of the substantive application, I have read and abide by the Environment Court of New Zealand's Code of Conduct for Expert Witnesses Practice Note 2023.

Sam Le Heron – Senior Associate, Barker & Associates

I am a Senior Associate at Barker & Associates Limited ('B&A'). B&A is an independent, specialist planning, urban design and landscape consultancy with offices throughout New Zealand. I have been employed at B&A since June 2024.

I hold a Master of Planning from the University of Otago (2010), and I have been a full member of the New Zealand Planning Institute since 2017. I have over 16 years' planning experience in both local government (including in the Hamilton City Policy and Resource Consent teams, as a Team Leader & acting Unit Manager at Hamilton City Council), Waka Kotahi (New Zealand Transport Agency, as a team lead for Environmental Planning in Waikato / Bay of Plenty), and most recently within the private sector.

Over my career to date, I have been extensively involved with many aspects of resource management practice. I spent over five years working on the Hamilton City District Plan Review in policy roles, before switching to the Planning Guidance Unit (Resource Consents), where I spent another five years in roles as a consenting planner, team lead and acting unit manager. My work experience and career to date have predominantly focused on Hamilton and the wider Waikato. I have been a s42A author for Hamilton City as part of the District Plan Review, I have been the consenting planner on limited and publicly notified resource consent applications, and I have given expert planning evidence at a range of planning hearings.

I confirm that, in my capacity as an author of the substantive application, I have read and abide by the Environment Court of New Zealand's Code of Conduct for Expert Witnesses Practice Note 2023.

Fraser McNutt – Partner, Barker & Associates

I am a Partner at B&A. B&A is a planning, urban design and landscape consultancy with offices around New Zealand of which I manage the Waikato Regional Office. I have been employed at B&A since April 2019. I have a BSocSc Resources and Environmental Planning degree (REP) from Waikato University. I am full member of the NZPI and RMLA.

I have over 14 years Local Government Experience in Planning, Strategic Planning, Council Long Term and Ten-year Plan formulation. I have extensive experience and sound understanding of Local Government Act, Development Contributions, Property Rights, the Resource Management Act, Plan/Place Making, Consenting and Building Act.

I have been involved in many large-scale Land use and Subdivision developments from both public and private perspectives including hotel developments, mixed use downtown development, apartment and terrace developments, commercial and industrial, roading and regional consents.

I have experience in preparing and navigating Fast-track approvals of regional significance, and have an in-depth understanding of Spatial Planning, Structure and Master Planning, Future Proof strategy and settlement patterns.

I confirm that, in my capacity as an author and reviewer of the substantive application, I have read and abide by the Environment Court of New Zealand's Code of Conduct for Expert Witnesses Practice Note 2023.

3.0 Executive Summary

This report is submitted in support of the **Southern Links 1 (SL1)** application to the Environmental Protection Authority (**EPA**) to authorise the **SL1** project.

Collectively, **SL1** comprises residential and industrial components within two discrete parts of the wider SL1 Growth Cell, property parcels represented below, see **Figure 1**.



Figure 1: SL1 Industrial North and Residential South parcels

SL1 Growth Cell

The SL1 Growth Cell area, refer **Figure 2**, (including the Project sites) is approximately 440 ha in size and situated within the Waipā District and contiguous with Hamilton City Council's (HCC) southern boundary to the south-west. It is situated between the established Hamilton suburbs of Dinsdale, Frankton, Deanwell and Glenview to the northeast, and rural land within Waipā to the southwest. It is located approximately 3 - 4 km southwest of Hamilton City Centre and stretches from south Frankton to the southwestern edge of the Peacocke Structure Plan area (Plan Change 5). The SL1 Growth Cell is partially bound by State Highway 3 ('SH3') to the southeast the North Island Main Trunk Rail line ('NIMTR') to the northeast, the Hamilton Southern Links designation ('HSL') to the west and Tuhikarama Road on the western edge.

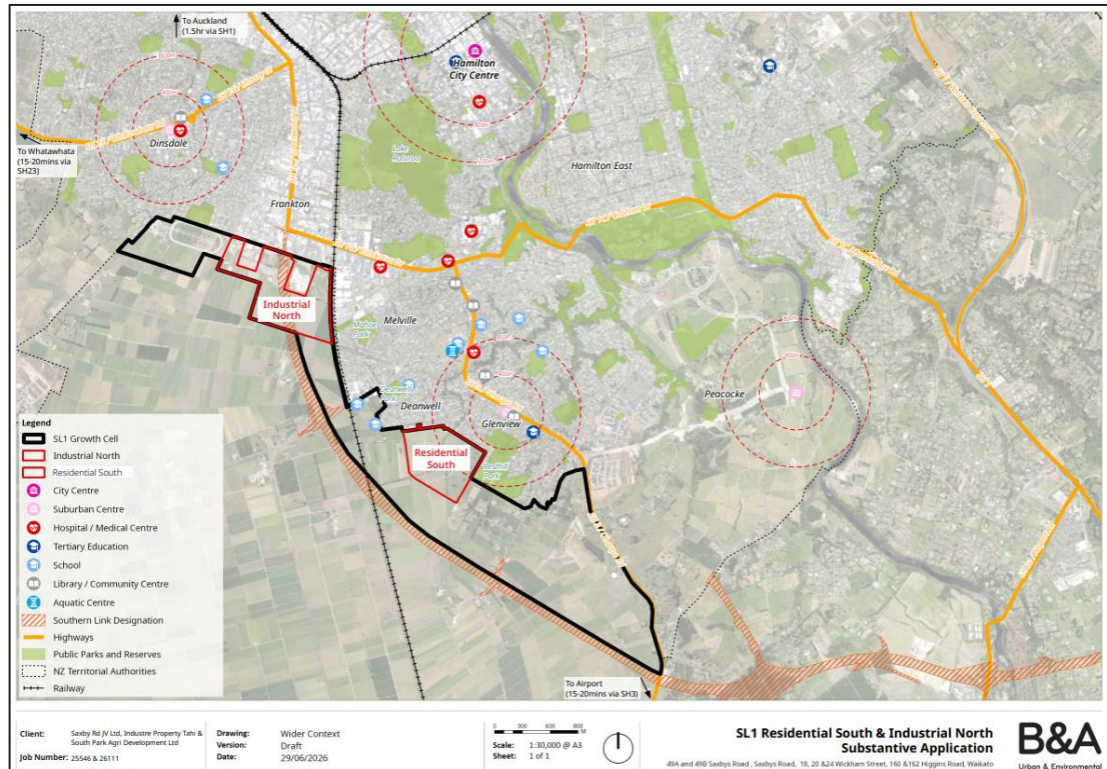


Figure 2: Locality plan showing the site areas in relation to the wider Hamilton south context, project sites in 'red' (Source B&A).

The site is currently zoned rural under the Waipā District Plan (WDP) and comprises of lots in pasture, rural lifestyle, equine industry and peri-industrial use.

Collectively, **SL1**, the **Project**, provides capacity for 938 dwellings, a small commercial node, 60 ha of industrial land, open space and a neighbourhood reserve. More specifically it is proposed:

- 938 residential units, within a mix of vacant lots, superlots, and underpinned by bulk and location controls, a design guide and a mix of typologies;
- A local commercial node supporting three small retail tenancies (café, food and beverage and small retail);
- An open space network that includes stormwater ponds, a neighbourhood park, riparian planting, ecological restoration and wider connectivity to existing Mangakotukutuku Gully; and
- An industrial development supporting 22 industrial lots that vary in size for industrial uses, and one lot which can also support a food and beverage use or industrial use.

Supporting transport, utilities, and three waters infrastructure are proposed. The Project will be serviced by extensions of the public network for wastewater and water supply, with onsite public stormwater management implemented and connected to the existing Hamilton City stormwater network.

This report has been prepared in accordance with the requirements of the Fast-track Approvals Act 2024 (FTAA). The FTAA seeks to facilitate the delivery of infrastructure and development projects with significant regional or national benefits.

The FTAA establishes an Expert Panel to determine applications for approvals. This replaces the role of local authorities as consenting authorities under the Resource Management Act 1991 (RMA) and other decision-makers under other legislation covered by the FTAA. Two categories of projects can use the FTAA and be considered by a panel: Listed Projects and Referred Projects. This proposal is a **Schedule 2 Listed** Project, and the application is being made in accordance with section 42 of the FTAA.

The proposal will deliver significant regional benefits, including:

The Economic Assessments for **SL1, V2 Appendix 30, V3 Appendix 29**, conclude that **SL1**, via SL1 Residential South will deliver approximately 938 net additional dwellings into a market with an identified long-term greenfield capacity shortfall, while providing greater housing choice and contributing to a more competitive housing market. Construction is expected to support approximately \$232 million in value added and 1,830 job-years of employment, with the majority of this activity accruing within Hamilton. SL1 Residential South also commits to 5% of the housing meeting affordability, captured via consent conditions. The SL1 Industrial North will generate \$2.41 billion in economic benefits. This is underpinned by the future onsite GDP benefits of \$2.2 billion. Collectively, the **SL1** Project affords significant regional benefits, and will act as a further catalyst for investment in other regionally significant infrastructure projects, like Hamilton Southern Links (a Road of National Significance), Southern Wastewater Treatment Plant (regionally significant infrastructure), Southern water reservoir and others.

The cumulative benefits also extend beyond housing, industry and economic activity. **SL1** will establish a new connected community comprising housing, industrial, neighbourhood-scale commercial services, public open spaces, recreation opportunities, walking and cycling connections, ecological restoration and supporting infrastructure. The proposed infrastructure and open-space networks will be progressively delivered alongside the Residential South and Industrial North developments and integrated with the adjoining urban environment, supporting the coordinated and connected development of the wider SL1 Growth Cell. As successive stages are completed, the cumulative benefits of those investments will build progressively, including through increased connectivity, expansion of the open-space and blue-green networks.

- Delivering 938 new dwellings, making a significant and substantive contribution to housing supply in the Hamilton and northern Waipā market, where substantial medium- and long-term greenfield capacity shortfalls are projected;
- Provides diverse housing typologies that improves choice and delivers on affordability;
- Delivering 60ha of gross industrial land supporting 22 strategically located and flexibly sized industrial lots;
- Generates approximately \$437 million in construction expenditure across both SL1 Residential South and SL1 Industrial North, supporting circa \$2.2 billion in future onsite GDP, driven by the industrial land, and over 1,540 full-time equivalent (FTE) employees within the industrial land;
- Creates substantial regional employment benefits, averaging approximately 350 jobs per year during construction over the **SL1** Project, with the regional labour market considered capable of absorbing this demand without material displacement of other construction activity;

- Supports local and surrounding commercial centres, including through an appropriately scaled neighbourhood commercial node and additional household expenditure that is expected to strengthen existing centres;
- Represents an efficient urban growth outcome, providing a substantial new development opportunity on Hamilton's urban edge that supports housing-market and industrial land competition and makes use of existing transport, education, retail and community infrastructure;
- A substantially more productive economic use of the Site, with the economic benefits of urbanisation significantly outweighing the opportunity cost of rural production; and
- Environmental enhancements including stormwater management and ecological restoration.

During the preparation of the Substantive Application for the Project, the Applicants and their representatives have undertaken consultation with HCC, Waipā District Council (WDC), Future Proof, and Waikato Regional Council (WRC), as local authorities. Consultation has also been undertaken with IAWAI Flowing Waters, a publicly owned water services organisation to manage water infrastructure (water and wastewater), officially established in 2025. IAWAI has jurisdiction within Hamilton City and Waikato District. Consultation has also occurred with Waikato Waters Limited, a council-controlled organisation which includes seven councils, of which Waipā and the subject site is part of. The extent of this consultation is captured in the Engagement and Consultation Report, **V2 and V3 – Attachment 2**.

Consultation was also undertaken with the relevant iwi authorities who wish to be involved Ngaati Wairere, Ngaati Maahanga, Ngaati Tamainupoo, Ngaati Hauaa, Ngaati Koroki-Kahukura and Ngaati Apakura representatives, with the support of Waikato Tainui. Additional consultation has been undertaken with Heritage New Zealand, Department of Conservation and the New Zealand Transport Agency Waka Kotahi (NZTA), KiwiRail and with the EPA.

The objective of this consultation was varied depending on the stakeholder, however fundamentally it was to discuss the Project and infrastructure proposed to service the development, understand any issues that may exist with the site, locality, and development as well as the information requirements needed for the application. This consultation meets the requirements of Section 29 and 11 of the FTAA. A full record of consultation is provided as duplicated as **V2 and V3 – Attachment 2**.

The Project requires resource consent under the WDP, the Waikato Regional Plan, the National Environmental Standards for Freshwater 2020 (**NES-F**) and the National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health (**NES-CS**).

The Project also seeks an approval relating to the **Wildlife Act 1953** as part of the substantive application.

Where parts of the Project sites are subject to Hamilton Southern Links designation, s176 approval from NZTA will be required prior to works occurring within the designation. That approval process sits outside of the FTAA. Similarly, where works are proposed within the existing HCC roading/transport corridors / parks and reserves approval from the road controlling authority and landowner will be necessary. Both NZTA and HCC have been engaged with extensively over the course of the substantive application preparation.

This application and Assessment of Environmental Effects (AEE) has been prepared in accordance with section 43 of the FTAA and provides a description of the proposal and explains how the project is consistent with the purpose of the FTAA. An assessment of actual and potential effects on the environment consistent with Schedules 5 and 7 of the FTAA has been undertaken. Finally, the application has also included a description of the mitigation measures including any relevant management plans, monitoring requirements, and conditions of consent.

Overall, the proposal achieves the purpose of the FTAA to facilitate the delivery of infrastructure and development projects with significant regional and national benefits.

Furthermore, the Project is considered to achieve the purpose and principles of the RMA, particularly as it relates to the efficient use and development of natural and physical resources, the broader maintenance and enhancement of amenity values, and the relationship of Māori with their taonga. The proposal is also considered to be consistent with the relevant provisions of the National Policy Statements, Regional Policy Statement, Regional Plan, and the WDP.

A comprehensive AEE has been prepared for each activity with supporting technical assessments which conclude that adverse effects on the environment will be acceptable, less than minor in scale and degree and that the project will result in significant positive benefits, including direct economic, social, and ecological net gain, and significant incidental positive effects for significant infrastructure investments in Hamilton Southern Links, Southern Wastewater Treatment Plant and a south Hamilton water reservoir.

4.0 Introduction

This Substantive Application (**Application**) has been made by the Applicants to the EPA for approvals relating to the listed **Southern Links 1** Project. For ease of reference the two areas to which this Application relates are called SL1 Residential South and SL1 Industrial North (together the **Project**). This application has been made in accordance with the requirements of the FTAA.

Collectively, the:

- SL1 Residential South development will provide for 938 residential lots and dwellings of various typologies and densities, a local commercial node, stormwater and riparian networks, and open space areas; and
- SL1 Industrial North will provide capacity for 22 industrial lots, and connectivity through transport infrastructure such as the east-west collector road and industrial local roads and connections.

As a Listed Project, in Schedule 2, this application has been made in accordance with s42 of the FTAA and approval is sought for:

- Resource Consents that would be otherwise be sought under the RMA; and
- Approvals relating to the Wildlife Act.

Outside of the FTAA process, a separate surface water take consent from the WRC has been granted, refer **V2 Appendix 31** and **V3 Appendix 30**.

In accordance with the supporting archaeological assessments, see **V2 Appendix 25** and **V3 Appendix 25**, no Schedule 8 approval relating to Heritage New Zealand Pouhere Taonga (HNZPT)

Act 2014 is required for the project, however accidental discovery protocols have been adopted and proffered as a condition of consent.

4.1 Structure of the Application

This Application includes two discrete parts of the **SL1** project. Given the volume of information and plans relating to each part of the Application, and the separate approvals sought for each area (and different authorised person to which each approval relates), to aid decision-making by the Panel, we have separated the application into **3 Volumes**:

- **Volume 1:** Overview Report (this document);
- **Volume 2:** Southern Links 1 Residential South; and
- **Volume 3:** Southern Links 1 Industrial North.

The Application information and supporting AEE included in **Volumes 1-3** provide a detailed assessment of each respective part of the Project. These volumes have the relevant Application Plans and supporting technical reports appended. Where reports address the site in its entirety, they are attached to **Volume 1** (this volume) and are referred to throughout **Volumes 2-3**. Additionally, these volumes include a comprehensive description of that part of the project, the specific reasons for consent, and a summary of the technical assessments undertaken. Each volume also contains a thorough AEE, along with an evaluation of relevant policy documents, standards, and plan provisions. The assessment considers proposed mitigation measures, monitoring, and the proposed conditions of consent, to ensure that potential effects are appropriately managed.

The **SL1** Application is supported by the following planning attachments and technical appendices and assessments:

Planning Attachments

- **Residential South (Volume 2)**
 - Attachment 1 – Substantive Application Information Table
 - Attachment 2 – Engagement and Consultation Summary Report
 - Attachment 3 – Listed Project Schedule
 - Attachment 4 – Legal Submission
 - Attachment 5 – Section 29 and 30 Letters
 - Attachment 6 – Summary of Management Plans, Monitoring and Mitigations
 - Attachment 7 – Objectives and Policies Assessment
 - Attachment 8 – Rules Assessment
 - Attachment 9 – Treaty Settlement Provisions and Iwi Management Plans Assessment
 - Attachment 10 – Proposed Draft Consent Conditions
 - Attachment 11 – Record of Title Interest Summary Assessment
 - Attachment 12 – SL1 Consortium Approvals

- Attachment 13 Strategic Boundary Agreement
- Attachment 14 – Authorised Person
- **Industrial North (Volume 3)**
 - Attachment 1 – Substantive Application Information Table
 - Attachment 2 – Engagement and Consultation Summary Report
 - Attachment 3 – Listed Project Schedule
 - Attachment 4 – Legal Submission
 - Attachment 5 – Section 29 and 30 Letters
 - Attachment 6 – Summary of Management Plans, Monitoring and Mitigations
 - Attachment 7 – Objectives and Policies Assessment
 - Attachment 8 – Rules Assessment
 - Attachment 9 – Treaty Settlement Provisions and Iwi Management Plans Assessment
 - Attachment 10 – Proposed Draft Consent Conditions Industrial North (South Park Agri Limited)
 - Attachment 11 – Proposed Draft Consent Conditions Industrial North (Industre Property Rua Limited)
 - Attachment 12 – Record of Title Interest Summary Assessment
 - Attachment 13 – Existing Consents
 - Attachment 14 – SL1 Consortium Approvals
 - Attachment 15 - Strategic Boundary Agreement
 - Attachment 16 – Authorised Person
- **Appendices – Volume 2 Residential South**
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 - Appendix 2: FTAA Statutory Checklists
 - Appendix 3: Owners and Occupiers of the Site and Adjacent Landowners
 - Appendix 4: Construction Management Plan
 - Appendix 5: Scheme Plan
 - Appendix 6: Concept Plan and Masterplan
 - Appendix 7: Residential Typology Designs
 - Appendix 8: Commercial Design
 - Appendix 9: Design Guidelines
 - Appendix 10: Urban Design Assessment
 - Appendix 11: Landscape Drawings

- Appendix 12: Landscape Visual Impact Assessment
- Appendix 13: Infrastructure Report
- Appendix 14: Stormwater Management Plan / Stormwater Operation and Maintenance Plan
- Appendix 15: Civil Engineering Drawings
- Appendix 16: Transport Assessment and Construction Management Plan
- Appendix 17: Geotechnical Investigation Report
- Appendix 18: Geotechnical Effects Management Plan
- Appendix 19: Acid Sulphate Soil Management Plan
- Appendix 20: Hydrology / Groundwater Assessment
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- Appendix 23: Ecological Impact Assessment and Management Plans
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- Appendix 26: AgFirst Productivity Report
- Appendix 27: Noise and Vibration Assessment
- Appendix 28: Construction Noise and Vibration Management Plan
- Appendix 29: Soil and Land use Capability classification assessment
- Appendix 30: Economic Assessment
- Appendix 31: Approved Water Take Consent/s
- Appendix 32: Earthworks Management Plan
- Appendix 33: Wildlife Act Approval Documentation
- Appendices – **Volume 3 Industrial North**
 - Appendix 1: Records of Title and Interests
 - Appendix 2: FTAA Statutory Checklists
 - Appendix 3: Owners and Occupiers of the Site and Adjacent Landowners
 - Appendix 4: Construction Management Plan
 - Appendix 5: Scheme Plan
 - Appendix 6: Concept Plan and Masterplan
 - Appendix 7: Industrial Typology Designs
 - Appendix 8: Lot 7 Logistics and Truck Yard Plan
 - Appendix 9: Industrial Controls
 - Appendix 10: Urban Design Assessment

- Appendix 11: Landscape Drawings
- Appendix 12: Landscape Visual Impact Assessment
- Appendix 13: Infrastructure Report
- Appendix 14: Stormwater Management Plan / Stormwater Operation and Maintenance Plan
- Appendix 15: Civil Engineering Drawings
- Appendix 16: Transport Assessment and Construction Management Plan
- Appendix 17: Geotechnical Investigation Report
- Appendix 18: Geotechnical Effects Management Plan
- Appendix 19: Acid Sulphate Soil Management Plan
- Appendix 20: Hydrology / Groundwater Assessment
- Appendix 21: Detailed Site Investigation
- Appendix 22: Remedial Action Plan and Contaminated Site Management Plan
- Appendix 23: Ecological Impact Assessment and Management Plans
- Appendix 24: Cultural Impact Assessment
- Appendix 25: Archaeological Assessment
- Appendix 26: Noise and Vibration Assessment
- Appendix 27: Construction Noise and Vibration Management Plan
- Appendix 28: Soil and Land Use Capability classification assessment
- Appendix 29: Economic Assessment
- Appendix 30: Approved Water Take Consent/s
- Appendix 31: Earthworks Management Plan
- Appendix 32: Wildlife Act Approval Documentation

Most of the technical assessments assess specifically **SL1** Residential South or **SL1** Industrial North in separate assessments. There are a limited number of technical assessments, such as BBO's Integrated Transport Assessment, where both components of the Project are addressed in a single assessment.

4.2 Purpose of the Evaluation and Overview Report

As set out in **Section 4.0** above, the documentation relating to this application has been separated into **3** volumes covering separate parts of the Project. This Overview Report (**Overview Report**) is referred to as **Volume 1**.

The purpose of this Overview Report is to provide a high-level summary of the Project, outline the project background, site context, the proposed development, the approvals required, and the proposed conditions of consent.

This Overview Report also provides sufficient detail to confirm that the application has met the requirements for a Substantive Application under the FTAA and provides an assessment of the application against the Purpose of the FTAA as set out under s3, confirming the significant regional benefits.

Additionally, this report provides a strategic assessment of the Project's effects and evaluates it against all relevant statutory planning documents. By considering all elements of the Project cohesively across SL1 Industrial North and SL1 Residential South, the Overview Report ensures that the potential effects are assessed and considered in an integrated manner. This approach complements the detailed assessments within the respective application volumes.

Finally, a summary of the assessment of the application against Clause 17 of Schedule 5 of the FTAA (criteria and other matters for assessment of a consent application) has been provided within this Overview Report.

5.0 Requirements under the Fast-track Approvals Act 2024

5.1 Listed Application

The proposal is a Listed Project in Schedule 2 of the FTAA. Section 43(2) of the FTAA requires that a substantive application for a Listed Project contain the information required by s13(4). These matters are largely similar to the information required under s43 of the FTAA. For this reason, the information requirements are addressed within the report and are not duplicated here.

Schedule 2 of the FTAA specifies the following details for the project:

- **Authorised Person:** Golden Ridge Farm Limited; Golden Ridge Park Limited; Industrie Property Rua Limited; South Park Agri Development Limited; Theodoor Bongers; HCC.
- **Project Name:** Southern Links 1.
- **Project Description:** Subdivide land and develop approximately 1035 residential allotments across approximately 48 hectares, and land for industrial activity across approximately 66 hectares.
- **Approximate Geographical Location:** Three to four kilometres southwest of Hamilton City Centre, Waipā District, partially bound by State Highway 3 to the southeast, the North Island Main Trunk Rail to the northeast and the Hamilton Southern Links designation to the west.
- **Legal Submissions,** as outlined in legal submissions, the Application has been made in accordance with section 42(2)(b) of the FTAA. Although Schedule 2 lists additional authorised persons, this Application relates solely to the authorised persons whom are proposed to hold the approval sought under s42(4) of the FTAA. Whilst Theodoor Bongers Limited is a listed authorised person in the **SL1** Project, the land to which Theodoor Bongers Limited relates (and which adjoins the SL1 Residential South site) is not included in this Application. Consultation and written support for the Application has been provided by Theodoor Bongers Limited, see **V2 Attachment 12** and **V3 Attachment 14**, and it remains part of the wider SL1 Consortium within the SL1 Growth Cell. HCC is also listed as an authorised person. HCC acknowledge that although it is an authorised person, it is not seeking any approval through the Application and has no objection to the Application as a landholder, see HCC's letter received 1st July 2026, **V2 Attachment 12** and **V3 Attachment 14**.

- **In short**, consents and approvals are being sought by the following authorised persons (**the Applicants**):
 - **SL1 Residential South** - Golden Ridge Farm Limited, Golden Ridge Park Limited; and
 - **SL1 Industrial North** - Industrie Property Rua Limited, South Park Agri Development Limited.
- No other authorised person is seeking approvals for any landholding, refer Section 8.1 below on scope of Project.

5.2 Substantive Application

As a Listed Project in Schedule 2, this Application has been made by **the Applicants** in accordance with s42 of the FTAA.

Under s42(4), this substantive application is seeking approvals for:

- A resource consent that would otherwise be applied for under the RMA (s42(4)(a));

For SL1 Residential South the proposed approvals sought are divided into nine Parts, comprising four WDC consents and six WRC consents, refer to Conditions Attachments.

- Part A – Waipā DC Land Use Consent (Contaminated Land / NES-CS) 15-year lapse date;
- Part B – Waipā DC Land Use Consent 15-year lapse date;
- Part C – Waipā DC Subdivision Consent 15-year lapse date;
- Part C0 – Waipā DC Day 0 Subdivision Consent 5-year lapse date;
- Part D – WRC Land Disturbance Consent 10-year lapse date;
- Part E – WRC Water Permit (Diversion of Catchment Tributaries) 10-year lapse date;
- Part F – WRC Groundwater Diversion and Discharge 10-year lapse date;
- Part G – WRC Water Permit (Temporary Groundwater Take) 10-year lapse date;
- Part H – WRC Stormwater Diversion and Discharge 10-year lapse date; and
- Part I – WRC NES-FM Wetlands Consent 10-year lapse date.

For SL1 Industrial North the proposed approvals sought are divided into eight parts, comprising three WDC consents and five WRC consents, refer to Conditions Attachments, for each respective consent holder.

- Part A – Wāipā DC Land Use Consent (Contaminated Land / NES-CS) 15-year lapse date;
- Part B – Wāipā DC Land Use Consent 15-year lapse date;
- Part C – Wāipā DC Subdivision Consent 15-year lapse date
- Part D – WRC Land Disturbance Consent 10-year lapse date;
- Part F – WRC Groundwater Diversion and Discharge 10-year lapse date;
- Part G – WRC Water Permit (Temporary Groundwater Take) 10-year lapse date; and
- Part H – WRC Stormwater Diversion and Discharge 10-year lapse date.

- Approvals relating to Wildlife Act 1953 (s42(4)(h)) for both SL1 Residential South and SL1 Industrial North.

Section 43 of the FTAA sets out the information to be included in substantive applications. The information provided in this application across **Volumes 1-3**, as required by s43 of the FTAA is specified in sufficient detail to satisfy the purpose for which it is required. Specifically, the application:

- Explains how the proposal is consistent with the purpose of the FTAA;
- Demonstrates that the project does not involve an ineligible activity;
- Describes the proposed activity and map of the project area including details of the Applicants' legal interest in the project area and how that affects their ability to undertake the work;
- Outlines the anticipated commencement and completion dates for construction activities including staging;
- Describes the anticipated and known adverse effects of the project on the environment;
- Lists the persons or groups that are considered likely to be affected by the project and summary of the consultation undertaken and a list of any Treaty Settlements that apply to the project area;
- Outlines the types of consents and other authorisations that are considered necessary for the project (consent matters) and whether any of those activities have been the subject of an application or decision under a specified Act;
- Describes whether and how the project would be affected by climate change and natural hazards;
- Confirms that no compliance or enforcement actions have been taken against the Applicant under a specified Act; and
- Meets the detailed information and assessment requirements of Clauses 2 and 5 of Schedule 5 of the FTAA, and Schedule 7 of FTAA. Refer to **V2** and **V3 – Planning Attachment 1** for cross references.

As required by clause 5(1)(c) – Schedule 5, we confirm that the application complies with the requirements of s46(2)(a), (b), and (d). Specifically, we confirm that:

- The application complies with sections 42-44 of the FTAA as demonstrated throughout this application and as summarised in the FTAA checklist as **V2** and **V3 – Planning Attachment 1**;
- This application relates solely to a Listed Project in Schedule 2 of the FTAA; and
- All fees, charges or levies payable under regulations have been paid.

6.0 Project Background

6.1 Introduction to the Applicants

Golden Ridge Farm Limited, Golden Ridge Park Limited, Industre Property Rua Limited and South Park Agri Development Limited (**the Applicants**) collectively bring substantial property and

development experience at both regional and national levels, together with the financial capability to deliver the **SL1** project. A brief overview of the entities comprising the Applicants is provided below and includes, but is not limited to:

- Industrie Property Rua Limited (Industre) is a joint venture fund between Stride Property and investors managed by JP Morgan. The portfolio includes both mature developed assets and future development stock which is proposed to be capitalised. Stride Property has a broader interest in Hamilton City through its role as both a shareholder and manager of Chartwell Shopping Centre, and NZX listed investor that owns Countdown Supermarkets in Anglesea Street, Bridge Street, Rototuna, and Bunnings Te Rapa. Collectively these interests represent a substantial commercial rating contribution and demonstrate a strong interest in the wider success of Hamilton;
- South Park Agri Development Limited have a proven track record in logistics and freight, with the Les Harrison Transport group providing leading transport and freight solutions within the Waikato and Bay of Plenty;
- Golden Ridge Farms Limited and Golden Ridge Park Limited are the landowner and historical farming operator of the SL1 Residential South site and intend to work with local Waikato-based build partners to deliver the development.

This collective group has a significant amount of proven property and development experience both regionally and nationally in addition to significant financial resources to deliver the SL1 residential growth cell, a brief example of this experience includes although is not limited to:

- 20 hectares developed and zoned as Industrial land on Onion Road;
- 11 hectares developed and subdivided into Industrial Lots on Te Rapa Road/Karewa Place;
- Brymer Heights - 230 residential sections, currently under development, Stages 1, 2, 4 complete;
- Developed approximately 70 hectares of land encompassing Arthur Porter Drive into Industrial land;
- Approx 60ha of developed industrial land Te Rapa Gateway Industrial - JV with Chalmers Properties; and
- Development of a \$75m mixed use development in Cambridge – Lakewood Cambridge.

The **Applicants** are the authorised persons of the Project in Schedule 2 of the FTAA, as outlined in section 5.1 above.

6.2 Planning Background

6.2.1 Southern Links 1

Collectively, **SL1** provides capacity for 938 lots and residential dwellings, a small commercial node, 60 ha of industrial land, open space and a neighbourhood reserve. This includes:

- SL1 Residential South
 - 938 residential lots and units, within a mix of vacant lots, superlots, and underpinned by bulk and location controls, a design guide and typologies;

- A local commercial node supporting three small retail tenancies (café, food and beverage and small retail); and
- An open space network that includes stormwater ponds, a neighbourhood park, riparian planting, ecological restoration and wider connectivity to existing Mangakotukuku Gully.
- SL1 Industrial North
 - An industrial development supporting 22 industrial lots and industrial uses, underpinned by bulk and location controls and supporting infrastructure.

For ease of reference and assessment, the bulk of the reporting and assessments treat both components of the **SL1** project separately, however they are listed together and form the **SL1** listed project under the FTAA 2024.

Whilst one decision on the substantive application is expected, **conditions of consent will need to directly relate to each land use and the respective landholdings within the two Project areas. The proffered conditions of consent have been prepared on that basis.**

6.3 Consenting History

6.3.1 SL1 Residential South

Golden Ridge Farm Limited, Golden Ridge Park Limited do not have a consenting history relating to the Residential South site. Nor does the historic farm within the SL1 Residential South development have any consenting history.

6.3.2 SL1 Industrial North

For a detailed description of the consenting history please see **Volume 3**, SL1 Industrial North Assessment of Environmental Effects. Existing land use consents are summarised and appended **V3 Attachment 13**.

South Park Agri Development Ltd land includes:

- LU/0263/20 – bulk earthworks (district and regional) (517,000m³) approved 12 February 2021, see **V3 Attachment 13**; and
- Boundary Relocation, to accommodate HSL (SP/0104/22), see **V3 Attachment 13**.

Industre Property Rua Limited include;

- LU/0279/22 – bulk earthworks (district and regional) (101,900m³) approved 1st June 2023, see **V3 Attachment 13**.

6.3.3 SL1 Consortium Surface Water Take

- **SL1** development surface water take for 6,389 cubic metres of water per day, at a rate of 74 litres per second, and an annual take of 1,897,990 cubic metres, over three stages and a future stage – duration 35 years – granted 4th June 2026, see **V2 Appendix 31** and **V3 Appendix 30**.

7.0 Site Context

This section of the application is provided in accordance with clause 5(1)(b) of Schedule 5 of the FTAA.

Copies of Records of Title (ROT) for the Application sites are attached in **Volume 2 and Volume 3 – Appendix 1** and detailed in Section 7.2 below. A broad summary of the site and locality details is provided below, with an in-depth, stage-specific, description of each project area included within **Volumes 2 and 3**.

For the purpose of this Overview Report, reference to the Site encompass the:

- SL1 Residential South – Volume 2; and
- SL1 Industrial North – Volume 3.

Volumes 2-3 reference the site as is limited to their respective area of the proposed development within the Application.

7.1 Application Site Areas

Table 1 below identifies the site areas relevant to each component of the proposal for the Substantive Application.

Table 1: Application Site Areas.

Land uses (Lot reference as per Maven's Scheme Plan)	Underlying Parcel(s) Legal Description	Underlying Parcel Area (ha)	Total Development Area (ha)
SL1 Residential South	Lot 2 Deposited Plan 589463	22.21	46ha
	Part Lot 2 Deposited Plan 25668 Part Lot 1 Deposited Plan 25668	33.64	
	Lot 3 Deposited Plan 394366 and Lot 1 Deposited Plan South Auckland 51518	7.58	
	Part of Lot 1 Deposited Plan South Auckland 69842, Lot 2 Deposited Plan South Auckland 11357, Lot 1 Deposited Plan South Auckland 75305 and Section 1 Survey Office Plan 60814	26.13	
SL1 Industrial North	Lot 1 Deposited Plan 584573	7.89	60.01

	Lot 1 Deposited Plan 486522	2	
	Lot 1 Deposited Plan 603134	16.84	
	Lot 2 Deposited Plan 603134	33.28	
Total			106ha

7.2 Records of Title, Land Ownership and Interests Summary

The site is made up of several land parcels, that together form a total of 106 hectares.

Table 2 below summarises the addresses, legal descriptions and area for each title.

Table 2: Application Site Details

Address	Legal Description	Area (hectares)
SL1 Residential South (46ha)		
N/A	Lot 2 Deposited Plan 589463	22.21
49A/49B Saxbys Road	Part Lot 2 Deposited Plan 25668 Part Lot 1 Deposited Plan 25668	33.64
N/A	Lot 3 Deposited Plan 394366 and Lot 1 Deposited Plan South Auckland 51518	7.60
129 Saxbys Road	Lot 1 Deposited Plan South Auckland 69842, Lot 2 Deposited Plan South Auckland 11357, Lot 1 Deposited Plan South Auckland 75305 and Section 1 Survey Office Plan 60814	26.13
Industrial North (60ha)		
160 Higgins Road	Lot 1 Deposited Plan 584573	7.89
16A Wickham Street	Lot 1 Deposited Plan 396081 and Lot 1 Deposited Plan 486522	2
20 Wickham Street	Lot 1 Deposited Plan 603134	16.84
24 Wickham Street	Lot 2 Deposited Plan 603134	33.28

It is also acknowledged that 18 Wickham Street, Lot 1 DPS 59491 (4ha), is part of the wider southern links growth cell, owned by HCC who were a listed authorised person. However as outlined in the Overview Report (**Volume 1**) and Legal Submission (**V2** and **V3 Attachment 4**) no formal approvals are being sought and the lot remains as is with no change proposed and this land does not form part of this consent application.

7.2.1 Summary of Relevant interests:

7.2.1.1 Encumbrance 12988232.5 – Lot 1 DP 603134

Encumbrance 12988232.5 is registered in favour of HCC over Lot 1 DP 603134. The instrument restricts the use of the land to activities permitted within the Rural Zone and prevents the landowner from seeking resource consent for activities that are not permitted within that zone. Its effect is therefore broader than regulating the scale or form of development; it effectively prevents an alternative land use from being pursued through the ordinary resource consent process.

The encumbrance arose through the previous non-complying subdivision of the land under WDC consent SP/0099/23. That subdivision principally responded to the physical separation of the rural landholding created by the Southern Links designation. While an additional undersized Rural Zone title was created, the subdivision was not intended to establish an additional development opportunity. The encumbrance was therefore used as a strategic safeguard to prevent that subdivision subsequently facilitating premature or unintended development before the future urbanisation of this Priority 1 growth area and its relationship with Southern Links had been appropriately resolved.

WDC relied on that protection in determining SP/0099/23, including in reaching its conclusions that the subdivision would not result in consequential development, additional traffic generation or material changes to rural character and amenity. In that context, the encumbrance effectively maintained the status quo while the future of the land could be considered through a wider strategic planning and infrastructure framework.

That strategic and development context has now materially advanced.

The northern industrial land now forms part of the wider SL1 project referred by the Minister for Infrastructure and being comprehensively considered under the FTAA. Rather than an isolated proposal to develop an undersized Rural Zone title, the substantive application establishes an integrated masterplan, subdivision pattern, infrastructure strategy, strategic transport network and staging framework for the wider referred area.

Importantly, urbanisation of the land is not an unexpected strategic outcome. The land has been identified by HCC as a future emerging growth area and its future development is anticipated as contributing to growth within the current Future Proof growth framework. This is consistent with the historical context of the encumbrance: its purpose was to prevent development occurring prematurely and in isolation from the strategic planning of the wider area, rather than to establish an expectation that the land remain rural indefinitely.

The proposal now provides the comprehensive framework that was absent when the encumbrance was established. The masterplan spatially provides for the Southern Links corridor and associated east-west connection and integrates those corridors with the proposed land uses, subdivision, servicing and staging of the surrounding land. The relationship between the development and strategic transport network has also been considered through the specialist transport assessment and engagement with NZTA in its role as requiring authority.

Critically, the proposal also directly addresses the traffic effects that the encumbrance previously assisted in managing. The SL1 Industrial North will not rely upon Wickham Street for its future strategic access or generate additional urban development traffic through that local road connection. Instead, development traffic is directed to a purpose designed network centred on

the Southern Links strategic connection and associated east-west arterial connection. Specific conditions prevent substantive development of the northern industrial land until those strategic roading connections have been constructed and are available to service the development.

That outcome is further reinforced by the proposed physical severance of Wickham Street, removing the opportunity for it to become a future through-route or alternative access to the northern industrial development. The physical layout and consent conditions therefore prevent incremental development from establishing around the existing local road network and expressly tie development of the land to delivery of the planned strategic and arterial network.

The Fast-track proposal therefore does not circumvent or undermine the strategic purpose of the encumbrance. It responds directly to it. The risk that an additional rural title could facilitate premature or fragmented development is replaced by a comprehensive statutory approval framework in which development is spatially coordinated, appropriately serviced and expressly dependent upon delivery of the strategic transport infrastructure required to support it. The safeguards previously achieved through a broad restriction to permitted Rural Zone activities are therefore capable of being secured more directly through the masterplan, physical roading configuration and enforceable transport, infrastructure and staging conditions.

There is no requirement for Encumbrance 12988232.5 to be released or removed in advance of the Panel determining the substantive application. Importantly, this is not a pathway being advanced by the Applicant without engagement with HCC. The Applicant has specifically raised the encumbrance with HCC prior to lodgement, and HCC has confirmed in writing its awareness of the encumbrance and its agreement, for the purposes of the encumbrance, to the lodgement and continued processing of the SL1 substantive application under the FTAA through to the Panel's decision and any appeals.

The agreed approach is for the encumbrance to remain in place during the FTAA approvals process. This preserves the existing protection while enabling the proposed land use, subdivision, staging and strategic infrastructure arrangements affecting Lot 1 DP 603134 to be considered comprehensively through the Fast-track process. HCC has expressly recognised that, until the Panel's decision and any conditions are known, it is premature to determine precisely when or on what terms the encumbrance should be lifted.

If the substantive application is approved and authorises development of Lot 1 DP 603134, the Applicant and HCC will then reconsider the encumbrance in the context of the approved subdivision pattern, development areas, conditions and confirmed Southern Links requirements. Significantly, HCC has recorded that approval of the proposed development would constitute a material land use change warranting reconsideration of the encumbrance so that it does not frustrate the Fast-track outcome. The anticipated pathway is therefore to release the encumbrance from land expressly authorised for development while retaining, varying or replacing appropriate protection over land required for Southern Links and any other relevant strategic infrastructure interfaces.

Accordingly, the existence of Encumbrance 12988232.5 should not prevent the Panel from considering and determining the substantive application. HCC, as the party in whose favour the encumbrance is registered, is aware of the proposal and has expressly agreed to the procedural pathway whereby the Fast-track process proceeds first and the future treatment of the encumbrance is addressed following the Fast-track outcome. That approach appropriately

separates the Panel's determination of the statutory approvals sought under the FTAA from the subsequent implementation of the private-law arrangements affecting the title.

This approach is also consistent with the materially advanced strategic context. Lot 1 DP 603134 now forms part of the wider SL1 listed project and HCC has been provided with information regarding the proposed master plan, its relationship with the future Southern Links transport network and east-west roading connections, and the proposed staging and infrastructure controls. The proposal spatially provides for those strategic connections, removes Wickham Street as a future development access, and incorporates enforceable staging controls preventing substantive development until the necessary strategic transport infrastructure is available.

The underlying purpose of the encumbrance is therefore not being disregarded or circumvented. Rather, with HCC's knowledge and agreement as to the procedural pathway, the FTAA process enables the future development and infrastructure framework for the land to be determined comprehensively before the encumbrance is reconsidered and appropriately aligned with that approved outcome.

7.2.1.2 Consent Notices

Existing Consent Notices and Title Instruments

A number of existing titles within the Project area are subject to consent notices imposed under s 221 of the (RMA) in connection with earlier subdivision approvals.

The Applicant has undertaken a title by title review of these instruments as part of the substantive application. Their existence, purpose and ongoing relevance have been considered in developing the proposed subdivision, staging, infrastructure, servicing and transport framework. The Applicant does not seek to disregard the instruments or circumvent their underlying purposes. Rather, the application establishes a clear pathway for those instruments to be reconciled with the comprehensive development framework ultimately approved by the Panel.

Consent notices

The existing consent notices arise from earlier subdivision approvals and reflect the planning, servicing and development circumstances applying when those subdivisions occurred. Across the Project area, they include requirements relating to servicing, stormwater management, firefighting water supply, geotechnical and foundation design, contaminated land, acoustic matters, secondary dwellings and adjoining activities. Certain instruments also impose historic restrictions on further subdivision or limit the number of additional lots that may be created.

The substantive application represents a materially different and more comprehensive development proposition. It seeks approval under the FTAA for an integrated subdivision and development framework, including the future lot pattern, staging, strategic transport connections, three-waters and other infrastructure, land use activities and associated environmental management measures. These matters are supported by the technical assessments forming part of the application and are proposed to be secured through the conditions of approval.

As a consequence, a number of the existing consent notice provisions are expected to be overtaken by the development and infrastructure framework approved through the Fast-track process. Other provisions may retain an underlying purpose but require modification to reflect the approved development or resulting titles. The appropriate response is therefore not wholesale

cancellation of all existing instruments, but a targeted process of **retention, variation or cancellation according to the continued relevance of each requirement**.

Recognised statutory pathway

The Applicant has considered whether the consent notices must first be amended or cancelled before the Panel can determine the substantive application. The legislative consideration of amendments to the FTAA provides relevant guidance.

During consideration of submissions on the FTAA Amendment Bill, the Departmental Report specifically considered the fact that consent notices cannot be amended or cancelled through the FTAA approval process. Officials did not consider this to be a barrier to project delivery. The Departmental Report recognised that consent notices could instead be addressed by the relevant local authority following the grant of resource consent, noting that this approach had been used for projects under the COVID-19 Recovery (Fast-track Consenting) Act 2020 regime. On that basis, officials did not consider it necessary to introduce an additional approval mechanism into the FTAA for the amendment or cancellation of consent notices.

That consideration is directly relevant to the approach adopted for the Project. It confirms a practical sequencing whereby the Panel can first determine the substantive development and subdivision proposal, following which the continued application of existing consent notices can be considered by the relevant territorial authority against the development actually approved.

The Applicant has discussed this approach with **WDC**, including the implications of the existing consent notices and the pathway available following a Fast-track approval. **WDC concurs with the rationale and considers the proposed approach to be a practical means of managing the existing instruments**. WDC has also acknowledged the consideration given to this issue through the FTAA Amendment Bill process and the availability of the existing RMA mechanism following determination of the substantive approvals.

The Applicant therefore considers that the existing consent notices do not represent an impediment to the Panel considering or granting the substantive application.

Proposed conditions and implementation pathway

Importantly, the Applicant is not proposing to leave the treatment of the consent notices as an undefined post-decision matter. The proposed subdivision conditions establish a specific implementation pathway for each affected title.

Prior to s 224(c) certification for the first relevant subdivision stage, the Applicant will provide WDC with a **Consent Notice Review Schedule** identifying the consent notice provisions affecting that stage and whether each provision:

- (a) has been superseded or otherwise addressed through the Fast-track approval, approved plans, technical assessments, infrastructure arrangements or conditions;
- (b) is no longer relevant to the resulting land or development; or
- (c) remains relevant and should continue to apply, either in its existing form or in an appropriately modified form.

Following that review, the Applicant will request that WDC exercise its statutory functions under s 221(3) of the RMA.

Cancellation will be sought where an existing requirement has been superseded, is no longer applicable, or is adequately addressed through the Fast-track approval such that its continued registration would result in unnecessary duplication or an inconsistent legacy control.

Variation will be sought where the underlying purpose of a requirement remains relevant, but the requirement needs to be modified to reflect the approved development, infrastructure arrangements or resulting title configuration.

The process can occur progressively by subdivision stage. This ensures that consent notices are addressed when they become relevant to the creation of the resulting titles, rather than requiring all instruments across the Project area to be resolved before the Panel has determined the substantive application.

The proposed conditions also preserve the ability for requirements to continue where there is an ongoing need. For example, cancellation of an historic consent notice relating to firefighting water supply does not remove the requirement to provide an appropriate firefighting water supply where that remains necessary. Instead, that outcome may be more appropriately secured through the infrastructure design and conditions applying to the approved development. The same approach applies to matters such as stormwater, geotechnical and foundation design and contaminated land.

The purpose of the pathway is therefore not simply to remove existing consent notices. It is to ensure that the resulting titles contain controls appropriate to the development approved by the Panel, without unnecessarily carrying forward requirements arising from a superseded rural subdivision or servicing context.

Historic restrictions on further subdivision

A more direct approach is appropriate for consent notice provisions that restrict further subdivision, including Consent Notice 6837043.1.

That instrument reflects an historic subdivision pattern and restricts further subdivision, including through limitations on the number of additional lots that may be created. The substantive application now expressly seeks approval for a replacement subdivision, staging and titling framework.

The proposed conditions therefore recognise that, to the extent Consent Notice 6837043.1 would prevent or constrain subdivision expressly authorised by the Panel, its continued application would be inconsistent with implementation of the approved subdivision framework. The Applicant will accordingly seek cancellation or variation of the relevant provisions under s 221(3) of the RMA before s 224(c) certification for the affected stage.

This does not require the Panel itself to cancel the instrument. Rather, the Panel determines whether the proposed subdivision should be approved. If approved, that decision establishes the subdivision framework against which WDC can subsequently consider the continued necessity and appropriate form of the historic restriction under s 221(3).

Overall position

The proposed approach therefore provides a deliberate and integrated pathway for managing the existing title instruments without requiring their premature resolution.

This approach:

- (a) retains the existing instruments and their protections while the substantive application is considered;
- (b) allows the Panel to determine the development and subdivision proposal on its merits without being required to exercise functions relating to the cancellation or variation of existing consent notices;
- (c) preserves WDC's statutory role under s 221(3) of the RMA;
- (d) provides a condition-based and stage-specific mechanism for implementation rather than leaving the issue unresolved;
- (e) removes legacy controls where they have been superseded by the comprehensive Fast-track approval, while retaining or appropriately replacing requirements that continue to serve a necessary purpose;
- (f) is consistent with the pathway expressly considered through the FTAA Amendment Bill process; and
- (g) has been discussed with WDC, which concurs with the rationale and proposed approach.

Accordingly, the Applicant considers that the existing consent notices **do not present a statutory or practical impediment to determination of the substantive application**. Their existence has been identified and expressly addressed through the application and proposed conditions. The proposed pathway provides an orderly means of reconciling the existing instruments with the development actually approved by the Panel while respecting the respective statutory functions of the Panel and WDC.

Current consent notices

The following current limitations are being formally cancelled or removed as part of the Application:

- **Lot 1 Deposited Plan 584573 (1100385):**
 - 12607131.2 Consent Notice pursuant to Section 221 Resource Management Act 1991. The consent notice states subdivision consent conditions (of Lot 1 DP 552743 & Lot 2 DP 552743, creating both Lots 1 & 2 DP 584573), this includes the requirement for compliance with standard for access to firefighting water supply.
 - 6837043.1 Consent Notice pursuant to Section 221 Resource Management Act 1991. The consent notice states subdivision consent conditions (of Lot 2 DP 330345, creating both Lot 1 & 2 DP 365434), including Lot 1 DP 365434 cannot be further subdivided pursuant to standards and Lot 2 DP 365434 can create only one additional lot on the site through subdivision in accordance with standards.
- **Lot 1 Deposited Plan 365434 (265149):**
 - 6837043.1 Consent Notice pursuant to Section 221 Resource Management Act 1991. The consent notice states subdivision consent conditions (of Lot 2 DP 330345, creating both Lot 1 & 2 DP 365434), including Lot 1 DP 365434 cannot be further subdivided pursuant to standards and Lot 2 DP 365434 can create only one additional lot on the site through subdivision in accordance with standards.

- **Lot 1 Deposited Plan 396081 and Lot 1 Deposited Plan 486522 (704262):**
 - 7878083.1 Consent Notice pursuant to Section 221 Resource Management Act 1991 (Affects Lot 1 DP 396081). The consent notice states subdivision consent conditions (of Lot 2 DP 372217, creating Lot 1 DP 396081), including the design, installation and ongoing maintenance of an effluent and stormwater disposal system, subsequent development requires input from a geotechnical engineer detailing the foundations of the building.
- **Lot 1 Deposited Plan 603134 (1179322):**
 - 12988232.3 Consent Notice pursuant to Section 221 Resource Management Act 1991. The consent notice states subdivision consent conditions (of Lot 2 DP 584573, creating both Lots 1 & 2 DP 603134), this includes that there is no reticulated telecommunications or power supply provided to both lots and no secondary dwelling can be constructed or relocated on Lot 2 DP 603134.
 - 12607131.2 Consent Notice pursuant to Section 221 Resource Management Act 1991. The consent notice states subdivision consent conditions (of Lot 1 DP 552743 & Lot 2 DP 552743, creating both Lots 1 & 2 DP 584573), this includes the requirement for compliance with standards for access to firefighting water supply.
 - 11872275.2 Consent Notice pursuant to Section 221 Resource Management Act 1991. The consent notice states subdivision consent conditions (of Lot 3 DP 486522, creating both Lots 1 & 2 DP 552743), this includes the requirement for approval for the proposed on-site stormwater disposal system, foundation design (soft soils), compliance standards for access to firefighting water supply, NES contaminated soil compliance, limits on secondary dwellings, notice of nearby consented waste management activities.
 - 6837043.1 Consent Notice pursuant to Section 221 Resource Management Act 1991. The consent notice states subdivision consent conditions (of Lot 2 DP 330345, creating both Lot 1 & 2 DP 365434), including Lot 1 DP 365434 cannot be further subdivided pursuant to standards and Lot 2 DP 365434 can create only one additional lot on the site through subdivision in accordance with standards.
- **Lot 2 Deposited Plan 603134 (1179323)**
 - 12988232.3 Consent Notice pursuant to Section 221 Resource Management Act 1991. The consent notice states subdivision consent conditions (of Lot 2 DP 584573, creating both Lots 1 & 2 DP 603134), this includes there is no reticulated telecommunications or power supply provided to both lots and no secondary dwelling can be constructed or relocated on Lot 2 DP 603134.
 - 12607131.2 Consent Notice pursuant to Section 221 Resource Management Act 1991. The consent notice states subdivision consent conditions (of Lot 1 DP 552743 & Lot 2 DP 552743, creating both Lots 1 & 2 DP 584573), this includes the requirement for compliance with standard for access to firefighting water supply.

- 11872275.2 Consent Notice pursuant to Section 221 Resource Management Act 1991. The consent notice states subdivision consent conditions (of Lot 3 DP 486522, both Lots 1 & 2 DP 552743), this includes the requirement for approval for the proposed on-site stormwater disposal system, foundation design (soft soils), compliance standards for access to firefighting water supply, NES contaminated soil compliance, limits on secondary dwellings, notice of nearby consented waste management activities.
- 6837043.1 Consent Notice pursuant to Section 221 Resource Management Act 1991. The consent notice states subdivision consent conditions (of Lot 2 DP 330345, creating both Lot 1 & 2 DP 365434), including Lot 1 DP 365434 cannot be further subdivided pursuant to standards and Lot 2 DP 365434 can create only one additional lot on the site through subdivision in accordance with standards.

These limitations relate to more recent consent notices (6837043.1) being applied by Council to prevent further subdivision. Notwithstanding the consent notices, the FTAA provides a pathway for consideration of Projects where such restrictions or limitations may exist, as the ability to remove, cancel or extinguish such provisions is provided under the FTAA, where consent notice removal is a resource consent determination.

Any other ROT considerations are outlined in the supporting **Attachment 1** and they are of little relevance post a decision to enable urban development. With the exception of the above, any relevant easements, consent notices and other instruments will be carried over, and all other consent notices are to be cancelled prior to issuing of new 'parent titles'.

The majority of the consent notices being removed relate to infrastructure and development circumstances applying when earlier subdivision was undertaken. The current proposal provides for a comprehensive redevelopment and subdivision of the land, with servicing requirements and the development potential of the resulting lots to be considered through the Fast-track Approval Act 2024 process.

The historic restrictions are therefore proposed to be superseded by the current development framework. Removal of the consent notices is sought to ensure that the resulting title does not retain legacy restrictions that no longer reflect the proposed servicing and development arrangements.

For a full assessment please see **Volume 3 Industrial North AEE**.

7.3 Zoning Context

The zoning of the SL1 Industrial North and SL1 Residential South Sites under the WDP is set out in **Table 3** below.

Table 3: Site Zoning

Proposed Use	Zoning
SL1 Residential South	Rural Zone
Industrial North	Rural Zone

Figure 3 below provides a copy of the WDP zoning map.

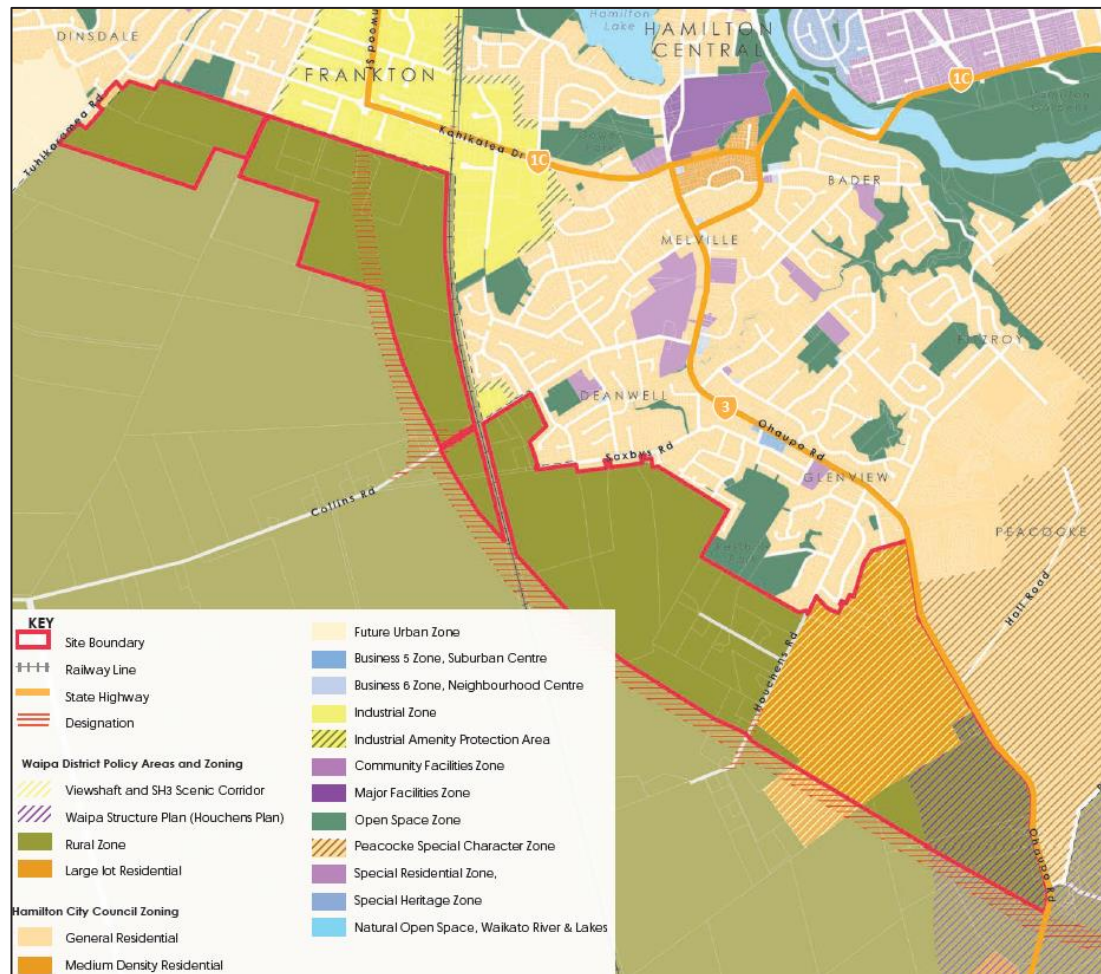


Figure 3: WDP Zoning of the wider SL1 Growth Cell

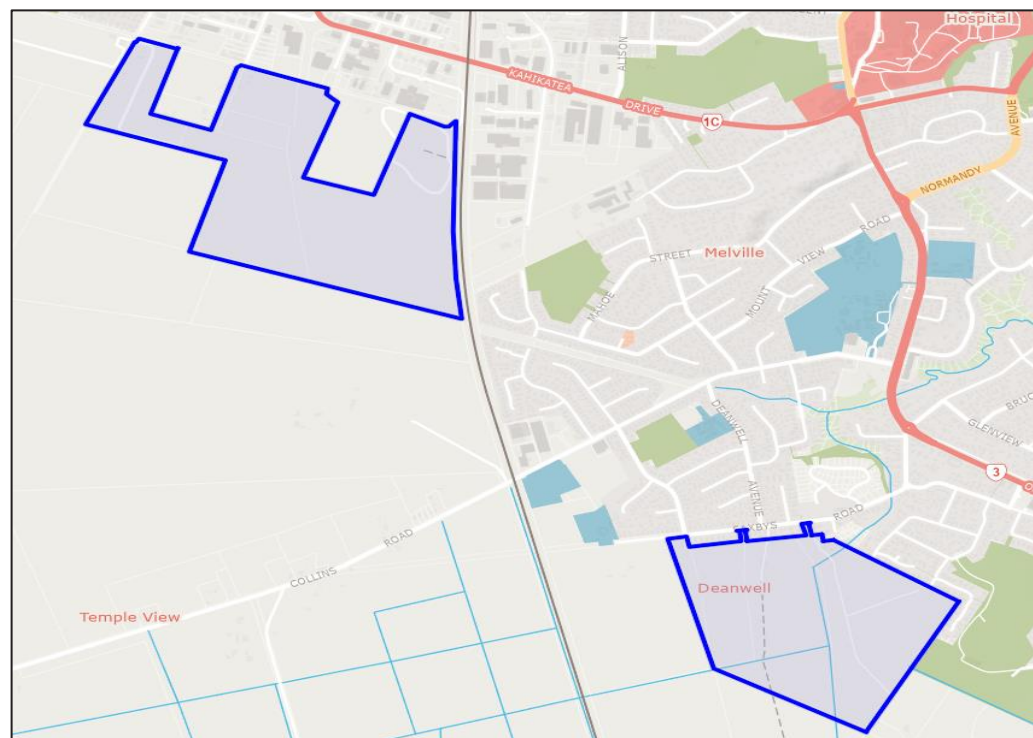


Figure 4: WDP Zoning; Industrial North & SL1 Residential South (Source: WDP Planning Map)

7.4 Site Description

The Sites, in the context of the SL1 Growth Cell, are shown in **Figure 5** below and is made up of two key land areas, each related to a part of the substantive application.

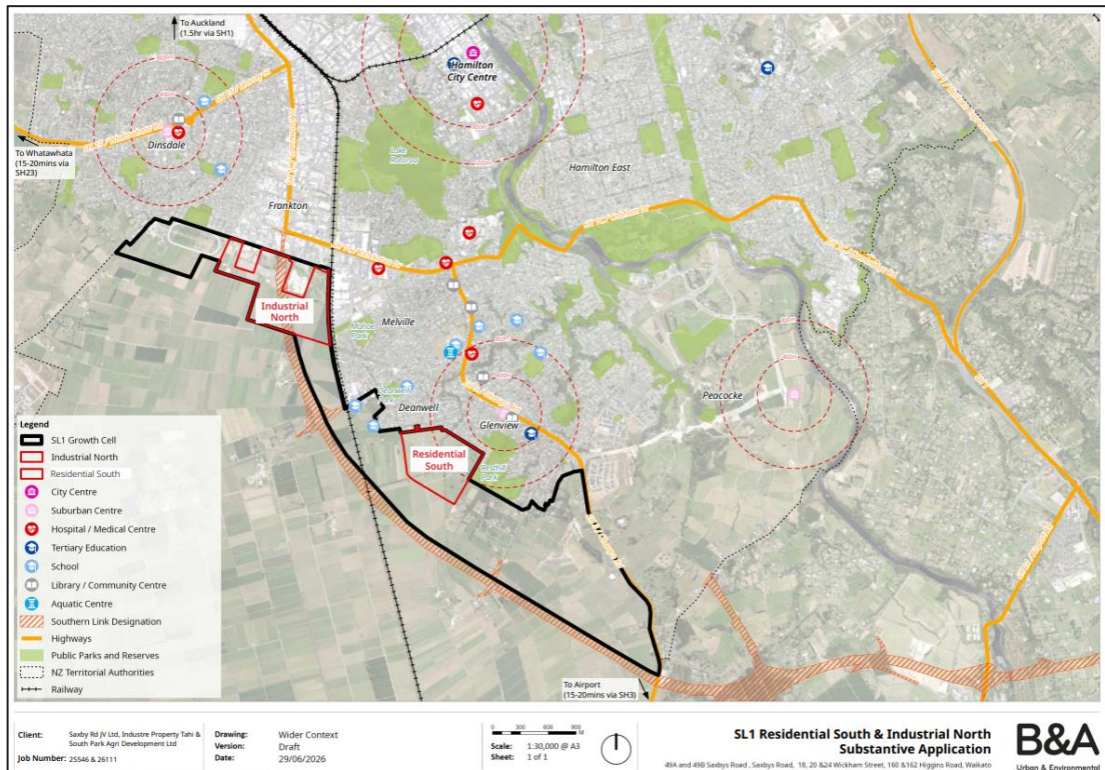


Figure 5: Locality plan showing the site areas in relation to the wider Hamilton south context

7.4.1 Southern Links 1 Growth Cell

SL1 Growth Cell is located approximately three to four kilometres southwest of Hamilton City Centre and is contiguous with HCC's southern boundary to the southwest. The SL1 Growth Cell in its entirety is approximately 440ha in size and is situated between the established Hamilton suburbs of Dinsdale, Frankton, Deanwell and Glenview to the northeast, and rural land within Waipā to the southwest.

Figure 6, below, is a SL1 Growth Cell Concept Plan, developed in response to feedback from Council, landowner discussions and broader representation of the SL1 Consortium landholding in preparing the substantive application. It is a concept plan for contextual information only to demonstrate the cohesive opportunities available within SL1 Growth Cell.

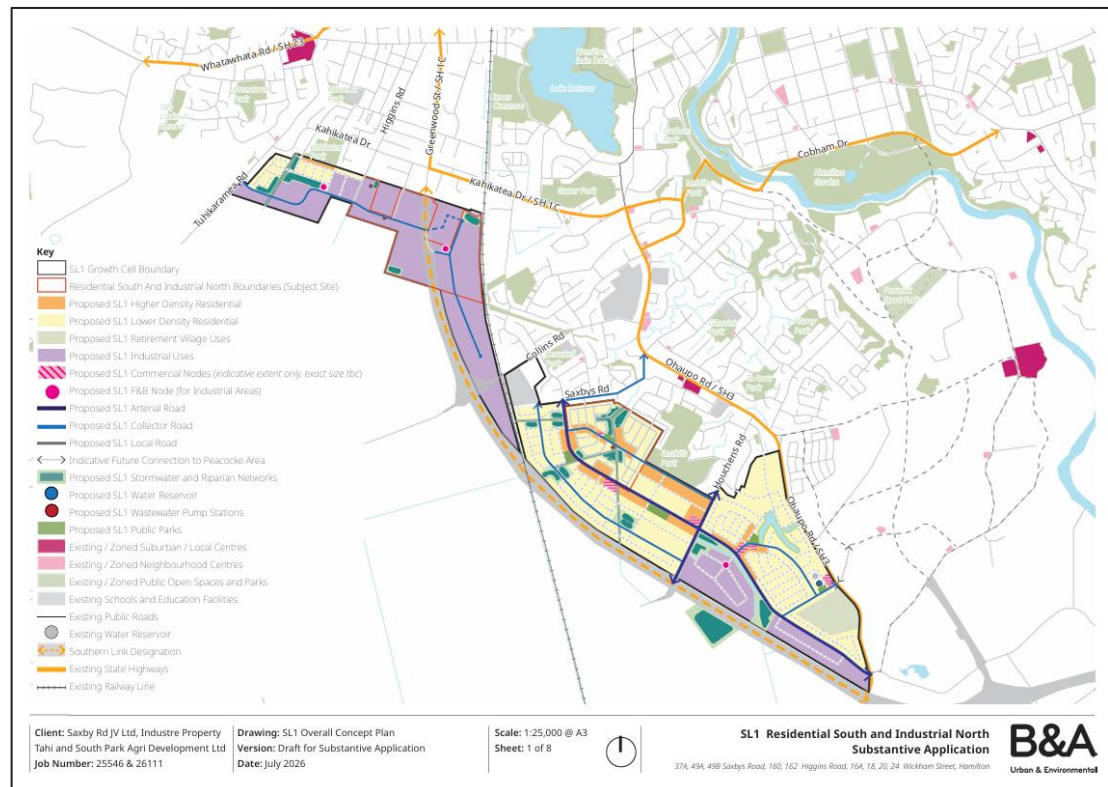


Figure 6: SL1 Growth Cell Concept Plan

The SL1 Consortium is a group of landowners who represent the majority of the SL1 Growth Cell (approximately 330ha or 75% of the growth cell land area) and have been collaboratively progressing the SL1 Growth Cells holistic infrastructure, planning and servicing considerations. **Figure 7** provides a broad overview of the SL1 Consortium landholdings within the SL1 Growth Cell.

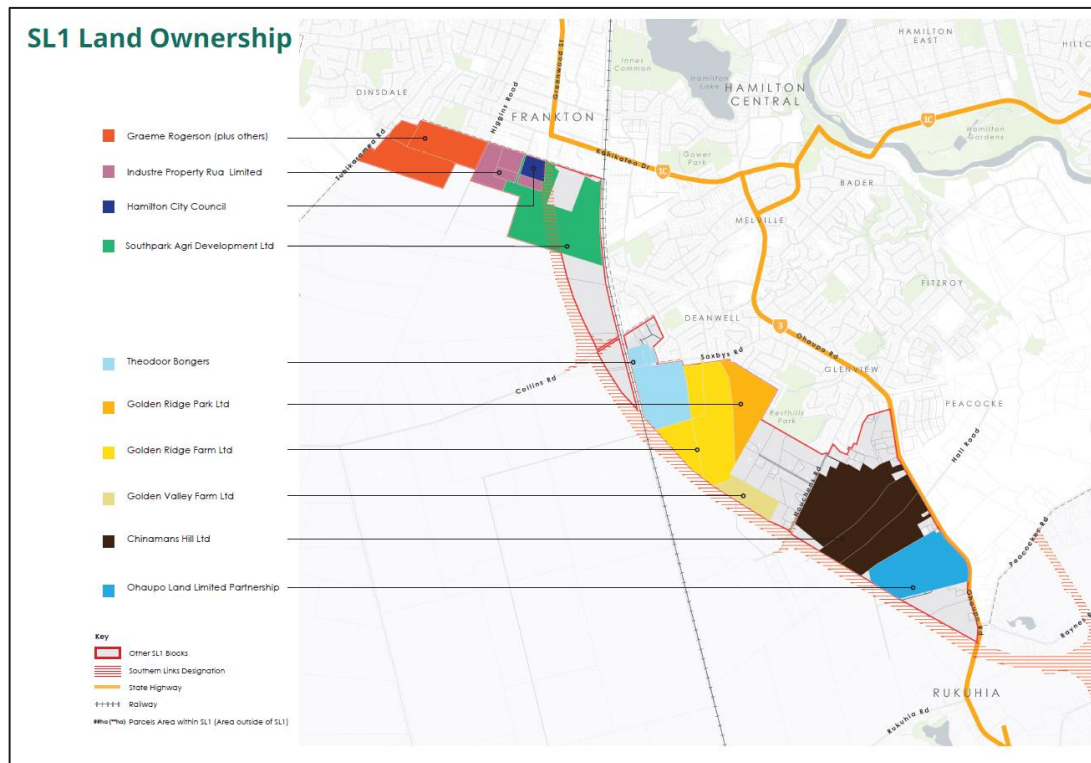


Figure 7: SL1 Consortium Land Ownership

The SL1 Consortium supports the **SL1** 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 masterplan outcomes that can be achieved where growth cell led planning is occurring. Formal support is provided **V2 Attachment 12** and **V3 Attachment 14**.

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, and included in more detail within the Consultation and Engagement Report, **V2** and **V3 - Attachment 2**, including:

- 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; and
- Resource consent granted for SL1 Consortium application for surface water take from WRC to service the SL1 Consortium landholding with municipal take – granted June 2026.

The Strategic Boundary Agreement is of particular importance, as it signals the collective intent of Waipā District, Hamilton City and the SL1 Consortium to facilitate the strategic boundary adjustment between Waipā to Hamilton City, refer **V2 Attachment 13** and **V3 Attachment 15**.

The SL1 Growth Cell is recognised and identified in the following strategic planning documents:

- Future Proof Strategy 2024 – 2054
 - Where it is acknowledged there is a Strategic Boundary Agreement in place.
 - Currently, on the Future Proof Fast Track section of the website it notates SL1 as being within an urban expansion / emerging areas (same classification as other sites identified within the above FPS). [Fast-track-areas-in-the-Future-Proof-sub-region.jpg \(2480×3508\)](#)
- North Waipā South Hamilton Spatial Study
 - Page 26 provides a snapshot of the SL1 Growth Cell and reinforces the status and role of the SL1 Growth Cell in the south Hamilton and north Waipā context. The metric chosen for 'level of change' and 'level of certainty' are both selected as high, interestingly this same 'high' status is afforded to Peacockes Structure Plan, a live zoned and infrastructure enabled area within Hamilton City's jurisdiction [North-Waipā-South-Hamilton-Spatial-Study-Final-Report.pdf](#)

Overall, the formal status of the SL1 Growth Cell is not a pertinent matter under the FTAA, however the intent of the contextual summary is to demonstrate the origins of the SL1 Growth Cell pre-date the FTAA, and reflect a concerted effort by the SL1 Consortium to work collaboratively and engage with key stakeholders over a long period of time.

7.4.2 Other SL1 Growth Cell FTAA Projects

The **SL1** Substantive Application focuses on SL1 Residential South and Industrial North, which are two aspects contributing to the wider SL1 Growth Cell. In addition to the **SL1** Project, a substantive application is being prepared for the **SL1 Rogerson Block** Project, and the **SL1 Houchens** Project has more recently been referred. Both projects went through the FTAA Referral process, with the respective referred Master Plan and project description summarised in **Figure 8** and **Figure 9** below.

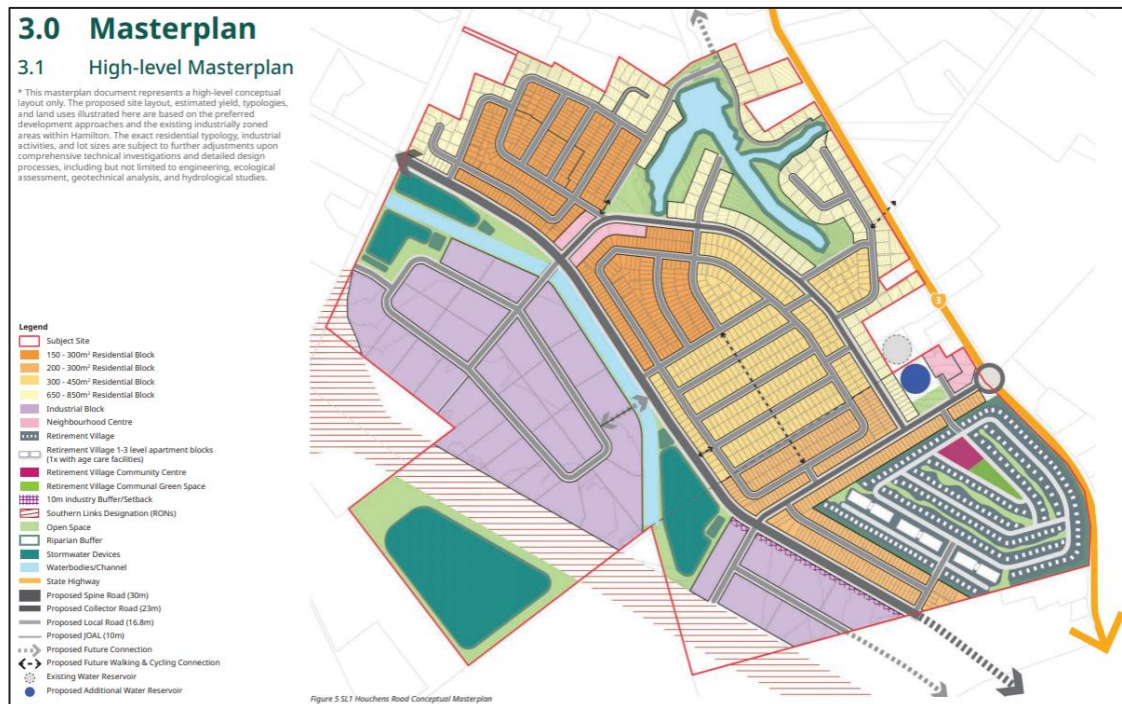


Figure 8: SL1 Houchens Project – Referred Master Plan (circa 145ha).

Referred description:

- approximately 1,300 residential lots;
- approximately 400 unit retirement village, including aged care facilities;
- two neighbourhood centres;
- approximately 25 hectares of light industrial land, comprising around 24-47 industrial lots; and
- supporting green infrastructure, three waters, and transport connections, including provision for a future Houchens Road connection and a future water reservoir.

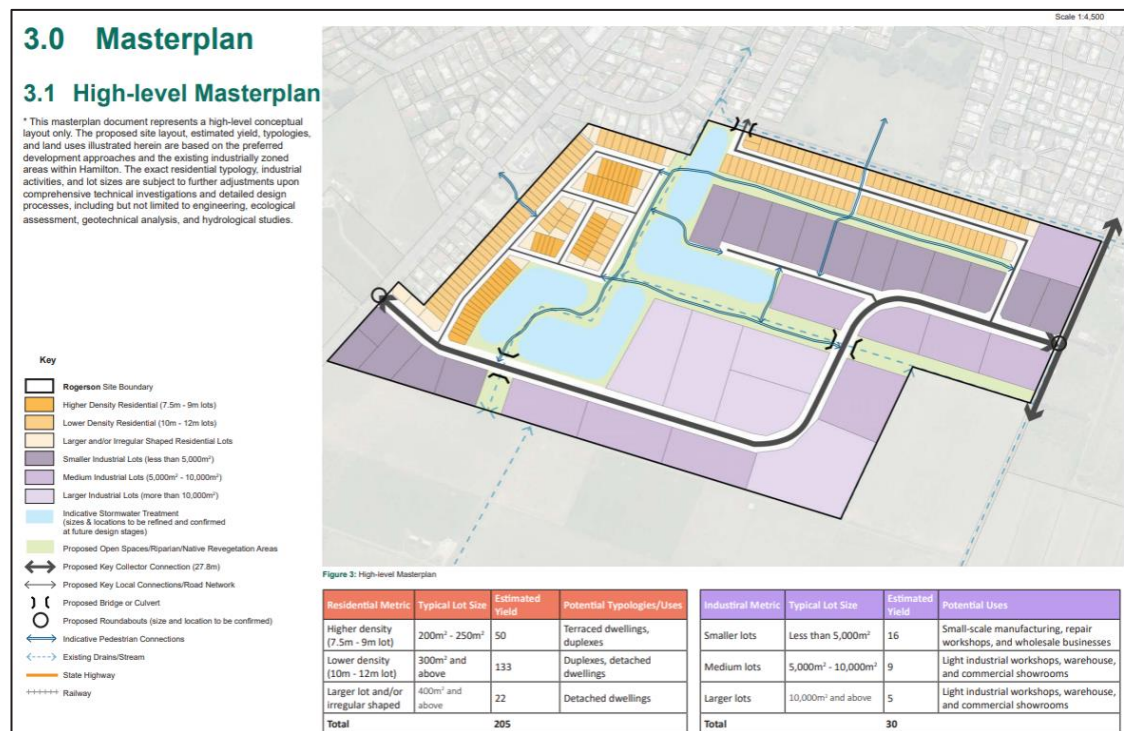


Figure 9: SL1 Rogerson Block Project – Referred Master Plan (circa 43ha)

Referred description:

- 200 residential units over 13 hectares of primarily medium-density dwellings of varying typologies;
- 30 industrial allotments over 28 hectares of varying sizes;
- transport corridors providing for the movement of people and vehicles through the site;
- a proposed 20-metre-wide green buffer between the residential and industrial components, artificial wetlands, to provide amenity for residents, and a stormwater function; and
- new infrastructure services.

7.4.3 SL1 Growth Cell – Indicative Staging

The Listed Project Application for **SL1** included a wider SL1 Growth Cell ‘Staging Plan’, see **Figure 10** below. This reflected indicative staging as at April 2024, when the original Listed Project Application was made. The darker orange and darker purple are now the Listed **SL1** Project. Refer to **V2** and **V3 – Attachment 3** for the Listed Project application documentation for **SL1**.

High level information on the proposed staging for the development was included in the original Listed Application. It stated:

SL1 has been divided into four key stages (Industrial Stage 1, and Residential Stage 1, 2 & 3) as well as identified proposed future stages. This has been informed by records of title, lot parcels development potential, high level transport and infrastructure analysis. As noted previously, this project seeks to give effect to Residential Stage 1 and Industrial Stage 1.

The original Listed Application included a project staging plan for the SL1 Growth Cell, including land outside the SL1 consortiums landholding:

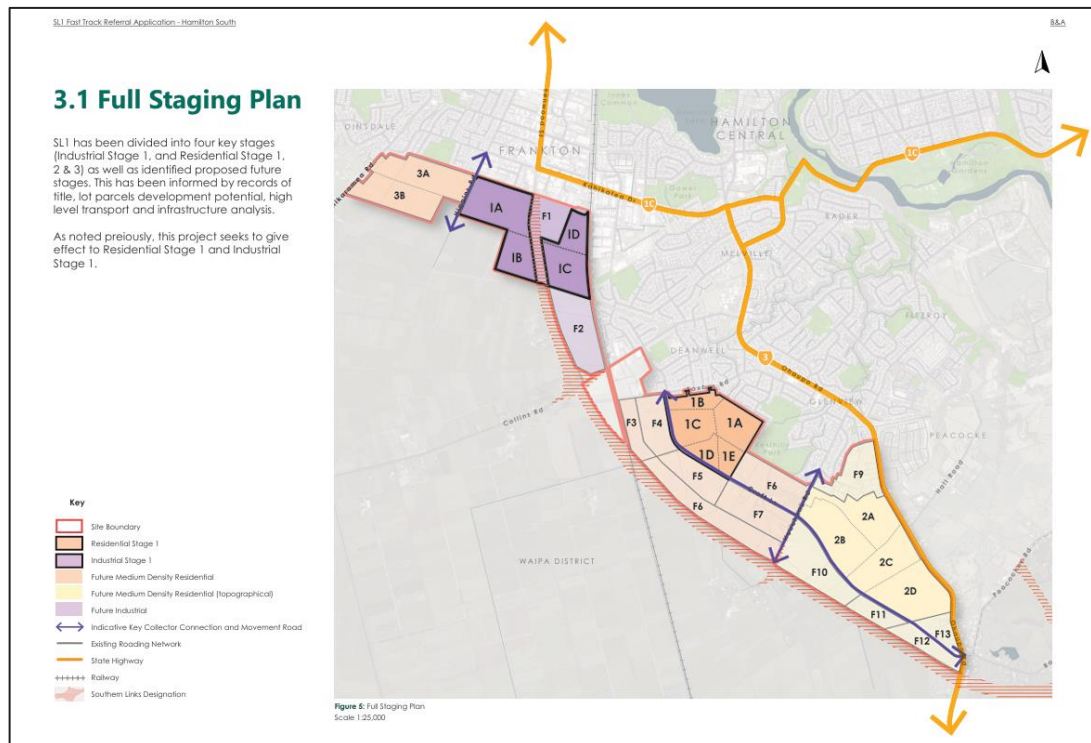


Figure 10: B&A Urban Design Package (Southern Links 1 ('SL1') | Ministry for the Environment)

No formal updated staging plan for the SL1 Growth Cell has been included with this Project, however both the SL1 Rogerson Block referral and SL1 Houchens Development referral outlined indicative staging, subject to necessary substantive approvals.

7.4.4 Southern Links 1

The SL1 Residential South and SL1 Industrial North components combine to approximately **106** hectares in size.

The site is made up of several land parcels and is contiguous with the HCC's southern boundary to the southwest. The SL1 Industrial North component of the application is bound to the south with the Hamilton suburb of Frankton and west of the suburb of Melville. The SL1 Residential South component of the application is situated south of Melville and northwest of the suburb of Glenview. The southern boundary of the site adjoins rural land, whereas the northern boundary of the site interfaces with established residential suburbs.

Primary characteristics of the sites are summarised below, with **Volumes 2 – 3** containing further description and details of the SL1 Residential South and Industrial North sites, which have been supported by findings of the expert reporting across the sites.

Both the SL1 Residential South and SL1 Industrial North sites are relatively uniform in shape.

7.4.4.3 SL1 Residential South

- **Existing Land Use:** current land use of the residential aspects of the site is intensive dairy farming.
- **Topography:** a detailed description of the SL1 Residential South site and its characteristics is outlined in **Volume 2 AEE**. In short, the site topography is generally flat within the SL1

Residential South site and includes farm drain canals that dissect the site as they head north toward the upper tributary of the Mangakotukutuku Stream.

- **Vegetation:** the site is mainly grazed exotic pasture vegetation, however there is a small stand of Kahikatea trees within the grazed paddock and planted riparian margin along drains traversing the site, which form part of the upper Mangakotukutuku Stream.
- **Freshwater – Streams:** the site exists within the Mangakotukutuku catchment with the upper reaches of the Mangakotukutuku Stream entering the site, with the main water features throughout the site consisting of farm drain canals.
- **Freshwater – Wetlands** - two natural inland wetlands were also identified within the site, outlined in detail in the Economic Impact Assessment (EIA), see **V2 Appendix 23**.
- **Existing Infrastructure:** existing roading, utility connections.
- **Existing Structures:** limited to supporting structures associated with existing dairy farm operations on the site, including gravel tracks, sheds, and similar ancillary farming activities.
- **Transport Network & Access:** existing farm access via access via 49A and 49B Saxby Road.
- **Heritage:** no heritage considerations, confirmation no archaeological authority is being applied for.
- **Statutory & Customary Rights Areas:** Ngaati Wairere, Ngaati Maahanga, Ngaati Tamainupoo, Ngaati Hauaa, Ngaati Koroki-Kahukura, and Ngaati Apakura, and Waikato Tainui have confirmed interest and form part of the wider consultation and engagement approach.



Figure 11: Identified Ecological Features and Pre-development Flooding for Residential South

7.4.4.4 SL1 Industrial North

The 60ha SL1 Industrial North includes:

- **Existing Land Use:** Current land use of the Industrial North site is a mix of storage and associated light industrial activity, and wider enabling bulk earthworks associated with previous consents, with some existing pasture.
- **Topography:** The site topography is generally flat within the SL1 Industrial North area, with the exception of a stockpile of earth on the north / eastern portion of the site.
- **Vegetation:** the Industrial North portion of the site is mainly common exotic species and grazed exotic pasture vegetation, which has been largely removed with the enabled bulk earthworks described above.
- **Freshwater – Streams:** As per the EIA V3 Appendix 23, there are no streams within the Industrial North site, and farm drains exist within the wider site.
- **Freshwater – Wetlands –** No wetlands.
- **Existing Infrastructure:** mix of existing infrastructure on site, including ancillary infrastructure to support truck associated activities, storage and wider consented activities.
- **Transport Network & Access:** access via Wickham Street and Higgins Road currently.
- **Heritage:** no heritage and no archaeological authority requirements.
- **Designations:** The Hamilton Southern Links designation dissects the site north to south.
- **Statutory & Customary Rights Areas:** Ngaati Wairere, Ngaati Maahanga, Ngaati Tamainupoo, Ngaati Hauaa, Ngaati Koroki-Kahukura, and Ngaati Apakura, and Waikato Tainui have confirmed interest and form part of the wider consultation and engagement approach.

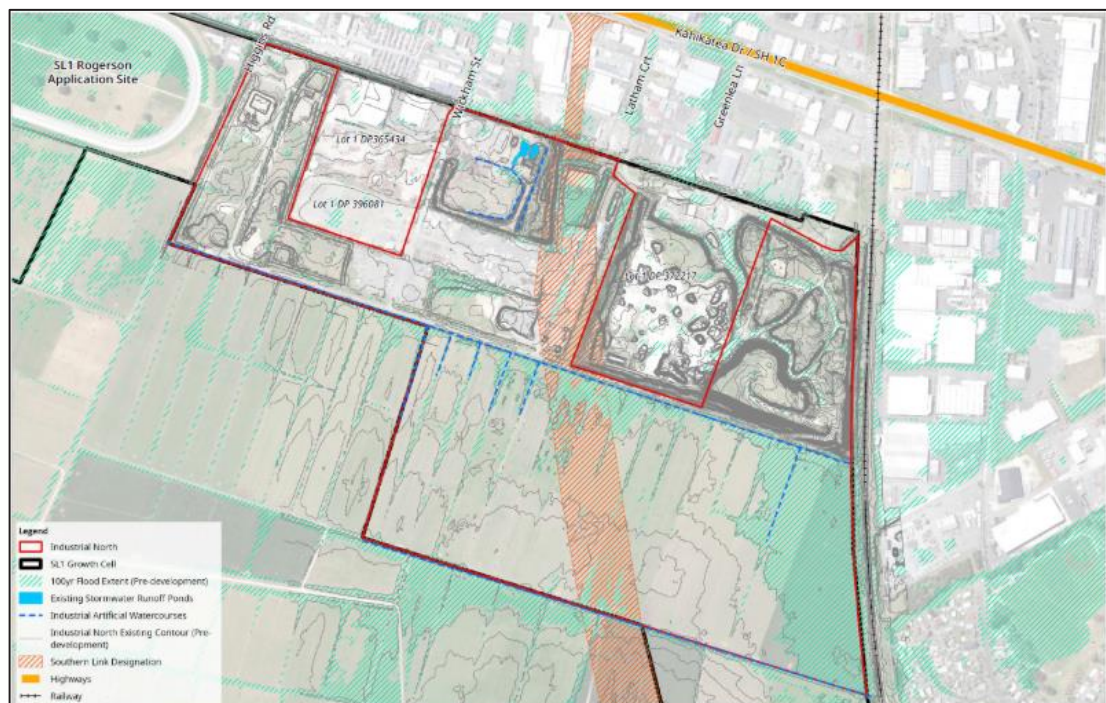


Figure 12: Identified Ecological Features and Pre-development Flooding for Industrial North

7.5 Surrounding Locality

7.5.1 The wider SL1 Growth Cell

The **SL1** site is located approximately 3-4 kilometres southwest of the Hamilton City Centre, within the Waipā District of the Waikato Region. The surrounding locality is primarily rural in character to the southwest, transitioning toward more intensive residential to the northeast.

The **SL1** site contain circa 106ha of the 440ha SL1 Growth Cell, refer 7.4.1 above for a detailed description and context to the status of the SL1 Growth Cell.

To the north of the SL1 Residential South the site adjoins residential properties with varying densities, including the existing Hamilton suburbs of Deanwell and Glenview to the northeast, these sites are zoned as General Residential under the Hamilton City Council Operative District Plan (HCC ODP). The western boundary of SL1 Residential South is currently rural land. South of the SL1 Residential South site is rural land, and beyond Houchens Road to the south is the SL1 Houchens Development, see Section 7.4.1 above, a referred project under the FTAA legislation, and part of the SL1 Consortium landholding.

To the north of SL1 Industrial North, the site adjoins existing industrial properties in the Hamilton suburb of Frankton, and to the west of SL1 Industrial North is the referred SL1 Rogerson Block, see Section 7.4.1 above.

The surrounding locality within the SL1 Growth Cell is important for context. For wider context refer to **Volume 2 and Volume 3 – Appendix 6**.

7.5.2 Hamilton Southern Links Designation

Within the heart of the SL1 Growth Cell, and dissecting the SL1 Industrial North project site, is the NZTA designation for Hamilton Southern Links (HSL). HSL is a transport network improvement project for state highway and urban arterial routes linking SH1C from Kahikatea Drive in Hamilton to the Waikato Expressway at Tamahere and SH3 from Hamilton Airport to central and east Hamilton. The project aims to develop an effective transport network of state highway and urban arterial routes to support Hamilton’s planned growth to the south.

In 2024, HSL was identified in the GPS 2024 as a RoNS.

As outlined in the GPS 2024, HSL is intended to “*reduce congestion, improve safety, support housing development, boost economic growth, and provide a more resilient roading network*”, and specifically recognised as key infrastructure required to unlock land for significant new housing supply. In this context, HSL is particularly relevant to the SL1 Residential South Development area because it has the potential to redistribute a proportion of future traffic demand away from the Ohaupo Road corridor and improve wider network connectivity within southern Hamilton.

In addition, the proposed SL1 Industrial North roundabout (within the HSL designation) as shown in **Figure 13** below, demonstrates the anticipated alignment between the SL1 FTAA Project and the wider HSL RoNs project.

NZTA completed an Investment Case for HSL. While the completed Investment Case identifies a preferred corridor and staging framework, the most recent NZTA Major Transport Projects Pipeline (“MTPP”) identifies that HSL has not yet progressed to the pre-implementation phase and future progression remains subject to funding availability and National Land Transport Programme priorities. Accordingly, the delivery timing of HSL remains uncertain.

Notwithstanding, HSL remains an important component of the long-term transport plan for southern Hamilton and provides relevant strategic context for understanding the future operation of the transport network serving the SL1 Industrial North and Residential South Development areas.

Based on the completed Investment Case, the recommended staging framework for HSL comprises the following four stages as shown in **Figure 13**:

- Stage 1 – Greenwood Street to SL1 roundabout

This involves widening Greenwood Street from two lanes to four lanes from Kahikatea Drive to Killarney Road. A new three-arm roundabout is proposed at the Greenwood Street / Kahikatea Drive intersection with no access to Kahikatea Drive Extension. A roundabout is also proposed allowing access to the Industrial Development area.

- Stage 2 – SH1 to SH21

This includes a new interchange on SH1 Waikato Expressway between the Pickering Road overbridge and Tamahere Interchange, with the road heading west on a new bridge over the Waikato River to connect with a new interchange to be built where HSL meets SH21.

- Stage 3 – SL1 roundabout to SH3

The largest stage in road length, this connects the Industrial Development roundabout SL1 Industrial North with SH3 and includes an overbridge of the NIMTR and SH3.

- Stage 4 – SH3 to SH21 including central interchange and north-south connection

The final stage completes the east-west connection, including building a new central interchange to connect to the Peacocke Structure Plan Area. It will also see a new stretch of road from the SH3 / SH21 roundabout to connect at the central interchange.

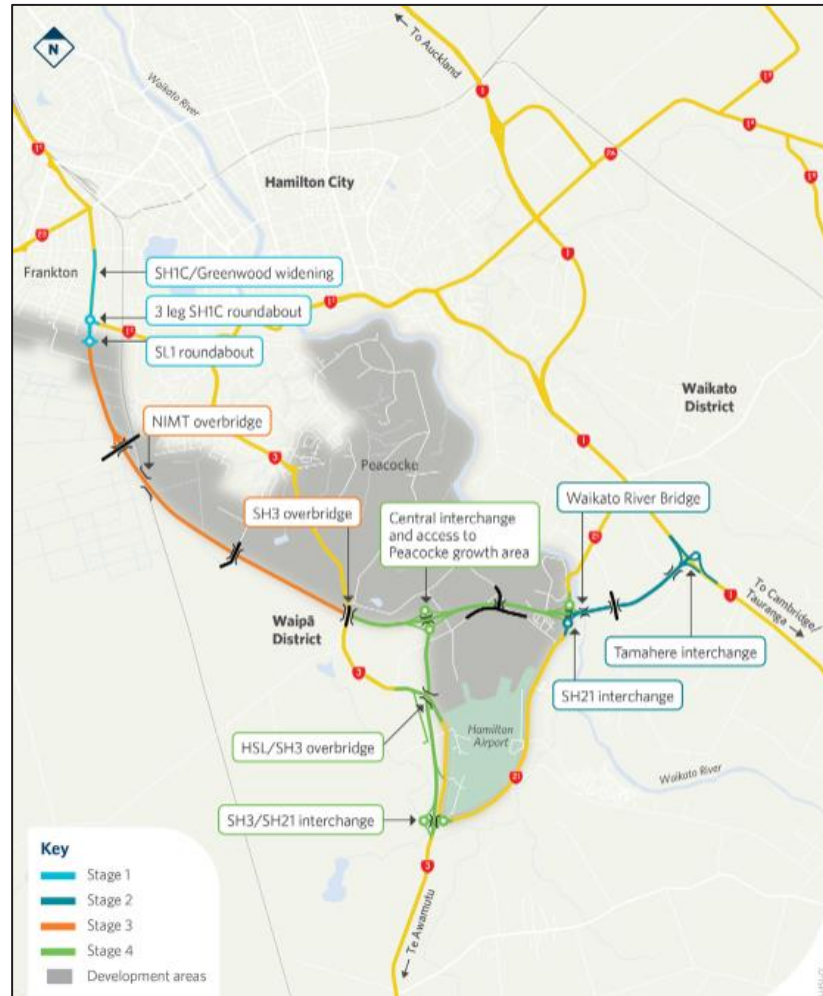


Figure 13: Hamilton Southern Links (Roads of National Significance), source NZTA website.

The HSL designation borders the wider southwest edge of the SL1 Residential South Development area. The HSL designation presently has no direct access to Glenview other than a half-diamond grade separated intersection with Collins Road. However, this location has limited accessibility to Glenview and the wider Hamilton network other than through the intersection of Ohaupo Road / Collins Road. Complicating accessibility matters is the existence of the Collins Road / NIMTR level crossing adjacent to the planned HSL half-diamond interchange.

The Applicants understand an alternative interchange arrangement at Houchens Road has been considered as part of strategic transport investigations to improve accessibility between the SL1 Growth Cell, Glenview, Deanwell and the wider transport network. The concept has been explored with NZTA and assessed using the Waikato Regional Transport Model (“WRTM”) to understand its potential transport benefits. However, the ultimate form, location, timing and delivery of any future HSL interchange remains subject to future NZTA investigation, approvals, funding decisions and statutory processes.

For the purposes of this Application HSL has been considered as part of the future strategic transport environment. However, as outlined in detail within **V2** and **V3 Appendix 16** Transport Assessment, the transport conclusions contained do not rely on HSL being delivered within any specific timeframe. Rather, the assessment identifies both interim and future network scenarios and recommends appropriate mitigation and staging measures under each scenario.

Consultation and engagement with NZTA as part of the Substantive Application pre-lodgement process and has been outlined in detail within **V2** and **V3 - Attachment 2**, and the SL1 Project understands and promotes the vital strategic role that the future HSL will play in the south Hamilton and North Waipā environment.

7.5.3 Outside of the SL1 Growth Cell:

Outside of the SL1 Growth Cell the following are prominent features:

- The Hamilton Airport is located approximately 4.5 km southeast of the site and is accessible from Ohaupo Road/SH3;
- The Hamilton Central Business District is located 3-4km north;
- The existing Frankton industrial activities to north and through State Highway 1c ('SH1c') are also connected to the industrial area of Te Rapa further north;
- Waikato Hospital is also located approximately 3km to the north;
- Primary, intermediate and high schools are in close proximity, as identified in **Figure 14** below;
- The surrounding locality and context can be well understood via the SL1 Growth Cell Concept Plan, which includes overall land use, transportation, trunk infrastructure, parks analysis, centres analysis, destination analysis and a heat map, see **Volume 2 and Volume 3 – Appendix 6**. This has been developed in response to ongoing consultation and engagement with key stakeholders and SL1 Consortium landowners.;
- Proximity to Hamilton Southern Links, as identified in **Figure 14** below;
- Proximity to the proposed Southern Wastewater Treatment Plant, as identified in **Figure 15**; and
- Proximity to proposed Hamilton Water Reservoir Peacocke.

Refer to **Volumes 2 - 3** for further detail on the surrounding locality relating to each specific proposal.

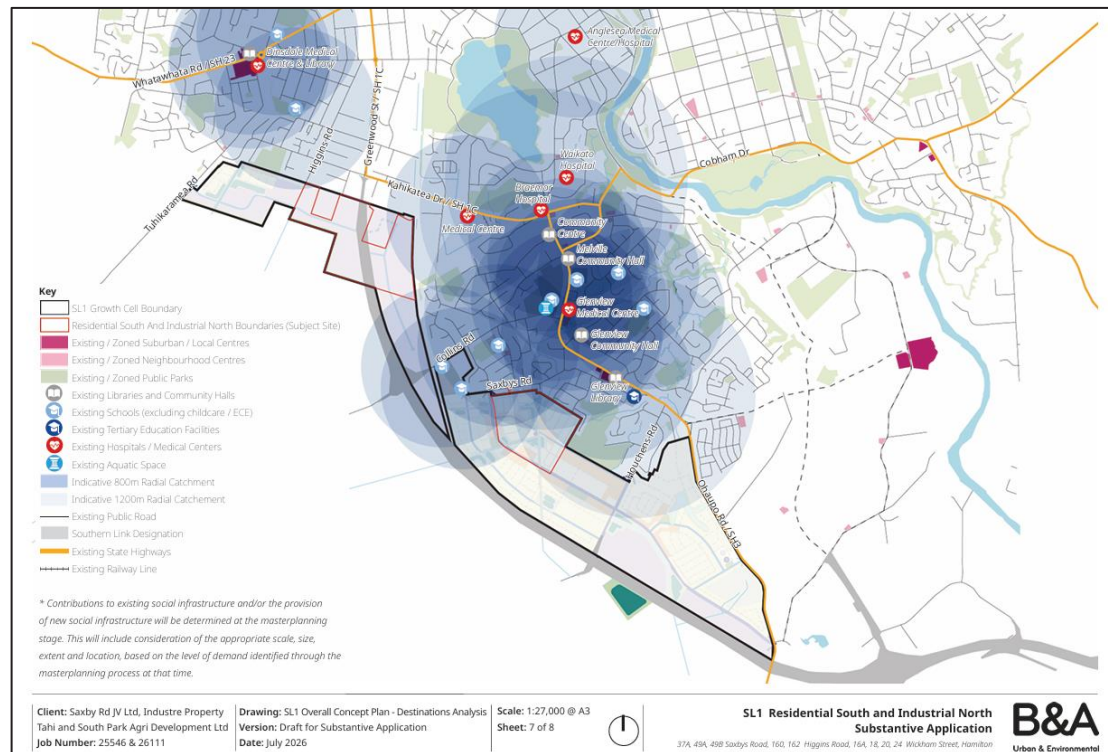


Figure 14: SL1 Overall Concept Plan – Destinations Analysis

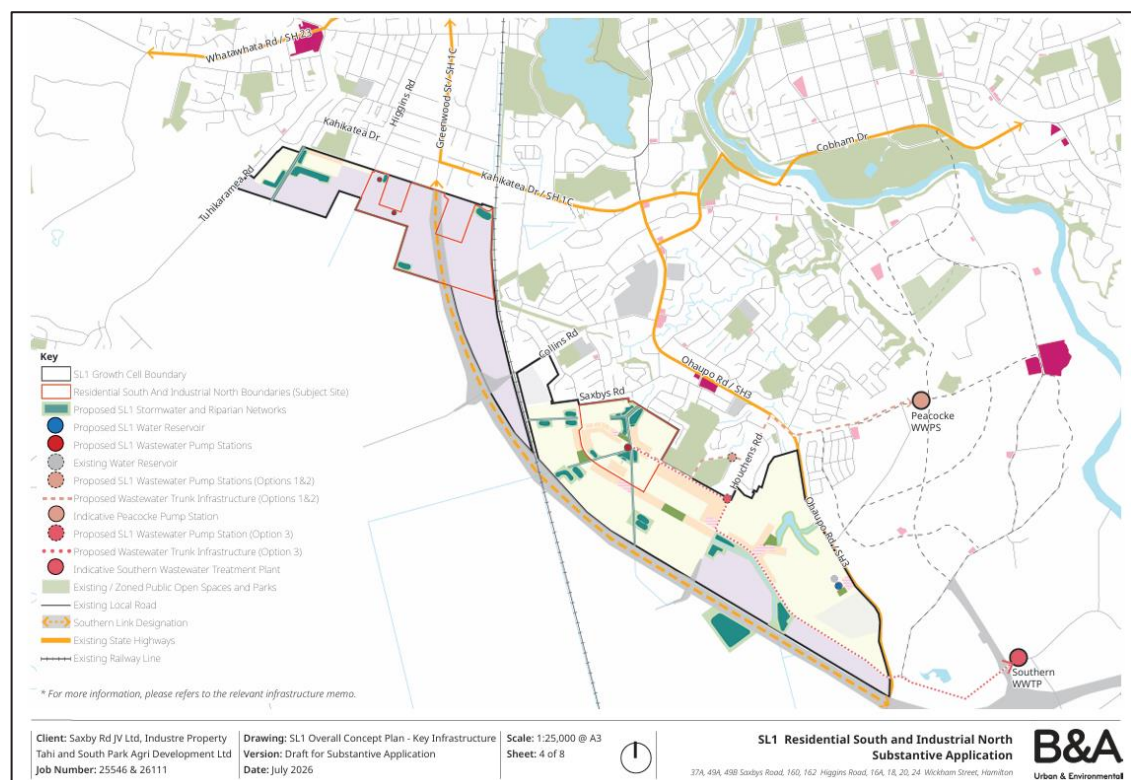


Figure 15: SL1 Overall Concept Plan – Key Infrastructure

7.6 Owner and Occupiers

In accordance with clause 5(1)(d) of Schedule 5 of the FTAA, the names and addresses of owners and occupiers of the site and land adjacent to the site (where occupiers were identifiable after reasonable inquiry) are provided within **Volume 2 and Volume 3 – Appendix 3**.

8.0 Proposal

This section of the application is a summary of the key elements of the proposal provided in accordance with clause 5(1)(a) and (e) of Schedule 5 of the FTAA.

The **SL1** Project is listed and described as *Subdivide land and develop approximately 1035 residential allotments across approximately 48 hectares, and land for industrial activity across approximately 66 hectares*. This section provides greater detail and includes a description of any other activities that are part of the proposal to which the consent application relates.

The substantive application has been modified from the description provided above from the Schedule 2 Listed Application. Through the detailed design process the following departures from the above listed scope have been made:

- Residential yield reduction (approximately 1035 to 938);
- Residential site size reductions (approximately 48ha to 46ha);
- Industrial site size reduction (approximately 66ha to 60ha);
- Addition of a neighbourhood commercial node within the residential site (1000m² site, 433m² GFA); and
- Provision for a food and beverage node within the Industrial North site.

As detailed in the substantive application (refer to **Volume 2 and 3**), **SL1** is a comprehensively planned, multi-staged residential and industrial development providing for the urbanisation and subdivision of the Project sites. The Project seeks the land use, environmental, subdivision and associated infrastructure consents required to enable its progressive and coordinated development.

The Project will provide 938 residential units, across a range of housing typologies and densities. Housing will comprise terraced, duplex and detached dwellings, conventional and compact residential lots. This range of typologies will provide housing choice while enabling the development pattern to respond to the physical characteristics, environmental features and constraints of the site. The SL1 Residential South masterplan also provides for a small neighbourhood commercial node, providing 433m² of ground floor commercial gross floor area (GFA).

The SL1 Industrial North site has reduced with the exclusion of some land, with the remaining 60ha being proposed for industrial subdivision and land use development. This includes proposed Lot 14 including the ability to incorporate food and beverage to support the immediate industrial catchment and a site-specific logistics and truck activity on Lot 7.

The development will be supported by the necessary transport and three waters infrastructure. Water supply and wastewater servicing will connect to the reticulated networks, with internal

reticulation and associated infrastructure established progressively as development occurs. This may include pump stations, storage, and mains where required. Stormwater will be managed through an integrated system incorporating appropriate treatment, attenuation and conveyance measures, with discharge ultimately occurring to the receiving environment within the Waipā District. Where appropriate, the stormwater system will integrate with proposed wetlands, watercourses, stormwater reserves and other water-sensitive design features.

Development of the sites will require staged earthworks to establish suitable building platforms, the road network, infrastructure corridors, reserves and other components of the master plan. These works will include site formation, cut and fill, retaining, erosion and sediment control, and other enabling works necessary to facilitate subdivision and development. The Project will also require the undergrounding of existing power lines within a portion of the Industrial North site.

The Project sites will be implemented through a multi-staged consenting and development framework, allowing subdivision, land use and infrastructure works to proceed progressively while ensuring that each stage is appropriately serviced and integrated with the wider development and surrounding environment.

Implementation will be governed by a comprehensive suite of proposed conditions of consent, including a residential Design Guide developed with input from the Applicant's relevant technical and environmental specialists. The proposed conditions will provide the framework for managing the construction, staging, servicing and operation of the development, including earthworks, transport, three waters infrastructure, stormwater discharges, ecological effects and offsetting, landscaping and open space, and other potential environmental effects.

Collectively, the masterplan, supporting technical assessments and proposed conditions provide an integrated framework for the delivery and management of **SL1**, including measures to avoid, remedy or mitigate adverse environmental effects and, where appropriate, provide environmental offsets.

Based on the above, the Project seeks to authorise:

- A comprehensive residential development, associated earthworks and subdivision, comprising 938 residential units and public open space;
- A 0.1 ha neighbourhood commercial node with 433m² commercial GFA within the residential south site;
- Construction of three waters infrastructure and transport; and
- 22 industrial lots supporting industrial uses, including a logistics and truck yard activity on proposed Lot 7.

The proposal is described in detail within **Volume 2 and Volume 3** and is supported by a range of specialist reports and information appended to the application. A summary of the key elements of the proposal is provided below.

8.1 Scope of Southern Links 1 Substantive Application

8.1.1 Project Scope and Refinements Following Schedule 2 Listing

SL1 is a Listed Project under Schedule 2. The Listed Schedule describes the Project as:

Subdivide land and develop approximately 1035 residential allotments across approximately 48 hectares, and land for industrial activity across approximately 66 hectares

Following the Listing, the Project has been subject to a detailed and lengthy pre-lodgement consultation, technical investigation and design process. This has included further assessment and scrutiny by the Applicant's specialist team, together with engagement with Waipā DC, HCC, NZTA, WRC, iwi and other relevant stakeholders, primarily as part of the Future Proof Fast Track Action Team (FTAT), refer **V2** and **V3 Attachment 2**. This process has progressively informed and refined the proposal, enabling the development to respond more appropriately and efficiently to the site's natural and built receiving environments.

The feedback received through this process has addressed a broad range of matters and has directly informed the evolution of the development design. This has included consideration of how to work more closely with the existing topography, landscape and natural features of the site; appropriately manage development interfaces and property boundary edges; introduce a small neighbourhood commercial node within the residential site and provision for an industrial food and beverage component; address potential reverse sensitivity effects associated with adjoining and nearby land uses; and refine the approach to infrastructure servicing.

Feedback from iwi and the Applicant's ecological specialists has also informed the servicing approach, including a preference to avoid disposal to ground where practicable, together with the identification, protection and appropriate treatment of wetlands, waterways and other ecological features.

As a result of this more detailed process, three aspects of the proposal have been refined from the Listed Project schedule:

- a reduction in the overall number of residential units from approximately 1,035 to 938 and reduction in size from approximately 48ha to 46ha;
- an introduction of a small neighbourhood commercial node approximately 0.1 hectares; and
- a small reduction in industrial area from 66ha to 60ha.

The small reduction in residential yield should be understood in the context of this broader design evolution. Rather than representing a change in the fundamental nature or purpose of the Project, these refinements reflect the outcomes of detailed technical assessment, design development and stakeholder engagement. The SL1 Residential South development remains an integrated housing development providing a range of section sizes and residential living opportunities delivering significant regional benefits. It will be delivered through a comprehensive and staged framework for earthworks, infrastructure servicing and residential development, enabling the development and associated infrastructure to be progressively implemented in a coordinated manner.

The introduction of a small neighbourhood commercial node is in direct response to the FTAT, a territorial group made up of FutureProof representation in the Waikato and covered in detail in **V2** and **V3 – Attachment 2** Engagement and Consultation Summary Report, as part of pre-lodgement consultation. The neighbourhood commercial node has been carefully sized to support the proposed residential catchment within SL1 Residential South, not the wider catchment within the SL1 Growth Cell or adjoining existing neighbourhoods, acknowledging the established business framework and hierarchy in place. A small neighbourhood commercial node supports the immediate staged and phased residential development and is incidental to and an anticipated activity within a comprehensive masterplanned residential development.

The small reduction in industrial land area relates to a portion of the Industrie Property Rua Limited land holding, 16 and 16A Wickham Street, being excluded from the subject site, due to existing implemented consents that are over these sites already.

Fundamentally, the substantive application for the Project sites remains the same for the overall activity, being a masterplanned residential development and comprehensively designed industrial development.

8.1.2 Scope of the Listed Project and Substantive Application

The scope of the substantive application has been considered in appropriate detail in legal submissions for the Applicant, see **V2** and **V3 – Attachment 4**.

8.2 Southern Links 1 (Listed Project)

Collectively, **SL1** provides capacity for 938 lots and dwellings, a small commercial node, 60 ha of industrial land, open space and a neighbourhood reserve. This includes:

- SL1 Residential South
 - 938 residential lots and dwellings, within a mix of vacant lots, superlots, and underpinned by bulk and location controls, a design guide and typologies.
 - A local commercial node supporting five small retail tenancies (café, food and beverage and small retail).
 - An open space network that includes stormwater ponds, a neighbourhood park, riparian planting, ecological restoration and wider connectivity to existing Mangakotukutuku Gully.
- SL1 Industrial North
 - An industrial development supporting 22 industrial lots and supporting infrastructure for industrial uses, a logistics and truck yard activity and one lot which can also support food and beverage uses.

8.2.1 Stage 0 Subdivision

As an initial stage of the development, consent is sought for a Stage 0 subdivision that establishes the framework for the future staged residential development of the site. The subdivision will create five development superlots (Lots 1, 2, 3, 4 and 7), together with a Local Purpose (Stormwater) Reserve (Lot 4001) and a Local Purpose (Recreation) Reserve (Lot 6000), both of which will be vested to HCC. The day 0 subdivision will also establish the necessary legal access, easements and land ownership arrangements to facilitate the subsequent residential subdivision, infrastructure works, reserve vesting and staged development of the site. An amalgamation condition is proposed requiring Lots 3, 4 and 7 to be held in the same record of title to support the integrated delivery of the development.

No physical works are proposed in the Stage 0 subdivision.

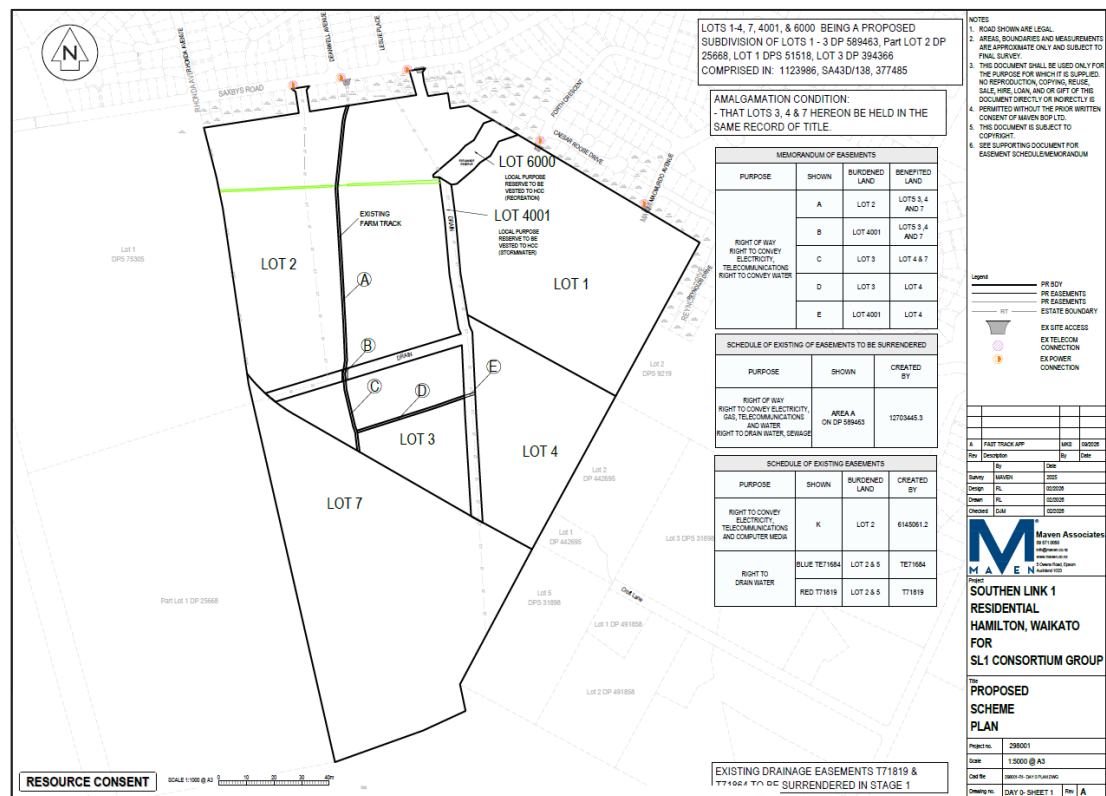


Figure 16: Southern Link 1 Residential South – Stage 0 Scheme Plan.

8.2.2 SL1 Residential South

SL1 Residential South provides for;

- **Residential subdivision and land use:** the establishment of 938 residential lots and dwellings;
- **Neighbourhood Commercial Node:** a small neighbourhood commercial node;
- **Riparian Planting, Open Space and Neighbourhood Park:** integrated open spaces, waterbodies, and riparian planting and neighbourhood park;
- **Access and infrastructure:** comprehensive infrastructure service including wetlands and roading, pump stations and supporting structures; and
- **Enabling works:** Approximately 290,010m³ cut and 227,375m³ of fill earthworks over an area of 43.34ha to facilitate building platforms, roading networks, infrastructure servicing and utilities, and stormwater management devices, with 86,690m³ of topsoil stripping (200mm).

It is noted that the strategic transport connections to Forth Crescent and MacMurdo Street falls within Hamilton City jurisdiction, and is outside the subject site, out of an abundance of caution any specific authorisation required to facilitate these access arrangements can continue as part of ongoing consultation with HCC on roading connections. Should the Panel be of the mind that further specifics are required at this time, that can be formalised in a response.

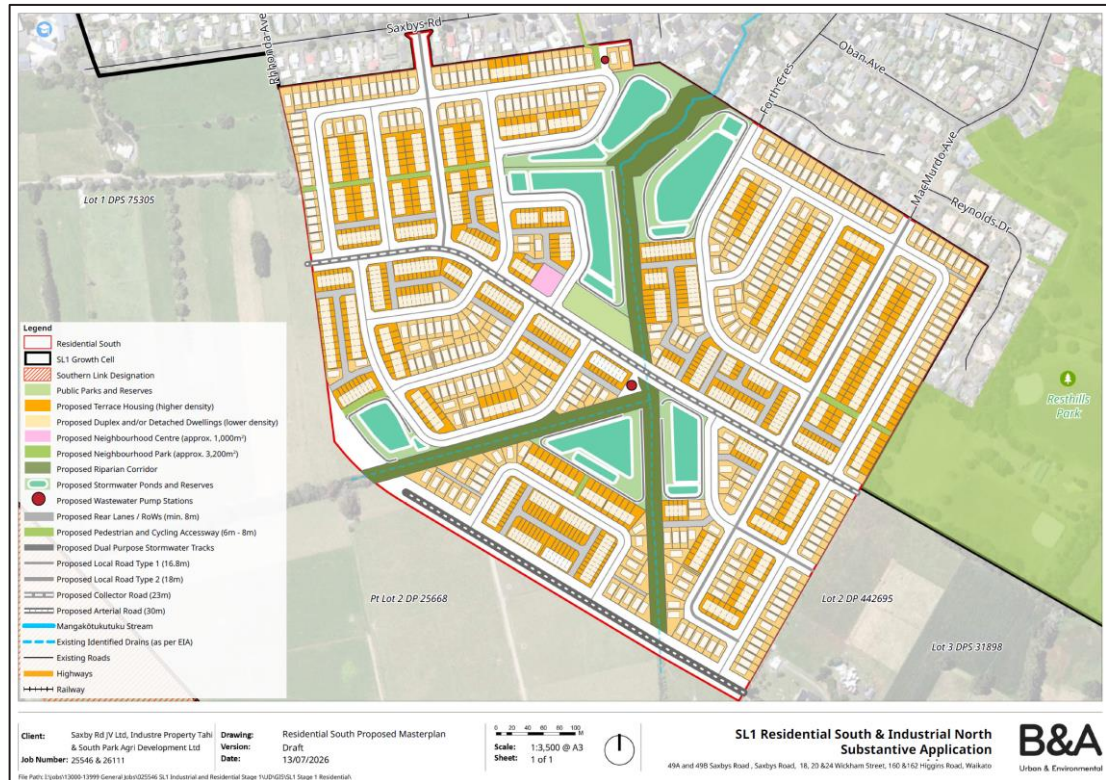


Figure 17: Southern Links 1 – Residential South Master Plan

The proposal will be delivered in five stages, see **Figure 18** below. Each comprising residential lots, infrastructure and supporting open space. Infrastructure and earthworks are provided for and allowed in parallel with each stage to support the housing development.

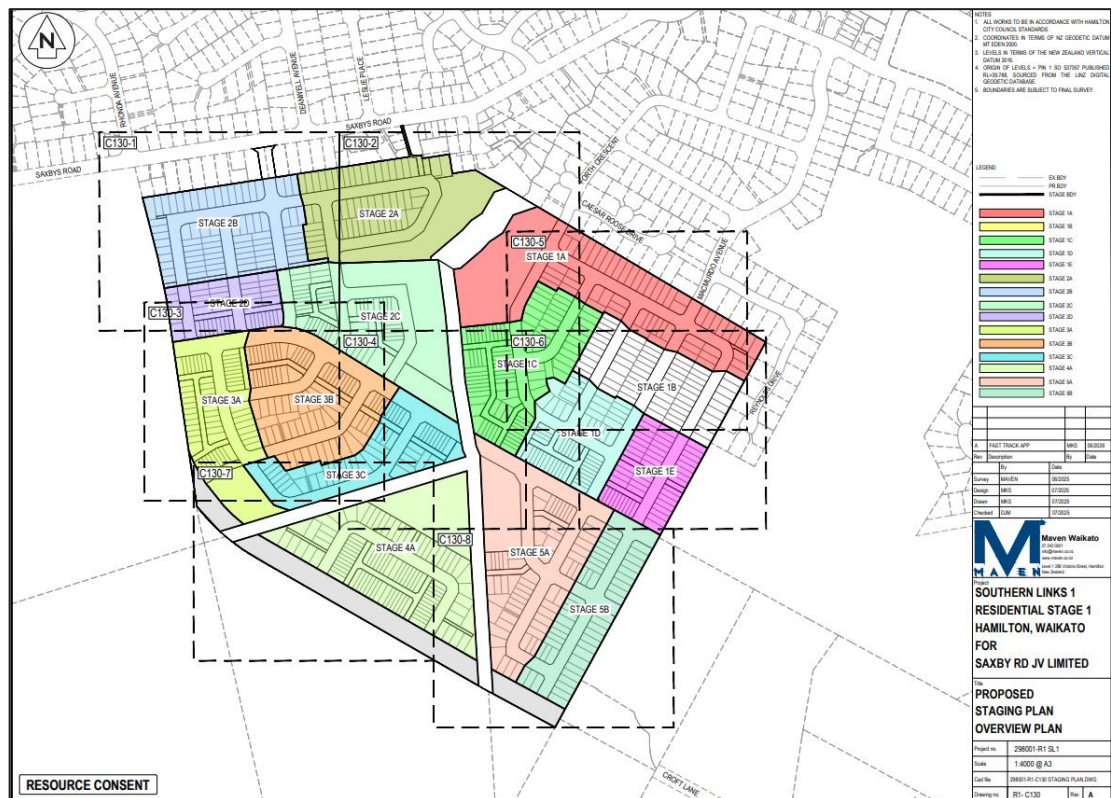


Figure 18: Southern Links 1 – Residential South Staging Plan

- **Stage 1** (Sub-stages 1A – 1E); residential lots 321;
 - Lower density (lots with 10+m width for detached or duplexes): 119
 - Medium density (front-loaded terrace): 112
 - Highest density (rear-loaded terrace): 90
- **Stage 2** (Sub-stages 2A – 2D); residential lots 222;
 - Lower density (lot with 10+m width for detached or duplexes): 81
 - Medium density (front-loaded terrace): 85
 - Highest density (rear-loaded terrace): 56
- **Stage 3** (Sub-stages 3A – 3C); residential lots 187;
 - Lower density (lot with 10+m width for detached or duplexes): 56
 - Medium density (front-loaded terrace): 50
 - Highest density (rear-loaded terrace): 81
- **Stage 4**; residential lots 98;
 - Lower density (lot with 10+m width for detached or duplexes): 26
 - Medium density (front-loaded terrace): 18
 - Highest density (rear-loaded terrace): 54
- **Stage 5**; residential lots 111;
 - Lower density (lot with 10+m width for detached or duplexes): 65
 - Medium density (front-loaded terrace): 34
 - Highest density (rear-loaded terrace): 12
- **Total** (as per scheme plan) = 938 residential lots;
 - Lower density (lot with 10+m width for detached or duplexes) = 347 (37%)
 - Medium density (front-loaded terrace) = 299 (31.8%)
 - Highest density (rear-loaded terrace) = 293 (31.2%)

A detailed description on the aspects of the SL1 Residential South development is set out in the AEE contained in **Volume 2** of this application.

8.2.3 SL1 Industrial North

The proposal seeks approval for a comprehensively masterplanned and staged industrial development. This includes all necessary resource consents under the RMA, including regional, district approvals where required.

S176 approval from NZTA is required and can be conditioned if necessary. Ongoing consultation with NZTA is continuing.

The SL1 Industrial North masterplan adopts the pre-requisite infrastructure needs of Hamilton Southern Links, with the best information available, and will not prevent or hinder its development in the future.

SL1 Industrial North provides for:

- **Industrial subdivision and land use:** the establishment of 22 industrial lots (vary in size from 3500m² to 20,000m² and associated controls, see **V3 Appendix 7**;
- **Logistics and truck yard activity on Lot 7:** Associated buildings and structures to support a logistics and truck yard activity on Lot 7, see **V3 Appendix 8**;
- **Access and infrastructure:** comprehensive infrastructure service including stormwater wetlands and roading, pump stations and supporting structures; and
- **Enabling works:** Approximately 790,603m³ cut and 1,112,585m³ of fill earthworks (with compaction factor) over an area of 60ha to facilitate pre-load, building platforms, roading networks, infrastructure servicing and utilities, and stormwater management devices, with 164,208m³ of topsoil stripping(300mm).

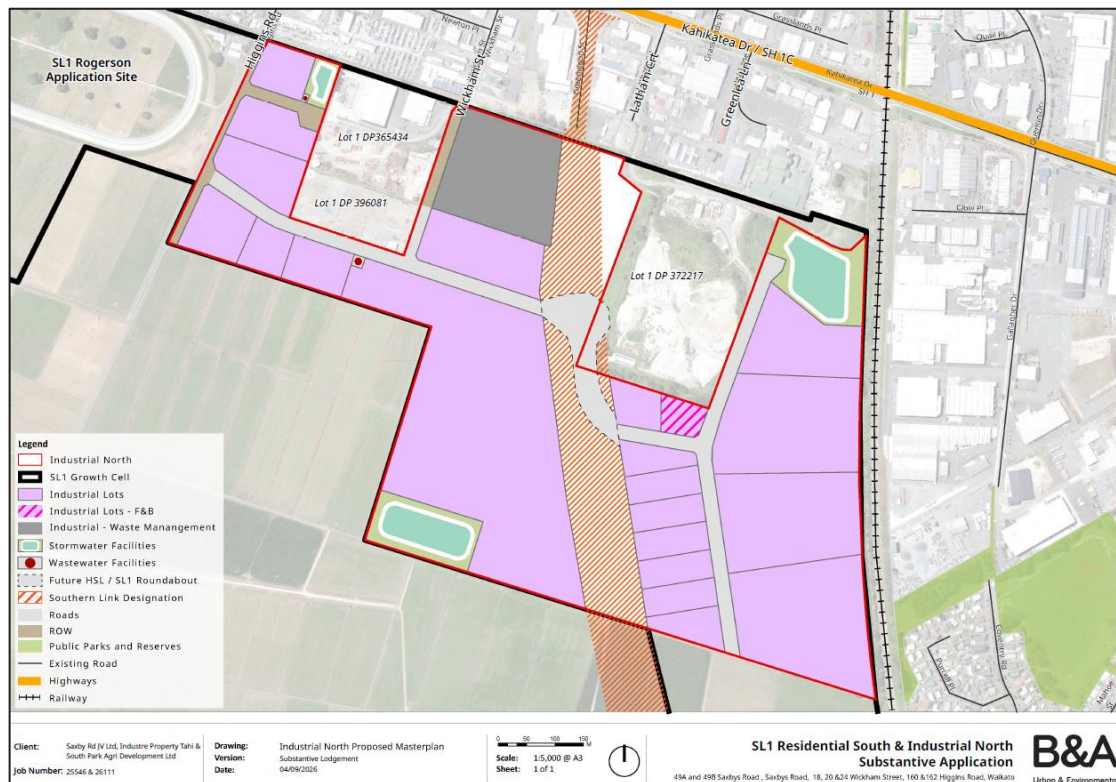


Figure 19: Southern Links 1 – Industrial North Master Plan

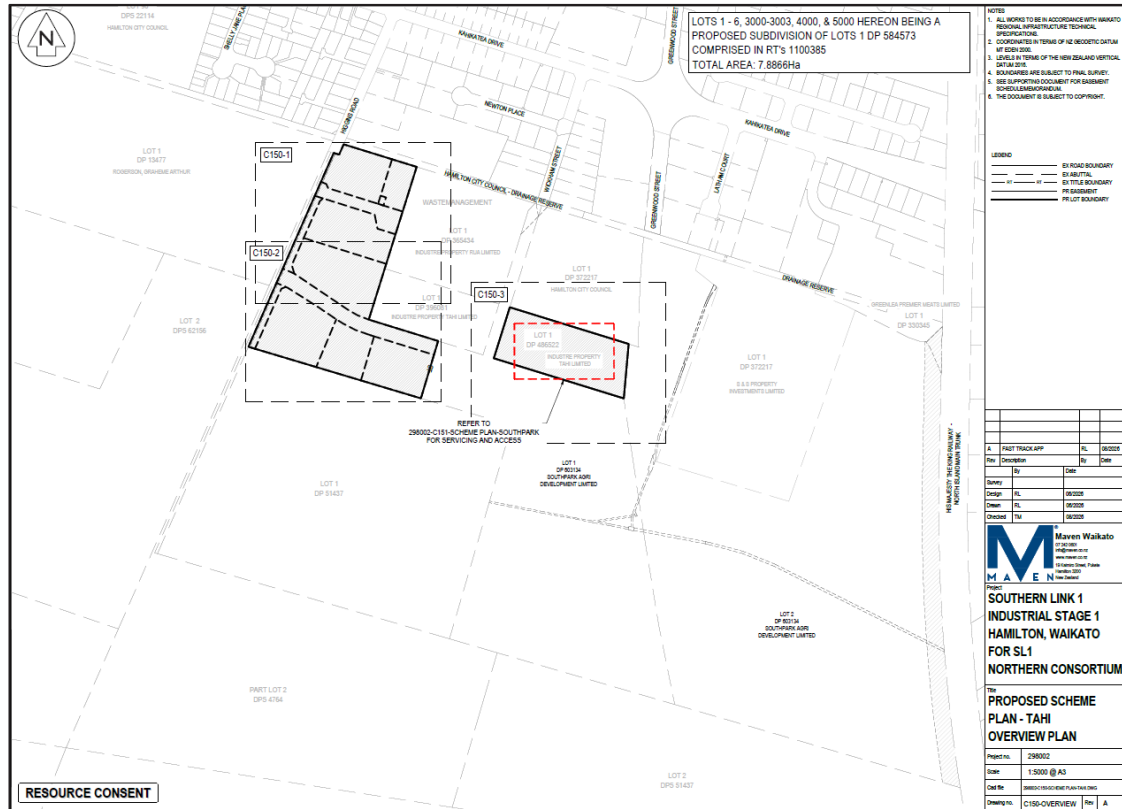


Figure 20: Southern Links 1 – Industrial North Scheme Plan Industrie Property Rua Limited Stage 1

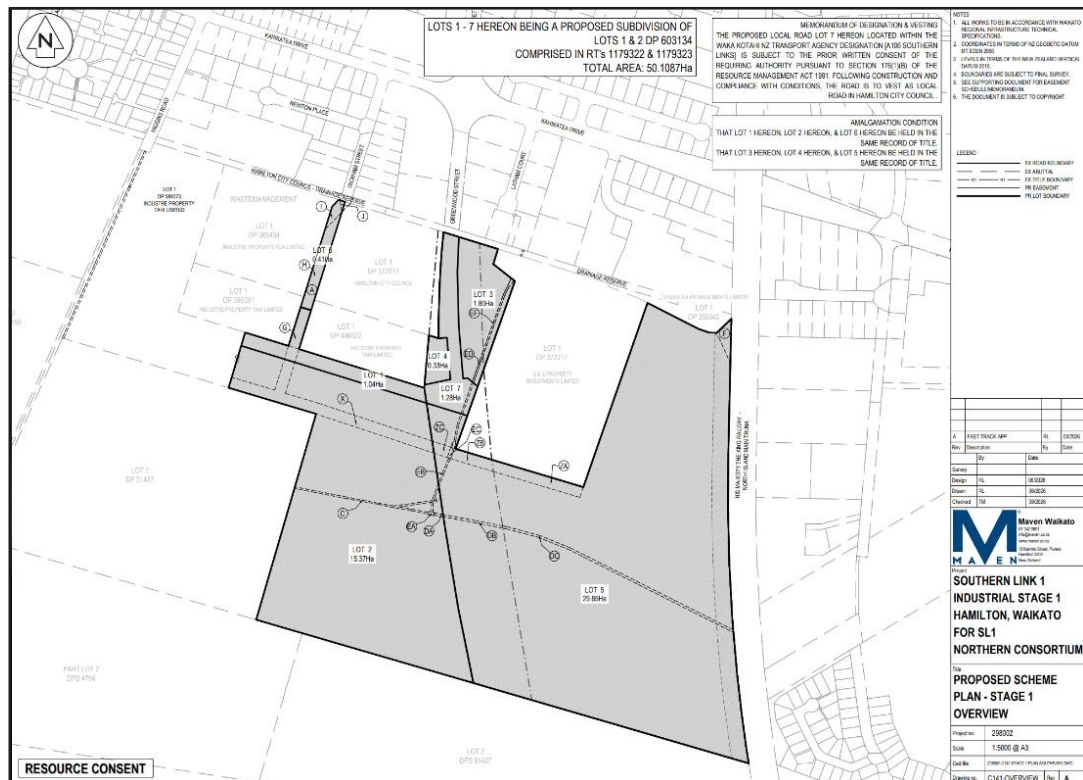


Figure 21: Southern Links 1 – Industrial North Scheme Plan South Park Agri Limited Stage 1

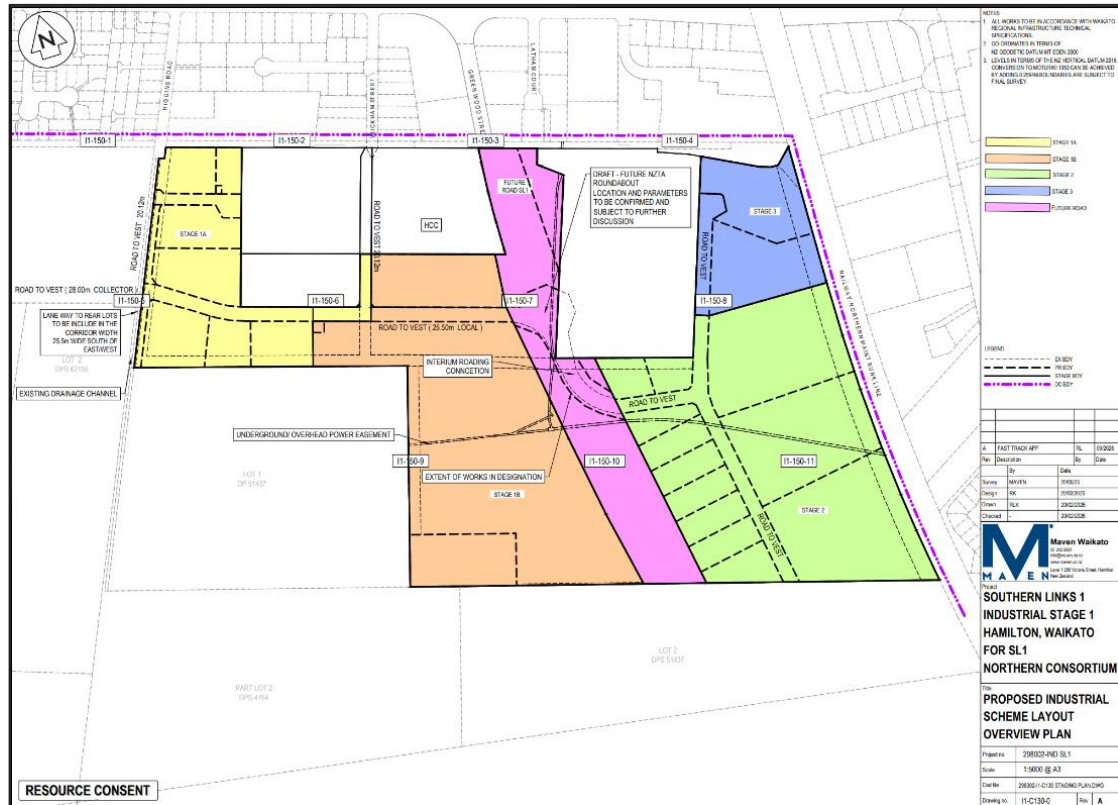


Figure 22: Southern Links 1 – Industrial North Overview Scheme Plan

As outlined in the SL1 Industrial North Scheme Plan(s), the Industrial North area has two landowners who are obtaining approvals as part of the substantive application. Two separate Scheme Plans have been developed which capture the entirety of the SL1 Industrial North development, to ensure both respective landowners have individual consents, and conditions.

Each landowner will have their own set of consents to give effect to and conditions, with some that are in common for shared or staged infrastructure, refer to **V3 Attachment 10** and **V3 Attachment 11**.

The earthworks staging plan, **Figure 22** splits the Industrial North into five stages.

- Stage 1A;
- Stage 1B;
- Stage 2;
- Stage 3; and
- Hamilton Southern Links Designation corridor.

The proposal will be delivered in five stages, see **Figure 23** below. Each comprising industrial lots, infrastructure and earthworks is provided for and allowed in parallel with each stage to support future industrial development.

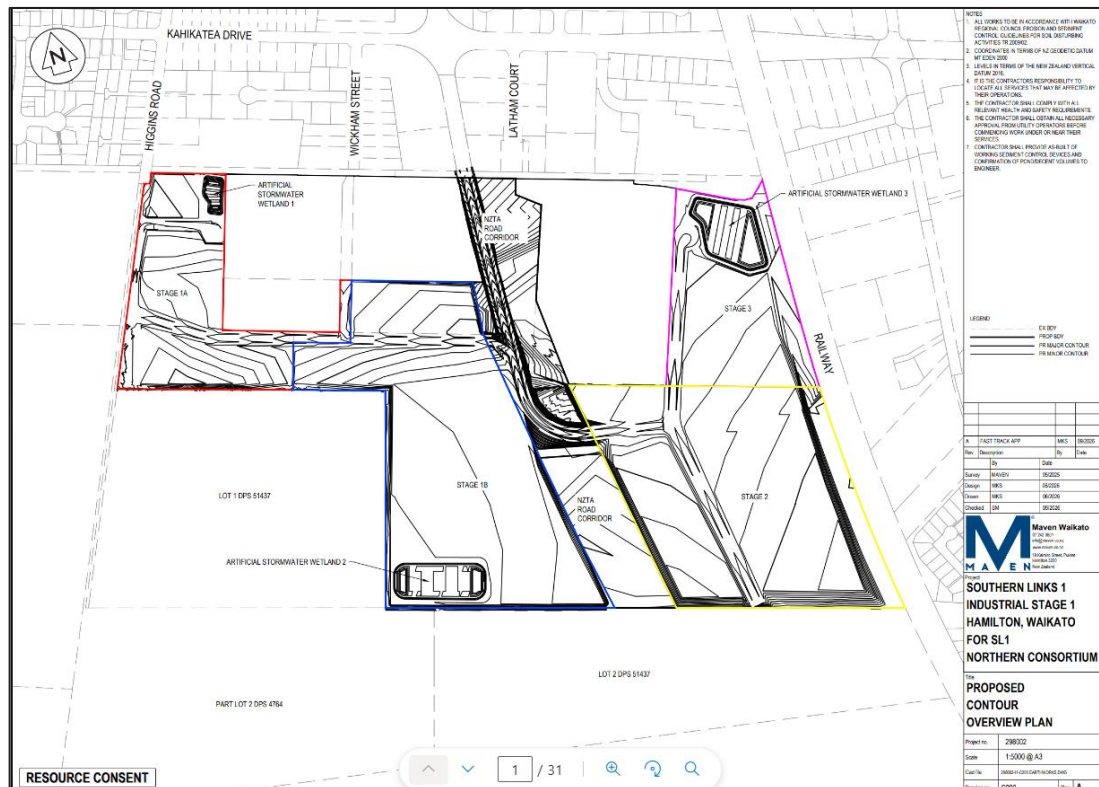


Figure 23: Southern Links 1 – Industrial North Staged Earthworks Plan

A detailed description on the aspects of the Industrial North development is set out in the AEE contained in **Volume 3** of this application and supporting Maven reports.

8.3 Consent Duration, Construction and Staging

Section 43 of the FTAA requires the substantive application to identify whether the application relates to a priority project and, where a project is proposed to proceed in stages, to outline the nature and timing of those stages. This application **does not relate to a priority project**.

The **SL1** Project comprises two discrete but integrated development areas: SL1 Residential South and SL1 Industrial North. Both will be delivered progressively and form part of a single substantive application for the SL1 Project. Detailed staging and implementation information is provided in the respective **Volume 2** and **Volume 3** AEEs and supporting technical reports.

V2 and **V3** – Planning **Attachment 1** provides an overview of the SL1 Project and its assessment against the relevant FTAA criteria. The **SL1** Project meets the s22 FTAA criteria.

8.3.1 Southern Links 1 Project Staging and Consent Duration

The **SL1** Project is anticipated to be delivered over approximately 10–15 years, subject to obtaining the necessary approvals, market demand and the sequencing of critical transport and three waters infrastructure. Construction is intended to commence in the first available summer earthworks season following approval. SL1 Residential South and SL1 Industrial North each have their own development, earthworks and infrastructure staging frameworks, as summarised below.

8.3.1.1 SL1 Residential South Staging and Consent Duration

SL1 Residential South will be delivered across five development stages and three principal bulk-earthworks stages. Earthworks are anticipated to occur over up to ten summer earthworks seasons, with full build-out within the overall 10–15 year SL1 delivery period. The neighbourhood commercial node is intended to be delivered approximately midway through the programme once sufficient demand has been established to support the proposed local services and amenities.

The Applicants seek the following consents and durations, in which to give effect to the resource consents. Full details are provided in **V2 Attachment 10**:

- Part A – Waipā DC Land Use Consent (Contaminated Land / NES-CS) 15-year lapse date, unlimited duration;
- Part B – Waipā DC Land Use Consent 15-year lapse date, unlimited duration;
- Part C – Waipā DC Subdivision Consent 15-year lapse date, unlimited duration;
- Part C0 – Waipā DC Day 0 Subdivision Consent 5-year lapse date, unlimited duration;
- Part D – WRC Land Disturbance Consent 10-year lapse date, unlimited duration;
- Part E – WRC Water Permit (Diversion of Catchment Tributaries) 10-year lapse date, 35 years duration;
- Part F – WRC Groundwater Diversion and Discharge 10-year lapse date, 35 years duration;
- Part G – WRC Water Permit (Temporary Groundwater Take) 10-year lapse date, 15 year duration;
- Part H – WRC Stormwater Diversion and Discharge 10-year lapse date, 35 year duration, 15; and
- Part I – WRC NES-FM Wetlands Consent 10-year lapse date.
- Part K – WRC NES-FM Reclamation Consent 10-year lapse date

8.3.1.2 SL1 Industrial North Staging and Consent Duration

SL1 Industrial North will be progressively developed through Stages 1A and 1B, the NZTA Corridor works, and Stages 2 and 3. The sequencing responds particularly to the Hamilton Southern Links corridor, access requirements, market demand and the timing of supporting infrastructure.

The Applicants seek the following consents and durations, in which to give effect to the resource consents. Full details, including the consents applicable to each landowner, are provided in **Volume 3 – Planning Attachments 10 and 11**:

- Part A – Waipā DC Land Use Consent (Contaminated Land / NES:CS) 15-year lapse date, unlimited duration
- Part B – Waipā DC Land Use Consent 15-year lapse date, unlimited duration
- Part C – Waipā DC Subdivision Consent 15-year lapse date, unlimited duration
- Part C0 – Waipā DC Day 0 Subdivision Consent (Fee Simple Subdivision) 5-year lapse date, unlimited duration
- Part D – WRC Land Disturbance Consent 10-year lapse date, unlimited duration

- Part E – WRC Groundwater Diversion and Discharge 10-year lapse date, 35 years
- Part F – WRC Water Permit (Temporary Groundwater Take) 10-year lapse date, 15 years
- Part G – WRC Stormwater Diversion and Discharge 10-year lapse date, 35 years
- Part H – Wildlife Act Approval

8.3.2 SL1 Residential South - Construction and Earthworks

Earthworks will be undertaken in stages and commence when all necessary consents are in place with a start date to be determined in the following earthworks season. It is envisaged that all earthworks for all stages will be completed within ten (10) earthworks seasons. Applications for Winter Works will only be lodged if required and approval is not sought for those winter works in this Application.

It is proposed that the bulk earthworks operation will comprise of three separate earthwork sections (Stage 1, 2, and 3) that will be undertaken independent of each other as shown on the earthwork plans, see **Figure 24** below.

The five residential south development stages and broken down into three earthworks stages:

- Stormwater Wetland A and F will be constructed at Stage 1 Earthworks;
- Central Wastewater Pumpstation will be constructed at Stage 1 Earthworks;
- Stormwater Wetland B and C will be constructed at Stage 2 Earthworks;
- Northern Wastewater Pumpstation will be constructed at Stage 2 Earthworks; and
- Stormwater Wetland D and E will be constructed at Stage 3 Earthworks.

Figure 23, outlines the earthworks staging.

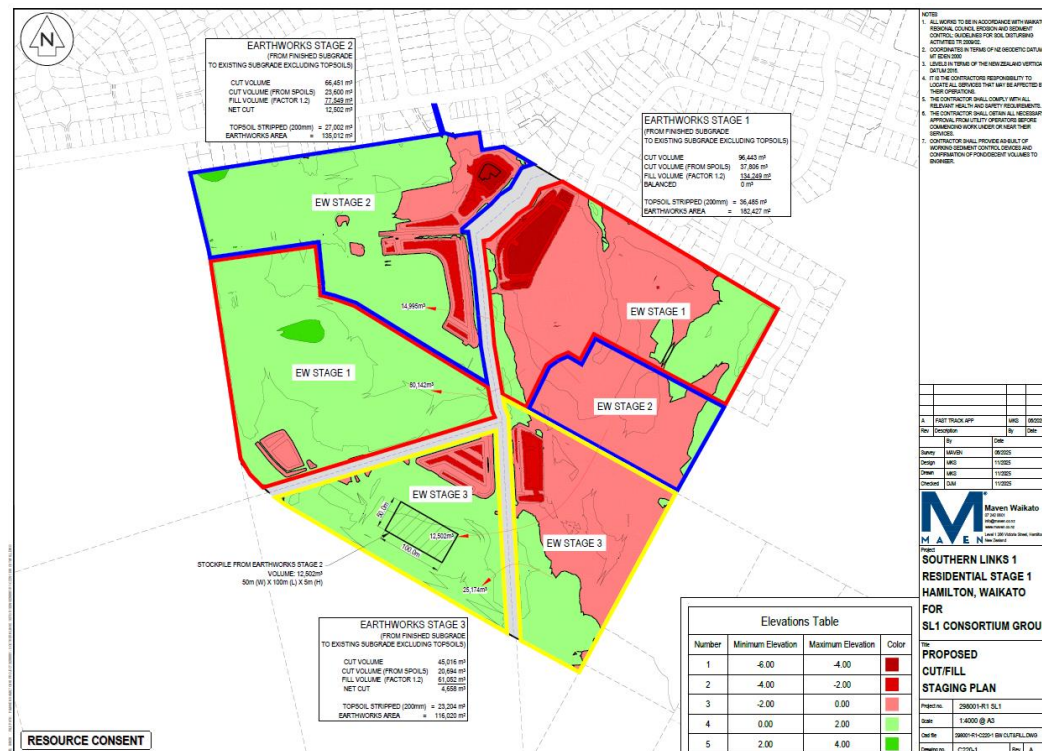


Figure 24: Southern Links 1 – Residential South Staged Earthworks Plan

It is envisaged that earthworks for the SL1 Residential South will commence at the beginning of the 27/28 summer earthworks season. The earthworks staging zones are intended to be split into the following portions:

- **27/28 – 29/30** summer earthworks season – Earthworks within Stage 1 Earthworks;
- **31/32 – 33/34** summer earthworks season – Earthworks within Stage 2 Earthworks; and
- **34/35 – 36/37** summer earthworks season – Earthworks within Stage 3 Earthworks.

8.3.3 Civil works

Civil infrastructure and subdivision development will then proceed across five development stages, broadly as follows and subject to market demand. For detailed civil works staging, see **Volume 2** and supporting appendices.

Stage 1 2028:

- All internal Stage 1 water, stormwater, wastewater and roading and common service infrastructure.

Stage 2 2030:

- All internal Stage 2 water, stormwater, wastewater and roading and common service infrastructure.

Stage 3 2032:

- All internal Stage 3 water, stormwater, wastewater and roading and common service infrastructure.

Stage 4 2034:

- All internal Stage 4 water, stormwater, wastewater and roading and common service infrastructure.

Stage 5 2036:

- All internal Stage 5 water, stormwater, wastewater and roading and common service infrastructure.

Subject to market demand, if not prior, on a staged basis.

8.3.4 Infrastructure Servicing Southern Links 1

The Consultation and Engagement Summary Report, refer to **V2** and **V3 - Attachment 2**, provides an important contextual overview to the servicing strategy and approach taken for SL1. Of particular importance is the extensive consultation with HCC, IAWAI and Waikato Waters throughout the calendar year of 2025 and up until June 2026, where SL1 had fully anticipated a connection to the HCC network (for water and wastewater), and had commissioned and received outputs of extensive modelling based on this understanding. This approach was fully cognisant of the jurisdictional importance of being within Waipā.

This extensive approach to servicing was outlined in detail as part of the FTAT workshop forum, and reiterated that with the establishment of IAWAI Flowing Waters, a new water entity, which covers HCC and Waikato District Council water and wastewater assets and infrastructure, that early engagement should occur.

Acknowledging that SL1 project is within WDC jurisdiction, with the Strategic Boundary Agreement in place and the intention to connect to Hamilton City infrastructure, IAWAI was made clear by HCC and IAWAI to be the infrastructure party to consult with. Accordingly, the Applicant adopted this approach in good faith, and has continued to pursue input and outputs from IAWAI, particularly in respect of water and wastewater modelling. IAWAI Flowing Waters has also been involved in numerous FTAT workshops with the Applicant, specifically when three waters infrastructure focused.

Notwithstanding the above, the Applicants received a formal written position at the end of June 2026 (refer **V3 Attachment 2 - Appendix 11**), which clarified the approach to further engagement. IAWAI advised that, as any supply to land within Waipā District would require input from Waikato Water Limited, the newly established entity responsible for managing Waipā's water and wastewater infrastructure, further engagement on servicing would need to involve Waikato Water Limited.

Waipā, and via the new entity Waikato Water Limited (WWL), have been engaged and a memorandum of understanding and in principle support for connecting has been provided, refer **V3 Attachment 2 - Appendix 10**. Essentially, WWL will facilitate a strategic connection for the SL1 project to IAWAI services.

Importantly, prior to the June 2026 letter, the pre-lodgement engagement with IAWAI and HCC determined the water and wastewater connection options presented for SL1.

As outlined above, the Applicant has engaged in good faith with IAWAI Flowing Waters throughout the SL1 substantive application pre-lodgement engagement. This has included numerous workshops on infrastructure, particularly water and wastewater modelling, as outlined in the FTAT table summary above. This was with full appreciation that IAWAI would support the SL1 substantive with connections to the Hamilton network. Post the June 2026 formal position being shared, the Applicant has pursued alternative servicing arrangements and worked collaboratively with WWL to facilitate the connection of the SL1 project. Notwithstanding this, the Applicant continues to keep IAWAI informed as the Application progresses and wishes to work collaboratively with IAWAI and WWL moving forward.

The Substantive Application and the strategic servicing for SL1 Residential South and SL1 Industrial North is via the Hamilton City / IAWAI reticulated network, whilst acknowledging that WWL will facilitate this arrangement.

The Applicant continues to engage in good faith with all parties with the intention to connect strategically to IAWAI, this includes ongoing dialogue with WWL, IAWAI, HCC and WDC which reflect this.

8.3.5 Infrastructure Staging and Triggers – SL1 Residential South

Please see **Volume 2 AEE** and Infrastructure Report **V2 Appendix 13** and Transport Assessment **V2 Appendix 16** for the detailed servicing arrangements for SL1 Residential South. The following description is intended to be a high-level summary of the preferred servicing and staging arrangements for transport and three waters.

8.3.5.1 Transport

As outlined in the Consultation and Engagement Report, **V2** and **V3 Attachment 2**, extensive consultation with NZTA, HCC and WDC has occurred, and is continuing, as it relates to transport

considerations. Given the HSL RoNs project dissects and wraps the SL1 Growth Cell and SL1 Application sites, this consultation has been front of mind. All parties have received three draft ITA versions during the development of the substantive application and have had multiple workshops, Teams meetings and correspondence exchanges to narrow and inform the Applicants ITA.

Modelling has confirmed that the following improvements will be required to support the proposed residential development. All drawing references refer **V2 Appendix 16** Transport Assessment and Construction Traffic Management Plan.

Table 4: Transport Infrastructure Triggers – SL1 Residential South

Infrastructure Timing	Infrastructure Item	Infrastructure Requirement
Before Sub-Stage 1A traffic adds to Ohaupo Road	Ohaupo Road / Lambert Court intersection	Upgrade the existing priority-controlled intersection to a four-arm signalised intersection in general accordance with Drawing 149240-00-0220.
	MacMurdo Avenue, MacDonald Road and Lambert Court	Provide a shared walking and cycling path and separated bi directional cycle path in general accordance with Drawing 149240-00-0270 to 0275.
	MacMurdo Avenue	Extension of MacMurdo Ave providing access to the Residential Development. To be designed and constructed in general accordance with the typical cross-section in Figure 21 (V2 Appendix 16).
	Forth Crescent	Extension of Forth Cres providing access to the to the Residential Development. To be designed and constructed in general accordance with the typical cross-section in Figure 22 (V2 Appendix 16).
	Saxbys Rd	Provide a minimum 3m wide shared walking and cycling path on southern side of Saxbys Road between Site and Deanwell Ave, a safe road crossing facility near Saxbys Rd /Deanwell Ave intersection and a pedestrian refuge island east of Saxbys Rd/Leslie Pl in general accordance with Drawing 149240-00-0250.
Before Stage 1C (198 dwellings)	Ohaupo Rd / Houchens Rd	Upgrade to a signalised T intersection in general accordance with Drawing 149240-00-0240.
	MacMurdo Ave, MacDonald Rd and Lambert Ct	Provide a shared walking and cycling path and separated bi directional cycle path in general accordance with Drawing 149240-00-0270 to 0275.

Before Stage 1D (271 dwellings)	Ohaupo Rd / Saxbys Rd / Tomin Rd Roundabout	Provide southbound dual exit lanes on Ohaupo Rd from Saxbys Rd roundabout to Lambert Ct signalised intersection.
Before Stage 2 (321 dwellings)	Ohaupo Rd / Resthill Cres	Upgrade to remove right turn movement out of Resthill Cres in general accordance with Drawing 149240-00-0230.
Before Stage 3 (543 dwellings)	Four laning of Ohaupo Rd between Saxbys Rd and Lambert Ct Additional lanes on Saxbys Rd and Tomin Rd approaches in general accordance with Drawing 149240-00-0215. Ohaupo Rd southbound approach Signal Meter for the AM peak period.	To be completed prior to Stage 3 (543 dwellings).
Before Stage 3 (730 dwellings)	Deanwell Ave, Saxbys Rd	Provide a minimum 3 m wide separated bi-directional cycle path on the western side of the road in general accordance with Drawing 149240-00-0260 - 0267.
	Prist St, Mount View Rd	Provide cycle sharrow markings to highlight the shared low speed environment.

Sections 15.2.2 and 15.4 of the ITA, refer **V2 Appendix 6** demonstrate that residential development of up to 543 dwellings can be accommodated, with acceptable transport effects and without HSL delivery provided the transport infrastructure upgrades identified in the above table are implemented as per the timing criteria. Subdivision exceeding 543 dwellings should be subject to a further ITA having regard to the transport environment at that time and implementation of any further identified mitigation and/or development caps recommended in the ITA. The reassessment requirement recognises that future network performance may be influenced by a range of variables affecting other developments and land use, future transport infrastructure delivery and travel behaviour assumptions. Illustrative examples of such variables are provided in Table No: 45.

Accordingly, a consent condition aligned with the following, is recommended:

“Prior to the construction of development exceeding 543 dwellings within the Residential Development, the Consent Holder shall submit an updated Integrated Transport Assessment (ITA) prepared by a suitably qualified and experienced transport engineer.

No dwelling above the 543-dwelling threshold shall be constructed until the updated ITA has been certified by NZ Transport Agency Waka Kotahi, Hamilton City Council and Waipā District Council and any required mitigation or staging controls identified through that assessment have been confirmed

The updated ITA shall assess the transport effects of further development having regard to the best reasonably available transport information at the time, including, where relevant:

- *actual residential development yield, dwelling typology, land use and trip generation;*

- *observed and forecast traffic volumes on Ohaupo Road, Collins Road, Saxbys Road, Lambert Court, Resthill Crescent and Houchens Road;*
- *updated turning movement volumes, heavy vehicle proportions, crash history and observed congestion;*
- *development completed or committed within relevant surrounding growth areas;*
- *committed or constructed transport infrastructure upgrades on Ohaupo Road since preparation of 2026 ITA;*
- *the status, timing and form of HSL, including any relevant connections to SH3 or the local transport network, and any resulting changes to route choice and network capacity;*
- *public transport provision, mode share, and any implemented public transport priority measures; • walking and cycling network delivery and active mode uptake;*
- *whether the right-turn restriction at Ohaupo Road / Resthill Crescent identified in the 2026 ITA remains necessary and, if so, its appropriate timing; and*
- *updated intersection modelling and safety effects, including average delay, 95th percentile queue lengths and degree of saturation.*

Where actual land use, infrastructure delivery, traffic growth, trip generation or travel behaviour differs from the assumptions adopted in the 2026 ITA, the updated ITA shall identify whether those differences materially increase or reduce available network capacity and confirm whether any additional mitigation or staging controls are required before further dwellings are constructed.”

With the implementation of the above condition and with consideration of the variables outlined below in **Table 5**, a clear consenting framework has been established that will enable the full extent of the SL1 Residential South development to be implemented.

Table 5: Variables for Residential Development – SL1 Residential South.

Illustrative Variables for Residential Development Reassessment Beyond 543 Dwellings			
Variable	Current Assessment Assumption in Scenario 2	Example Alternative Assumption	Indicative Change to Assessment
Residential vehicle trip generation	Scenario 2 (543 dwellings) generates approximately 345 vehicle trips per peak hour (0.66 vehicles per low-density dwelling and 0.62 vehicles per medium-density dwelling).	If the lower range of vehicle trip rates from the NSW Guide were adopted: Low-density dwelling: 0.83 vehicles per dwelling Medium-density dwelling: 0.41 vehicles per dwelling A lower vehicle trip rate is likely to capture some combination of higher public transport use, higher active-mode use, trip chaining,	By way of illustration, if lower vehicle trip-generation rates were realised in practice, the Residential Development could generate materially fewer peak-hour vehicle trips than assumed in Scenario 2. This could increase the number of dwellings accommodated before the development generates the same peak-hour traffic demand—345 vehicles

		internal trips and lower vehicle ownership.	per hour—assessed for Scenario 2. Indicatively, this difference is equivalent to approximately 94 additional medium-density dwellings based on vehicle trip generation alone and assuming the same trip-distribution patterns as adopted in the current assessment. This does not represent a reassessment of network capacity or intersection performance.
Airport Business Zone (“ABZ”) Development	The land-use and employment assumptions for the ABZ are based on HSL Scenario 31 model runs undertaken by NZTA.	Development does not progress as assumed in WRTM Scenarios 2–5.	Potential reduction or increase in traffic volumes on Ohaupo Road and a change in traffic distribution at critical intersections.
Peacocke Structure Plan Development	The land-use and employment assumptions for the Peacocke Structure Plan area are based on HSL Scenario 31 model runs undertaken by NZTA.	Development does not progress as assumed in WRTM Scenarios 2–5.	Potential reduction or increase in traffic volumes on Ohaupo Road and a change in traffic distribution at critical intersections.
HSL delivery	Stage 1 of HSL—the section between Kahikatea Drive and Killarney Road—is assumed to be completed in Scenario 2.	HSL is fully delivered and operational.	Potential change in route choice, traffic distribution and demand on the Ohaupo Road corridor.

8.3.5.2 Stormwater Staging

The SL1 Residential Development proposal has been developed in consultation with HCC, and other/external technical consultants. The SL1 Residential Development consists of 5 main stages, that informs the post development catchment.

This section of the report provides further details of the SL1 Residential Development, its stormwater strategies and options to meet regulatory requirements, Waikato’s Regional Infrastructure Technical Standards (RITS) and ICMP as specified throughout the report and the attached Stormwater Management Plan.

The key feature of the development is integrated stormwater treatment utilising wetlands, forebays, high flow bypass designed to convey and attenuate overflows from the road and lot areas

releasing at 80% of pre-development flows into the Mangakōtukutuku stream. Lot Areas will be treated at source while road impervious areas via artificial stormwater wetlands.

The integrated stormwater approach is underpinned by the creation of six stormwater wetlands to manage the residential development and align with design standards outlined in:

- Mangakōtukutuku Integrated Catchment Management Plan – Final Draft 2025;
- HCC Stormwater Guidelines and standards;
- WRC Guidelines and standards; and
- RITS guidelines and specifications.

The proposed stormwater management system for the residential development incorporates an integrated approach comprising on-lot stormwater controls, a piped drainage network, and surface conveyance and treatment systems. On-lot detention tanks are provided to attenuate runoff from individual properties, reducing post-development peak flows and maintaining discharge rates consistent with the HCC Stormwater Guidelines and RITS requirements. The piped network has been designed to convey runoff from frequent storm events, while larger exceedance events are managed via defined overland flow paths to maintain flood resilience. Stormwater quality treatment and initial abstraction are achieved through the use of treatment devices, including swales and artificial stormwater wetlands, which provide sediment removal, pollutant capture, and flow attenuation prior to discharge.

The proposed stormwater wetland triggers are as follows:

Table 6: Stormwater Wetland Infrastructure Triggers - SL1 Residential South

Stage	Lots	Proposed Servicing	General Comment
Stage 1	321	Construct Artificial Wetland A within the SW reserve (Lot 4000) in Stage 1A.	Sheet piling will commence from the southern end of the proposed Artificial SW Wetland A. Construction monitoring will be required to ensure compliance with the applicable noise requirements.
Stage 2	Additional 222 residential lots + 1 Commercial lot	Construct Artificial Wetland B within the SW reserve (Lot 4002) in Stage 2A. Construct Artificial Wetland C within the SW reserve (Lot 4007) in Stage 2C.	Artificial Wetland B serves Stage 2A and 2B, and Artificial Wetland C serves Stage 2C, 2D, and part of Stage 3B and 3C. Please refer to Maven Drawing C415 for more details.
Stage 3	Additional 186	Construct Artificial Wetland F within	Artificial Wetland F serves Stage 3A and part of Stage 3B and 3C.

	residential lots	the SW reserve (Lot 4008) in Stage 3A.	Please refer to Maven Drawing C415 for more details
Stage 4	Additional 97 residential lots	Construct Artificial Wetland D within the SW reserve (Lot 4009) in Stage 4A.	Artificial Wetland D serves Stage 4A.
Stage 5	Additional 111 residential lots	Construct Artificial Wetland E within the SW reserve (Lot 4010) in Stage 5A.	Artificial Wetland E serves Stage 5A and 5B.

8.3.5.3 Wastewater Staging

WSP, on behalf of HCC and IAWAI, has undertaken a wastewater capacity assessment for the proposed interim connection of the SL1 Residential South development to the Peacocke wastewater network via the N4 Transfer Pump Station (N4 TPS). Please refer to the **Appendix D – WSP WWPS Capacity Assessment**, within **V2 Appendix 13** Infrastructure Report.

The assessment concluded that the N4 TPS currently has sufficient interim capacity to accommodate the combined attenuated peak wet weather flow (PWWF) of 17.54 L/s from the SL1 Residential catchment at the discharge point, including the additional discharge associated with the proposed development. This flow represents the attenuated peak flow at the discharge point and should not be interpreted as the sum of the individual peak flows from each development stage. WSP also noted that the proposed discharge (at full completion of 938 dwellings) would contribute approximately 16% of the estimated flow and around 9% of the available capacity within the lowest-capacity downstream pipe section (GG3) between the discharge point and the N4 TPS.

However, WSP advised that the full ultimate capacity of the N4 TPS has already been allocated to the wider Peacocke development and other confirmed diversions, and therefore the proposed connection cannot be relied upon as a permanent wastewater servicing solution. The duration of the interim servicing arrangement will depend on the implementation of the Southern Wastewater Treatment Plant (WWTP) and associated conveyance infrastructure, as well as the timing and extent of future development within the SL1 area requiring the ultimate servicing solution.

Based on the technical modelling undertaken, all five stages (938) of residential lots and dwellings to be connected to the existing N4 Transfer Pump Station within Peacocke Wastewater Network. The peak wet weather flow (PWWF) of 17.54 l/s from the Residential South full development, represents 10% of the available unutilised capacity within N4 TPS. A condition requiring transfer or connection to the Southern Wastewater Treatment Plant when available is proposed.

The proposed wastewater infrastructure has the potential to provide a strategic servicing opportunity for future development beyond the current development area, including the potential future SL1 Houchens development. The proposed wastewater network has been designed to

accommodate possible future connections, subject to confirmation of downstream network capacity, hydraulic requirements, and the relevant approvals from HCC and other infrastructure authorities.

In particular, the Local Purpose Reserve (Lot 3 DPS 47058) on John Webb Drive, which is owned by HCC, provides a potential location for an additional wastewater pump station to support future network expansion. Provision of a pump station at this location could facilitate the collection and conveyance of wastewater from future development areas and provide a logical connection point to the wider wastewater network. This approach may enable infrastructure to be progressively developed in response to growth, reduce the need for separate standalone wastewater solutions for future developments, and improve the overall efficiency and integration of the wastewater network. Any future servicing capacity, pump station location, pipeline alignment, and connection arrangements would need to be confirmed through detailed design stage and consultation with HCC. This is not being sought for as part of the Substantive Application.

The high-level summary of wastewater servicing and staging for Residential South is summarised below;

Table 7: Wastewater Infrastructure Triggers - SL1 Residential South

Stage	Lots	Proposed Servicing	General Comment
Stage 1	321	Construct WWPS A centrally within the development and a new 250 OD risingmain to 144 Hall Road.	Total emergency storage in wet well and emergency storage tank is 164.25m ³ so 9.1 hours storage to be provided.
Stage 2	Additional 222 residential lot + 1 Commercial lot	Construct WWPS B within the reserve (Lot 5000) and a new 160 OD rising main to the WWPS A.	Total emergency storage in wet well and emergency storage tank is 49.5m ³ so 9 hours storage to be provided.
Stage 3 – 5	Additional 394 residential lots	Construct a gravity pipeline for each stage and wastewater will be conveyed to a connection manhole.	The proposed Stage 4 gravity pipeline alignment requires a crossing of an existing drain prior to connecting into the Stage 3 network. At this location, a stainless steel wastewater pipe crossing will be installed to ensure structural integrity, durability, and protection of the pipework within the watercourse environment.

8.3.5.4 Water Staging

Mott MacDonald, on behalf of HCC / IAWAI, has undertaken water supply modelling for the SL1 Residential South Development. The modelling results indicate that the existing Hamilton South network does not currently achieve the minimum pressure criterion of 20m, nor does it satisfy the

required head loss performance criteria, including under the baseline scenario without the proposed SL1 Residential Development. This demonstrates that the identified network constraints are existing deficiencies within the wider Hamilton South system and are not solely attributable to the proposed development. Please refer to the **Appendix G** – Mott Macdonald Water Supply Modelling, to the **V2 Appendix 13** Infrastructure Report.

For the areas of the existing network directly affected by the proposed development, the modelling indicates that minimum pressures are maintained at or above 20m under the assessed development scenarios. The proposed connections therefore do not result in an unacceptable deterioration in pressure performance within the affected existing network. In some scenarios, the additional network connections associated with the development provide localised improvements in pressure performance within parts of the existing network.

Head loss constraints remain within parts of the existing network, particularly in the vicinity Sunnyhills Avenue and Fourth Crescent. These constraints are evident under the existing baseline conditions and persist under the development scenarios. While the proposed development introduces additional demand to the network, the modelling confirms that the existing network constraints do not prevent the proposed development stages from meeting the applicable water supply servicing requirements. Any future upgrades required to address head loss constraints on Sunnyhills Avenue (40mmØ uPVC rider main) and Fourth Crescent (100mmØ AC Main) would therefore be subject to separate network planning, assessment and agreement with Hamilton City Council (HCC).

Overall, the modelling demonstrates that all stages of the proposed SL1 Residential Development can be serviced through the proposed water supply connections and meet the assessed servicing requirements. The modelling also demonstrates that the proposed development does not result in an unacceptable deterioration in the performance of the existing network directly affected by the development. Ongoing coordination with HCC will be required to confirm the final connection arrangements and identify any network upgrades or other requirements to be addressed through detailed design.

The high-level summary of water servicing and staging for SL1 Residential South is summarised below.

Table 8: Potable Water Infrastructure Triggers - SL1 Residential South

Stage	Lots	Proposed Servicing	General Comment
Stage 1	321	Construct DN450 PE mains along the main central collector road and connect to the existing 150mm AC watermain in Saxbys Road, and the existing 750mm Bulk Main on Dixon Road.	An EPANET model for the SL1 - Residential 1 has been designed and it is concluded that the design nodes on Residential 1 will achieve the required 200kPa (20m head pressure) as required by RITS 6.1.3.1 On Demand Water Supply Area. Peak Demand: S1 – 14.49l/s S2 – 10.7l/s S3 – 8.4l/s

Stage 2 - 5	616	A combination of DN63 PE, DN125 PE, and DN180 PE mains to be constructed as per Maven Drawing (C600-Water Supply).	S4 – 4.38l/s S5 – 5.01l/s
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Subject to the staged implementation of the proposed servicing arrangements outlined above, the SL1 Residential South Project demonstrates the ability to connect to the HCC / IAWAI reticulated network.

8.3.6 SL1 Industrial North Construction and Earthworks

As outlined above, SL1 Industrial North will be delivered over five stages, over a period of ten - fifteen years. Proposed staging and sequencing is addressed in the detailed assessments, outlined in Section 8.3.8 below, and proposed conditions, with various consents outlined above.

8.3.7 Earthworks and Civils

For detailed civil works staging, see **Volume 3** and supporting appendices.

The staging and bulk earthworks on the SL1 Industrial North site will be divided into five separate work sections. These are from Stage 1A, 1B, NZTA Corridor Earthworks, 2 & 3, including preloading of the proposed road corridors, construction of artificial stormwater wetlands, and wastewater pumpstations.

- **Stage 1A - 2028**
 - Preload Road Corridor
 - Bulk Earthworks
 - Artificial Stormwater Wetland 1 construction
 - Northern Wastewater Pumpstation (A) construction
- **Stage 1B - 2028**
 - Preload Road Corridor
 - Bulk Earthworks
 - Artificial Stormwater Wetland 2 construction
 - Central Wastewater Pumpstation (B) construction
- **NZTA Corridor Earthworks – 2028 onward**
 - Preload Road Corridor
 - Bulk Earthworks
 - Noting NZTA Corridor must occur prior to development access eastern side of the HSL Corridor (Stage 2 and 3)
 - Noting NZTA Corridor may occur prior to the development of the western side of the HSL Corridor (Stage 1A and 1B) depending on the Kahikatea Drive/Greenwood Street roundabout option adopted – refer to ITA for more detail
- **Stage 2 – 2033 onward**

- Preload Road Corridor
- Bulk Earthworks
- **Stage 3 – 2033 onward**
 - Preload Road Corridor
 - Bulk Earthworks
 - Artificial Stormwater Wetland 3 construction

8.3.8 Infrastructure Staging and Triggers – Industrial North

Please see **Volume 3** AEE and Infrastructure Report **V3 Appendix 13** and Transport Assessment **V3 Appendix 16** for the detailed servicing arrangements for SL1 Industrial North. The following description is intended to be a high-level summary of the preferred servicing and staging arrangements for transport and three waters.

As outlined in the Consultation and Engagement Report, **V2** and **V3 - Attachment 2**, extensive consultation with NZTA, HCC and WDC has occurred, and is continuing, as it relates to transport considerations. Given the HSL RoNs project dissects and wraps the SL1 Growth Cell and SL1 Application sites, this consultation has been front of mind. All parties have received three draft ITA versions during the development of the substantive application and have had multiple workshops, Teams meetings and correspondence exchanges to narrow and inform the Applicants ITA. The following transport staging is reflective of this.

8.3.8.1 Transport Staging

Table 9: Transport Infrastructure Staging Triggers - SL1 Residential South

Infrastructure Timing	Infrastructure Item	Infrastructure Requirement
Pre – Hamilton Southern Links		
Any development beyond 1 ha within SL1 Industrial development	Greenwood St / Kahikatea Dr Interim 4-arm Roundabout (Interim Option B)	Upgrade to a four-arm roundabout. Interim Option B assumes a similar Greenwood St / Kahikatea Dr roundabout footprint as the ultimate arrangement. Final staging, cross-section and transition arrangements to be confirmed through detailed design and NZTA review / approval.
	North-South Access Rd between Greenwood St / Kahikatea Dr intersection and east-west collector road	A new access road between Kahikatea Dr and east-west collector road to be designed and constructed, including the intersection of the access road with the east-west collector road. The interim access road should be designed to be compatible with the ultimate HSL corridor. Initially, only a two-lane carriageway is required, with the final cross section and staging to be confirmed through detailed design and NZTA review / approval.

	East-West Collector Road	A new public road constructed in general accordance with the typical cross-section in Figure 33 (V3 Appendix 16), including the intersection of the east-west collector road with Wickham St extension.
	Walking and Cycling	Provide a connection between the Road 3 turning head and the existing ROW connecting to Wickham Street.

8.3.8.2 Stormwater

The key feature of the development is integrated stormwater treatment train approach utilising a combination of on-lot soakage and/or reuse devices, grass-lined swales, stormwater detention ponds forebays, designed to convey and attenuate overflows from the road and lot areas releasing at 80% of pre-development flows the Waitawhiriwhiri drainage catchment, which discharges into the Waikato River through a series of unlined drainage channels, gully systems and piped infrastructure. Stormwater systems detailed in the Stormwater Assessment Report (SAR) and Stormwater Management Plan (SMP) have been designed in accordance with design guidelines and standards in the list below:

- Waitawhiriwhiri Integrated Catchment Management Plan – Draft – March 2026);
- Hamilton District Council Stormwater Guidelines and standards;
- WRC Guidelines and standards; and
- RITS guidelines and specifications.

The proposed stormwater management system for the industrial development incorporates an integrated approach comprising on-lot stormwater controls, a piped drainage network, and surface conveyance and treatment systems. On-lot detention tanks are provided to attenuate runoff from individual properties, reducing post-development peak flows and maintaining discharge rates consistent with the HCC Stormwater Guidelines and RITS requirements.

The following **Table 10**, summarised the stormwater servicing and staging.

Table 10: Stormwater Servicing and Staging Summary – SL1 Industrial North.

Stage	Lots	Proposed Servicing	General Comment
Stage 1A	6 Industrial Lots (lot 1-6), SW reserve (lot 4003) + Pump Station (lot 5002)	Construct Artificial Stormwater Wetland 1 within the SW reserve (lot 4003) in Industrial Stage 1A.	Artificial Wetland 1 serves Industrial Stage 1A and part of Stage 1B (Lot 11) Please refer to Maven Drawings 298002-I1-C150, 298002-I1-C200 & 298002-I1-C415 for more details
Stage 1B	2 Industrial lots (lot 7 &	Construct Artificial Stormwater	Artificial Wetland 2 serves Industrial Stage 1B primarily Lot 7

	11) + SW reserve (lot 4001) + Pump Station (lot 5001)	Wetland 2 within the SW reserve (lot 4001) in Industrial Stage 1B.	Please refer to Maven Drawings 298002-I1-C150, 298002-I1-C200 & 298002-I1-C415 for more details
Stage 2	11 Industrial Lots (lot 13 – 21 & 24-25)	Construct Artificial Stormwater Wetland 3 within the SW reserve (Lot 4002) in Stage 2.	Artificial Wetland 3 serves Industrial Stage 2 and 3. Please refer to Maven Drawings 298002-I1-C150, 298002-I1-C200 & 298002-I1-C415 for more details
Stage 3	2 Industrial Lots (lot 22 to 23) + SW reserve (lot 4002)	Construct Artificial Stormwater Wetland 3 within the SW reserve (Lot 4002) in Stage 2.	Artificial Wetland 3 serves Industrial Stage 2 and 3. Please refer to Maven Drawings 298002-I1-C150, 298002-I1-C200 & 298002-I1-C415 for more details

8.3.8.3 Wastewater

As outlined in **V3 Appendix 13**, the Infrastructure Report, WSP has been engaged to undertake a wastewater capacity assessment for the proposed connection of the SL1 Industrial North Block to the Dinsdale wastewater network via the Karen Crescent wastewater Pump Station (Asset ID: SPS119).

WSP has also been engaged to undertake a wastewater capacity assessment for the proposed connection of the SL1 Industrial North Block to the Dinsdale wastewater network via the Higgins Road wastewater manhole (Asset ID: WWU16019), noting that this option may require additional upgrading of the Higgins Road wastewater main through to Kahikatea Drive wastewater manhole (Asset ID: WWU16003).

At the time of application, WSP was progressing the Dinsdale wastewater network modelling, with the results to further inform and confirm the preferred servicing solution once available. This wastewater modelling commenced in February 2026, with a refined scope in April 2026 and is still ongoing. Notwithstanding the outputs are yet to be received, the Maven Infrastructure Report demonstrates the suitability and options available to manage wastewater demand for a staged industrial development.

Downstream Network Capacity and Off-Peak Pumping Strategy

The existing Dinsdale wastewater network is subject to known capacity constraints. In response, the servicing strategy incorporates two complementary measures designed to minimise impact on the receiving network:

1. Enhanced on-site storage: Each pump station is provided with storage capacity significantly exceeding the RITS minimum of 9 hours average dry weather flow (ADF). The expanded storage volumes — summarised in Table 6 below — serve a dual function: providing robust emergency storage in the event of pump or power failure and enabling buffered retention of flows for controlled release to the network during off-peak periods.

2. Off-peak discharge: Pumping to the HCC network will be scheduled to occur outside peak network demand periods, thereby limiting additional loading at critical times while maintaining self-cleansing velocities within the rising main and receiving network during off-peak periods.

This approach is proposed as an interim servicing solution pending confirmation of the Applicant's participation in the strategic network upgrade extending to the Whatawhata Road roundabout pump station. The interim solution, with its inherent storage redundancy, presents a lower-risk servicing arrangement than direct peak-period discharge to a constrained network. WSP is currently undertaking detailed network capacity modelling to confirm the viability of this approach and to inform the preferred outfall configuration.

Table 11: Preferred Wastewater Connection and Staging – SL1 Industrial South

Stage	Lots	Proposed Servicing	General Comment
Stage 1A	6 lots	Construct WWPS 1A within the reserve (Lot 5002) and a new 250 OD rising main to Karen Crescent Pumpstation	Total emergency storage in wet well and emergency storage tank is 217.3m ³ so 9.2 hours storage to be provided.
Stage 1B	2 lots	Construct WWPS 1B within the reserve (Lot 5004) and a new 160 OD rising main to the WWPS 1A.	Total emergency storage in wet well and emergency storage tank is 42.56m ³ so 9.65 hours storage to be provided.
Stage 2-3	13 lots	Construct a gravity pipeline for each stage and wastewater will be conveyed to the WWPS 1B.	Modelling may trigger network upgrades and/or the requirement to expand emergency storage in wet well (WWPS 1B)

8.3.8.4 Water

Mott MacDonald has undertaken hydraulic modelling of the existing water supply network to assess the impact of the proposed North-East Industrial Development at the 2041 and 2061 planning horizons.

The assessment considered performance across the wider Newcastle Gravity zone and specifically within the North-East Industrial Development area, with the results identifying the development stages at which the prescribed system performance criteria are not achieved.

The modelling confirms that the wider Newcastle Gravity zone has existing Level of Service deficiencies, including areas where the minimum pressure and head loss criteria are not achieved under the baseline scenario. These existing deficiencies can mask the incremental impact of the proposed North-East Industrial Development when assessing the network as a whole. Accordingly, the Maven assessment also considered the section of the network between the reservoir and the proposed development, where changes in hydraulic performance can be more directly attributed

to the Industrial Development. The modelling indicates that the proposed development does not solely cause the existing network constraints, with the observed deficiencies reflecting limitations already present within the wider network. The assessment provides the basis for identifying the network upgrades and servicing requirements necessary to accommodate the proposed Industrial Development while maintaining the required level of service

For the existing network directly affected by the SL1 Industrial North Development, the modelling confirms that minimum pressure requirements (at least 20m) are generally maintained across the assessed scenarios.

The Infrastructure Report, **V3 Appendix 13**, outlines a range of water servicing options for Industrial North;

Option 2, the preferred servicing approach, involves a staged development approach. Stage 1A and 1B are supplied through the existing water supply network via connection points located on Higgins Road. Stage 2 and 3 are supplied via construction a new connection from the Kahikatea Drive Trunk main along the proposed Hamilton South Links corridor – noting that this main can be sized to be extended to the south for further growth.

It is recommended that while the modelling shows that Stage 1B can be supplied via the extension of the Stage 1A watermain, the construction of the Bulk main from Kahikatea Drive along the HSL corridor and connecting with the Higgins Road watermain extension (Stage 1A) is the recommended option.

There is potential to connect to the existing water mains along Wickham Street following the extension of the road.

This Option demonstrates that a staged approach to the development would work for the stages to the west of the HSL corridor, and additional infrastructure such as a booster pump and/or temporary Reservoir within Stage 2 maybe required for the stages to the east of the HSL corridor.

Additionally staging of the water infrastructure may allow future HCC upgrades to the existing network (such as the future proposed second Water Reservoir on SH3 beside the existing Hamilton South water reservoir) to be constructed that would allow Stage 2 and 3 to be serviced without the additional water infrastructure stated above.

This is the preferred water supply connection option for the proposed SL1 Industrial Development.

Table 12: Preferred Option – 2 Staged Potable Water Servicing – SL1 Industrial South.

Stage	Lots	Proposed Servicing	General Comment
Stage 1A	6 lots	Construct DN350 PE Bulk mains and 200 Trunk main along the main central collector road and connect to the existing 200mm OPVC watermain in Higgins Road, and the existing 250mm Bulk Main from Rogerson Block.	An EPANET model for the SL1 - Industrial 1 has been designed and it is concluded that the design nodes on industrial 1 will achieve the required 200kPa (20m head pressure) as required by RITS 6.1.3.1 On Demand Water Supply Area.
Stage 1B	2 lots	Construct DN350 PE Bulk mains and 200 Trunk main along the main collector road as per Maven Drawing (C600-Water Supply)	

Stage 2-3	13 lot	Construct DN350 Bulk mains and DN250/200 Trunk mains along the main central collector road and connected to the existing 250mm SSCL watermain in Kahikatea Drive. A combination of DN180 PE, DN200 PE mains to be constructed as per Maven Drawing (C600-Water Supply).	Peak Demand: S1A – 4.05l/s S1B – 10.85l/s S2 – 1.54l/s S3 – 12.27l/s
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Subject to the staged implementation of the proposed servicing arrangements outlined above, the SL1 Industrial North demonstrates the ability to connect to the HCC / IAWAI reticulated network.

8.4 Other activities

This section is provided in accordance with Clause 5(1)(e) of Schedule 5 of the FTAA. There are no other activities that form part of the proposal to which this consent application relates.

8.5 Other Approvals Required

This section of the application is provided in accordance with clause 5(1)(f) of Schedule 5 of the FTAA, that an application provides a description of any other resource consents, notices of requirement for designations, or alterations to designations required for the project to which the consent application relates.

No other resource consents, notices of requirement for designations, or alterations to designations are required to be obtained by the applicant prior to any works commencing on the site.

The proposed preload, enabling works, earthworks and construction work within the Hamilton Southern Links designation are being sought by the landowners, in support of the SL1 Industrial North masterplan. Such works have been designed to ensure that they do not prevent or hinder the implementation of HSL Stage 1A in the future. NZTA s176 approval is required to enable these works to proceed. This is reflective of the significant amount of detailed design work required to support the HSL Stage 1A portion, current funding and timing uncertainties, and a clear implementation of a design that future proofs this critical roading infrastructure.

Taking a precautionary approach, the Applicant has included Wildlife Act approval relating to lizards, should relocation be required during construction, see Section 9.2 below. For completeness, it is additionally noted that consent under s221(c) of the RMA is required for the removal of consent notices, as addressed in Section 7.2 above, and **Volume 3** of this application. This is to support a clean title for future lots with any relevant consent notices being carried over, and new and relevant consent notices being applied as part of the FTAA approval.

The following current limitations in relation to SL1 Industrial North are being formally cancelled or removed as part of the Application. A full summary can be viewed in **Section 2.2** of the AEE **Volume 3**. A summary is provided below in **Table 13**.

Table 13: Record of Title Interest and Limitations to be Removed – SL1 Industrial North

Matter sought to be removed	Lots affected	Brief reason for removal
Consent Notice 12607131.2 – firefighting water supply access	Lot 1 DP 584573; Lots 1 & 2 DP 603134	Relates to historic subdivisions and firefighting arrangements. The current comprehensive development will reassess firefighting access and water supply, with any requirements able to be secured through the Fast-track approval and conditions. Removal avoids duplication and aligns the titles with the current development framework.
Consent Notice 6837043.1 – subdivision restrictions	Lot 1 DP 584573; Lots 1 & 2 DP 603134; Lot 1 DP 365434	Restricts further subdivision based on historic subdivision arrangements. The proposed Fast-track subdivision establishes a new subdivision and titling framework, making the legacy restriction unnecessary and potentially constraining implementation.
Consent Notice 7878083.1 – wastewater/stormwater and geotechnical requirements	Lot 1 DP 396081 and Lot 1 DP 486522	Addresses servicing, stormwater disposal and geotechnical/foundation matters associated with the earlier subdivision. These matters will be reassessed as part of the comprehensive development and can be addressed through current application and subsequent conditions.
Consent Notice 12988232.3 – servicing and secondary dwelling restrictions	Lots 1 & 2 DP 603134	Records historic lack of reticulated power/telecommunications and restricts secondary dwellings. These requirements arose from the previous servicing arrangements and will be superseded by the current comprehensive servicing and development framework.
Consent Notice 11872275.2 – stormwater, geotechnical, firefighting, contaminated soil, secondary dwellings and waste-management notification	Lots 1 & 2 DP 603134	Contains multiple legacy controls arising from the earlier subdivision. The relevant environmental, geotechnical, servicing and land-use matters will be reassessed and, where necessary, secured through the current Fast-track approval, avoiding duplication of legacy requirements on the titles.

8.6 Assessment of Environmental Effects and Statutory Context

As outlined above, **Volume 1** Overview Report is intended to provide an introduction to the Project and the respective sites, the key components of the substantive application and provide context to the wider detailed supporting Volumes. **Volume 2** and **Volume 3** are the site-specific Assessment of Environmental Effects, which go into specific detail for all of the approvals being sought and a comprehensive assessment of environmental effects. The following outlines the conclusions of the respective Volume 2 and Volume 3 AEEs.

8.6.1 SL1 Residential South

Volume 2 AEE concludes the following:

The proposed land use and subdivision the Substantive Application for SL1 Residential South involves the creation of vacant lots to facilitate the proposed land use activities, the creation of 938 residential lots, and one lot for the purpose of esplanade reserve, neighbourhood park and riparian corridor, and a small commercial node. Based on all the technical assessment, including Volume 2 and supporting appendices, and information included in the Overview Report, it is considered that:

- Appropriate consultation and engagement have been undertaken with relevant stakeholders, including Mana Whenua, WDC, HCC WRC, and the administering agencies;
- Consideration of planning documents recognised by relevant iwi authorities and lodged with WRC has been undertaken;
- Having considered the actual and potential effects of the proposal, the proposal will generate less than minor adverse effects that, subject to conditions of consent, will be appropriately avoided, remedied, or mitigated;
- The proposal is generally consistent with, and not considered to be inappropriate in the context of the relevant objectives and policies of the NPS-IB, NPS-UD, NPS-HPL, NPS-F, NPS-NH, NPS-I, WRPS, and WODP;
- The proposal achieves the purpose of the FTAA to facilitate delivery of infrastructure and development projects within significant regional or national benefits; and
- The proposal is considered to be consistent with Parts 2, 3, 6, and 8-10 of the RMA.

It is therefore concluded that the proposal satisfies all matters the Expert Panel is required to assess, and that it can be granted consent under the FTAA subject to conditions.

8.6.2 SL1 Industrial North

Volume 3 AEE concludes the following:

The proposed subdivision under Volume 3 of the Substantive Application for SL1 Industrial North involves the creation of approximately 60 hectares of serviced industrial land, including 22 industrial freehold lots, roads to vest, local purpose reserves and the supporting transport and three waters infrastructure necessary to facilitate the wider SL1 Industrial North development and based upon information included in the Volume 3 AEE and supporting appendices, and Overview Report (Volume 1), it is considered that:

- Appropriate consultation and engagement have been undertaken with relevant stakeholders, including Mana Whenua, WDC, HCC, WRC, and the administering agencies;
- Consideration of planning documents recognised by relevant iwi authorities and lodged with WDC, HCC and has been undertaken;
- Having considered the actual and potential effects of the proposal, the proposal will generate no more than minor adverse effects that, subject to conditions of consent, will be appropriately avoided, remedied, or mitigated;

- The proposal is generally consistent with, and not considered to be inappropriate in the context of the relevant objectives and policies of the relevant NES-CS, NPS-IB, NPS-UD, NPS-HPL, NPS-F, NPS-NH, NPS-I, Waikato RPS, WRP and WDP;
- The proposal achieves the purpose of the FTAA to facilitate delivery of infrastructure and development projects within significant regional or national benefits; and
- The proposal is considered to be consistent with Parts 2, 3, 6, and 8-10 of the RMA.

It is therefore concluded that the proposal satisfies all matters the Expert Panel is required to assess, and that it can be granted consent under the FTAA subject to conditions.

8.7 Mitigation Measures, Management Plans and Monitoring

This section of the application is provided in accordance with clause 6(1)(d) and (g) of Schedule 5 of the FTAA, which requires an application provide a description of the mitigation measures to be undertaken to help prevent or reduce the actual and or potential effects of the activity, and a description of any monitoring to be undertaken.

There are various methods to manage the effects associated with the proposal. For some effects, this involves management plans that set out how specific activities will be carried out, such as a Construction Management Plan. For other effects, these have been managed through engineering design or consent conditions that require ongoing monitoring. All site-specific mitigation, management and monitoring requirements are described in detail within the respective Volumes and supported by the draft conditions for each site.

Table 14 below provides a clear summary of all management plans incorporated into the Application, from design through to construction and long-term ongoing operation. See **V2 and V3 - Attachment 6**.

Table 14: Mitigation, Management Plans & Monitoring

Topic	Part of Proposal (Volume)	Management Plan/Report	Information Submitted with Application
Geotechnical	SL1 Residential South (Volume 2)	Geotechnical Effect Management Plan	Draft plan provided (V2 Appendix 18)
	SL1 Industrial North (Volume 3)	Geotechnical Effect Management Plan	Draft plan provided (V3 Appendix 18)
Earthworks	SL1 Residential South (Volume 2)	Construction Management Plan	Draft plan provided (V2 Appendix 4)
		Construction Traffic Management Plan	Draft plan provided (V2 Appendix 16)

		Earthworks Management Plan	Draft plan provided (V2 Appendix 32)
	SL1 Industrial North (Volume 3)	Construction Management Plan	Draft plan provided (V3 Appendix 4)
		Construction Traffic Management Plan	Draft plan provided (V3 Appendix 16)
		Earthworks Management Plan	Draft plan provided (V3 Appendix 31)
Ecology	SL1 Residential South (Volume 2)	Bird Management Plan / Lizard Management Plan / Fish Management Plan / Bat Management Plan	Draft plans provided (V2 Appendix 23)
	SL1 Industrial North (Volume 3)	Bird Management Plan / Lizard Management Plan / Fish Management Plan / Bat Management Plan	Draft plans provided (V3 Appendix 23)
Noise	SL1 Residential South (Volume 2)	Construction Noise and Vibration Management Plan	Draft plan provided (V2 Appendix 28)
	SL1 Industrial North (Volume 3)	Construction Noise and Vibration Management Plan	Draft plan provided (V3 Appendix 27)
Contamination	SL1 Residential South (Volume 2)	Contaminated Soils and Remedial Action Plan	Draft plan provided (V2 Appendix 22)
	SL1 Industrial North (Volume 3)	Contaminated Soils and Remedial Action Plan – SouthPark Agri	Draft plan provided (V3 Appendix 22)
		Contaminated Soils and Remedial Action Plan - Stride	Draft plan provided (V3 Appendix 22)
Stormwater Discharge	SL1 Residential South	Stormwater Operation and Maintenance Plan	Draft plan provided (V2 Appendix 14)

		Stormwater Management Plan	Draft plan provided (V2 Appendix 14)
	SL1 Industrial North	Stormwater Operation and Maintenance Plan	Draft plan provided (V3 Appendix 14)
		Stormwater Management Plan	Draft plan provided (V3 Appendix 14)

The objective and intent for each of the Management Plans outlined in Table 4, is covered in appropriate detail within the **Volume 2 and 3** AEEs and relevant specialist reports. The overview of these here is intended to give guidance on how mitigation, management plans and monitoring is being implemented within the Project sites, not specify on how each management plan is addressing or managing any potential effects.

A detailed overview of the management plans that support this application is included duplicate **V2 and V3 – Attachment 6**.

8.8 Proposed Consent Conditions

This section of the application is provided in accordance with clause 5(1)(k), clause 18 of Schedule 5, and clause 5 of Schedule 8 of the FTAA, that an application provides conditions for the consent.

The proposed conditions of consent, which seek to implement the mitigation and monitoring that has been identified in the technical assessments as being necessary, are included within **Volume 2 - 3**.

In recommending the proposed conditions of consent for this application in accordance with Clause 5(1)(k), the conditions are proposed to:

- Appropriately manage adverse effects, including providing mitigation to prevent or reduce adverse effects during and after construction in accordance with Clause 6(1)(d) of Schedule 5;
- Provide for monitoring as required by Clause 6(1)(g) of Schedule 5; and
- Give effect to those matters that the panel must consider under Section 81(2)(a).

The conditions have been designed to provide clarity, practicality, and regulatory alignment, establishing a structured framework that enables efficient implementation, long-term compliance, and robust environmental safeguards. This approach balances the interests of the applicant, Council, and any future build partners, ensuring that each project can proceed independently while adhering to best practice resource management principles.

It is considered that the conditions meet the requirements of the FTAA and the Panel may grant the resource consents subject to the conditions in accordance with section 81(1)(a) of the FTAA.

The proffered conditions are outlined in **V2 Attachment 10** and **V3 Attachment 10** and **V3 Attachment 11** and are referenced within **Volume 2 and Volume 3** (with Volume 3 (Industrial North) being further broken down to respective landowners where relevant).

The conditions cover regional consenting, district consenting, subdivision, NESCS, NESF, and capture a staged and phased implementation of SL1 Residential South and SL1 Industrial North tied to requisite infrastructure and servicing. The conditions also capture the Wildlife Act approvals

sought as part of the substantive application. The conditions have been framed based on recent similar condition sets to ensure an appropriate baseline for the conditions.

All conditions are structured as broadly follows in **Table 15**:

Table 15: Structure of Southern Links 1 Proposed Consent Conditions

Day 0 Subdivision		Site-wide Works	Staged Residential Subdivision
SL1 Residential South			
Waipa DC	Waipa DC Subdivision Consent (Day 0) – Part CO: Creation of proposed lots	Waipa DC Land Use Consent (Contaminated Land/NEC-CS) – Part A: Soil disturbance on HAIL land	Waipa DC Subdivision Consent – Part C: Fee simple subdivision into 938 residential lots across five stages
		Waipa DC Land Use Consent – Part B: Earthworks; civil and infrastructure; roading	
WRC	-	WRC Land Disturbance Consent – Part D: Earthworks	
		WRC Water Permit (Diversion) – Part E: Diversion of catchment tributaries on or adjacent to the SL1 Residential South site	
		WRC Groundwater Discharge & Diversion – Part F: Dewatering discharge to environment	
		WRC Water Permit (Temporary Groundwater Take – Part G: Construction dewatering (pump stations and trenched services)	
		WRC Stormwater Diversion & Discharge – Part H: Permanent stormwater diversion and discharge	
		WRC NES-FM Wetlands Consent – Part I: Disturbance, modification and/or reclamation of wetlands.	
SL1 Industrial North			

Waipa DC	Waipa DC Subdivision Consent (Day 0) – Part C0: Creation of development superlots (s224(c)) certification required before Part C can commence)	Waipa DC Land Use Consent (Contaminated Land/NEC-CS) – Part A: Soil disturbance on HAIL land	Waipa DC Subdivision Consent – Part C: Fee simple subdivision for up to 22 industrial lots
		Waipa DC Land Use Consent – Part B: Earthworks; civil and infrastructure; roading	
WRC	-	WRC Land Disturbance Consent – Part D: Earthworks	
		WRC Water Permit (Diversion) – Part E: Diversion of catchment tributaries on the SL1 Industrial North site	
		WRC Groundwater Discharge & Diversion – Part F: Dewatering discharge to environment	
		WRC Water Permit (Temporary Groundwater Take – Part G: Construction dewatering (pump stations and trenched services)	
		WRC Stormwater Diversion & Discharge – Part H: Permanent stormwater diversion and discharge	

In addition to the structure above as it relates to consents, each condition set will capture an overview, table of contents, consent particulars, general and pre-start conditions, staging conditions, land use conditions, servicing and engineering conditions, specialist conditions, monitoring and review conditions.

Wildlife Act approvals for both SL1 Residential South and SL1 Industrial North are also captured in the above Appendices.

9.0 Approvals Required

9.1 Resource Consent

In accordance with s42(4)(a) of the FTAA, the project requires resource consents that would otherwise be applied for under the RMA under the provisions of the WRP, Waipā DP, NES-F, and the NES-CS.

A high-level summary of the consent requirements of the Application is provided in **Table 5** below. **Volumes 2 - 3** of the Application provide a detailed list of reasons for consent relating to each part of the application.

Overall, the application is a **Non-complying activity** based on the bundling of relevant activities.

Table 16: Summary of consent requirements under this Application

Statutory Document	Reasons for Consent
SL1 Residential South Superlot subdivision	Waipa Operative District Plan The proposed superlot and residential subdivision does not comply with the minimum Net Lot Area of 40ha in the Rural Zone and is a Non-Complying Activity under Rule 15.4.2.1.
SL1 Residential South	National Environmental Standards: NES CS - The proposal includes land disturbance, subdivision and change of use that does not meet the requirements for a controlled activity under Regulation 7 and is a Restricted Discretionary Activity under Regulation 10. NES F - Vegetation clearance and earthworks within 100m of the retained floodplain wetland. - Damming and diversion of water, discharge of water within 100m setback of a natural inland wetland is proposed. - The removal of a pasture wetland, as a Prohibited activity under NES F, including Regulations 52, 53, and 54 as well as the overall activity status. Waikato Regional Plan Resource consents required under the WRP in accordance with clause 5(1)(f) of Schedule 5 of the Act are as follows: - The proposed temporary groundwater take for dewatering and dust suppression during construction is a Discretionary Activity under Rule 3.3.4.24. - The discharge of water or sediment-laden water from temporary dewatering activities is not otherwise provided for in the WRP and is Discretionary Activity under Rule 3.5.4.5. - The proposed discharge of stormwater into water will not comply with Rule 3.5.11.4, however, will comply with the

	Controlled Activity Standards, and is a Controlled Activity under Rule 3.5.11.7. • The proposal includes off stream damming that does not comply with Rule 3.6.4.4, however will comply with the Controlled Activity Standards, and is a Controlled Activity under Rule 3.6.4.9. • Temporary and permanent diversion of surface water for stormwater management is a Discretionary Activity under Rule 3.6.4.13 • Stormwater infrastructure may result in the lowering of the local water table, requiring consent for permanent damming and diversion of groundwater is a Discretionary Activity under Rule 3.6.4.13. • The proposal requires the diversion of existing farm drains into the proposed artificial wetlands that does not comply with Rule 3.6.4.8, and is a Discretionary Activity under Rule 3.6.4.13. • The proposal requires damming of surface water flows that are not otherwise provided for, and is a Discretionary Activity under Rule 3.6.4.14. • The proposal includes stormwater treatment, attenuation wetlands and drains which provide attenuation for future stormwater flows prior to discharge to Mangakotukutuku stream, which is a Discretionary Activity under rule 3.7.4.6. • The proposal includes drilling below the water table that does not comply with Rule 3.8.4.6, however will comply with the Controlled Activity Standards, and is a Controlled Activity under Rule 3.8.4.7. • Geotechnical and groundwater investigations to undertake ongoing monitoring and investigation will require consent as a Controlled Activity under Rule 3.8.4.7 for drilling, associated groundwater take requires consent as a Discretionary Activity under Rule 3.3.4.24. Well and aquifer testing will require consent as a Controlled Activity under Rule 3.6.8.2. • The river bed disturbance activity, including, Excavation, drilling, tunneling, or the introduction of any plant or part of any plant in, on or under the bed, or deposition of any substance in, on or under the bed, or reclamation or drainage of the bed, or the clearance of vegetation in, on or under the bed is a discretionary activity under Rule 4.3.4.4*
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- Large-scale soil disturbance, roading, construction tracking and vegetation clearance across approximately 46 ha, including bulk cut and fill, preloading, three-waters infrastructure, stormwater wetlands and internal roads, is a discretionary activity under Rule 5.1.4.13.
- Placement of imported engineered fill meeting the Regional Plan definition of cleanfill outside identified high-risk locations, where the volume exceeds 2,500 m³ per annum, is a controlled activity under Rule 5.2.5.5.
- Placement of cleanfill within the existing footprints of pasture wetland and within any other excluded high-risk location, is a discretionary activity under Rule 5.2.5.6. A comprehensive cleanfill consent is sought for the Project, with the activity assessed overall under Rule 5.2.5.6.

** The inclusion of this rule is a precautionary measure to account for the full extent of the proposed works should the classification of specific watercourses through the site be determined different to as presented by the Applicants experts. While consent under this rule may ultimately not be required, it has been included at this stage to ensure the full scope of the works is appropriately covered. The final determination of the consent requirements, and any conditions that may apply, will be confirmed through the FTTA consent process.*

Waipā Operative District Plan:

Resource consents required under the Waipā Operative District Plan (WODP) in accordance with clause 5(1)(f) of Schedule 5 of the Act are as follows:

- Resource consent is sought for future dwellings within the proposed residential lots, which will not comply with rules 4.4.2.2, 4.4.2.10, 4.4.2.12 which is a Non-Complying Activity in the Rural Zone under Rule 4.4.1.5.
- Resource consent is sought for commercial activities within the proposed commercial centre, which is a Non-Complying Activity in the Rural Zone under Rule 4.4.1.5.
- Minimum building setback from road boundaries will not meet the minimum required setback of 30m or 15m in the Rural Zone required under Rule 4.4.2.1. This is a Non-Complying Activity.
- Minimum building setbacks from internal site boundaries will not meet the minimum required setback of 25m or 15m in the Rural Zone required under Rule 4.4.2.2. This is a Restricted Discretionary Activity.

- Building coverage up to 50% for all buildings, which do not comply with the maximum building coverage requirements under Rule 4.4.2.10.
- The proposal will result in earthworks exceeding a total volume of 1000m³ in any calendar year which will not comply with rule 4.4.2.75 and is Non-Complying Activity under rule 4.4.1.5.
- The proposed superlot and residential subdivision does not comply with the minimum Net Lot Area of 40ha in the Rural Zone is a Non-Complying Activity under Rule 15.4.2.1.
- The proposed residential subdivision does not comply with the lot frontage of 20m, lot shape factor of 30m diameter circle and vehicle crossing of 4m to 4.5m in the Rural Zone and is a Non-complying Activity under Rule 15.4.2.3.
- The proposed residential subdivision will create access to rear allotments which will serve up to or more than 3 allotments which does not meet the minimum widths of 6m and 9m respectively. This is a Non-complying Activity under rule 15.4.2.4.
- The proposed residential subdivision will result in new vacant lots which cannot accommodate the lot shape factor outside of the building setback within the Rural Zone and is a Discretionary Activity under Rule 15.4.2.5.
- The proposed residential subdivision does not identify defined building platforms, which is a Non-Complying Activity under rule 15.4.2.13.
- Onlot/roof runoff will be via retention tank or soakage device primarily to provide the Initial abstraction required for the proposed lot areas. As future development within the proposed residential allotments will not adhere to permitted development standards under the Rural zone compliance is not achieved. The proposal is a Non-complying Activity under rule 15.4.2.25.
- The proposed subdivision has been designed alter the existing OLFPs and create additional OLFPs as roading corridors. This a Non-complying activity under rule 15.4.2.26.
- The proposal includes new public roads, service lanes, cycleways, walkways, and public car parks, as part of the subdivision and is a Discretionary activity under rule 15.4.2.65.
- The proposed subdivision and associated land use (residential dwellings, commercial node) requires consent as a Discretionary activity under rule 16.4.1(a).

	• Vehicle entrance (accessway) from an intersection or other entrance do not meet the minimum distances required. Consent is required for a Restricted Discretionary Activity pursuant to Rule 16.4.2.5. • The proposal will result future residential development within 23m of the edge of Mangakotukutuku Stream – Restricted Discretionary activity. • The proposal includes vehicle crossings which do not comply with performance standards 9.1.2(iv)(a) (i) – (iii). This is a Restricted Discretionary activity under Rule 9.1.2.3.7. • The proposal includes subdivision of sites containing high quality soils which is not listed in Activity Table 6.1.4, and is a Non-Complying activity under Rule 2.1.5
SL1 Industrial North	National Environmental Standards: The proposal includes land disturbance, subdivision and change of use that does not meet the requirements for a controlled activity under Regulation 7 and is a Restricted Discretionary Activity under Regulation 10. Waikato Regional Plan • Temporary and permanent diversion of surface water for stormwater management is a Discretionary Activity under Rule 3.6.4.13 • Stormwater infrastructure may result in the lowering of the local water table, requiring consent for permanent damming and diversion of groundwater is a Discretionary Activity under Rule 3.6.4.13. • The proposed temporary groundwater take for dewatering during construction is a Discretionary Activity under Rule 3.3.4.24. • Geotechnical and groundwater investigations to undertake ongoing monitoring and investigation will require consent as a Controlled Activity under Rule 3.8.4.7 for drilling, associated groundwater take requires consent as a Discretionary Activity under Rule 3.3.4.24. Well and aquifer testing will require consent as a Controlled Activity under Rule 3.6.8.2. • The discharge of water or sediment-laden water from temporary dewatering activities is not otherwise provided for in the WRP and is Discretionary Activity under Rule 3.5.4.5. • The proposed discharge of stormwater into water will not comply with Rule 3.5.11.4, however will comply with the Controlled Activity Standards, and is a Controlled Activity under Rule 3.5.11.7. • The proposal includes off stream damming that does not comply with Rule 3.6.4.4, however will comply with the

	Controlled Activity Standards, and is a Controlled Activity under Rule 3.6.4.9. • The proposal requires the diversion of existing farm drains into the proposed artificial wetlands that does not comply with Rule 3.6.4.8, and is a Discretionary Activity under Rule 3.6.4.13. • The proposal requires damming of surface water flows that are not otherwise provided for, and is a Discretionary Activity under Rule 3.6.4.14. • The proposal includes drilling below the water table that does not comply with Rule 3.8.4.6, however will comply with the Controlled Activity Standards, and is a Controlled Activity under Rule 3.8.4.7. Waipā Operative District Plan: • Resource consent is sought for industrial uses within the proposed industrial lots, which will not comply with rules 4.4.2.1, 4.4.2.2, 4.4.2.9, 4.4.2.10, 4.4.2.12, 4.4.2.15, 4.4.2.18, 4.4.2.19, 4.4.2.44, 4.4.2.75 which is a Non-Complying Activity in the Rural Zone under Rule 4.4.1.5. • Resource consent is sought for commercial activities (food and beverage) within the proposed commercial node, which is a Non-Complying Activity in the Rural Zone under Rule 4.4.1.5. • Minimum building setback from road boundaries will not meet the minimum required setback of 30m or 15m in the Rural Zone required under Rule 4.4.2.1. This is a Non-Complying Activity. • Minimum building setbacks from internal site boundaries will not meet the minimum required setback of 25m or 15m in the Rural Zone required under Rule 4.4.2.2. This is a Restricted Discretionary Activity. • Building coverage up to 80% for all buildings, which do not comply with the maximum building coverage requirements under Rule 4.4.2.10. • The proposal will result in earthworks exceeding a total volume of 1000m³ in any calendar year which will not comply with rule 4.4.2.75 and is Non-Complying Activity under rule 4.4.1.5. The industrial subdivision will infringe various standards in the Rural zone. • The proposed industrial subdivision does not comply with the minimum Net Lot Area of 40ha in the Rural Zone is a Non-Complying Activity under Rule 15.4.2.1.
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	• The proposed industrial subdivision does not comply with the vehicle crossing of 4m to 4.5m in the Rural Zone is a Non-complying Activity under Rule 15.4.2.3. • The proposed industrial subdivision will result in new vacant lots which cannot accommodate the lot shape factor outside of the building setback within the Rural Zone and is a Discretionary Activity under Rule 15.4.2.5. • The proposed industrial subdivision does not identify defined building platforms, which is a Non-Complying Activity under rule 15.4.2.13. • As per 15.4.2.24 the proposed industrial subdivision includes wastewater disposal via the HCC reticulated network as the preferred option, with secondary options including onsite wastewater treatment and disposal facilities for Industrial North. • The proposed subdivision has been designed alter the existing OLFPs and create additional OLFPs as roading corridors. This a Non-complying activity under rule 15.4.2.26. • The proposal includes new public roads, as part of the subdivision and is a Discretionary activity under rule 15.4.2.65. • The proposed subdivision and associated land use and commercial node requires consent as a Discretionary activity under rule 16.4.1(a). • Vehicle entrance (accessway) from an intersection or other entrance do not meet the minimum distances required. Consent is required for a Restricted Discretionary Activity pursuant to Rule 16.4.2.5. • The proposal includes subdivision of sites containing high quality soils which is not listed in Activity Table 6.1.4, and is a Non-Complying activity under Rule 2.1.5
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9.2 Wildlife Approval

As part of the FTAA process, a Wildlife Approval to incidentally kill, injure, handle and relocate any protected lizards (if found) is being applied for, to be held by Golden Ridge Farm and Golden Ridge Park for SL1 Residential South and Industrie Property Rua and South Park Agri Development for the SL1 Industrial South component. Please see the relevant LMPs by Ecological Solutions for further detail, and the supporting information outlined in relevant Appendices.

A summary assessment against the Schedule 7 FTAA criteria for Wildlife approval is provided below, with supporting **V2** and **V3 – Appendix 32** and in the EcIA in **V2** and **V3 – Appendix 23**.

- The SL1 Residential South proposal is to develop 46 ha of rural farmland for residential purposes including 938 residential units, together with a neighbourhood commercial node, open spaces, waterbodies, and infrastructure devices including roading and stormwater ponds;

- The SL1 Industrial North proposal is to develop 60 ha of mixed light industrial and rural farmland for the establishment of gross developable industrial land, together with associated infrastructure and services, including roading and associated stormwater ponds;
- The Wildlife Approval applications do not involve any public conservation land;
- Vegetation clearance and earthworks within the SL1 Residential South Site (private land) will result in the removal of limited low – moderate quality native ground dwelling skink habitat. There is no gecko habitat on site. Unidentified skinks were seen during site visits, and a database search showed copper skink (*Oligosoma aeneum*) to be present in similar habitat nearby. Limited parts of the site potentially provide habitat for ornate skink (*Oligosoma ornatum*) as well. Prior to commencement of vegetation clearance protected lizards/skinks will be salvaged from the SL1 Residential South Site and relocated to Waiwhakareke Natural Heritage Park (reserve). Protected lizards/skinks will be captured using a combination of systematic searches, artificial cover objects, and machine assisted searches. Habitat enhancement will be performed at the release site;
- Vegetation clearance and earthworks within the SL1 Industrial North Site (private land) will result in the removal of low – moderate quality native ground dwelling skink habitat. There is no gecko habitat on site. Unidentified skinks were seen during site visits, and a database search showed copper skink (*Oligosoma aeneum*) to be present in similar habitat nearby. Parts of the site potentially provide habitat for ornate skink (*Oligosoma ornatum*) as well. Prior to commencement of vegetation clearance protected lizards/skinks will be salvaged from the SL1 Industrial North Site and relocated to Waiwhakareke Natural Heritage Park (reserve). Protected lizards/skinks will be captured using a combination of systematic searches, artificial cover objects, and machine assisted searches. Habitat enhancement will be performed at the release site;
- Native lizards are absolutely protected under the Wildlife Act. This project proposes to remove vegetation that could be providing habitat to native lizards. Protected lizards could therefore be killed or injured if lizards are not properly managed during vegetation removal;
- Less than 20 individuals of each species are expected to be impacted;
- No Threatened and or 'Data Deficient' species are suspected to be on site; however, both copper and ornate skink are 'At Risk' and are potentially present;
- The approach to lizard management will follow the key principles for lizard salvage and transfer in New Zealand (DOC 2019);
- All lizard handling will be performed by suitably qualified and experienced ecologists/herpetologists. Methods of salvage are systematic manual searches, artificial cover objects, and machine assisted searches. Lizards will be held in appropriate temporary containment boxes, before being moved to the release site within two hours of capture. The LMP also details measures to be undertaken in case of accidental lizard injury or death, as well as discovery of unexpected 'Threatened' taxa;
- Site maps are provided in the above sections. SL1 Residential South site is located at 5811038, 1800628 (NZTMM);

- Site maps are provided in the above sections of EclA and LMP. The SL1 Industrial North site is located at 5813032, 1798957 (NZTMM);
- Approvals are sought for incidental killing/injury, salvage and relocation of protected lizards/skinks;
- Ecological effects of the development at SL1 Residential South and SL1 Industrial North are outlined in the respective EclAs. This includes potential and actual effects on native skinks, with and without the proposed management measures. Potential impacts on native skinks without management are injury and death, as well as the loss of limited low-moderate quality habitat. With management via a pre-clearance salvage and relocation programme including habitat enhancement at the release site, the potential effects on lizards and lizard habitat are considered 'low';
- The salvage and relocation programme proposed in the EclA and described in the LMP will be used to minimise effects on lizards. No offsetting or compensation measures are proposed, as residual effects are considered low;
- None of the listed parties have been convicted of any offence under the Wildlife Act;
- None of the listed parties has any current criminal charges under the Wildlife Act pending before a court; and
- The CVEA summarises inputs from the **SL1** Tangata Whenua Working Group (SL1 TWWG). Specifically, for native lizards (mokonoko), the SL1 TWWG highlights the importance of these species as taonga and recognises the precautionary approach taken in the LMP to the management of these species.

10.0 Consistency with the Purpose of the FTAA

Section 43(1)(b)(i) of the FTAA requires the substantive application to explain how the project to which the application relates is consistent with the purpose of the FTAA.

The purpose of the FTAA is set out in Section 3 as follows:

*“The purpose of this Act is to facilitate the delivery of **infrastructure** and **development projects** with significant regional or national benefits”*

“Significant regional or national benefits” is not specifically defined in the FTAA, however, section 22(2)(a) provides guidance on the matter and provides the following criteria (emphasis added):

- (a) *whether the project—*
- (i) *(has been identified as a priority project in a central government, local government, or sector plan or strategy (for example, in a general policy statement or spatial strategy), or a central government infrastructure priority list:*
 - (ii) *will deliver new regionally or nationally significant infrastructure or enable the continued functioning of existing regionally or nationally significant infrastructure:*
 - (iii) *will increase the supply of housing, address housing needs, or contribute to a well-functioning urban environment (within the meaning of policy 1 of the National Policy Statement on Urban Development 2020):*

- (iv) will deliver significant economic benefits:*
- (v) will support primary industries, including aquaculture:*
- (vi) will support development of natural resources, including minerals and petroleum:*
- (vii) will support climate change mitigation, including the reduction or removal of greenhouse gas emissions:*
- (viii) will support climate change adaptation, reduce risks arising from natural hazards, or support recovery from events caused by natural hazards:*
- (ix) will address significant environmental issues:*
- (x) is consistent with local or regional planning documents, including spatial strategies:*

The proposal is a Listed Project under the FTAA. The regional benefits of the **SL1** Project are outlined below.

The economic impacts of the Project have been comprehensively assessed in the economic assessments prepared by Insight Economics, refer to **V2 Appendix 30** and **V3 Appendix 29**.

In our opinion, the proposal is consistent with the purpose of the FTAA for the following reasons:

- The proposal delivers significant regional benefits through a substantial and timely increase in **housing supply**, significant construction-phase employment and GDP, and a range of wider economic benefits including support for housing affordability, land market competition, well-functioning urban environments, and the delivery of strategic infrastructure;
- The proposal delivers significant regional benefits through a substantial increase in **industrial land supply**, significant construction-phase employment and GDP, and transformative ongoing employment. These outcomes, combined with strategic infrastructure support and alignment with regional growth strategies, align directly with the FTAA's purpose;
- The delivery of an integrated, multi-functional development that includes 938 new homes, providing the opportunity for a variety of housing types, locations and prices in a logical and accessible location. This is important particularly given the current housing affordability and supply challenges;
- The proposal is strongly aligned with the NPS-UD, particularly in relation to housing supply, diversity, affordability, competitive land markets, and well-functioning urban environments. It is consistent with the Future Proof Strategy (which identifies SL1 as part of Hamilton's urban enablement area), the Hamilton Urban Growth Strategy, and the Government's Going for Growth agenda;
- The proposal delivers significant economic and employment benefits at the regional level, including both one-time construction impacts and substantial ongoing industrial employment;
- It provides strategic industrial employment land in proximity to planned residential communities, supports agglomeration within Hamilton's industrial base, and strengthens the sub-region's role within the Golden Triangle logistics network;
- The development will contribute to significant one-off economic benefits for local GDP, jobs and wage growth; and

- The development will contribute to employment through the approximate ten-year construction period. In addition, there will be continued employment benefits once operational for the various aspects of the proposal, such as employees for the commercial activities and industrial employment.

In addition to the specific contributions outlined above, the **SL1** project will provide direct support for the following regionally significant infrastructure projects:

- **Hamilton Southern Links (RoNs project)**, particularly Stage 1 (within the SL1 Industrial North area). The SL1 Industrial North development will futureproof the HSL project and will support its timely funding and construction due to agglomeration and strategic benefits of the project for industrial and housing growth.
- **Southern Wastewater Treatment Plant (SWTP)**: The SWTP is a critical long-term investment for Hamilton and Waipa, required to service southern growth and relieve constraints on the existing Pukete plant. By bringing forward a substantial share of the future household and employment base for the southern Hamilton area, the proposal materially strengthens the case for timely investment, allows early consideration of network phasing, and provides a defined catchment at scale for infrastructure planning.
- **Water Reservoir**: The wider SL1 Growth Cell, specifically within the SL1 Houchens referred project area which includes land set aside for a strategic reservoir to support long-term potable water supply. Securing this location in advance enables network staging to be coordinated with growth and helps reduce future delivery risk and land acquisition costs.

The regional significance of the **SL1** Project, and wider SL1 Growth Cell and wider regionally significant infrastructure projects underscore the intent of the FTAA legislation and consenting pathway.

For these reasons and having regard to the scale and significance of the identified regional economic and housing benefits and industrial land supply, in our opinion the Proposal is consistent with the purpose of the FTAA to facilitate the delivery of development Projects with significant regional or national benefits.

11.0 Ineligible Activities

Section 43(1)(c) of the FTAA states that a substantive application must demonstrate that the project does not involve any ineligible activities.

Section 5 of the FTAA sets out the meaning of ineligible activity. We make the following comments to confirm that the proposal does not involve any ineligible activities:

- None of the sites subject to the application would occur on:
 - Identified Māori land;
 - A customary marine title area;
 - Māori customary land; and
 - Land set apart as a Māori reservation as defined in Section 4 of the Te Ture Whenua Māori Act 1993.

- The proposal is not for an aquaculture activity;
- The proposal is not for an activity that would require an access arrangement under section 61 or 61B of the Crown Minerals Act 1991;
- The proposal is not for an activity that would be prevented under section 165J, 165M, 165Q, 165ZC, or 165ZDB of the RMA as the proposal does not involve a coastal permit or relate to the common marine and coastal area;
- The proposal does not involve land that is listed in Schedule 4 and is unrelated to Section 24 of the FTAA;
- The proposal does not involve land on a national reserve held under the Reserves Act 1977 or a reserve held under the Reserves Act 1977 that is vested to someone other than the Crown, the local authority or Department of Conservation;
- The proposal does not involve a prohibited activity under the Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012 or regulations made under that Act;
- The proposal does not involve an activity that is described in section 15B of the RMA and is a prohibited activity under that Act or regulations made under it;
- The proposal does not involve an activity that is prohibited by section 15C of the RMA;
- The proposal does not involve a decommissioning-related activity (which is an activity described in section 38(3) of the Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012); and
- The proposal is not for an offshore renewable energy project.

12.0 Compliance and Enforcement

With reference to s13(4) of the FTAA, s43(2) requires a substantive application to provide a summary of compliance or enforcement actions (if any), and the outcome of those actions, taken against the applicant under a specified Act.

Golden Ridge Farm Limited, Golden Ridge Park Limited have advised that they have not been subject to any compliance or enforcement actions.

South Park Agri Development Limited has advised that they have not been subject to any compliance or enforcement action. Notwithstanding this, South Park Agri Development Limited are a party to historical proceedings, sitting with the Environment Court. These proceedings relate to an abatement notice served on the consent holder for (AUTH132662.01.01) which authorised the discharge of cleanfill to land and associated contaminants to air. South Park Agri Development Limited sought to discharge the surplus material (517,000m³) to the adjoining property. Consent (ATH142376.01.02) authorised the discharge of circa 517,000m³ of cleanfill including associated discharges to water and air. This consent was issued in January 2021, post the abatement notice being issued to an adjoining landowner in July 2020. For completeness, no abatement was issued to South Park Agri Limited. To the best of our knowledge this is not considered to impact the substantive application and relates to a historic adjoining neighbour and previous land use.

Industre Property Rua Limited has advised that they have not been subject to any compliance or enforcement actions.

13.0 Section 30 FTAA

Section 30 of the FTAA sets out the preliminary steps for substantive applications. This requires the Regional Council to advise the Applicant in writing whether there are any existing resource consents to which section 124C(1)(c) or 165ZI of the RMA would apply if the approval were to be applied for as a resource consent under that Act. Or alternatively, that there are no existing resource consents of that kind.

The written notice from WRC is included at **V2** and **V3 – Attachment 5**. This confirms that the Regional Council has reviewed their records and do not hold any existing resource consents of that kind.

This letter from Council satisfies the requirements of Section 47 of the FTAA relating to obligations of the EPA following lodgement of the substantive application.

14.0 Consultation

Section 29 of the FTAA requires that the applicant consult with the persons and groups referred to in s11 of the FTAA prior to lodging the substantive application. Section 11 requires the applicant to consult with:

11 Consultation and notification requirements for referral application

(1) Before lodging a referral application, the applicant must—

(a) consult—

(i) any relevant applicant groups with applications for customary marine title under the [Marine and Coastal Area \(Takutai Moana\) Act 2011](#); and

(ii) ngā hapū o Ngāti Porou, if the project area is within or adjacent to, or the project would directly affect, ngā rohe moana o ngā hapū o Ngāti Porou; and

(b) notify in writing—

(i) the relevant local authorities; and

(ii) any relevant iwi authorities, hapū, and Treaty settlement entities, including—

(A) iwi authorities and groups that represent hapū that are parties to relevant Mana Whakahono ā Rohe or joint management agreements; and

(B) the tangata whenua of any area within the project area that is a taiāpure-local fishery, a mātaimai reserve, or an area that is subject to bylaws or regulations made under Part 9 of the Fisheries Act 1996; and

(iii) the relevant administering agencies; and

(iv) if the proposed approvals for the project are to include an approval described in [section 42\(4\)\(f\)](#) (land exchange), the holder of an interest in the land that is to be exchanged by the Crown; and

(c) give the persons and groups referred to in paragraph (b) 20 working days to respond to the notice.

Consultation requirements under s11(1)(a) do not arise as there is no known customary marine title applications within the immediate vicinity, and the project is not within or adjacent to Ngati Porou. Regarding s11(b)(i)(ii)(iii), details of consultation undertaken with the relevant local authorities, mana whenua and the relevant administering agencies are covered in the Engagement and Consultation Report, see duplicated as **V2** and **V3 – Attachment 2**. This complies with the pre-requisite requirements outlined in s11.

Specifically, this includes s29 letters sent to HCC, WDC, WRC, WWI, IAWAI which cover territorial authorities and entities. S29 letters were also sent to relevant iwi and hapu, Department of Conservation, Heritage New Zealand and Environmental Protection Agency as administering agencies, see **V2** and **V3 – Attachment 2** and supporting documentation.

14.1 Territorial Authorities

In meeting the requirements of s11(b)(i), the Applicants have had extensive workshops and meetings with relevant territorial authorities, including WDC, since mid-2024. In addition to WDC, extensive meetings with HCC have also occurred, given the underlying Strategic Boundary Agreement and strong desire to connect into the existing Hamilton infrastructure services (roads, water, wastewater, etc). The purpose of this engagement was to initially introduce the project and seek feedback on the proposal and then carry out extensive pre-lodgement engagement to support the substantive application. An overview of the consultation undertaken with WDC, WRC, HCC and others, is included in the Engagement and Consultation Report, refer duplicated as **V2** and **V3 - Attachment 2**.

The Applicants are committed to working with WDC, HCC, WRC constructively and will continue to meet with its representatives to discuss the lodged application and recommended conditions and into implementation.

Formal s176 approval has not been explicitly sought from HCC, for works and improvements within the existing road corridor, notwithstanding this, as part of ongoing detailed discussions on mitigation and staging, HCC, as the road controlling authority, and NZTA, with Ohaupo Road currently having a state highway status, and Hamilton Southern Links dissecting the Industrial North area, have both been involved in reviews of the draft ITA and mitigation proposed. No formal agreement on these mitigations has been obtained, however detailed feedback and responses, as evident in the ITA and Engagement and Consultation Report, demonstrate progress toward an aligned set of transportation associated mitigation measures and staging conditions.

14.2 Mana Whenua

In meeting the requirements of s11(b) of the FTAA, the applicant has engaged with the relevant hapū who have historic and territorial rights. As outlined in the Listed Application documentation, the iwi authorities relevant to the project area are as follows:

- Waikato Tainui;
- Ngati Haua; and
- Ngati Koroki Kahukura.

As part of ongoing engagement and consultation with iwi, Pouwhenua Consultancy Limited on behalf of the SL1 Tangata Whenua Working Group, has undertaken a cultural values assessment to inform the **SL1** project. Two additional cultural values assessments were also undertaken to

inform the **SL1** project. This reflects the collaborative and engaged approach to working with manu whenua as part of the projects inception and development.

Pouwhenua Consultancy Limited built on the existing Hamilton Southern Links Tangata Whenua Working Group, with the working group comprising of representatives of Ngaati Wairere, Ngaati Maahanga, Ngaati Tamainupoo, Ngaati Hauaa, Ngaati Koroki-Kahukura and Ngaati Apakura, with the support of Waikato-Tainui.

The hapū have been consulted and engaged throughout the wider SL1 Growth Cell development, **SL1** application for listing, and substantive application preparation. In addition, the SL1 Tangata Whenua Working Group have been involved in pre-referral processes for SL1 Rogerson and SL1 Houchens (both within the SL1 Growth Cell), and the SL1 Consortium surface water take. The purpose of the consultation has been to establish an ongoing relationship with the hapū, introduce the project, understand cultural values on the site and to seek hapū input into the **SL1** respective masterplans and applications. Ongoing consultation has occurred with the hapū as documented in the Engagement and Consultation Report included as duplicated **Volume 2 and Volume 3 – Planning Attachment 2**.

The Applicants are committed to working with the iwi authorities constructively and will continue to meet with its representatives to discuss the lodged application and recommended conditions. In addition, the hapū have all provided letters of broad support for the substantive application.

In addition to the above, the Applicants have also engaged with Waikato Tainui as the key iwi for the application in the Waikato.

14.3 Administering Agencies

The Applicants undertook consultation with the relevant Administering Agencies, which in this case includes the **Department of Conservation, Environmental Protection Agency, and HNZPT**. In addition to the administering agencies consultation, the Applicants consulted with **KiwiRail, NZTA** and the **Ministry of Education**.

Consultation has occurred with these agencies in various forms from mid-2024 up until lodgement of the substantive application.

The administering agencies have all advised they have no fundamental issues with the application. Details of the consultation undertaken with the administering agencies can be found at Section 5 of duplicated as **Volume 2 and Volume 3 – Planning Attachment 2**.

The Applicant is committed to continuing to work with the administering agencies.

14.4 Potentially Affected Landowners

Under clause 6(1)(e) of Schedule 5 of the FTAA, persons who may be affected by the proposal must be identified and any response to the views of any such person must be provided. Potentially affected landowners have been identified and consulted in the preparation of this application. Ongoing consultation has occurred, including providing all potentially affected landowners with a consultation package to aid discussions. Feedback from potentially affected landowners has been considered and resulted in changes to the overall masterplan and application. Details of this consultation can be found at **Section 7** of the Engagement and Consultation Summary document at **Planning Attachment 2**.

No other potentially affected landowners or occupiers have been identified. In accordance with clause 5(1)(d) of Schedule 5 of the FTAA, the names and addresses of adjacent landowners and occupiers is included as **Volume 2 and Volume 3 – Appendix 3**.

15.0 Statutory Requirements Relating to Iwi Authorities

15.1 Planning Document Recognised by a Relevant Iwi Authority

Clause 5(1)(h) of the FTAA requires an application to provide:

(h) an assessment of the activity against any relevant provisions in any of the documents listed in subclause (2).

The relevant documents referred to in subclause (2) include:

(g) a planning document recognised by a relevant iwi authority and lodged with a local authority.

15.2 Iwi Strategic Documents and Management Plans

15.2.1.5 Te Ture Whaimana o Te Awa o Waikato (Vision & Strategy)

The Waikato- ainui Raupatu Claims (Waikato River) Settlement Act 2010 gives effect to the Deed of Settlement signed by the Crown and Waikato-Tainui on 17 December 2009. The Settlement Act has an overarching purpose to restore and protect the health and wellbeing of the Waikato River for future generations. Section 9(2) of the Settlement Act confirms that the vision and strategy for Waikato River (Te Ture Whaimana o Te Awa o Waikato) applies to the Waikato River and activities within its catchment affecting the Waikato River.

As identified in the Infrastructure Assessments prepared by Maven, the stormwater strategy for the respective sites will incorporate the following key principles to manage stormwater quantity and quality:

- Provision of stormwater quality treatment;
- Limit peak flow from post development to 80% of pre-development levels;
- Secondary flow paths will be designed to dispose of stormwater runoff up to 100-year rainfall events; and
- Provision and active management of stormwater devices to maintain flood carrying capacity.

In addition, all earthworks will be undertaken in accordance with best practice erosion and sediment control measures to protect the health and wellbeing of the Waikato River.

The proposed stormwater strategy for the site will be refined through detailed design and will be discussed as part of ongoing engagement with the SL1 Tangata Whenua working group to ensure the restoration and protection of the health and wellbeing of the Waikato River.

15.2.1.6 Iwi Planning Documents

Engagement correspondence has been sent to hapū with resource management interest in the **SL1** site, and via Pouwhenua Consultancy Limited who are interacting with the SL1 Tangata Whenua working group. The representation and interests in this project have been captured in the

Cultural Impact Assessment(s), **V2** and **V3 – Appendix 24**, and outlined in the Engagement and Consultation Report, duplicated as **Volume 2** and **Volume 3 – Planning Attachment 2**.

Of these hapū, Waikato Tainui has an environmental plan, the Waikato Tainui Environmental Plan. This planning document is assessed below.

15.2.1.7 Tai Tumu, Tai Pari, Tai Ao - Waikato-Tainui Iwi Environmental Management Plan

The Waikato Tainui Environmental Plan (**WTEP**) provides a background to, and identifies key, resource-based issues for Waikato Tainui. The plan sets out Waikato Tainui's vision statement for environmental and heritage issues and key strategic objectives such as tribal identity and integrity, including "to grow our tribal estate and manage our natural resources." The plan is designed to enhance Waikato-Tainui participation in resource and environmental management.

Section 25 of the WTEP refers to land use planning and development activities and includes objectives and policies which accept that development activities will occur on the basis of achieving positive environmental outcomes and overall environmental enhancement initiatives. In this respect, the WTEP is considered to enable this type of development provided that the potential environmental effects are appropriately managed and the overall environmental management objectives of these documents are achieved.

Section 19.4 of the WTEP outlines water quality objectives to ensure that fresh waters within the rohe of Waikato Tainui are drinkable, swimmable and fishable in all places. Based upon the methods proposed to address the potential water quality effects of the proposed activities, it is considered that these objectives of the WTEP will be achieved for the proposed development and water quality values of the Waikato River receiving environment will not be compromised.

The **SL1** development has been guided by the environmental and cultural values expressed in the Waikato Tainui Environmental Plan – Tai Tumu, Tai Pari, Tai Ao, which articulates the iwi's vision of restoring and protecting the health and wellbeing of the Waikato-Tainui rohe, including its people, land, water, and biodiversity.

Key Areas of Alignment include:

- Recognition of Whakapapa and Mana Whenua Relationships - The development acknowledges the cultural, historical and spiritual connections between tangata whenua and the land and waterways. Engagement with Mana Whenua has informed the project design, with ongoing consultation ensuring that their values are reflected. This supports the Plan's goal to uphold and protect the relationships between Waikato-Tainui and their whenua, wai, and taonga.
- Protection and Restoration of Waterways - Consistent with the Plan's priorities for water (wai), the **SL1** development includes a riparian planting of a drain and head tributaries of the Mangakotukutuku Stream designed to restore and enhance the riparian margins of the site and improve stormwater quality prior to discharge. These actions align with the Plan's objectives for improving water quality, protecting catchments, and restoring mauri to water bodies.
- Integration of Mātauranga Māori and Cultural Design Elements - The proposal incorporates mātauranga Māori and cultural narratives into the landscape and built form, including wayfinding, storytelling, native planting, and tamariki play spaces. These initiatives, including as part of CVA recommendations, provide a visible presence of iwi identity and promote intergenerational learning, which reflect the Plan's emphasis on embedding tikanga, mātauranga and kawa into land and resource planning.

The **SL1** development is consistent with the intent and direction of the Waikato Tainui Environmental Plan – Tai Tumu, Tai Pari, Tai Ao. Through meaningful engagement with iwi, respect for cultural heritage, enhancement of the natural environment, and the promotion of sustainable living, the development contributes positively to the mauri of the land and waterways, in a way that supports both current and future generations.

Refer to **Volumes 2 – 3** for further detail and considerations.

In addition, regular hui with representatives of Waikato Tainui have been held regarding the SL1 Growth Cell, SL1 Consortium Surface Water Take, and the **SL1** substantive application, and SL1 Houchens and SL1 Rogerson referral applications. A Cultural Values Assessment and a letter of support for **SL1** has been shared, demonstrating with hapū, including Waikato Tainui, and is included as duplicate **V2** and **V3 – Appendix 24**. Overall, it is considered that **SL1** will not be inconsistent with the objectives of WTEP.

15.2.2 Te Mata Herenga – Ngaati Tamainupoo Maatauranga and Taonga Management Plan (2021)

The Te Mata Herenga Plan is the primary hapū environmental management document for Ngaati Tamainupoo. It has statutory recognition as an Iwi Environmental Management Plan and is intended to guide councils, developers, and decision-makers in the management and protection of taonga within the hapuu takiwaa.

The Plan:

- affirms Ngaati Tamainupoo as rangatira over their maatauranga and kaitiaki of their taonga;
- establishes expectations for engagement, participation, and decision-making;
- sets out Ngaa Pou (overarching objectives) grounded in:
 - rangatiratanga;
 - active protection;
 - partnership;
 - maatauranga-informed decision-making

The **SL1** development has been designed and progressed with Te Mata Herenga in mind, where a careful balance of cultural values, ecological protection and restoration and economic activity balance the needs of the whenua.

15.2.3 Te Rautaki Tāmata Ao Turoa O Hauā – Ngāti Hauā Environmental Management Plan

The **SL1** development has been designed and progressed with clear regard to *Te Rautaki Tāmata Ao Turoa o Hauā – Ngāti Hauā Environmental Management Plan*, reflecting the values, aspirations, and environmental priorities of Ngāti Hauā.

Ngāti Hauā (alongside Ngati Koroki Kahukura and Waikato-Tainui), are acknowledged as Mana Whenua for the **SL1** area, with long-standing cultural and ancestral associations with the land and waterways.

Key areas of consistency with the Environmental Management Plan include:

- Kaitiakitanga and Environmental Enhancement: The **SL1** development incorporates ecological restoration, including the establishment of a riparian corridor and esplanade reserve at the

Mangatukutuku connection which supports, habitat restoration, and indigenous planting along the existing drains. These actions align with Ngāti Hauā’s environmental objectives for the protection and enhancement of waterways, biodiversity, and whenua.

- **Cultural Integration:** The design includes cultural wayfinding, storytelling, and opportunities for tamariki learning through play, celebrating Ngāti Hauā whakapapa and cultural identity. These initiatives aim to reconnect the community with the cultural landscape and give visibility to the iwi’s values and history.
- **Mana Whenua Participation:** Mana whenua have been and will continue to be involved in the design and development process, including through cultural monitoring, involvement in planting and restoration programmes, and providing input into the expression of cultural narratives throughout the public realm.
- The development has responded proactively to the guidance of Te Rautaki Tāmata Ao Turoa o Hauā, embedding cultural, environmental and community wellbeing outcomes that support the mana, identity and long-term aspirations of Ngāti Hauā.

While the site is not noted as a specific site of cultural significance, there is always the potential for the discovery of features of significance to Mana Whenua. The applicant will adhere to accidental discovery protocols, and they will enable cultural monitoring and cultural awareness training as required.

Overall, the **SL1** development reflects and respects the principles set out in Te Rautaki Tāmata Ao Turoa o Hauā by embedding cultural narratives, fostering iwi partnerships, and promoting ecological and cultural wellbeing. Through design responses and continued engagement, the project supports the mana, identity, and environmental aspirations of Ngāti Hauā. Furthermore, the applicant has committed to ongoing engagement with Ngāti Hauā.

Refer to duplicate **V2** and **V3 – Appendix 24** for further detail and considerations.

15.2.4 Vision and Strategy for the Waikato River

The Southern Link 1 development has been designed with clear alignment to the Vision and Strategy for the Waikato River (Te Ture Whaimana o Te Awa o Waikato), particularly in relation to enhancing water quality, recognising mana whenua relationships, restoring ecological health, and supporting integrated catchment management.

Artificial drains within the **SL1** Residential South site build into the headwater of the Mangakotukutuku stream and tributary which links to the Waikato River. Given the clear relationship of the site with the downstream Waikato River, through the Vision and Strategy’s overarching goal to restore and protect the health and wellbeing of the Waikato River and its catchment is supported through the following initiatives:

- **Improving Water Quality and Ecological Integrity** - The **SL1** development includes integrated stormwater detention ponds, riparian planting and an esplanade reserve adjacent to the existing Mangakotukutuku stream. This treatment approach supports reduced sediment and nutrient loading, contributing positively to downstream water quality. Riparian planting along the drain corridor further enhances ecological function and provides habitat connectivity.
- **Restoring River Health and Identity** - The stormwater detention ponds and riparian planting design seeks to daylight and celebrate the relationship with the Mangakotukutuku Stream down catchment, creating opportunities re-establishing a visible connection between people and the

natural ecology of south Hamilton. The design approach includes native planting, education opportunities, and spaces that reconnect the community with the natural world and the river environment.

- Recognition of Mana Whenua Values and Kaitiakitanga – The **SL1** development has engaged with Mana Whenua including representatives from the SL1 Tangata Whenua working group, to ensure cultural values and tikanga are reflected in the design and implementation of the project. This includes cultural expression in public spaces, use of indigenous plant species, and provisions for ongoing mana whenua involvement in ecological and cultural restoration initiatives.
- Integrated Catchment Management and Sustainable Land Use – The **SL1** development applies an integrated design approach that weaves together land use, water management, community wellbeing and climate change mitigation through:
 - Compact urban form and walkable neighbourhoods that reduce reliance on private vehicles and associated runoff;
 - Cohesive extension of urban boundary and industrial activities to support the wellbeing of the people;
 - Low-impact infrastructure that respects and responds to the natural hydrology of the site.

Based on the above, it is considered that the **SL1** development gives effect to the Vision and Strategy for the Waikato River by embedding water-sensitive urban design, celebrating the cultural and ecological significance of the Mangakotukutuku Stream and associated attributes, and supporting kaitiakitanga and restoration-led development outcomes. These commitments ensure the project contributes positively to the mauri of the Waikato River and its tributaries, consistent with the Vision’s purpose and direction.

Refer to **Volumes 2 - 3** for further detail and considerations.

15.3 Relevant Treaty Settlements

Section 13(4)(l) and clause 5(1)(i) of Schedule 5 of the FTAA requires an application to provide:

information about any Treaty settlements that apply in the area covered by the consent application, including

(iii) the identification of the relevant provisions in those Treaty settlements; and

(iv) a summary of any redress provided by those settlements that affects natural and physical resources relevant to the project or project area

The site has multiple relevant settlements outlined below.

15.3.1 Waikato Raupatu Claims Settlement Act 1995 (lands claim); and

The Waikato Raupatu Claims Settlement Act 1995 (“1995 Settlement Act”) was the first historical Treaty of Waitangi grievance settled with the Crown.

The purpose of the Act is to:

- Record the apology given by the Crown to Waikato in the deed of settlement signed on 22 May 1995 by both representatives of the Crown and representatives of Waikato, being an apology by the Crown for, among other things, sending its forces across the

Mangatawhiri river in July 1863, unfairly labelling Waikato as rebels, and subsequently confiscating their land; and

- Give effect to certain provisions of that deed of settlement, being a deed that settles the Raupatu claims.
- Part 1 of the 1995 Settlement Act sets out the Crown’s acknowledgements of its past failings and of Waikato grievances, including an apology. Part 2 of the Act deals with the provisions relating to settlement, discussing, among other things, the settlements relating to land and trusts and the appointment of members to the Conservation Board.
- The preamble sets out Waikato long-established principles of the 1995 Settlement Act, which are:
 - “Land for land”
 - “i riro whenua atu, me hoki whenua mai” (“as land was taken, land must be returned”)
 - “Ko te moni hei utu mo te hara” o “The money is the acknowledgment by the Crown of their crime”
- The key provisions of the 1995 Settlement Act are:
 - The formal apology from the Crown, acknowledging its wrongdoing; and
 - A settlement valuation of \$170 million, which includes the return of land, cash payments, a right of first refusal, and a relativity clause.

While the **SL1** site is located within the treaty settlement catchment area of interest, there are no statutory acknowledgement areas in the 1995 Settlement Act, and the project area does not include any land subject to this settlement.

15.3.2 Waikato Tainui Raupatu Claims (Waikato River) Settlement Act 2010 (Waikato River claim)

Waikato Tainui’s claim to the Waitangi Tribunal (Wai 30) included a claim to the Waikato River as well as its lands claim in the 1995 Settlement Act. However, the Waikato River claim was expressly excluded from the 1995 Settlement. The Waikato River claim was settled through the Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010 (the “2010 Settlement Act”). The overarching purpose of the 2010 Settlement Act is to restore and protect the health and wellbeing of the Waikato River for future generations

Part of the purpose of the 2010 Settlement Act is to have regard to the principles described in the Kiingitanga Accord. The relevant principles, as described in the Kiingitanga Accord under Schedule 1 of the 2010 Settlement Act, are:

- **Te mana o te awa** (the spiritual authority, protective power, and prestige over the river): To WaikatoTainui, the Waikato River is a tūpuna which holds mana and in turn represents the mana and mauri of the tribe. To Waikato Tainui, the Waikato River is a single, indivisible being that flows from Te Taheke Hukahuka to Te Pūaha o Waikato.
- **Mana whakahaere** (authority and rights of control): Mana whakahaere embodies the authority that Waikato Tainui and other River tribes have established in respect of the Waikato River over many generations to exercise control, access to, and management of

the Waikato River and its resources in accordance with tikanga (values, ethics and norms of conduct). Loss of their lands mean Waikato Tainui also lost the ability to exercise mana whakahaere in respect of the Waikato River and accordingly, the ability to ensure the River's health and wellbeing.

- **Health and wellbeing:** The principle of health and wellbeing reflects the overarching purpose of the settlement, which is to restore and protect the health and wellbeing of the Waikato River. The health and wellbeing of Waikato Tainui and its special relationship with the Waikato River is inherently connected with the health and wellbeing of the Waikato River.
- **Co-management:** The principle of co-management included the highest level of good faith engagement with consensus decision-making as a general rule while having regard to statutory frameworks and the mana whakahaere of Waikato Tainui and other Waikato River iwi. To be effective, co-management must be implemented and achieved at a number of levels and across a range of management agencies, bodies, and authorities. Co-management must also include provisions for effective Waikato Tainui input and participation through engagement at an early stage in statutory and management processes and other actions that may affect the health and wellbeing of the Waikato River.
- **Integration:** Arising from the principles of te mana o te Awa and mana whakahaere, and inter-related to the principle of co-management, is the principle of integration. The health and wellbeing of the Waikato River and successful co-management require effective integration of management between the relevant government agencies, Crown entities, local authorities and non-governmental agencies who have roles and responsibilities in respect of the Waikato River.
- **Treaty of Waitangi:** Te Tiriti o Waitangi/the Treaty of Waitangi and its principles apply to the Kiingitanga Accord and the relationship between the Crown and Waikato-Tainui reflected in the Kiingitanga Accord.
- **Honour and integrity:** Underpinning the settlement is the principle of honour and integrity. Waikato Tainui and the Crown have entered into the settlement in good faith relying on the commitments of each other contained in the 2008 deed and the Kiingitanga Accord with the intention of achieving a full, fair and durable settlement of the raupatu claims of Waikato Tainui in relation to the Waikato River.

The relevant provisions are discussed in the subsequent paragraphs.

The 2010 Settlement Act has been included in the Waikato Regional Policy Statement, and the Vision and Strategy for the Waikato River has been created for present and future generations. Section 5 identifies that the Vision and Strategy is intended by Parliament to be the primary direction-setting document for the Waikato River and activities within its catchment affecting the Waikato River. Section 9 of the 2010 Settlement Act outlines the scope of the Vision and Strategy and confirms that the Vision and Strategy applies to the Waikato River and activities within its catchment affecting the Waikato River.

While it is recognised that the **SL1** site and proposed activities are within the catchment of the Waikato River, the application is not for an activity related to the Waikato River, and the proposal is not considered to affect the health and wellbeing of the Waikato River. Nevertheless, the Applicants have approached the design of the Project to ensure that the proposal is consistent

with the Vision and Strategy. As part of this substantive application a wider assessment, including Cultural Impact Assessments from relevant hapu, and further consideration and alignment of the proposal with the relevant policy context has occurred, whilst continuing to engage relevant iwi and hapu.

15.3.3 Ngāti Hauā Claims Settlement Act 2014

The Ngāti Hauā claims were settled with the Crown through the Ngāti Hauā Claims Settlement Act 2014. The purpose of the Act is to:

- To record in English and te reo Māori the acknowledgements and apology given by the Crown to Ngāti Hauā in the deed of settlement; and
- To give effect to certain provisions of the deed of settlement that settles the non-raupatu historical claims of Ngāti Hauā.

The key provisions of the Act relate to:

- Cultural and commercial redress, with the right of first refusal; and
- Statutory acknowledgement, and a deed of recognition for the statutory areas.

The **SL1** project is within the overall interest area for the 2014 Settlement but to the best of our knowledge will not involve activity occurring within a statutory area as described in Schedule 1, an overlay area as described in Schedule 1 or the cultural redress properties as described in Schedule 3.

Ngāti Hauā Iwi Trust is the relevant post-settlement government entity for the 2014 Settlement. For completeness, it is noted that the Treaty of Waitangi Act 1975, section 6(4A), states that the Waitangi Tribunal shall not recommend the return to Māori ownership of any private land or the acquisition by the Crown of any private land. The site is on privately owned land. Consequently, the site cannot be subject to a treaty settlement claim, at present or in the future (see Treaty of Waitangi Act 1975, section 6(4A)).

Ongoing consultation with relevant iwi and hapu, and treaty settlement entities, is occurring as part of the SL1 Tangata Whenua working group, and reflective of the Cultural Values Assessments, see duplicate **V2** and **V3 – Appendix 24**. This includes a Cultural Values Assessment undertaken by Ngaati Hauaa.

It is also acknowledged that Te Tai Tumu Tai Pari Tai Ao – Waikato-Tainui Environmental Plan and Te Ture Whaimana o te Awa o Waikato are both important post settlement documents in the Waikato, and as part of this substantive application a comprehensive assessment of these documents has taken place, and guidance from the Cultural Impact Assessment(s) prepared in parallel with the substantive application

15.4 Cultural Impact Assessment

A Cultural Impact Assessment (CIA) was prepared on behalf of the SL1 Tangata Whenua working group, see duplicate **V2** and **V3 – Appendix 24**. This includes separate CIAs for respective hapu and iwi groups, to reflect the individual cultural narrative and considerations for the project.

The CIA assesses the cultural, environmental, and heritage impacts of the residential and industrial development and outlines iwi perspectives, values, concerns, and recommendations.

The CIA demonstrates that the **SL1** development respects iwi relationships with the land, waterways, and cultural heritage, and that these are incorporated meaningfully into the planning and delivery of the development.

Refer to duplicate **V2** and **V3 – Appendix 24** for a copy of the CIA.

15.5 Summary

Overall, it is considered that the proposed development can occur in a manner that is consistent with the environmental outcomes sought by planning documents recognised by relevant iwi authorities and the CIA.

15.6 Customary Marine Title Groups

Clause 5(5)(b) of Schedule 5 of the FTAA requires:

if the activity is to occur in an area that is within the scope of a planning document prepared by a customary marine title group under section 85 of the Marine and Coastal Area (Takutai Moana) Act 2011 or the environmental covenant prepared by ngā hapū o Ngāti Porou under section 19 of the Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019, an assessment of the activity against any resource management matters set out in that document

There are no applications for recognition of customary marine title (CMT) under the Marine and Coastal Area (Takutai Moana) Act 2011 (MACAA) which affect the proposal, and as such there is no requirement to assess the activity under clause 5(5)(b) of Schedule 5 of the FTAA.

Additionally, the activity will not occur in an area that is within the scope of a planning document prepared by a customary marine title group under Section 85 of the Marine and Coastal Area (Takutai Moana) Act 2011.

15.7 Protected Customary Rights

Clause 5(1)(j) of Schedule 5 of the FTAA requires an application to include an assessment of any effects of the activity on the exercise of a protected customary right.

There are no protected customary rights that relate to the site, and as such, an assessment under Clause 6(1)(h) is not required.

16.0 Strategic Assessment of Effects

This section of the application is provided in accordance with clause (5)(4) of Schedule 5 of the FTAA. This requires the application to include an assessment of the activity's effects on the environment that includes the information required by clause 6 and clause 7 of the FTAA.

This also includes an evaluation of:

- Known adverse effects of the project on the environment as required by s43(2) and 13(4)(h) of the FTAA; and
- A description of whether and how the project would be affected by climate change and natural hazards as required by s43(2) and 13(4)(V) of the FTAA.

In depth assessments within **Volume 2** and **Volume 3** are provided to assess the overall effects of each component of the Project sites, in accordance with clause (5)(4) of Schedule 5 of FTAA.

It is considered that the proposal is appropriate, with significant regional benefits. Where there are potential adverse effects on the environment arising, these have been appropriately managed through the design of the development and the mitigation measures proposed including the recommended conditions, such that they will be acceptable. The project provides positive effects on the environment from an economic, ecological enhancement and infrastructure management perspective. The relevant AEEs to the consenting activities provide more depth on these aspects as well as the supporting Infrastructure Reports that manage climate change potential effects and improve the stormwater treatment and attenuation effects on the receiving environment.

Refer to the detailed assessment of effects within **Volumes 2-3**.

17.0 Strategic Assessment of Relevant Statutory Documents

This section of the application is provided in accordance with clauses 5(1)(h), and 5(2) of Schedule 5 of the FTAA. This requires that applications include an assessment of the activity against the relevant provisions and requirements of the following statutory documents:

- (a) a national environmental standard;
- (b) other regulations made under the RMA;
- (c) a national policy statement;
- (d) a New Zealand coastal policy statement;
- (e) a regional policy statement or proposed regional policy statement;
- (f) a plan or proposed plan; and
- (g) a planning document recognised by a relevant iwi authority and lodged with a local authority.

As required by clause 5(3) of Schedule 5, this includes an assessment of the relevant objectives, policies and rules and any requirements, conditions or permissions in any rules of those documents. The in-depth evaluation of the above statutory documents is found in **Volumes 2** and **3**, with supporting appendices to satisfy the requirements of clauses 5(1)(h), and 5(2) of Schedule 5 of the FTAA.

The evaluation below is intended to be at a strategic level to demonstrate the different statutory considerations that are assessed further within the Volume 2 and 3 packages.

17.1 National Environmental Standards

National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011

The intent of the NESCS is to provide a nationally consistent set of planning controls and soil contaminant values. It seeks to ensure that land affected by contaminants in soil is appropriately identified and assessed before it is developed and, if necessary, the land is remediated or contaminants contained to ensure the land is safe for human use.

Resource consents required under the NESCS have been considered in **Volumes 2-3**.

Refer to **Volumes 2-3** for the detailed Assessment. Based on this, it is considered that the proposal meets the intent of the NESCS. Based on the relevant assessments, and as the sites will be remediated, the potential risks to human health will be appropriately managed and it is considered that the intent of the NESCS will be met.

National Environmental Standards for Freshwater Management 2020

The intent of NES-F is to protect and manage New Zealand's freshwater ecosystems.

No approvals are sought under NES-F for SL1 Industrial North. SL1 Residential South includes the removal of a pasture wetland, as a Prohibited activity under NES-F (given it does not meet Regulation 45C(8), **including Regulations 52, 53, and 54** for vegetation clearance and earthworks within and within 10m setback of a natural inland wetland is proposed; and damming and diversion of water, and discharge of water within 100m setback of a natural inland wetland. The placement of arch culverts in the farm drains is not captured however the design has been undertaken to comply with Regulation 70(2)

Refer to **Volumes 2** for the detailed Assessment, which includes details of compensation for the effects on the SL1 Residential South wetlands. Based on this, it is considered that the proposal generally meets the intent of the NES-F.

Other National Environmental Standards

Other NES's which have not been listed above are not considered to be relevant to the proposal and therefore do not require an assessment.

17.2 National Policy Statements

The following National Policy Statement assessment is high-level, to acknowledge the relevant NPS's, however for the purposes of completeness as per clauses 5(1)(h), and 5(2) of Schedule 5 of the FTAA please refer to the **Volume 2 and Volume 3** AEEs and supporting Appendices with Objective and Policy assessments.

National Policy Statement for Freshwater Management

The National Policy Statement for Freshwater Management 2020 (NPS-FM) policies include:

- Managing freshwater in a way that 'gives effect' to Te Mana o te Wai;
- Improving degraded water bodies, and maintaining or improving all others; and
- Avoiding any further loss in extent and values of wetlands and streams, map existing wetlands and encourage their restoration.

The proposed development prioritises the health and well-being of the existing significant terrestrial and freshwater ecological values within the proposed development area and the wider catchment.

As outlined in the EclA, the upper tributaries of the Mangakotukutuku Stream are prevalent in the site, and integrate to a wider farm drain network, and the proposal prioritises the health and wellbeing of this upper tributary stream and associated ecosystems by enhancing the habitat

opportunity through the removal of farm culverts and drains, improving connectivity along the stream, undertaking riparian restoration, and protecting key ecosystems.

Each housing development stage is linked to the establishment of new stormwater wetlands. These stormwater wetlands will support the management and treatment of stormwater and enable ecological enhancement and restoration.

The proposal protects human health needs by avoiding contamination of freshwater sources through the implementation of the proposed stormwater management plan and the construction of stormwater treatment wetlands. The proposed stormwater management strategy will enable effective stormwater attenuation and treatment. New stormwater wetlands will provide treatment and attenuation and on lot stormwater soakage or rainwater harvesting tanks, soakage trenches, rain gardens, swales and inert roofing materials are proposed. It is considered that the proposed stormwater management approach will prioritise the health and well-being of waterbodies which will be the ultimate receiving environment, as well as the health needs of people.

The SL1 Industrial North development is less impacted by the above NPS-FM considerations, see **Volume 3** assessment for more detail.

The proposal is considered to be consistent with the relevant objectives and policies of the NPS-FM. Refer to **Volumes 2** for the detailed assessment.

National Policy Statement for Highly Productive Land

The National Policy Statement for Highly Productive Land 2022 (NPS-HPL) provides direction to improve the way highly productive land is managed. It provides clear direction to:

- Protect highly productive land (HPL) for use in land-based primary production;
- Promote the long-term availability of HPL for food and fibre production;
- Avoid inappropriate urban development and rural lifestyle subdivision on HPL; and
- Support well-functioning urban environments without compromising HPL unnecessarily.

For SL1 Residential South

The objective of the NPS-HPL is that highly productive land is protected for use in land-based primary production, both now and for future generations. The proposal does not fully align with the protective direction of the objective, as parts of the SL1 Residential South site are currently treated as highly productive land under the transitional provisions of the NPS-HPL and will be urbanised as part of the proposed development. However, the proposal must also be considered in the context of the broader statutory framework, including the recognition within the NPS-HPL itself that urban development may occur on highly productive land in certain circumstances.

The SL1 Residential South site is located immediately adjacent to Hamilton's existing urban boundary and established residential areas, and forms part of a wider SL1 Growth Cell, a circa 440ha area that is earmarked for future urbanisation, including a strategic boundary agreement for land transfer to Hamilton City from Waipā. The proposal provides for a comprehensively planned residential development comprising 938 residential units, a small neighbourhood node, public open space, infrastructure and ecological restoration areas.

Under the transitional provisions of the NPS-HPL, the majority of the site is identified as LUC 2 land and are therefore treated as highly productive land. The proposal will consequently result in the loss of some land available for land-based primary production. In that respect, there is an inherent tension with the objective of the NPS-HPL.

While parts of the site meet the definition of highly productive land under the NPS-HPL, several factors mean the proposal is considered to generally align with the broader intent and outcomes sought by the NPS-HPL:

- The proposal directly responds to an identified housing capacity shortfall within Hamilton and the wider Waikato region. The Economic Assessment (refer to **V2 Appendix 30**) identifies that Hamilton is unlikely to meet its housing capacity obligations under the NPS-UD and that the proposal would provide a substantial increase in development capacity in a location capable of being efficiently serviced. The proposal therefore addresses an important national and regional urban development outcome recognised through the NPS-UD.
- The site is strategically located on the urban edge of Hamilton and adjoins existing residential development and infrastructure networks. The site forms part of the wider SL1 Growth Cell, which is acknowledged and recognised in statutory documentation. The proposal consolidates urban growth within a strategic growth cell and avoids dispersed rural-residential fragmentation across other rural areas. The masterplanned nature of the development, including integrated infrastructure, a neighbourhood node, active transport connections and open space networks, promotes an efficient and compact urban form.
- The AgFirst Productivity Report, refer **V2 Appendix 26**, includes an evaluation under Policy 3.10 in its entirety, and demonstrates the wider appropriateness of the site and the intended use when consideration NPS HPL.
- The Site is constrained by its small effective area and impeded drainage of the dominant peat-based soils which limits use to pastoral agriculture. Additionally, the loss of core dairy infrastructure through the Hamilton Southern Links designation requires significant reinvestment to return the land to an operable farming unit. These physical and operational constraints are compounded by the Site's proximity to Hamilton City, which results in elevated land values and rates, and sensitivity effects on adjoining residential and rural-residential development that precludes many activities required for intensive agriculture.
- Although the Site contains land mapped as HPL, detailed soil and LUC assessment, refer to **Volume 2 – Appendix 29**, demonstrates that its actual productive capacity is materially less than regional mapping suggests. Only 13.6 ha, or 29.6% of the Site, qualifies as High Class Soil under the Waipā Operative District Plan definition. The balance comprises organic Motumaoho soils, LUC 3 and LUC 4 land, modified soils, waterways, drains, infrastructure and other non-productive areas. The mapped HPL affected by the Site represents just 0.04% of the Waipā District HPL resource and therefore does not materially impact district-wide productive capacity.
- The proposal would not fragment a large, cohesive productive land resource. The Site is already divided across three titles, and is internally fragmented by drains, waterways, and non-productive areas. It will also be physically separated from other rural land by the Southern Links designation. Surrounding land is already influenced by Hamilton's urban fringe, rural-residential activity and lifestyle ownership patterns. The land therefore does not function as

part of a large, contiguous and versatile productive block of the type the NPS-HPL seeks to protect.

- While the NPS-HPL transitional provisions require reliance on the existing regional-scale NZLRI mapping, and therefore the site-specific LUC assessment (refer to **V2 Appendix 29**) cannot be used to redefine the extent of highly productive land for the purposes of this assessment, the detailed soil assessment nevertheless provides important contextual information regarding the actual characteristics of the site. In particular, the assessment confirms that not all of the site comprises LUC 2 land, with some smaller portions of the site identified as being urban. The assessment also identifies extensive wetness limitations, peat soils, erosion susceptibility and modified land across the site. While this does not alter the current application of the NPS-HPL, it does indicate that significant portions of the site are unlikely to ultimately be mapped as highly productive land once the regional council completes the mapping exercise required under the NPS-HPL. In that respect, a pragmatic approach is appropriate when assessing the extent to which the proposal aligns with the intent of the objective.

Overall, the proposal is not fully consistent with the primary protective direction of the NPS-HPL objective because it will result in the urbanisation of some land currently treated as highly productive land under the transitional provisions of the NPS-HPL. However, the extent of inconsistency is moderated by several factors, including the site's strategic location adjoining Hamilton's urban boundary, the location of the site within the SL1 Growth Cell, a contiguous strategic future growth cell with a strategic boundary agreement to transfer land to Hamilton City, the integrated and efficient urban form proposed, and the significant housing and infrastructure benefits associated with the development.

On balance, the proposal is considered to generally align with the broader intent and outcomes sought by the NPS-HPL when considered in the context of the wider planning framework and identified housing need.

For SL1 Industrial North

The SL1 Industrial North site is located immediately adjacent to Hamilton's existing urban boundary and established industrial areas, and forms part of a wider SL1 Growth Cell, a circa 440ha area that is earmarked for future urbanisation, including a strategic boundary agreement for land transfer to Hamilton City from Waipā. The proposal provides for a comprehensively planned industrial development comprising 22 industrial lots and infrastructure.

Under the transitional provisions of the NPS-HPL, the majority of the site is identified as LUC 2 land and are therefore treated as highly productive land. The proposal will consequently result in the loss of some land available for land-based primary production. In that respect, there is an inherent tension with the objective of the NPS-HPL.

While parts of the site meet the definition of highly productive land under the NPS-HPL, several factors mean the proposal is considered to generally align with the broader intent and outcomes sought by the NPS-HPL:

- The proposal directly responds to an identified industrial capacity shortfall within Hamilton and the wider Waikato region. The Economic Assessment (refer to **V3 Appendix 29**) identifies that Hamilton is unlikely to meet its industrial capacity obligations under the NPS-UD and that the proposal would provide a substantial increase in available industrial development capacity in a

location capable of being efficiently serviced. The proposal therefore addresses an important national and regional urban development outcome recognised through the NPS-UD.

- The site is strategically located on the urban edge of Hamilton and adjoins existing industrial development and infrastructure networks. The site forms part of the wider SL1 Growth Cell, which is acknowledged and recognised in statutory documentation. The proposal consolidates urban growth within a strategic growth cell and avoids dispersed rural-industrial fragmentation across other rural areas. The masterplanned nature of the development, including integrated infrastructure, active transport connections promote an efficient and compact urban form.
- The consented land use environment (regional and district) for bulk earthworks covers the vast majority of the subject site.
- The Site is constrained by its small effective area, fragmented land ownership and impeded drainage of the dominant peat-based soils which limits use to pastoral agriculture. The site is also dissected by the Hamilton Southern Links designation.
- These physical and operational constraints are compounded by the Site's proximity to Hamilton City, which results in elevated land values and rates, and sensitivity effects on adjoining residential and rural-residential development that precludes many activities required for intensive agriculture.
- The site is also already substantially modified, with approximately 29 ha occupied by existing industrial activities, and is influenced by established industrial development, the North Island Main Trunk railway corridor and the Hamilton Southern Links designation. These characteristics significantly constrain the site's current and future productive potential.
- Although the Site regional-scale NZLRI mapping identifies much of the site as LUC Class 2 land, detailed Soil and LUC assessment, refer to **V3 Appendix 28**, identifies that significant variability in the productive capability of the site, with approximately 29% identified as LUC Class 2, 23% as LUC Class 3, 1% as LUC Class 4, 15% as modified Anthropogenic soils classified as LUC Class 7, and approximately 32% comprising non-productive land. The assessment identifies significant drainage limitations, peat soils, seasonal wetness, soil variability and extensive modification that constrain the productive versatility of the land.
- As per the Soil and LUC assessment, refer **V3 Appendix 28**, none of the site qualifies as High Class Soil under the Waipā Operative District Plan definition.
- The proposal would not fragment a large, cohesive productive land resource. The Site is already divided across four titles, and is internally fragmented by the Hamilton Southern Links designation. Surrounding land is already influenced by Hamilton's urban fringe, rural-residential activity and lifestyle ownership patterns. The land therefore does not function as part of a large, contiguous and versatile productive block of the type the NPS-HPL seeks to protect.
- While the NPS-HPL transitional provisions require reliance on the existing regional-scale NZLRI mapping, and therefore the site-specific LUC assessment (refer to **V3 Appendix 28**) cannot be used to redefine the extent of highly productive land for the purposes of this assessment, the detailed soil assessment nevertheless provides important contextual information regarding the actual characteristics of the site. In particular, the assessment confirms that not all of the site comprises LUC 2 land, with some smaller portions of the site identified as being urban. The assessment also identifies extensive wetness limitations, peat soils, erosion susceptibility and

modified land across the site. While this does not alter the current application of the NPS-HPL, it does indicate that significant portions of the site are unlikely to ultimately be mapped as highly productive land once the regional council completes the mapping exercise required under the NPS-HPL. In that respect, a pragmatic approach is appropriate when assessing the extent to which the proposal aligns with the intent of the objective.

Overall, the proposal is not fully consistent with the primary protective direction of the NPS-HPL however, the extent of inconsistency is moderated by several factors, including the site's strategic location adjoining Hamilton's urban boundary, the location of the site within the SL1 Growth Cell, a contiguous strategic future growth cell with a strategic boundary agreement to transfer land to Hamilton City, the integrated and efficient urban form proposed, and the significant industrial and infrastructure benefits associated with the development.

On balance, while there is some mis-alignment with the protective direction of the objective, the proposal is considered to generally align with the broader intent and outcomes sought by the NPS-HPL when considered in the context of the wider planning framework and identified industrial need.

The proposal is considered to be consistent with the relevant objectives and policies of the NPS-HPL. Refer to **Volumes 2-3** for the detailed assessments.

National Policy Statement for Indigenous Biodiversity

The National Policy Statement for Indigenous Biodiversity 2023 (NPS-IB) aims to protect, maintain, and restore indigenous biodiversity in Aotearoa New Zealand. It seeks to:

- Identify and protect Significant Natural Areas (SNAs);
- Promote active restoration and enhancement of indigenous ecosystems;
- Recognise and provide for Te Rito o te Harakeke – the role of tangata whenua as kaitiaki;
- Manage adverse effects on indigenous biodiversity from subdivision, use, and development; and
- Support biodiversity within both urban and rural environments.

SL1 Residential South

Overall, it is considered that the proposal will give effect to the primary Objective of the NPS-IB for the following reasons.

The EclA included at **V2 Appendix 23** concludes that the development will have positive effects on ecological value in terms of vegetation, habitat and freshwater features.

Following implementation of the proposed avoidance, minimisation, remediation and mitigation measures, the EclA assesses the ecological effects of the proposal as ranging from very low to moderate. Most effects, including those relating to vegetation, birds, lizards, wetlands, earthworks, stormwater, artificial watercourses and indigenous freshwater fish, are expected to reduce to low or very low.

The exception is the permanent loss of moderate-value long-tailed bat habitat, which remains a moderate residual adverse effect because it cannot be fully mitigated within the site. Ecological compensation is therefore required to address this residual effect. Subject to the implementation of a compensation package that is commensurate with the residual bat-habitat effect, together

with compliance with the ecological management plans and proposed consent conditions, the ecological effects of the proposal are considered capable of being appropriately managed.

The proposed landscaping strategy for the site will achieve a net gain in ecological values through enhancement measures proposed, contributing to restoring indigenous biodiversity, particularly through riparian planting, stormwater wetland planting and esplanade provision at the northern tributary.

The application of effects management measures to manage effects on indigenous fauna and habitat has been outlined in specific management plans including a lizard management plan (LMP), bat management plan (BMP), a fish management plan (FMP), and bird management plan (BiMP) and a wetland management plan.

Potential impacts on copper skinks are addressed through a Lizard Management Plan, including salvage, habitat creation, and long-term monitoring, ensuring no net loss and contributing to restoration.

The development has recognised the mana of tangata whenua as kaitiaki, including of indigenous biodiversity, as further set out in the Consultation Report at **V2 and V3 – Attachment 2** and the Cultural Impact Assessment at **V2 Appendix 24**;

- The proposed landscaping strategy for the site will achieve a net gain in ecological values through enhancement measures proposed, contributing to restoring indigenous biodiversity;
- Potential impacts on indigenous fish which may reside within the existing farm drains will be managed in accordance with the proposed Fish Management Plan;
- Potential impacts on copper skinks are addressed through a Lizard Management Plan, including salvage, habitat creation, and long-term monitoring, ensuring no net loss and contributing to restoration; and
- The effects on long-tailed bats are acknowledged and managed through a Bat Management Plan, including Department of Conservation protocols and lighting design to avoid disruption.

The SL1 Residential South development has recognised the mana of tangata whenua as kaitiaki, including of indigenous biodiversity, as further set out in the Consultation Report at **V2 and V3 – Attachment 2** and the Cultural Impact Assessment as **V2 Appendix 24**.

SL1 Industrial North

Overall, the proposal is considered to give effect to the Objective of the NPS-IB for the following reasons:

The EclA (**V3 Appendix 23**) identifies that the site is predominantly characterised by modified pasture, artificial drainage channels, existing industrial land and exotic vegetation, with generally low terrestrial ecological values. No Significant Natural Areas are identified within the development footprint.

Effects on indigenous fauna, including bats, birds, lizards and indigenous freshwater fish, will be managed through the Bat, Bird, Lizard and Fish Management Plans (Appendices 3Ta–3Td). These provide for measures including pre-clearance surveys, ecological supervision, salvage and relocation, maintenance of fish passage where required, habitat enhancement and monitoring.

The proposal provides for ecological enhancement through indigenous planting associated with the stormwater wetlands and drainage network. These measures will increase indigenous vegetation cover, habitat diversity and ecological connectivity within the highly modified site.

The proposal recognises the role of tangata whenua as kaitiaki. Engagement with the Southern Links Tangata Whenua Working Group has informed the stormwater management, ecological restoration and landscaping approach, with ongoing involvement provided through cultural monitoring and implementation measures. This is further detailed in the Engagement and Consultation Report and Cultural Impact Assessment (**V3 Appendix 24**).

Subject to implementation of the proposed ecological management and enhancement measures, the proposal is considered to maintain indigenous biodiversity within the context of a highly modified environment and is consistent with the Objective of the NPS-IB.

For the above reasons, the proposal is considered to be consistent with the relevant objectives and policies of the NPS-IB. Refer to **Volumes 2-3** for the detailed assessments.

National Policy Statement for Urban Development

The National Policy Statement on Urban Development 2020 (NPS-UD) recognises the national significance of:

- Having well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future;
- Planning decisions improve housing affordability by supporting competitive land and development markets;
- Providing sufficient development capacity to meet the different needs of people and communities; and
- Improving how cities reposed to growth to enable improved housing affordability and community wellbeing.

SL1 Residential South

The development supports the creation of a well-functioning urban environment in the following ways:

- SL1 is identified as a priority site for development in Waikato's future development strategy the Waikato Future Proof Strategy (2024-2054). The proposal enables the first stage of residential development in SL1 to deliver 938 homes.
- It delivers a range of housing types at different price points to help foster competition in the local housing market. The proposal will provide greater housing choice, including more affordable housing options for the wider community.
- It is located approximately 4km from Hamilton city centre enabling high levels of accessibility to jobs, activities, services and amenities Hamilton city and the wider urban area has to offer. The site is a short walk from Resthills Park to the east or Deanwell Park to the north. A range of community services including schools, local shops and community facilities are in close to the site without the need to commute into Hamilton City.
- It encourages and promotes active transport through a range of walking and cycling options connecting from the site into the surrounding existing residential road network.

- It supports the reduction of greenhouse gas emissions through supporting higher density development and active modes of transport infrastructure close to key day-to-day services for residents to access without private vehicle use.
- The proposed stormwater management strategy has been informed by pre- and post-development scenarios for various rainfall events that include allowance for the impacts of climate change. The strategy actively seeks to manage flood hazards by using wetlands for stormwater detention.

Overall, the design supports social well-being through greater housing choice close to local community facilities and services. It promotes economic well-being through proximity to Hamilton city centre and key employment areas, including Waikato Hospital and Hamilton International Airport. The proposal enhances cultural well-being through collaboration and ongoing input from tangata whenua and the adoption of cultural recommendations to achieve cultural narratives in landscape design and public spaces. Cycling and walking routes will support the health and well-being of residents and sustainable stormwater management will ensure stormwater effects can be effectively mitigated and managed. It is considered the proposed development will deliver a well-functioning urban environment for residents that will support the current and future needs of communities.

SL1 Industrial North

The development supports a well-functioning urban environment for the following reasons:

- SL1 forms part of the planned Southern Links Growth Cell and represents a logical extension of Hamilton's established Frankton industrial area. The location enables industrial development to be coordinated with existing and planned strategic infrastructure, including the Hamilton Southern Links corridor and the North Island Main Trunk railway.
- The proposal responds to an identified need for additional industrial capacity within greater Hamilton. The Economic Assessment (**V3 Appendix 29**) identifies a projected long-term shortfall in industrial capacity and concludes that the proposal will provide a substantial increase in comprehensively planned and serviced industrial land.
- The development will provide approximately 41.9 ha of net developable land, including approximately 41.4 ha of industrial land, enabling approximately 168,000 m² of future industrial and associated floorspace. A range of industrial lot sizes and configurations will provide flexibility for differing industrial, logistics and employment-generating activities.
- The proposal will increase competition and choice within the industrial land market. The Economic Assessment estimates approximately \$35 million in consumer-surplus benefits arising from the increased supply of comprehensively planned and serviced industrial land.
- Once fully developed and occupied, the proposal is estimated to sustain approximately 1,540 ongoing FTE jobs and generate approximately \$144 million in annual wages and salaries. The net present value of future onsite GDP over the 50-year assessment period is estimated at approximately \$2.18 billion.
- The development is comprehensively planned and will be serviced by an integrated package of transport, stormwater, wastewater, potable water and utility infrastructure. The staged approach enables infrastructure to be delivered alongside development, with each stage capable of operating independently.

The proposed transport network provides for efficient industrial and freight movements while also incorporating shared walking and cycling paths and footpaths that will connect future workers with the existing and planned active-mode network.

The proposed stormwater management strategy has been informed by flood modelling and incorporates wetlands, attenuation, overland flow management and other measures to manage flood risk and improve the long-term resilience of the development to climate change.

Overall, the proposal will make a significant contribution to the supply of development-ready industrial land within greater Hamilton, while providing substantial employment and economic benefits. Its location adjoining the established Frankton industrial area and planned Hamilton Southern Links corridor enables efficient use of existing and planned infrastructure and provides employment land in proximity to planned residential growth. The proposal will therefore contribute to a well-functioning urban environment and is consistent with Objective 1

For the above reasons, and the proposal is considered to be consistent with the relevant objectives and policies of the NPS-UD. Refer to **Volumes 2-3** for the detailed assessments.

National Policy Statement for Natural Hazards 2025

The National Policy Statement for Natural Hazards 2025 (**NPS-NH**) applies to flooding, landslip, coastal erosion, coastal inundation, active faults, liquefaction, and tsunami natural hazards. The objective and policies of the NPS-NH seek to manage natural hazard risk associated with subdivision use and development to people and property using a risk-based proportionate approach, with the risk level being assessed using the NPS-NH risk matrix.

SL1 Residential South

The SL1 Residential South proposal is supported by an Infrastructure Report, refer **V2 Appendix 13**, which has considered natural hazards relevant to the context of the site. The supporting assessment and specialist inputs have confirmed the appropriateness of the proposal and the broad alignment with taking a proportionate risk-based approach to development.

SL1 Industrial North

The Industrial North proposal is supported by the Infrastructure Report (**V3 Appendix 13**) and Geotechnical Investigation Report (**V3 Appendix 17**), which assess the natural hazards relevant to the site, including flooding, seismicity, liquefaction and settlement associated with the underlying peat soils. The assessments identify appropriate mitigation measures and residual risk and confirm that the proposal can be developed using a proportionate risk-based approach. Overall, the proposal is considered consistent with the Objective.

The proposal is considered to be consistent with the relevant objectives and policies of the NPS-NH. Refer to **Volumes 2-3** for the detailed assessments.

National Policy Statement for Infrastructure 2025

The National Policy Statement for Infrastructure 2025 (**NPS-I**) applies to all infrastructure activities and infrastructure supporting activities except renewable electricity generation and electricity transmission. The intent captures that national, regional and local benefits of infrastructure are provided; enable infrastructure to support the social, economic, and cultural wellbeing of people and communities. Enable the development infrastructure to support the development and change of urban and rural environments.

SL1 Residential South

The SL1 Residential South proposal includes development supporting infrastructure activities. The infrastructure activities include new reticulated networks proposed to vest in Council, including wastewater pumpstations, stormwater ponds and associated infrastructure and vested roads.

The proposal is considered to be in keeping with the objective of the NPS-I. In particular, the proposed infrastructure:

- Will ensure regional and local benefits of infrastructure are provided for through a continuation and extension to the existing urban boundary and infrastructure.
- Contributes to the social and economic wellbeing of people and communities as well as their health and safety;
- Has been appropriately designed to be compatible with the proposed activities and surrounding environment; and
- Will be delivered in a timely manner that is coordinated with the proposed activities.

In addition to this, the SL1 Residential South proposal is a significant catalyst and enabler for regionally significant infrastructure investment, including Hamilton Southern Links, Southern Wastewater Treatment Plan, Hamilton south water reservoir and other infrastructures.

SL1 Industrial North

The SL1 Industrial North proposal includes a comprehensive package of infrastructure activities necessary to support the proposed industrial development, including new roads, stormwater treatment and attenuation infrastructure, wastewater pump stations and reticulation, potable water supply, and power and telecommunications infrastructure. These are detailed in the Infrastructure Report (**V3 Appendix 13**) and Stormwater Management Plan (**V3 Appendix 14**).

The proposal is considered to be consistent with the objective of the NPS-I. In particular, the proposed infrastructure:

- will provide regional and local benefits by enabling approximately 60 ha of comprehensively planned industrial development adjoining the established Frankton industrial area;
- will support social and economic wellbeing by enabling additional industrial capacity and associated employment and business opportunities;
- has been designed as an integrated package of transport and three waters infrastructure that can be delivered alongside the staged development of the site;
- integrates with existing and planned strategic infrastructure, including the surrounding Hamilton urban networks and Hamilton Southern Links corridor;
- incorporates stormwater, flood-management and engineering measures that respond to the site's peat ground conditions, flood risk and future climate conditions, supporting long-term infrastructure resilience; and
- has been informed by comprehensive technical assessments, with adverse effects associated with infrastructure construction and operation managed through project design, management plans and proposed conditions.

Overall, the proposed infrastructure will enable, and support planned industrial growth in a coordinated, efficient and resilient manner while appropriately managing adverse effects. The proposal is therefore considered consistent with Objective 1 of the NPS-I.

The proposal is considered consistent with the relevant objectives and policies of the **NPS-I**. Refer to **Volumes 2-3** for the detailed assessments.

Other National Policy Statements

Other National Policy Statements which have not been listed above are not considered to be relevant to the proposal and therefore do not require an assessment.

17.3 Regional Policy Statement and Regional Plan

A detailed assessment of the proposal against the relevant provisions of the Waikato Regional Policy Statement (**WRPS**) and Regional Plan (**WRP**) has been provided within **Volumes 2-3**, please refer to these for completeness. Overall, in our opinion, the proposal is consistent with the overall strategic direction of the WRPS and relevant objectives and policies of the WRP.

17.4 District Plan

A detailed assessment of the proposal against the relevant rules of the Waipa Operative District Plan (**WDP**) has been provided within **Volumes 2-3**, please refer to these for completeness. Overall, resource consent is required for a **Non-complying activity**. As such, it is relevant to consider the objectives and policies of the WDP. Overall, in our opinion, the proposal is consistent with the relevant objectives and policies of the WDP.

No assessment has been made against the Hamilton Operative District Plan (HODP) given the sites location within the Waipa District jurisdiction, notwithstanding this an assessment against the HODP can be provided upon request.

Refer to **Volumes 2-3** for the detailed assessment.

17.5 Assessments of Section 5, 6, and 7 of the RMA

This section of the application provides an overall assessment of the activity against sections 5, 6 and 7 of the RMA, as required by clause 5(1)(g) of Schedule 5 of the FTAA.

Part 2 contains the purpose and principles of the RMA. Section 5 sets out the purpose of the RMA and requires a broad judgement as to whether a proposal would promote the sustainable management of natural and physical resources. This exercise of this judgment is informed by the principles in sections 6 to 7 and considered in light of the particular circumstances of each application.

Section 5 – Purpose of the RMA

Section 5 of Part 2 identifies the purpose of the RMA as being the sustainable management of natural and physical resources. This means managing the use, development and protection of natural and physical resources in a way that enables people and communities to provide for their social, cultural and economic well-being and health and safety while sustaining those resources for future generations, protecting the life supporting capacity of ecosystems, and avoiding, remedying or mitigating adverse effects on the environment.

It is considered that the proposed development is complementary to these objectives as it will provide for the social and economic well-being of people and communities by increasing expenditure, employment and income within the local economy and provide capacity for over 938 new, healthy homes to assist with Hamilton's and Waipa's housing requirements, and contribute 60ha of gross developable industrial land contiguous with the existing industrial zoning of Frankton. Refer to **Volumes 2-3** for the detailed assessments demonstrating the development will be appropriately managed and carried out in a manner which will not give rise to significant adverse environmental effects.

Section 6 – Matters of National Importance

Section 6 identifies matters that are of national importance. The EclA, refer **V2 Appendix 23** for SL1 Residential South, identifies that the ecological values of the site range from negligible to very high, reflecting the predominance of exotic pasture and modified farm drainage features, together with the presence of natural inland wetlands, indigenous freshwater fish and long-tailed bats. The site is considered significant under the WRPS criteria because of the presence of long-tailed bats and wetlands.

The proposal will remove an approximately 285 m² pasture wetland. The wetland is dominated by exotic vegetation and has been degraded by agricultural use and stock access. The effect will be addressed through the creation of approximately 285 m² of native wetland habitat within an expanded and enhanced Mangakōtukutuku Stream reserve. A Wetland Management Plan, refer **V2 Appendix 23**, sets out the detailed wetland creation, planting, establishment, pest plant control, pest animal control and monitoring requirements.

Most effects, including those relating to vegetation, birds, lizards, wetlands, earthworks, stormwater, artificial watercourses and indigenous freshwater fish, are expected to reduce to low or very low. The exception is the permanent loss of moderate-value long-tailed bat habitat, which remains a moderate residual adverse effect because it cannot be fully mitigated within the site; and ecological compensation is proposed to address this residual effect. Subject to the finalisation and implementation of a compensation package that is commensurate with the residual bat-habitat effect, together with compliance with the ecological management plans and proposed consent conditions, the ecological effects of the proposal are considered capable of being appropriately managed.

The permanent loss of moderate-value long-tailed bat habitat remains a moderate residual adverse effect because it cannot be fully mitigated within the site. Ecological compensation is therefore required to address this residual effect. Subject to the implementation of a compensation package that is commensurate with the residual bat-habitat effect, together with compliance with the ecological management plans and proposed consent conditions, the ecological effects of the proposal are considered capable of being appropriately managed.

Overall, the project is considered not to be contrary to Section 6 matters.

Section 7 – Other Matters

Section 7 of the RMA identifies a number of "other matters" to be given particular regard by Council and includes (but is not limited to) Kaitiakitanga, the efficient use of natural and physical resources, the maintenance and enhancement of amenity values, and maintenance and enhancement of the quality of the environment. The proposal is considered to be consistent with the matters in section 7, in particular, it enables and facilitates the efficient use and development

of land, will not compromise the visual amenity of the environment and will protect natural water resources.

Overall, as the effects of the proposal are considered to be consistent with all of the above sections of the RMA, and the proposal accords with the relevant Waikato Regional Policy Statement, Waikato Regional Plan and WDP (OP) objectives, policies, and assessment criteria, it is considered that the proposal will not offend against the general resource management principles set out in Part 2 of the RMA.

17.6 Parts 3, 6, 8-10 of the RMA

This section of the application provides an overall assessment of the activity against Parts 3, 6, 8 – 10 of the RMA, as required by Clause 17(1)(b) of Schedule 5 of the FTAA.

Part 3 – Duties and Restrictions under the RMA

Part 3 of the RMA relates to the duties and restrictions under the RMA, with particular regard to use of land, subdivision, discharge of contaminants, uses of beds of rivers, and contravention of designations. It is considered that the proposal meets Part 3 of the RMA, refer to **Volumes 2-3** for a full assessment.

Part 6 – Resource Consents, Proposals of National Significance and Aquaculture Moratorium

Part 6 of the RMA relates to resource consents, proposals of national significance and aquaculture moratorium. With particular regard to resource consents, the proposal is considered to be consistent with and assesses against the resource consent framework identified within Part 6 of the RMA, except where such assessment is not required as directed by the FTAA legislation (such as assessing environmental effects under clause 6 of Schedule 5 of the FTAA, or the exclusion of s104D under clause 17 schedule 5 of the FTAA). Refer to **Volumes 2-3** for the fulsome assessment demonstrating the proposal will not offend against Part 6 of the RMA.

Part 8 – Designations and Heritage Orders

Part 8 of the RMA relates to designations and heritage orders. One designation and no heritage orders apply to the site or are proposed.

Extensive and ongoing consultation with NZTA has occurred, and s176 approval for works within the designation is required to enable these works to proceed, and the assessment of environmental effects and supporting material has assumed this will be obtained prior to commencement of enabling works. Notwithstanding the ability to condition s176 approval, the Applicants intend to conclude the s176 approval as part of post lodgement ongoing engagement with NZTA. See Volume 3 for a full assessment of pertinent matters and works within the HSL designation.

Part 8 of the RMA is relevant to this proposal, however as outlined in detail within Volume 3, it does not preclude the future NZTA Hamilton Southern Links development, to the contrary it supports and will help deliver this critical strategic infrastructure sooner.

Part 9 – Water Conservation Orders, Freshwater Farm Plans, and Freshwater Ecosystems

Part 9 of the RMA relates to water conservation orders, freshwater farm plans and use of nitrogenous fertiliser. Part 9 of the RMA is not relevant to this proposal.

Part 10 – Subdivision and Reclamations

Part 10 of the RMA relates to subdivision and reclamations. With particular regard to subdivision proposed, the proposal is considered to be consistent with and assesses against the subdivision framework. In particular, an assessment of effects has been undertaken in **Volumes 2 and 3**. Conditions of consent will ensure that the proposal accords with s223 and s224 and also provides for roads and associated stormwater infrastructure to vest and granting of easements.

18.0 Clause 17 Assessment – Criteria for Assessment of Consent Application

Clause 17 of Schedule 5 of the FTAA sets out the criteria and other matters for assessment of consent applications. This relates to Section 81 of the FTAA which sets out the process for making decisions on approvals sought in a substantive application.

Clause 17 states that when considering a consent application, including conditions, the Panel must take into account the following, giving the greatest weight to (a), being the purpose of the FTAA:

- (a) the purpose of this Act; and
- (b) the provisions of Parts 2, 3, 6, and 8 to 10 of the Resource Management Act 1991 that direct decision making on an application for a resource consent (but excluding section 104D of that Act); and
- (c) the relevant provisions of any other legislation that directs decision making under the Resource Management Act 1991.

Section 81(4) states that when taking the purpose of the FTAA into account, the panel must consider the extent of the project's regional or national benefits.

The purpose of the FTAA is simply to facilitate the delivery of infrastructure and development projects with significant regional or national benefits. As described in section 10 of the report above, the proposal has significant regional or national benefits, as assessed by both the Government, having been included in the FTAA as a Listed Project, and as assessed in this Overview Report and supporting Economic Assessments, refer **V2 Appendix 30** and **V3 Appendix 29**. The Panel would give effect to the purpose of the FTAA by granting consent as this would facilitate, or enable, the project to occur.

The criteria at clause 17 also states that the various provisions of the RMA must also be taken into account, excluding s104D and Section 8 of Part 2. The assessment included in the supporting AEEs demonstrates that the proposal is entirely consistent with the relevant provisions of the RMA. The proposal is considered to be consistent with the purpose of the RMA (see section 17.6 & 17.7 above).

In terms of the actual and potential effects of the proposal on the environment (s104(1)(a)), the proposal will have significant social and economic positive effects, by enabling a substantial increase in the supply of quality and diverse housing types to the market supported by amenities and open space, the delivery of strategic serviced industrial land and by enabling job creation and economic growth for the district and wider Waikato region. Where the proposal is likely to

generate adverse effects, these are temporary and/or can be appropriately mitigated through the design of the development and the proposed conditions of consent.

With respect to ecological effects no reclamation, disturbance or loss of streams are proposed. The proposal seeks to improve ecological outcomes on the site through restoration and planting effects and enhancements to the identified ecological features, including the drain and upper tributaries of the Mangakotukutuku Stream. Within SL1 Residential South a lower value pasture wetland will be removed and a wetland creation as part of the ecological offset approach has been included. The proposal will deliver net positive ecological benefits. In our view, the proposal strikes a balance between enabling development (residential and industrial), while ensuring that ecological effects are managed to ensure the overall health and wellbeing of water bodies and freshwater ecosystems.

To the extent that the project generates adverse effects, taking into account proposed conditions to avoid, remedy, mitigate or offset such effects, any adverse impacts are not sufficiently significant to be out of proportion to the project's regional or national benefits.

With respect to the relevant statutory documents, the proposal is consistent with the full suites of plans and policies, including the WRPS, WRP and WDP. These matters are addressed in further detail in Volumes 2 – 3 of the AEE. This concludes that the proposal is consistent with the relevant statutory documents.

19.0 Statutory Framework for Consideration of the Southern Links 1 Substantive Application

This section summarises the statutory framework to apply to the **SL1** substantive application under the FTAA. It highlights the material difference between assessing resource consents under the FTAA and determining an ordinary resource consent application under the RMA.

SL1 is not an ordinary RMA application being processed under shortened timeframes. It is being considered under a separate statutory regime with its own purpose, decision-making criteria, weighting requirements and grounds for decline. The RMA and relevant national, regional and district planning instruments remain relevant, but they must be considered through the framework established by the FTAA and not as though the application were being determined solely under section 104 of the RMA.

19.1 Statutory Purpose

Section 3 provides that the purpose of the FTAA is:

“to facilitate the delivery of infrastructure and development projects with significant regional or national benefits.”

This is a deliberately project and delivery focused purpose. For **SL1**, it brings the scale and timing of housing delivery, industrial land delivery, housing choice, market competition, strategic transport and three waters infrastructure, employment, economic activity and integrated land-use planning directly into the decision-making framework. These are not secondary considerations to be acknowledged after undertaking an RMA assessment. They form part of the FTAA purpose to which the greatest weight must be given.

19.2 Listed Project

SL1 has already completed the Listed Project process. In listing the Project, the Minister determined that it was appropriate for **SL1** to access the FTAA process after considering the relevant statutory criteria, the Applicant's information, comments from prescribed parties and agency advice.

The Listing does not predetermine the substantive merits or guarantee approval. The Applicant must still demonstrate that the effects of the Project have been properly assessed and can be appropriately managed. However, the substantive process should not repeat the Listed Project assessment or relitigate whether **SL1** is sufficiently regionally significant to enter Fast-track. That gateway decision has already been made.

The substantive inquiry is how the Project's established significance and benefits are to be weighed alongside its effects, the relevant statutory instruments and the measures and conditions proposed to address those effects.

19.3 Decision on the Approvals Sought

Section 81 requires the Panel to decide whether each approval should be granted, subject to conditions, or declined. In making that decision, the Panel must apply the relevant approval-specific criteria, consider the information properly received through the FTAA process, comply with applicable Treaty settlement and customary-rights requirements, and ensure that any conditions satisfy section 83.

Section 81(4) expressly requires the Panel to consider the extent of the Project's regional or national benefits. Those benefits are therefore a mandatory and operative part of the substantive assessment. It is not sufficient to acknowledge them as background before undertaking the determinative assessment solely by reference to RMA planning instruments.

19.4 Schedule 5, Clause 17

For the approvals sought by **SL1**, section 81 directs the Panel to Schedule 5, clauses 17–22. Clause 17 requires the Panel to take into account the FTAA purpose, the relevant RMA decision-making provisions and relevant provisions of other legislation. Critically, the greatest weight must be given to the purpose of the FTAA.

The relevant RMA provisions and statutory planning instruments remain important, but they are considered within a framework in which facilitating the delivery of projects with significant regional or national benefits receives the greatest weight.

Clause 17 excludes section 104D of the RMA. The ordinary gateway test for non-complying activities therefore does not apply. Where an RMA provision would ordinarily require an application to be declined, the Panel must take that matter into account but must not treat it as requiring decline under the FTAA. This is a material departure from the ordinary RMA framework.

19.5 National Policy Statements and Planning Instruments

National policy statements, national environmental standards, regional policy statements and regional and district plans must be carefully considered. However, their provisions are applied through the FTAA framework rather than as independently determinative requirements.

Accordingly, tension with an objective or policy does not necessarily conclude the assessment. The importance of the relevant policy outcome must be considered alongside the nature and scale of the effect, the extent to which that effect has been avoided or reduced, the effectiveness of mitigation and proposed conditions, and the scale and certainty of the Project's benefits.

This approach does not disregard or diminish national direction. It gives effect to Parliament's decision that environmental effects, planning instruments and development benefits are to be considered through an overall statutory assessment in which the FTAA purpose receives the greatest weight.

19.6 Weighting, Proportionality and Decline

The FTAA requires an overall assessment of the Project. An individual adverse effect or policy tension should not be treated as determinative without considering the Project as a whole, the measures proposed to manage the effect and the regional or national benefits to be delivered.

Section 85 provides the relevant proportionality threshold. The central question is whether the adverse impacts of granting an approval are sufficiently significant to be out of proportion to the Project's regional or national benefits. That assessment must take place after accounting for effects avoided through design, proposed mitigation and management measures, and the conditions available to address residual effects.

The relevant question is not simply whether the Project has adverse effects, whether every planning provision supports it or whether an alternative design might have fewer effects. It is whether the residual adverse impacts are sufficiently significant, when weighed against the Project's benefits, to satisfy the statutory threshold for decline.

Section 83 similarly requires conditions to be no more onerous than necessary. Conditions should be directed to identified effects or implementation risks, be certain and enforceable, and avoid unnecessarily frustrating the delivery-focused purpose of the FTAA.

Before decline is contemplated, consideration should be given to whether any outstanding matter can be addressed through project refinement, further mitigation, staging, infrastructure triggers, monitoring, management plans or proportionate conditions. Sections 69 and 70 support this problem-solving approach by providing for the Applicant to respond to a proposed decline and comment on draft conditions.

19.7 Application to Southern Links 1

SL1 is an integrated housing, industrial and infrastructure project. Its benefits include a substantial contribution to regional housing supply and choice, substantial contribution to industrial supply, the staged delivery of development supported by transport and three waters infrastructure, investment in strategic infrastructure with wider catchment benefits, employment and economic activity, improved multimodal connections, and integrated open space and stormwater outcomes.

Those benefits must be assessed in terms of their scale, timing, certainty and regional significance and weighed against the Project's residual adverse impacts after design, staging, mitigation and conditions have been taken into account.

The substantive assessment should therefore focus on whether the effects have been adequately identified, whether the proposed responses and conditions are effective and proportionate,

whether infrastructure delivery is sufficiently certain, and whether any residual adverse impacts are sufficiently significant to be out of proportion to the Project's benefits.

The Panel must give the greatest weight to the FTAA purpose, expressly consider the extent of **SL1s'** regional benefits, assess RMA planning instruments within the FTAA framework, weigh residual adverse impacts against those benefits, consider whether concerns can be addressed through proportionate conditions, and apply the confined decline criteria in section 85.

The Minister's Project Listing provides the established gateway context. The regional significance of **SL1** should inform the substantive decision and should not be established again from first principles. The substantive question is whether the detailed approvals can appropriately be granted, subject to necessary and proportionate conditions, having regard to the statutory balance required by the FTAA.

19.8 Cumulative Effects of Proposal

The cumulative effects of the **SL1** Project have been considered having regard to the proposal **as a whole**, including the interaction between the proposed residential, industrial, earthworks, transport and three-waters infrastructure, stormwater management, ecological mitigation and offsetting, landscaping, open space and the staged construction programme. The proposals have been deliberately developed as integrated masterplans rather than as a series of separate or unrelated activities. Importantly, development will occur progressively in stages over a number of years, rather than the full Site being developed at one time. The staging framework, supporting technical assessments and proposed conditions provide an integrated mechanism for managing effects progressively and ensuring that each stage is appropriately serviced and coordinated with the wider development and surrounding environment.

There will necessarily be cumulative adverse effects associated with urbanising approximately 106 hectares of presently rural land. These include the progressive loss of rural land and productive potential, changes to rural character and visual amenity, earthworks and landform modification, effects associated with the modification or loss of some freshwater features, additional traffic and infrastructure demand, and temporary construction-related noise, vibration, dust and traffic. Some of these effects are permanent. However, the staged nature of the development is relevant to both the scale and timing of those effects. Rather than arising simultaneously across the entire Site, the effects of urbanisation will occur incrementally over the development period as successive stages are constructed and occupied. This provides the opportunity for infrastructure, landscaping, ecological mitigation, stormwater measures and other controls to be implemented progressively alongside the development that gives rise to the relevant effects.

The staging of the Project also provides an important mechanism for managing cumulative effects over time. Each stage will be required to be appropriately serviced and to comply with the relevant design, infrastructure and environmental requirements before or as development proceeds. This means that increases in traffic generation, infrastructure demand, stormwater runoff and other operational effects will occur gradually and can be accommodated through the corresponding progressive delivery of the infrastructure and mitigation required to support them. Similarly, construction effects will generally be concentrated within active development areas and will shift through the Site as the Project progresses, rather than affecting the entire Site continuously over the full construction period. While the duration of construction activity across the Project as a

whole will extend over several years, its spatial extent and intensity at any one time will therefore be more limited.

Importantly, these effects do not simply accumulate without mitigation. The masterplan and development has been structured so that measures addressing one effect also contribute positively to other environmental and community outcomes. For example, wetlands, watercourses and stormwater areas form part of a connected blue-green network that provides stormwater treatment and attenuation while also supporting ecological restoration, riparian planting, recreation, pedestrian connections and neighbourhood amenity. The wider open space network similarly connects the development with Resthills Park within SL1 Residential South and Kahikatea Park for SL1 Industrial North and other surrounding reserves, thereby contributing simultaneously to ecological, recreational, landscape and connectivity outcomes. These elements will themselves be progressively established as development proceeds, meaning that the environmental and amenity benefits associated with the Project will increase over time alongside the progressive urbanisation of the Site. This integrated approach provides a stronger cumulative outcome than would result from piecemeal development of the Sites.

The proposed urban form also assists in managing cumulative amenity and interface effects. Residential density is distributed across the SL1 Residential South Site rather than uniformly applied, with more intensive development associated with the neighbourhood commercial node, principal movement routes and open spaces and lower-intensity development used toward sensitive existing residential interfaces. The urban design response, together with the proposed landscape and architectural controls, is intended to manage visual and amenity effects while establishing safe, legible and well-connected neighbourhoods. Operational and construction noise effects are also subject to specific controls, with the Acoustic Assessment concluding that the proposed framework will provide acoustic amenity compatible with the adjoining Hamilton residential and Waipa rural environments. The progressive establishment of built form and landscaping through the staging programme will further assist in managing the transition from the existing rural environment to the completed urban neighbourhood over time.

The Industrial density is a natural extension from the existing Frankton Industrial zone and appropriately applies development controls and considerations that would be expected for an industrial development. The SL1 Industrial North site integrates the Hamilton Southern Links designation and anticipates the enduring relationship between HSL and the Industrial North development.

At the broader scale, the permanent loss of rural land must also be considered alongside the quality and productive potential of that resource and the benefits arising from its alternative use. The Ag First Productivity Report, refer **V2 Appendix 26**, for the SL1 Residential South site concludes that the Site is substantially constrained by physical, economic and locational factors and is unable to sustain economically viable land-based primary production. AgFirst considers that the benefits associated with urban development outweigh the productive benefits currently derived, or reasonably capable of being derived, from the Site, particularly given the HSL designation severing the existing dairy infrastructure on the wider site parcel. Concentrating growth on this constrained urban-edge land also avoids a more dispersed pattern of subdivision and development and reduces pressure for urban growth to occur on larger and more cohesive areas of genuinely productive rural land elsewhere.

These environmental effects must further be considered alongside the proposal's substantial cumulative social and economic benefits.

The Economic Assessments for **SL1**, **V2 Appendix 30** and **V3 Appendix 29**, conclude that **SL1**, via SL1 Residential South will deliver 938 net additional dwellings into a market with an identified long-term greenfield capacity shortfall, while providing greater housing choice and contributing to a more competitive housing market. Construction is expected to support approximately \$232 million in value added and 1,830 job-years of employment, with the majority of this activity accruing within Hamilton. As outlined in the Economic Assessment, the SL1 Industrial North will generate \$2.41 billion in economic benefits. This is underpinned by the future onsite GDP benefits of \$2.2 billion. Collectively, the **SL1** Project affords significant regional benefits, and will act as a further catalyst for investment in other regionally significant infrastructure projects, like Hamilton Southern Links, Southern Wastewater Treatment Plan, Southern water reservoir and others.

The cumulative benefits also extend beyond housing, industry and economic activity. **SL1** will establish a new connected community comprising housing, industrial, neighbourhood-scale commercial services, public open spaces, recreation opportunities, walking and cycling connections, ecological restoration and supporting infrastructure. The proposed infrastructure and open-space networks will be progressively delivered with development and integrated with the adjoining urban environment, rather than relying on an isolated or fragmented pattern of growth. As successive stages are completed, the cumulative benefits of those investments will build progressively, including through increased connectivity, expansion of the open-space and blue-green networks.

Overall, when the proposal is considered in an integrated manner and over its full development horizon, the cumulative outcome is considered positive. The Project will result in some significant and permanent changes to the existing Sites, most notably the loss of rural character and productive land and associated landscape change. However, those changes will occur progressively over several years rather than as a single, immediate transformation of the Site. The staging framework allows the effects of development to be managed, mitigated and monitored incrementally, with supporting infrastructure, ecological measures, landscaping, open space and other mitigation delivered in step with the stages that generate the relevant effects. This reduces the potential for adverse effects to compound in an unmanaged manner and enables the environmental and community benefits of the Project to accrue progressively alongside its development.

Those effects also occur on an urban-edge Site with identified physical and productive constraints and are subject to a comprehensive package of avoidance, mitigation, remediation, offsetting and design measures. When the residual effects are weighed together with the substantial additional housing supply, housing choice, industrial land supply, employment and economic activity, infrastructure investment, ecological restoration, improved open-space and recreational opportunities, and establishment of a connected and comprehensively planned urban neighbourhood, that forms part of a wider SL1 Growth Cell, the cumulative benefits of **SL1** are considered to materially outweigh its cumulative adverse effects.

20.0 Southern Links 1 – Consultant Contacts

For reference, the following is a list of consultants and firms that have provided specialist advice in support of the SL1 Fast-track substantive application. The listed consultants comprise the specialist project team that has prepared the technical reporting and assessments relied on in this Overview Report and contained in **Volumes 2 and 3** of the application.

Firm	Individual Consultants
AgFirst	Jeremy Hunt
Barker & Associates Limited	Fraser McNutt, Briar Belgave, Sam Le Heron, Katherine Hu, Joeseph McCready, Melissa McGrath
BBO	Siva Balachandran, Cameron Inder
CMW Geosciences	Mark McVinnie, David MacPherson, Dave Sullivan
Ecological Solutions Limited	Simon Connolly, Chad Croft, Richard Montgomerie
Insight Economics	Fraser Colegrave
Landsystems	Dr Reece Hill
Maven Waikato Ltd	Dean Morris
Pouwhenua Consultancy Limited	Wayne Harris
Red Ox	Matthew Gainsford
Styles Group	Jon Styles, Gemma styles
Swiftsure Consultants Ltd	Emma Lewis
Wallbridge Gilbert Aztec (WGA)	Clare Holbrooke
Wingates Architecture and Interior Design	David Joyce

21.0 Conclusion

The Project involves a residential and industrial development, along with associated commercial node and infrastructure. Collectively, the development will provide for 938 new homes and 60ha of gross industrial land. Based on the above report and supporting documentation, it is considered that:

- Appropriate consultation and engagement have been undertaken with Waipa District Council, HCC, WRC, NZTA, Kiwirail, Mana Whenua and the Administering Agencies;
- Consideration of planning documents recognised by relevant iwi authorities and lodged with WDC has been undertaken;

- Having considered the actual and potential effects of the proposal, the proposal will generate only minor adverse effects, that subject to appropriate conditions of resource consent, will be avoided, remedied or mitigated;
- The proposal accords with the relevant Waikato Regional Plan and WDC Plan objectives, policies and assessment criteria;
- The proposal meets the requirements of the NESCS and NES F;
- The proposal accords with the NPSIB, NPSUD, NPSHPL, NPSFM;
- The proposal achieves the purpose of the FTAA to facilitate delivery of infrastructure and development projects with significant regional or national benefits;
- The proposal is considered to be consistent with Parts 2, 3, 6, and 8 to 10 of the RMA; and
- The proposal is considered to be consistent with the purpose, principles, and relevant sections of the HNZPT Act.

It is therefore the authors' opinion that the Project addresses all relevant matters required to be satisfied under the FTAA (including all information requirements) and that it can comfortably be granted the relevant approvals under the FTAA, subject to conditions concluded that the proposal satisfies all matters the EPA is required to assess, and that it can be granted consent under the FTAA subject to conditions.