



Volume 3: SL1 Industrial North

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 South Park Agri Development
Limited and Industrie Rua Limited



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Glossary of Terms

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 Introduction

This report, referred to as **Volume 3**, of the Substantive Application has been prepared in support of the application by South Park Agri Development Limited and Industrie Property Rua Limited for approvals under the Fast-track Approvals Act 2024 (FTAA).

This overall application has been made by the Applicants in accordance with the requirements of the FTAA, submitted to the EPA for approvals relating to the listed Southern Links 1 development. SL1 Industrial North will provide capacity for 22 industrial lots, and connectivity through transport infrastructure such as the Hamilton Southern Links Roundabout and industrial local roads and connections.

Volume 3 applies to and is focused upon SL1 Industrial North, comprised of a 60-hectare block of land which is part of the Southern Links 1 project.

This application is seeking approval for land use, subdivision, regional consents to enable the subdivision and land use consent for the following activities:

- Subdivision to create 22 industrial lots, three local purpose reserves (stormwater), and supported roading and pedestrian network;
- Completion of roading throughout the site;
- Construction of wetlands for the attenuation of stormwater;
- 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);
- Discharge of stormwater to ground and to water
- A Schedule 7 Wildlife Approval relating to lizards is included in the application.
- No Schedule 8 Approvals relating to Heritage New Zealand Pouhere Taonga Act 2014 are sought.

The information provided in this application is sufficiently detailed to correspond to the scale and significance of the matters that will be assessed in considering whether to grant the approvals sought, including any adverse effects of the activities to which the approvals relate. This takes into account any proposal by the Applicants to manage the adverse effects of an activity through conditions.

The Overview Report, submitted as **Volume 1** of this application, is to be read in conjunction with this document. The Overview Report provides a summary of the overall Southern Links 1 listed project, consultation, a summary of the reasons for consent, and the proposed conditions of consent. It also addresses the specific information requirements to be included with a Fast-track Substantive application as set out under the FTAA.

This report is structured to present a comprehensive and bundled assessment of the relevant considerations for SL1 Industrial North development. District and Regional matters are assessed in parallel, to reflect the intertwined nature of the consenting context and the similarity of issues at play. The FTAA anticipates this type of approach with both the industrial and residential

components included in Schedule 2, and more generally where a single panel appointment oversees all relevant considerations and presenting and assessing the relevant matters in an integrated approach is considered a practicable method for assisting evaluation.

2.0 SL1 Industrial North Site Context

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

The following is a broad site and locality description, with these supporting technical documents providing additional context:

- Cultural Impact Assessment (refer **Appendix 24**)
- Assessment of Ecological Effects (refer **Appendix 23**)
- Geotechnical Investigation Report (refer **Appendix 17**)
- Transportation Assessment (refer **Appendix 16**)
- Urban Design Assessment (refer **Appendix 10**)

2.1 Site Description

The site addressed in this volume of the AEE is SL1 Industrial North development site (the site) here in, located at 160 and 162 Higgins Road, 20 and 24 Wickham Street, which consists of five existing land parcels as shown in **Figure 1**. A broad summary of the site and locality details is provided below.



Figure 1: Site location plan showing the SL1 Industrial North development site in red. Source: CoreLogic Emap.

2.2 Records of Title and Land Ownership

The Records of Title for the site and associated interests registered at the time of application are attached within **Appendix 1** and described within **Attachment 12** and summarised in **Table 1** below.

Table 1: Landholdings within the Industrial North development site.

Legal Description	Area	Owner
Lot 1 Deposited Plan 584573	7.89ha	Industre Property Tahi Limited
Lot 1 Deposited Plan 396081 and Lot 1 DP 486522	2.0007ha	Industre Property Tahi Limited
Lot 1 Deposited Plan 603134	16.8379ha	Southpark Agri Development Limited
Lot 2 Deposited Plan 603134	33.2799ha	Southpark Agri Development Limited

It also acknowledge that 18 Wickham Street, Lot 1 DPS 59491 (4ha), is part of the Southern Links 1 site, owned by Hamilton City Council who were a listed authorised person, however as outlined in the Overview Report (**Volume 1**) and Legal Submission (**Attachment 4**) no formal approvals are being sought and the lot remains as is with no change proposed.

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 state 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 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, 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 Record of Title 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'.

Existing Consent Notices and Implementation Pathway

A number of titles within the Project area are subject to consent notices imposed under s 221 of the Resource Management Act 1991 (RMA) through earlier subdivision approvals. These notices address matters including servicing, stormwater management, firefighting water supply, geotechnical and foundation design, contaminated land, acoustic matters, secondary dwellings, adjoining activities and restrictions on further subdivision.

The consent notices have been reviewed as part of the Application and considered in developing the proposed subdivision, staging, infrastructure, servicing and transport framework. As the Proposal establishes a comprehensive development framework supported by technical assessments and proposed conditions, some existing requirements will be superseded or no longer relevant. Other requirements may remain relevant but require variation to reflect the approved development, infrastructure arrangements or resulting titles. A targeted process of retention, variation or cancellation is therefore proposed.

Consent notices cannot be amended or cancelled through the Fast-track Approvals Act process. However, the FTAA Amendment Bill Departmental Report recognised that these instruments may be addressed by the relevant local authority following approval of the substantive application. Consistent with this approach, the Panel may determine the Proposal before Waipā District Council (WDC) considers the continued application of each consent notice under s 221(3) of the RMA. This approach has been discussed with WDC, which concurs with the rationale and considers it a practical means of managing the existing instruments.

The proposed subdivision conditions establish a stage-specific implementation process. Before s 224(c) certification for each relevant stage, the Applicant will provide WDC with a Consent Notice Review Schedule identifying the affected provisions and whether each provision:

- (a) has been superseded or addressed through the approval, plans, technical assessments, infrastructure arrangements or conditions;
- (b) is no longer relevant; or
- (c) should remain in its existing or a modified form.

Cancellation will be sought where a requirement has been superseded, is no longer applicable or would unnecessarily duplicate the approved controls. Variation will be sought where the underlying purpose remains relevant but the requirement must be updated to reflect the approved development. Requirements that continue to serve a necessary purpose will be retained or appropriately secured through the resulting titles, infrastructure design or conditions.

This process will also apply to historic restrictions on further subdivision, including Consent Notice 6837043.1. To the extent that those restrictions would prevent or constrain subdivision authorised by the Panel, the Applicant will seek their cancellation or variation under s 221(3) before s 224(c) certification for the affected stage.

Accordingly, the existing consent notices do not prevent the Panel from determining the substantive application. The proposed conditions provide an orderly, stage-specific process for reconciling the existing instruments with the approved development while preserving WDC's statutory role under the RMA.

Current consent notices

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

Consent Notice 12607131.2 – Lot 1 DP 584573

Consent Notice 12607131.2 is registered against Lot 1 DP 584573 and arose from the earlier subdivision of Lots 1 and 2 DP 552743 to create Lots 1 and 2 DP 584573. The notice requires compliance with the relevant standards for access to a firefighting water supply. Its purpose is to

ensure that the lot has an appropriate means of providing access to firefighting water in the context of the subdivision approved at that time.

The current proposal provides for a comprehensive development and subdivision of the land under the Fast-track Approval Act 2024. Firefighting access and water supply requirements will therefore be reassessed in the context of the proposed development and can be addressed through the associated conditions. The historic consent notice is consequently considered to be superseded by the proposed development framework, and its removal is sought as part of the title clean-up.

Consent Notice 6837043.1 – Lot 1 DP 584573

Consent Notice 6837043.1 is registered against Lot 1 DP 584573 and originates from the earlier subdivision of Lot 2 DP 330345 to create Lots 1 and 2 DP 365434. The notice places restrictions on the future subdivision potential of those lots, including restrictions on further subdivision in accordance with the applicable standards.

The restriction relates to an earlier subdivision arrangement and does not reflect the subdivision and development framework now proposed. The current Fast-track Approval Act 2024 application will establish the appropriate subdivision pattern and development rights for the site. Retention of the historic restriction could therefore constrain or create uncertainty in relation to the implementation and titling of the proposed development. Its removal is accordingly sought as part of the title clean-up.

Consent Notice 6837043.1 – Lot 1 DP 365434

Consent Notice 6837043.1 is registered against Lot 1 DP 365434 and arose from the subdivision of Lot 2 DP 330345. The notice restricts Lot 1 DP 365434 from being further subdivided in accordance with the relevant standards.

The restriction was imposed in the context of the historic subdivision and is now proposed to be superseded by the comprehensive subdivision and development framework sought under the Fast-track Approval Act 2024. The current proposal will specifically establish the future subdivision arrangement for the land, making the continued application of the historic restriction unnecessary. Removal of the consent notice is therefore sought to ensure the title position is consistent with the proposed development and subsequent titling.

Consent Notice 7878083.1 – Lot 1 DP 396081 and Lot 1 DP 486522

Consent Notice 7878083.1 affects Lot 1 DP 396081 and arose from the earlier subdivision of Lot 2 DP 372217. The notice addresses the design, installation and ongoing maintenance of effluent and stormwater disposal systems and requires subsequent building development to obtain appropriate geotechnical input in relation to building foundations.

These requirements were established in response to the servicing and ground conditions relevant to the earlier subdivision. The current proposal provides for comprehensive development of the land, including consideration of wastewater, stormwater, geotechnical and foundation requirements as part of the Fast-track Approval Act 2024 process.

Accordingly, the matters addressed by the consent notice can be reassessed and, where necessary, incorporated into the current approval south and subsequent conditions (if consent is granted). The historic notice is therefore considered capable of being superseded, with its removal sought to avoid duplication and ensure that the title reflects the requirements applicable to the proposed development.

Consent Notice 12988232.3 – Lot 1 DP 603134

Consent Notice 12988232.3 is registered against Lot 1 DP 603134 and arose from the earlier subdivision of Lot 2 DP 584573 to create Lots 1 and 2 DP 603134. The notice records that no reticulated telecommunications or power supply was provided to the lots and restricts the construction or relocation of a secondary dwelling on Lot 2 DP 603134.

The servicing limitations and secondary dwelling restriction were imposed in the context of the earlier subdivision and the infrastructure arrangements applicable at that time. The current proposal provides for a comprehensive development and subdivision of the land, including consideration of infrastructure and servicing requirements under the Fast-track Approval Act 2024.

The historic consent notice is therefore no longer considered to provide the appropriate framework for the proposed development. Its removal is sought so that the resulting titles reflect the current development and servicing arrangements rather than the circumstances of the earlier subdivision.

Consent Notice 12607131.2 – Lot 1 DP 603134

Consent Notice 12607131.2 is registered against Lot 1 DP 603134 and relates to the earlier subdivision of Lots 1 and 2 DP 552743. The notice requires compliance with the relevant standards for access to a firefighting water supply.

The current proposal involves comprehensive development and subdivision of the land, with firefighting access and water supply to be assessed having regard to the proposed development as a whole. Any necessary requirements can be addressed through the current Fast-track Approval Act 2024 approval and associated conditions.

The historic requirement is therefore capable of being superseded by the requirements applying to the current development. Removal of the consent notice is sought to avoid duplication and provide a clear title position for the proposed development.

Consent Notice 11872275.2 – Lot 1 DP 603134

Consent Notice 11872275.2 is registered against Lot 1 DP 603134 and arose from the earlier subdivision of Lot 3 DP 486522. The notice addresses a range of matters, including approval of the on-site stormwater disposal system, foundation design in response to soft soils, firefighting water supply, compliance with the NES for contaminated soil, restrictions on secondary dwellings, and notification of nearby consented waste management activities.

The matters addressed by the notice reflect the environmental, servicing and development circumstances associated with the earlier subdivision. The current proposal provides for comprehensive development of the land, allowing these matters to be reassessed in the context of the proposed site layout, infrastructure, land use and subdivision.

Where the matters remain relevant, they can be addressed through the current Fast-track Approval Act 2024 approval and associated conditions (if consent is granted). The historic consent notice is therefore considered to be capable of being superseded, and its removal is sought to avoid retaining a collection of legacy controls on the title where the relevant matters will be addressed through the current development framework.

Consent Notice 6837043.1 – Lot 1 DP 603134

Consent Notice 6837043.1 is registered against Lot 1 DP 603134 and originates from the earlier subdivision of Lot 2 DP 330345 to create Lots 1 and 2 DP 365434. The notice regulates the future subdivision potential of those lots, including restrictions on further subdivision.

The restriction relates to a historic subdivision configuration and does not reflect the new subdivision framework proposed through the current Fast-track Approval Act 2024 application. The current proposal will establish the appropriate subdivision pattern for the land and provide the basis for subsequent titling.

Retention of the historic restriction could create unnecessary constraints or uncertainty during implementation of the approved subdivision. Removal of the consent notice is therefore sought as part of the proposed title clean-up.

Consent Notice 12988232.3 – Lot 2 DP 603134

Consent Notice 12988232.3 is registered against Lot 2 DP 603134 and arose from the earlier subdivision of Lot 2 DP 584573 to create Lots 1 and 2 DP 603134. The notice records that no reticulated telecommunications or power supply was provided to the lots and restricts the construction or relocation of a secondary dwelling on Lot 2 DP 603134.

These restrictions reflect the infrastructure and development circumstances applying when the earlier subdivision was undertaken. The current proposal provides for a comprehensive redevelopment and subdivision of the land, with servicing requirements and the future 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 notice is sought to ensure that the resulting title does not retain legacy restrictions that no longer reflect the proposed servicing and development arrangements.

Consent Notice 12607131.2 – Lot 2 DP 603134

Consent Notice 12607131.2 is registered against Lot 2 DP 603134 and relates to the earlier subdivision of Lots 1 and 2 DP 552743. The notice requires compliance with the relevant standards for access to a firefighting water supply.

The current development will provide for comprehensive assessment of firefighting access and water supply requirements in the context of the proposed land use, subdivision and site layout. Any requirements arising from that assessment can be secured through the current Fast-track Approval Act 2024 approval.

The historic consent notice therefore relates to a previous subdivision and is proposed to be superseded by the current development approval. Its removal is sought to avoid duplication and ensure consistency between the title and the approved development.

Consent Notice 11872275.2 – Lot 2 DP 603134

Consent Notice 11872275.2 is registered against Lot 2 DP 603134 and arose from the earlier subdivision of Lot 3 DP 486522. The notice addresses on-site stormwater disposal, foundation design associated with soft soils, firefighting water supply, contaminated soil requirements, secondary dwelling restrictions and notification of nearby consented waste management activities.

The current proposal provides for comprehensive development and subdivision of the land under the Fast-track Approval Act 2024. The relevant environmental, geotechnical, infrastructure and land-use matters can therefore be assessed in the context of the proposed development and, where necessary, addressed through the current approval and associated conditions.

The historic consent notice is consequently proposed to be superseded by the current development framework. Removal is sought to ensure that the title reflects the current approved development and does not retain unnecessary or duplicated legacy requirements.

Consent Notice 6837043.1 – Lot 2 DP 603134

Consent Notice 6837043.1 is registered against Lot 2 DP 603134 and originates from the earlier subdivision of Lot 2 DP 330345 to create Lots 1 and 2 DP 365434. The notice contains restrictions concerning the future subdivision potential of those lots.

The current Fast-track Approval Act 2024 proposal establishes a new subdivision framework for the land and supersedes the historic subdivision arrangement to which the consent notice relates. The continued application of the historic subdivision restriction could create unnecessary constraints or uncertainty in relation to the proposed subdivision and subsequent titling.

Removal of the consent notice is therefore sought as part of the title clean-up, allowing the resulting titles to accurately reflect the subdivision and development framework approved through the current process

Encumbrance 12988232.5 – Lot 1 DP 603134

Encumbrance 12988232.5 is registered in favour of Hamilton City Council (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 Waipā District Council 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.

Waipā 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 Southern Links 1 project referred by the Minister for Infrastructure and being comprehensively considered under the Fast-track Approvals Act 2024. 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 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 northern industrial development 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 also no requirement for the encumbrance to be removed in advance of the Panel determining the substantive application. It can remain in place throughout the Fast-track process, preserving the existing private-law protection while the Panel determines the merits of the proposed land use, subdivision, infrastructure and transport framework.

Subject to approval, the Applicant will work with HCC once the approved subdivision pattern and Southern Links land requirements are sufficiently certain. The anticipated pathway is to release the encumbrance from land expressly authorised for development while retaining, varying or replacing appropriate protection over the future Southern Links land and any other strategic infrastructure interfaces. The encumbrance itself expressly anticipates HCC providing written

notice where it is no longer required, providing an existing mechanism through which that outcome can be implemented.

Accordingly, the existence of Encumbrance 12988232.5 does not present an impediment to the Panel considering or approving the proposed development. The circumstances that gave rise to the encumbrance have materially advanced: the land is now being comprehensively considered through the FTAA; its future urbanisation is anticipated through the strategic growth framework; Southern Links and the east-west arterial connection are spatially provided for; Wickham Street is removed as a future development access; and enforceable conditions prevent substantive development until the necessary strategic roading infrastructure is available. The original purpose of the encumbrance is therefore not being displaced—it is being carried forward through a more targeted, spatially defined and enforceable framework appropriate to the planned urbanisation of the land.

2.3 Zoning

The site is zoned Rural zone under the Waipā Operative District Plan (WDP), with designation D156 New Zealand Transport Agency Southern Links Network Project extending over the centre of the site. There are no overlays or spatial constraints. The zoning of the site is shown in **Figure 2** below.

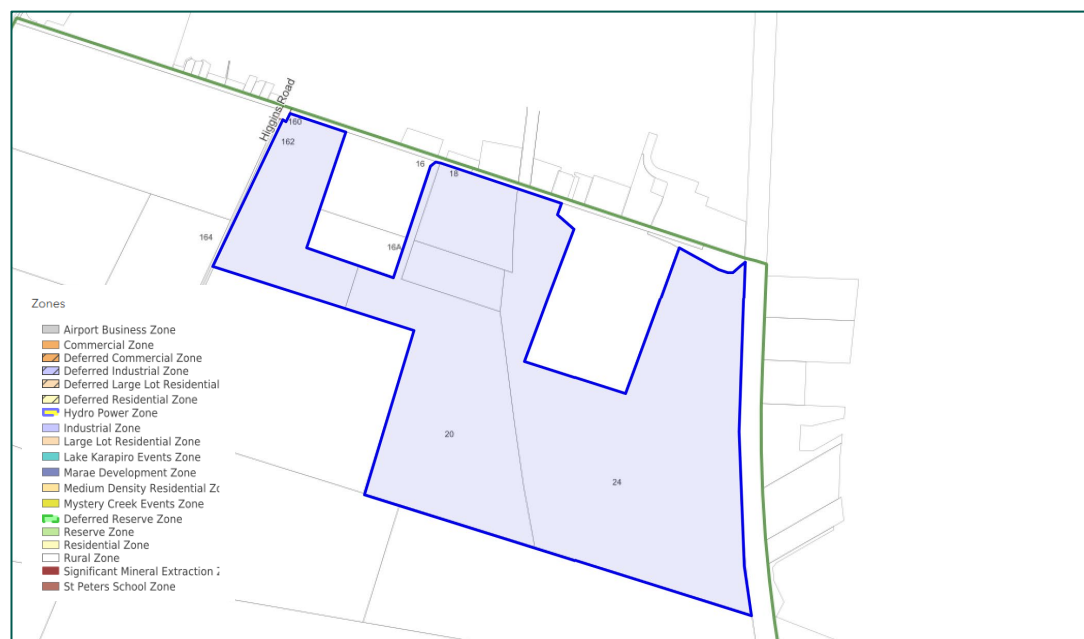


Figure 2: Site zoning under the WODP.

2.4 Land Use and Access

The site is irregularly shaped and relatively flat. The site is currently in use for a range industrial and rural farming activities, including transport and storage yards, container storage, landscaping supplies, heavy machinery storage, and multiple laydown areas. With the Hamilton Transfer Station located at 18 Wickham Street. There is existing access to the site from Higgins Road and Wickham Street.

2.5 Hamilton Southern Links

The Overview Report, in Section 7.5.2, outlines broadly HSL, the status and considerations for the Southern Links 1 Project. For SL1 Industrial North the HSL designation dissects the western and eastern portions of the site. Extensive consultation with NZTA over a long period of time, and in the build up to lodgement of this Substantive Application is reflected in the more recent NZTA HSL project announcements.

The most recent public announcements on HSL have included what NZTA refer to as ‘SL1 Roundabout’. This is located south of the Greenwood / Kahikatea roundabout and within the SL1 Industrial North subject site. **Appendix 16** goes into detail on the proposed SL1 roundabout, how it will interact with the Greenwood / Kahikatea roundabout, particularly given the proximity, and how it will operate and function long term. Critically, the SL1 Roundabout, within Industrial North, will facilitate a future east/west movement within the Industrial North site, with the wider SL1 Growth Cell Concept Plan showing this connection through to Tuhikaramea Road. The ability to redistribute industrial traffic and trucks away from existing residential areas will promote safer and more efficient transport movements within the wider corridor.

BBO, within **Appendix 16**, has generated a concept design, which has also undertaken extensive Waikato Regional Transport Modelling. **Figure 3** demonstrates how the SL1 Roundabout could fit within the SL1 Industrial North Project.

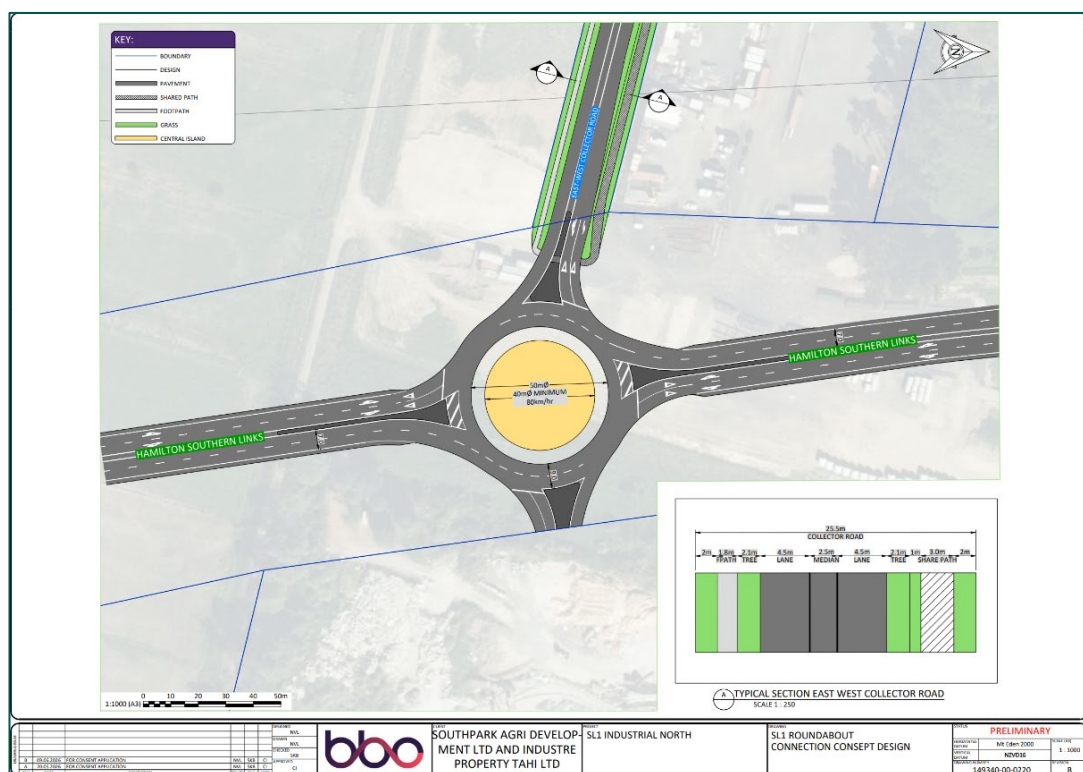


Figure 3: SL1 Roundabout concept design, Source BBO

NZTA has been involved in the design and consideration of the SL1 roundabout, and the SL1 Industrial North Project and proposed servicing approach will enable the creation of the SL1 roundabout, when required.

The Substantive Application includes work within the HSL Designation, particularly in relation to interim access arrangements, Option B, for the entirety of the SL1 Industrial North development

prior to HSL. The enabling works, pre-load, and wider design considerations will continue to be progressed with NZTA, and the Applicants are fully cognisant of the s176 approvals required to give effect to Option B, the preferred transport connection for SL1 Industrial North.

The Applicants and Project team wish to continue to work collaboratively with NZTA, and key stakeholders on further refining the strategic connectivity within south Hamilton / North Waipa, both as part of the Substantive Application, and the wider SL1 Growth Cell considerations.

2.6 Surrounding Environment

The surrounding environment comprises a diverse mix of urban, industrial, infrastructure and rural land uses that reflect the site's location at Hamilton's southern urban edge. Established industrial development adjoins the site to the north and north-east, including industrial buildings, storage yards, hardstand areas and associated servicing activities. The North Island Main Trunk railway corridor forms a prominent linear feature along the eastern boundary, reinforcing the infrastructure-dominated character of this edge. The Hamilton Southern Links designation traverses the locality and will become a key element in the future structure of the area.

To the south and west, the landscape transitions to open rural farmland characterised by pastoral paddocks, drainage canals, farm fencing and broad open views. This rural landscape provides the principal area from which expansive views towards the site are available. In contrast, views from the industrial and transport corridors to the north and east are generally more contained and filtered by existing buildings, infrastructure and vegetation.

The wider landscape context includes Kahikatea Park and associated open space to the north-west, while the Waikato River corridor forms part of Hamilton's broader landscape structure to the north-east. The surrounding area is generally low lying and flat, with landscape character influenced more by land cover, vegetation patterns and urban edge conditions than by topography. Overall, the receiving environment is best understood as a highly modified rural-urban interface that is already influenced by industrial development, strategic transport infrastructure, artificial drainage networks and planned urban growth associated with the Southern Links growth area.

2.7 Geology and Topography

The site is located within the Hamilton wetland/alluvial plain landform and is generally low-lying and flat. A Geotechnical Investigation Report (GIR) has been prepared by CMW Geosciences (CMW) and is provided in **Appendix 17**. The GIR confirms that the site geology comprises Holocene peat deposits underlain by interbedded silts and sands of the Late Pleistocene Hinuera Formation, which in turn overlie the Early Pleistocene Walton Subgroup comprising fluvially reworked igneous silts and clays that also form the base of the nearby hills outside the site. The investigations also identified areas of imported gravel fill associated with existing industrial yard areas, uncontrolled fill within the existing green waste area, and construction waste fill associated with the north-eastern portion of the site.

The natural ground surface across much of the site is generally level, with elevations typically ranging between RL38 m and RL41 m. The southern portion of the site retains much of this original landform, although some localised recontouring has occurred to improve agricultural drainage. In contrast, the northern and eastern portions of the site have been extensively modified through historical filling, excavation and stockpiling activities, resulting in site elevations ranging from approximately RL36 m to RL61 m. Numerous artificial drainage channels traverse the site,

reflecting the historic drainage of the peat landscape. Refer to the Geotechnical Investigation Report (**Appendix 17**) for further details.

2.8 Natural Hazards

The site is largely clear of natural hazards identified under the WODP and Waikato Regional Hazards Portal, with the exception of flood hazards associated with the existing low-lying peatland and watercourse network. The GIR includes a comprehensive assessment of geotechnical natural hazards relevant to the proposed development, including seismicity, fault rupture, liquefaction, settlement, slope stability and groundwater conditions. The assessment confirms that the site is not traversed by any known active faults, with the nearest active fault (the Kerepehi Fault) located approximately 50 km west of the site, resulting in a low fault rupture risk. The site is classified as a Class D (deep soil) seismic site and, while liquefaction and settlement of the underlying peat soils may occur during an ultimate limit state seismic event, these matters can be appropriately managed through earthworks, ground improvement, foundation design and other geotechnical mitigation measures recommended within the GIR.

Flood modelling undertaken by Maven (refer Infrastructure Report, **Appendix 13**) confirms that parts of the site are inundated during the 1% AEP (100-year) flood event. Flood depths are generally concentrated within the existing watercourses, while the broader low-lying areas are predominantly subject to shallow sheet flow with typical flood depths of approximately 100–300 mm. The proposed development incorporates comprehensive earthworks, flood storage and stormwater management measures to manage flood risk and ensure that the development does not increase flood hazard on adjoining land.

2.9 Ecology

An Ecological Impact Assessment (EclA) has been prepared by EcoLogical Solutions and is included as **Appendix 23** along with the Lizard Management Plan (LMP), Fish Management Plan (FMP), Bat Management Plan (BMP) Bird Management Plan (BirdMP) for implementation. This includes an assessment of existing terrestrial and freshwater ecosystems within the site.

2.10 Terrestrial Ecology

The site comprises a mosaic of modified terrestrial habitats reflecting its mixed industrial and rural land uses. Approximately 29 ha of the site is occupied by existing industrial activities, including transport and storage yards, hardstand, metal surfaces and laydown areas with limited vegetation cover. The balance of the site comprises improved pasture used for grazing and cropping, together with shelterbelts, scattered specimen trees, rank grass areas, artificial drainage channels and two artificial stormwater ponds.

Vegetation within the pasture areas is dominated by introduced pasture species including meadow grass, perennial ryegrass, buttercups and scattered pasture weeds. Woody vegetation is predominantly exotic and includes eucalyptus, London plane, oak, pine, silver wattle, crack willow and poplar, together with a small number of indigenous kahikatea trees. Overall, the site's botanical values are considered to be low as a consequence of the highly modified nature of the site.

The site provides generally low-quality terrestrial habitat for indigenous fauna. Native bird species recorded during surveys were all classified as "Not Threatened", with habitat largely confined to

the mature exotic shelterbelts and pasture. No native lizards were detected during surveys; however, suitable habitat occurs within areas of rank grass, weeds and inorganic debris, and copper skinks (At Risk – Declining) are considered likely to be present in low numbers. Precautionary Wildlife Approvals are being sought given that potential. Surveys also identified a small number of trees with potential bat roost features, and low levels of long-tailed bat activity were recorded, indicating that bats are likely to use the site primarily for commuting and foraging rather than regular roosting.

See the EclA in **Appendix 23** for further details.

2.11 Freshwater Ecology

The EclA has identified several freshwater ecology features within the site, as shown in below. The freshwater environment is highly modified and is dominated by an interconnected network of artificial farm drains, drainage canals and stormwater infrastructure established to facilitate agricultural drainage. No natural inland wetlands were identified within the site. See **Figure 4**.



Figure 4: Freshwater ecological features. Source: ecoLogical Solutions

The principal freshwater features comprise a central farm drainage canal extending approximately 1,275 m through the site from west to east, a southern boundary drainage canal extending approximately 940 m along the southern boundary, and a shorter northern drainage canal. The northern drain contains alligator weed (*Alternanthera philoxeroides*), which is actively contained by bunds at either end to prevent its spread. Two artificial stormwater runoff ponds are also located within the northern part of the site.

Ecological surveys found that the drains provide generally low to moderate freshwater habitat values. Habitat quality is constrained by the artificial nature of the drainage network, limited instream habitat diversity, modified riparian margins and the dominance of exotic vegetation. Nevertheless, the drainage network provides habitat for common indigenous freshwater fish species and supports aquatic invertebrate communities typical of modified lowland drainage

systems. The site does not contain any Outstanding Water Bodies or significant indigenous freshwater ecosystems. **Figure 5** identifies the ecological features and pre-development flooding on the site.

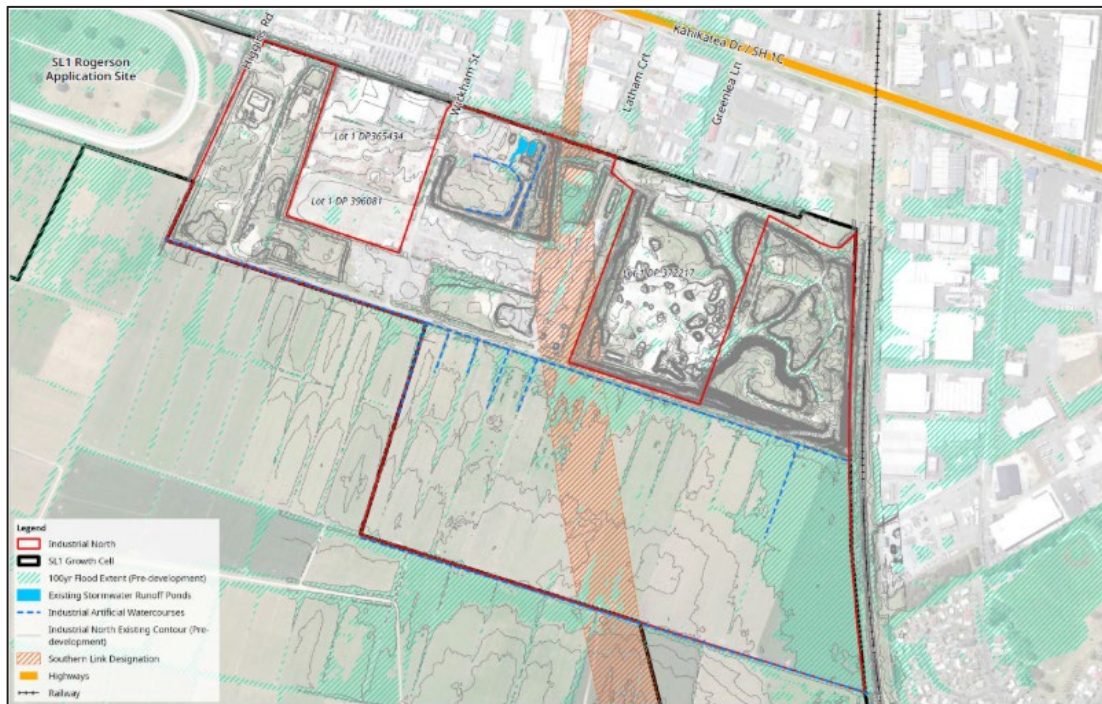


Figure 5: Identified Ecological Features and Pre-development Flooding for Industrial North

Refer to the Ecological Assessment prepared by ecoLogical Solutions Environmental Consultants (refer **Appendix 23**) for further details.

2.12 Existing Infrastructure

The Infrastructure Report prepared by Maven Associates (refer **Appendix 13**) confirms that the site is serviced by existing transport, utility and drainage infrastructure located within the surrounding Hamilton urban area. Existing stormwater infrastructure within and adjoining the site is limited to a network of artificial farm drains, Hamilton City Council drainage channels and piped stormwater infrastructure to the north, together with the KiwiRail drainage network along the eastern boundary. These drainage networks form part of the wider Waitawhiriwhiri catchment. Existing farm bridges and culvert crossings provide access across several of the drainage channels.

Existing public wastewater infrastructure is located within Higgins Road and Wickham Street and comprises 150 mm diameter reticulation mains connected to a 225 mm trunk main within Kahikatea Drive, which ultimately discharges to the Western Interceptor and the Massey Street Pump Station. A further wastewater pump station is located at Karen Crescent, approximately 600 m west of the site, and forms part of the existing wastewater servicing network for the area.

Potable water is supplied by Hamilton City Council's reticulated water network. An existing 620 mm bulk water main is located within the Greenwood Street and Kahikatea Drive corridor, with a 250 mm trunk water main located within Kahikatea Drive in proximity to the site.

Existing electricity and telecommunications services are available in the surrounding road network and will be extended as required to service the proposed development.

2.13 Land Use Capability

A Soil and Land Use Capability Classification Assessment been prepared by Landsystems and is included as **Appendix 28**. The assessment carried out by Landsystems includes an on-site assessment at a greater level to the NZLRI regional scale. The regional scale mapping identifies the entire site as LUC Class 2 (2s5) land, whilst the property-scale assessment identified a range of Land Use Capability classes across the site, comprising approximately 29% LUC Class 2, 23% LUC Class 3, 1% LUC Class 4, 15% modified Anthropic soils classified as LUC Class 7, and 32% non-productive land associated with existing buildings, infrastructure, drains, tracks, mature tree areas, historical fill and earthworks, as illustrated in **Figure 6** below. The productive portions of the site are predominantly underlain by Rukuhia peat and Kaipaki peaty loam, with wetness and poor drainage identified as the principal physical limitations affecting productive use.

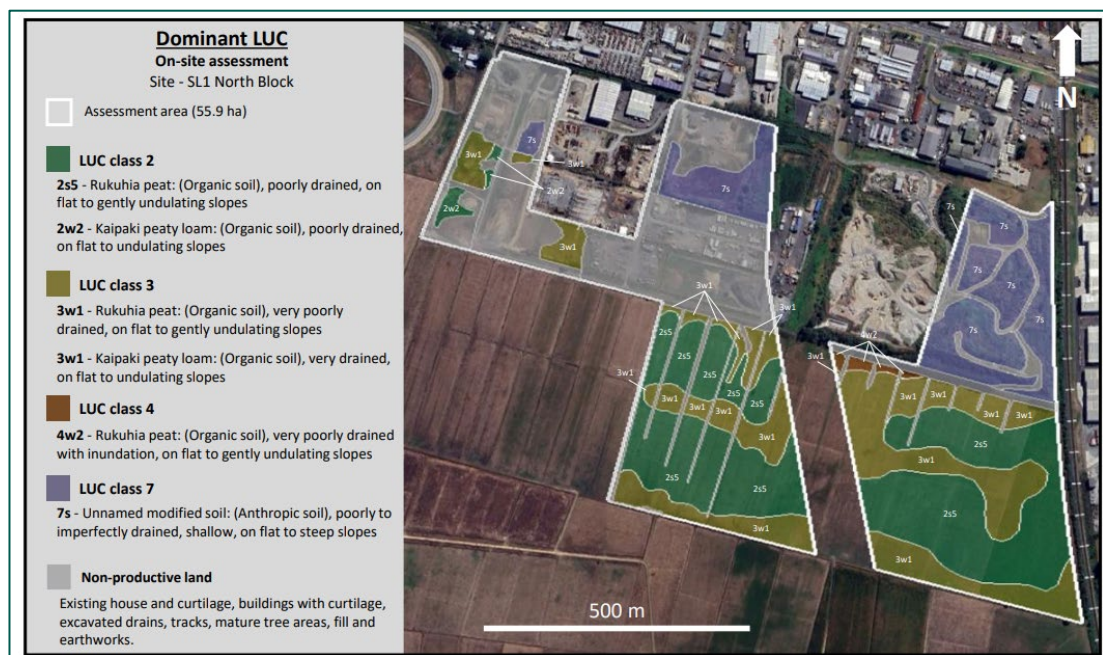


Figure 6: On-site LUC assessment. Source: Landsystems.

2.14 Contamination

A Detailed Site Investigation (DSI) has been undertaken by Swiftsure Consulting (refer **Appendix 21**), which has identified the following HAIL activities as having potentially occurred on the Site:

- A.17 - Storage tanks or drums for fuel, chemicals or liquid waste.
- E1 - Asbestos products manufacture or disposal including sites with buildings containing asbestos products known to be in a deteriorated condition (current and former structures).
- F.8 - Transport depots or yards including areas used for refuelling or the bulk storage of hazardous substances.
- G.5 - Waste disposal to land.
- I- Land that has been subject to the intentional or accidental release of hazardous substances in sufficient quantity that it could pose a risk to human health or the environment.

Accordingly, the site is identified as a "piece of land" for the purposes of Regulation 5(7) of the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (NESC).

A Detailed Site Investigation (DSI) undertaken by Swiftsure Consulting (**Appendix 21**) further characterised the nature and extent of contamination across the site. The investigation identified localised areas of contamination associated with historical site activities, including asbestos-containing material within areas of historic fill, elevated hydrocarbon concentrations within the existing storage yard, and an isolated elevated zinc concentration. Outside these localised areas, the site is generally characterised by uncontaminated or minimally contaminated soils. Existing buildings and structures on the site also contain asbestos-containing materials.

2.15 Hydrology

A Hydrological and Groundwater Assessment has been undertaken by WGA, refer **Appendix 20**. The Hydrological Assessment provides additional context to the wider site hydrological considerations.

The site forms part of the wider Southern Links 1 catchment and comprises approximately 60 ha of generally low-lying land. Existing drainage is provided by a network of artificial farm drains which convey runoff northwards to the Hamilton City Council drainage network before ultimately discharging to the Waitawhiriwhiri drainage network.

The wider area is located within the Waitawhiriwhiri catchment, for which Hamilton City Council has prepared a Draft Integrated Catchment Management Plan (ICMP). The upper catchment contains an extensive artificial farm drainage network, meaning hydrological catchment boundaries do not always align with physical drainage paths.

Existing hydrological investigations undertaken for the project identify that the site receives runoff from both local catchments and upstream contributing catchments, with existing drainage channels providing the primary flow paths through the site. These drainage corridors form an important component of the existing hydrological regime and provide hydraulic connectivity between upstream catchments and the downstream Waitawhiriwhiri drainage network.

2.16 Cultural Environment

A Cultural Impact Assessment ('CIA'), included as **Appendix 24**, was prepared in support of this application. In the Listed Application documentation, the iwi authorities relevant to the project area are as follows:

- Waikato-Tainui.
- Ngati Haua.
- 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 Southern Links 1 project. Two additional cultural values assessments were also undertaken to inform the Southern Links 1 project, as supporting appendices. This reflects the collaborative and engaging approach to working with manu whenua as part of the project's inception and development.

Pouwhenua Consultancy Limited built on the existing Hamilton Southern Links Tangata Whenua Working Group, with the working group comprising 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, Southern Links 1 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 Southern Links 1 respective masterplans and applications. Ongoing consultation has occurred with the hapū as documented in the Engagement and Consultation Report included as **Attachment 2**.

The Cultural Impact Assessment (CIA) confirms the Southern Links 1 area is recognised as a culturally significant landscape for local iwi and hapu. The relationship between tangata whenua and this landscape is reflected through its whenua, waterways, natural systems and historical associations, which continue to inform the exercise of mana whakahaere and the consideration of future land use and environmental management. These relationships provide an important context for understanding the cultural values associated with the proposal.

The CIA includes identifying, that the project area forms part of the wider ancestral landscape occupied by Waikato tribes, particularly Ngaati Maahanga, Ngaati Tamainupoo, Ngaati Wairere, Ngaati Koroki Kahukura, Ngaati Hauaa and Ngaati Apakura. For generations, this landscape has sustained the physical, cultural, spiritual and economic wellbeing of mana whenua through its waterways, fertile soils, wetlands, forests and interconnected systems of customary resource use. It is not simply a collection of waterways, wetlands or archaeological sites, but a living cultural landscape shaped by enduring relationships between Te Awa o Waikato, its tributaries, the whenua and the taiao.

The Applicants acknowledge and understand the important cultural values of Southern Links 1, and the project site, and have sought to implement and apply appropriate design responses and considerations as part of wider project refinement, including the stormwater philosophy, landscape strategy and planting considerations.

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.

2.17 Landscape

The site is not identified as an Outstanding Natural Landscape or Outstanding Natural Feature. It is located on the southern edge of Hamilton within a highly modified landscape that forms the transition between established industrial development and the surrounding rural environment. The landscape is generally flat and characterised by a mix of open pasture, industrial activities, storage areas, hardstand surfaces, shelterbelts, scattered mature trees and an extensive network of artificial drainage channels. Established industrial development and the North Island Main Trunk railway corridor adjoin the site to the north and east, while open rural land extends to the south and west. Overall, the site exhibits the character of a modified rural–industrial edge landscape.

2.18 Existing Consents

As outlined in **Attachment 13** Existing Consents, and outlined in Overview Report **Volume 1**, Section 6.3.2, significant existing consents for bulk earthworks apply across the SL1 Industrial North land area.

South Park Agri Development Ltd land includes;

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

Industre Property Tahi Limited include;

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

Notwithstanding the above consents, there is also further context to wider consenting on adjoining sites. As outlined in the Notification and Consent Evaluation Report (APP145374), refer **Attachment 13**, historical cleanfill activities have been occurring on the wider site. As outlined in a WRC approval, cleanfill activities have been occurring adjacent to the site since 1978. A previous resource consent (AUTH132662.01.01) was issued in October 2014, which was held by D & T MacDonald Limited, and authorised the discharge of cleanfill to land and associated contaminants to air. It is noted that enforcement action was taken against this consent holder, with an abatement notice issued in July 2020. It is understood that the cleanfill deposited at this site exceeded the maximum volume (350,000m³), being a total of approximately 853,000m³. Subsequently, Southpark Agri Development Limited sought consent to discharge the surplus material (517,000m³) to the adjoining property. This consent (AUTH142376.01.02) authorised the discharge of approximately 517,000m³ of cleanfill including associated discharges to water and air. This consent was issued in January 2021, essentially transferring the unauthorised cleanfill from the adjacent site.

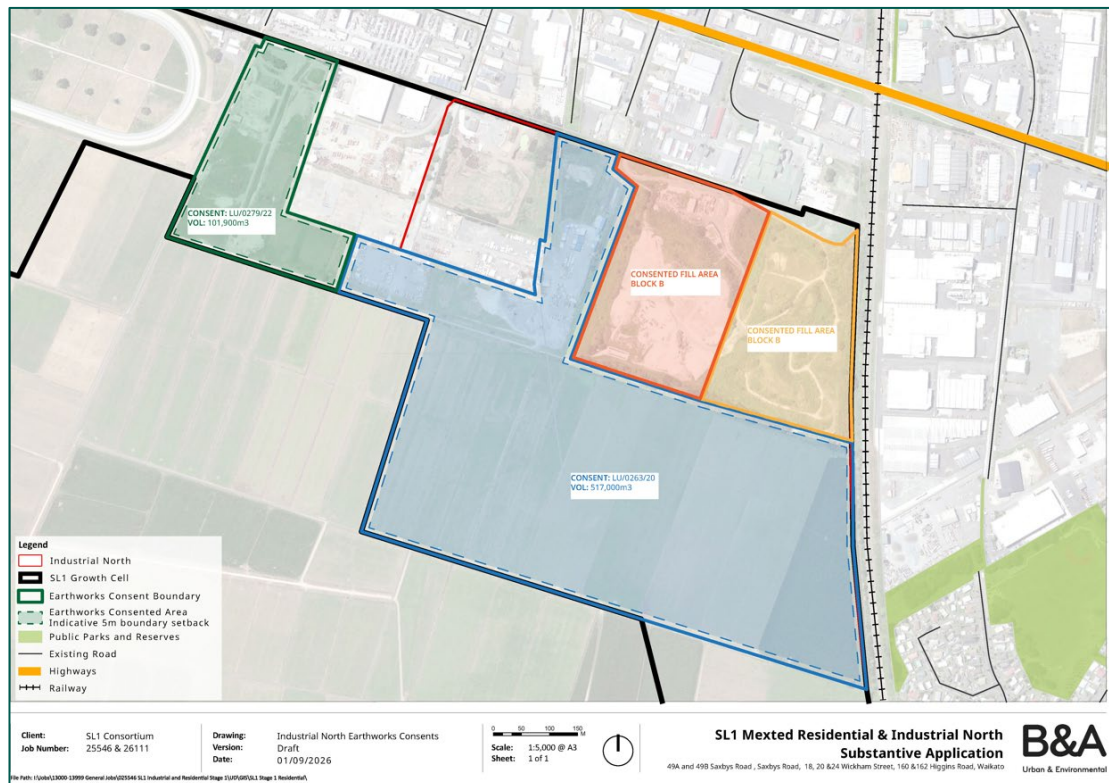


Figure 7: Existing consented bulk earthworks on Industrial North

The above consents have been given effect to and are in various stages of implementation. The relevant conditions on these consents have been integrated into the draft condition set in **Attachment 10 and 11**. These existing approvals do not preclude any of the proposed works in this substantive application.

3.0 Proposal

3.1 Overview

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

The Southern Links 1 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.

SL1 Industrial North forms a component of the Southern Links 1 Project.

The proposal seeks approval as part of a Substantive Application under the FTAA for a comprehensively master planned and staged industrial development. This includes all necessary resource consents under the Resource Management Act 1991, including regional and district approvals where required, and Schedule 7 Wildlife Approvals.

The proposal represents the industrial component of the listed Southern Links 1 Project (as detailed within **Volume 1**) and incorporates a coordinated framework of industrial land use,

transport connections, and three waters infrastructure. Specifically, the application seeks approval to undertake the following:

SL1 Industrial North provides for:

- **Industrial subdivision and land use:** the establishment of 22 industrial lots (vary in size from 3500m² to 20,000m² together with associated development controls, see **Appendix 5** which enable;
 - New Buildings and Development
 - Logistics and Freight-Handling Activities
 - Industrial Activity
 - Light Industrial Activity
 - Service Industrial Activity
 - Ancillary Offices
 - Ancillary Retail
 - Trade and Industry Training Facilities
 - Food and Beverage outlets on proposed Lot 14
 - Wholesale retail and trade supplies
 - Building Improvement Centres
 - Accessory Buildings
 - Banks less than 200m²
- **Logistics and truck yard activity on Lot 7:** Buildings, structures and associated infrastructure to support a logistics and truck yard activity on Lot 7, see **Appendix 8**;
- **Access and infrastructure:** comprehensive infrastructure service including stormwater wetlands and roading, pump stations and supporting structures including:
 - Stormwater management: Construction of an integrated stormwater management system including artificial stormwater wetlands, forebays, swales, detention/attenuation storage, piped infrastructure and associated water quality treatment devices.
 - Construction of new wastewater, potable water, power and telecommunications infrastructure, including wastewater pump stations and associated utilities.
- **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); and
- **Vegetation clearance:** where required, together with ecological mitigation and restoration where required in accordance with the approved management plans.

The proposed development has been designed based on the constraints and opportunities identified through the master planning process and the specialist assessments prepared for this application, including planning, urban design, landscape, ecology, geotechnical, hydrogeological, contaminated soils, infrastructure and cultural assessments. The following sections provide a detailed description of the proposal components.

More comprehensive descriptions on specific aspects of the proposal are set out in the specialist reports and plans accompanying the **Volume 3** application.

A Wildlife approval is also sought as part of the Substantive Application for the incidental killing/injury and handling and translocation of lizards, refer **Appendix 32** EclA.

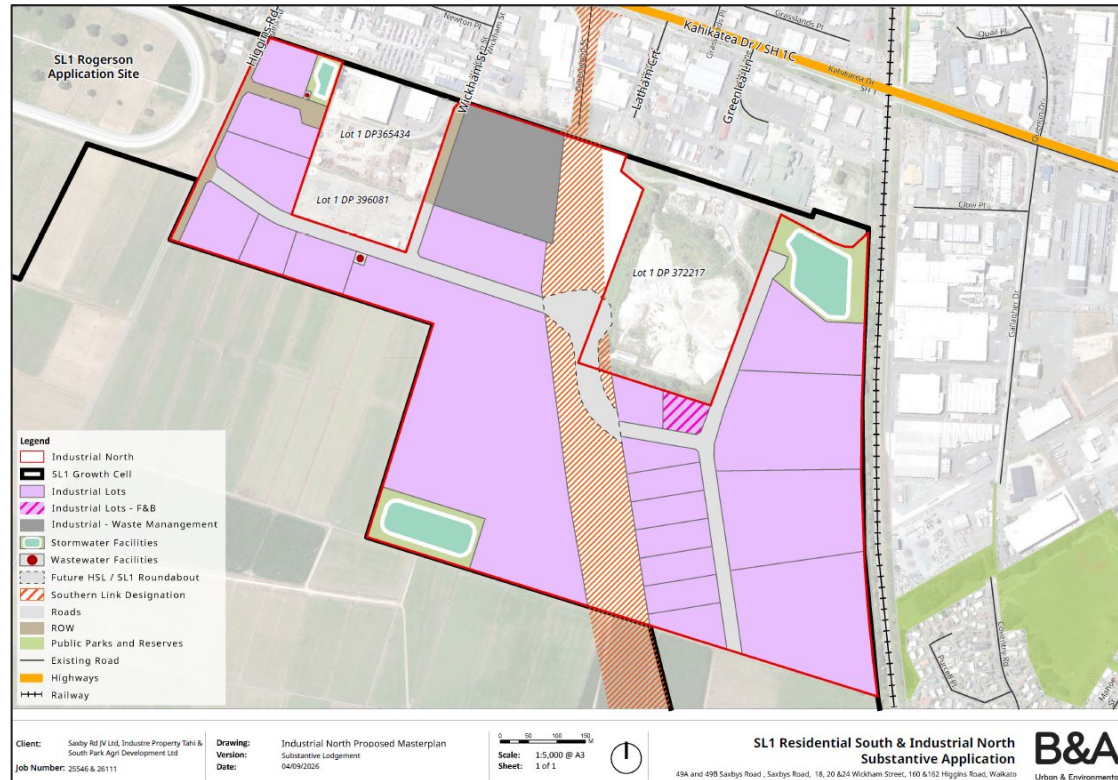


Figure 8: Southern Links 1 – Industrial North Master Plan

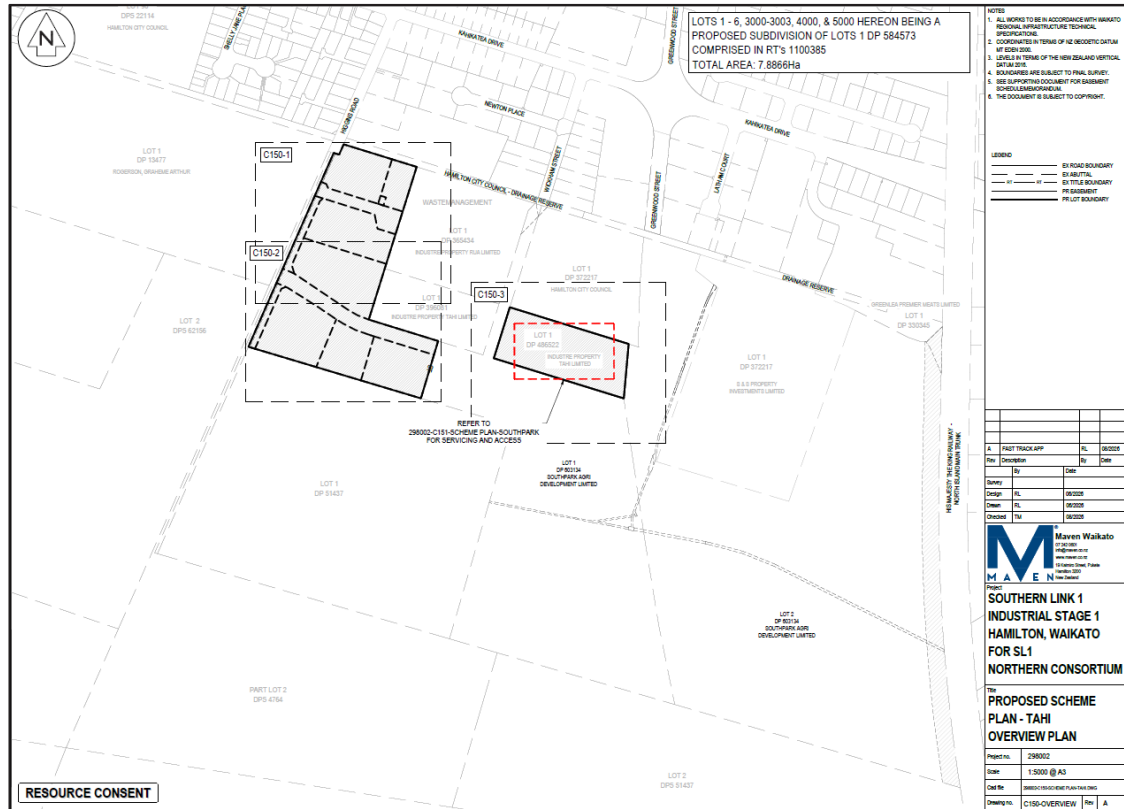


Figure 9: Southern Links 1 – Industrial North Scheme Plan Lots 1 – 6, and 8 Industrie Property Rua Limited

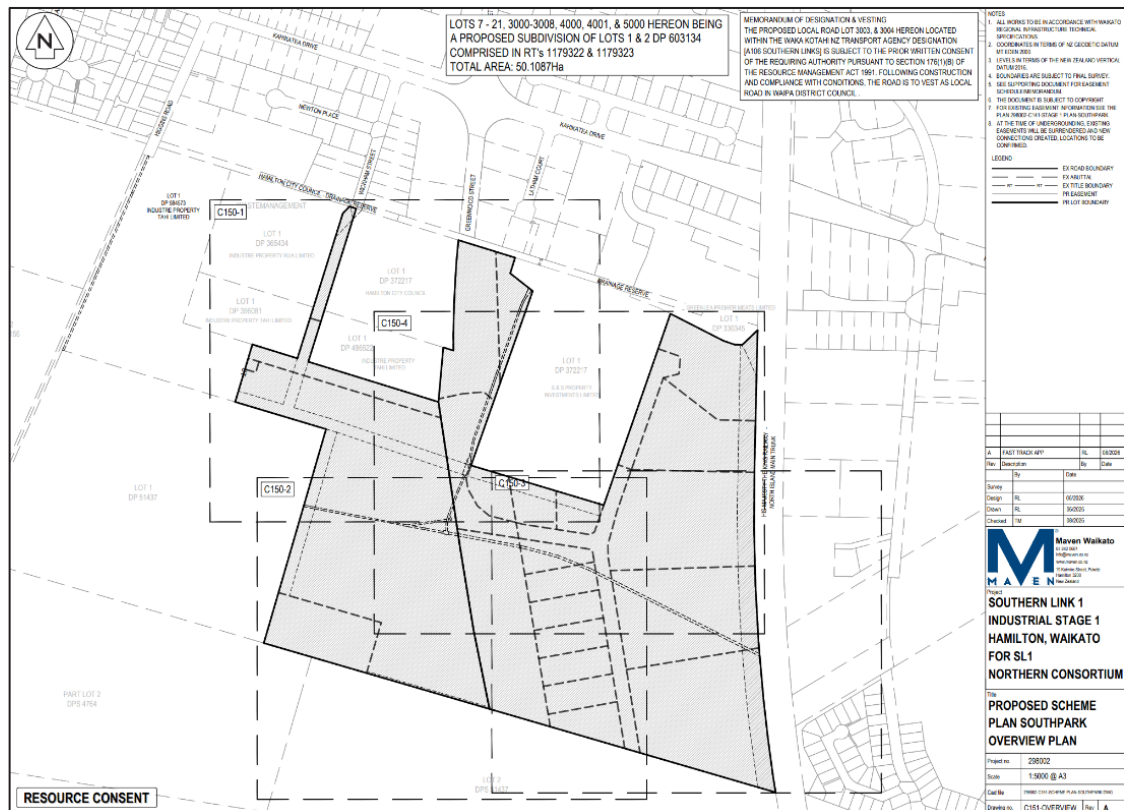


Figure 10: Southern Links 1 – Industrial North Scheme Plan South Park Agri Limited

As outlined in the SL1 Industrial North Scheme Plan (**Appendix 5**), the Industrial North area has two landowners who are obtaining approvals as part of the substantive application. **Figure 10** above

relates to South Park Agri Development Limited, and **Figure 9** relates to Industrie Rua Limited. Areas outside that seeking consent are hatched on the scheme plan.

The Industrial North site excludes two parcels at 16 and 16A Wickham Street, owned by Industrie Property Tahī Limited (a related entity to Industrie Property Rua Limited), but includes the Hamilton City Council owned refuse site at 18 Wickham Street, however no approvals are sought as per **Attachment 14**. Notwithstanding that no approval is sought for the 18 Wickham Street site, it is included as one of the '22' industrial lots, however no servicing, use or change is proposed to the existing situation.

Each landowner (South Park Agri Limited and Industrie Property Rua Limited) will have their own set of consents and conditions to give effect to, with some that are in common for shared or staged infrastructure.

3.2 Subdivision Design and Layout

This section of the application and the subdivision scheme plans prepared by Maven included in **Appendix 5** is provided in accordance with Clause 8(1) of Schedule 5 of the FTAA in respect of the subdivision activities proposed under the **Volume 3** application.

3.2.1 Urban Design Overview

The overall design rationale for the SL1 Industrial North development is to establish a high-quality industrial precinct that provides for efficient employment land while integrating with the existing Frankton industrial area and the wider SL1 Growth Cell. The layout responds to the site's strategic location adjacent to the North Island Main Trunk Railway, the future Hamilton Southern Links corridor and existing industrial activities, providing a logical extension of Hamilton's industrial area and supporting future employment growth. The design is underpinned by principles of connectivity, functionality, environmental integration and high-quality industrial amenity. These principles are discussed further in the Urban Design Assessment included as **Appendix 10** and can be summarised as follows:

- Establish a legible and functional industrial precinct that supports a range of industrial activities while providing flexibility for future business and employment opportunities;
- Provide an efficient movement network that accommodates freight, servicing, walking and cycling, while integrating with Wickham Street and the future Hamilton Southern Links corridor and the wider SL1 Growth Cell;
- Create an attractive industrial environment through high-quality streetscape design, landscaping and appropriate interface treatments that soften the visual appearance of industrial development and respond to adjoining rural land, transport infrastructure and future urban growth areas;
- Integrate the existing drainage network, stormwater management infrastructure and ecological features into the overall subdivision layout, providing stormwater treatment, landscape amenity and visual relief while supporting environmental outcomes;
- Ensure industrial lots are of sufficient size and configuration to accommodate a range of future industrial activities while promoting a coherent urban structure and efficient land use; and

- Respond appropriately to the site's strategic infrastructure, including the North Island Main Trunk Railway and future Hamilton Southern Links corridor, through appropriate setbacks, landscape treatment and access arrangements.

3.2.2 Subdivision Overview

3.2.2.1 Stage 1 Subdivision

As an initial stage of the development, consent is sought for a Stage 1 subdivision that establishes the parcels and framework for the staged industrial development of the site. The SL1 Industrial North Industrie Rua subdivision will create two development parcels (Lots 1 and 2) and a road (Lot 3). The SL1 Industrial South Park Agri subdivision will create

The Stage 1 subdivision will also establish the necessary legal access, easements and land ownership arrangements to facilitate the subsequent industrial subdivision, infrastructure works, vesting and staged development of the site. The Stage 1 Subdivision for each consent holder gives effect to critical infrastructure, particularly the Kahikatea / Greenwood Street roundabout and the interim access arrangement within HSL and the east / west collector (across both consent holders). This Stage 1 work is required prior to both consent holders implementing beyond Stage 1, as per draft conditions of consent (**Appendix 10** and **Appendix 11**).

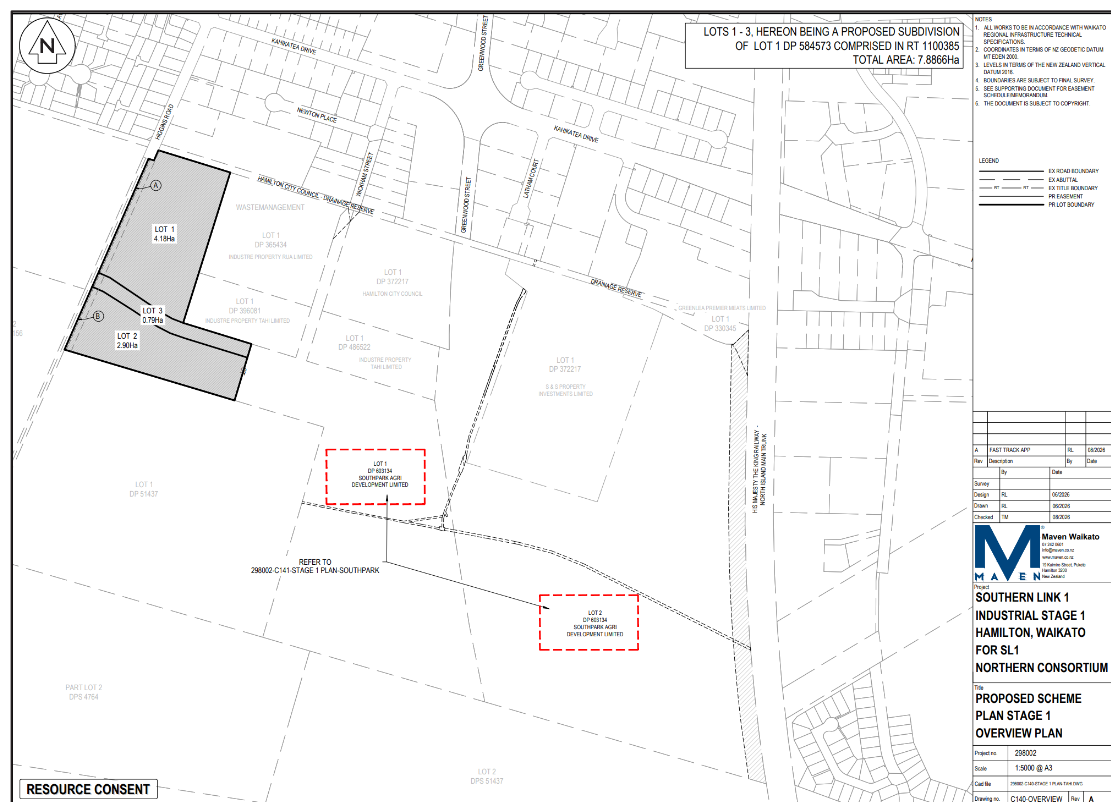


Figure 11: Southern Links 1 – Industrial North Scheme Plan Industrie Property Rua Limited Stage 1

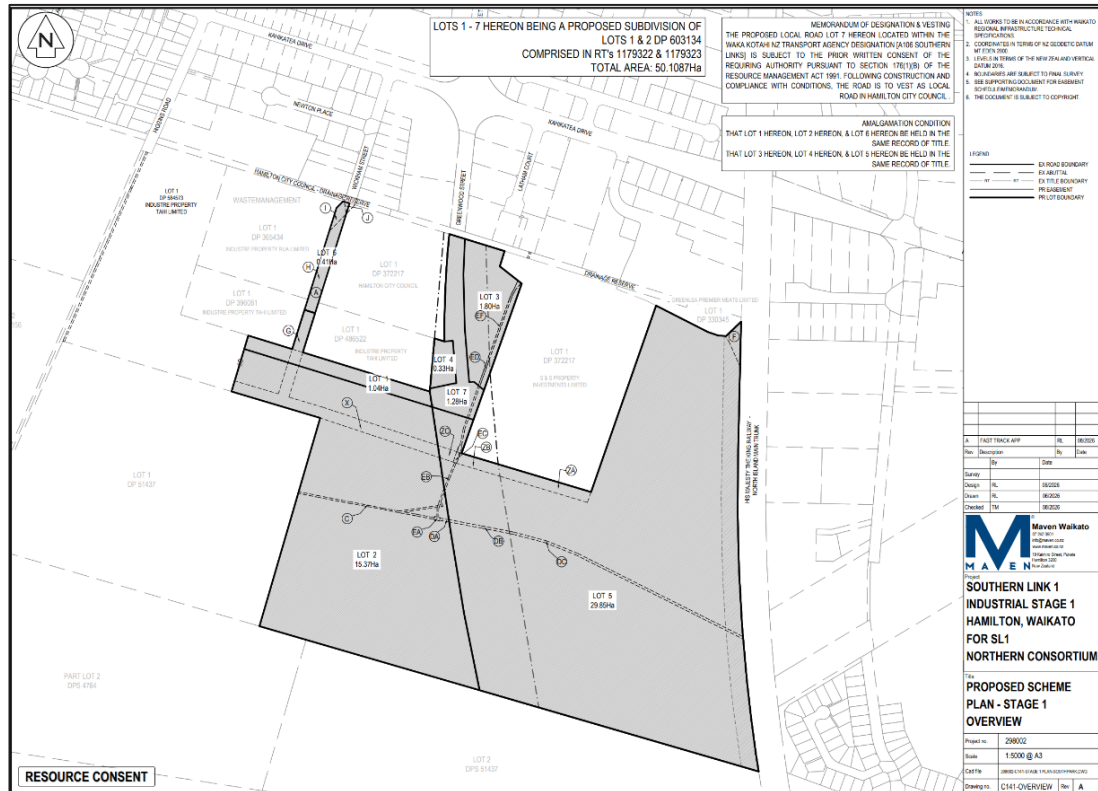


Figure 12: Southern Links 1 – Industrial North Scheme Plan South Park Agri Limited Stage 1

3.2.2.2 SL1 Industrial North Subdivision

As detailed on the scheme plans in **Appendix 5** the proposal involves the creation of the following lots:

- 22 vacant industrial lots (inclusive of existing HCC lot with no change, as per **Attachment 14**);
- Three local purpose reserves (stormwater);
- Two local purpose reserves (wastewater); and
- 4 public road lots.

The overall rationale for the subdivision is to facilitate the efficient and staged development of Industrial North by creating industrial lots that are appropriately sized and configured to support a wide range of industrial activities while integrating essential transport and three waters infrastructure. The subdivision has been designed to extend the existing Frankton industrial area, provide efficient freight access, and establish a logical urban structure that can integrate with the future Hamilton Southern Links corridor and the wider SL1 Growth Cell. The subdivision also incorporates stormwater treatment wetlands, drainage corridors and wastewater infrastructure as integral components of the overall layout rather than residual infrastructure areas.

Development of Industrial North is proposed to occur over four stages (Stages 1A, 1B, 2 and 3). Each stage has been designed to operate independently while delivering the infrastructure necessary to service that stage, including transport, stormwater and wastewater infrastructure, without reliance on future stages. This approach enables the orderly release of industrial land

while maintaining an integrated overall development outcome. The proposed subdivision scheme plan is shown in **Figure 13** below.

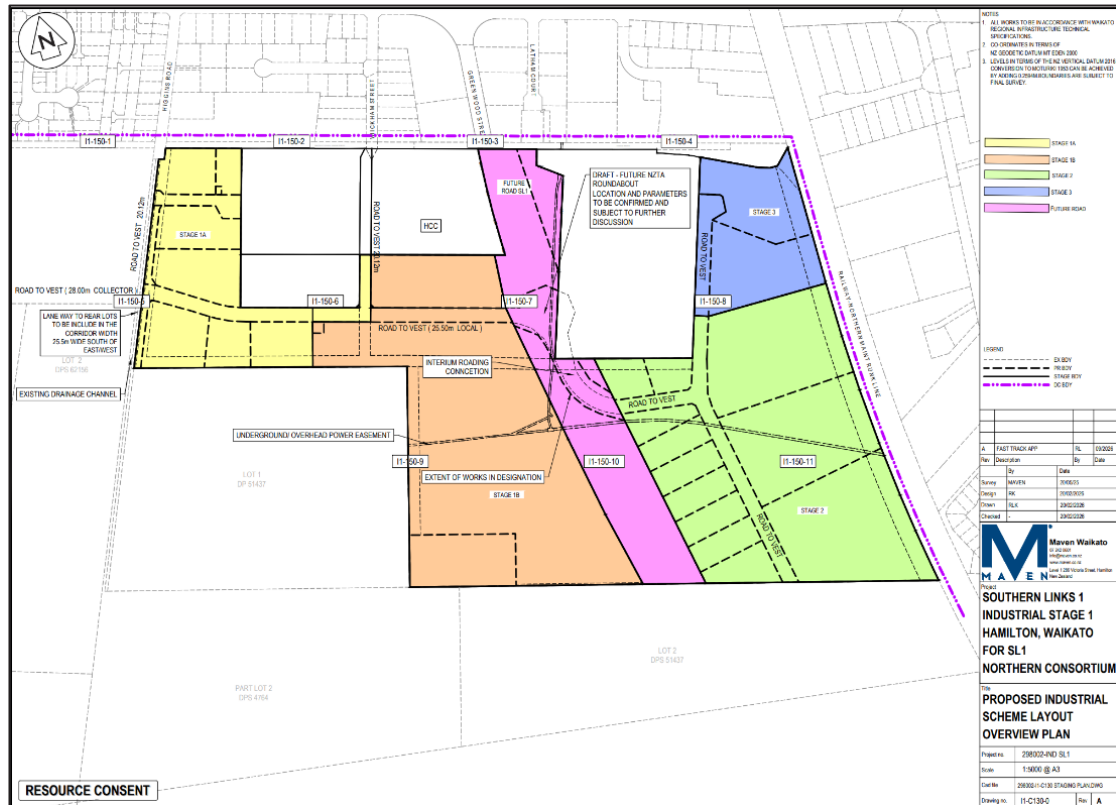


Figure 13: Proposed subdivision overall scheme plan. Source: Maven.

The proposed lots to be created through each stage are identified on the scheme plan and are summarised in **Table 2** below and shown in **Figure 14** below. The following sections below provide an overview of the types of lots to be created through the subdivision.

Table 2: Lots (and staging) to be created through the Subdivision

Stage	Lot type	Lot numbers
1A	Industrial freehold lots	Lots 1–6 and 8 - 10
	Stormwater infrastructure lot	Lot 4000
	Roads to vest / future road to vest	Lot 3002
	ROW	Lots 3000, 3001, 3003
	Wastewater infrastructure lot	Lot 5000
1B	Industrial freehold lot	Lots 7
	Stormwater infrastructure lot	Lot 4000
	Roads to vest	Lots 3001, 3003, 3004
	ROW	Lot 3000
	Wastewater infrastructure lot	Lot 5000
2	Industrial freehold lots	Lots 9 – 19
	Roads to vest	Lots 3004, 3007
3	Industrial freehold lots	Lots 20 - 21

	Stormwater infrastructure lot	Lot 4001
	Road to vest	Lot 3008
Hamilton Southern Links designation corridor	Strategic road corridor and associated interim connections	Defined spatially on the Scheme Plan; boundaries remain subject to confirmation and final survey

Stages 2 and 3 will occur concurrently with earthworks staging straddling across proposed Lot 20.

3.2.2.3 Industrial Freehold Lots

The site is to be subdivided into 21 industrial freehold Lots, with the retention of the HCC lot as is, across the site. In order to provide certainty for the decision-making authority, and future owners/developers of the proposed Lots, resource consents are sought that apply the following development controls that are outlined in the Industrial Bulk and Location Controls (refer **Appendix 9**), as summarised below:

Table 3: Proposed development controls for industrial Lots

Development Control	
Site coverage (maximum)	80% of net site area
Boundary setbacks	- Local road: Minimum 3m - Collector roads: Minimum 5 m. - Hamilton Southern Links designation: Minimum 40m for noise sensitive activities and 15 m for all other buildings. - Adjoining residential properties and public infrastructure facilities: Minimum 8 m. - Adjoining Rural Zone: Minimum 15 m. - All other boundaries: 0 m. - Adjoining open space zone: Minimum 8m
Building height	20m
Height in relation to boundary	No part of a building shall penetrate a height control plane rising at an angle of 45° (or 28° on a southern boundary) beginning at 3 m above any boundary adjoining a Residential, Open Space, Rural Zone, or Public Infrastructure Facility.
Permeable surface	A minimum of 20% of the net site area shall be permeable.
Landscaping	On lot frontage landscaping and screening - With the exception of areas required for driveway and vehicle crossing, land within 3m of local and collector roads shall be planted. - This planting shall consist of a combination of groundcovers, shrubs and trees, with at least one tree planted for every 10m of road frontage at a grade of no less than PB95 (equivalent of 45L) and minimum of 1.5m high at the time of planting. - For the avoidance of doubt, road frontages up to 10m wide will require one tree.

Development Control	
	Outdoor storage areas and any air conditioning unit visible from any road or other public place, shall be screened by landscape planting of 2m in height.
Site layout and interface standards	No plant or machinery (including air-conditioning units), goods, materials or waste shall be placed within the front building setback. Visitor and staff parking areas shall be located adjacent to areas of the building that are commonly accessed, and a pedestrian pathway shall be provided to the entrance of the building from the transport corridor boundary. Where provided, outdoor staff recreational/eating areas shall be located adjacent to internal staff meal areas/lunchrooms. Outdoor staff areas shall include landscaping and provision of shade/shelter. This may be in the form of trees or physical shade structures. Fences and walls in the front yard setback that vehicle access is obtained from shall not exceed 1.2m in height. No storage, loading or unloading of containers shall take place forward of the front building line of any building fronting a transport corridor or State Highway.
Ancillary office and retail	Ancillary retail and/or office activity shall not occupy, either individually or combined, more than 10% of the gross floor area or 250m², whichever is the lesser, and shall be ancillary to, and form an integral part of the principal industrial activity on the site. Retail and/or office ancillary to industrial buildings shall be located at the front of the industrial building and facing the road. On corner sites, they are only required to face the primary frontage.
Minimum net site area and shape	Minimum 1,000 m² (front, corner and rear). Shall be of such a shape as to contain a 20 m diameter circle. The circle shall not infringe any required front setback or any setback adjoining a residential or open space zone.

The set of Development Controls are to achieve a high-quality and coordinated industrial environment. The Development Controls establish mandatory standards relating to matters such as setbacks, landscaping, site layout, building envelopes and interface treatments. The controls have been informed by the General Industrial and Ruakura Industrial Zone provisions of the Hamilton City Operative District Plan and adapted to reflect the objectives of the SL1 Industrial North.

- Indicative building typologies have been prepared to demonstrate that the proposed industrial lots can accommodate a range of industrial activities while achieving the required development controls and maintaining high levels of site and streetscape amenity. These plans are illustrative only and do not represent the final built form for each lot.

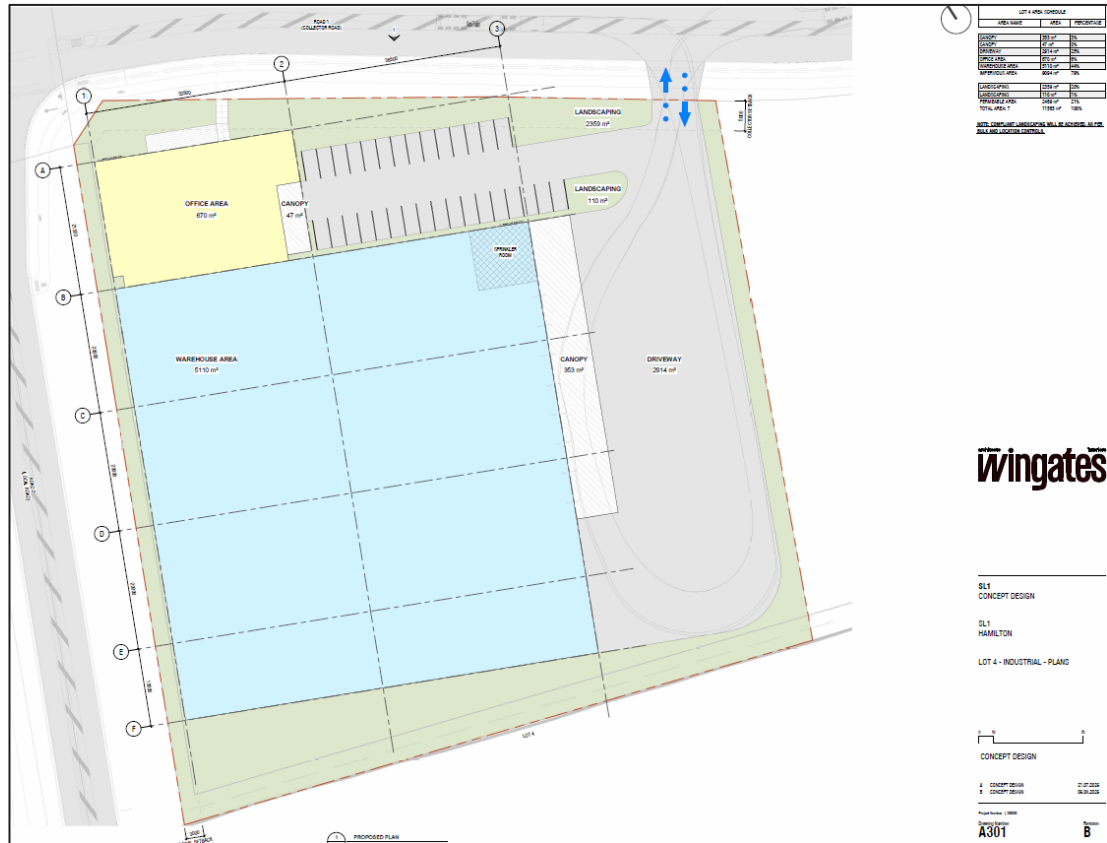


Figure 14: Industrial site plan concept. Source: Wingates.

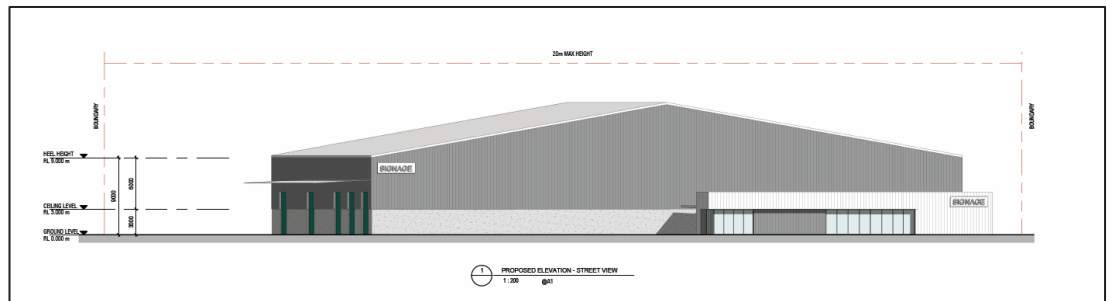


Figure 15: Industrial elevation concept. Source: Wingates.

The Development Controls address three key components:

- Site Layout – mandatory requirements relating to building setbacks, landscaping, parking, servicing, outdoor storage and site interfaces to achieve a coherent subdivision layout and attractive public realm.
- Architectural Design – design guidance to promote high-quality industrial buildings, active street frontages and varied architectural outcomes while allowing flexibility in building design.
- Landscape Design – requirements and guidance for planting, vegetation buffers, streetscape landscaping and integration of stormwater management features to create an attractive and cohesive industrial environment.

3.2.2.4 Roads to Vest

The roads constructed throughout the subdivision will be vested in Waipa. The roads to vest for each stage are detailed on the Scheme Plan and comprise sections of the proposed collector and local road network delivered across the development stages. Further details on the roading network to be delivered is set out in section 3.5 below.

3.2.2.5 Local Purpose Reserves

As detailed on the Scheme Plan the proposal involves the creation of three Local Purpose (Stormwater) Reserves. The reserves include Lots 4001 – 4003. Stormwater will be managed through an integrated treatment train comprising forebays, vegetated treatment wetlands and associated stormwater management infrastructure within these reserves. Further details are provided in Section 3.6.1 and the Stormwater Management Plan (**Appendix 14**).

In addition to stormwater reserves, two Local Purpose Reserves are proposed for wastewater (Lots 5000 and 5001). These Lots will contain wastewater pump stations to service the subdivision. Further details are provided in Section 3.6.2 below, and within the Infrastructure Report (**Appendix 13**).

3.2.3 Truck and Logistics Activity:

Proposed Lot 7 is for Truck and Logistics Activities, refer **Appendix 8**. The activity is intended to provide a purpose-built freight and logistics facility incorporating truck parking, trailer storage, freight handling and associated operational infrastructure. The facility has been designed to efficiently accommodate heavy vehicle movements while integrating with the proposed industrial road network and the future Hamilton Southern Links Corridor.

The proposed development includes:

- Ancillary administration and office buildings;
- Workshop and vehicle maintenance facilities;
- Truck and trailer parking areas;
- Container storage;
- A fuel dispensing area;
- A truck wash bay;
- Internal circulation roads and manoeuvring areas designed for heavy vehicles;
- Onsite staff and visitor parking;
- Landscaped areas and perimeter planting; and
- An on-site stormwater wetland forming part of the integrated stormwater management system.

The layout has been designed to separate operational vehicle movements from ancillary office functions, provide efficient internal circulation for heavy vehicles, and integrate landscaping and stormwater management within the overall site design. Building locations, parking areas and servicing infrastructure have been arranged to support the operational requirements of the logistics activity while maintaining an attractive interface with adjoining roads and the wider Industrial North development.

The proposed activity does not achieve the minimum 20% permeability, where 10% is proposed. Otherwise, the land use activity complies with the bulk and location controls outlined in **Appendix 9**.

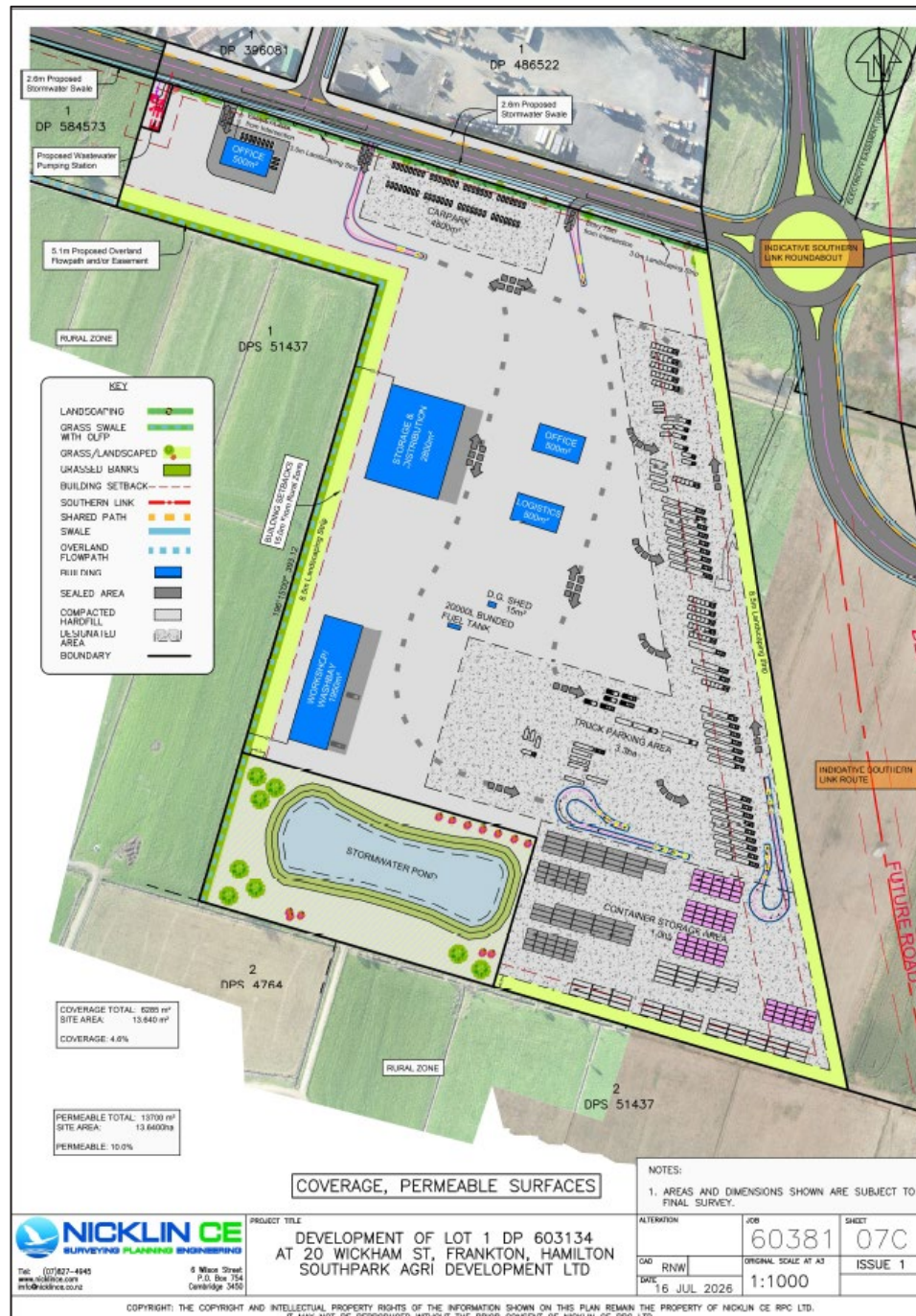


Figure 16: Lot 7 Land use consent truck and logistics activity. Source: Nicklin CE

3.3 Engineering Design for Roading, Infrastructure and Utilities

This application is supported by a sufficient level of engineering design. The Engineering Drawings and the Infrastructure Report, in addition to the supporting Management Plans, provide sufficient detail to understand the proposed land use and subdivision activities.

The Infrastructure Report (**Appendix 13**) outlines the development's design, covering key aspects such as earthworks and retaining, roading, stormwater, wastewater, and water supply, along with supporting calculations. These documents confirm that the proposed infrastructure and roading network will adequately service the development and have been designed in accordance with relevant guidelines and standards.

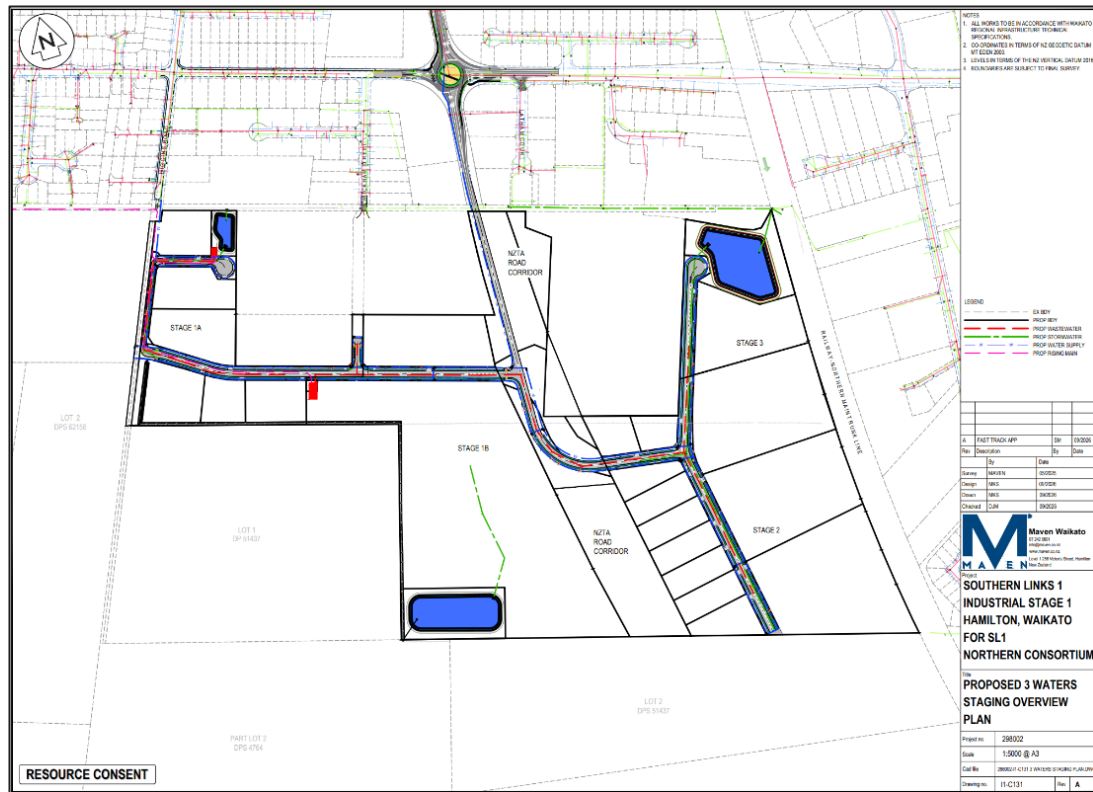


Figure 17: Industrial North Proposed Three Waters overview

Overall, the engineering drawings and Infrastructure Report define the scope of the proposed activities and anticipated development outcomes. Sufficient land has been allocated for vesting in the Council to accommodate transport, stormwater, and wastewater infrastructure.

Following approval under the FTAA, Engineering Plan Approvals (EPA) will be prepared and submitted in general accordance with the consent conditions and approved plans. At this stage, detailed engineering design, calculations, and plans will be provided to Council for review, ensuring compliance with relevant standards.

3.4 Roading Layout and Design

3.4.1 Overview

As outlined in the BBO ITA, **Attachment 16**, as part of early engagement with HCC it was outlined that a direct connection from the proposed Industrial Development area to Kahikatea Drive (via Higgins or Wickham) would not be supported given the access challenges that already exist due to high traffic volumes. For this reason, HCC also advised that they have had discussions with NZTA about allowing a connection from the future HSL corridor to the Industrial Development site to avoid it becoming land-locked by the HSL designation. A direct connection to HSL enables freight and other commercial / industrial traffic to be minimised on the surrounding local roads.

A single point of access to the Industrial Development area is proposed, recognising that HSL is a RoNS where access and intersections are rationalised to maintain efficiency of the strategic road corridor.

The road connection to HSL within the SL1 Industrial North site is proposed to be a four-arm roundabout, which aligns with Safe System principles. A concept plan of the roundabout configuration is shown in the supporting material, with the concept SL1 roundabout designed in accordance with Austroads Guide to Road Design Part 4B: Roundabouts ("AGR Part 4B"). A design speed of 100 km/h has been adopted for the HSL approaches.

The concept layout has been modelled to demonstrate that the expected performance and capacity of the intersection is sufficient for the transport demands of the Project and future proofed volumes on HSL. The concept design is therefore intended to demonstrate that the proposed access location and intersection form can be accommodated within the future HSL corridor without precluding the ultimate strategic transport function of HSL. The detailed geometric design, pavement design, drainage, utilities, safety barriers, tie-ins and any other state highway-specific requirements would be subject to further design development, safety audits and NZTA's approval process before being accepted as part of the state highway network.

The land required to form the eastern arm of the proposed roundabout is outside the SL1 Industrial Development area and is not part of the current Fast-track substantive consent application. Accordingly, the eastern arm is not proposed to be delivered as part of SL1 Industrial Development but the roundabout will be future proofed for it with a stub road to the east, sized and located so as not to preclude future extension when the adjoining land to the east is brought forward for development.

There is limited guidance on separation distance between highway intersections. The proposed position of the SL1 roundabout on HSL is approximately 520 m south of the future Greenwood Street / Kahikatea Drive roundabout that connects HSL to Greenwood Street and Kahikatea Drive.

The SL1 roundabout is proposed at this location for the following reasons:

- A position further south on HSL would result in less direct access between the Industrial Development area and the strategic road network. This may encourage some industrial traffic to utilise alternative local routes to travel north to Greenwood Street and Kahikatea Drive, which is inconsistent with the objective of directing industrial and freight traffic to the strategic road network.
- It supports a direct and intuitive east-west collector road corridor between Tuhikaramea Road and HSL, which in future will replace the existing function of Kahikatea Drive Extension that passes through a residential suburb. The new collector road route will maintain a strategic road connection between Hamilton's western fringe and the Frankton industrial area. Relocating the roundabout further south creates a convoluted alignment that risks rerouting some traffic north through residential streets.
- It allows the east-west collector road to be aligned strategically between two SL1 landowners' lots without dissecting lots to any owner's disadvantage. This provides important continuity for both applicants to progress their land development aspirations.

Intersection modelling for the SL1 roundabout and the future HSL roundabout at Greenwood Street / Kahikatea Drive intersection demonstrates that the proposed 520 m separation distance

is suitable for both intersections to function well under the predicted future traffic volumes without causing adverse capacity and efficiency effects to the HSL network.

The ITA, refer **Appendix 16**, goes into detail on the options considered to service the SL1 Industrial North development. The two options which will be covered below, reflect the future network (post HSL delivery) and the interim network that would enable the entirety of SL1 Industrial North to be developed (pre HSL).

Option A: Ultimate Network Arrangement (once HSL Stage 1 is delivered)

Once HSL is delivered in the future, the Industrial Development has been designed so that it can integrate with the ultimate HSL transport network without precluding future infrastructure. Under the ultimate arrangement, the following infrastructure may be provided

- A four-arm roundabout connection on HSL approximately 520 m south of the future Greenwood Street / Kahikatea Drive three-arm roundabout.
- Connection of the east-west collector road to the proposed HSL / SL1 roundabout.
- Extension of Wickham Street into the site.
- Access to the eastern part of the Industrial Development is dependent on the future HSL network staging scenario. If the SL1 roundabout and associated HSL connection is delivered in HSL Stage 1, access to the eastern area is proposed via a short section of HSL arterial and a local road connection to the north-south road in the eastern development area. In that scenario, following completion of HSL Stage 3 by NZTA, this local road connection would become a cul-de-sac.
- Integration with the wider walking, cycling and strategic transport network associated with HSL

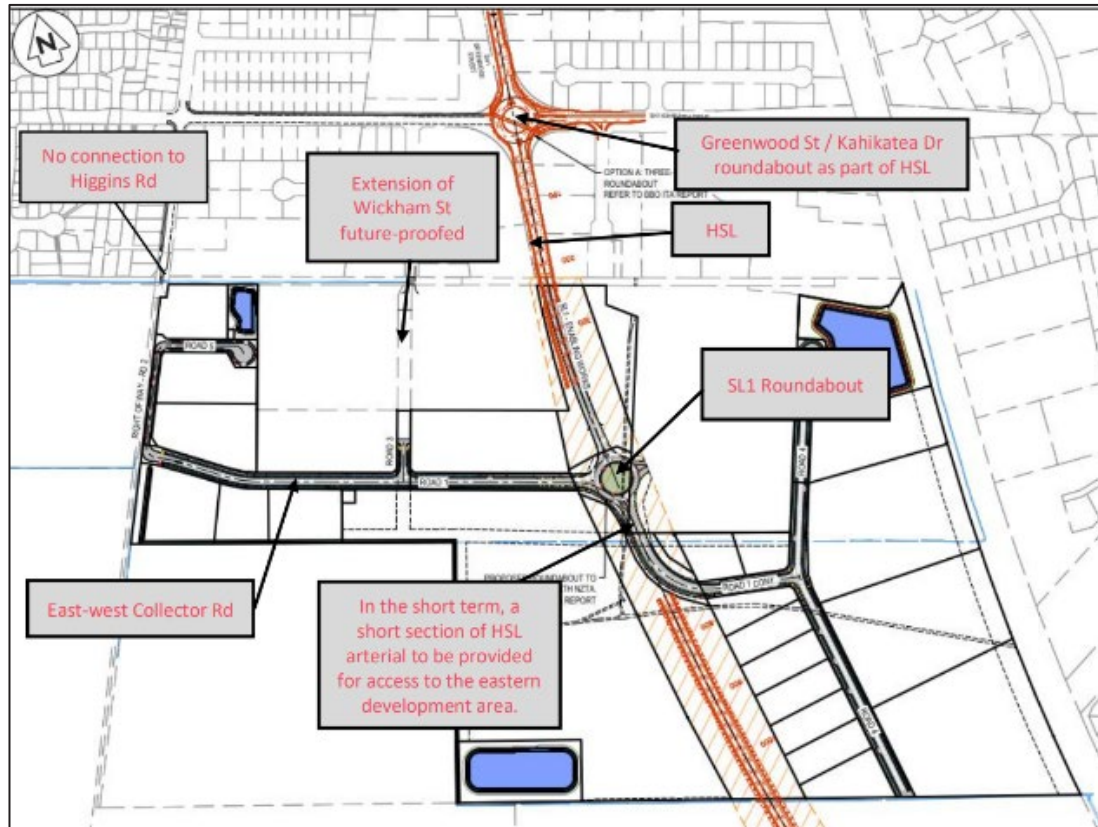


Figure 18: Option A – HSL Stage 1 Construction Option, source BBO ITA

Option B: Preferred Interim Option

The preferred access strategy is Interim Option B, which does not rely on HSL Stage 1 being delivered. Under this arrangement, Industrial Development traffic is accommodated via:

- An interim four-arm roundabout at Greenwood Street / Kahikatea Drive, replacing the existing priority-controlled intersection and providing access from Greenwood Street and Kahikatea Drive.
- An interim access road between the Greenwood Street / Kahikatea Drive roundabout and east-west collector road, designed and staged so that it can transition to the ultimate HSL arrangement.
- An east-west collector road forming the primary internal movement corridor through the site.
- A temporary T-intersection on the HSL corridor connecting the interim access road to the east-west collector road.
- Extension of the interim access road further south to provide access to the eastern part of the Industrial Development.
- A walking and cycling network connecting to the existing Greenwood Street shared path and wider active mode network via Wickham Street.

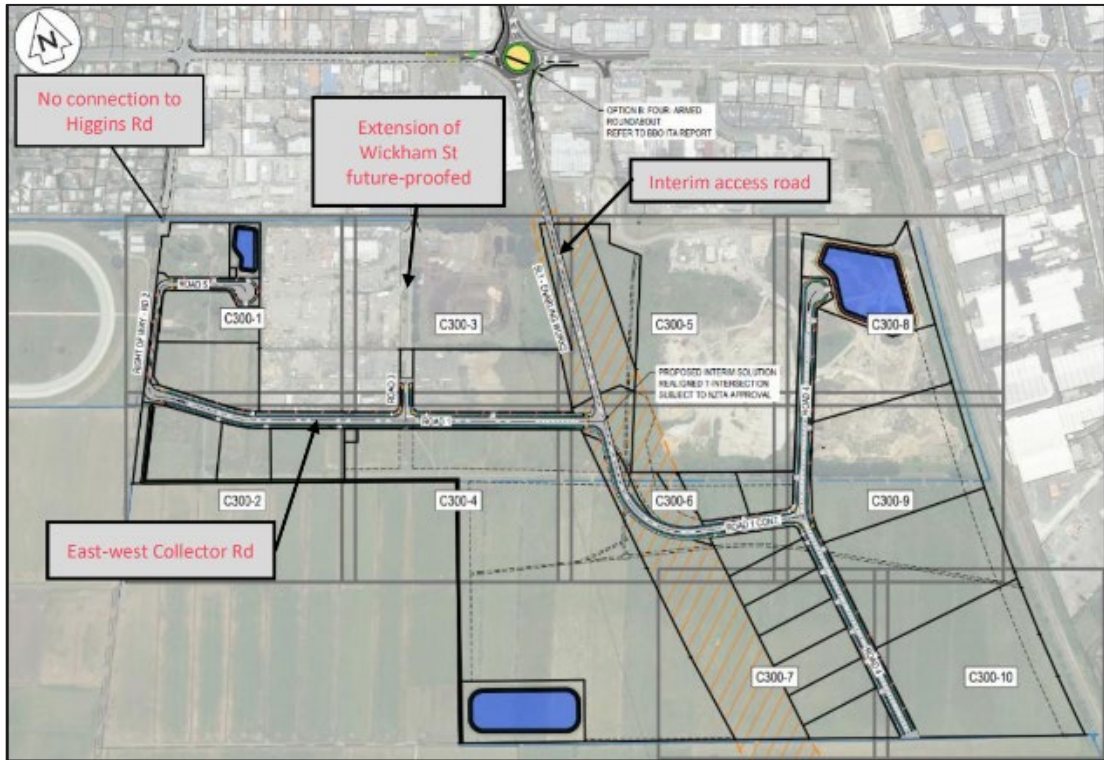


Figure 19: Option B – Preferred Interim Option, source BBO ITA

These infrastructure requirements are necessary to ensure Industrial Development traffic is served by an appropriate intersection form and access route, rather than relying on the existing Greenwood Street / Kahikatea Drive priority-controlled intersection or on access through local industrial streets alone.

The Interim Option B access arrangement can accommodate the full assessed Industrial Development and is assessed in detail in Section 15.1.1. A conceptual layout of the four-arm Greenwood Street / Kahikatea Drive roundabout is shown in **Figure 21** and is based on the ultimate HSL roundabout arrangement to minimise rework in future. Interim Option B has been discussed with NZTA, who advised that, the option appears to be worth exploring. NZTA also noted that the interim roundabout would need to be sized consistently with the ultimate HSL layout and that any interim access road should be future-proofed so that it could be incorporated into the future state highway network without significant upgrading or utility relocation.

On that basis, the interim access road south to the east-west collector road would be designed and constructed to the required HSL standard, but with only the carriageway width required for an interim two-lane operation rather than the full four-lane divided carriageway. The central median and two additional traffic lanes would be delivered with the future HSL works. NZTA has not provided in-principal approval to Interim Option B, and the detailed form, staging, funding, ownership and transition to the ultimate HSL layout would remain subject to further design development, staging review and NZTA approval.

Access is intended to transition to the ultimate network arrangement when HSL is delivered in future by NZTA.

Please see Maven Infrastructure Report **Appendix 13** and BBO Transport Assessment **Appendix 16** for the detailed servicing arrangements for Industrial North.

As outlined in the Consultation and Engagement Report, **Attachment 2**, extensive consultation with NZTA, Hamilton City Council and Waipa District Council has occurred, and is continuing, as it relates to transport considerations. Given the HSL RoNs project dissects and wraps the SL1 Growth Cell and Southern Links 1 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.

Table 4: Transport Staging

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 of 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.

3.4.2 New Roads

The road layout responds to the alignment of the HSL designation, the location of the existing road network and the operational requirements of industrial and freight-generating activities. The principal movement route through the development will be the east–west industrial collector road connecting the Higgins Road ROW with the proposed HSL interim Option B arrangement. The east/west collector road is also aligned to enable a future westward extension through the adjoining Rogerson Block (a referred project which is part of the wider SL1 Growth Cell) toward

Tuhikaramaea Road. The east / west collector will be formed within a 25.5 m road reserve and will include an 11.5 m carriageway incorporating a 2.5 m flush median, recessed parallel parking bays and a 3 m shared walking and cycling path.

The Higgins Road ROW is designed to not preclude a future road connection north of the east / west collector up to the existing Higgins Road, should it be required in the future. Wickham Street will be retained in its current form, with a ROW within the site, and a local road stub accessed via the east / west collector. Public access rights are provided over the existing Wickham ROW connecting up with Wickham Street.

Figure 20 below, outlines the road network connectivity, with post HSL Stage 1 implementation changing the HSL / Industrial North intersection (from a T intersection to a roundabout) and with the realigned fourth stub off the roundabout, as the southern local road connecting to the eastern part of the site is an interim access arrangement pre HSL Stage 1.

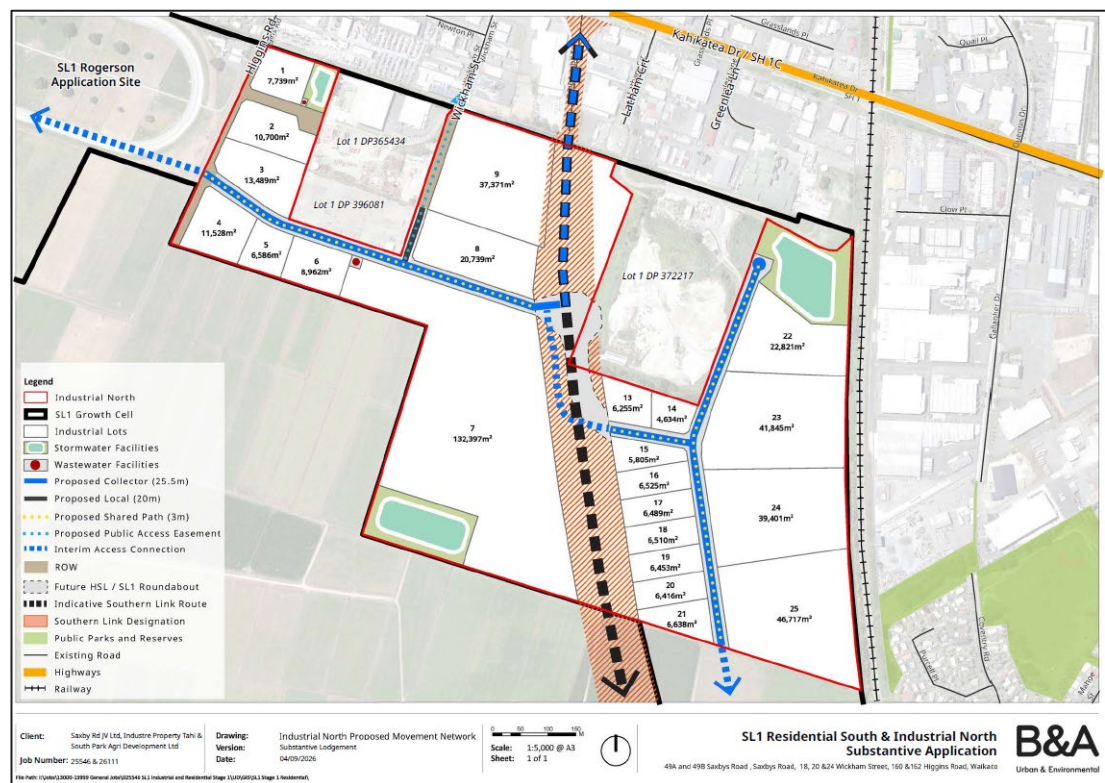


Figure 20: Industrial North Proposed Movement Network, source B&A UD Pack

The remaining local roads will be formed to industrial road standards and designed to accommodate heavy vehicles, servicing movements, walking and access to the proposed industrial lots. Detailed engineering designs will be submitted through the Engineering Plan Approval process.

3.4.3 Intersections and Roundabout

As outlined above, the preferred access strategy is Interim Option B, which does not rely on HSL Stage 1 being delivered. Under this arrangement, Industrial Development traffic is accommodated via:

- An interim four-arm roundabout at Greenwood Street / Kahikatea Drive, replacing the existing priority-controlled intersection and providing access from Greenwood Street and Kahikatea Drive.
- An interim access road between the Greenwood Street / Kahikatea Drive roundabout and east-west collector road, designed and staged so that it can transition to the ultimate HSL arrangement.
- An east-west collector road forming the primary internal movement corridor through the site.
- A temporary T-intersection on the HSL corridor connecting the interim access road to the east-west collector road.
- Extension of the interim access road further south to provide access to the eastern part of the Industrial Development.
- A walking and cycling network connecting to the existing Greenwood Street shared path and wider active mode network via Wickham Street.

Interim Option B does not preclude the HSL / SL1 Roundabout, it further reinforces the key role it plays once Stage 1 HSL is implemented. The roundabout has been developed at concept-design level to accommodate anticipated traffic demands and the tracking requirements of heavy commercial vehicles to give all parties the necessary confidence of the interim and strategic outcomes presented.

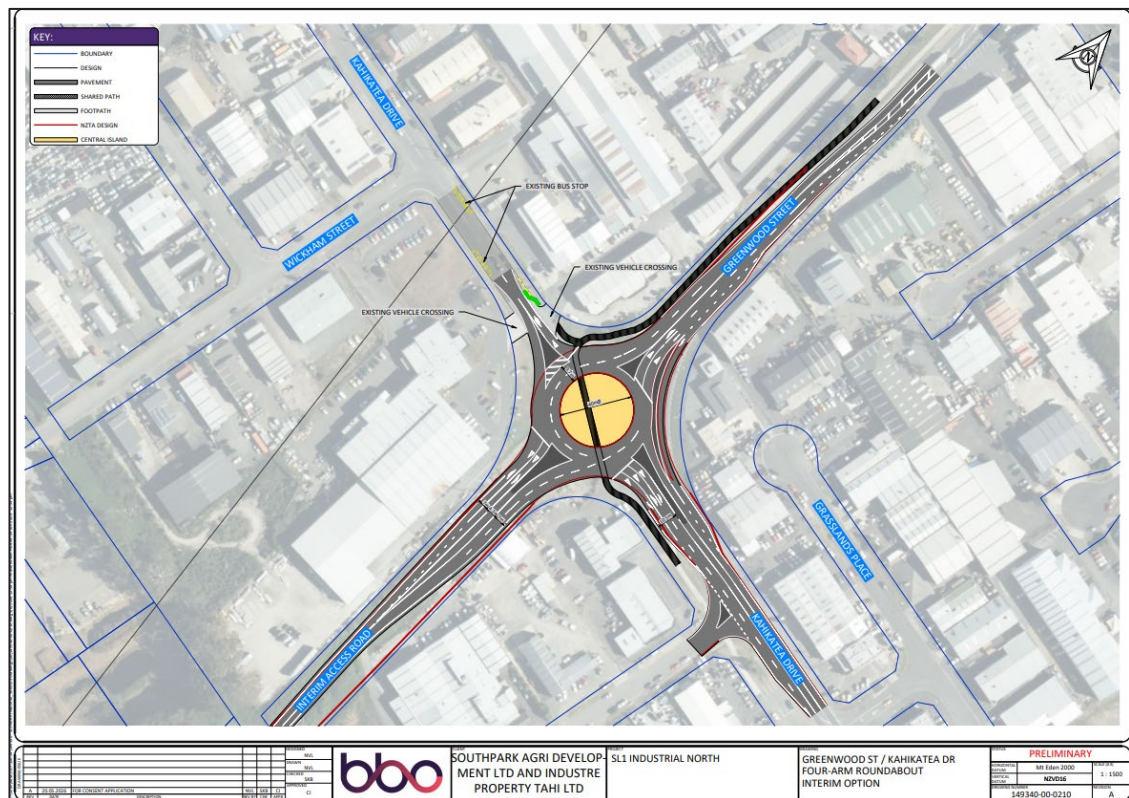


Figure 21: SL1 Industrial North Greenwood Street / Kahikatea Drive Four Arm Roundabout Concept, Source BBO.

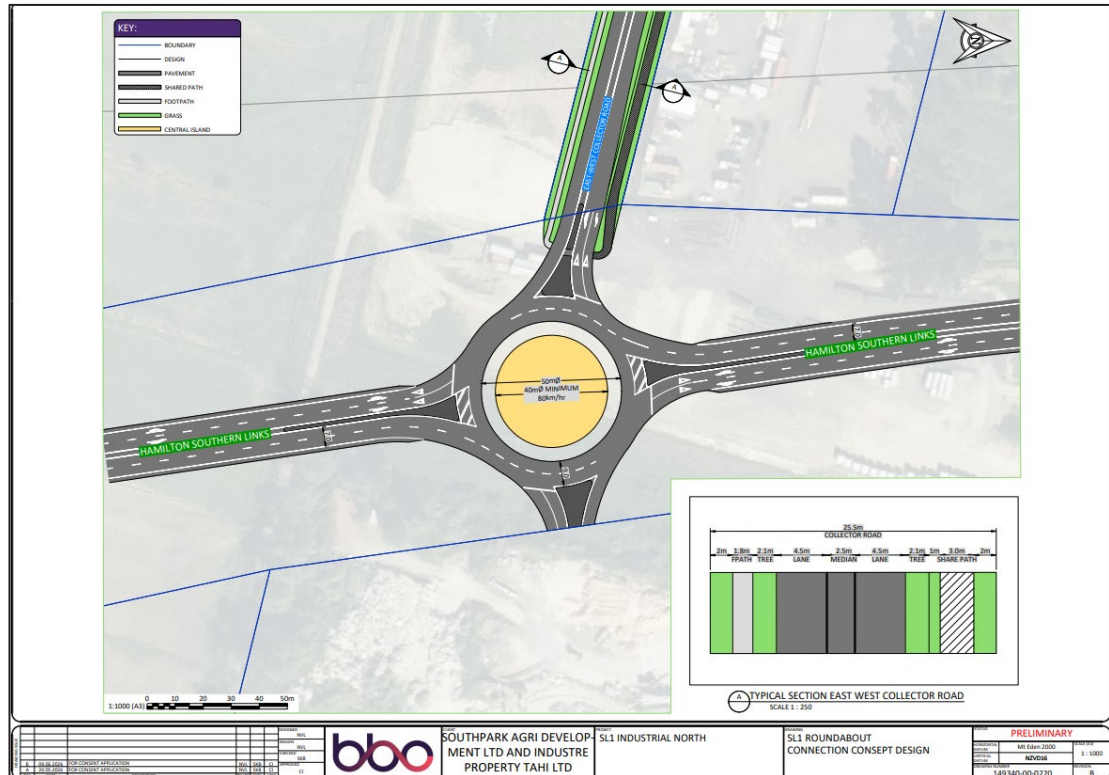


Figure 22: SL1 Industrial North Roundabout with Hamilton Southern Links, Source BBO.

The final geometry, intersection controls, pedestrian and cycle crossing treatments and pavement markings will be confirmed through detailed design and the Engineering Plan Approval process.

The HSL/SL1 roundabout has been part of extensive consultation with NZTA, given the HSL designation, and the wider strategic role and connection the HSL provides to Hamilton. Formal s176 approval for any works within the designation is required.

Figure 21 and **Figure 22** above, demonstrate Concept Designs for two critical intersections to facilitate the wider SL1 Industrial North roading environment. The staging and sequencing of this infrastructure and alternatives is captured in the traffic effects assessment below and within **Appendix 16** ITA.

3.4.4 Industrial Private ROW / JOAL

Appendix 16 outlines the proposed private ROW and JOALs within Industrial North. All have been designed to facilitate 12.6m rigid truck movement in accordance with RITS and vehicle accesses have been focused off vested roads where available or JOALs, versus the ROW.

3.4.5 Pedestrian and Cycling Network

A connected walking and cycling network are proposed throughout Industrial North development. A 3 m wide shared path will extend along the northern side of the east–west collector road connecting with the existing ROW on Wickham Street which has public access rights included, enabling a connected route for pedestrian and cyclists with the wider existing shared-path network on Kahikatea Drive and Greenwood Street. Footpaths will be provided along the remaining public roads where appropriate.

In the short and medium term, the shared-path network will provide access to the existing bus stop on Kahikatea Drive.

The final design of pedestrian and cycling facilities, including intersection crossing treatments, will be confirmed through the Engineering Plan Approval process.

3.4.6 Vehicle Crossings & Parking

The location and design of vehicle crossings and on-site parking for the vacant industrial lots will generally be determined when the future industrial buildings and activities on each lot are developed. Vehicle crossings, parking, loading and manoeuvring areas will be required to comply with the approved development controls and applicable engineering standards. The size of the proposed industrial lots provide appropriate flexibility for compliance with the development controls and engineering standards.

The road network has been designed to accommodate access by heavy vehicles associated with industrial activities. Recessed parallel parking bays are proposed along parts of the east–west collector road, while staff, visitor, loading and operational parking for individual industrial activities will primarily be accommodated within each lot.

The vehicle access, parking and circulation arrangements for the truck and logistics activity on Lot 7 are shown on the site-specific Lot 7 plans.

3.5 Infrastructure and Utilities

The following details the proposed stormwater, wastewater, potable water supply and utilities servicing for the development which should be read in conjunction with the Infrastructure Report, Stormwater Management Plan and Engineering Drawings contained in **Appendix 13, Appendix 14 and Appendix 15**.

3.5.1 Stormwater

A comprehensive public stormwater management system is proposed to service the development. The system has been designed in accordance with Hamilton City Council's Regional Infrastructure Technical Specifications (RITS) and the draft Waitawhiriwhiri Integrated Catchment Management Plan and incorporates water quality treatment, flow attenuation and flood management within an integrated network of pipes, swales, stormwater wetlands and drainage corridors.

The proposed stormwater design incorporates:

- On-site source control through soakage devices or rainwater harvesting, where appropriate;
- Retention of the initial rainfall runoff through soakage trenches, swales, rain gardens or similar treatment devices;
- Three artificial stormwater wetlands incorporating forebays, treatment wetlands and detention storage;
- An integrated treatment train providing staged water quality treatment prior to discharge;
- Attenuation of stormwater flows to achieve the required discharge limits for the receiving catchment;
- Conveyance of overland flow paths through the development to maintain flood resilience; and
- Discharge to the existing drainage network within the Waitawhiriwhiri catchment.

Each industrial lot will provide on-site stormwater management to accommodate future development, with the detailed design of these systems to occur as part of development on each lot. Staging of proposed stormwater is outlined in **Table 5** below;

Table 5: Staging of Proposed Stormwater

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 & 11) + SW reserve (lot 4001) + Pump Station (lot 5001)	Construct Artificial Stormwater Wetland 2 within the SW reserve (lot 4001) in Industrial Stage 1B.	Artificial Wetland 2 serves Industrial Stage 1B primarily Lot 7 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

Detailed information is available in the Stormwater Management Plan (**Appendix 14**) and Infrastructure Report (**Appendix 13**).

3.5.2 Wastewater

As outlined in **Volume 3 – Appendix 13**, the Maven 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 6: Preferred Wastewater Connection Options and Staging

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	Modelling may trigger network upgrades and/or the requirement to expand emergency storage in wet well (WWPS 1B)

		wastewater will be conveyed to the WWPS 1B.	
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3.5.3 Potable Water Supply

The development will be serviced by an extension of HCC's existing potable water supply network. A new water main will be constructed through the development and connected to the existing public reticulation within the surrounding road network. Water supply will provide for domestic demand, commercial and industrial use, and firefighting requirements in accordance with HCC standards.

Each industrial lot will be provided with an individual potable water connection. The detailed design of the water supply network will be completed in accordance with HCC's RITS through the Engineering Plan Approval process.

Mott MacDonald, on behalf of HCC / IAWAI, has undertaken water supply modelling for the proposed Industrial 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, even under the baseline scenario without the proposed Industrial 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 Industrial Development. In several scenarios, the inclusion of the Industrial Development and associated network connections provides localised improvements to system performance and can contribute positively toward improving minimum pressure outcomes within parts of the existing network.

For the existing network directly affected by the Industrial Development, the modelling confirms that minimum pressure requirements (at least 20m) are generally maintained across the assessed scenarios. The Maven Infrastructure Report, **Appendix 13**, outlines a range of water servicing options for Industrial North;

Option 2 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 7: Preferred Option 2 Staged Water servicing

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)	Peak Demand: S1A – 4.05l/s
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).	S1B – 10.85l/s S2 – 1.54l/s S3 – 12.27l/s

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.

3.5.4 Utilities

Power and telecommunications infrastructure will be extended throughout the development to service each industrial lot. Preliminary servicing investigations indicate that the development can be serviced by extensions to the existing public utility networks, with detailed design to be undertaken by the relevant network utility operators.

The proposed utilities include:

- Extension of the electricity reticulation network;
- Extension of telecommunications infrastructure; and
- Underground reticulation within the road corridor to service future development.

Both the Industrial North-western Industrie Property Rua land and South Park Agri development land have overhead powerlines that will require the undergrounding the facilitate the full implementation of the industrial north consents.

3.6 Terrestrial Management

The Ecological Impact Assessment (**Appendix 23**) identifies that the Industrial North development will require the removal of predominantly exotic pasture vegetation, shelterbelts and scattered mature exotic trees to facilitate earthworks, infrastructure and industrial development. Ecological management has been integrated into the design through the retention and enhancement of drainage corridors where appropriate, establishment of stormwater wetland planting, and implementation of species-specific management plans where required.

3.6.1 Vegetation and Ecological Planting

Landscape and ecological planting are proposed throughout the development to provide visual amenity, ecological enhancement and integration of the stormwater management system.

The proposed planting comprises:

- Streetscape planting within road reserves and shared path corridors;
- Planting within constructed stormwater wetlands;
- Ecological restoration planting associated with stormwater wetlands and open drainage corridors;

Planting has been developed to integrate with the stormwater management system while contributing to landscape character and ecological connectivity. Detailed planting plans are included within the Landscape Drawings (**Appendix 11**).

3.6.2 Bat Management

Long-tailed bats have been recorded using the wider area, with the site providing potential commuting, foraging and roosting habitat associated primarily with mature exotic trees. A Bat Management Plan (**Appendix 23**) has been prepared to manage vegetation clearance and minimise effects on bats during construction and operation.

The Bat Management Plan includes:

- Implementation of the Department of Conservation Bat Roost Protocols;
- Supervision of vegetation clearance by a suitably qualified DOC-certified bat ecologist where required; and
- Bat-sensitive lighting design, particularly along the eastern and south-eastern boundaries.

3.6.3 Bird Management

The site supports predominantly common indigenous and introduced bird species associated with pasture, shelterbelts and scattered exotic trees. A Bird Management Plan (**Appendix 23**) has been prepared to manage vegetation clearance during the breeding season where required.

The Bird Management Plan includes:

- Pre-clearance nesting bird surveys where vegetation clearance is proposed during the breeding season;
- Establishment of exclusion areas around active nests until breeding has concluded;
- Monitoring by a suitably qualified ecologist where required; and

- Implementation of vegetation clearance procedures that avoid adverse effects on nesting birds.

3.6.4 Lizard Management

The EclA identifies that low-quality lizard habitat is present within areas of rank grass, weeds, debris and cleanfill, with the potential for copper skinks to occur in low numbers. A Lizard Management Plan (**Appendix 23**) has been prepared to manage vegetation clearance and earthworks within potential lizard habitat.

The Lizard Management Plan includes:

- Salvage and relocation of native lizards by suitably qualified specialists where required;
- Enhancement of the approved release site through habitat augmentation, including artificial refuges; and
- Implementation of predator control and post-release monitoring in accordance with the approved management plan.

3.7 Freshwater Management

The Ecological Impact Assessment (**Appendix 23**) identifies that the site contains a network of artificial farm drains and stormwater ponds that provide habitat for indigenous freshwater fish and aquatic fauna. The proposal includes the reclamation of approximately 2.7 km of artificial farm drains to facilitate the industrial development, together with construction of replacement stormwater wetlands, enhancement of retained drainage corridors and riparian planting as part of the integrated stormwater management system. Further details are provided in the Ecological Impact Assessment, Infrastructure Report and Stormwater Management Plan (Appendices 3D and 3E).

3.7.1 Fish Management

A Fish Management Plan (**Appendix 23**) has been prepared to manage the reclamation of artificial drains and minimise adverse effects on indigenous freshwater fish. The Fish Management Plan provides for:

- Staged fish salvage and relocation prior to drain reclamation;
- Isolation and dewatering of drain reaches before works commence;
- Relocation of captured fish to suitable habitat within the wider catchment;
- Design of culverts and crossings to maintain fish passage where required; and
- Monitoring and reporting of fish relocation activities.

The Fish Management Plan will be implemented during construction to manage works within existing artificial watercourses.

3.8 Construction Methodology

A Construction Management Plan (CMP) and Earthworks Management Plan (EWMP) have been prepared to support the proposal and are included as **Appendix 4** and **Appendix 31** respectively.

These documents establish the construction methodology, staging, environmental management measures and monitoring procedures to manage the delivery of the Industrial North development.

3.8.1 Construction Phasing

The Industrial North development will be constructed in a staged manner to facilitate the progressive delivery of industrial lots, infrastructure and supporting works. Construction is proposed to occur within four development stages (Stages 1A, 1B, 2 and 3), together with works within the Hamilton Southern Links (HSL) designation corridor where required. Each stage has been designed to operate independently while providing the infrastructure necessary to support industrial development.

Bulk earthworks, transport infrastructure, stormwater wetlands, wastewater pump stations and three-waters infrastructure will generally be delivered progressively within each stage. The indicative staging is illustrated on the Engineering Drawings included in **Appendix 15** and the Construction Management Plan in **Appendix 4**.

3.8.2 Enabling Works

Enabling works will be undertaken prior to the commencement of bulk earthworks within each stage. These works include:

- Establishment of construction access and haul roads;
- Installation of erosion and sediment control measures;
- Temporary stormwater diversion works where required;
- Vegetation clearance and topsoil stripping;
- Stockpiling and management of topsoil;
- Preload placement within future road corridors and proposed lots where relevant; and
- Establishment of construction compounds and temporary services where required.

3.8.3 Earthworks

Bulk earthworks are required across the 60 ha site to establish development platforms, road corridors and infrastructure across the site. The proposed earthworks comprise approximately:

- 54 ha of ground disturbance;
- 790,603 m³ of cut;
- 927,154m³ of fill;
- 1,112,585 m³ of fill (including compaction allowance); and
- Maximum Cut and Fill depth 5.26m FILL / 19.47m CUT
- 164,208 m³ of topsoil stripping (300 mm depth).

Earthworks will be undertaken progressively across Stages 1A, 1B, 2 and 3, together with works within the HSL designation corridor. Each stage includes preload placement, bulk earthworks and associated infrastructure works. Construction of Stormwater Wetlands 1, 2 and 3 and the two wastewater pump stations will occur within the corresponding development stages to provide servicing for each stage of the subdivision.

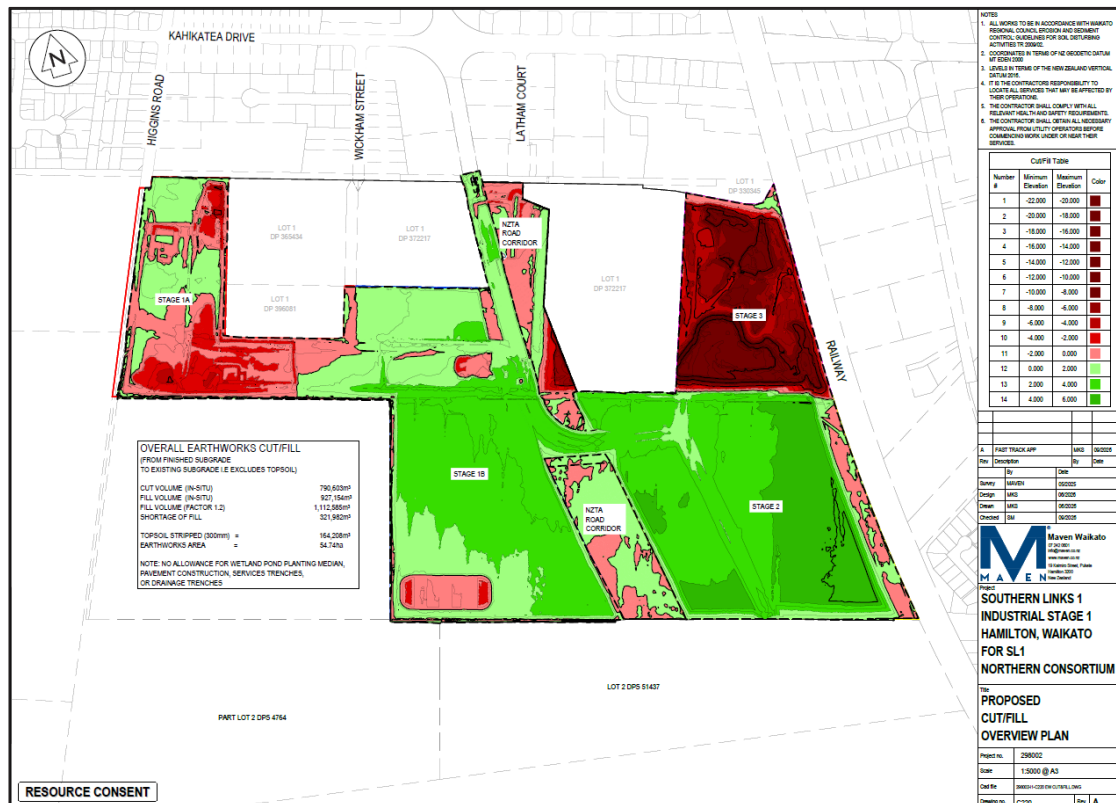


Figure 23: SL1 Industrial North Earthworks Cut and Fill

The earthworks staging plan, **Figure 24** splits the Industrial North into five stages, see **Appendix 15**.

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

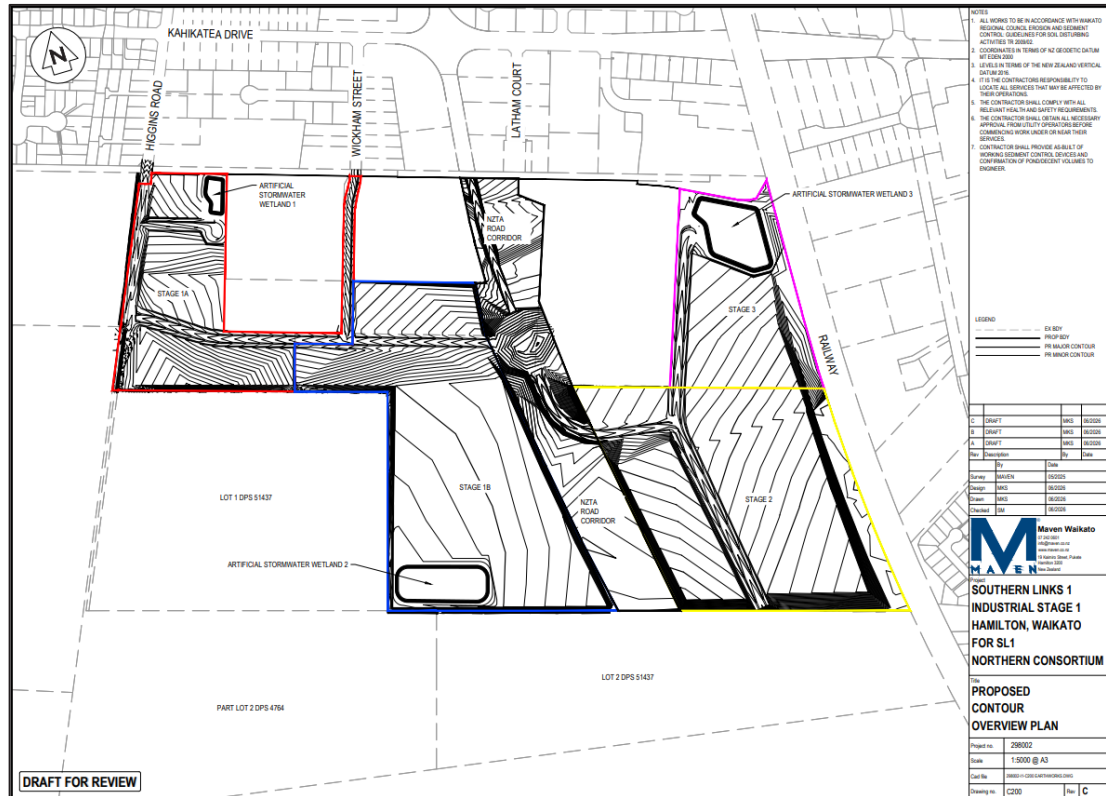


Figure 24: Industrial North Staged Earthworks Plan

3.8.4 Peat Preload

Pre-construction preloading on peat soils, resulting in compaction of these soils is proposed. This process, which is intended to improve ground stability prior to construction on site, may influence the hydraulic characteristics of shallow or sensitive soils. Changes in the hydraulic characteristics of shallow lithologies may have an effect on groundwater levels, groundwater flow directions and flow rates. **Appendix 13, 17, 18 and 20** cover the Infrastructure Report, Geotechnical Investigation Report, Geotechnical Effects Management Plan and Hydrology Assessment which all consider and recommend how best to manage the peat soils during construction. **Figure 25** below provides an overview of the peat preload.

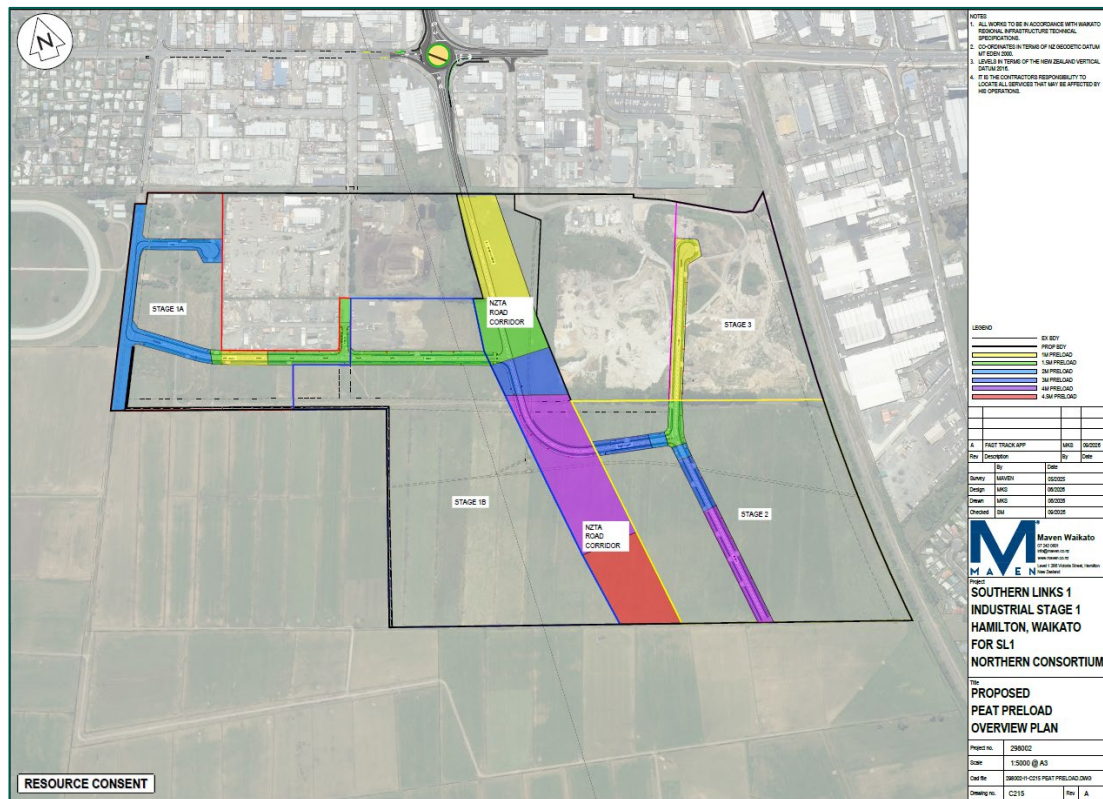


Figure 25: Industrial North Peat Preload Plan, Maven

3.8.5 Erosion and Sediment Control

Erosion and sediment control measures will be established prior to the commencement of earthworks and maintained throughout construction to minimise the discharge of sediment to the receiving environment, including the Waitawhiriwhiri Stream and the wider drainage network.

A project-specific Earthworks Management Plan (**Appendix 31**) has been prepared to guide the implementation, monitoring and maintenance of erosion and sediment control measures throughout construction. The management plan provides for a staged approach to erosion and sediment control that is integrated with the proposed earthworks programme and construction staging.

The proposed erosion and sediment control measures include:

- Staged earthworks to minimise the extent of exposed ground at any one time;
- Diversion of clean surface water away from active construction areas where practicable;
- Installation of erosion and sediment control devices prior to earthworks commencing;
- Progressive stabilisation and revegetation of completed earthworks;
- Regular inspection, monitoring and maintenance of erosion and sediment control measures throughout construction; and
- Flexibility to adapt and respond to changing site and weather conditions.



Figure 26: Industrial North Erosion and Sediment Control, Maven

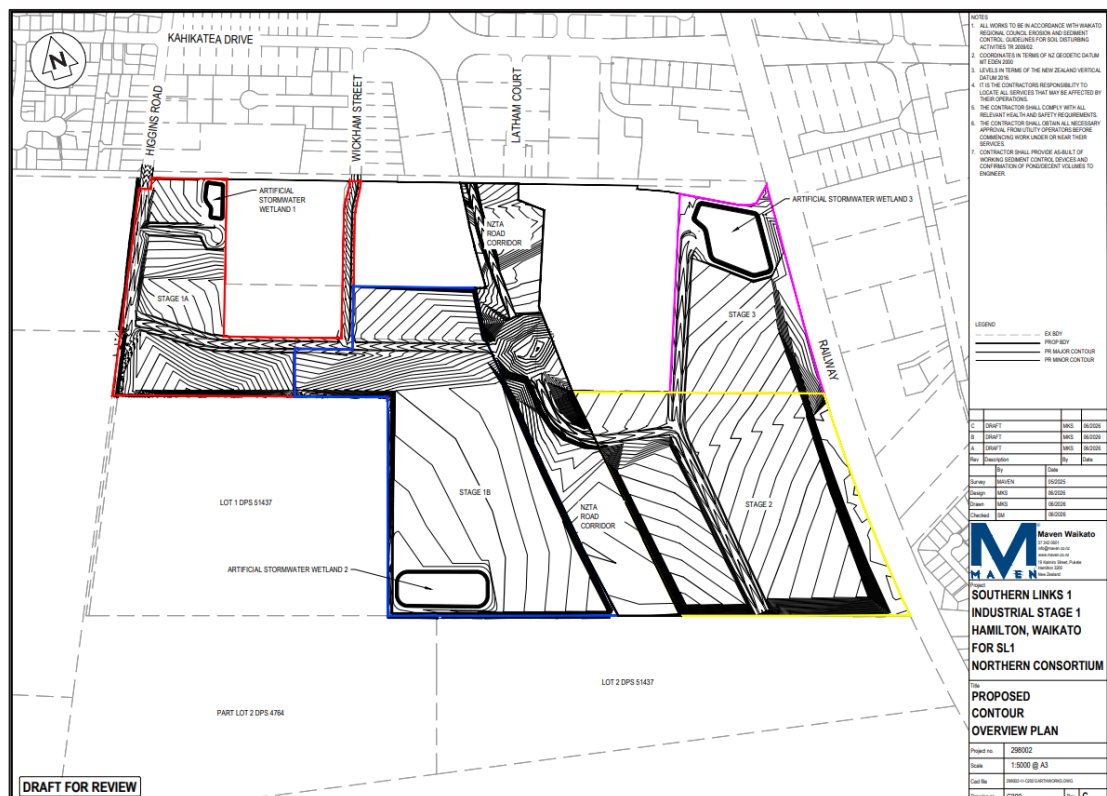


Figure 27: Industrial North Earthworks Staging Plan, Maven

The detailed design and implementation of erosion and sediment control measures will be undertaken in accordance with the Earthworks Management Plan and relevant Waikato Regional Council and Hamilton City Council requirements.

3.9 Construction Controls and Noise/Vibration

3.9.1 Cultural Monitoring

To address the recommendations received in the CIA (**Appendix 24**), the opportunity for cultural monitoring by representatives of relevant mana whenua will be made available. Cultural monitoring is proposed during key stages of earthworks and construction, including commencement of works and where activities occur within identified culturally sensitive areas. Accidental discovery protocols will also be implemented during construction in accordance with the proposed consent conditions.

3.9.2 Construction Noise and Vibration

A Construction Noise and Vibration Assessment has been prepared by Styles Group (**Appendix 27**), together with a Construction Noise and Vibration Management Plan (CNVMP). The CNVMP establishes the procedures to manage construction noise and vibration during the delivery of the Industrial North development.

The CNVMP includes measures such as:

- Management of construction hours;
- Selection and maintenance of construction plant and equipment;
- Use of temporary mitigation measures where required;
- Scheduling of higher noise activities to minimise effects on neighbouring properties;
- Management of vibration-generating activities;
- Communication with neighbouring landowners and occupiers; and
- Monitoring and complaint management procedures where required.

Construction activities will be undertaken in accordance with the CNVMP and the recommendations of the Noise and Vibration Assessment.

3.9.3 Construction Traffic

A draft Construction Traffic Management Plan (CTMP) (**Appendix 16**) prepared by BBO outlines the key traffic related considerations whilst construction is occurring. This provides clarity on draft access points, how to best manage existing traffic flows and key considerations to minimise potential construction traffic effects. The final CTMP, to be certified prior to works commencing will include the following:

- Site layout plans
- Construction access plans
- Truck movement calculations
- Haul route maps
- Temporary haul road maps
- SSTMPs
- Pedestrian / cyclist / PT management

- Sensitive receiver controls
- Parking and loading plan
- Road cleanliness controls
- Community engagement protocol
- Monitoring and review

3.9.4 Draft Management Plans

The following Draft Management Plans have been included with the application to provide an overview of the measures which will implement to manage adverse effects associated with earthworks and construction activities.

Table 8: Draft Management Plans

Topic	Management Plan/Report	Information Submitted with Application
Geotechnical	Geotechnical Effect Management Plan	Draft plan provided (Appendix 18)
Earthworks	Construction Management Plan	Draft plan provided (Appendix 4)
	Construction Traffic Management Plan	Draft plan provided (Appendix 16)
	Earthworks Management Plan	Draft plan provided (Appendix 31)
Ecology	Bird Management Plan Lizard Management Plan Fish Management Plan Bat Management Plan	Draft plans provided (Appendix 23)
Noise	Construction Noise and Vibration Management Plan	Draft plan provided (Appendix 27)
Contamination	Contaminated Soils and Remedial Action Plan – Industrie Property Rua	Draft plans provided (Appendix 22)
	Contaminated Soils and Remedial Action Plan – South Park Agri Limited	
	Acid Sulphate Soil Management Plan	
Stormwater Discharge	Stormwater Operation and Maintenance Plan	Draft plan provided (Appendix 14)
	Stormwater Management Plan	Draft plan provided (Appendix 14)

These management plans establish the environmental management measures, monitoring requirements and construction procedures for the project and will be implemented throughout construction to manage potential effects on the surrounding environment.

3.10 Contamination

As outlined above, a DSI have been prepared by Swiftsure Consultants Ltd and is included in **Appendix 21** which identified localised areas of contamination associated with historical site activities, including asbestos-containing materials within historic fill, localised hydrocarbon contamination and isolated elevated heavy metal concentrations.

To facilitate the proposed redevelopment, a Remediation Action Plan (RAP) (**Appendix 22**) has been prepared to manage contaminated materials encountered during earthworks and construction. The RAP establishes the remediation methodology, validation requirements and procedures for the management of contaminated soils and asbestos-containing materials during the development.

The Acid Sulphate Soil Management Plan (ASSMP) applies to earthworks undertaken as part of the Southern Links 1 Industrial development. The ASSMP is intended to sit alongside the project Construction Environmental Management Plan (CEMP), erosion and sediment control measures, contaminated soils management plans and construction methodology.

The plan addresses naturally occurring potential acid sulphate soil (PASS) and actual acid sulphate soil (AASS). It does not replace the separate requirements for managing anthropogenic soil contamination identified by the Swiftsure contaminated land investigations.

Construction activities within areas of contaminated land will be undertaken in accordance with the Contaminated Site Management Plan (CSMP) (**Appendix 22**), which includes procedures for the handling, stockpiling, transport and disposal or reuse of contaminated materials, together with health and safety, dust management and validation requirements.

3.11 Summary of Monitoring and Mitigation Measures

There are several proposed conditions of consent with corresponding management plans which adequately mitigate any potential adverse effects on persons and the environment. The mitigation measures, specifically those which address ecological, three water infrastructure, construction effects, contaminated land and geotechnical effects and reverse sensitivity effects are outlined in **Volume 1**.

3.12 Other activities

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

There are no other resource consents or notices of requirement that form part of the proposal to which the activities proposed under **Volume 3** relate.

3.13 Other Approvals Required

This section is provided in accordance with Clause 5(1)(f) of Schedule 5 of the FTAA. There are no other approvals required as part of the SL1 Industrial North development.

A wildlife approval is being applied for as part of this FTAA application. The approval is being sought on a precautionary basis in case protected lizards are found prior to earthworks commencing. Consultation with Department of Conservation has occurred as part of the Southern Links 1 project.

Formal s176 Approval, for works within the HSL designation are also required prior to implementation of the consent.

3.14 Consent Duration and Staging

SL1 Industrial North is intended to be delivered over five stages, over a period of fifteen years, starting from the north/western most stage (being earthwork stage 1A and 1B).

The Applicants are seeking the following consent durations in which to give effect to the resource consents (for each respective landowner):

The proposed conditions of consent are divided into eight Parts, comprising four Waipa District Council (Waipa DC) consents and four Waikato Regional Council (WRC) consents and a Wildlife Act Approval.

- 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

Specifically, SL1 Industrial North intends to stage the industrial development broadly as follows, assuming a 2027/28 start, and reflective of the **Figure 13** proposed staging plan. This acknowledges the market appetite in the Waikato and realistic yearly delivery of industrial demand post enabling works.

Table 9: Staging.

SL1 Industrial North Proposed Staging	Year(s)
Stage 1A Industrie Property Tahi Limited • 6 industrial lots (1 – 6)	2028/29
Stage 1B South Park Agri Development • 2 industrial lots (7 and 11)	2028/29
Stage 2 and 3 South Park Agri Development	2034/35

13 industrial lots (13 – 25)	
NZTA Road Corridor - HSL	2028/29

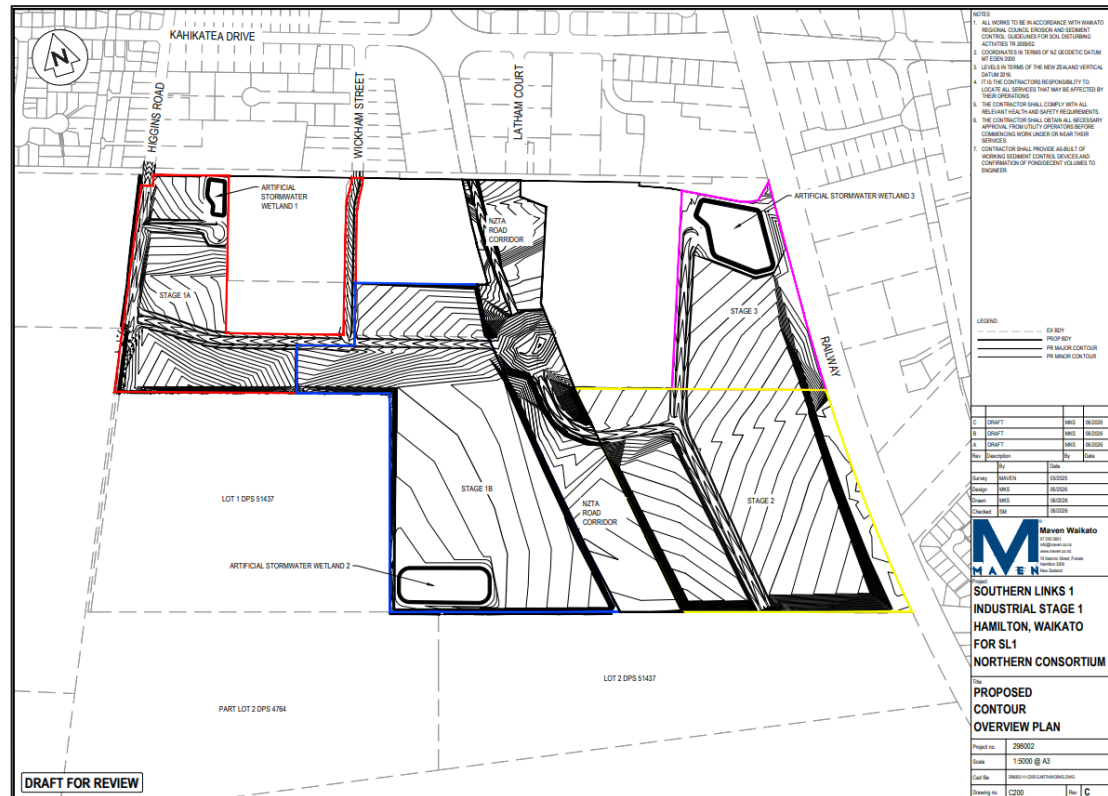


Figure 28: Industrial North Staged Earthworks Plan

3.15 Proposed Conditions of Consent

In accordance with clause 5(1)(k) of Schedule 5 of the FTAA, the proposed conditions of this consent are attached as **Attachment 10 and Attachment 11**.

4.0 Approvals Required

In accordance with section 42(4)(a) this application is seeking approval for a resource consent that would otherwise be applied for under the RMA.

In summary, consent is required under the provisions of the NESCS, WRP and WODP as identified below. A full activities and standards assessment is included as **Attachment 8** and outlined within **Section 9.0** of the Overview Report **Volume 1**.

As noted earlier, a Wildlife Approval is also being sought.

4.1 National Environmental Standards

Resource consents required under the NESCS in accordance with clause 5(1)(f) of Schedule 5 of the Act are as follows:

- A Detailed Site Investigation has been prepared for the subject site (**Appendix 21**) which concludes that the soil contamination for heavy metals and asbestos. The proposal includes soil 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.

For completeness, all NES have been considered and assessed to determine whether resource consent is required, as outlined in **Table 10**

Table 10: Assessment of National Environmental Standards.

National Environmental Standard	
National Environmental Standards for Air Quality 2004	This is not applicable as no specific consents relating to this standard are required for the project.
National Environmental Standards for Sources of Drinking Water 2007	This is not applicable as the project does not affect sources of drinking water.
National Environmental Standards for Electricity Transmission and Electric Vehicle Charging Infrastructure Activities 2009	This is not applicable as the project does not provide for high voltage transmission lines.
National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health 2011	This is applicable and consent is required as a restricted discretionary activity under Regulation 10.
National Environmental Standards for Telecommunications Facilities 2016	This is not applicable as the proposal does not seek consent for telecommunications facilities.
National Environmental Standards for Commercial Forestry 2017	This is not applicable as the proposal does not relate to plantation/commercial forestry.
National Environmental Standards for Freshwater 2020	This is not applicable as the proposal does not seek consent for freshwater.
National Environmental Standards for Marine Aquaculture 2020	This is not applicable as the proposal does not relate to marine aquaculture.
National Environmental Standards for Storing Tyres Outdoors 2021	This is not applicable as the proposed industrial activities will not include provision for the storage of tyres outdoors.
National Environmental Standards for Greenhouse Gas Emissions from Industrial Process Heat 2023	This is not applicable as the proposed industrial activities will not include industrial process heat gas emissions.
National Environmental Standards for Detached Minor Residential Units 2025	This is not applicable as the proposal does not provide for detached minor residential units.
National Environmental Standards for Papakāinga 2026	This is not applicable as the proposal does not provide for Papakāinga.

4.2 Waikato Operative Regional Plan

Resource consents required under the Waikato Operative Regional Plan ('WRP') in accordance with clause 5(1)(f) of Schedule 5 of the Act are as follows:

- 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.
- 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 modification (drawdown and mounding of groundwater depending upon the location and season) 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 the creation of new drains, stormwater treatment trains, attenuation wetlands and drains which provide attenuation for future stormwater flows prior to discharge to Waitawhiriwhiri Stream and 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.
- It is anticipated that discharge of water drilling activities may exceed 30m³. As this is not otherwise provided for, consent is sought under Rule 3.5.4.5 above.
- Large-scale soil disturbance, roading, construction tracking and vegetation clearance across approximately 60 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.

4.3 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 industrial activities within the proposed industrial lots, 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 Outlet) within Lot 14 (Commercial node), which is a **Non-Complying Activity** in the Rural Zone under Rule 4.4.1.5.
- 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.
- The proposed subdivision has been designed altering the existing OLFPs and create additional OLFPs as roading corridors are formed which will not comply with Rule 15.4.2.26 and is a **Non-Complying Activity**.
- The proposal includes new public roads, service lanes, cycleways, walkways, and public car parks, as part of the subdivision and is a **Restricted Discretionary activity** under Rule 8.6.2.1 and 9.1.2(v)(a)(c).
- 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 vehicle accesses which do not comply with performance standards 9.1.2(viii)(a)(ii). This is a **Discretionary activity** under Rule 9.1.2(viii)(b).
- Resource consent is sought for future industrial buildings within the proposed industrial freehold lots which do not comply with the following development controls for the Rural Zone. This is a **Non-Complying Activity** under Rule 4.4.1.5.a (i):
 - Minimum building setback from road boundaries to 5m are proposed, which do 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 of 8m or 15m are proposed, which do 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 includes earthworks exceeding a total volume of 1000m³ in a single activity as part of the subdivision and is a **Discretionary Activity** under Rule 4.4.2.75.
- 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.

4.4 Associated Permitted Activities

The following relevant activities are associated with the establishment of the industrial subdivision and fall within the permitted activity status of the WRP and WODP.

Table 11: Permitted Activities under the WRC and WODP.

Relevant Rule/Regulation	Comments
Waikato Regional Plan	
3.5 Discharges	
3.5.11.5 Permitted Activity Rule – Discharge of Stormwater onto or Into Land	Discharge of stormwater to land is proposed for Industrial Lots and to manage stormwater for proposed roads up to the 10% AEP. Overland flow is proposed only for events equivalent to or exceeding the 10% AEP event, with overland flow directed to dry basins for temporary detention. Discharge of stormwater to land is therefore anticipated to comply with permitted activity standards. Refer to the Infrastructure Report (Appendix 13) and Stormwater Management Plan (Appendix 14) for further details.
4.2 River and Lake Bed Structures	
4.2.5.1 Permitted Activity Rule – Existing Lawfully Established Structures	Several existing structures in the form of existing farm drains will be modified and used as part of this proposal. Erosion and sediment controls will be implemented as set out in the Earthworks Management Plan (Appendix 31), and the activity is anticipated to comply with permitted standards.
4.2.9.2 Permitted Activity Rule – Culverts for Catchments Not Exceeding 100 Hectares	Existing culverts will be utilised where applicable across the site. All catchments within the site are less than 100ha, and are anticipated to comply with permitted activity conditions. The use of culverts is therefore a permitted activity.
5.1 Accelerated Erosion	
5.1.4.11 Permitted Activity Rule – Soil Disturbance, Roading and Tracking and Vegetation Clearance	Earthworks activities will be carried out in accordance with appropriate Management Plans, as outlined in the Infrastructure Report, included as Appendix 13 , and are anticipated to comply with permitted activity

Relevant Rule/Regulation	Comments
	standards. However, given the extent of the project, as a matter of conservatism consent is sought under Rule 5.1.4.13 below.
5.2 Discharges onto or Into Land	
5.2.5.7 Permitted Activity Rule – Discharge of Small Volumes of Sediment and Vegetation from within or surrounding Lawfully Established Structures or Artificial Watercourses	It is anticipated that some clearing of debris from existing farm drains will be required that may result in discharge of sediment or vegetation, which is anticipated to comply with permitted activity standards. Therefore, this is a Permitted Activity.
5.2.9.1 Permitted Activity Rule – Use of Dust Suppressants	As outlined in the Construction Management Plan and Earthworks Management Plan (Appendix 4 and 31), dust management measures will be applied throughout earthworks that will comply with permitted activity standards. Therefore, the use of dust suppressants is a permitted activity.
Waipā Operative District Plan	
4.4.1.1 Permitted Activities in Rural Zone	
j. Demolition of buildings and structures except those listed in Appendix N1 .	Any structures on site will be demolished, and no scheduled buildings or structures are contained on the site
17.4.2.1 Telecommunications	
1. Underground telecommunications lines	New underground telecommunications lines will be laid to service all Lots. Refer to the Infrastructure Report for further details.
17.4.1.1 Electricity Transmission and Distribution Activities	
a. Underground electrical cables and ancillary electrical equipment	New underground electrical cables are proposed to service all Lots. Refer to the Infrastructure Report for further details.
c. Removal of overhead and underground electrical lines.	Existing overhead lines within the site are proposed to be converted to underground.
Water, Wastewater, and Stormwater	
1. Water, wastewater, and stormwater connections to public networks	Water, and wastewater connections to the public network will be provided. No public stormwater network is available in proximity to the site. Refer to the Infrastructure Report and Engineering Drawings for further details
2. Ventilation, drop shafts and manholes	Refer to the Infrastructure Report and Engineering Drawings for further details
3. Underground pipelines and fittings for the conveyance of water, wastewater, and stormwater	Refer to the Infrastructure Report and Engineering Drawings for further details
6. Wastewater pump stations	Two wastewater pump station is proposed on the site, which will be vested to HCC. Refer to the Infrastructure Report and Engineering Drawings for further details

Relevant Rule/Regulation	Comments
10.1 Stormwater detention ponds and similar facilities to reduce stormwater runoff volume, flow, and contaminant loads prior to discharge, excluding: • rain gardens • infiltration trenches • wetlands • domestic-scale on-site stormwater management and disposal systems	Three stormwater detention wetlands are proposed to manage stormwater runoff volume and flow. Refer to the Infrastructure Report and Engineering Drawings for further details
10.2 Stormwater detention by means of: • Rain gardens; • Infiltration trenches; • Wetlands; • All stormwater detention facilities and ponds on sites subject to a DCP	Raingardens and infiltration trenches are proposed for stormwater detention within the road network. Refer to the Infrastructure Report and Engineering Drawings for further details
11. Domestic-scale on-site stormwater management and disposal systems. (See Waikato Regional Plan for consent requirements)	All stormwater is proposed to managed and disposed of on-site. Refer to the Infrastructure Report and Engineering Drawings for further details
13. Water and irrigation races, open drains, and channels (not being secondary flow paths)	Refer to the Infrastructure Report and Engineering Drawings for further details

4.5 Overall Activity Status

Overall, the proposal requires assessment as a **Restricted Discretionary Activity** under the NESCS, a **Discretionary activity** under the WRP, and a **Non-Complying activity** under the WODP. Overall, the Project is bundled as a **Non-Complying Activity**.

4.6 Other Approvals Required

This section is provided in accordance with Clause 5(1)(f) of Schedule 5 of the FTAA.

A Wildlife Approval is also being applied for on a precautionary basis to kill, injure, handle and translocate in case any protected lizards are found as part of site earthworks commencing. Wider consultation with Department of Conservation has occurred and is summarised in **Attachment 2** Consultation and Engagement Report.

5.0 Assessment of Effects

This section of the report is provided in accordance with Clauses 6 and 7 of Schedule 5 of the FTAA.

These provisions require an assessment of the actual or potential effects on the environment. Clause 6 sets out the information required in the assessment of environmental effects and this is included throughout this volume of the application as well as the Overview Report in **Volume 1**.

Clause 7 of Schedule 5 of the FTAA outlines the matters to be covered in the assessment of environmental effects. This includes:

- *Any effect on the people in the neighbourhood and, if relevant, the wider community, including any social, economic, or cultural effects:*
- *Any physical effect on the locality, including landscape and visual effects:*
- *Any effect on ecosystems, including effects on plants or animals and physical disturbance of habitats in the vicinity:*
- *Any effect on natural and physical resources that have aesthetic, recreational, scientific, historical, spiritual, or cultural value, or other special value, for present or future generations:*
- *Any discharge of contaminants into the environment and options for the treatment and disposal of contaminants:*
- *Any unreasonable emission of noise:*
- *Any risk to the neighbourhood, the wider community, or the environment through natural hazards or hazardous installations*

These matters are addressed in this section of the report below.

The existing environment, in particular the existing land uses and allotment areas of the subject site, as well as sites in the surrounding environment, are a relevant consideration to the proposal and are set out in **Section 2.1.3** above.

The activities which are permitted on the site under the WODP, WRP, and NES F are identified in **Section 4.4** above.

An assessment of actual and potential effects on people and the environment is set out below, as well as within the supporting specialist reports. It is considered that effects in relation to the following matters are relevant:

- Positive effects;
- Economic effects;
- Visual landscape and amenity effects;
- Subdivision design and layout;
- Construction effects;
- Contaminated land effects;
- Traffic effects;

- Infrastructure servicing effects;
- Stormwater and water quality effects;
- Flood hazard effects;
- Groundwater effects; and
- Ecological effects.
- Reverse sensitivity effects;
- Productive capacity effects;
- Heritage effects;
- Mana whenua values;
- Railway corridor effects; and
- Hamilton Southern Links effects

These matters are set out and discussed below.

5.1 Positive Effects

The development accords with the purpose of the FTAA to facilitate the delivery of a significant regional benefits through a comprehensively planned industrial development and associated infrastructure. In particular, the proposal will enable the timely provision of additional industrial land adjoining the established Frankton industrial area and in proximity to the planned Hamilton Southern Links transport corridor. Furthermore, the proposal is considered to result in additional positive effects, including:

- The proposal will provide a range of industrial lot sizes capable of accommodating different industrial, logistics and employment-generating activities, thereby increasing business land capacity and supporting the future economic growth of Hamilton and the wider region. The location represents a logical extension of the existing industrial area and forms a coherent component of the wider SL1 Growth Cell.
- The staged subdivision and infrastructure strategy will convert approximately 60 ha of presently fragmented rural, industrial and modified land into a comprehensively serviced industrial precinct. The development will include roads, stormwater, wastewater, water supply, power and telecommunications infrastructure, with each stage designed to be appropriately serviced.
- The proposed transport network will provide efficient access for industrial and freight movements through the east–west collector road, extensions of Higgins Road and Wickham Street, and integration with the future HSL/SL1 roundabout. The layout also safeguards opportunities for future connections to adjoining growth areas and contributes to a more resilient wider transport network.
- The provision of shared walking and cycling paths and footpaths throughout the public road network will provide travel choice for future workers and connect Industrial North development with the existing and planned active-mode network.

- The proposed stormwater management system will provide an integrated treatment train comprising source controls, swales, forebays, artificial wetlands, detention and controlled discharge. This will provide water-quality treatment, runoff attenuation and flood-management functions while maintaining the conveyance of upstream flows through the site.
- The artificial stormwater wetlands, swales, frontage landscaping and interface planting will establish a structured blue-green landscape framework within the industrial precinct, providing visual relief, streetscape amenity and opportunities for increased vegetation cover within a presently modified rural-industrial landscape.
- The proposed earthworks and geotechnical measures will establish appropriately engineered development platforms, road corridors and infrastructure areas suitable for future industrial development, while the stormwater and overland-flow design will improve the site's resilience to flooding.
- Redevelopment of the site will enable the investigation, management and remediation of localised areas of historical soil contamination, including asbestos-containing fill and other identified contaminants, in accordance with the Remediation Action Plan.
- The proposed Development Controls will provide a coordinated approach to managing industrial development, including controls relating to building orientation, frontage landscaping, outdoor storage, servicing areas and sensitive interfaces. This will create a legible and cohesive industrial environment rather than ad hoc development.

5.2 Economic Benefits

The economic benefits associated with the wider Southern Links 1 development are addressed within the **Volume 1** Overview Report. The assessment below focuses on the specific economic benefits arising from the SL1 Industrial North development.

As detailed in the Economic Assessment prepared by Insight Economics (**Appendix 29**), the proposal will deliver a number of significant positive economic effects, including:

- The proposal is estimated to represent a total development investment of approximately \$525 million, including approximately \$422 million in building construction expenditure and approximately \$103 million in scheme finalisation, enabling works, land development and other building-related costs.
- Over the indicative 12-year development period, construction activity enabled by the proposal is estimated to support approximately 1,830 FTE-years of employment, equivalent to approximately 152 full-time workers per annum, generate approximately \$100 million in wages and salaries, and contribute approximately \$205 million in GDP, based on the baseline modelling scenario.
- Once fully developed and occupied, industrial activities within the site are 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 proposal will provide approximately 41.9 ha of net developable land, comprising approximately 41.4 ha of industrial land and a 0.46 ha food and beverage node, enabling

approximately 168,000 m² of future industrial and associated floorspace. This represents a substantial increase in greater Hamilton's industrial land supply at a time when a long-term shortfall in industrial capacity is projected.

- The increased supply of comprehensively planned and serviced industrial land is estimated to generate approximately \$35 million in consumer-surplus benefits, while also strengthening competition and improving choice within the industrial land market.
- The proposal will support a well-functioning urban environment by locating employment land near planned residential growth, coordinating the provision of infrastructure and maximising the economic value of investment in the Southern Links transport corridor. It will also generate agglomeration benefits through improved access to suppliers, labour and complementary industrial activities.
- Overall, the Economic Assessment estimates that the proposal will generate approximately \$2.42 billion in total economic benefits, compared with approximately \$9 million in quantified economic costs, resulting in a net economic benefit of approximately \$2.41 billion in net present value terms.

5.3 Subdivision Design and Layout

The proposed subdivision has been comprehensively planned to establish a logical and efficient industrial land use pattern that integrates with Hamilton's existing industrial area while providing for the long-term development of the wider Southern Links Growth Cell. The site has been identified in Future Proof there is an expectation that the site will continue to undergo a shift from a rural environment to an urban environment containing development with associated industry, roading and infrastructure. The HSL designation, and historic and existing consents reinforce this expectation of a shift toward industrial use and development.

The proposal forms part of a master planned, staged industrial development comprising approximately 60 ha and provides for approximately 22 industrial lots of varying sizes, together with the associated transport, three stormwater wetlands, utility infrastructure, wastewater pump stations and other servicing required to support industrial activities.

The subdivision layout has been informed by the physical characteristics of the site, the proposed HSL corridor, existing surrounding industrial development, servicing constraints, stormwater management requirements and future transport connections. The proposed road network establishes a connected hierarchy of collector and local roads that provides efficient access to all industrial lots while maintaining opportunities for future integration with adjoining development areas and the planned HSL transport network. The proposal also incorporates pedestrian facilities, shared paths and landscaping to improve connectivity and amenity within the development.

A key feature of the subdivision design is the provision of industrial lots with a range of sizes and configurations to accommodate differing business requirements and provide flexibility for future industrial users. This enables the development to respond to changing market demand while maintaining a coherent urban structure and efficient infrastructure servicing. The proposed lot pattern has also been designed to maximise the developable area available while accommodating integrated stormwater management infrastructure, overland flow paths and transport corridors.

The subdivision has also been designed to facilitate staged implementation. Each stage is capable of operating independently, with the necessary transport, stormwater, water supply and

wastewater infrastructure delivered concurrently with development. This approach enables the efficient delivery of infrastructure while ensuring each stage functions independently without reliance on future development stages.

The proposed layout responds appropriately to existing site constraints, including the HSL designation, flood management requirements, overland flow paths, peat ground conditions and the need for significant enabling earthworks. These constraints have been incorporated into the subdivision design rather than treated as residual limitations, resulting in an integrated development pattern that balances engineering, environmental and operational requirements.

Overall, the subdivision represents an efficient and logical pattern of industrial development that provides serviced industrial land immediately adjoining Hamilton's existing industrial area. The proposal supports the efficient use of infrastructure, provides flexibility for future industrial activities, enables staged delivery, and establishes a well-connected industrial environment that will integrate with the wider Southern Links Growth Cell as it develops. The design is therefore considered to result in positive subdivision and urban form outcomes, with any potential adverse effects appropriately managed through the proposed infrastructure design, staging strategy and consent conditions.

Overall, it is considered that the proposed subdivision is of a form, scale and design that supports a high-quality industrial streetscape amenity consistent with the wider Hamilton City area that complements existing and planned urban character and pattern of development. Overall, the proposal is considered to contribute positively to the overall urban character of Hamilton City.

5.4 Landscape, Visual, and Amenity Effects

This assessment is supported by the Landscape and Visual Effects Assessment (LVA) prepared by Barker and Associates, included as **Appendix 12**. The assessment has been undertaken by a Registered Landscape Architect in accordance with *Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines (2022)* and considers landscape character, natural character and visual amenity effects associated with the proposed industrial development.

5.4.1 Landscape Effects

The subject site currently comprises a highly modified transitional landscape located on the southern edge of Hamilton. It is characterised by a mix of pastoral land, existing light industrial activities, storage areas, waste management activities, artificial farm drains, stormwater ponds, shelterbelts and scattered mature exotic trees. The site forms the interface between Hamilton's established industrial area to the north and east and open rural land to the south and west, with the railway corridor and Hamilton Southern Links designation providing significant infrastructure elements within the surrounding landscape. The LVA concludes that the site is best understood as a modified transitional landscape rather than an intact rural landscape.

The proposal will replace much of the existing rural production land with a comprehensively planned industrial environment comprising industrial lots, large-format warehouse buildings, internal roads, servicing infrastructure, stormwater wetlands, swales and wastewater infrastructure. While this represents a permanent change in land use, the magnitude of change is moderated by the site's existing modified condition, its close relationship with established industrial activities, the railway corridor, the HSL designation and the fact that this location has already been identified for future urban development. The proposal is therefore considered to

consolidate and extend Hamilton's existing industrial edge rather than introduce an unfamiliar land use into an intact rural landscape.

The LVA also notes that natural character values within the site are already limited, with artificial drainage features and modified pasture dominating the landscape. The proposal replaces these fragmented rural elements with an integrated blue-green infrastructure network comprising stormwater wetlands, swales, planted stormwater reserves and street tree planting, which will become the primary landscape components within the development. While the pastoral character of the site will diminish, the proposal introduces a coherent landscape framework that reflects the functional requirements of an industrial environment while improving the organisation and legibility of the site.

The proposal incorporates a range of landscape mitigation measures, including street tree planting, frontage planting, swales and extensive planting associated with the stormwater wetlands and reserves. Although these measures will not fully screen future industrial buildings, particularly where buildings may reach heights of up to 20 metres, they will soften the appearance of roads, stormwater infrastructure and internal development areas over time and establish a stronger landscape structure throughout the development.

Overall, the LVA concludes that the proposal will result in adverse but low landscape effects (less than minor). This reflects the permanent change in land use, while recognising that the proposal occurs within a receiving environment already strongly influenced by industrial activity, infrastructure corridors, artificial drainage systems and planned urban growth.

5.4.2 Visual Effects

The LVA assessed visual effects from a range of representative viewpoints, including the railway corridor, recreation areas, surrounding industrial land and the rural interface to the south and west.

From the existing industrial area, transport corridors and railway corridor, the proposal will generally be experienced as a continuation of Hamilton's existing industrial environment. Large-format warehouse buildings, service yards and associated infrastructure will be viewed within a context already characterised by industrial buildings, hardstand areas, storage yards, rail infrastructure and operational activities. Consequently, visual effects for these viewing audiences are assessed as very low.

From the wider urban environment, including public open spaces and recreation areas, views towards the site are generally filtered by existing buildings, mature vegetation, infrastructure and distance. The proposal will appear as an extension of the existing industrial edge rather than a visually isolated or dominant feature. Visual effects for these viewing audiences are similarly assessed as very low.

The greatest visual change will occur for rural properties and road users located immediately to the south and west of the site. From these locations, the proposal will replace portions of the existing open rural outlook with large-format industrial buildings, service yards and associated infrastructure. However, these effects remain localised and occur within a broader landscape already influenced by the railway corridor, strategic transport infrastructure, existing industrial development and planned urban expansion. For these closest rural viewers, the LVA concludes that visual effects are low, reducing with increasing distance and more oblique viewing angles.

The proposal also incorporates landscape treatment, including frontage planting, street trees, swales and planting associated with the stormwater wetlands, which will assist in softening the appearance of the development and establishing a more coherent landscape framework as vegetation matures. While these measures will not completely screen industrial buildings, they will contribute positively to the visual integration of the development over time.

Overall, while the proposal will result in a permanent and noticeable change to the appearance of the site through its transition from rural land to industrial development, the LVA concludes that the proposal will be perceived as a logical extension of Hamilton's existing industrial edge within a landscape already characterised by industrial activity, strategic infrastructure and planned urban growth. Accordingly, the overall visual effects are assessed as adverse but low (less than minor).

5.5 Construction Effects

The proposal will result in temporary construction effects associated with bulk earthworks, infrastructure installation, road construction, stormwater wetlands, wastewater infrastructure and the establishment of development platforms. These activities are an unavoidable precursor to the delivery of the Industrial North development and will occur in a staged manner over the duration of the construction programme.

Potential construction effects include temporary traffic generation, construction noise and vibration, dust generation, erosion and sediment discharges, and temporary disturbance associated with construction activities. These effects have been assessed through the technical reports accompanying the application and will be managed through a comprehensive suite of management plans, which establish construction methodologies, environmental controls, monitoring requirements and adaptive management procedures to ensure construction effects are appropriately managed throughout each stage of the development.

Overall, construction effects are temporary in nature and, with the implementation of the proposed management plans and associated consent conditions, any adverse construction-related effects are anticipated to be less than minor.

5.5.1 Construction Traffic Effects

Construction traffic will primarily comprise the movement of construction plant and machinery, importation of fill and construction materials, infrastructure deliveries, contractor vehicles and specialist equipment associated with each stage of the development.

Given the size of the landholding, much of the earthworks activity will occur internally within the site, reducing the frequency of vehicle movements on the surrounding public road network. Construction will be undertaken in stages, enabling haul routes and construction traffic to be managed progressively as development advances.

A Construction Traffic Management Plan (CTMP) will be prepared prior to construction and will form part of the Construction Management Plan. The CTMP will identify construction staging, access arrangements, anticipated traffic volumes, approved haul routes and temporary traffic management measures. Vehicle access during the early stages is proposed via Higgins Road and Wickham Street, with later stages utilising the Hamilton Southern Links extension as it becomes available. The CTMP will also include wheel wash facilities where required, management of debris on the public road network, temporary traffic management, pedestrian safety measures, public

notification procedures and designated heavy vehicle routes approved by the relevant road controlling authorities.

Given the temporary nature of construction traffic and the implementation of these management measures, adverse effects on the surrounding transport network are expected to be appropriately managed and will be less than minor.

5.5.2 Noise and Vibration Effects

Construction noise and vibration have been assessed by Styles Group in the Construction Noise and Vibration Assessment (**Appendix 26**), which concludes that construction activities will generally comply with the relevant permitted noise standards. The assessment identifies that temporary exceedances may occur during specific tree removal activities at three neighbouring receivers; however, these exceedances are short in duration, limited in extent and can be appropriately managed through mitigation measures incorporated into the Construction Noise and Vibration Management Plan (CNVMP) refer to **Appendix 27**.

The CNVMP establishes procedures for managing construction noise and vibration throughout the project, including management of construction hours, selection and maintenance of construction plant, scheduling of higher noise activities, implementation of temporary mitigation where required, management of vibration-generating activities, communication with neighbouring landowners and occupiers, and complaint response and monitoring procedures. Where necessary, additional noise or vibration monitoring will be undertaken to confirm compliance with the relevant standards and, if required, construction methodologies will be modified to minimise effects.

Accordingly, construction noise and vibration effects are expected to be temporary and, with implementation of the CNVMP and associated consent conditions, will be less than minor.

5.5.3 Erosion, Sediment and Dust Effects

The proposal involves significant staged earthworks which have the potential to generate sediment-laden runoff and dust if not appropriately managed. The receiving environment includes existing farm drains, overland flow paths and the Waitawhiriwhiri Stream catchment, requiring careful management throughout construction.

Project-specific Earthworks Management Plan and Construction Management Plan have been prepared to guide construction activities and implement erosion and sediment controls throughout each stage of development. Earthworks will be staged to minimise the extent of exposed ground at any one time, with erosion and sediment control measures installed prior to earthworks commencing and progressively adapted as construction advances. Proposed measures include diversion of clean water away from active work areas, stabilised site entrances, cut-off drains and bunds, decant earth bunds and sediment retention ponds, silt fences, dewatering controls, progressive stabilisation and revegetation of completed earthworks, together with regular inspection, maintenance and adaptive management of all erosion and sediment control devices.

Construction within existing flood-prone areas will also be carefully managed to maintain existing drainage connectivity and flood conveyance throughout the construction period. Temporary diversion channels and staged construction methodologies will ensure existing drainage pathways remain functional while permanent stormwater infrastructure is progressively established.

Dust management measures include regular water cart operation, reduced vehicle speeds, stabilisation of exposed surfaces as soon as practicable, mulching or grassing of stockpiles where appropriate, and the use of chemical dust suppressants where necessary. Weather conditions will be monitored to adapt construction activities during periods of elevated dust risk.

Subject to implementation of the management plans, together with ongoing monitoring and maintenance of erosion and sediment controls throughout construction, potential adverse effects on water quality, neighbouring properties and the surrounding environment are expected to be temporary and less than minor.

5.6 Contaminated Land Effects

The assessment of contaminated land effects is supported by the Detailed Site Investigation (DSI) (**Appendix 21**), Remediation Action Plan(s) (RAP) (**Appendix 22**), Contaminated Site Management Plan(s) (CSMP) (**Appendix 22**) prepared by Swiftsure Consulting.

The DSI confirmed the presence of localised areas of contamination associated with historical land uses, including elevated concentrations of heavy metals and asbestos-containing materials within discrete hotspots. The investigations concluded that contamination is generally localised rather than widespread across the development area.

The proposal includes a comprehensive remediation and management strategy to ensure that contaminated materials are appropriately managed during construction and that adverse effects on human health and the environment are avoided or minimised. The RAP identifies the remediation objectives, remediation methodology, validation requirements and completion reporting necessary to make the site suitable for its intended industrial use.

Construction activities involving contaminated soils will be undertaken in accordance with the CSMP, which establishes procedures for:

- Identification, segregation and management of contaminated soils;
- Excavation, handling, stockpiling and disposal or reuse of contaminated materials;
- Dust, sediment and runoff management;
- Unexpected contamination discovery procedures;
- Worker health and safety requirements;
- Validation sampling and reporting; and
- Environmental monitoring during earthworks.

Implementation of the RAP and CSMP has been incorporated into the proposed conditions of consent. These management measures will ensure that contaminated materials are appropriately identified, remediated or managed during construction, thereby avoiding or minimising adverse effects on human health, groundwater, surface water and the wider environment.

The Acid Sulphate Soil Management Plan (ASSMP) applies to earthworks undertaken as part of the Southern Links 1 Residential Industrial development. The ASSMP is intended to sit alongside the project Construction Environmental Management Plan (CEMP), erosion and sediment control measures, contaminated soils management plans and construction methodology.

The plan addresses naturally occurring potential acid sulphate soil (PASS) and actual acid sulphate soil (AASS). It does not replace the separate requirements for managing anthropogenic soil contamination identified by the Swiftsure contaminated land investigations.

Overall, while the proposal involves disturbance of contaminated soils as part of the enabling earthworks, the investigations confirm that contamination is localised and can be appropriately managed through the proposed remediation and management measures. Subject to implementation of the RAP and CSMP for each of the industrial owners' sites, adverse effects associated with contaminated land are anticipated to be less than minor.

5.7 Traffic Effects

The proposed subdivision and industrial development have the potential to result in adverse road safety and efficiency effects as a result of the increase in traffic generation and flow through the new roading network.

The proposed roading layout and increase in traffic flow have been assessed in the Integrated Transport Assessment (ITA) (refer **Appendix 16**) for the wider development, as well as specifically to the industrial subdivision. The report confirms that the proposed roading within the subdivision provides for safe access and movement of traffic. The assessment concludes that, subject to the recommended transport infrastructure and staging framework, the proposal can proceed without resulting in unacceptable transport effects.

The proposal has been designed around a staged transport strategy that integrates with the planned HSL corridor. The primary access to the development will ultimately be provided via a new four-arm roundabout on HSL, supported by an east-west collector road through the site and staged connections to Higgins Road and Wickham Street until HSL is completed. This staged approach ensures safe and efficient access throughout the development while recognising the timing of the wider transport network upgrades.

Strategic transport modelling undertaken using the Waikato Regional Transport Model and detailed SIDRA intersection modelling demonstrate that HSL is a critical component of the future transport network. Its delivery will improve network resilience, redistribute traffic from Greenwood Street and Kahikatea Drive, and support efficient freight movement associated with the proposed industrial activities. Where Stage 1 HSL is not available during the early stages of development, the ITA recommends interim access arrangements and development thresholds to ensure the surrounding network continues to operate safely and efficiently.

The ITA identifies the following transport infrastructure options as necessary to support Industrial North:

- Upgrading the Greenwood Street/Kahikatea Drive intersection to a roundabout as part of HSL Stage 1;
- Construction of the new SL1/HSL four-arm roundabout;
- Extension of Kahikatea Drive along the HSL corridor;
- Provision of the east-west industrial collector road;
- Staged connections to Higgins Road and Wickham Street; and

- Upgrading the Higgins Road/Kahikatea Drive Extension intersection to a roundabout where required by development staging.

The proposal also provides for a connected walking and cycling network throughout the development. Shared paths, footpaths and active transport connections are incorporated within the road network and connect to the existing facilities on Kahikatea Drive, Greenwood Street and the wider Hamilton active transport network. The subdivision has also been designed to accommodate future public transport routing and in-lane bus stops, recognising the long-term role of public transport in supporting growth within the Southern Links Growth Cell.

The ITA reviewed the existing crash history surrounding the site and identified that the principal safety issues relate to the existing Greenwood Street/Kahikatea Drive and Higgins Road/Kahikatea Drive Extension intersections. The proposed roundabout upgrades remove priority-controlled crossing movements, reduce approach speeds and simplify driver decision-making, resulting in an overall improvement in transport safety compared with the existing road environment.

Construction traffic has also been considered. A Traffic Management Plan (TMP) will manage heavy vehicle movements, approved haul routes, temporary traffic management, pedestrian safety and coordination with the relevant road controlling authorities. Given the staged nature of the development and the large proportion of internal earthworks, construction traffic effects are anticipated to be temporary and can be appropriately managed.

Overall, the ITA concludes that the proposed Industrial North subdivision and associated transport infrastructure will provide a safe, efficient and integrated transport network capable of accommodating the anticipated industrial traffic demand. Subject to implementation of the recommended staging, transport infrastructure upgrades and consent conditions, adverse transport effects are anticipated to be less than minor.

Overall, the proposal will provide a high level of safety, access, permeability and efficiency in the roading network and will result in significant positive effects with any adverse effects being less than minor.

5.8 Infrastructure and Servicing Effects

The proposed infrastructure has been comprehensively assessed within the Infrastructure Report and Stormwater Management Plan prepared by Maven Associates (**Appendix 14**). These assessments conclude that the proposed land use and subdivision can be appropriately serviced by new stormwater, wastewater, potable water and utility infrastructure, with each stage designed to operate independently while integrating with the wider Hamilton network.

The proposal includes the construction of a comprehensive public infrastructure network comprising roads, stormwater wetlands, swales, wastewater reticulation, wastewater pump stations, water supply reticulation and associated utility services. The infrastructure has been designed to support the anticipated industrial development while providing appropriate resilience, capacity and integration with existing and planned Council infrastructure.

5.8.1 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
- Waikato Regional Council Guidelines and standards
- 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 Hamilton City Council Stormwater Guidelines and RITS requirements.

The stormwater modelling confirms that the proposed network can accommodate the required design storm events without generating unacceptable adverse effects on upstream or downstream properties.

5.8.2 Wastewater

As outlined in **Volume 3 – Appendix 13**, the Maven 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** above — 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.

The Infrastructure Report concludes that the proposed system has been designed to accommodate the anticipated industrial demand while providing operational resilience through emergency storage and staged pump station delivery.

5.8.3 Water Supply

The proposal includes the extension of the public water supply network throughout the subdivision to provide potable water and firefighting supply to industrial lots.

Mott MacDonald, on behalf of HCC / IAWAI, has undertaken water supply modelling for the proposed Industrial 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, even under the baseline scenario without the proposed Industrial 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 Industrial Development. In several scenarios, the inclusion of the Industrial Development and associated network connections provides localised improvements to system performance and can contribute positively toward improving minimum pressure outcomes within parts of the existing network.

For the existing network directly affected by the Industrial Development, the modelling confirms that minimum pressure requirements (at least 20m) are generally maintained across the assessed scenarios. The Maven Infrastructure Report, **Appendix 13**, outlines a range of water servicing options for Industrial North;

Option 2 is the preferred option, which 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.

The Infrastructure Report acknowledges the staged nature of Hamilton City's wider water supply upgrades and provides servicing solutions that integrate with the planned trunk network improvements. Detailed engineering design will be completed through the Engineering Plan Approval process in accordance with Hamilton City Council requirements.

5.8.4 Utilities

Power and telecommunications services will be extended throughout the subdivision to service each industrial lot. The proposed road corridors have been designed to accommodate the required utility infrastructure while maintaining appropriate separation from transport and landscape elements. Utility servicing will be coordinated with the staged delivery of the subdivision and designed in accordance with the relevant service authority requirements.

5.8.5 Summary

Overall, the Infrastructure Report concludes that the proposed subdivision can be comprehensively serviced by appropriately designed stormwater, wastewater, potable water and utility infrastructure. Subject to detailed engineering design and implementation through the proposed staging and Engineering Plan Approval process, the proposal will not result in significant adverse effects on the capacity, operation or function of existing infrastructure networks. Accordingly, infrastructure and servicing effects are considered to be less than minor.

5.9 Stormwater and Water Quality Effects

The stormwater management strategy has been comprehensively assessed in Infrastructure Report prepared by Maven Associates and addressed in the Stormwater Management Plan (SMP) (**Appendix 14**). The assessments demonstrate that the proposed stormwater system has been designed to appropriately manage water quantity, water quality and flood risk associated with the development while maintaining the existing drainage function through the site.

The proposal adopts an integrated treatment train approach that combines source controls with downstream treatment and attenuation measures. Stormwater runoff from future industrial development will be managed through a combination of on-site retention measures, roadside swales, forebays, artificial stormwater wetlands, detention storage and controlled outlet structures. This approach is designed to retain the initial abstraction volume, improve stormwater quality, attenuate peak flows and replicate pre-development hydrological conditions as far as practicable before discharge to the receiving drainage network.

The three proposed stormwater wetlands form the principal treatment and attenuation devices for the development. The artificial wetlands have been designed to provide primary sediment removal, secondary treatment through wetland vegetation, extended detention and controlled discharge. Collectively, these measures improve stormwater quality, reduce peak discharge rates and provide flood attenuation before runoff enters the existing drainage system.

Hydrological and hydraulic modelling undertaken in support of the Infrastructure Report confirms that the proposed stormwater management system will maintain existing flood conveyance while appropriately managing stormwater quantity and quality through the site. Existing overland flow paths have been incorporated into the subdivision design and, where modified, have been replaced with engineered conveyance systems that maintain the function of the wider catchment drainage network. Controlled outlet structures regulate discharge from the stormwater wetlands to ensure downstream effects are appropriately managed.

The proposal will require the reclamation and diversion of sections of the existing artificial farm drainage network to facilitate development. These works have been incorporated into the integrated stormwater design, with replacement conveyance channels, culverts and artificial wetlands maintaining drainage connectivity across the site. Appropriate erosion protection, energy dissipation measures and riparian planting are proposed around outlet structures and artificial wetland margins to minimise scour and improve the long-term stability of the drainage system.

The proposed stormwater infrastructure has also been designed to integrate with the broader landscape framework, with stormwater wetlands, swales and planting contributing to visual amenity, ecological enhancement and the creation of a coordinated blue-green infrastructure network throughout the development.

Overall, the Infrastructure Report and SMP conclude that the proposed stormwater management system will provide appropriate treatment, attenuation and conveyance of stormwater generated by the development while appropriately managing flood risk and protecting downstream receiving environments. Subject to detailed engineering design and implementation in accordance with the SMP and proposed consent conditions, adverse stormwater and water quality effects are anticipated to be less than minor.

5.10 Natural Hazard Effects

The potential natural hazard effects associated with the proposal have been assessed through the Infrastructure Report (**Appendix 13**) and the Geotechnical Investigation Report prepared by CMW Geosciences (**Appendix 17**).

The Infrastructure Report includes hydraulic modelling of the upper tributary and surrounding drainage network using the HEC-RAS modelling software. The modelling assessed existing conditions together with the proposed development layout and a range of design scenarios. The assessment demonstrates that the proposed stormwater management and earthworks strategy maintains an appropriate level of flood protection across the development area, with only limited localised exceedances identified under sensitivity testing. The report concludes that these areas can be appropriately addressed through refinement of the detailed engineering design prior to construction. Accordingly, the proposal is not expected to increase flood risk on the site or to surrounding properties.

The Geotechnical Investigation Report has assessed the site's susceptibility to a range of geotechnical hazards, including consideration of the likelihood of natural hazard events occurring and the potential consequences for land and future structures. The assessment concludes that the natural hazard risks affecting the site are generally low to medium and that the site is geotechnically suitable for the proposed residential development, subject to implementation of the recommendations contained within the report. These recommendations will inform the detailed design and construction of the development, including earthworks, foundation design, site preparation and groundwater management where required.

Overall, the proposal has been informed by detailed engineering and geotechnical investigations, and appropriate mitigation measures have been incorporated into the design. Subject to implementation of the recommendations contained within the technical reports, the proposal is not anticipated to create or exacerbate natural hazard risks for the site or surrounding land. Accordingly, the natural hazard effects of the proposal are considered to be less than minor.

5.11 Groundwater Effects

Groundwater investigations and effects assessment have been undertaken by WGA to consider the potential effects on groundwater as detailed in the assessment in **Appendix 20**. The assessment considers the potential effects of the proposed earthworks, construction of the three stormwater wetlands, installation of wastewater pipelines and pump stations, drain and swale construction, temporary construction dewatering and the long-term operation of the stormwater management system.

The assessment identifies two groundwater systems beneath the site comprising a shallow phreatic groundwater surface within the peat deposits and a deeper piezometric groundwater surface within the underlying Hinuera Formation. Groundwater is primarily recharged by rainfall and naturally discharges to the existing artificial drainage network. The proposal has been assessed against this conceptual hydrogeological model using site-specific groundwater monitoring, hydraulic testing and conservative analytical modelling.

Construction activities requiring excavation below the groundwater table include the installation of the two wastewater pump stations, wastewater pipelines, drains and swales, together with construction of the proposed stormwater wetlands. Temporary dewatering will be required in some locations to facilitate these works. The Hydrogeological Effects Assessment, refer **Appendix 20**, concludes that groundwater drawdown associated with construction will be temporary, localised and generally within the range of natural seasonal groundwater fluctuations. The greatest drawdown is predicted immediately adjacent to excavation areas and will diminish rapidly with distance. Negligible effects are predicted on nearby groundwater bores, surface water features and surrounding land.

Following construction, the stormwater wetlands will become permanent hydraulic features within the site. The assessment concludes that they will not result in a material reduction in groundwater resources or alter the catchment-scale groundwater balance. Instead, the wetlands will redistribute shallow groundwater discharge within the site while maintaining the overall groundwater flow regime toward the drainage network. Localised groundwater mounding has been assessed beneath Stormwater Wetland 3 and is predicted to remain largely confined to the immediate vicinity of the wetland, reducing rapidly with distance and not adversely affecting neighbouring structures or land.

The assessment also concludes that no long-term adverse effects on groundwater quality are anticipated. Stormwater recharge to groundwater will occur through the proposed treatment train, including forebays, wetlands and vegetated treatment systems, with the potential for contaminated recharge considered to be low. Any temporary groundwater discharges associated with construction dewatering will be managed through the project's erosion and sediment control framework and relevant consent conditions.

The Hydrogeological Effects Assessment recommends monitoring of the existing piezometers during pre-construction and active dewatering to verify the assessment assumptions and enable adaptive management if required. Permanent groundwater monitoring is not considered necessary, as the predicted operational effects are minor and localised.

Overall, the Hydrogeological Effects Assessment concludes that the proposal will result in temporary and localised groundwater effects that are no more than minor. Subject to implementation of the proposed construction methodologies, groundwater monitoring during dewatering and the recommended management measures, adverse effects on groundwater resources are anticipated to be less than minor.

5.12 Ecological Effects

Ecological effects have been comprehensively assessed in the Ecological Impact Assessment (EcIA) prepared by ecoLogical Solutions (**Appendix 23**). The assessment considers terrestrial ecology, freshwater ecology, indigenous fauna, vegetation clearance and the potential effects associated with the proposed industrial development.

5.12.1 Terrestrial Ecology

The EcIA identifies that the site is dominated by highly modified pasture, artificial drainage features, existing industrial land and exotic shelterbelts. Indigenous vegetation is limited, with ecological values primarily associated with scattered indigenous trees, mature shelterbelts and habitat that may be utilised by indigenous fauna. Overall, the botanical values of the site are assessed as generally low.

Vegetation clearance associated with the proposal will result in the removal of predominantly exotic vegetation and modified pasture, together with a limited number of indigenous trees. The EcIA concludes that effects on terrestrial vegetation are generally low, reflecting the modified nature of the site and the limited ecological values present. Landscape and ecological planting associated with the stormwater wetlands, road corridors and site interfaces will increase indigenous vegetation cover across the site over time.

The proposal also has the potential to affect indigenous fauna during vegetation clearance and earthworks. To manage these effects, the application includes a suite of project-specific management plans, including a Bird Management Plan (BirdMP), Bat Management Plan (BMP), Lizard Management Plan (LMP) and Fish Management Plan (FMP). These plans establish detailed construction protocols, monitoring requirements, ecological supervision and adaptive management measures to avoid or minimise adverse effects during construction.

5.12.2 Birds

The EcIA identifies that bird habitat within the site is largely confined to mature exotic shelterbelts, scattered trees and pasture. While native bird species utilise the site, habitat quality is generally

low and is not considered regionally significant. Vegetation clearance therefore has the potential to disturb nesting birds if undertaken during the breeding season.

The Bird Management Plan requires pre-clearance nesting surveys where vegetation removal occurs during the breeding season, establishment of exclusion zones around active nests, ecological supervision where required and appropriate timing of vegetation clearance. Subject to implementation of these measures, the EclA concludes that effects on indigenous birds will be reduced to a very low level.

5.12.3 Bats

The EclA confirms that long-tailed bats have been recorded within the wider area and that mature shelterbelt trees provide potential roosting habitat. Consequently, tree removal has the potential to affect bats if occupied roosts are present.

The Bat Management Plan incorporates bat roost protocols consistent with Department of Conservation guidance, pre-felling inspections, ecological supervision by suitably qualified bat specialists, bat-sensitive lighting design and replacement planting to maintain habitat connectivity. Subject to implementation of these measures, the EclA concludes that adverse effects on bats can be appropriately managed.

5.12.4 Lizards

Areas of rank grass, debris, shelterbelts and modified vegetation provide potential habitat for copper skinks. Although no lizards were detected during surveys, the EclA concludes that copper skinks are likely to occur at low densities within the site.

A Wildlife Approval application and associated Lizard Management Plan have therefore been prepared. The LMP provides for pre-clearance salvage and relocation methods/requirements, establishment of enhanced release habitat, construction of artificial refuges and ongoing predator control. Implementation of these measures is expected to reduce effects on indigenous lizards to a low level.

A summary assessment against the Schedule 7 FTAA criteria for Wildlife approval is provided below, with supporting **Appendix 32** inclusive of the Schedule 7 FTAA requirements and the EclA in **Appendix 23**.

- The SL1 Industrial North proposal is to develop c. 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.
- This Wildlife Approval application does not involve any public conservation land.
- Vegetation clearance and earthworks within the 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 native skinks will be salvaged from the Industrial North Site and relocated to Waiwhakareke Natural Heritage Park (reserve). Native 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/skinks are absolutely protected under the Wildlife Act. This project proposes to remove vegetation that could be providing habitat to native lizards. Native lizards could therefore be killed or injured if lizards are not properly managed during vegetation removal.
- No skinks were seen during manual habitat searches, though a database search showed copper skink (*Oligosoma aeneum*) to be present in similar habitat nearby. Parts of the site could also potentially provide habitat for ornate skink (*Oligosoma ornatum*). 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 of EclA and LMP. The SL1 Industrial North site is located at 5813032, 1798957 (NZTMM).
- Authorisation is sought for accidental kill/injure, salvage and relocation of native skinks.
- Ecological effects of the development at SL1 Industrial North are outlined in the EclA. 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 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.
- The CVEA summarises inputs from the Southern Links 1 Tangata Whenua Working Group (SL1 TWWG). Specifically, for native lizards (mokomoko), 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.

5.12.5 Freshwater Ecology

The EclA identifies that the site contains a network of highly modified artificial farm drains and stormwater ponds that provide habitat for indigenous freshwater fish. The proposal will require reclamation of sections of these artificial drains to facilitate the development, while constructing a replacement stormwater management network incorporating wetlands, swales and new drainage channels.

The reclamation of artificial drains has the potential to affect indigenous fish if present at the time of construction. To address these effects, a Fish Management Plan has been prepared providing for staged fish salvage and relocation, temporary isolation of work areas, dewatering protocols, ecological supervision, and post-construction reporting. Subject to implementation of these measures, together with the proposed erosion and sediment controls, the EclA concludes that effects on freshwater ecology can be appropriately managed.

The proposal also includes extensive riparian and artificial wetland planting associated with the stormwater management system. Over time, this planting will increase indigenous vegetation cover, improve habitat complexity and contribute to enhanced ecological connectivity across the site compared with the existing modified pastoral environment.

Construction earthworks also have the potential to generate sediment discharges to receiving waters. However, the Earthworks Management Plan and Construction Management Plan provide comprehensive erosion and sediment control measures to minimise sediment mobilisation during construction. Given the highly modified nature of the receiving environment and the proposed construction controls, the EclA concludes that sediment-related ecological effects will be appropriately managed.

Overall, the EclA concludes that, subject to implementation of the Bird Management Plan, Bat Management Plan, Lizard Management Plan, Fish Management Plan, Earthworks Management Plan and associated consent conditions, adverse ecological effects associated with the proposal will be appropriately avoided, remedied or mitigated and are anticipated to be less than minor.

5.13 Reverse Sensitivity Effects

The proposed Industrial North development is located adjacent to existing and planned strategic infrastructure, including the North Island Main Trunk (NIMT) railway corridor, the Hamilton Southern Links (HSL) designation and established industrial land to the north and east. These activities generate operational noise, traffic and other effects that are characteristic of a strategic industrial environment.

The proposal has been specifically designed to establish an industrial precinct that is compatible with these existing and future activities. Unlike residential or other noise-sensitive land uses, the proposed industrial lots will accommodate industrial, logistics, warehousing and associated commercial activities that are generally compatible with the operational characteristics of the surrounding environment. Accordingly, the proposal will not introduce new sensitive activities that could constrain the continued operation, maintenance or future expansion of existing infrastructure or industrial activities.

The Acoustic Assessment concludes that reverse sensitivity effects can be appropriately managed through the proposed development controls and consent conditions. In particular, the application proposes mechanisms to prevent the establishment of new noise-sensitive activities within the industrial lots, thereby avoiding the creation of future notional boundaries that could unnecessarily constrain lawful industrial operations or strategic transport infrastructure. Operational noise limits are also proposed to ensure compatibility with surrounding land uses while maintaining the functionality of the industrial precinct.

Similarly, the Urban Design Assessment recognises the importance of managing interfaces between the proposed industrial development and adjoining land uses. The proposed Industrial controls relating to building orientation, landscaping, servicing areas, outdoor storage and site

layout achieve an appropriate transition between the industrial environment and adjoining land while maintaining the operational efficiency of industrial activities.

The proposal also integrates with the future Hamilton Southern Links transport corridor through a staged transport network that has been specifically designed to complement, rather than constrain, the operation of this strategic transport infrastructure. The Integrated Transport Assessment confirms that the proposed access arrangements and staging have been developed in conjunction with the planned transport network and will not adversely affect its future operation.

Overall, the proposal is considered to be inherently compatible with the surrounding industrial and strategic infrastructure environment. The development will not introduce incompatible sensitive land uses or otherwise compromise the ongoing operation of existing or planned infrastructure. Consequently, reverse sensitivity effects are anticipated to be less than minor.

5.14 Productive Capacity Effects

The effects of the proposal on the productive capacity of the land have been assessed by Landsystems Ltd in the Soil and Land Use Capability Assessment (**Appendix 28**).

The assessment confirms that, while the New Zealand Land Resource Inventory (NZLRI) mapping identifies approximately 97% of the site as LUC Class 2 at the regional scale, detailed site-specific investigations identify considerably greater variability in soil resources across the site, 29% being LUC Class 2, 23% being LUC Class 3 and 48% being LUC Classes less than 3.

The assessment also identifies significant localised variations in soil characteristics, drainage limitations and peat deposits that are not reflected in the regional-scale mapping.

The LUC Assessment, refer **Appendix 28**, acknowledges the sequence of the SL1 Strategic Boundary Agreement in October 2022, the NPS HPL commencement on 22nd October 2022, and the subsequent Memorandum of Understanding between Waipā, Hamilton City and SL1 Consortium. The LUC Assessment makes it clear that whether the industrial site was identified for future urban development at the commencement date, within the meaning of clause 1.3 and clause 3.5(7)(b)(i) of the NPS HPL, is a planning matter outside the scope of this soil and LUC assessment. The LUC Assessment proceeds on the basis that the Industrial site is treated as highly productive land under the clause 3.5(7) interim definition.

The LUC Assessment also outlines that significant works have occurred over much of the Industrial Site including those authorised by resource consent LU/0263/10 for bulk earthworks of 517,000 m³ over the eastern portion of the Industrial Site (approved 12 February 2021, and given effect to) and resource consent LU/0279/22 for bulk earthworks of 101,900 m³ over the western portion of the Industrial Site (approved 1 June 2023, and given effect to). The approved consents authorise bulk earthworks over most of the SL1 Industrial area. Both consents have been given effect to, but at the date of this assessment the earthworks had not been undertaken across the whole of the consented extent.

The assessment under NPS HPL is covered within the Objectives and Policies assessment within **Attachment 7**. The productive capacity of the site while showing as LUC 2 by the NZLRI, the site-specific investigations identify limitations associated with peat soils, drainage, seasonal wetness and soil variability that reduce the productive versatility of the land.

The assessment also notes that the site is already substantially modified, with approximately 29 hectares occupied by existing industrial activities and the balance comprising modified pasture and

artificial drainage networks. The site is bounded by existing industrial development to the north and east, the North Island Main Trunk railway corridor and the HSL designation, and forms part of Hamilton's identified long-term urban growth area. These surrounding land uses and strategic infrastructure significantly influence the site's current and future productive potential.

The site is also subject to two implemented significant bulk earthworks consents (district and regional), refer **Appendix 8**, approved prior to or during the implementation of NPS HPL.

In regard to a Clause 3.10 assessment under NPS HPL, a detailed assessment can be found within the NPS HPL assessment further in this report, and in the Objectives and Policies assessment within **Attachment 7**.

Notwithstanding, the following 3.10 assessment is made as it relates to productivity capacity:

- 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, a Road of National Significance and with a clear roadmap to construction.
- 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.
- Regional-scale NZLRI mapping identifies much of the site as LUC Class 2 land. However, the detailed Land Use Capability Assessment (**Appendix 28**) identifies 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 Anthropic 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.
- 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.
- As per the Waipa Operative District Plan and LUC assessment, refer **Appendix 28**, none of the site qualifies as High Class Soil under the Waipā Operative District Plan definition, where 'High Class Soils' means *those soils of Land Use Capability classes 1 and 2 (excluding Peat Soils), and soils of Land Use Capability classes 3e1 and 3e5 classified as Allophanic Soils using the New Zealand Soil Classification*. The site is subject to Peat Soils and is not annotated with a High Class Soil notation.
- While the NPS-HPL transitional provisions require reliance on the existing regional-scale NZLRI mapping, and therefore the site-specific LUC assessment (refer to **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.

- The social, cultural and economic benefits of the Industrial North project, refer **Appendix 29**, are significant. The Economic benefits outlined include upward of \$2.42 billion over a 30 year horizon. The share scale of economic benefit, coupled with the social and cultural support such a significant stimulus brings to the local economy and community, demonstrate the tangible and intangible benefits of the Industrial North site.
- No alternative forms of land-based primary production, when considering the site characteristics outlined above, fragmented land and parcel ownership and existing industrial activities in close proximity and HSL designation and ECMTRL.
- Any current or previous use of the site, or part thereof, for productive land-based primary production has been limited.
- Any lease arrangement or boundary relocation or adjustment is limited in value, again given the fragmented landownership, parcel sizes, shape, HSL designation, existing industrial activities in close proximity and historic uses and consented uses on the site.

The proposal represents a logical expansion of Hamilton's industrial area within a location that has been identified for future urban development. Given the site's existing level of modification, strategic urban location, surrounding infrastructure and the conclusions of the detailed Land Use Capability Assessment, the conversion of the remainder of the site that is still in rural form to industrial development is not anticipated to result in significant adverse effects on the productive capacity of rural land at either a local or regional scale.

Overall, the Land Use Capability Assessment concludes that the proposal will have less than minor adverse effects on the productive capacity of land. The proposal is consistent with the planned urban growth and strategic function of the Southern Links Growth Cell.

5.15 Heritage Effects

An Archaeological Assessment of Effects (**Appendix 25**) has been prepared by Redox Cultural Heritage Services Ltd to assess the potential effects of the proposal on archaeological and historic heritage values. The assessment included a comprehensive desktop review of the Site and surrounding area, including historic survey plans, aerial photography, LiDAR imagery, previous archaeological reports, the New Zealand Archaeological Association (ArchSite) database and the New Zealand Heritage List/Rārangī Kōrero.

The archaeological assessment concludes that there are no recorded archaeological sites within the application site. The nearest recorded archaeological sites are located more than one kilometre from the Site, including the Frankton Junction Railway Station, a historic lake house, and a flour mill, while known Māori horticultural sites and pā are associated with the Waikato River corridor more than two kilometres from the Site. The assessment also confirms that no heritage places are listed on the New Zealand Heritage List within or immediately adjoining the Site.

The assessment considers the geological, historical and archaeological context of the Site. Historic survey plans identify the area as forming part of the former "Great Swamp", with the land remaining largely swampy and covered in scrub until well into the twentieth century. Historic aerial photography documents the site's transition from scrubland to pastoral grazing following drainage works, while LiDAR analysis identified no landforms or features indicative of archaeological remains. Although portions of the site occupy slightly elevated ground, the review concludes that

neither historical documentation nor landscape analysis indicates any potential for unrecorded archaeological sites within the development area.

Based on this assessment, Redox concludes that there are no known archaeological values within the Site and, consequently, no anticipated effects on archaeological values arising from the proposed Industrial Development. The report further concludes that, given the former swamp environment, subsequent drainage and agricultural modification, and more recent urban development surrounding the Site, it is highly unlikely that archaeological material will be encountered during construction.

Notwithstanding this conclusion, the archaeological assessment recommends that an Accidental Discovery Protocol (ADP) be implemented throughout earthworks, recognising that isolated archaeological material can occasionally be encountered during large-scale ground disturbance.

Overall, having regard to the findings of the Archaeological Assessment of Effects, it is considered the proposal will have less than minor adverse effects on historic heritage and archaeological values.

5.16 Mana Whenua Values

The proposal has the potential to give rise to cultural effects through the ongoing development of the wider Southern Links Growth Cell, which forms part of a culturally significant ancestral landscape for tangata whenua. While the site has been substantially modified through historical drainage, agricultural activities, infrastructure development and urban expansion, the Cultural Impact Assessment (CIA) (**Appendix 24**) confirms that the wider landscape continues to hold significant cultural values associated with whakapapa, mana whakahaere and kaitiakitanga. These values extend beyond recorded archaeological sites and include the relationships between tangata whenua and the whenua, wai, taiao, former wetlands, ecological systems, customary resources and the wider cultural landscape.

The Applicants have undertaken extensive engagement with the Southern Links Tangata Whenua Working Group, comprising representatives of Ngāti Wairere, Ngāti Maahanga, Ngāti Tamainupō, Ngāti Hauā, Ngāti Korokī Kahukura and Ngāti Apakura, with the support of Waikato-Tainui. Engagement has occurred throughout the development of the wider Southern Links project, including preparation of the substantive application, with the purpose of identifying cultural values, understanding tangata whenua aspirations and incorporating those values into the design and implementation of the proposal. The Applicants have confirmed their commitment to maintaining this relationship throughout the consenting and implementation phases, and the participating hapū have provided letters of broad support for the substantive application.

The design of the proposal has been informed by this engagement and incorporates a number of measures that respond to cultural values identified through the CIA. These include the retention and enhancement of blue-green infrastructure through integrated stormwater wetlands and swales, ecological restoration and planting, protection and enhancement of water quality, and opportunities for continued Mana Whenua involvement during construction and implementation. Cultural monitoring is proposed during key stages of earthworks, together with implementation of an ADP should previously unidentified archaeological material or taonga be encountered.

The proposal appropriately recognises and provides for the relationship of tangata whenua with their ancestral landscape by incorporating the recommendations of the CIA into the project design, maintaining ongoing engagement with Mana Whenua throughout the development process,

providing opportunities for cultural monitoring during construction, and implementing an ADP. While the proposal will permanently change part of a culturally significant landscape through urban development, those effects have been recognised through the design process and will be appropriately managed through the suite of mitigation measures, ongoing partnership with Mana Whenua, and proposed consent conditions.

Overall, it is considered that the proposal will result in less than minor adverse cultural effects, with the ongoing engagement with Mana Whenua, implementation of cultural monitoring, ecological restoration, integrated stormwater design, and the ADP providing an appropriate framework to recognise, protect and respond to cultural values throughout construction and future development.

5.17 Railway Corridor effects

The eastern portion of the Industrial North site adjoins the North Island Main Trunk Railway (NIMTR). The adoption of a building setback from the edge of the site, 5m, in addition to appropriate construction methodologies, earthworks management and stormwater and overland flow consideration, any potential effects on the NIMTR are negligible, and within the realm of what would be expected for the NIMTR where adjoining Tier 1 urban authority land. Furthermore, the Applicant has attempted to engage with Kiwirail multiple times, and no concerns have been raised with proposed development. Wider conditions of consents, and the implementation of the industrial bulk and location controls will appropriately manage the NIMTR and industrial interface.

5.18 Hamilton Southern Links effects

The HSL designation (D-182) dissects the SL1 Industrial North site. As outlined in the Overview Report, the HSL designation is a Road of National Significance with a specific identifier for housing growth. The Applicants and the wider SL1 Consortium have been consulting with NZTA on the HSL designation, its form and function and design considerations. Importantly, NZTA, as part of the substantive application pre-lodgement engagement has received multiple ITA versions during the development of the Industrial North Master Plan, including proposed controls on the development. The proposed roundabout within the HSL designation and within the SL1 Industrial North site is seen as a critical connection for both the long term SL1 Industrial North and the adjacent Rogerson Block development, but also a strategic east – west connection for industrial traffic, away from local residential suburbs off Kahikatea Drive. The roundabout location is approximately 520 south of the proposed Kahikatea Drive / Greenwood Street roundabout, which forms part of the Stage 1 HSL designation. The ITA has gone into detail about this spacing, the Waikato Regional Transport Modelling that underpins this design, and the functionality and efficiency the proposed design offers.

The July Major Transport Projects Pipeline announcement reaffirmed the role HSL will play in the south Hamilton corridor, and confirmed it is progressing to pre-implementation / implementation. Notwithstanding this, the Applicant, and SL1 Consortium, see the critical role of the HSL designation within the wider growth cell and within the SL1 Industrial North site. The proposed development does not preclude the implementation of the HSL Stage 1, or balance, in the future. The staging and sequencing associated with both Kahikatea Drive / Greenwood Street and the Industrial North / HSL roundabout are presented within the ITA, and captured in proposed conditions of consent.

The currently proposed 'eastern' connection via a 'stub' road that will become a cul-de-sac post HSL Stage 1 implementation demonstrates connectivity and access to the east of the HSL designation, however as outlined in the proposed staging and infrastructure triggers, it is anticipated that this eastern portion of the Industrial North development is the last part of the 60ha to be developed, and accordingly, there is feasible scenario where the HSL Stage 1 connection is in place, an access via the adjoining eastern property (not part of the subject site) is enabled and the 'stub' is not required. A condition to that effect has been offered.

Formal s176 approval is required from NZTA. Consultation and engagement is ongoing and is expected to be reflected in the comments received on the Substantive Application post-lodgement.

The Industrial Bulk and Location controls adopted include appropriate setbacks from the HSL corridor, to manage any potential reverse sensitivity effects associated with industrial activity adjoining the HSL designation. Overall, any potential effects on the HSL designation and NZTA are considered to be less than minor.

5.19 Mitigation and Monitoring

Clause 6(1)(d) of Schedule 5 of the FTAA requires that an AEE include a "description of the mitigation measures (including safeguards and contingency plans where relevant) to be undertaken to help prevent or reduce the actual or potential effect of the activity".

A description of the mitigation measures proposed is provided in the technical assessments appending to this AEE, summarised in the preceding sections, and detailed within the Overview Report in **Volume 1** of this application. They are further documented in the proposed consent conditions within **Attachment 10 and Attachment 11**.

Clause 6(1)(g) of Schedule 5 of the FTAA also requires that an AEE include "*if the scale and significance of the activity's effects are such that monitoring is required, a description of how the effects will be monitored and by whom, if the activity is approved*".

It is considered that further and/or ongoing monitoring beyond that proposed via management plans and conditions of consent is not required with respect to the scale and nature of the subdivision and industrial activities proposed under **Volume 3**.

5.20 Permitted Baseline Effects

As outlined in Section 4.4 above, the overall Project includes several permitted district and regional activities. Notwithstanding this, given the scale and complexity of the Industrial North project limited reliance on a permitted baseline is considered appropriate, where the overarching activity status and works require consents.

5.21 Summary of Effects

The proposed subdivision and industrial development represent a suitable use of the subject site and will result in environmental outcomes that can reasonably be anticipated and accommodated on the site. The proposal will result in effects on the environment that are no more than minor, subject to the recommendations stated in the various specialist reports. Appropriate mitigation measures have been identified and noted through this report.

The proposal will deliver significant positive outcomes by providing serviced industrial land, strategic infrastructure, transport connections and employment opportunities that support the continued growth of Hamilton and the wider Waikato region. The comprehensive infrastructure strategy, integrated stormwater management system, ecological enhancement planting and coordinated urban design framework will establish a well-functioning industrial environment that integrates with the HSL corridor and surrounding industrial area.

Overall, the proposal is considered appropriate, and any actual and potential adverse effects on the environment of allowing the activity are considered to be no more than minor.

6.0 Assessment of Relevant Statutory Considerations

This section of the application is provided in accordance with Clauses 5(1)(h), 5(2), and 5(3) of Schedule 5 of the FTAA. The FTAA requires that applications must include an assessment of the activity against the relevant provisions and requirements of those documents listed in Clause 5(2) being:

- (a) *a national environmental standard;*
- (b) *other regulations made under the Resource Management Act 1991;*
- (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*
- (h) **Table 10:** Assessment of National Environmental Standards.

The relevant statutory documents are identified in **Table 12** below.

Table 12: Summary of Relevant Statutory Documents

Document	Relevance to Project
National Environmental Standards	
National Environmental Standards for Air Quality 2004	This is not applicable as the proposal does not affect air quality
National Environmental Standards for Sources of Drinking Water 2007	This is not applicable as the proposal does not affect sources of drinking water
National Environmental Standards for Electricity Transmission and Electric Vehicle Charging Infrastructure Activities 2009	This is not applicable as the proposal does not include any relevant activities
National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health 2011	This is applicable – refer to section 6.1.
National Environmental Standards for Telecommunications Facilities 2016	This is not applicable as the proposal does not seek consent for telecommunications facilities

Document	Relevance to Project
National Environmental Standards for Commercial Forestry 2017	This is not applicable as the proposal does not relate to plantation forestry
National Environmental Standards for Freshwater 2020	This is not applicable ..
National Environmental Standard for Marine Aquaculture 2020	This is not applicable as the proposal does not relate to marine aquaculture
National Environmental Standard for Storing Tyres Outdoors 2021	This is not applicable as the proposal does not provide for the storage of tyres
National Environmental Standards for Greenhouse Gas Emissions from Industrial Process Heat 2023	This is not applicable as the proposed industrial activities will not include industrial process heat gas emissions.
National Environmental Standards for Detached Minor Residential Units 2025	This is not applicable as the proposal does not provide for detached minor residential units.
National Environmental Standards for Papakāinga 2026	This is not applicable as the proposal does not provide for Papakāinga.
National Policy Statements	
National Policy Statement for Electricity Networks 2008	This is not applicable as no specific electricity transmission activities are proposed as part of this consent.
New Zealand Coastal Policy Statement	This is not applicable as the site is not located within the coastal environment.
National Policy Statement for Renewable Electricity Generation 2011	This is not applicable as no specific renewable electricity generation is proposed as part of this consent.
National Policy Statement for Freshwater Management 2020	This is not applicable .
National Policy Statement on Urban Development 2020	This is applicable – refer to section 6.1.
National Policy Statement for Highly Productive Land 2022	This is applicable – refer to section 6.1.
National Policy Statement for Indigenous Biodiversity 2023	This is applicable – refer to section 6.1.
National Policy Statement for Greenhouse Gases from Industrial Process Heat 2023	This is applicable – refer to section 6.1.
National Policy Statement for Natural Hazards 2025	This is applicable – refer to section 6.1.
National Policy Statement for Infrastructure 2025	This is applicable – refer to section 6.1.
Regional Policy Statement	
Waikato Regional Policy Statement	This is applicable – refer to Section 6.3
Plans	
Waikato Regional Plan	This is applicable – refer to Section 6.3
Waipa District Plan	This is applicable – refer to Section 6.4
Planning document recognised by a relevant iwi authority and lodged with a local authority	

Document	Relevance to Project
Te Ture Whaimana (Waikato River Vision and Strategy)	This is applicable – refer to section 6.4..

6.1 National Environmental Standards

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

The NESCS into effect on 1 January 2012. All territorial authorities are required to give effect to and enforce the requirements of the NES in accordance with their functions under the RMA relating to contaminated land.

The purpose 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 contains to ensure the land is safe for human use.

The site has been subject to a DSI (**Appendix 21**) prepared by Swiftsure Consulting. These investigations confirm that parts of the site are a "piece of land" for the purposes of the NES-CS and identify localised areas of contamination associated with historical site activities. The proposal also involves significant earthworks and a change to industrial land use, such that the requirements of the NES-CS are engaged.

The application is supported by a RAP and CSMP for each landowner. These documents establish comprehensive procedures for the identification, excavation, handling, remediation, validation and ongoing management of contaminated materials encountered during construction.

The proposed consent conditions require implementation of these management plans throughout construction. Collectively, they provide an appropriate framework to ensure that contaminated soils are safely managed, risks to construction workers and the public are minimised, and adverse effects on groundwater, surface water and the wider environment are avoided or appropriately mitigated.

Having regard to the findings of the DSI and the proposed remediation and management measures, it is considered that the proposal is consistent with the purpose of the NES-CS. The application appropriately identifies contaminated land, provides a robust remediation and management framework, and ensures that the site can be safely developed for its intended industrial use while protecting human health and the environment.

6.1.2 Other National Environmental Standards

The proposal does not require resource consents under any of the other National Environmental Standards, and therefore an assessment against the intent of these is not required.

6.2 National Policy Statements

For a detailed assessment of relevant National Policy Statements, Waikato Regional Plan and Waipa Operative District Plan please see **Attachment 7** Objective and Policies Assessment.

6.2.1 National Policy Statement on Highly Productive Land 2022

The National Policy Statement on Highly Productive Land 2022 ('NPS-HPL') seeks to protect New Zealand's most productive land, recognising it as a finite and nationally significant resource. The overarching objective seeks to ensure that highly productive land is protected for use in land-based primary production, both now and for future generations. The NPS-HPL includes specific policy direction on the subdivision of highly productive land under Policy 7, which seeks to avoid subdivision except where this is provided for under clauses 3.8 and 3.10.

A detailed Soil and Land Use Capability Assessment (**Appendix 28**) has assessed the productive capability of the site and its status under the NPS-HPL. While the regional-scale New Zealand Land Resource Inventory (NZLRI) mapping identifies much of the site as LUC Class 2 land, the detailed site-specific assessment concludes that the land is characterised by significant drainage limitations, peat soils, variable soil characteristics and other physical constraints that are not reflected in the regional mapping.

In regard to a Clause 3.10 assessment under NPS HPL, a detailed assessment can be found within the attached Objectives and Policies, **Attachment 7**.

Notwithstanding, the following 3.10 assessment is made as it relates to productivity capacity:

- 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, a Road of National Significance and with a clear roadmap to construction. The site also has two bulk earthwork consents (district and regional) issued prior to and during NPS HPL implementation.
- 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.
- Regional-scale NZLRI mapping identifies much of the site as LUC Class 2 land. However, the detailed Land Use Capability Assessment (**Appendix 28**) identifies 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 Anthropic 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.
- 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.
- As per the LUC assessment, refer **Appendix 28**, none of the site qualifies as High Class Soil under the Waipa Operative District Plan definition.
- While the NPS-HPL transitional provisions require reliance on the existing regional-scale NZLRI mapping, and therefore the site-specific LUC assessment (refer to **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.

- The social, cultural and economic benefits of the Industrial North project, refer **Appendix 29**, are significant. The Economic benefits outlined include upward of \$2.42 billion over a 30 year horizon. The share scale of economic benefit, coupled with the social and cultural support such a significant stimulus brings to the local economy and community, demonstrate the tangible and intangible benefits of the Industrial North site.
- No alternative forms of land-based primary production, when considering the site characteristics outlined above, fragmented land and parcel ownership and existing industrial activities in close proximity and HSL designation and ECMTRL.
- Any current or previous use of the site, or part thereof, for productive land-based primary production has been limited.
- Any lease arrangement or boundary relocation or adjustment is limited in value, again given the fragmented landownership, parcel sizes, shape, HSL designation, existing industrial activities in close proximity and historic uses and consented uses on the site.

The proposal represents a logical expansion of Hamilton's industrial area within a location that has been identified for future urban development. Given the site's existing level of modification, strategic urban location, surrounding infrastructure and the conclusions of the detailed Land Use Capability Assessment, the conversion of the remainder of the site that is still in rural form to industrial development is not anticipated to result in significant adverse effects on the productive capacity of rural land at either a local or regional scale.

For these reasons, it is considered that the proposal is entirely consistent with the intent of the NPS-HPL and clause 3.10.

6.2.2 National Policy Statement on Urban Development 2020

The National Policy Statement on Urban Development 2020 (NPS-UD) seeks to ensure New Zealand's urban environments are well-functioning, responsive to growth and capable of providing for the social, economic, cultural and environmental wellbeing of present and future communities. In particular, the NPS-UD promotes integrated planning of land use and infrastructure, sufficient development capacity and efficient urban form.

The proposal is considered to be consistent with the intent and direction of the NPS-UD for the following reasons:

- The proposal provides approximately 60 hectares of serviced industrial land within Hamilton's identified Southern Links Growth Cell, contributing to the long-term supply of industrial land required to support projected employment and economic growth.
- The proposal has been designed as an integrated industrial development, incorporating subdivision, transport infrastructure, stormwater management, wastewater servicing, water supply, utilities, ecological enhancement and urban design within a coordinated master-planned framework. This integrated approach supports a well-functioning urban environment and enables efficient future development.

- The development integrates with existing and planned strategic infrastructure, including the HSL corridor, the North Island Main Trunk railway and the surrounding industrial area. The staged transport and infrastructure strategy ensures that development occurs in a coordinated manner alongside the provision of essential infrastructure.
- The proposal supports efficient urban form by consolidating industrial growth adjacent to existing industrial land and planned transport infrastructure, reducing the need for fragmented or dispersed industrial development elsewhere within the city.
- The proposed transport network incorporates walking and cycling infrastructure, provides for future public transport integration and establishes safe and efficient freight access, consistent with the NPS-UD's objective of improving accessibility for people and goods.
- The proposal has been designed having regard to environmental constraints, including flood risk, peat ground conditions, groundwater and stormwater management. Integrated blue-green infrastructure, including stormwater wetlands, swales and ecological planting, contributes to urban resilience, water quality improvement and long-term environmental outcomes.
- The proposal will facilitate significant economic and employment opportunities by providing development-ready industrial land capable of accommodating a range of industrial, logistics and warehousing activities. This will contribute to Hamilton's continued economic development and improve the availability of industrial land to meet future demand.
- The proposal has been developed following engagement with Mana Whenua and incorporates ecological restoration, water-sensitive design and cultural monitoring measures that recognise cultural values alongside urban development.

Overall, it is considered that the proposal is consistent with the purpose and objectives of the NPS-UD. It represents a coordinated, infrastructure-led industrial development that supports a well-functioning urban environment, provides additional industrial development capacity in an identified growth area, and integrates land use, transport and infrastructure in a manner that will support the sustainable growth of Hamilton City.

6.2.3 National Policy Statement on Indigenous Biodiversity 2023

The National Policy Statement for Indigenous Biodiversity 2023 (NPS-IB) provides national direction for the maintenance, restoration and enhancement of indigenous biodiversity, while recognising the need to appropriately manage adverse effects arising from subdivision, use and development.

The proposal is considered to be generally consistent with the direction of the NPS-IB for the following reasons:

- The application is supported by a comprehensive Ecological Impact Assessment (EclA) (**Appendix 23**), which identifies and assesses the terrestrial and freshwater ecological values present within the site, together with the potential effects of the proposed development and the measures necessary to avoid, remedy or mitigate those effects.
- For those parts of the site that remains in pastoral land, the EclA confirms that the site is predominantly characterised by modified pastoral land, artificial drainage channels,

existing industrial land and exotic vegetation. No Significant Natural Areas (SNAs) are identified within the development footprint.

- The proposal has been designed to retain and enhance ecological values where practicable through the incorporation of integrated stormwater wetlands, riparian planting, indigenous revegetation and ecological restoration associated with the stormwater management system.
- The proposal recognises the presence of indigenous fauna that may utilise the site, including bats, birds, lizards and indigenous freshwater fish. Appropriate management measures are proposed through the implementation of the proposed Management Plans. These plans provide detailed protocols for ecological surveys, vegetation clearance, wildlife salvage and relocation, ecological supervision, habitat enhancement and monitoring during construction.
- Construction-related ecological effects, including vegetation clearance and sediment generation, will be managed through the Earthworks Management Plan, Construction Management Plan and erosion and sediment control measures, minimising adverse effects on adjacent terrestrial and freshwater environments.
- The proposal incorporates long-term ecological enhancement through indigenous planting associated with the stormwater wetlands and drainage network, improving ecological connectivity and the ecological function of the highly modified site.
- The EclA notes that surveys showed a low level of use of the Site by long-tailed bats (Threatened – Nationally Critical), compared with the Peacocke Structure Plan area. The presence of bats within the Site means the removal of vegetation onsite with suitable roosting features has the potential to injure or result in mortality bats.
- Additionally, the industrial development will increase the amount of artificial light at night such as street, security, outdoor and vehicle illumination which has the potential to disrupt bat behaviour resulting in adverse effects on bats and their ability to use the Site or surrounding area.
- Management of the adverse effects on bats is outlined in a Bat Management Plan (BMP) (Ecological Solutions 2026c). The BMP details the implementation of pre-vegetation clearance ‘bat roost protocols’ (DOC 2024) as well as bat sensitive lighting design guidelines in accordance with the recommendations in the HCC-BMP (Phoenix Ecology 2024). With the above effects management measures implemented, the post effects management level of effects on bats will be ‘low’ (**Table 8 of Appendix 23**), and no further residual effects for the loss of foraging habit is proposed.

Overall, it is considered that the proposal to be consistent with the purpose and direction of the NPS-IB. While the development will result in the removal of modified vegetation and sections of artificial drainage channels, the EclA demonstrates that these effects can be appropriately managed through the proposed mitigation measures, ecological management plans and restoration planting. Accordingly, the proposal will maintain and enhance indigenous biodiversity values within the context of a highly modified urban growth area and is consistent with the outcomes sought by the NPS-IB.

6.2.4 National Policy Statement for Natural Hazard

The National Policy Statement for Natural Hazards 2025 (NPS-NH) seeks to ensure that natural-hazard risk to people and property associated with subdivision, use and development is managed using a proportionate, risk-based approach. The NPS-NH requires the level of risk to be determined by considering the likelihood and consequences of a natural-hazard event, with very high risk avoided and medium or high risk avoided or mitigated proportionate to the level of risk. It also requires consideration of residual risk, effects on other sites, the best available information and the potential effects of climate change over at least 100 years.

The NPS-NH does not apply to infrastructure as defined under the RMA. Accordingly, the assessment below relates principally to the proposed subdivision and industrial land use, while the natural-hazard performance of the associated infrastructure remains relevant as mitigation supporting the subdivision and development.

The application is supported by a Geotechnical Investigation Report (**Appendix 17**) prepared by CMW Geosciences and detailed flood and stormwater modelling undertaken by Maven (**Appendix 13**). The CMW assessment expressly applies the NPS-NH risk matrix and assesses both the latent risk before mitigation and the residual risk following implementation of the recommended geotechnical controls.

The proposal is considered consistent with the objective and policies of the NPS-NH for the following reasons:

- Active fault risk is low. No active fault traverses the Site, and the nearest known active fault, the Kerepehi Fault, is approximately 50 km west. CMW assesses fault rupture as a low latent and residual risk, with no specific mitigation required.
- Liquefaction risk has been assessed and proportionately managed. CMW identifies a medium latent risk from liquefaction-induced subsidence under the relevant seismic event. The recommended response includes preloading, engineered fill, ground improvement where required and site-specific foundation design. With those controls, the residual liquefaction risk is assessed as low.
- The Site is predominantly flat, and global slope instability is principally associated with proposed stormwater pond batters, swales and cut-and-fill slopes. CMW assesses the unmitigated risk as medium and the residual risk as low where batters and earthworks are designed by a geotechnical engineer, with flatter slopes, setbacks or ground improvement used where necessary.
- Settlement and subsidence risks have been specifically addressed. The underlying peat deposits would give rise to very high latent settlement risk if development occurred without ground treatment. The proposal responds through staged preloading and surcharge, engineered fill, monitoring of consolidation and specific foundation design. CMW assesses the residual subsidence risk as medium, reflecting the potentially significant consequence of foundation movement but its reduced likelihood following mitigation. This residual risk will be further managed through detailed geotechnical design, earthworks completion reporting and building-specific foundation assessment.
- Dewatering effects are proportionately managed. Temporary dewatering associated with wetlands, pump stations and buried services has a high latent risk in CMW's assessment due to the shallow groundwater environment and potential effects on surrounding land.

Following hydrogeological assessment, temporary works design, monitoring and control of drawdown, the residual risk is assessed as low.

- Flood risk has been assessed using detailed modelling. Existing flooding is concentrated within the artificial drainage network and low-lying areas, with shallow sheet flow across parts of the Site during the 1% AEP event. CMW identifies an almost-certain likelihood and moderate consequence before mitigation, resulting in a high latent flood risk. Following the proposed earthworks, flood-storage, stormwater wetlands, overland-flow corridors and controlled discharge measures, the residual flood risk is assessed as medium.
- The proposal avoids increasing significant risk on other sites. The stormwater and flood-management strategy is designed to maintain hydraulic conveyance through the Site, attenuate post-development flows and avoid unacceptable increases in flood levels on adjoining properties. Wastewater pump stations are proposed to be elevated and located away from identified overland-flow paths and flood-prone areas.
- Residual and exceedance risks have been considered. The design recognises that mitigation measures may be exceeded during events greater than their design thresholds. Overland-flow paths, emergency spillways, minimum platform and floor levels, structurally designed wetland batters and resilient foundation solutions provide secondary safeguards where design events are exceeded.
- The assessment relies on the best available information. The proposal is informed by site-specific geotechnical investigations, groundwater monitoring, liquefaction analysis, slope-stability modelling, settlement analysis, flood modelling and detailed stormwater design. This represents a level of investigation proportionate to the identified risks and accords with Policies 1, 2 and 5 of the NPS-NH.
- Climate-change effects have been incorporated into the flood and stormwater design. The modelling and infrastructure design address future rainfall and flood conditions over the long-term development horizon, consistent with Policy 6's requirement to consider climate-change impacts over at least 100 years.

Overall, the proposal does not expose people or property to any very high residual natural-hazard risk. The identified medium residual risks, principally associated with flooding, seismicity and peat settlement, are addressed through mitigation measures proportionate to their likelihood and consequence, including engineered earthworks, preloading, foundation design, stormwater attenuation, flood conveyance, minimum development levels and ongoing geotechnical oversight. The proposal is therefore considered to be consistent with the objective and policies of the NPS-NH.

6.2.5 National Policy Statement for Infrastructure

The National Policy Statement for Infrastructure 2025 (NPS-I) recognises infrastructure as a matter of national significance and seeks to ensure infrastructure is delivered in a timely and efficient manner, supports the wellbeing of communities, and is resilient and compatible with surrounding activities.

The proposal is considered to be consistent with the objective and policies of the NPS-I for the following reasons:

- The proposal provides an integrated package of transport, stormwater, wastewater, water supply and utility infrastructure necessary to service approximately 60 ha of industrial land and support Hamilton's planned growth.
- The location and design of the infrastructure have been informed by operational and functional requirements, including existing network connections, flood management, peat ground conditions, ecological values and integration with the HSL corridor.
- The proposal has been developed as part of the wider Southern Links Growth Cell and represents coordinated, infrastructure-led urban development consistent with strategic planning for the area.
- Infrastructure and associated enabling works have been assessed through comprehensive technical investigations, with adverse effects appropriately avoided, remedied or mitigated through project design, management plans and proposed consent conditions.
- The proposal has been developed following engagement with Mana Whenua and incorporates ecological restoration, integrated stormwater management, cultural monitoring and accidental discovery procedures that recognise Māori interests.
- The proposal is compatible with surrounding strategic infrastructure, including the HSL corridor and North Island Main Trunk railway, and avoids creating reverse sensitivity effects that could compromise their ongoing operation.

It is considered that the proposal gives effect to the NPS-I by providing resilient, integrated infrastructure that supports planned industrial growth, while appropriately managing environmental effects and protecting the ongoing operation of existing and planned infrastructure.

6.3 Waikato Regional Policy Statement

The Waikato Regional Policy Statement ('RPS') sets out the overarching framework for sustainably managing the region's natural and physical resources, guiding regional and district plans under the Resource Management Act. The RPS seeks to protect and enhance the Waikato region's environmental, social, cultural, and economic wellbeing by addressing key issues such as water quality, land use, natural hazards, biodiversity, and the relationship of iwi with natural resources.

The assessment and comments with respect to key topics and domains under the Waikato RPS that are of relevance to the proposal are set out below.

The proposal is considered to be generally consistent with the relevant objectives and policies of the RPS for the following reasons.

Integrated Management

- The proposal has been developed through an integrated design process supported by comprehensive technical investigations addressing transport, infrastructure, stormwater, groundwater, geotechnical conditions, ecology, landscape, contamination, acoustics, urban design and cultural values.
- The subdivision, infrastructure and stormwater systems have been designed as an integrated industrial development, ensuring land use, infrastructure and environmental management are coordinated.

- Mana Whenua have been engaged throughout the development of the wider SL1 Project, with cultural values reflected in the stormwater management approach, ecological restoration, cultural monitoring and proposed ADP.

Land, Water and Freshwater

- The proposal adopts an integrated catchment approach to stormwater management through the use of treatment trains, wetlands, swales, attenuation and controlled discharge to maintain hydraulic function while improving stormwater quality.
- Groundwater, flooding and stormwater effects have been comprehensively assessed through the Hydrogeological Assessment (**Appendix 20**), Stormwater Management Plan (**Appendix 14**) and Infrastructure Report (**Appendix 13**), with appropriate mitigation incorporated into the design.
- Construction effects on water quality will be managed through the Earthworks Management Plan (**Appendix 31**), Construction Management Plan (**Appendix 4**) and erosion and sediment control measures.
- The Soil and Land Use Capability Assessment (**Appendix 28**) confirms NPS HPL applies, however the corresponding clause 3.10 assessment demonstrates on balance, the proposal is not inconsistent with the NPS HPL, and would have negligible effects on productive capacity.

Ecosystems and Indigenous Biodiversity

- The proposal has been informed by a detailed EciA (**Appendix 23**) which identifies the ecological values of the site and recommends measures to avoid, remedy or mitigate adverse effects.
- Indigenous planting associated with the stormwater wetlands and drainage network will increase indigenous vegetation cover and improve ecological connectivity within this highly modified environment.
- Project-specific Bird, Bat, Lizard and Fish Management Plans will appropriately manage potential effects on indigenous fauna during construction.

Natural Hazards

- The proposal has been designed having regard to peat ground conditions, flooding, groundwater and seismic hazards.
- Site-specific geotechnical investigations, flood modelling and hydrogeological assessments demonstrate that natural hazard risks can be appropriately managed through engineered earthworks, preloading, foundation design, stormwater management and ongoing geotechnical oversight.
- The proposal maintains flood conveyance through the site and does not materially increase flood risk on adjoining properties.

Historic Heritage and Cultural Values

- The Archaeological Assessment (**Appendix 25**) concludes there are no recorded archaeological sites or identified historic heritage values within the development footprint.
- The proposal incorporates an ADP and provides for ongoing engagement and cultural monitoring by Mana Whenua during construction.
- The design recognises cultural values associated with the wider landscape through integrated water management, ecological restoration and continued engagement with Mana Whenua.

Urban Form and Infrastructure

- The proposal forms part of Hamilton's planned Southern Links Growth Cell and represents a logical extension of the existing industrial area.
- Approximately 60 hectares of serviced industrial land will be created, supported by integrated transport, three-waters and utility infrastructure.
- The proposal efficiently utilises existing and planned strategic infrastructure, including the HSL corridor and North Island Main Trunk railway, while avoiding reverse sensitivity effects.
- The proposal will support regional economic growth, employment opportunities and the long-term supply of industrial land in accordance with the strategic growth direction anticipated by the RPS.

The proposal is considered to be consistent with the relevant objectives and policies of the Waikato Regional Policy Statement. It achieves an integrated approach to land use, infrastructure and environmental management, supports planned urban growth, appropriately manages natural resources and hazards, recognises cultural values, and provides for significant regional economic and employment benefits while appropriately avoiding, remedying or mitigating adverse environmental effects.

6.4 Te Ture Whaimana o Te Awa o Waikato

Te Ture Whaimana – the Vision and Strategy for the Waikato River sets the primary direction for the protection, restoration, and sustainable management of the Waikato and Waipā rivers and their catchments. It seeks to restore and protect the health and wellbeing of the rivers for present and future generations, recognising the mana and relationship of Waikato-Tainui and other iwi with these waterways.

As identified in the Overview Report at **Volume 1**, the SL1 Industrial North development has been designed with clear alignment to the 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.

The following comments are made with respect to the SL1 Industrial North development and the objectives and principles of Te Ture Whaimana o Te Awa o Waikato as the wider site is located within the Waikato River Catchment:

- Early engagement has occurred with iwi to ensure a holistic and integrated approach which allowed for iwi input into the design of the project;
- It provides necessary industrial land, development and associated infrastructure to enable development that will improve economic, employment, and in particular environmental outcomes – specifically freshwater quality;
- The project has the potential to strengthen environmental resilience and risk management from natural hazards, including flooding;
- Appropriate management of risks and adverse effects through a series of Management Plans through the project construction phase;
- The project avoids any direct discharge into sensitive freshwater environments and is designed to mitigate indirect cumulative impacts through staged development and infrastructure that aligns with river protection goals; and
- Extensive landscape planting and ecological restoration is proposed along the Mangakōtukutuku Stream, a tributary of the Waikato River. The planting will improve the ecological integrity of the water body and reconnect people with the awa.

Overall, it is considered the proposal, and in particular the stormwater management strategy, is considered consistent with and supports the objectives and principles of Te Ture Whaimana o Te Awa o Waikato.

6.5 Waikato Regional Plan

The Waikato Regional Plan (WRP) implements the objectives and policies of the Waikato Regional Policy Statement by setting out detailed rules, methods, and standards for managing the region's land, water, air, and coastal resources. The WRP seeks to sustainably manage the use, development, and protection of natural and physical resources, with a focus on maintaining and enhancing water quality, managing discharges, protecting biodiversity, controlling soil erosion, and ensuring the sustainable allocation of water.

The assessment and comments with respect to key modules under the Waikato Regional Plan that are of relevance to the SL1 Industrial North development are set out below.

Water Resources

- The proposal adopts an integrated stormwater management approach incorporating treatment trains, stormwater wetlands, forebays, swales, attenuation storage and controlled discharge to manage both stormwater quality and quantity.
- Surface water diversions, artificial drainage modifications and associated stormwater infrastructure have been designed to maintain hydraulic function, manage flood risk and minimise adverse effects on downstream receiving environments.
- Temporary groundwater abstraction associated with construction has been assessed through the Hydrogeological Assessment (**Appendix 20**) and will be appropriately managed through monitoring and construction methodologies.

Land and Soil

- Significant earthworks are required to establish development platforms and supporting infrastructure. Earthworks will be undertaken in accordance with the Earthworks Management Plan (**Appendix 31**) and Construction Management Plan (**Appendix 4**), with erosion and sediment controls designed in accordance with Waikato Regional Council guidance.
- The DSI (**Appendix 21**), RAPs (**Appendix 22**) and CSMPs (**Appendix 22**) provide an appropriate framework for managing contaminated soils during construction, protecting both human health and the receiving environment.

Freshwater and Aquatic Ecology

- Potential effects on freshwater ecology have been assessed through the EciA (**Appendix 23**) and Fish Management Plan (**Appendix 23**).
- Fish salvage and relocation, provision for fish passage where required, ecological supervision and restoration planting will appropriately avoid, remedy or mitigate adverse effects on indigenous freshwater species.
- Construction-related sediment discharges will be managed through staged earthworks and erosion and sediment control measures to minimise adverse effects on downstream water quality.

Natural Hazards

- Flooding, groundwater, settlement and geotechnical risks have been comprehensively assessed and incorporated into the design of the proposal.
- Stormwater infrastructure, flood conveyance corridors, engineered fill, preloading and geotechnical design measures will ensure natural hazard risks are appropriately managed while avoiding adverse effects on neighbouring properties.

The proposal adopts an integrated approach to managing land, water and freshwater resources, appropriately manages the regional resource consent activities required for the development, and incorporates robust mitigation measures to avoid, remedy or mitigate adverse effects on the environment. Overall, the proposal is considered to be consistent with the relevant objectives and policies of the Waikato Regional Plan.

6.6 Waipā Operative District Plan

The objectives and policies of the WODP are contained in Part A: Issues, Objectives, and Policies. The relevant sections of the WODP applicable to **Volume 3** are summarised and assessed below. While the site remains zoned Rural, it forms part of the Southern Links Growth Cell immediately adjoining Hamilton City's urban boundary and is identified for future urban development. The proposal has therefore been assessed against the relevant strategic, rural, subdivision, infrastructure and transportation objectives and policies of the District Plan.

The proposal is considered to be generally consistent with the relevant objectives and policies of the District Plan for the following reasons.

6.6.1 Strategic Policy Framework

- The proposal represents a logical extension of Hamilton's existing industrial area and is consistent with the long-term strategic planning for the Southern Links Growth Cell.
- The development has been comprehensively master planned, integrating subdivision, transport, infrastructure, stormwater management, ecological restoration and urban design.
- The proposal is supported by a comprehensive suite of technical assessments demonstrating that actual and potential adverse environmental effects can be appropriately avoided, remedied or mitigated.
- Mana Whenua have been engaged throughout the development process, with cultural values incorporated into the project through ecological restoration, integrated stormwater management, cultural monitoring and the proposed Accidental Discovery Protocol.

6.6.2 Rural Zone

- The proposal will result in industrial development within the Rural Zone and therefore departs from the anticipated rural character of the zone. However, the site is immediately adjacent to established industrial development, the North Island Main Trunk railway corridor and the HSL designation, substantially reducing its rural character and productive capacity.
- The proposal has been designed to minimise adverse effects on the surrounding environment through landscape planting, integrated stormwater management, ecological enhancement and appropriate setbacks where required.
- Reverse sensitivity effects on adjoining rural activities and strategic infrastructure have been appropriately considered and are not anticipated to constrain the ongoing operation of surrounding land uses.

6.6.3 Subdivision, Infrastructure and Development

- The subdivision creates industrial lots capable of accommodating a range of future industrial and logistics activities, supported by integrated transport, stormwater, wastewater, water supply and utility infrastructure.
- The proposed infrastructure has been designed to contemporary engineering standards and will be delivered in a coordinated staged manner alongside the subdivision.
- Stormwater management incorporates treatment trains, wetlands, swales and attenuation to manage flood risk and improve stormwater quality while maintaining hydraulic function through the site.
- Urban design controls, landscaping and Industrial Design Guidelines will ensure a coordinated, functional and high-quality industrial environment is achieved over time.

6.6.4 Transportation

- The proposal provides safe and efficient access through a new roundabout connection to the HSL corridor, the extension of Higgins Road and Wickham Street, and an internal industrial road network designed to accommodate heavy vehicles.
- The ITA (**Appendix 16**) confirms the surrounding transport network can appropriately accommodate the development, subject to the identified staging and infrastructure upgrades.
- Shared walking and cycling facilities are incorporated into the collector road network, improving connectivity for employees and supporting active transport opportunities.

Overall, while the proposal does not anticipate the existing Rural Zone outcomes, it is consistent with the broader strategic direction for the area and achieves the relevant objectives and policies of the District Plan. The proposal represents a comprehensively planned industrial development supported by appropriate infrastructure, transport and environmental mitigation measures, and provides significant economic and employment benefits while appropriately managing actual and potential adverse environmental effects.

6.7 Statutory Considerations Summary

Overall, it is considered that the proposal is generally consistent with the policy direction of the relevant statutory documents, including with to policy direction contained in the NESCS, NESF, NPS-HPL, NPS-UD, NPS-FM, NPS-NH and NPS-I. Waikato RPS, WRP, and WDP with respect to the provision of infrastructure, including for three waters and transport, stormwater management, landscaping, and design outcomes with respect to character and amenity.

7.0 Assessment Against the Fast-track Approvals Act Decision Making Framework

7.1 Information Considered

In considering whether to grant the approvals sought in this application, the panel must meet the requirements of Section 81, which includes applying the specific decision-making clauses in Schedule 5.

This AEE and the Industrial North development as a whole, has been prepared considering the information referred to in s81(2)(a) of the FTAA to the extent it is currently available. Specifically:

- All of the technical reports supporting the application;
- The CIA received from the Southern Links Tangata Whenua Working Group, comprising representatives of Ngāti Wairere, Ngāti Maahanga, Ngāti Tamainupō, Ngāti Hauā, Ngāti Korokī Kahukura and Ngāti Apakura, with the support of Waikato-Tainui and the careful analysis of Treaty settlements and iwi planning documents; and
- Feedback received from engagement.

7.2 Situations Where the Panel Must Decline an Approval

The Panel must decline an approval if 1 or more of the situations in s 85(1). The situations relevant to all types of approvals that can be sought under the FTAA are:

- The approval is for an ineligible activity;
- The Panel considers that granting the approval would breach obligations relating to Treaty settlements and recognised customary rights; and
- In the case of an approval for a resource consent, the approval must be declined if it is in an area covered by clause 17(5) Schedule 5 in an area.

The Panel may also decline an approval if the Panel forms the view that:

- The activity or activities for which the approval is sought would have one or more adverse impacts; and
- Those adverse impacts are sufficiently significant to be out of proportion to the project's regional or national benefits that the Panel has considered, even after taking into account any conditions that the Panel may set in relation to those adverse impacts, and any conditions or modifications that the applicant may agree to or propose to avoid, remedy, mitigate, offset, or compensate for those adverse impacts.

In subsections (3) and (4), adverse impact means any matter considered by the Panel in complying with Section 81(2) that weighs against granting the approval.

7.3 The Purpose of the Fast-track Approvals Act

Section 3 of the Act states:

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

The Overview Report considers the significant regional or national benefits of the Southern Links 1 Project, where specifically, the proposal will deliver significant regional benefits, including:

The Economic Assessments for Southern Links 1, **Appendix 29**, conclude that Southern Links 1, 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. 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 Southern Links 1 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. Southern Links 1 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.

- Delivering 938 new dwellings, making a significant and substantive contribution to housing supply in the Hamilton and lower Waikato market, where substantial medium- and long-term greenfield capacity shortfalls are projected;
- Provides diverse housing typologies that improves choice and 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 FTE employees within the industrial land.
- Creates substantial regional employment benefits, averaging approximately 350 jobs per year during construction over the Southern Links 1 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.

7.4 Resource Consent Approvals Sought: Parts 2, 3, 6 and 8 to 10 of the Resource Management Act 1991 and Other Legislation Directing Decision-making

7.4.1 Part 2 of the Resource Management Act 1991

SL1 Industrial North - Overall

This section of the application is provided in accordance with clauses 5(1)(g) and 17 of Schedule 5 of the Act. As the proposed subdivision will facilitate the SL1 Industrial North development, the below assessments have considered the development as a whole.

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 judgement is informed by the principles in sections 6 to 8 and considered in light of the particular circumstances of each application.

7.4.1.6 Section 5

The proposal is considered to achieve the purpose of the RMA by facilitating the efficient development of approximately 60 hectares of industrial land within Hamilton's planned Southern Links Growth Cell. The proposal will provide significant economic and employment opportunities through the delivery of industrial and logistics land supported by integrated transport, three-waters infrastructure and utilities. The proposal has been comprehensively master planned and incorporates integrated stormwater management, ecological restoration, flood management and infrastructure design to ensure that environmental effects are appropriately managed.

The proposal is supported by a comprehensive suite of technical assessments, including transport, infrastructure, hydrogeology, geotechnical engineering, ecology, landscape, archaeology, acoustics, contamination and urban design. These assessments demonstrate that actual and potential adverse environmental effects can be appropriately avoided, remedied or mitigated through the project design, management plans and proposed conditions of consent.

7.4.1.7 Section 6

The proposal appropriately recognises and provides for the matters of national importance relevant to this application by:

- Section 6(a) – Preservation of the natural character of wetlands, rivers and their margins: The proposal incorporates an integrated stormwater management system, stormwater wetlands, riparian planting and ecological restoration associated with the drainage network. Stormwater treatment, attenuation and erosion and sediment controls have been designed to protect freshwater values and maintain the hydraulic function of the catchment.
- Section 6(c) – Protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna: The EciA (**Appendix 23**) confirms there are no SNA within the development footprint. Indigenous planting, ecological restoration and implementation of Bird, Bat, Lizard and Fish Management Plans will appropriately avoid, remedy or mitigate adverse ecological effects while enhancing ecological values across the site.
- Section 6(e) – The relationship of Māori with their ancestral lands and waters is acknowledged through extensive and ongoing engagement with Mana Whenua, including extensive consultation with Tangata Whenua has been undertaken as part of the preparation of the Southern Links 1 substantive application, as further detailed in the Engagement and Consultation Report included at **Attachment 2**. A Cultural Impact Assessment and letters of support have been provided by Ngaati Wairere, Ngaati Maahanga, Ngaati Tamainupoo, Ngaati Hauaa, Ngaati Koroki-Kahukura and Ngaati Apakura. Overall, it is considered that the proposal gives effect to Treaty principles by partnering with tangata whenua and providing genuine, practical opportunities for iwi and hapū to exercise kaitiakitanga over indigenous biodiversity within and around the development site. This supports both environmental outcomes and cultural wellbeing. Cultural values are integrated into the design of the subdivision, public spaces, and opportunities for storytelling, wayfinding, and ecological restoration are embedded in the application through the masterplan. Feedback from Mana Whenua has been carefully considered and used to inform the Masterplan and application.

- Section 6(f) – Protection of historic heritage from inappropriate subdivision, use and development: The Archaeological Assessment (**Appendix 25**) concludes there are no recorded archaeological sites or identified historic heritage values within the development footprint. An Accidental Discovery Protocol will be implemented during construction to appropriately manage the unlikely event that previously unidentified archaeological material is encountered.

7.4.1.8 Section 7

The proposal has particular regard to the relevant matters identified in section 7 of the RMA, including:

- Section 7(a) – Kaitiakitanga: The proposal recognises the role of kaitiakitanga through continued engagement with Mana Whenua and incorporation of cultural values into the project design, ecological restoration, integrated stormwater management and construction management.
- Section 7(b) – The efficient use and development of natural and physical resources: The proposal provides for the efficient use of land by delivering approximately 60 hectares of serviced industrial land within Hamilton's planned Southern Links Growth Cell, supported by integrated transport and three-waters infrastructure.
- Section 7(c) – The maintenance and enhancement of amenity values: The proposal incorporates Industrial Design Guidelines, comprehensive landscaping, street tree planting, stormwater wetlands and high-quality urban design to create an attractive and functional industrial environment.
- Section 7(f) – Maintenance and enhancement of the quality of the environment: Environmental quality will be maintained and enhanced through integrated stormwater treatment, ecological restoration, indigenous planting, contaminated land remediation, erosion and sediment controls and comprehensive construction management measures.
- Section 7(g) – Any finite characteristics of natural and physical resources: The proposal makes efficient use of land identified for future urban growth, while integrating with existing and planned transport and infrastructure networks and avoiding inefficient or fragmented industrial expansion.
- Section 7(i) – The effects of climate change: Climate change has been considered through flood modelling, stormwater attenuation, groundwater assessment and resilient infrastructure and geotechnical design to ensure the long-term performance of the development.
- Section 7(ba) – The efficiency of the end use of energy: The proposal's integrated layout, transport network, and coordinated infrastructure provision support efficient industrial development and reduce the need for duplicated infrastructure, contributing to the efficient end use of energy.

7.4.1.9 Summary

The proposal will deliver significant economic and employment benefits through the provision of strategically located industrial land and supporting infrastructure, while ensuring that actual and potential adverse environmental effects are appropriately avoided, remedied or mitigated. The proposal also recognises and provides for the relevant matters of national importance, has

particular regard to the other matters identified in section 7. Accordingly, the proposal is consistent with the purpose and principles of the Resource Management Act 1991.

Overall, as the effects of the proposal are considered to be consistent with all of the above sections of the RMA, and the proposal generally accords with the relevant WRP and WODP 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.

7.4.2 Part 3 of the Resource Management Act 1991

Part 3 of the RMA relates to the duties and restrictions under the RMA. It is considered that the proposal meets Part 3 of the RMA because:

- All approvals sought are all approvals required under Section 9, 11, 13, 14 and 15 of the RMA;
 - The proposal involves subdivision, industrial land use and associated infrastructure that do not comply with the permitted activity standards of the WDP. Accordingly, resource consent has been appropriately sought for the relevant land use and subdivision activities under sections 9 and 11 of the RMA.
 - The proposal includes works within and adjacent to artificial watercourses and modifications to the existing drainage network, together with the construction of stormwater infrastructure, culverts and discharge structures. The relevant regional resource consents have been sought under the WRP for activities regulated by sections 13 and 14 of the RMA.

7.4.3 The proposal includes temporary groundwater abstraction for construction dewatering, permanent surface water diversions associated with the stormwater management system, and the discharge of stormwater, construction water and sediment-laden water. These activities have been comprehensively assessed through the SMP (**Appendix 14**), Infrastructure Report (**Appendix 13**), Hydrogeological Assessment (**Appendix 20**) and EMP (**Appendix 31**), with the necessary regional resource consents sought under sections 14 and 15 of the RMA.

7.4.4 The proposal includes temporary groundwater abstraction for construction dewatering, permanent surface water diversions associated with the stormwater management system, and the discharge of stormwater, construction water and sediment-laden water. These activities have been comprehensively assessed through the SMP (**Appendix 14**), Infrastructure Report (**Appendix 13**), Hydrogeological Assessment (**Appendix 20**) and EMP (**Appendix 31**), with the necessary regional resource consents sought under sections 14 and 15 of the RMA.

7.4.5 A DSI (**Appendix 21**), RAP (**Appendix 22**) and CSMP (**Appendix 22**) have been prepared for the site. These documents provide appropriate procedures for the management, handling and remediation of contaminated soils during construction, ensuring that potential discharges are appropriately managed and adverse effects on human health and the environment are avoided. This is consistent with the requirements of section 15 of the RMA.

7.4.6 Construction noise and vibration have been assessed by the Noise and Vibration Assessment (**Appendix 26**). The report concludes that construction activities can generally comply with the relevant District Plan standards, with temporary exceedances associated with specific activities capable of being appropriately managed through implementation of the CNVMP. Operational

noise associated with future industrial development will be controlled through the proposed Industrial Design Guidelines and future land use consents. Accordingly, the proposal is consistent with the duty to avoid unreasonable noise under section 16 of the RMA.

7.4.7 The proposal has been informed by a comprehensive suite of technical assessments addressing transport, infrastructure, stormwater, groundwater, geotechnical conditions, ecology, contamination, landscape, archaeology, acoustics and urban design. The recommendations of these assessments have been incorporated into the design of the proposal, the proposed management plans and the draft conditions of consent. Accordingly, it is considered that the proposal satisfies the duty under section 17 of the RMA to avoid, remedy or mitigate adverse effects on the environment.

In relation to the proposed subdivision and associated industrial development specifically:

- The proposal creates serviced industrial lots supported by integrated transport, stormwater, wastewater, potable water and utility infrastructure, ensuring that future development can occur in an efficient and coordinated manner.
- Stormwater will be managed through an integrated treatment train comprising on-lot controls, swales, forebays, stormwater wetlands, attenuation and controlled discharge, ensuring that stormwater quality and quantity effects are appropriately managed prior to discharge to the receiving environment.
- Ecological values will be appropriately managed through implementation of the Bird, Bat, Lizard and Fish Management Plans, together with indigenous planting, ecological restoration and long-term management of the stormwater wetlands and drainage corridors.
- Temporary construction effects, including noise, vibration, dust, sediment generation and construction traffic, will be appropriately managed through the relevant management plans.

Overall, it is considered that the proposal is consistent with the duties and restrictions contained within Part 3 of the RMA. The necessary resource consents have been sought, and the proposal incorporates appropriate design measures, management plans and conditions of consent to ensure that adverse environmental effects are appropriately avoided, remedied or mitigated.

7.4.8 Part 6 of the Resource Management Act 1991

Part 6 of the RMA relates to resource consents. It sets out how decisions on applications for resource consents are considered if applied for under the RMA. The relevant sections in Part 6 are addressed below:

- The primary decision-making provision is Section 104 of the RMA. A comprehensive assessment against the matters identified in section 104 has been undertaken throughout Sections 5 and 6 of this AEE. In summary, the proposal is considered to appropriately avoid, remedy or mitigate actual and potential adverse effects on the environment and is generally consistent with the relevant national direction, the Waikato RPS, WRP and WDP.
- 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;

- Section 105 of the RMA requires that when considering an application for a discharge permit, regard must be had to the nature of the discharge and the sensitivity of the receiving environment, the applicant's reasons for the proposed choice, and any alternative methods of discharge. In this regard:
- The proposal includes the discharge of stormwater, temporary construction dewatering discharges and sediment-laden water associated with earthworks and infrastructure construction. These discharges have been comprehensively assessed within the Infrastructure Report, Stormwater Management Plan and Hydrogeological Assessment.
- The receiving environment comprises a highly modified drainage network and the Waitawhiriwhiri Stream. The proposal incorporates an integrated stormwater treatment train comprising on-lot controls, swales, forebays, stormwater wetlands, attenuation and controlled discharge to appropriately manage both stormwater quantity and quality prior to discharge.
- Alternative stormwater management approaches were considered through the infrastructure design process. The proposed treatment train has been selected as the most appropriate solution, integrating stormwater management with flood attenuation, ecological enhancement and water quality treatment.
- Subject to the proposed mitigation measures and consent conditions, it is considered that the proposed discharges will not result in unacceptable adverse effects on the receiving environment.
- Section 106 of the RMA enables a consent authority to refuse subdivision consent where there is significant risk from natural hazards or insufficient legal or physical access to proposed allotments. The proposal has been supported by detailed geotechnical, hydrogeological and flood assessments, which conclude that natural hazard risks can be appropriately managed through the proposed earthworks, stormwater management system, foundation design and associated engineering measures. All proposed lots will have appropriate legal and physical access via the staged public road network. Accordingly, there are no matters identified that would warrant refusal of subdivision consent under section 106.
- Section 107 of the RMA specifies circumstances where a discharge permit cannot be granted. The proposal is not anticipated to give rise to any of the matters identified in section 107. As detailed in the Infrastructure Report (**Appendix 13**), SMP (**Appendix 14**), Hydrogeological Assessment (**Appendix 20**), CSMP (**Appendix 22**) and EMP (**Appendix 31**), stormwater, construction water, sediment-laden water and contaminated soil will be appropriately managed to ensure adverse effects on water quality and the receiving environment are appropriately avoided, remedied or mitigated.

Overall, as the proposal has been comprehensively assessed against the relevant matters contained within Part 6 of the RMA, and appropriate mitigation measures and conditions of consent are proposed, it is considered there are no matters within Part 6 that would prevent the granting of the resource consents sought.

7.4.9 Part 8 of the Resource Management Act 1991

Part 8 of the RMA relates to designations and heritage orders.

The proposal has been developed having regard to the NZ Transport Agency (NZTA) Waka Kotahi D156 HSL designation, which traverses part of the application site. The proposed subdivision and associated infrastructure have been designed to integrate with the designated transport corridor, including the delivery of the Higgins Road extension, new roundabout and associated transport infrastructure. The proposal has been developed in consultation with NZTA to ensure compatibility with the designation and the wider Southern Links transport network.

No heritage orders apply to the site.

An Archaeological Assessment has been undertaken for the proposal and confirms that there are no recorded archaeological sites within the application area. While no archaeological authority is required under the HNZPTA, the proposal incorporates an ADP and cultural monitoring provisions to appropriately manage the potential discovery of previously unidentified archaeological material during construction.

Accordingly, it is considered that the proposal is consistent with the relevant provisions of Part 8 of the RMA.

7.4.10 Part 9 of the Resource Management Act 1991

Part 9 of the RMA relates to water conservation orders, freshwater farm plans and use of nitrogenous fertiliser. These matters are not relevant to any of the approvals sought.

7.4.11 Part 10 of the Resource Management Act 1991

Part 10 of the RMA relates to subdivision and reclamations. All of the provisions addressed below are relevant to the resource consent subdivision approvals sought:

- Specific conditions have been proposed in relation to the subdivision consent approval that is sought. These conditions align with Section 220 of the RMA;
- Some of the conditions proposed provide for the issue of a consent notice in accordance with Section 221 of the RMA;
- Roads and reserves to vest, and easements are shown on the engineering drawings and accord with standard RMA practice; and
- All boundaries and allotments are shown on the scheme plans.

7.4.12 Other Relevant Legislation

There is no other primary legislation relevant to the RMA approvals being sought in this application under the RMA.

7.4.13 Conclusion

Based on the analysis above, it is considered that the application is consistent with the parts of the RMA relevant to decision making under the FTAA, and the documents to which they refer.

7.5 Decision on Whether to Grant the Approvals Sought in the Application

As set out in section 8.2 above none of the situations that require the panel to decline an application.

Assessment of the application against Sections 81 and 85 support a decision to grant the approvals sought in the application.

The SL1 Industrial North development component of the Project will provide significant regional benefits. In particular:

- **Industrial Land Supply and Economic Growth** – The proposal will deliver approximately 60 hectares of serviced industrial land, making a significant contribution to the supply of development-ready industrial land within Hamilton. This will support future business growth, investment and economic productivity across the Waikato Region.
- **Employment Generation** – As identified in the Economic Assessment (**Appendix 29**), the proposal will generate significant employment opportunities during both the construction and operational phases. The development will facilitate a substantial increase in long-term employment through the establishment of industrial, logistics and warehousing activities.
- **Strategic Urban Growth** – The proposal forms part of the planned Southern Links Growth Cell and represents a logical extension of Hamilton's existing industrial area. The proposal supports the coordinated delivery of planned urban growth in accordance with regional and local growth strategies.
- **Integrated Infrastructure Delivery** – The proposal provides an integrated package of transport, stormwater, wastewater, potable water and utility infrastructure that will service the development while also supporting the efficient expansion of Hamilton's wider infrastructure network.
- **Transport Network Improvements** – The proposal includes the construction of a new four-arm roundabout on the Hamilton Southern Links corridor, extension of Higgins Road and Wickham Street, a comprehensive internal road network, and shared walking and cycling facilities. These works will improve connectivity, freight efficiency and network resilience within this strategically important employment area.
- **Flood Management and Stormwater Quality** – The proposal incorporates an integrated stormwater management system comprising wetlands, swales, forebays, attenuation storage and treatment trains. These measures improve stormwater quality, maintain flood conveyance and reduce downstream flood risk while supporting long-term catchment resilience.
- **Ecological Enhancement** – The proposal includes indigenous riparian planting, restoration of drainage corridors, ecological enhancement associated with the stormwater wetlands and long-term ecological management. Collectively these measures will improve ecological function and biodiversity within a highly modified environment.
- **Climate Resilience** – The proposal has been designed having regard to climate change, incorporating flood modelling, resilient infrastructure design, groundwater management, engineered development platforms and integrated blue-green infrastructure to improve the long-term resilience of the development.

- **Recognition of Cultural Values** – The proposal has been informed through ongoing engagement with the Southern Links Tangata Whenua Working Group. Cultural values have influenced the design of the stormwater management system, ecological restoration, landscaping and construction management, with cultural monitoring and an Accidental Discovery Protocol proposed as part of the development.
- **Efficient Use of Infrastructure** – The proposal consolidates industrial development adjacent to existing industrial land, the North Island Main Trunk railway and the future Hamilton Southern Links corridor, making efficient use of existing and planned strategic infrastructure while avoiding fragmented industrial expansion elsewhere.

The potential adverse effects of the proposal have been comprehensively assessed through the specialist technical reports accompanying the application. Where adverse effects have been identified, they have been appropriately avoided, remedied or mitigated through the design of the proposal, implementation of management plans and the proposed conditions of consent. Overall, the proposal is considered to be generally consistent with the relevant statutory planning framework.

The proposal delivers substantial regional benefits through the provision of strategically significant industrial land, employment generation, integrated infrastructure, transport improvements and environmental enhancement. When considered alongside the proposed mitigation measures and conditions of consent, the actual and potential adverse effects are not of such significance that they outweigh or are disproportionate to those benefits. Accordingly, sections 81 and 85 support the granting of the approvals sought.

A Wildlife Approval is being sought as part of the application. The approval is sought on a precautionary basis to authorise the death/injury, salvage, handling and relocation of indigenous lizards should they be encountered within areas of potential habitat during vegetation clearance and earthworks. The Lizard Management Plan provides for pre-clearance surveys, salvage and relocation by suitably qualified specialists, enhancement of the approved release site through habitat augmentation and artificial refuges, together with predator control and post-release monitoring. Consultation with the Department of Conservation is ongoing regarding the approval.

8.0 Proposed Conditions

This section of the application is provided in accordance with clause 5(1)(k) and clause 18 of Schedule 5 of the Act. These clauses require that an application provides conditions for the resource consent. The proposed conditions of consent which seek to implement the mitigation measures that have been identified as being necessary are included as **Attachment 10 and Attachment 11**.

In recommending the proposed conditions of consent for this application in accordance with Clause 5(1)(k) of Schedule 5, 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; and
- Give effect to those matters that the panel must consider under Section 81(2)(a).

The conditions are not considered to be more onerous than necessary and comply with Section 83 with reference to Section 81(2)(d), and it is considered that they meet the requirements of the FTAA.

9.0 Conclusion

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 Overview Report (**Volume 1**), it is considered that:

- Appropriate consultation and engagement have been undertaken with relevant stakeholders, including Mana Whenua, Waipā District Council, Hamilton City Council, Waikato Regional Council, and the administering agencies;
- Consideration of planning documents recognised by relevant iwi authorities and lodged with Waipā District Council, Hamilton City Council and Waikato Regional Council 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, NPS 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 EPA is required to assess, and that it can be granted consent under the FTAA subject to conditions.