

Appendix 1

FTAT Meeting Notes (inclusive of WRC, HCC, Waipa, NZTA,
IAWAI, WWL inputs)



Urban & Environmental

Fast-track

Project Name	Fast-track	# of meeting notes	001
Meeting	SL1 Water Abstraction meeting	Date of meeting	26/08/2025 (1pm)
Location	Teams	Notes taken by:	Andrea Spalding

Attendees and apologies

☒	Brent Manning	Cairo-Cat (HCC)	☒	Chris Dillon	HCC
☒	Ben Petch	In Place (HCC)	☒	Miffy Foley	WRC
☐	Jackie Colliar	HCC	☒	Cameron King	WRC
☐	Chris Allen	HCC	☒	Donna Jones	WRC
☒	Fraser McNutt	Barkers	☒	Dean Morris	Maven
☒	Karl Pavlovich	Waipa DC	☒	Robin Walker	Waipa DC

FINAL

Please provide your review comments within two days of receiving the document.
Minutes become final after two days.

Agenda

To understand allocation regime and potential for available capacity to be 'locked up' in a first in-first served (the current RMA) approach e.g. SL1.

- Key issues from HCC's perspective.
- Learnings from the R2 & TKE processes that can be shared.
- How dealing with HCC will change with Iawai, Local waters done well (Waipa) and possible boundary change.
- Transfer expectations, process, costs and integration with the relevant FT jobs on the go.

Action/Decision items

ID.	Actions – one time, not carried forward	Who	Deadline
1	Submit a list of projects with priorities and key contacts to Cameron King and Donna Jones.	Fraser	
1.1	Prepare individual water take applications for each listed site (starting with SL1).	Fraser	
1.2	Ensure Water Management Plans are aligned with Hamilton City's expectations.	Fraser/HCC	
1.3	Conduct iwi consultation prior to lodging applications.	Fraser	
1.4	Clearly state intent and timing of consent transfers in applications.	Fraser	
1.5	Coordinate with councils to establish cost recovery arrangements.	Fraser	
1.6	Share guiding principles and documentation for water demand management.	Ben/ Chris	
1.7	Confirm preferred cost recovery structure (combined vs. separate).	Ben/ Chris	
1.8	Provide feedback on timing and process for consent transfers to city ownership.	HCC/IAWAI	

1.9	Confirm processing criteria for listed vs. unlisted sites.	Donna Cameron	
1.10	Advise on acceptable consent durations and implications.	WRC	
1.11	Coordinate with Hamilton City on notification and approval processes.	WRC	
1.12	Clarify expectations for complete applications under Section 88.	WRC	

Discussed

- Scope of Water Take Applications:**
 Multiple Fast Track sites (SL1, WA, Brymer, Orchard Grove, Greenhill Industrial, etc.) seeking water abstraction consents (Fraser is enquiring on behalf of/consulting to all). SL1 includes ~4,500 homes, 100 acres of industrial, and 400 retirement units. Potential ultimate water demand 6.5ML/d
- Consent Pathways:**
 Preference for separate applications per site due to differing timelines and developer agreements.
 Applications must be for listed sites or those with a legal development pathway. Unlisted sites (e.g., Houchens) may not be processed until listed.
- Consent Duration:**
 Waikato Regional Council prefers aligning new consents with Hamilton City's main water take expiry (2044), rather than 35-year terms.
- Process Expectations:**
 Applications must include:
 Water Management Plans
 Demand calculations (average and peak)
 Iwi consultation
 Written approval from Hamilton City
 Applications should be clear on intent to transfer consents to Hamilton City or EOI.
- Cost Recovery:**
 Fraser requested separate cost recovery agreements for water take consents.
 Council prefers a unified agreement under Fast Track principles.
- Timing & Efficiency:**
 WRC indicated processing may take longer than 20 working days due to complexity.
 Fraser requested indicative timeframes (3–6 months) to inform clients.

Closed; 2pm

Fast-track

Project Name	Fast-track	# of meeting notes	001
Meeting	SL1 CRA discussion	Date of meeting	27/08/2025 (4pm)
Location	Teams	Notes taken by:	Andrea Spalding

Attendees and apologies

☐	Mark Davey	HCC	☒	Fraser McNutt	Barker
☒	Greg Carstens	HCC	☒	Juliana Reu Junqueira	HCC
☒	Chris Allen	HCC	☒	Steve Denize	HCC
☒	Chris Dillon	HCC	☒	Rob Dol	Colliers
☒	Ben Petch	In Place (HCC)	☐	Quentin Budd	Waipa DC

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Minutes become final after two days.

Agenda

Action/Decision items

ID.	Actions – one time, not carried forward	Who	Deadline
1	Draft and send rider clause addressing value capture timing and cost agreement.	Rob & Fraser	28 August
1.1	Provide clean version of the 23 July CRA document (with agreed clauses).	Chris/Steve	ASAP
1.2	Remove tracked changes and margin comments from CRA draft.	Chris D	With clean version
1.3	Confirm approach to individual vs joint landowner agreements and invoicing.	Chris D	Done in mtg
1.4	Add clause clarifying Act wording takes precedence over duplicated content.	Fraser/Chris	Next draft
1.5	Review and confirm blue-highlighted clauses on water/wastewater infrastructure.	Fraser/Greg/Chris	Next meeting
1.6	Council to liaise with Entity Y (EOY) on 3 Waters implications	Chris A	Ongoing
1.7	Developers to begin paying invoices to initiate consultation	Developers	Once CRA clause is agreed
1.8	Schedule follow-up meeting to finalise CRA and begin PDA discussions	All parties	Within 1–2 weeks

Discussed

The meeting focused on finalising the Cost Recovery Agreement (CRA) and associated development principles for the SL1 fast-track area. Key themes included:

1. **Value Capture Concerns:**
Developers expressed concerns about vague value capture principles and future financial obligations.
Request for a clause to opt out or renegotiate if costs become unreasonable.
2. **Affordable Housing & Inclusionary Zoning:**
Support for mixed housing typologies but resistance to prescriptive affordability mandates.
Agreement to reword the principle to focus on typology and supply.
3. **Infrastructure Funding & Double Dipping:**
Developers want assurance against being charged twice for infrastructure.
Emphasis on recognising over-provision and fair cost apportionment.
4. **Process & Trust:**
Developers highlighted low trust with Hamilton City Council.
CRA should set guardrails, not lock in costs.
Developers want to begin consultation but need clarity and protection.
5. **Document Versioning & Clean-up:**
Agreement to use the July version of the CRA document.
Developers to provide a rider clause.
Council to clean up the document, removing tracked changes and margin comments.

Closed; 5pm

Fast-track

Project Name	Fast-track	# of meeting notes	001
Meeting	SL1 Briefing Workshop	Date of meeting	10/10/2025 (9am)
Location	Teams	Notes taken by:	Jaimee Wilson

Attendees and apologies

☒	Tony Denton	HCC	☒	Steve Denize	HCC
☒	Mark Rushworth	NZTA	☒	Ben Petch	In-Place/HCC
☒	Tony Coutts	Waipa DC	☒	Tim Goodall	HCC
☐	Victor Devyatov	HCC	☒	Miffy Foley	WRC
☐	Bryan Hudson	Waipa DC	☒	Tish Dixon	HCC
☒	Brent Manning	HCC	☒	Bryce Powell	HG/HCC
☐	Abbey Schuring	HCC	☐	Jackie Colliar	HCC/IAWAI
☒	Chris Allen	HCC	☐	Gillian Cockerill	HCC
☐	Nathanael Savage	HCC	☒	Deborah McKillop	HCC
☐	Colin Hattingh	HCC	☐	Andrea Phillips	HCC
☐	Bryan Sheritt	WRC	☐	Yana O'Sullivan	NZTA
☐	Katherine Simpson	WRC	☒	Sam Le Heron	B&A
☒	Quentin Budd	Waipa DC	☒	Fraser McNutt	B&A
☒	Robert Dol	Colliers	☒	Ari Craven	Catchment Engineering
☒	Carl Tucker	Waikato Waters Done Well	☒	Dean Morris	Maven

FINAL

Goal;

Outcome: HCC and partners are up to speed on latest thinking and work to date

Agenda

1. Progress to date, programme update
2. Masterplan
3. Urban design and land use
4. Parks, open spaces, social infrastructure
5. Infrastructure servicing approach
6. Southern links
7. Overview constraints inc. geotechnical

Action/Decision items

ID.	Actions – one time, not carried forward	Who	Deadline
1	Circulate presentation slides to attendees	Applicant team	Complete
1.1	Lodge water take application for consortium land	Applicant team	In progress
1.2	Continue stakeholder engagement (DOC, NZTA, Kiwirail, Iwi etc)	Applicant team	Ongoing

1.3	Schedule infrastructure workshops (water, wastewater, stormwater, transport)	HCC (Tim/Andrea)	Book for October and November
1.4	Confirm servicing and vesting responsibilities across jurisdictional boundaries	HCC/ Waipa	Before Feb 2026
1.5	Finalise and send design guide for residential development to Councils.	Applicant team	Before substantive lodgement
1.6	Lodge Wildlife applications	Applicant team	By end of 2025

Decisions

ID	Decision
1.1	The water take application will cover the entire SL1 consortium landholding (~330 ha), not just the listed project area.

Discussion

1. Purpose of the Meeting

- Applicant to provide an overview of the SL1 growth cell and fast-track applications.
- Update stakeholders (HCC, NZTA, WRC, Waipā DC) on progress and next steps.

2. SL1 Growth Cell Overview

- **Total area:** ~440 ha (mostly rural zoned, in Waipā).
- **Consortium land:** ~330 ha (75% of the growth cell).
- **Key features:**
 - Southern Links designation intersects the site.
 - North Island Main Trunk rail line bisects the land.
 - Strategic location adjacent to Hamilton City.

3. Fast-Track Applications

- **Listed Project (Substantive Application):**
 - 48 ha residential (Approx.. 1,000 lots).
 - 61 ha industrial land.
- **Referral Application (Rogerson Block):**
 - 43 ha (200 residential dwellings + 30 ha industrial).
 - Awaiting decision from Minister.
- **Houchens Block:**
 - 145–150 ha (residential, retirement, industrial, water reservoir).
 - Master planning underway.
- **Water Take Application:**
 - For the entire consortium land (330 ha).
 - Using HCC's existing river take point.
 - Application to be lodged with WRC.

4. Engagement & Collaboration

- **Active engagement with:**
 - Waikato-Tainui and hapū via a mana whenua working group.
 - DOC (ecology and Wildlife Act authorities).

- NZTA (Southern Links and transport integration).
- HCC and Waipā (boundary and servicing discussions).
- **Commitment to:**
 - Shared technical teams across all landowners.
 - Transparent, early engagement with stakeholders.
 - Collaborative development of conditions and management plans.

5. Master Planning & Design

- **Residential (Mixed Block):**
 - Mix of high, medium, and low-density housing.
 - Stormwater managed via on-site detention and gully connections.
 - Rooding layout supports integration with existing neighbourhoods.
 - Design guide in development to ensure quality outcomes.
- **Industrial (Northern Block):**
 - Fee simple titles.
 - Expansion of existing industrial uses (e.g., truck yards, recycling).
 - Coordination with NZTA on roundabout and access design.
 - Consent approach to include bulk and location approvals.

6. Infrastructure Strategy

- **Stormwater:**
 - Holistic catchment approach.
 - Retention of key drainage networks and riparian planting.
- **Water & Wastewater:**
 - Preference to connect to HCC infrastructure.
 - Southern Wastewater Treatment Plant seen as key enabler.
 - Workshops to be scheduled with HCC to confirm servicing strategy.
- **Transport:**
 - Southern Links integration critical.
 - Preference for Houchens interchange over Collins Rd.
 - PT and active mode connectivity prioritised.

7. Ecology

- Preliminary surveys show:
 - Low likelihood of bat roosting.
 - No significant mudfish presence (EDNA and trapping ongoing).
 - Minimal wetland concerns.
- Wildlife Act authorities to be sought where needed (e.g., lizards).
- Ongoing seasonal monitoring planned.

8. Governance & Boundary Issues

- Cross-boundary servicing and vesting of assets (roads, reserves) raised.
- HCC and Waipā are actively discussing servicing responsibilities and boundary adjustments.
- Executive-level decisions expected soon to provide clarity before substantive lodgement.

9. Mana whenua working group contacts provided by applicant:

- Ngaati Maahanga – [REDACTED]
- Ngaati Wairere – [REDACTED]
- Ngaati Hauaa – [REDACTED]

- Ngaati Koroki-Kahukura – [REDACTED]
- Ngaati Apakura – [REDACTED]
- Waikato-Tainui – [REDACTED]

Attachments

1. SL1 Briefing Workshop Final

Closed; 11am



10 October 2025

SL1 Briefing Workshop

B&A

Urban & Environmental

Agenda

Outcome: Hamilton City Council and partners are up to speed on latest thinking and work to date for SL1 Residential and Industrial Listed Projects.

Scope:

- SL1 Growth Cell
- SL1 Consortium
- SL1 Fast-Track Applications
- SL1 Consortium Water Take
- Listed Project Substantive Update
 - Masterplan
 - Urban design and land use
 - Infrastructure and Ecology
 - Southern links



1.1 Land Ownership

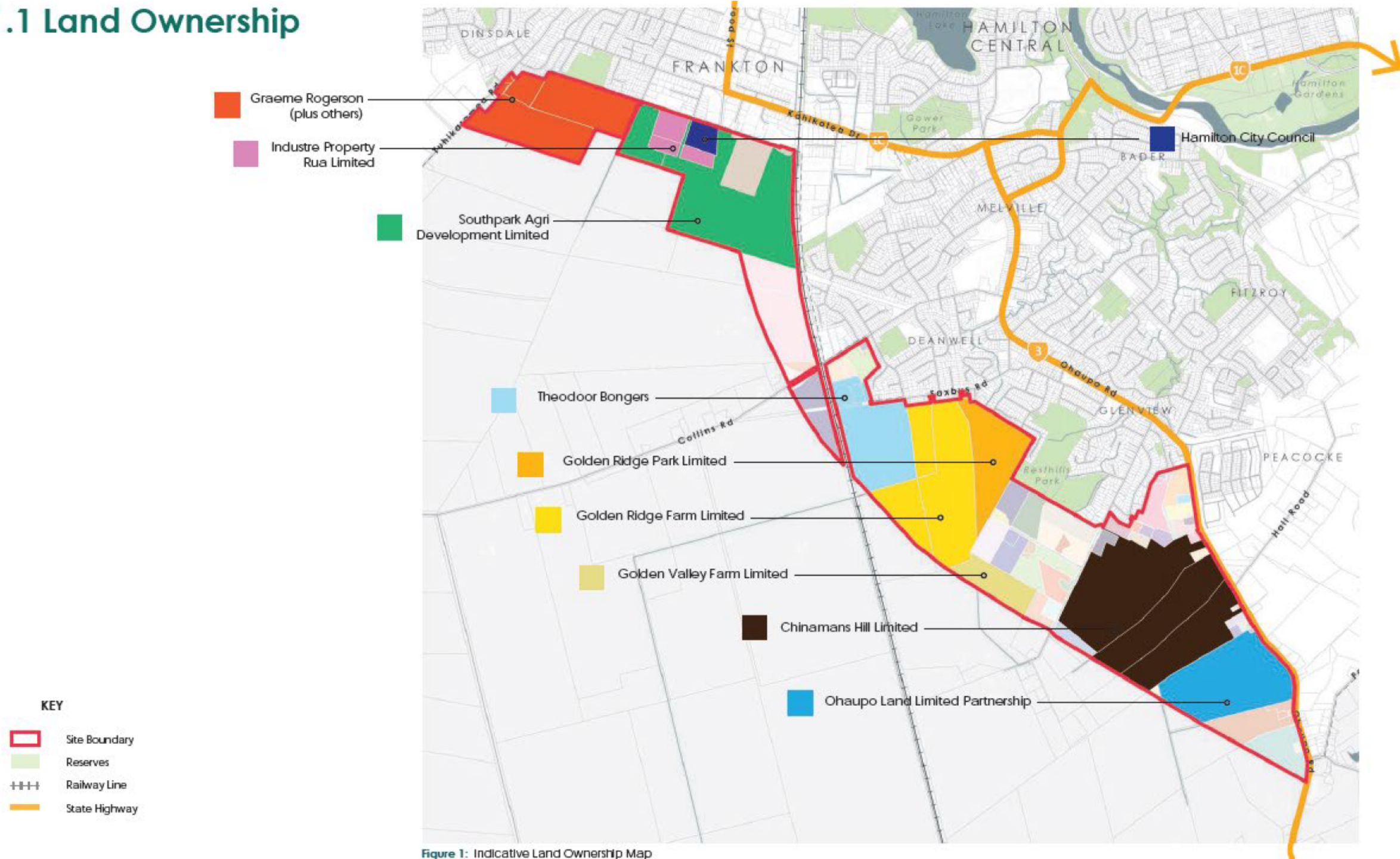
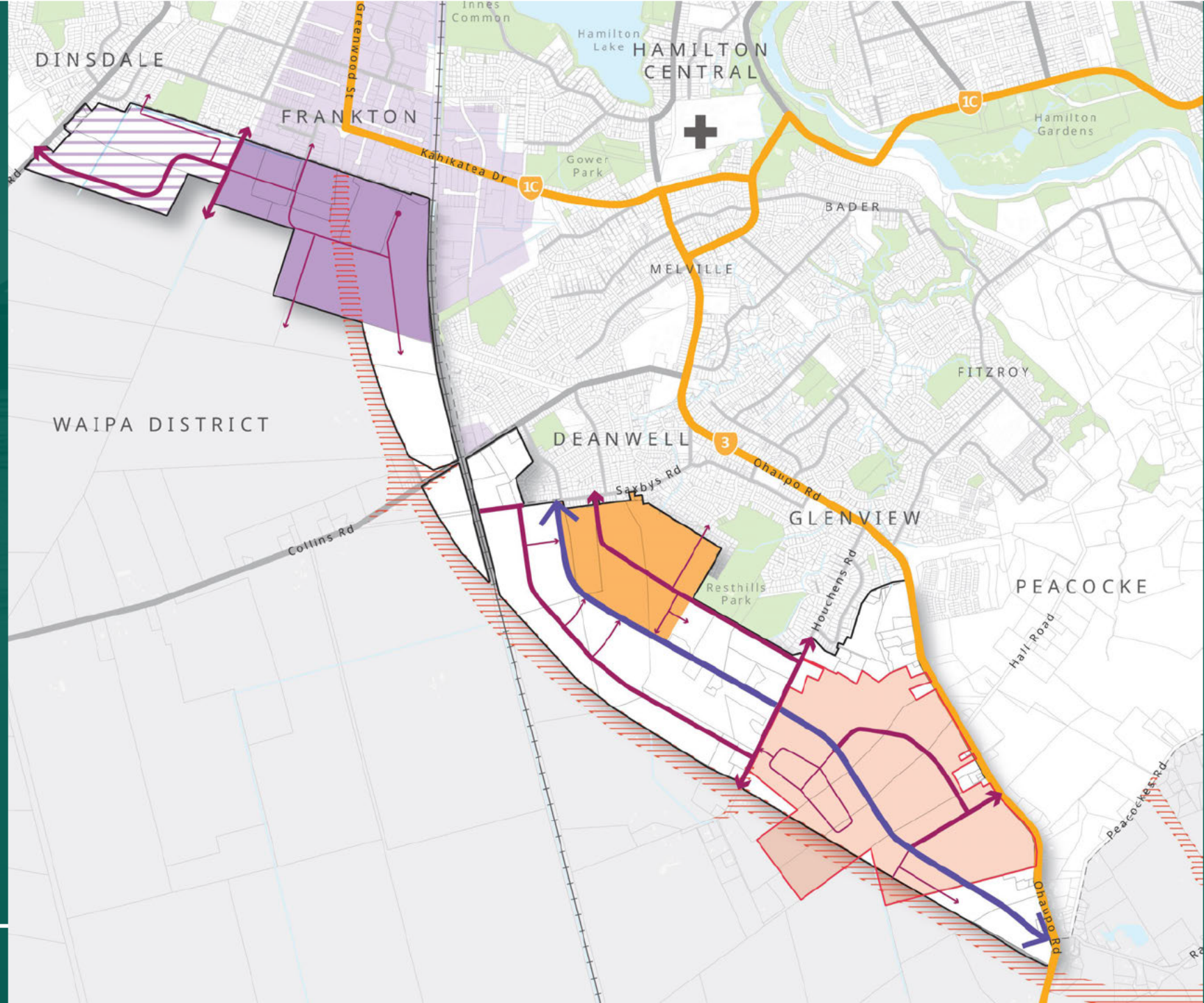


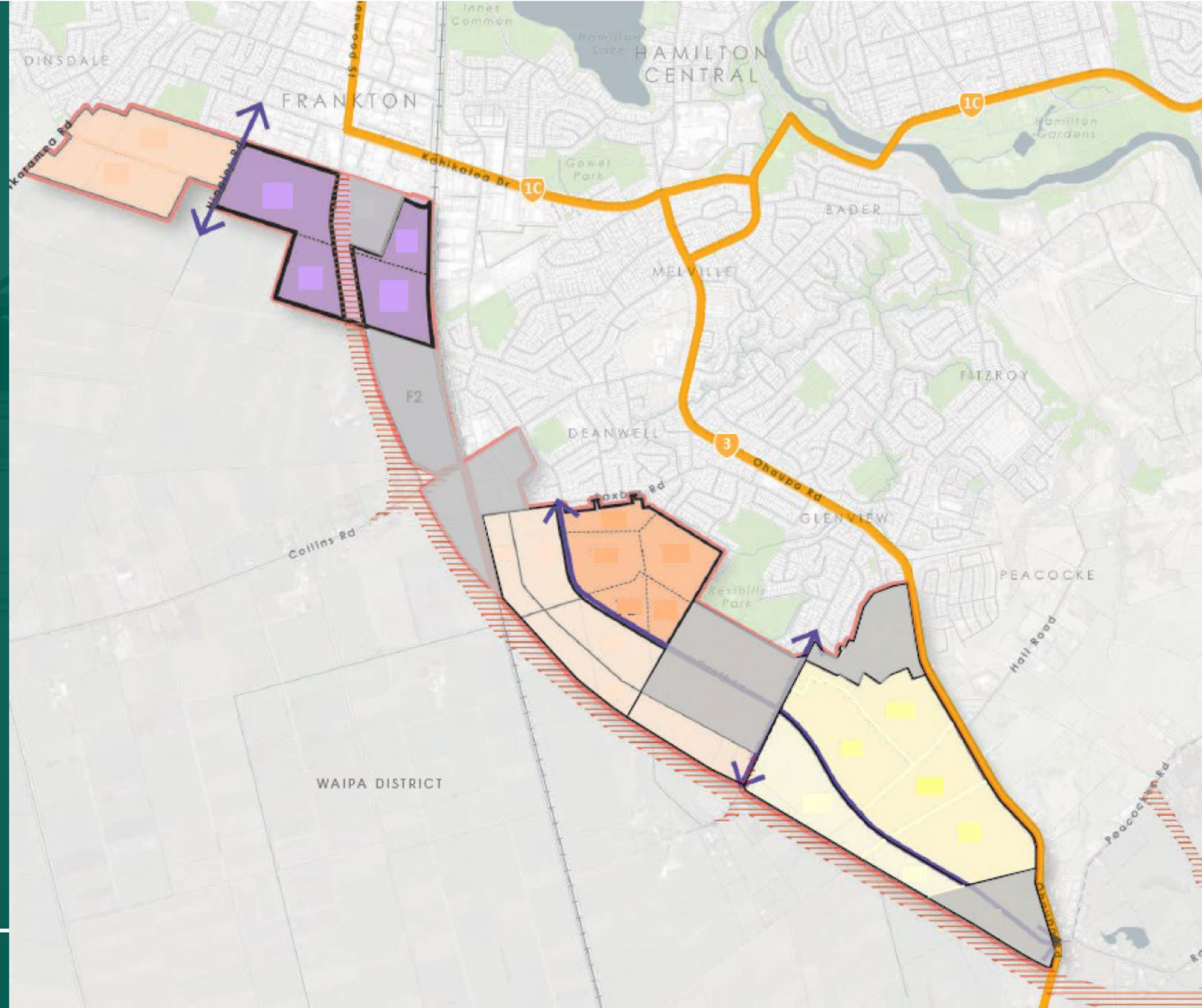
Figure 1: Indicative Land Ownership Map

SL1 Fast-Track Applications



SL1 Water Take

SL1 Consortium Water Take from the Waikato River



FTAA – lessons learnt

- Collaborative approach leading up to lodgment of substantive application and panel appointment
- Joint approach with iwi and stakeholders
- Sharing of draft conditions and specialist reports
- Understanding purpose and intent of FTAA legislation and RMA and non-statutory documents
- Timeframes to inform panel convenor
- Efficiencies
- Weighting of FTAA and purpose of RMA



Substantive Application

- SL1 Mexted Residential – circa 48ha (1000 lots)
- SL1 Industrial North – circa 61ha



Consultation

- Ongoing consultation with iwi, Councils, key stakeholders and relevant parties
- Ongoing input from Waka Kotahi / NZTA, DOC, Iwi on wider SL1 Growth Cell and Substantive Application

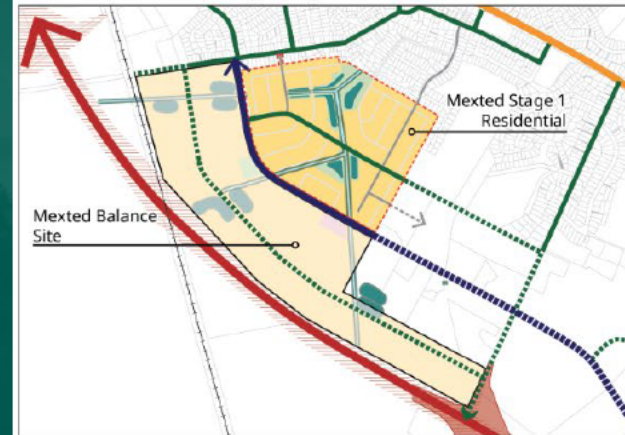


SL1 Mexted Residential Masterplan

Scale: 1:3,500 @ A3

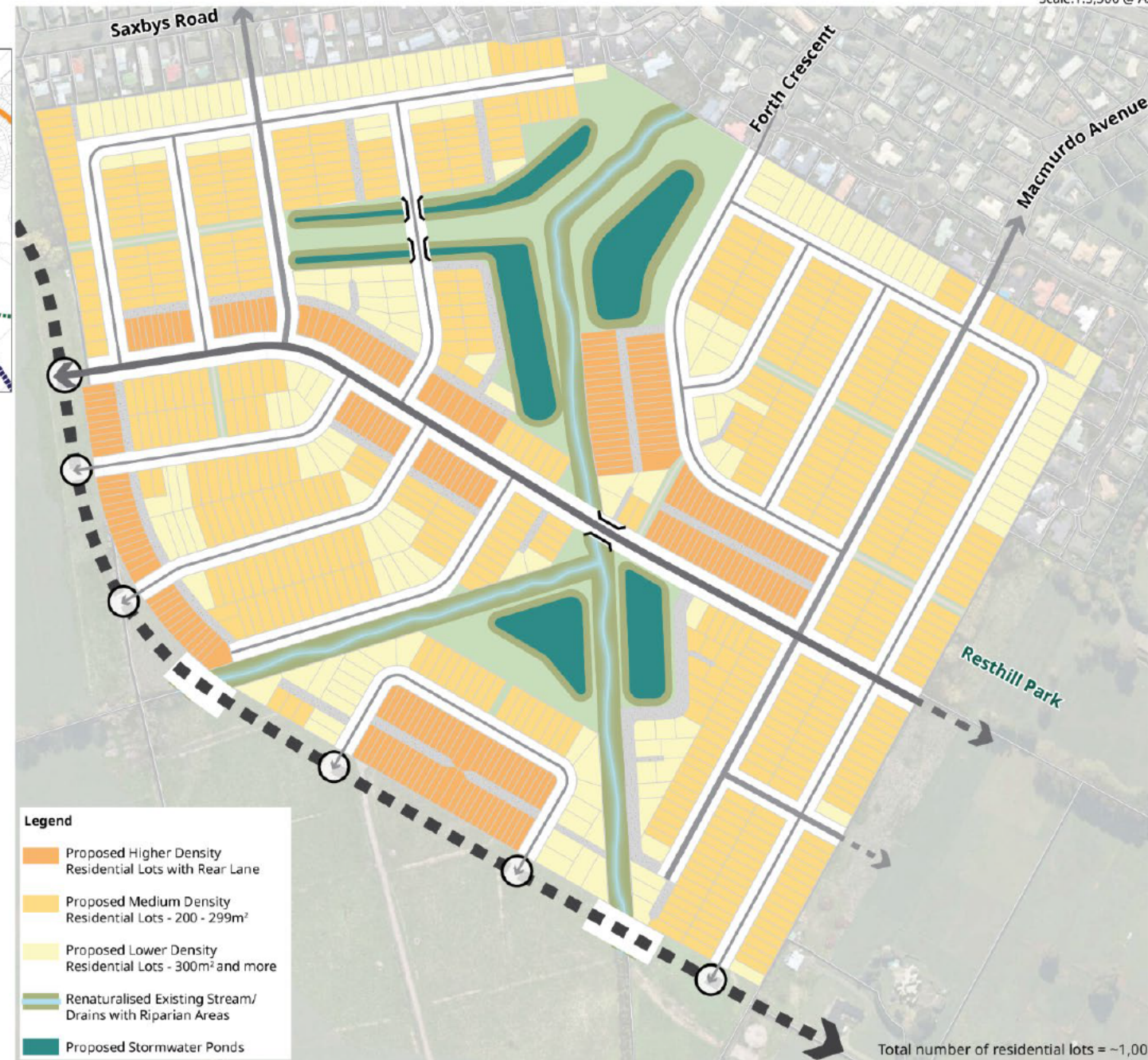
Master plan

Wider Connectivity Map



Wider Connectivity Legend

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

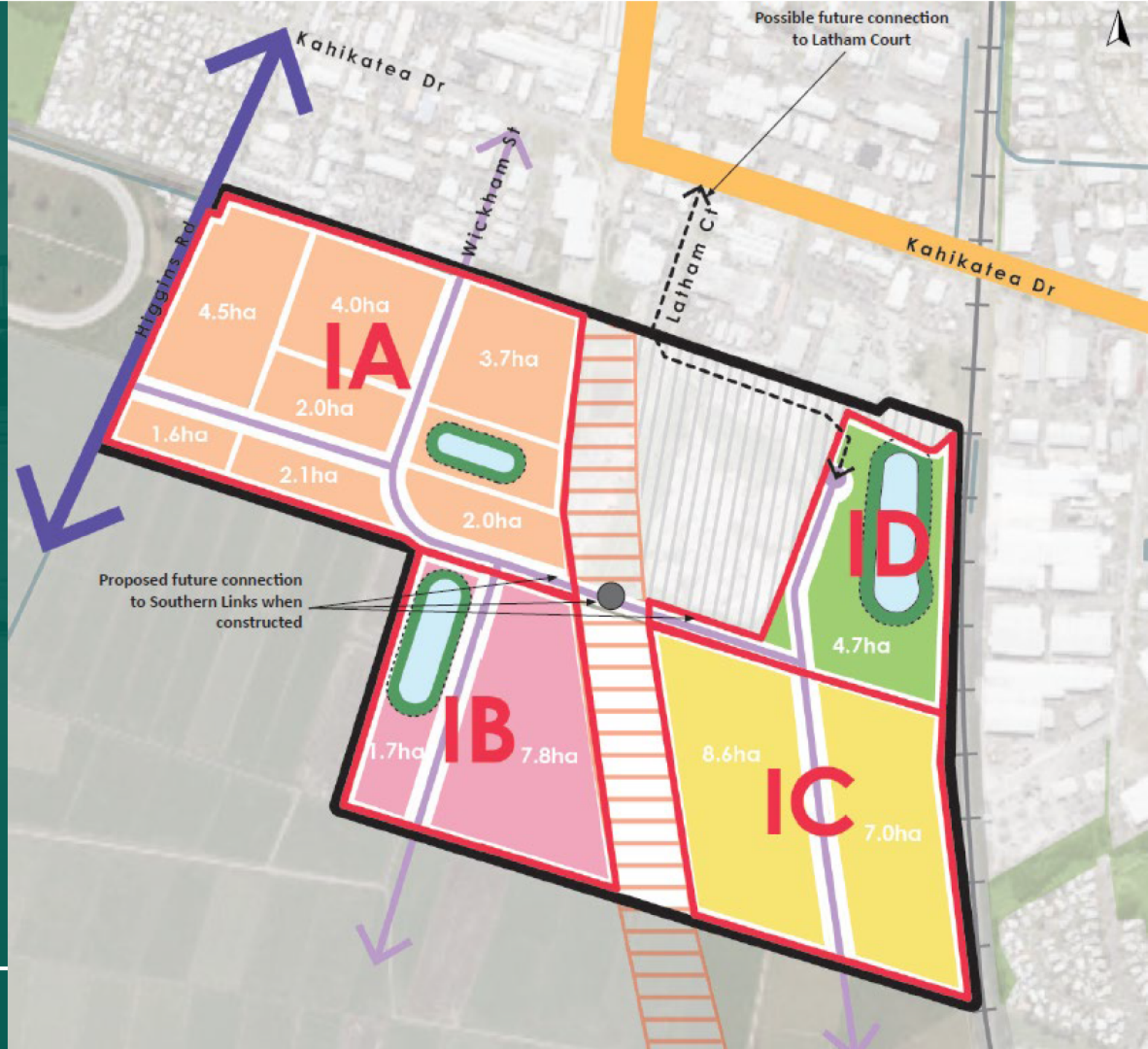


Legend

- Proposed Higher Density Residential Lots with Rear Lane
- Proposed Medium Density Residential Lots - 200 - 299m²
- Proposed Lower Density Residential Lots - 300m² and more
- Renaturalised Existing Stream/Drains with Riparian Areas
- Proposed Stormwater Ponds

SL1 Industrial North - Masterplan

- Strategic Industrial land (61ha)
- Direct relationship to Southern Links
- Wider connectivity to existing Frankton Industrial
- Hamilton City as a landowner
- Contiguous with Rogerson Block Referral



Transport - Wider

- Staging and sequencing
- Staging (conditions/trigger approach)
- Connectivity to adjoining suburbs



Infrastructure – Stormwater & Water

- Comprehensive integrated stormwater design within each Master Plan area
- Opportunities to integrate stormwater and ecology being explored
- Wider SL1 Consortium Water Take from Waikato Regional Council being progressed to transfer to HCC



Infrastructure - Wastewater

- Comprehensive approach to Wastewater for the SL1 Growth Cell
 - Industrial includes considering MBR Plant or Wastewater Pump Station and bulk main connections
 - Residential includes both MBR Plant / Pump Station options
 - SL1 Growth Cell as significant catalyst for strategic opportunity for alignment with Southern Wastewater Treatment Plant



Ecology

- Wildlife Act Authorities for Lizards
- Potential Wildlife Act Authorities for Bats
- Further investigation for mudfish and other species



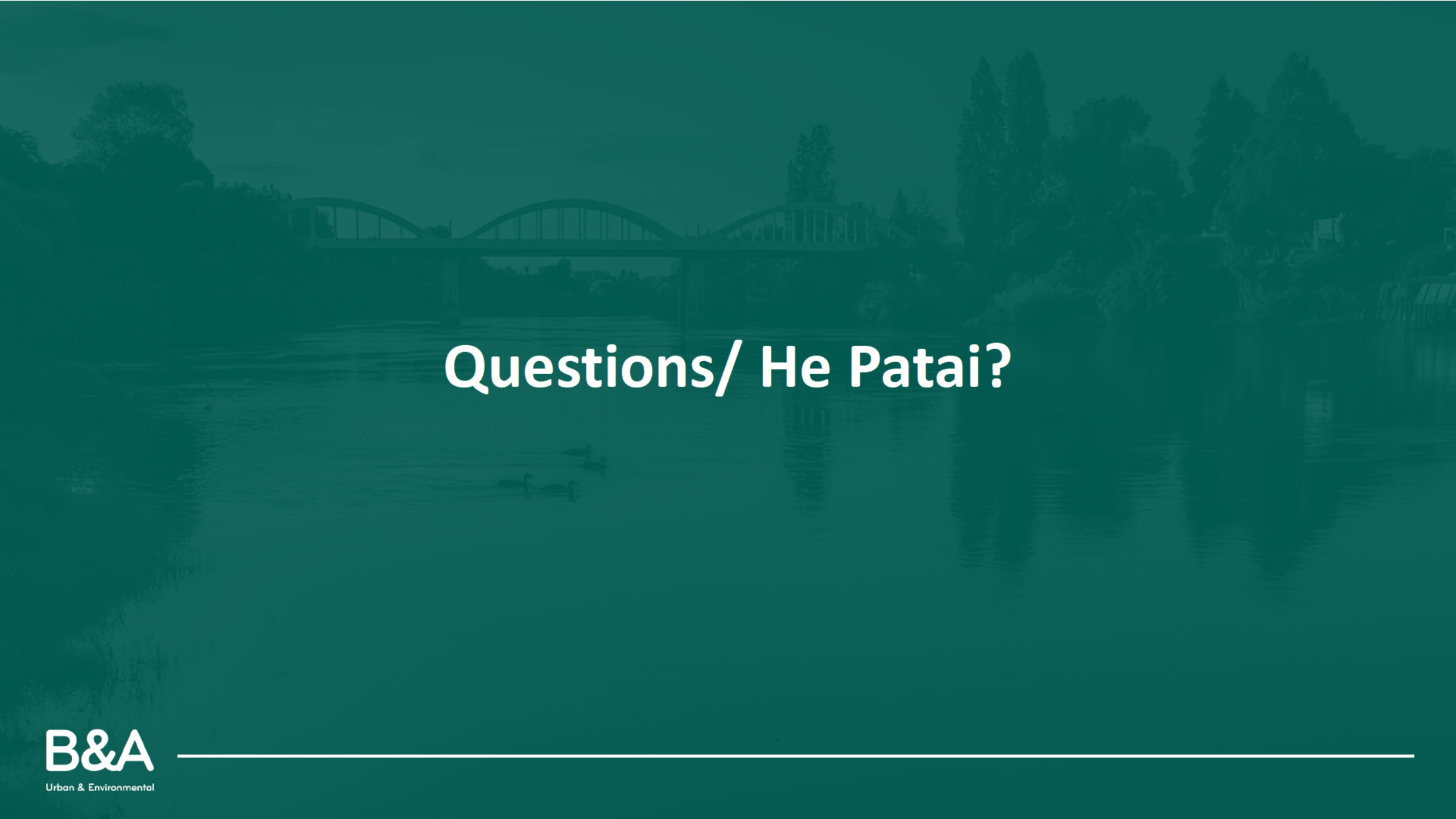
Figure 19: Biodiversity and Ecological Map
Scale 1:75,000

Southern Links

- Southern Links listed as a RONS due to synergies with SL1 Growth Cell and ability to unlock housing growth
- Enablement of SL1 Growth Cell will support the business case for NZTA
- Strategic opportunities for Houchens Interchange and Industrial North roundabout connections

Conclusion & Final Remarks

- Project team are looking forward to working collaboratively with Hamilton City Council and wider stakeholders
- Value the opportunity to work at pace and maintain the intent of the FTAA legislation

The background of the slide is a photograph of a river scene. In the background, a bridge with three distinct arches spans the river. The water in the foreground is calm, reflecting the bridge and the surrounding trees. Several ducks are visible on the water's surface. The entire image is overlaid with a semi-transparent teal color.

Questions/ He Patai?

Fast-track

Project Name	Fast-track	# of meeting notes	001
Meeting	SL1 Consenting Strategy Workshop	Date of meeting	16/10/2025 (2:30pm)
Location	Teams	Notes taken by:	Jaimee Wilson

Attendees and apologies

☒	Gillian Cockerill	HCC	☒	Quentin Budd	Waipa DC
☐	Deborah McKillop	HCC	☒	Ben Petch	In-Place/HCC
☒	Miffy Foley	WRC	☒	Brent Manning	Cairocat/HCC
☒	Donna Tracey	Wai DC	☒	Sam Le Heron	B&A
☐	Mark Rushworth	NZTA	☒	Fraser McNutt	B&A
☐	Robert Dol	Colliers	☒	Mike Wood	NZTA
☒	Emily Hunt	NZTA	☒	Presenter/Facilitator Tim Goodall	HCC
☒	Steve Denize	HCC	☒	Tish Dixon	HCC
☒	Bryce Powell	HG/HCC	☒	Dillon Kelliher	Colliers

FINAL

Goal;

Outcome: Agreement on project management collaboration and consenting strategy

Agenda

- Introduction
- Structure of Substantive Application
- Relevant Consents overview
- Technical implications (e.g. infrastructure)
- SL1 Mexted Residential
 - Master Plan
 - Design Guide
 - Typologies and Bulk and Location
- Industrial
 - Master Plan
 - Design Guide
 - Typologies and Bulk and Location
- Conditions approach
- Wider consenting requirements outside of Fast-Track (WAA, Water Take etc)

Action/Decision items

ID.	Actions	Who	Deadline
1	Share exemplar (e.g., Ashbourne FTA submission) illustrating the proposed document structure for council reference.	B&A	ASAP
1.1	Overlay map of land ownership vs. application areas/staging/infrastructure for clarity.	B&A / Colliers	ASAP

1.2	Confirm whether Rogerson Block will be rolled into the coming substantive application.	B&A	ASAP
1.3	Set up urban design workshops	Andrea/Tim	Completed
1.4	Draft blanker land use consent framework text referencing design guide, including submission requirements for certification with building consents.	B&A/HCC	To be included in next draft conditions set.
1.5	Industrial zone review outcomes to be shared.	HCC	End of October
1.6	Set up high-level water and wastewater workshops to lock directional decisions, triggers and staging.	Tim/Andrea	Completed
1.7	Provide technical note/summary to Councils once stormwater modelling complete.	Maven	Once stormwater modelling completed.
1.8	Circulate draft Waikato River take application (consortium) + Water Management Plan outline to HCC/WRC/iwi for feedback prior to regional lodgement.	B&A	ASAP – prior to lodgement
1.9	Provide update on southern links access options	Applicant team	Next weeks meeting
1.10	Send out shared decisions and conditions tracker with Applicant team	HCC	By end of week
1.11	Confirm fast-track consent duration & staging mechanics (esp. subdivision completion timeframes) and whether an extended lapse period is sought.	B&A with input from Councils	By next workshop

Decisions

ID	Decision
1	Application structure: Substantive application split by landholdings with an Overview Report (incl. cumulative effects), then Residential and Industrial volumes (each with district + regional consents), plus a consolidated consultation document. A simple “day-0” subdivision to establish parent titles and key vesting areas.
1.1	Design approach – Residential: Proceed with a Design Guide that embeds bulk & location standards (drawing from HCC’s MD/HD provisions as a starting point), supported by typology “shells.” Include an enabling blanket land-use consent so dwellings that certify “general accordence” under the guide can proceed without 1,000+ separate land-use consents. Independent certification required at building consent stage (mechanism to be co-designed with councils).
1.2	Design approach – Industrial: Apply a similar industrial design guide (site coverage caps, permeability, setbacks) and include a landuse component; no general retail enabled—only ancillary food & beverage / service uses supporting industrial activity. This should be in a neighbourhood centre
1.3	Retail / Centres:

	For industrial land: no retail centres planned (beyond ancillary amenities). For residential, a possible neighbourhood centre could be staged early, but not a dependency unless conditions require it.
1.4	Conditions management Parties will work to standardise condition sets (esp. management plans) across applications.

Discussion

Residential masterplan (≈48 ha, ~1,006 lots indicated):

Medium to high density mix, strong gully/ecological corridor integration, collector and local road hierarchy; staging to focus on an early pocket that aligns with servicing availability. Design Guide to set the built form envelope and streetscape/landscaping outcomes.

Industrial block (~60 ha):

Three principal owners (Stride, Harrison, HCC). Anticipated uses exclude wet/noxious industry and general retail. Protect rail siding and ensure east-west connectivity to the Rogerson block; Southern Links access is a pivotal constraint. Consider a small, ancillary amenity node only if transport/placement supports it.

Staging & cross-owner integration:

Use day 0 subdivisions to vest key roads, parks and stormwater land early; ensure connectivity and open space access don't rely on undeveloped thirdparty land (concept plans to show indicative tie-ins beyond the red line).

Servicing risk:

The wastewater/water strategy is on the project's critical path. Councils are moving "with urgency" to land a direction; applicant prefers city connections (consistent with iwi feedback). Private WWTP remains a fallback only; consenting pathway diverges significantly if required.

Stormwater:

Holistic sub-catchment modelling underway (gully interface, device sizing/refinement). Need a summary note showing cumulative effects and independence from adjacent future cells.

Transport:

NZTA flagged ITA issues (for Rogerson previously); an agreed Southern Links interim/final connection solution is needed to avoid sub-optimal upgrades northward.

Policy alignment:

HCC's **industrial zone provisions review** could inform the industrial conditions/design guide—timing of that advice is important for drafting.

Ecology & statutory authorisations:

Continue seasonal bat/lizard surveys; engage DOC on Wildlife Act authorities; check needs for any HNZPT processes.

Iwi partnership & conditions:

Embed iwi involvement in management plans and CIA-related conditions; maintain partnership approach across SL1.

Comms & neighbours:

A planned owner/occupier engagement round is required (effectively de-facto limited notification pressure). Coordinate joint messaging with HCC/Waipā once servicing and boundary matters firm up; avoid outdated material circulating.

Consent timing/lapse:

Subdivision staging vs. fast-track lapse periods to be addressed so late stages aren't stranded by external infrastructure timing (e.g., WWTP).

Attachments

Closed; 4pm

Fast-track

Project Name	Fast-track	# of meeting notes	001
Meeting	SL1 P&I Brief Feedback / Topic Identification for assessments	Date of meeting	23/10/2025 (9am)
Location	Teams/Rototuna Meeting room	Notes taken by:	Jaimee Wilson

Attendees and apologies

☒	Timothy Goodall	HCC	☒	Brent Manning	Cairocat/HCC
☒	Tish Dixon	HCC	☒	Ben Petch	In-Place/HCC
☒	Quentin Budd	Waipa DC	☒	Abbey Schuring	HCC
☐	Miffy Foley	WRC	☒	Robert Dol	Colliers
☒	Fraser McNutt	B&A	☒	Sam Le Heron	B&A
☒	Chris Dillon	HCC	☒	Stella Quigley	B&A
☒	Dean Morris	Maven			

FINAL

Agenda

P & I Brief feedback;

Outcome: agreed P & I baseline document

HCC to lead prep of draft Planning & Infra Brief. This will locate in one place outcomes HCC and its partners would like to see for SL1 master plan area. P & I brief will be for whole MP area.

Topic identification for assessments;

Outcome: agree on topic identification i.e. all main topics that will be addressed by FT application and agreement on HCC & Partners involvement.

Actions

ID.	Actions	Who	Deadline
1	Share draft P&I with Applicant team	Tim	Early next week
1.1	Provide summary of topics identified for assessments to Tim for feedback	Sam	ASAP
1.2	Send skeleton agenda for land use workshop to Tim	Sam	ASAP
1.3	Provide wastewater connection points and volume data to stakeholders	Dean	29 October
1.4	Confirm Council rep for hui	Brent	ASAP
1.5	Fraser to forward hui invite to Brent	Fraser	ASAP
1.6	Set up transport modelling workshop	Tim/Andrea	ASAP

Discussion

Purpose of P&I Brief

- Framework for discussions with developers and stakeholders.

- Scoping document to inform master plan preparation.
- Developer to co-author with stakeholders; response required on each criterion.
- Improves efficiency, defines expectations early, and integrates infrastructure outcomes.

Draft P&I Brief

- Covers development principles, vision for SL1, and topics (soil, ecology, transport, water).
- Includes next steps and required assessments for substantive application.
- Precinct approach suggested: NW industrial, SE residential.
- To be shared early next week for collaborative input.

Alignment

- Fraser requested confirmation of alignment with Schedule 5 of Fast Track Act.
- Council will look into how this could be more closely aligned, however noted that the P&I Brief is supplementary, and to be used as tool during the preparation and not necessarily for lodgement (Applicant's discretion regarding use at lodgement)

Infrastructure & Jurisdiction

- Wastewater provision critical; applicant needs clarity ASAP.
- Modelling required before decisions; CRA to unlock detailed discussions.
- Jurisdictional challenge (Waipa/HCC/IAWAI) under urgent review; cross-agency meeting today.

Master Plan Terminology

- Clarify differences between concept plan, master plan, structure plan.
- Avoid unintended public notification beyond adjoining properties.

Commercial Terms & PDA

- PDA to include cost allocation for infrastructure upgrades and boundary transfer.
- Workshop will be planned at a later stage of the application process to discuss commercial terms
- Chris Allen and Greg Carstens identified as leads.

Workshops & Timing

- Land Use & Urban Design: next Thursday.
- Water/Wastewater: 3 November.
- Transport: date pending (to be expedited).
- Social Infrastructure: later stage.

Other Items

- Hui with mana whenua on 6 November (Fraser to send invite; Brent to forward).
- Comms plan for adjoining neighbours to be confirmed.
- Regional Council and other stakeholder representation requested for all workshops.

Closed; 10:02am

Fast-track

Project Name	Fast-track	# of meeting notes	001
Meeting	SL1 Land Use and Urban Design Workshop	Date of meeting	30/10/2025 (9:30am)
Location	Teams / Level 2 - Rototuna	Notes taken by:	Jaimee Wilson

Attendees and apologies

☒	Gillian Cockerill	HCC	☒	Quentin Budd	Waipa DC
☐	Abbey Schuring	HCC	☒	Ben Petch	In-Place/HCC
☒	Miffy Foley	WRC	☒	Brent Manning	Cairocat/HCC
☐	Colin Hattingh	HCC	☒	Presenter/Facilitator Tim Goodall	HCC
☒	Steve Denize	HCC	☒	Tish Dixon	HCC
☒	Bryce Powell	HG/HCC	☒	Aaron Marsh	HCC
☐	Mark Rushworth	NZTA	☒	Aimee Haycock	HCC
☒	Fraser McNutt	B&A	☒	Sam Le Heron	B&A
☐	Robert Dol	Colliers	☒	Chris Dillon	HCC
☒	Tony Denton	HCC	☒	Toni Cornes	HCC
☒	Victoria Gorter	Waipa DC	☒	Dean Morris	Maven
☒	Dillon Kelliher	Colliers	☒	Stella Quigley	B&A
☒	Liz Harrison		☐		

FINAL

Purpose;

Detailed workshop setting out proposed land use activities and urban design approach including the masterplan and proposed design guides.

Agenda

1. Introduction
2. Discussion on SL1 wider plan.
 - a. Level of detail Stakeholders are seeking for site wide plan
 - b. Define masterplan/concept plan
 - c. Connectivity between different areas of SL1
 - d. Connectivity with existing urban environment and rural environment
3. Proposed 'sub areas'
 - a. SL1 Industrial Substantive Area
 - i. Level of detail required for SL1 Industrial Masterplan
 - ii. Connectivity with Referred Rogerson Block
 - iii. Design Guide/Manual
 - iv. Subdivision Approach
 - b. SL1 Mexted Substantive FT Area
 - i. Level of detail required for SL1 Mexted Masterplan
 - ii. Connectivity with Referred Adjacent Lots
 - iii. Design Guide/Manual
 - iv. Subdivision Approach

Action items

ID.	Actions	Who	Deadline
1	Share draft transport modelling and agenda for next week's workshop	Sam Le Heron	Done
1.1	Provide updated master plan showing application vs concept areas	Fraser/Sam Le Heron	Done
1.2	Confirm geotechnical findings for northern industrial area	Dillon	End of November
1.3	Engage with KiwiRail and Ministry of Education	B&A	ASAP
1.4	Prepare draft design guide/manual for residential typologies	B&A	End of November
1.5	Clarify vesting approach for ecological corridors and stormwater	HCC Parks and Infrastructure	End of November
1.6	Provide plan showing adjoining land ownership and feasibility of indicative connections	B&A	End of November
1.8	Address arterial road reliance and clarify scope in diagrams	B&A	End of November
1.9	Provide feedback on proposed road widths and cross sections	HCC Transport and Urban Design	Prior to transport workshop
1.10	Provide open space policy for applicant to assess proposed masterplan against	HCC Parks	End of November
1.11	Provide update on HCC industrial zone provisions for non industrial activities	HCC Planning	Mid November
1.12	Confirm expectations for ecological corridors and native vegetation targets	HCC Parks (Aimee/Aaron /Toni)	End of November

Decisions

ID	Decision
1	Design Guide/Manual: Will include bulk and location controls, typologies, and interface treatments. A further meeting with HCC will be scheduled to fine tune the content of the Design Manual/Guide(s).
1.1	Stormwater Strategy: Each site will be self-sufficient; no reliance on external offsite ponds.
1.2	Connectivity: Indicative connections between FT and non FT areas will be shown
1.3	Te Ture Whaimana: Developer to integrate Te Ture Whaimana into masterplan and design approach

Discussion

Concept Plan vs Master Plan

- Clarified the distinction between the SL1-wide concept plan and individual master plans.
- Council expects:
 - Cohesive integration of infrastructure (Transport, 3 Waters, Parks, Social Infrastructure).
 - Master plans to demonstrate how individual developments fit within the wider SL1 growth cell.

- Individual FT areas should not impede future development of non FT areas in SL1.

2. Connectivity and Infrastructure

- Emphasis on showing indicative connections even if not part of the substantive application.
- Strategic importance of:
 - Southern Links designation and potential Houchens interchange.
 - Collector and arterial roads for movement across SL1.
 - Integration with Peacockes and Glenview areas.
 - Integration with other parts of the wider SL1 area
 - East-west connectivity between SL1 Industrial and Rogersons

3. Stormwater and Ecology

- Stormwater ponds and wetlands designed to be self-sufficient within each site.
- Te Ture Whaimana to be integrated into masterplan approach
- Ecological corridors (e.g. stream) to be enhanced.
- Need to consider native vegetation targets and avoid reliance on offsetting due to limited available habitat.
- Walking and cycling along stormwater reserves and linking open spaces.
- Nature in the City tree planting outcomes encouraged.
- With reference to [draft] ICMP for Whaitawhirihwhiri and Mangakotukutuku catchments.

4. Transport and NZTA Engagement

- Ongoing discussions with NZTA regarding roundabout locations and Southern Links staging.
- Concern about industrial traffic spilling into Frankton via local roads.
- Concern that Mexted road layout relies on arterial transport corridor that is outside the scope of the current application. Without the arterial a number of cul-de-sac's would be the result. Number of intersections on arterial requires review.
- Long cul de sacs not supported. JOALs/rear lanes should connect to 2 transport corridors.
- Transport workshop scheduled for next week to address traffic generation and staging.

5. Design and Land Use

- Residential typologies to be guided by a design guide/manual
- Design Manual/Guide should consider boundary treatment measures, particularly for residential uses where they interface with the public domain and where industrial land uses interface with residential areas.
- Further discussion with HCC is required to ascertain an appropriate degree of design flexibility (i.e. "in accordance" leeway) that should be built into the Design Manual/Guide.
- Stakeholders seeking confidence over how design controls can be ensured in long term
- Preference for certainty over flexibility in design outcomes.
- Industrial areas to include large lots, truck yards, and possibly a neighbourhood centre.
- Early engagement with Kiwirail encouraged.
- No current plans for strata apartments; terrace housing and medium/high density typologies discussed.
- HCC are currently reviewing District Plan provisions in Industrial Zone

6. Open Space and Recreation

- Open space provision includes amenity areas and stormwater reserves.
- HCC preference for HCC Parks Provision policy to be followed.
- Need to ensure recreational function is not compromised by stormwater integration.

- Connectivity to existing parks and future trails (e.g., rail trail) is important.

7. Consenting and Staging

- Subdivision to be staged with potential for “day zero” infrastructure vesting as a possibility.
To be discussed further
- Earthworks expected to be balanced on-site; construction management plans to address impacts on existing residential areas.
- Regional consents (e.g., water takes, dewatering) to be lodged alongside or prior to substantive applications.

Closed; 12pm

Fast-track

Project Name	Fast-track	# of meeting notes	001
Meeting	SL1 Transport Workshop	Date of meeting	05/11/2025 (1pm)
Location	Teams	Notes taken by:	Jaimee Wilson

Attendees and apologies

☒	Tony Denton	HCC	☒	Quentin Budd	Waipa DC
☒	Timothy Goodall	HCC	☒	Ben Petch	In-Place/HCC
☐	Miffy Foley	WRC	☐	Mark Rushworth	NZTA
☒	Brent Manning	Cairocat/HCC	☒	Tish Dixon	HCC
☒	Fraser McNutt	B&A	☒	Sam Le Heron	B&A
☒	Robert Dol	Colliers	☒	Cameron Inder	BBO
☒	Siva Balachandran	BBO	☒	Mike Wood	NZTA
☐	Yana O'Sullivan	NZTA	☐	Dean Morris	Maven
☒	Bryan Sherritt	WRC	☒	Chris Dillon	HCC
☒	Stella Quigley	B&A	☒	Min Shon	

FINAL

Goal;

Understand NZTA and HCC medium and long-term proposed servicing options and solutions.
Developer(s) to jointly align to preferred network pattern and hierarchy. Clarify need for modelling (WRTM and HCC) and inputs required.

Agenda

- **Intro**
- **Southern Links Expressway**
 - Southern (SL1 Industrial) Roundabout location
 - Interim v long term solutions for access to SL1 Industrial
 - Houchens and Collins interchanges – full or partial or none?
- **Modelling**
 - Stakeholder feedback on modelling scenarios provided
 - Stakeholder preferred modelling scenarios
- **Design**
 - Industrial
 - East-west connectivity: Tuhikaramaea to SL1 Roundabout
 - Higgins Road and potential undesired impacts e.g. On residential area lower Frankton/Dinsdale
 - Mexted residential design
 - Minor arterial connectivity to no SL1
 - Connectivity of streets with proposed minor arterial
 - Cul de sacs
 - Continued legal access for non-FT land (to south)
 - Traffic impacts on local roads (e.g. Saxbys, McMurdo etc) to come from modelling
- **Public Transport provision**
- **Transport infrastructure improvements**

- Infrastructure capacity upgrades that are likely required to support SL1 North Industrial and SL1 South Residential (Mexted Residential).
- Any planned upgrades by HCC or NZTA in the adjoining road network that should be included in the modelling and assessment work.
- Funding mechanisms that exist or are being developed for PT financial contribution by developers in lieu of road capacity improvements.
- Confirmation of developer-offered alternative mode provisions (e.g. walking, cycling routes) and upgrades to existing streetscapes

Action items

ID.	Actions	Who	Deadline
1	Share preliminary roundabout concepts (including slip lane options)	Mike Wood	ASAP
1.1	Engage with NZTA network team, particularly regarding Ōhaupō Road (SH3)	Siva/Mike	ASAP
1.2	Confirm previous PT corridor studies and report back to Applicant team	Mike	ASAP
1.3	Review PT contribution mechanism options and report back to Applicant Team	Tony	ASAP
1.4	Align engagement strategies and communication plans	Steve/Fraser	Ongoing
1.5	Compile list of potential roading upgrades that would be required to allow for certain connections.	Tim/Tony	Prior to substantive lodgement
1.6	Confirm timeline of Peacockes connection with Siva for the base model	Tony	Prior to modelling
1.7	Confirm that the modelling reflects land use discussions and agree modelling brief/scenarios	Tony/Siva	Prior to modelling
1.8	Further information to Fraser regarding culverts within vested roads (with reference to the proposed 'Mexted' residential master plan layout).	Tim	ASAP
1.9	Applicant engagement with KiwiRail – waiting on reply	Fraser	Prior to substantive

Decisions

ID	Decision
1	Modelling should be independent of and not rely on the non FT connections.
1.1	Consultation will be required with NZTA network team regarding intersection upgrades relating to Ōhaupō Rd.
1.2	Further engagement between developers and stakeholders required on location of SL1 Industrial roundabout

Discussion

Southern Links Expressway

- **Roundabout Location**
 - Debate on stakeholder preference for the SL1 Industrial roundabout further south for better separation from Kahikatea Drive intersection and improved network performance.

- NZTA standards suggest minimum 500m separation; some discussion about whether 800m is preferable.
- Landowner constraints (Harrison block) and peat depth south of current location complicate relocation of east – west road
- Interim placeholder connections shown for future eastern land (outside FT scope).
- Action: NZTA to share preliminary concepts for alternative locations and slip lane requirements.
- **Interim vs Long-Term Access**
 - “Day zero” scenario under consideration for early development before Southern Links completion.
 - Existing consents (e.g., Stride Holdings) influence staging.
 - Peat conditions may affect layout changes—await modelling outputs before decisions.
- **Houchens and Collins Interchanges**
 - Likely bridge over Collins Rd; southbound weaving distance is a concern.
 - Collins interchange removed from baseline scenario; Houchens full interchange assumed in long-term.

Modelling

- **Baseline Scenarios**
 - 1A: No Southern Links + industrial land use (adopt Scenario 31 assumptions).
 - 1B: Full Southern Links network, no SL1 land use.
- **Scenario 2:** Traffic surveys to determine development possible within current network (interim solution).
- **Future Scenarios:** 3A/3B (partial Southern Links + staged SL1 development), 4A/4B (full Southern Links by 2035), 5A/5B (2045 full build-out), 6A (entire growth cell).
- Engagement with NZTA network team flagged as critical before substantive modelling.
- Assumption that Ōhaupō Road will remain as a State Highway for next 10 years.
- PT and active mode uptake assumptions staged (starting 4%, progressive uptake to 30%); Tony flagged risk of overestimating mode shift without infrastructure.
- Connectivity with Peacocke structure plan noted; some assumptions for 2035 may need revision.

Design

- **Industrial Area**
 - East–west connectivity (Tuhikarama Rd to SL1 roundabout) essential for network efficiency.
 - Higgins Rd: concerns about rat-running north to Frankton; modelling to confirm.
- **Residential (Mexted)**
 - Hamilton District Plan transport corridor sizing sought; narrower widths for transport corridors along stormwater reserves may be acceptable.
 - Minor arterial reliance questioned for stages adjacent to it—modelling scenarios assume it, but substantive application excludes it. Lengthy cul-de-sacs would not be supported.
 - Interim collector road connections proposed; traffic calming measures planned to prevent rat runs.
- **Walking & Cycling**
 - Shared paths on McMurdo Ave and connections to Saxbys/Deanwell proposed as triggers after ~160 lots.
 - Links to hospital and Peacocke via Deanwell and Greenwood corridors.
- **Parking**

- Pockets of on-street parking for medium-density design.

Public Transport & Infrastructure

- No confirmed PT solution yet; interim bus priority likely required before Southern Links completion.
- NZTA to check previous PT studies for Ōhaupō Rd corridor.
- Discussion on developer contributions for PT to reduce need for roading and intersection upgrades. Mechanism to be explored.
- Infrastructure upgrades flagged for Resthill Crescent and Houchens Rd intersections; Saxbys Rd upgrades may be needed later.

Acknowledged that there are several pockets of land not within FT application area, however, there is still a need to show that the development is workable through a masterplan and that the design and layout of the listed areas will not stymie future development elsewhere, but enable it to be developed in a coordinated manner

Other notes:

- Applicant team seeks to include conditions requiring roading upgrades at certain trigger points, request for the necessary upgrades to be communicated prior to lodgement.
- Peacocke connectivity and potential deviation from Peacocke structure plan flagged as requiring public engagement and engagement with HCC Planning e.g. NZTA/HCC to indicate preference and location for future SL1 Houchens connection to Ohaupo Rd – is this to be a Tee or Cross intersection and/or including roundabout treatment?
- Funding mechanisms for PT raised as an item for future discussion.
- Construction traffic impacts noted but excluded from modelling—acknowledged as a future consideration.

Closed; 3pm

1Fast-track

Project Name	Fast-track	# of meeting notes	001
Meeting	SL1 Wastewater Approach Workshop	Date of meeting	10/11/2025 (9am)
Location	Teams	Notes taken by:	Jaimee Wilson

Disclaimer; If this meeting is being recorded, all participants consent to be recorded.

Attendees and apologies

☒	Brent Manning	Cairocat/HCC	☒	Quentin Budd	Waipa DC
☒	Presenter/Facilitator; Timothy Goodall	HCC	☒	Ben Petch	In-Place/HCC
☐	Miffy Foley	WRC	☒	Mark Marr	HCC
☒	Fraser McNutt	B&A	☒	Sam Le Heron	B&A
☒	Robert Dol	Colliers	☒	Steve Denize	HCC
☒	Jackie Colliar	IAWAI	☒	Carl Tucker	Waikato Waters
☒	Rebecca Jackson	HCC	☒	Tony Coutts	Waipa DC
☒	Stella Quigley	B&A	☒	Dean Morris	Maven
☒	Min Shon	Maven	☒	Dillon Kelliher	Colliers
☒	Chris Hardy	WSP	☒	Pramodi Galabadage	WSP

FINAL

Goal;

High level for developer to confirm proposed approach including land use, demand, timing (long term permanent and interim) and solutions.

Agenda

- **Introductions**
- **Residential (Mexted)**
 - Total wastewater demand
 - Land yield/timing and staging
 - Cumulative impacts
 - Assumptions on demand mitigation measures
 - General indication of network status to accommodate development
 - Network Connection Points:
- **SL1 Industrial**
 - Total wastewater demand
 - Land yield/timing and staging
 - Cumulative impacts
 - Assumptions on demand mitigation measures
 - General indication of network status to accommodate development
 - Network Connection Points

Action/Decision items

ID.	Actions	Who	Deadline
1	Meet to share existing network performance, long term solutions, possible interim servicing solutions to be explored, progress wastewater modelling brief development, confirm demand calculation. Explore strategic pump station location for SL1 and Rogerson/	Dean Morris and Mark Marr	ASAP
1.2	Confirm land use conditions for dry industrial areas	Fraser and HCC	Prior to lodgement
1.3	Provide Geotech report for 'Mexted' area	Dean/B&A	ASAP
1.5	Offline discussion on procurement models for Southern Wastewater Treatment Plant and how the consenting process can be supported	Fraser / Jackie	ASAP

Decisions

ID	Decision
1	The long-term servicing for the majority of the SL1 area is proposed to be via the Southern Wastewater Treatment Plant. Interim connections to existing constrained networks (e.g., Collins Rd) are not feasible due to capacity issues.
1.1	Modelling should only be undertaken where viable connection options exist to avoid unnecessary modelling where constraints are already known.

Discussion

Jurisdictional Context

- Jackie Colliar noted that, as the SL1 area is outside Hamilton City and IAWAI's jurisdiction, any input from IAWAI staff on servicing solutions is provided on a without prejudice basis. This engagement is on the assumption that the boundary shift to include the SL1 area in the Hamilton City jurisdiction will occur, and/or an appropriate servicing agreement can be reached between IAWAI and Waikato Waters Ltd.
- Further discussions and commitments are required before IAWAI can agree to service the area. Recent conversations between Hamilton City Council (HCC) and Waipa District Council (Waipa DC) on the boundary shift have been positive. Today's discussion will focus on servicing solutions, noting that commercial negotiations will also be necessary.
- Fraser McNutt (Barkers) reinforced that developers are acting in good faith and need certainty to avoid reverting to private solutions.

Strategic Servicing Approach

- Jackie noted that in relation to servicing solutions, consistent with the approach taken for all fast-track proposals, IAWAI and HCC are looking to identify and secure long term strategic solutions first. Once those are locked in, then we can look at interim solutions that might be available, which might include connecting to Hamilton's existing network.
- The strategic servicing solution for this area is connection to the Southern Wastewater Treatment Plant (SWWTP).
- Jackie emphasised that there will be some SL1 areas that can't be serviced through the Hamilton network because of existing network constraints.

SL1 Concept Master Plan

- Sam Le Heron provided an overview of the overall SL1 development area. Noting that the main focus of today's session is the Residential (Mexted Block) and the Industrial (Northern Block).

Wastewater Demand & Staging

- Residential (Mexted Block):
 - Stage 1 = 328 lots (sub-stages 1A, 1B, 1C).
 - First connections: 2027–2028, occupancy from 2028–2029.
 - Full Stage 1 build-out: 2029–2033.
- Industrial (Northern Block):
 - Dry industrial uses (truck yards, warehouses).
 - Early development likely for Stride Property Group and Liz Harrison Transport post-consent.
 - Timing: Late 2020s to early 2030s.
- Demand Calculation Issue:
 - Developer used 45 persons/ha for residential vs. HCC preference for actual dwellings × 2.7 persons. I.e. per RITS

Southern SL1 Areas (Mexted)

- Dean noted that they had identified a potential interim solution to connect to Collins Rd catchment, but HCC flagged severe constraints:
 - Existing network already under pressure, and growth within these areas of Hamilton is currently not occurring because of these catchment constraints
 - Past experience with other developments that looked to connect into the southern parts of the network (Peacocks) showed no capacity despite modelling.
- IAWAI/HCC advised against investing time in modelling of the Mexted/Southern areas to connect into the constrained parts of the wastewater network due to the known capacity constraints. It was noted that there may be opportunities to reach into diverted catchments (Fitzroy → Peacock) as interim options

Interim Solutions & Risks

- Dean Morris proposed buffer storage at pump stations to mitigate capacity issues.
 - Jackie reiterated earlier comments, that buffer storage and off-peak pumping into the constrained network in the southern areas are not viable solutions. Noting that investigations into that for early stages of Peacocks confirmed that.
- Rob suggested that onsite storage tanks and trucking might be an option.
- Consensus: Interim solutions must be pragmatic and future-proofed (e.g., pump stations designed for eventual southern diversion).

Southern Wastewater Treatment Plant

- Timeline:
 - Designation & consents lodged by mid-2027. They could be granted by 2028.
 - Construction in next 5–8 years.
- Fast-track consenting: Still under consideration; pros and cons being weighed.
- Brief discussion on how those that will benefit from the plant can actively support the project. Jackie to follow up.
- Fraser suggested exploring innovative procurement models with developer consortium support.

Industrial Servicing & Land Use Controls

- The potential connection and servicing of the northern industrial block to the existing network may be possible as an interim solution. The network is less constrained than the southern parts of the network but would still require some network upgrades to address local network constraints and modelling.
- Developers agreed to:
 - Include water efficiency measures.
 - Rainwater harvesting and reuse.
 - Restrictions on water-intensive activities.

Future-Proofing Infrastructure

- Pump stations to be located strategically for southern diversion.
- Potential for shared pump station serving SL1 Industrial and Rogerson block.
- Geotech considerations:
 - Residential area: Developer team advised there is no peat from what they know. SL1 team to share geotech reports.
 - Industrial area: Peat present; mitigation via preloading and shallow infrastructure.

Commercial & Funding Considerations

- Jackie flagged need for financial contributions and trigger mechanisms for SWWTP funding. These will be subject to commercial negotiation.
- Rob Dol emphasized urgency:
 - Developers face \$4–\$6M investment in the application before returns.
 - Government expects housing delivery under fast-track legislation.
 - Interim solutions critical to unlock early stages without waiting for SWWTP completion.

Next Steps

- Engineers to meet to discuss demand calculations, long term servicing, potential interim servicing options and modelling.

Closed; 10:25am

Fast-track

Project Name	Fast-track	# of meeting notes	001
Meeting	SL1 Water Approach Workshop	Date of meeting	10/11/2025
Location	Teams	Notes taken by:	Jaimee Wilson

Disclaimer; If this meeting is being recorded, all participants consent to be recorded.

Attendees and apologies

☒	Brent Manning	Cairocat/HCC	☐	Quentin Budd	Waipa DC
☒	Timothy Goodall	HCC	☒	Ben Petch	In-Place/HCC
☐	Miffy Foley	WRC	☐	Jackie Colliar	IAWAI/HCC
☒	Fraser McNutt	B&A	☒	Sam Le Heron	B&A
☒	Robert Dol	Colliers	☒	Glen Boyd	HCC
☐	Tony Coutts	Waipa	☒	Chris Dillon	HCC
☒	Chris Hardy	WSP	☒	Pramodi Galabadage	WSP
☒	Stella Quigley	B&A	☒	Cameron King	WRC
☒	Dylan	Colliers	☒	Dean Morris	Maven
☒	Min Shon	Maven	☒	Rebecca Jackson	City Waters

FINAL

Goal;

High level for developer to confirm proposed approach including land use, demand, timing (long term permanent and interim) and solutions.

Agenda

Introductions

Residential (Mexted)

- Total water demand/accordance to RITS
- Land yield/timing and staging
- Cumulative impacts
- Discussion of integration with existing water supply network
- Demand mitigation measures
- Network connection points

SL1 Industrial

- Total water demand/accordance to RITS
- Land yield/timing and staging
- Cumulative impacts
- Discussion of integration with existing water supply network
- Demand mitigation measures
- Network Connection Points

Action items

ID.	Actions	Who	Deadline
1	Share draft water management plan	Fraser	14 November
1.1	Share WGA report for Tim to distribute	Fraser	14 November
1.2	Engage Parks team regarding pipe alignment through reserve	Tim	21 November (Done)
1.3	Coordinate modelling brief meeting between Dean and Glenn	Tim / Andrea/Brent	Schedule by 14 November, Meeting week of 17 November
1.4	Develop modelling brief.	Dean / Glenn	21 November
1.5	Discuss modelling assumptions and PC12 implications	Steve / Chris	21 November
1.6	Progress NZTA consultation for services crossing Southern Links	Applicant Team	Initial engagement by end of month
1.7	Continue landowner engagement for reservoir and pipe routes.	Applicant Team	Ongoing -> first update end of month
1.8	Share demand rates for Fast Track areas.	Glenn/Brent	14 November
1.9	Confirm modelling queue positions and timelines – refer modelling section below	Brent	14 November (Done)

Decisions

ID	Decision
1	Proceed with one water take application for consortium. Water take intended to be transferred to IAWAI post- 1 July 2026
1.1	Modelling needs to confirm interim capacity and ultimate solution feasibility.
1.2	Water meters assumed for SL1 – lower demand rates can be applied in modelling.

Discussion

Context

- Jurisdictional boundary change between Hamilton City and Waipā is progressing, enabling discussions on connecting SL1 growth cell to HCC services. Same riders apply for HCC/IAWAI engagement as for SL1 wastewater workshop earlier on same day.
- Applicant intends to lodge for a surface water take consent from the river by end of November (definitely by end of December) for a 35-year term, covering most of SL1.
- Water take will be transferred to IAWAI (effective 1 July 2026). Iwi are supportive of water take approach (Fraser can share records on request).
- Allocation sought: ~3% of summer availability. Take is outside Fast Track process.

Residential Water Strategy (to service Mexted block; as presented)

- Option 1: Connect to Ohaupo Rd bulk main
- Option 2: Extend down Houchens into growth cell through to Saxbys.

- Ultimate solution: Main running through growth cell to connect and direct south via Houchens and Croft Lane to a new reservoir near Ōhaupō Road, adjacent to existing reservoir.
- Landowner consultation required for reservoir site and pipe alignment (noting separate land ownership is involved [e.g. Croft Lane] outside of SL1 consortium of owners). An alternative is to align part of main through parks/reserve land to north of Croft Lane.
- Estimated demand: ~45 L/s peak (3,000 population, 3 persons/dwelling).

HCC Feedback

- Interim solutions may be costly.
- Concern about pipe alignment through parks/reserve – Tim to consult Parks team.
- Preference for pipes not through private land, public roads preferred.
- Masterplan assumes:
 - New pressure zone for SL1.
 - New feeder main from Waiora WTP sized for SL1 + Hamilton South reservoir.
 - Reservoir sizing: 17 ML for SL1, 12 ML for Hamilton South.
- No funding in current LTP for Hamilton south reservoir.

Industrial Water Strategy

- New main to connect into existing 250 OD HDPE trunk main at Kahikatea Drive via Wickham St.
- Crosses Southern Links – consultation with NZTA required.
- Rogerson block: separate pressure zone; may need layout rethink.
- Two feeds into zone required for resilience,
- Dual mains on roadways to service industrial lots.

Modelling

- Existing models: 2041 and 2061 horizons.
- Assumptions:
 - No interim solutions tested yet.
 - PC12 not included in growth assumptions.
- Firefighting: mains pressure; dry industrial unlikely to need sprinklers.
- Reuse tanks assumed empty during peak demand.
- Modelling queue: baseline model update completed in ~2 weeks, then Fast Track areas (~3 weeks each). SL1 likely 5+ weeks after brief agreed.

Attachments

Water take details as shared in meeting:

A surface water take is sought to abstract 1,897,990 m³/year of water with an instantaneous flow of up to 74 L/s at a maximum daily rate of 6,389m³ for the purpose of domestic and municipal supply, including industrial use from the Waikato River at the Hamilton City Water Treatment Plant to service the SL1 Area.

Closed; 2:15pms

Fast-track

Project Name	Fast-track	# of meeting notes	001
Meeting	SL1 Water Model Scope Discussion	Date of meeting	20/11/2025 9am
Location	Teams	Notes taken by:	Jaimee Wilson

Disclaimer; If this meeting is being recorded, all participants consent to be recorded.

Attendees and apologies

☒	Brent Manning	Cairocat/HCC	☒	Glenn Boyd	HCC
☒	Dean Morris	Maven	☐	Ben Petch	In-Place/HCC

FINAL

Goal

To derive modelling scope from which detailed brief can be formed/agreed

Action items

ID.	Actions	Who	Deadline
1	Develop modeling briefs to reflect scenarios as below. Applicant to approve	Glenn/Dean Stantec Fraser	December
2	Applicant to engage with NZTA over possible water main and connection(s) along proposed Southern Links Stage 1 – incorporate into design	Fraser	
3	<u>IAWAI to affirm or approve any strategic solutions and connections to HCC networks, changes to policy as water authority effective from 1 July 2026</u>	<u>IAWAI Board or Management</u>	<u>As required</u>

Decisions

ID	Decision
1	Base scenarios: - Growth horizons: 2041 and 2061 within Hamilton city boundaries. - Fully developed city scenarios + strategic upgrades funded in next 10 years (LTP) - Allow for universal metering impact (lower average daily demand and peak demand).

Discussion

FT Application Process

- Focus is on total demand for areas and connection points at nodes in the model (not internal reticulation design).

Modelling Approach

- Use model to determine breakpoints (service levels like firefighting flows) and identify strategic interventions.

- Base scenarios:
 - Growth horizons: 2041 and 2061 within Hamilton city boundaries.
 - Fully developed city scenarios + strategic upgrades funded in next 10 years (LTP).
 - Include universal metering impact (lower average daily demand and peak demand).

Potential System Constraints

- Fully developed scenario + FTA may break service levels (e.g., south reservoir unable to meet Average Daily Demand (ADD)).
- Water Master Plan V4 identifies:
 - New southern reservoir for Peacockes.
 - Additional reservoir for SL1.
- Requires new filling main from Waioara WTP to southern reservoir sites.
- WTP capacity modifications needed to maintain supply.

Mexted Residential (R1)

- Stage 1: Connect to MacMurdo Ave; model demand vs existing network.
- Stage 2: Connect to 150mm AC main in Saxbys; model incremental demand.
- Run scenarios sequentially until network breaks.
- Introduce strategic intervention (bulk main) when service levels fail.
- Strategic options:
 - (a) Houchens 750mm feeder main.
 - (b) Ohaupo Rd reservoir (preferred) with pipeline via Houchens block.
- Later stages (3–5): Test full development to 2061; identify trigger points for new reservoir and filling main.

SL1 North (incl. Rogerson)

- All land-use industrial; firefighting FW3 requirements.
- Prefer minimum two mains connections into each zone (for security of supply, maintenance of service levels). As below;
- Stage 1: Connect to Wickham; assume new pipe via Kahikatea Dr; possible connection to Greenlea Lane.
- Stage 2: Connect at Kahikatea Dr/Higgins Rd; loop to Tuhikaramea Rd or Karen Cres.
- Segment stages as needed; test FW3 compliance for southern/eastern lots.

Closed; 10.30am

Fast-track

Project Name	Fast-track	# of meeting notes	001
Meeting	SL1 Stormwater Workshop	Date of meeting	20/11/2025 (11am)
Location	Teams	Notes taken by:	Jaimee Wilson

Disclaimer; If this meeting is being recorded, all participants consent to be recorded.

Attendees and apologies

☒	Brent Manning	Cairocat/HCC	☒	Quentin Budd	Waipa DC
☒	Timothy Goodall	HCC	☐	Tony Coutts	Waipa DC
☐	Chris Dillon	HCC	☒	Victoria Gorter	Waipa DC
☒	Aimee Haycock	HCC	☐	Miffy Foley	WRC
☒	Alistair McCullough	HCC	☒	Brian Richmond	WRC
☐	Toni Cornes	HCC Parks	☒	Sam Le Heron	B&A
☒	Ari Craven	Catchment engineering/ HCC	☒	Fraser McNutt	B&A
☒	Ben Petch	In-Place/HCC	☐	Carl Tucker	Waikato Waters
☒	Mark Rushworth	NZTA	☒	Dean Morris	Maven
☐	Jackie Colliar	IAWAI	☐	Robert Dol	Colliers
☒	Megan Wood	Wainui Consulting			

FINAL

Agenda and Goal

Goal;

Stakeholder feedback on proposed stormwater design for SL1 Industrial and SL1 Residential Mexted.

Agenda;

1. Stormwater

1.1 SW management strategy

- Developer to outline technical assessments and scope, level of detail

Hydraulic connectivity.

- WQV rainfall event:
- Piped network ->forebay -> raingarden or Recharge pit -> Wetlands > open channel/ receiving environment
- 2yr ARI rainfall event:
- Piped network -> forebay -> Wetlands > open channel/ receiving environment
- 10yr ARI rainfall event:
- Piped network -> High flow bypass > Mangakotukutuku Stream
- 100yr ARI rainfall event:
- OLFP within road carriageway -> High flow bypass > Mangakotukutuku Stream
- Volume control

1.2 SW Checklist as per ICMP, RITS and WRC guidelines

Requirement by	SW checks	Lots	Roads	Comments/ Questions
HCC & WRC	WQV/ Pre-treatment	At source	Amalgamated Raingarden and forebay where possible	As per ICMP and treatment train approach. - Can we consider pretreatment of Road impervious catchment to be achieved by forebay? Pretreatment by forebay and additional treatment and attenuation within wetlands? (This will remove the need to have raingardens and help optimise the space). - Due to low lying topography, we have multiple inlets, therefore we require multiple forebay's within the wetland, is this acceptable?
HCC & WRC	Extended Detention	Wetland	Wetland	
WRC	10mm retention	At source	Raingarden	
HCC & WRC	2, 10 and 100yr flow attenuation including climate change (Discharge Limited to 80% predevelopment)	Wetland	Wetland	Sized to accommodate up to 100yr ARI. Discharge limited to 80% predevelopment
Geotech	Peat area Recharge	At source	Subsoils/wetland	Are you happy with Peat recharge of impervious road catchment area at main sub-catchment device i.e. Wetland?
HCC	High Flow bypass	Swale	Swale	10 yr piped to High flow bypass swale. 100yr overland flows to high flow bypass swale. Piped high flow bypass to tail of wetland is acceptable instead of having separate channels?

Action/Decision items

ID.	Actions	Who	Deadline
1.1	Confirm appropriateness of downstream extent of hydraulic model (currently Saxby's bridge).	Ari	ASAP
1.2	Applicant to confirm wetland lining does not interact with groundwater as per RITS.	Dean	Prior to finalising stormwater solutions
1.3	Peat information to be provided to FTAT stakeholders and incorporated as part of stormwater design.	Dean	Prior to finalising stormwater solutions
1.4	Confirm upstream catchment scope and future land use assumptions. Maven to circulate catchment map for review.	Dean, Ari and HCC Planning	ASAP
1.5	Provide height differences of mexted interface with existing HCC urban area to HCC.	Dean/Sam	ASAP
1.6	Continue discussions with NZTA on integrated stormwater solutions.	Sam	Prior to finalising stormwater solutions for the industrial block
1.7	Develop and circulate catchment plan for industrial area.	Applicant team	ASAP
1.8	Prepare summary basis of design document for circulation.	Maven	ASAP

Decisions

ID	Decision
1	Use latest RITS as design guide despite not being live.
1.1	Integrated conveyance solutions preferred over isolated stormwater devices within the Industrial area.

Discussion

Mexted Residential

Presented by Maven

- Drainage & Network: Maintain existing drainage channel and network within the catchment.
- Crossings: Two crossings over the drainage channel; options include bridge (NZ solution) or culvert scenarios.
- Stormwater Wetlands: Multiple wetlands discharging to the drainage channel at 80% of pre-development flows.
- Downstream Constraints: Saxby's Bridge identified as choke point; included in modelling. Ari to provide downstream data to Maven.
- Upstream Assumptions: Treat upstream as existing; no infrastructure in model.

- Corridor Width: 30m wide.
- Flood Conveyance: 100-year conveyance through site; attenuation to mitigate downstream impacts.

Response questions/comments

- Culvert Vesting: Brent to confirm whether culverts vest as road, stormwater infrastructure, or reserve.
- Downstream Constraints: Ari to provide downstream data to Maven.
- Upstream assumptions: Assessment is required, with the inclusion of future land use assumptions (Southern Links and others). Dean and Ari to confirm upstream catchment scope.
- Esplanade Strip/Reserve: Trigger under RMA to be provided in design.
- Catchment Areas: Known areas discharging into basins.
- RITS: Latest version currently published as draft; applicant expected to use as basis for design.
- Wetland Design: Currently based on Rotokauri catchment – not appropriate for this catchment as the Rotokauri design was intended to achieve requirements specific to Rotokauri.
- HCC prefers on-lot retention.
- Peat Impacts: Downstream peat in parks raised as a concern; Dean to forward existing information on peat presence to Ari.
- Watercourses: Upper tributaries of Mangakotukutuku Stream (not drains); regional plan requirements apply.
- Design Standards: Meet RITS volume control for 2-year event; attenuation for 10-year event; climate change standards from WRC (conservative approach). Basis of design to be confirmed by Maven.
- Height Differences in relation to interface with existing HCC urban area: Maven/B&A to provide to HCC. Noted there are amenity effects from retaining walls on adjacent properties that will need to be assessed.
- Southern Links: Further discussion with NZTA on stormwater integration. Need to understand level of interaction with SL roading corridor.

Industrial Area

- Land Use: Still under discussion; catchment plan to be developed and circulated for comment.
- Stormwater Devices: Isolated devices create discharge issues; preference for integrated conveyance solutions.
- Connections: Physical connection to piped section in road required.
- Peat: Northern block has peat to address.
- Challenges: Upstream floodplain and downstream choke points complicate design.
- Southern Links: NZTA planning may allow integrated solutions; interim solutions would still be required, however,
- Flexibility: Assumptions need to remain adaptable.

Closed; 12:20pm

Fast-track

Project Name	Fast-track	# of meeting notes	001
Meeting	SL1 Industrial and Mexted Ecology Workshop	Date of meeting	27/11/2025 (12:30pm)
Location	Teams/Anglesea Meeting Room	Notes taken by:	Jaimee Wilson

Disclaimer; If this meeting is being recorded, all participants consent to be recorded.

Attendees and Apologies

☒	Timothy Goodall (Facilitator)	HCC	☐	Carl Tucker	Waikato Waters
☒	Toni Cornes	HCC	☐	Miffy Foley	WRC
☐	Aaron Marsh	HCC	☐	Paul Dutton	WRC
☒	Aimee Haycock	HCC	☒	Sam Le Heron	B&A
☐	Brent Manning	Cairocat/HCC	☐	Fraser McNutt	B&A
☒	Abbey Schuring	HCC	☒	Stella Quigley	B&A
☒	Victoria Gorter	Waipa DC	☐	Rob Dol	Colliers
☐	Tony Coutts	Waipa DC	☒	Dillon Kelliher	Colliers
☐	Jackie Colliar	IAWAI	☒	Chad Croft	Ecological Solutions

FINAL

Agenda and Goal

Goal;

Stakeholder feedback on SL1 Ecological Assessments to inform Substantive Applications

Agenda;

- Introductions
- Developer overview of Mexted Ecological assessment
- Stakeholder feedback on Mexted Ecological assessment
- Developer overview on SL1 Industrial Ecological work
- Stakeholder feedback on SL1 Industrial Ecological work
- Options for alignment with DOC consultation feedback
- AOB

Action/Decision items

ID.	Actions	Who	Deadline
1	Deliver draft SL1 Industrial Ecological Impact Assessment (EIA).	Sam / Chad	10-12 December
1.1	Complete bat monitoring and integrate outcomes into updated Mexted EIA.	Chad	17 December
1.2	Prepare Lizard Management Plan (LMP) including relocation pathway to Lake Waiwhakareke.	Chad	Prior to DOC engagement

1.3	Obtain details on Waiwhakareke fencing project (timeline, funding, predator control, access arrangements).	Toni Cornes	15 December
1.4	Share “Nature in the City” native species list with explanatory note.	Toni Cornes/Tim	Completed
1.5	Provide Southern Links bat-box monitoring report and maintenance schedule.	Toni Cornes	Completed
1.6	Confirm interpretation and application of WRC bat spatial layers and any standards.	WRC	12 December
1.7	Provide response on watercourse classifications.	WRC and HCC	Completed

Decisions

ID	Decision
1.1	Retain Mangakotukutuku main channel and features in the Mexted masterplan.
1.2	Proceed with Lizard Management Plan and Wildlife Act Authority for skink relocation (Industrial NE cleanfill area prioritised).
1.3	Use Lake Waiwhakareke as the intended lizard release site subject to confirmation of fencing timelines, access agreements, and predator management conditions.
1.4	Include corridor SNAs and connectivity mapping in the ecology assessments (acknowledged as missing/under-referenced in earlier draft).

Discussion

Purpose

- To inform ecological assessments for the Mexted and SL1 Industrial areas, provide feedback on work-to-date, and surface questions (especially where Regional Council input is required).

Key Discussion Points

- Survey Methods & Baseline Ecology
 - Waterways classification (drains, streams, wetlands) established; fish trapping conducted.
 - Mudfish (Neochanna): No captures at Mexted; one eDNA hit feeding into Mangakotukutuku northern area—to be retained in masterplan.
 - Birds: Common species; no significant issues identified.
 - Bats: Acoustic monitoring in April (end of season) and current ABM units deployed on both sites to strengthen understanding.
 - Industrial site: More variable hydrology; no mudfish detected; strong skink habitat (likely copper skink) in NE clean fill area, requiring Lizard Management Plan (LMP) and Wildlife Act Authority.
- Release Site for Lizard Relocation – Lake Waiwhakareke
 - DOC has consistently encouraged Waiwhakareke (predator-fenced sanctuary associated with Hamilton Zoo) as a preferred release site.
 - Fence contracts issued; timing and access/agreements need confirmation.
 - City notes zoo-managed, DOC-led decisions for release sites; need clarity on predator control period and long-term management.
- Bat Spatial Layers (WRC)

- Clarification sought on WRC bat distribution layers (e.g., “Layer A/C”, corridors), intent, and any rules/standards linked to buffers.
 - HCC’s explanation: Layer A = known habitat (e.g., SNAs); corridors follow water paths; Layer C = landscape-level “best guess” for connectivity—no regulatory status at present; Peacocke’s corridor standards cited as a useful analogue.
4. Artificial Bat Roost Boxes (Redwoods/Resthills Park area)
- ~10 boxes observed; confirmed as Southern Links mitigation (co-funded HCC/NZTA).
 - Monitoring report available; 20-year maintenance obligation; city does biennial formal monitoring, with interim condition checks.
5. Ecological Corridors & Planting
- Emphasis on corridor connectivity east towards Peacocke’s; retention/restoration of Mangakotukutuku main channel and riparian buffers.
 - City to share “Nature in the City” native species list; planting to align with stormwater devices and future vesting/maintenance considerations.
 - Note: Wetland drainage has already occurred.
 - Mature Kahikatea tree cluster near Resthills—seek opportunities to retain (e.g., park space) in final design.
6. Watercourse Classification Confirmation
- Applicant requests response from HCC/WRC on classification of Mangakotukutuku stream upper catchment (as shown in Figure 16 of the ecology report).
 - WRC to confirm historic course and modified stream status; feedback to be provided.
7. Process & Next Steps with DOC
- Next DOC workshop planned 17 Dec 2025; applicant to update Mexted EIA (including bat monitoring outcomes) and provide SL1 Industrial draft EIA.
 - Discussion on whether/how Council and WRC can be involved; logistics may limit direct participation but information sharing welcomed.

Closed; 1:20pm

Fast-track

Project Name	Fast-Track	# of meeting notes	001
Meeting	SL1 Parks, Open Space and Social Infrastructure	Date of meeting	11/12/2025 (9am)
Location	Teams	Notes taken by:	Jaimee Wilson

Attendees and apologies

☒	Presenter/Facilitator; Timothy Goodall	HCC	☐	Miffy Foley	WRC
☐	Steve Denize	HCC	☒	Quentin Budd	Waipa DC
☒	Tish Dixon	HCC	☐	Victoria Gorter	Waipa DC
☐	Abbey Schuring	HCC	☐	Mark Rushworth	NZTA
☐	Aaron Marsh	HCC	☐	Fraser McNutt	Barkers
☒	Aimee Haycock	HCC	☒	Sam Le Heron	Barkers
☒	Alistair McCullough	HCC	☒	Katherine Hu	Barkers
☐	Steve Webb	HCC	☐	Robert Dol	Colliers
☒	Chris Dillon	HCC	☒	Dillon Kelliher	Colliers

FINAL

Purpose;

To discuss Parks, Open Space, Social Infrastructure and Retail Provision in SL1 Industrial/Mexted.

Goal and Agenda

Goal;

Discussion on the provision of parks, social infrastructure and retail in SL1 to provide an updated Master Plan.

Agenda;

Introduction

- Parks and Open Space
 - Master Plan Approach
 - Residential Areas provision
 - Industrial Areas provision
- Social Infrastructure
 - High level overview of social infrastructure review
- Neighbourhood Centres/Retail
 - Provision of neighbourhood centres/non-residential activities

Action items

ID.	Actions	Who	Deadline
1.1	Update Master Plan for Mexted & Industrial North to reflect parks, social infrastructure and neighbourhood centre feedback.	B&A	Early 2026
1.2	Provide interpretation guidance on neighbourhood park policy.	Aimee	Prior to next workshop

1.3	Confirm social infrastructure methodology and circulate to applicants.	HCC	January 2026
1.4	Engage with MOE and share summary of school demand assessment.	B&A	Prior to next workshop
1.5	Schedule next land use workshop (with updated Master Plan & infrastructure modelling).	Tim / Sam	Early 2026
1.6	Stakeholders to provide update on industrial zone provisions review.	Tim/Chris	Jan 2026

Decisions

ID	Decision
1.1	Walking distance analysis preferred for compliance demonstration for assessment against HCC Parks and Open Space Provision Policy.
1.2	MOE engagement remains applicant responsibility for school demand as a result of development.
1.3	FTAT stakeholders to hold further workshop/meeting on social infrastructure once social infrastructure methodology is finalised for Fast-Track applications.

Discussion

Purpose of Workshop

- To discuss parks, open space, and social infrastructure for SL1 (Southern Links) development, focusing on:
 - Residential area (Mexted)
 - Industrial North
 - Broader master plan context
- Goal: Align with Hamilton City Council (HCC) policy and inform substantive applications.

Key Topics Covered

1. Parks and Open Space Provision

- HCC policy requires:
 - Community parks (800m catchment)
 - Neighbourhood parks (300m catchment, min. 5000m², 30x30m flat area)
- Debate on interpretation:
 - Community parks provide neighbourhood function but cannot replace neighbourhood park provision.
- Connectivity and walking distance preferred over simple radial measures.
- Tree planting challenges in narrow transport corridors:
 - Need adequate berm space for mature trees.
 - RITS policy: 1 tree per lot (offset planting allowed if a street tree is provided every 15-20metres).
- Multifunctional corridors:
 - stormwater and recreation can be located next to each other but must be separate parcels with separated land classification (e.g Recreation Reserve status) and separated parcel must meet neighbourhood parks classification and size requirements.

2. Industrial Area

- No formal park provision policy for industrial zones.
- Stakeholders emphasized amenity spaces for workers:
 - Flat open space (30x30m) for informal recreation recommended.
 - Tree planting with safe setbacks for trucks in transport corridors.

- Discussion on local centres:
 - Small-scale amenities (lunch bar, childcare) to improve marketability.
 - Should avoid undermining existing centres (e.g., Frankton).
 - Location should serve workers, not attract passing traffic. Preference to not be located at intersection with southern links roundabout.

3. **Social Infrastructure**

- Council developing evidence-based methodology for community facilities:
 - Libraries, community hubs, aquatic facilities.
 - Based on international and NZ criteria.
 - Will inform financial contributions and/or land vesting.
- Schools excluded (MOE responsibility), but applicants expected to consult MOE as part of FT process.
- Social infrastructure methodology nearly complete; outputs expected January 2026.

4. **Master Plan Updates**

- B&A (Sam Le Heron's team) to update master plan reflecting:
 - Parks provision feedback.
 - Neighbourhood centre opportunities.
 - Connectivity and indicative infrastructure methodology (noting this is still to be provided).
- Updated plan to be shared in early 2026 for next workshop.

Closed; 10:45am

Fast-track

Project Name	Fast-track	# of meeting notes	001
Meeting	SL1 Industrial North/Mexted Residential Infrastructure Workshop	Date of meeting	13 March (10am)
Location	Teams/Rototuna Meeting Room	Notes taken by:	Tessa Leong

Attendees and apologies

☒	Facilitator: Timothy Goodall	HCC	☐	Miffy Foley	WRC
☒	John van Rooy	HCC	☒	Brian Richmond	WRC
☒	Chris Allen	HCC	☒	Quentin Budd	Waipa DC
☐	Chris Dillon	HCC	☒	Victoria Gorter	Waipa DC
☐	Jackie Colliar	HCC	☒	Tony Coutts	Waipa DC
☒	Tony Denton	HCC	☒	Fraser McNutt	Barker
☒	Ian Clark	Flow NZ	☒	Sam Le Heron	Barker
☒	Ari Craven	HCC / Catchment Engineering	☒	Katherine Hu	Barker
☒	Brent Manning	HCC	☐	Robert Dol	Colliers
☒	Siva Balachandran	BBO	☒	Dillon Kelliher	Colliers
☐	Mark Rushworth	NZTA	☒	Barry Beaurain	Maven
☐	Mike Wood	NZTA	☒	Dean Morris	Maven
☒	Megan Wood	Wainui Consulting	☒	Stella Quigley	Barkers
☒	Joshua Raynes	Morphum		Cameron Inder	BBO

FINAL

Goal and Agenda

Goal:

To provide FTAT stakeholder feedback on the SL1 draft stormwater basis of design and the draft ITA to enable the applicant to finalise their stormwater and transport modelling.

Agenda

1. Introduction.
2. SL1 Mexted Stormwater Basis of Design FTAT stakeholder feedback.
3. SL1 Industrial North Stormwater Basis of Design FTAT stakeholder feedback (if provided).
4. Asset owner/Dev Engineer feedback on Stormwater options.
5. NZTA update on Southern Links Expressway.
6. SL1 ITA discussion – FTAT feedback.
 - a. Trip generation.
 - b. Transport corridor design.
- c. Network Upgrades.
- d. Modal share.
7. Any other matters.
8. Confirm next steps.

Action items

ID.	Actions	Who	Deadline
1.1	Provide draft Construction Management Plan (CMP) to councils for review.	Dean / Barry	20 March
1.2	Provide Stormwater Management Plan for Mexted residential.	Dean	20 March
1.3	Clarify whether retention as per HCC on-lot 3-waters practice will be required (not just detention), and if so, specify tank volumes/controls.	Ari	Before next workshop
1.4	Prepare landscaping and operations/maintenance plans for wetlands & stream corridors.	Dean / Barry	With next design package
1.5	Provide evidence and sensitivity tests for conveyance capacity (future upstream development scenario).	Dean	With stormwater package
1.6	Undertake ecological assessment confirming stream status and NPS-FM/SNR triggers.	Ecology team (SL1 applicant)	Before final consent application
1.7	NZTA, HCC, BBO to hold offline meeting on ITA modelling (trip rates, mode share assumptions, intersection impacts).	Ian / Tony D / BBO. Tim to organise.	27 March
1.8	Provide scenario testing for development without Southern Links being operational within 10–18 years.	BBO	27 March
1.9	Provide updated intersection concept designs incorporating public transport /walking/cycling needs.	BBO	Before next transport session
1.10	Planning team to provide feedback on concept plans (strategic links, corridor hierarchy).	Tim	20 March
1.11	Schedule workshop on road corridor typology, parking & active modes.	Tony D / SL1 applicant	31 March
1.12	Share detail of Kahikatea Park catchment and assumptions so potential integration with SL1 stormwater can be assessed.	HCC / Brent	As soon as available

Decisions

ID	Decision
1.	Residential wetlands: - Six-wetland configuration accepted as reasonable at this stage. - Wetland F location not ideal but could be retained due to grading and arterial road constraints. May revisit at detailed design.
2.	All stormwater infrastructure must be designed and constructed to avoid penetrating the aquitard, wetland bases are set a metre above it, meaning no lining is needed unless the layer is accidentally breached.
3.	Agreement in principle to use Hamilton City Council 3-waters practice notes for consistency across the urban form even if site sits in Waipa District.
4.	HCC and WRC maintain the position that the Mangakotukutuku stream is natural/modified, not artificial; ecological and NPS-FM assessment required. Potentially triggers esplanade requirements.

5.	Transport – Southern Links: - NZTA is leaning toward a full Houchens Road interchange (not yet formal). - Consensus that trip rate assumptions need a technical reconciliation.
6.	Acknowledgement that up to 570 dwellings may be a reasonable threshold before Southern Links is required, subject to further modelling and conditions.

Discussion

Stormwater (Residential)

- Residential area features six wetlands, responding to high groundwater and the need to avoid disturbing the aquitard.
- System is fully piped with orifice control; wetlands provide treatment and some retention.
- Discussion on necessity for on-lot retention to achieve volume reductions. FTAT seek alignment with HCC District Plan standards and alignment with relevant ICMP.
- Clarification that western catchment flows will not cross private land.
- Councils emphasise the need for conveyance sized for future catchment growth, not just the Fast-track site.

Stormwater (Industrial Block)

- Industrial block constrained by rail corridor, historic fill site, and unknowns from Southern Links.
- Proposed wetlands and on-lot detention/retention.
- Railway corridor protection from overflowing flagged; potential swale may be needed.

Transport & Southern Links

- NZTA reviewing interchange layout, Houchens Road likely preferred.
- BBO modelling uses optimistic mode share (30% PT, 10% active modes by 2055).
- NZTA and HCC question low household trip rates and need revised modelling assumptions.
- Key strategic concern: What if Southern Links is delayed?
 - Network stress points include Saxby Road, Lambert Court, Ohaupo Rd, supermarket signals, and right turn berms at Rest Hill.
- HCC emphasises corridor must be future-proofed for eventual revocation and handover from NZTA.

Walking & Cycling

- Good strategic network shown, but continuity and corridor width issues need resolving to ensure safety for pedestrians and cyclists
- Medium-density environment increases demand for high-quality active mode provision.

Closed: 11:50am

Attachments

Fast-track

Project Name	Fast-track	# of meeting notes	001
Meeting	SL1 Industrial North/Mexted Residential Planning Workshop	Date of meeting	13 March (12:30pm)
Location	Teams / Anglesea	Notes taken by:	Tessa Leong

Attendees and apologies

☒	Facilitator: Timothy Goodall	HCC	☒	Quentin Budd	Waipa DC
☒	Mel Chow	HCC	☐	Miffy Foley	WRC
☐	Deborah McKillop	HCC	☐	Mark Rushworth	NZTA
☒	John van Rooy	HCC	☒	Dillon Kelliher	Colliers
☒	Aimee Haycock	HCC	☒	Sam Le Heron	Barker
☒	Chris Dillon	HCC	☒	Fraser McNutt	Barker
☐	Alistair McCullough	HCC	☒	Katherine Hu	Barker
☒	Chris Allen	HCC	☒	Dean Morris	Maven
☒	Paul Bowman	WRC	☒	Stella Quigley	Barker
☒	Tish Krishna	HCC			

FINAL

Goal and Agenda

Goal:

Planning workshop to provide feedback on updated SL1 Industrial North/Mexted Residential on Land Use, Parks, Connectivity, Stormwater Layout and Ecology.

Agenda

- Introduction
- Overview of anticipated consenting process
- HCC to provide summary of Concept Plan feedback from stakeholders
- SL1 response on Concept Plan
- HCC to provide summary of SL1 Industrial North feedback from stakeholders
 - SL Roundabout location and roading layout
 - Stormwater provision
 - Detailed Scheme plan discussion
 - B&L controls discussion
 - Non-industrial activities/neighbourhood centre
- HCC to provide high level overview of SL1 Mexted Plan and outstanding matters
 - Stormwater/Parks/Ecological corridor
 - Roding and connectivity layout
 - Block level
 - Individual Lots
 - B&L controls discussion
 - Design Guide discussion

- JOAL/rear lane design and functionality
- Any other matters
- Next steps

Action items

ID.	Actions	Who	Deadline
1.1	Provide consolidated high-level feedback on SL1 concept plan.	Chris D	23 March
1.2	Circulate planning and engineering conditions manual/templates to HCC for reference in reviewing draft conditions	Quentin	24 March
1.3	Refine Industrial North layout to remove/mitigate small cul-de-sacs and narrow rights-of-ways; demonstrate safe heavy-vehicle operation and lot access.	Applicant Design Team	Next design iteration
1.4	For SL1 Industrial North clarify East-West and Wickham Street connectivity options, including existing bridge/culvert constraints and heavy-vehicle routing.	Applicant	Next design iteration
1.6	Refine bulk and location controls using HCC District Plan as baseline; document and justify any project-specific departures in the UDA application.	Applicant Planning Team/Chris D	31 March
1.7	Develop consistent activity framework for Industrial North (limiting non-industrial uses; allow clustered support uses)	Applicant	2 April
1.8	Review stormwater conveyance, pond locations and sub-catchments to ensure the concept does not constrain future development across the wider growth cell.	Applicant Engineering Team	Next concept / scheme revision
1.9	Confirm process for building consents and post-consent monitoring between HCC and Waipā DC.	HCC / Waipā DC	Prior to lodgement
1.10	Clarify functional requirements for the central stream corridor (esplanade reserve width, bat corridor, maintenance access, stormwater integration).	HCC Parks / Engineering	Next design iteration
1.11	Further review of Bat Management information and incorporation into layout	Tish / Sam	Upon receipt of latest reports
1.12	Provide technical feedback on ecological report including status of Mangakotukutuku Stream.	Applicant Ecology / Planning	Next workshop
1.13	Review neighbourhood centre sizing and potential co-location with park/greenway to better serve employment and residential catchments.	Applicant	Next concept revision
1.14	Address block length, mid-block connections, intersection staggering, driveway setbacks and corner lot widths to align with HCC ODP and safety objectives.	Applicant Design Team	Next scheme plan revision
1.15	Provide detailed, feedback on the Design Guide; circulate to all parties after initial discussion.	Tim / Chris D to co-ordinate	Prior to next submission

1.16	Clarify and document the Design Review Panel process and triggers to ensure certification prior to building consent.	Katherine / Victoria	Before consent documentation is finalised
1.17	Share standard condition sets for residents' societies / shared space maintenance to inform drafting of conditions.	Tim	ASAP
1.18	Review ecological reports and schedule follow-up meeting to confirm any changes to layout/mitigation.	Applicant / HCC Ecology	18 March

Decisions

ID	Decision
1.	Fast-track approach confirmed - SL1 is prioritised due to statutory timeframes. - Success depends on strong upfront alignment to avoid panel escalation.
2.	Concept plan scope agreed - Concept plan to remain high-level (land uses, road hierarchy, infrastructure corridors). - Detailed street or subdivision layouts are not required at this stage for growth cell wide concept plan
3.	Design guide approach endorsed - Design guide to be used as a core quality-control tool, enabled through conditions. - Design review panel process supported prior to building consent.
4.	Industrial North layout principles agreed - Cul-de-sacs and narrow right-of-ways not supported for industrial use. - Greater flexibility in lot size endorsed, but layouts must function for heavy vehicles.
5.	Infrastructure standards direction confirmed - Urban (Hamilton-style) infrastructure standards preferred over rural ones. - Road hierarchy, stormwater conveyance, and cycle connectivity must not limit future growth.
6.	Non-industrial uses in industrial area - Acceptable in principle if concentrated in defined locations (e.g. neighbourhood centre). - Avoid scattered retail/childcare that undermines industrial efficiency.
7.	Bulk and location controls - HCC District Plan standards to be the baseline. - Project-specific departures allowed but must be clearly justified in the application.
8.	Panel management strategy Disagreements to be narrowed and clearly framed where they must go to panel.

Discussion

Alignment before lodgement is critical

- Participants stressed that unresolved differences on design, infrastructure or standards lead to high cost, risk, and panel-driven outcomes.

Concept plan role clarified

- Its purpose is to show integration with the wider urban environment (arterials, trunk infrastructure, stormwater, connectivity), not to pre-empt detailed subdivision design.

Transport and roading risks highlighted

- Collector roads functioning as de facto arterials.
- Safety and staging where full arterial upgrades lag development.
- Bridge constraints and heavy vehicle routing.

Industrial North design challenges

Feedback focused on:

- Avoiding inefficient cul-de-sac patterns.
- Ensuring lot access works for trucks and future tenants.
- Balancing flexibility with certainty.

Consistency across fast-track projects

- Strong emphasis on not creating multiple bespoke rule sets. Councils are actively working on programme-level alignment for activities, bulk/location controls, and design expectations.

Messaging and visual clarity

- Clear communication is required so that adjoining landowners and stakeholders understand what is illustrative versus what is being consented.

Closed: 3:15pm

Attachments

Fast-track

Project Name	Fast-track	# of meeting notes	001
Meeting	SL1 - Ecological Assessments - Bat Management Plans	Date of meeting	23/03/2026 10am
Location	Teams Meeting	Notes taken by:	Tessa Leong

Disclaimer: If this meeting is being recorded, all participants consent to be recorded.

Attendees and apologies

☒	Facilitator; Tish Krishna	HCC	☒	Sam Le Heron	Barker
☒	Hannah Muller	Phoenix Ecology	☒	Chad Croft	Ecological Solutions
	Tim Goodall	HCC <i>(to receive minutes)</i>		Chris Dillion <i>(to receive minutes)</i>	

FINAL

Agenda and Goals

Goal:

Ecological Assessment meeting to provide peer review feedback for Bat Management Plans.

Agenda:

- Introductions.
- Hannah to provide feedback from peer review.
- Discussion on feedback.
- Any other matters.

Action items

ID	Action	Who	By When
1.0	Meet internally to clarify HCC position on bat corridors, habitat retention, and compensation approach (including alignment with Peacocke precedent and NPS-IB considerations).	Tish / Hannah	Early w/c 30 th March
1.1	Discuss issues raised in this workshop with senior HCC staff to clarify HCC expectations.	Tish	Early w/c 30 th March
1.2	Provide additional clarification or schematic information showing proposed restoration areas, including: Mangakotukutuku stream corridor planting, buffer widths, and proposed buffering of Resthills Park.	Sam / Chad	As soon as practicable
1.3	Hannah to re-review Bat Management Plan (BMP) planting prescriptions (including Table 1 referenced by Chad) in light of further clarification.	Hannah	After receipt of additional schematic / clarification

1.4	Consider amendments to the BMP to better explain quantified habitat loss, justification for moving to compensation, and how avoidance/mitigation options were assessed and exhausted.	Chad	Timing to follow HCC feedback
1.5	Re-engage if required in a follow-up discussion with HCC once internal council discussions are complete.	Sam / Chad	To be scheduled

Decisions

ID	Decision
1.1	Further Information Required - It was agreed that additional information is required before Hamilton City Council can adequately assess: - The extent and nature of bat habitat loss, - Whether avoidance and restoration options have been sufficiently considered, and - The justification for progressing to compensation for residual effects.

Discussion

Scope and Context

- The workshop was held to discuss peer review feedback on bat ecology, with an understanding that broader ecological matters were outside the scope of this meeting.
- SL1 Mexted was identified as the primary focus due to its higher bat activity and proximity to Resthills Park, while Industrial North SL1 was considered of lower relative importance for bats.

Ecological Impact Assessment (EIA)

- Hannah confirmed that bat survey methodology and general assessment approach were acceptable.
- However, the EIA was considered to lack sufficient quantification of habitat loss, limiting the ability to evaluate effects and management responses.

Bat Management Plans

- BMPs were acknowledged as detailed and appropriate regarding:
 - Lighting design
 - Vegetation clearance protocols.
- Concerns were raised regarding limited detail on:
 - Habitat retention and restoration outcomes
 - Functional role of corridors
 - how cumulative effects have been considered and addressed, and how these tie into wider landscape effects.

Habitat Retention and Corridors

- Discussion explored differing professional interpretations of the value and function of ecological corridors.
- Hannah emphasised corridors as a mechanism to retain habitat function for bats already using the area.
- Chad raised concerns about creating isolated habitat areas within urban development that may experience increased disturbance and predation.

- All parties acknowledged that the Mangakotukutuku stream corridor represents the clearest restoration opportunity, though its detailed design remains unclear.

Compensation

- Chad outlined the project team's position that loss of habitat area (particularly pasture) is unavoidable and leads to a residual effect requiring compensation.
- Hannah and Tish noted that without clearer quantification and documentation of avoidance and restoration steps, it is difficult to assess whether compensation is appropriate or proportionate.

HCC Perspective

- HCC highlighted the importance of maintaining consistency with approaches taken in other large developments (e.g. Peacocke).
- Council acknowledged the tension between urban growth pressures and ecological protection, noting the need for clear evidence to support decision making.

Attachments

NA

Closed; 11:10am

Fast-track

Project Name	Fast-track	# of meeting notes	001
Meeting	SL1 – Transport ITA Follow Up	Date of meeting	26/03/2026 (9am)
Location	Teams Meeting	Notes taken by:	Tessa Leong

Disclaimer: If this meeting is being recorded, all participants consent to be recorded.

Attendees and apologies

☒	Facilitator; Timothy Goodall	HCC	☒	Mike Wood	NZTA
☐	Tony Denton	HCC	☒	Sam Le Heron	Barker
☒	Brent Manning	HCC	☒	Dillon Kelliher	Colliers
☒	Siva Balachandran	BBO	☐	Tony Coutts	Waipa DC
☐	Robert Dol	Colliers	☒	Ian Clark	Flow NZ
☒	Cameron Inder	BBO			

FINAL

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Minutes become final after two days.

Agenda and Goals

Further refine / discuss the NZTA feedback on the ITA, particularly on;

- 1) Trip generation, and
- 2) Mode share assumptions and implications

Action items

ID	Action	Who	By When
1.0	Provide NZTA Scenario 31 land use table / Future Proof assumptions (confirm permission to share and circulate to applicant team).	Ian	As soon as approval is obtained
1.1	Review and update ITA text to clarify that residential development is primarily medium density	Cameron / Siva	Next ITA revision
1.2	Revisit residential trip rate methodology, specifically clarifying vehicle vs person trip rates and addressing potential "double correction" concerns using updated guidance.	Cameron / Siva	Before next meeting
1.3	Provide SIDRA model files used for roundabout and spacing assessments.	Siva	Before next meeting
1.4	Internally discuss NZTA comfort with interim solutions and report position back to applicant team.	Mike	After internal review
1.5	Clarify and update figures in ITA that are now out of date (notably Figure 8 and roundabout configuration).	Siva	Next ITA draft

Decisions

ID	Decision
1.1	Southern Links cannot be assumed to be delivered by default, particularly stage one prior to 2035; therefore, development triggers and conditions must not rely on certainty of delivery.
1.2	Development triggers limiting build-out prior to Southern Links are acceptable in principle to NZTA if infrastructure is not in place.
1.3	Sensitivity testing using higher (Scenario 31) traffic volumes is appropriate, and results presented show acceptable performance (LoS D) even without a southbound free-flow lane, subject to NZTA and HCC review of SIDRA files.

Discussion

Purpose and Scope

- The meeting focused on resolving outstanding issues in the Integrated Transport Assessment (ITA) for the SL1 Mexted and Industrial development, particularly areas where alignment had not yet been achieved between the applicant team, NZTA and HCC. Noted that HCC Transport experts were not available for meeting.

Land Use Certainty and Residential Typologies

- A key theme was land use certainty: NZTA sought clearer articulation of residential typologies to support confidence in trip generation rates. The applicant team confirmed a predominantly medium-density housing mix and agreed ITA wording should be updated.

Trip Generation Methodology

- Significant time was spent on trip rate methodology, with NZTA questioning whether the proposed rates involved double counting by starting from a vehicle rate and then applying mode-shift reductions. The applicant team agreed to review this using updated guidance.

Alignment of Modelling Scenarios

- The group discussed differences between NZTA Scenario 31 / Future Proof modelling and the applicant's refined land use assumptions, acknowledging the need for shared visibility of modelling inputs.

Uncertainty Around Southern Links

- Southern Links delivery timing remains uncertain. All parties acknowledged that reliance on it cannot be assumed, reinforcing the need for interim solutions and robust development triggers.

Intersection Performance and Design Implications

- Intersection performance discussions showed that roundabouts can still function acceptably under conservative traffic scenarios, which could influence design choices such as roundabout spacing and removal of free-flow lanes.

Interim and Transitional Network Arrangements

- NZTA and HCC expressed caution around interim road layouts, citing funding, legal, and delivery risks, but accepted that interim access may be required.

Next Steps and Further Engagement

- It was agreed that there was limited closure on network matters from an HCC perspective due to attendance, and a further meeting is required to progress remaining ITA issues.

Closed; 10:20am

Fast-track

Project Name	Fast-track	# of meeting notes	001
Meeting	SL1 Industrial Mexted ITA Follow up Meeting	Date of meeting	01 April 2026 (12pm)
Location	Teams Meeting	Notes taken by:	Tessa Leong

Disclaimer: If this meeting is being recorded, all participants consent to be recorded.

Attendees and apologies

☒	Facilitator; Timothy Goodall	HCC	☒	Mike Wood	NZTA
☒	Tony Denton	HCC	☒	Sam Le Heron	Barker
☒	Brent Manning	HCC	☒	Dillon Kelliher	Colliers
☒	Siva Balachandran	BBO	☐	Robert Dol	Colliers
☒	Cameron Inder	BBO	☒	Ian Clark	Flow NZ
☒	Tony Coutts	Waipa DC	☒	Bryce Powell	Harrison Grierson
☒	Victor Devyatov	HCC	☐	Gillian Cockerell	HCC

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Agenda and Goals

Goal:

Follow Up ITA Discussion for SL1 Industrial North/Mexted draft ITA

Agenda:

1. Intro
2. Continue Discussion on NZTA/HCC Feedback on draft BBO ITA

Action items

ID	Action	Who	By When
1.0	Discuss and confirm land-use assumptions being tested (Future Proof vs refined SL1 masterplan).	NZTA & HCC	Before next coordination meeting
1.1	Circulate revised trip-rate analysis (person vs vehicle trips, mode share assumptions, sensitivity testing).	Siva	Prior to next ITA revision
1.2	Clarify scenario 2–5 intersection performance and triggers.	Siva	Next ITA update
1.3	BBO to provide observed right-turn volume information and supporting Sidra analysis for Resthill Crescent.	Siva	Next ITA update
1.4	Provide corrected Wickham Street cross-section.	Siva	Next ITA update

Decisions

ID	Decision
1.1	Lambert Court signalised intersection upgrade is required prior to development commencement.
1.2	U-turn restrictions agreed in principle at signalised intersections, subject to final phasing.
1.3	Wickham Street will remain a through local road and is not proposed to be a cul-de-sac in any development stage.
1.4	Cycling provision approach agreed: • 3.0 m off-road shared path provided • 1.5 m shoulder retained for confident cyclists • Cyclists may be required to dismount/use crossings at constrained intersections.
1.5	Existing mid-block signalised pedestrian crossing on Ohaupō Road will be relied upon, with no additional pedestrian crossings proposed as part of this application.

Discussion

Trip Generation and Mode Share

- Significant discussion focused on differences between person-trip and vehicle-trip methodologies and how mode share assumptions are applied.
- It was noted that using person-trip rates could result in approximately 10% lower vehicle volumes than the current approach.
- Concerns were raised about assumed public transport uptake in early stages, with NZTA/HCC representatives highlighting that current observed PT mode share is much lower than long-term assumptions.

Intersection Performance

- Greenwood / Saxbys / Lambert intersections discussed extensively:
 - Roundabouts may operate at ~95% saturation under some scenarios (sensitive to assumptions)
 - Scenario numbering in the ITA was confusing and needs clarification.
- Clear staging intent emerged:
 - Early works support initial growth
 - Beyond 575 dwellings, PT uptake becomes critical unless further upgrades occur.

Walking and Cycling Provision

- The proposal to prioritise an off-road 3-metre shared path alongside Ohaupo Road was discussed, with a narrower on-road shoulder retained for confident cyclists.
- Constraints were noted at intersections due to bus lanes, retaining walls, trees, and available corridor width.
- It was acknowledged that designs are still evolving and are at concept stage.

Strategic Uncertainty and Risk

- Participants noted uncertainty around the timing and funding of Southern Links, future bus rapid transit, and long-term corridor designation.
- Risks were identified around over-reliance on future network upgrades that may not eventuate, potentially affecting long-term safety and performance.

- The need for clearer explanation in the ITA about what is resolved now versus deferred to later stages was repeatedly highlighted.

Closed; 1:50pm

Fast-track

Project Name	Fast-track	# of meeting notes	001
Meeting	SL1 Close Out Traffic Modelling Issues	Date of meeting	16/4/26 (2pm)
Location	Teams Meeting	Notes taken by:	Andrea Spalding

Disclaimer: If this meeting is being recorded, all participants consent to be recorded.

Attendees and apologies

☒	Facilitator; Brent Manning	HCC (Cairocat)	☐	Mike Wood	NZTA
☒	Tony Denton	HCC	☒	Victor Devyatov	HCC
☒	Siva Balachandran	BBO	☒	Sam Le Heron	Barker
☒	Dillon Kelliher	Colliers	☐	Tony Coutts	Waipa DC
☒	Ian Clark	Flow NZ	☐	Cameron Inder	BBO
			☐	Bryce Powell	Harrison & Grierson

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Agenda and Goals

Goal;

To close out transport modelling assumptions made by BBO in the ITA

Agenda;

1. Mode share assumptions
2. Car occupancy assumptions

Action items

ID	Action	Who	By When
1	Share PT Pathways / planned public transport service frequencies for Ohaupo Road (including Regional Council assumptions).	Tony	This week
2	Re-calculate vehicle trip generation rates, clearly separating <i>vehicle-only</i> from <i>vehicle and passenger</i> metrics and remove double-counting.	Siva	Within 1 week
3	Revise work-from-home adjustment to avoid over-correction (from base) and double counting in trip rates.	Siva	Within 1 week
4	Prepare sensitivity testing: +10% traffic volume scenario using updated assumptions.	Siva	Within 2 weeks
5	Provide local justification for PT and active mode assumptions (not Wellington-only benchmarks), linked to actual infrastructure and service levels.	Siva	With next ITA draft

6	Confirm land use assumptions with Future Proof partners and advise whether current modelling inputs are accepted.	Ian/HCC/NZTA	Next week
7	Issue updated ITA, including revised trip rates, staging triggers, sensitivity scenarios (incl. no-BRT scenario).	Siva & Sam	Within 2 weeks

Decisions

ID	Decision	Agreed by
1	The 4 March 2026 ITA remains the working reference until the updated version is issued.	All
2	Work-from-home percentage is likely over-applied and only the delta from the original (2018?) base should be applied.	Group consensus
3	A +10% traffic sensitivity test is required to account for modelling uncertainty.	All
4	BRT assumptions are aspirational, not guaranteed; modelling must include a “no-BRT” or reduced-PT scenario.	NZTA / HCC
5	2045–2055 full build-out scenarios will inform the long-term improvements and infrastructure required, considering other and adjacent growth	All
6	Increases in active mode share must be explicitly linked to delivered walking/cycling infrastructure, not assumed. Ditto for PT	Group consensus

Discussion

- NZTA raised concerns that work-from-home and mode-shift corrections were being double-counted, reducing vehicle trips unrealistically.
- Clarification was made that NSW/Australian trip-rate guidance already embeds some work-from-home behaviour, so additional discounts must be justified.
- PT assumptions (especially 30% mode share by 2055) were acknowledged as highly aspirational, dependent on BRT funding that is not currently programmed.
- Strong agreement that alternative scenarios (lower PT uptake / no BRT) must be tested to understand network and staging implications.
- Developers confirmed the application is staged, with an acknowledged pause point (~570 dwellings) before major further transport upgrades.
- Walking and cycling uptake must be tied to specific, committed infrastructure, not inferred from PT improvements alone.
- Parties agreed on a short turnaround (1–2 weeks) to finalise data, update the ITA, and close remaining issues.

Closed; 3pm

Appendix 2

SL1 Water Take Hui



Urban & Environmental

Project: SL1 Water Take Hui

Date: 6 November 2025

Time: 10.30- 12.45 am

Location: Waikato Tainui Building/ MS Teams

Attendees:

Name	Role/Organisation
Fraser McNutt	Barker & Associates
Dean Morris	Maven
Jo Kukutai	Ngāti Māhanga
Kahurimu Flavell	Waikato-Tainui
Jaedyn Falwasser	Waikato-Tainui
Te Makarini Mapu	Waikato-Tainui
Claire Houlbrooke	WGA
Harry Wilson	Ngaati Koroki-Kahukura
Orin Kaupa	Ngaati Apakura
Sonny Matenga	Ngaati Tamainupo
Wayne Harris (apologies)	Ngaati Wairere
Menzies Bradley (apologies)	Ngaati Haua
Norm Hill (apologies)	Ngaati Haua

Item	Detail	Action
1	Karakia followed by introductions	
2	Purpose and Agenda: Fraser to introduce the purpose for the hui. Emphasising the importance of this being an informal, open discussion from all, questions, feedback and comments are welcomed. Purpose: to connect with mana whenua and appropriate representatives/partners to discuss the current Fast Track applications (specifically SL1/Southern Links) that will likely involve a water take from the surface of the Waikato River. The hui aimed to share information on the water take consent, the process, and outline how mana whenua input is sought, and reaffirm the importance of mana whenua values through such processes and applications.	

3	Boundary transfer: SL1 currently in Waipā district – discussions at CEO level occurring between the two councils at present. Makes sense that SL1 become part of HCC. Should water be secured, management would be via Hamilton City Council (HCC)/IAWAI.	
4	SL1 Comprises a large development site. Landowners represented shown on attachment. • Grahame Rogerson • Stride – commercially owned enterprise • Southpark Agri Development Ltd (Les Harrison Transport) • Theodoor Bongers • Golden Ridge Park Ltd • Golden Ridge Farm Ltd • Chinamans Hill Ltd. (Porters) • Ōhaupō Land Limited Partnership (GD Jones) • Fords (not represented by B&A) • Croft Lane (not represented by B&A) • HCC (existing recycling site) Large portion of this land is represented by B&A (excluding Fords & Croft Lane). Advantages include allowing for a consistent, cohesive, holistic approach for structure planning and consultation from B&A and SL1 consultants. Ensuring connectivity and integration between sites and wider surroundings. • Today's hui speaks to all the SL1 sites represented in terms of the water take. • Application is considering a Water Take for the maximum duration of 35 years. • Looking into who water is transferred to and how they maintain/monitor. Likely that this will be HCC or IAWAI.	
5	Fraser reiterates this is an open and transparent discussion. Seeking feedback, advice and comments.	
6	Overview of wider Hamilton Fast Track Applications • Overview presented on SL1 – current FT proposal potentially requiring surface water take from the Waikato River. • Various FT jobs outside if SL1 would look to follow a similar approach for the Water Take in question.	• Future hui around FT jobs outside of SL1 to be arranged when timing is appropriate.

What is the water take application

Barker & Associates

+64 375 0900 | admin@barker.co.nz | barker.co.nz

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

7	Highlighting the basis of the application and supporting calculations. • Clare (hydrologist, WGA) provided an overview of application, noting calculations are based on the regional infrastructure technical specification • 3.3% taken up from Waikato River capacity in Summer. • Availability capacity number discussed from Waikato Regional Council (WRC)	• Claire to circulate allocation number and data with attendees.
8	• Additional data for calculations determined by the HCC Water plan – this determined peak flow requirements. Peaks identified and attributed accordingly.	
9	• Water source would be the same location that HCC currently uses for water takes from the Waikato River re treatment plant and intake.	
10	• Analysis covered required supply volumes, portion sourced from the Waikato River, based on average persons per household and land use (residential, retirement, etc.)	
11	• Fraser highlighted the importance of allocation availability. Previous commercial allocation for aggregation limited further access. Poses a future risk if water is not secured. Benefit for water to be used for people and employment as opposed to rural industry on mass.	

Water Take alternative options

12	• Fraser – consideration into alternative such as ground water takes, private treatment options. This was considered but not preferred long term and a whole of catchment approach for a surface water take is optimal. • Clare – investigated alternative options. Noting several bores would be required to achieve the desired water volume.	• Confirm peak water demand calculations and reference RITS/Council standards. This will be included in application • Forecasting for intensification
13	• Jo – sought clarification on the applications requested water volume – whether it was an exact figure, estimate or based of future demand projection. • Fraser – confirms it is based on the standard and City Council data. Emphasised ongoing need for water preservation measures; ideally the number would decrease over time. • Water efficiency measures considered and to be made clear in WRC application. ○ Water meters at site boundaries ○ Efficient showerheads included in building consent phase	

	Water-efficient systems and awareness of water shortage notices.	
Forecasting for intensification		
14	- B&A provided a staging approach to the development of these FT sites. - Clare has reviewed this which has assisted in determining the calculations of water take. - This would be implemented through various stages over 35 years. Water take would not occur at one time; it would align with staging.	
Housing Typology		
15	Approximately 150-300 m ² of land & ~120 m ² house (50% site coverage).	
The approach B&A is taking for the process of a Water Take Application		
16	- Fraser highlights the importance of iwi consultation. This is first in the process for FT Water takes from B&A perspective. - Fraser – For B&A specialist consultation and iwi consultation are separate processes. - Fraser and wider team invite this hui (and future hui) to be informal discussions – an opportunity to share information, seek feedback, and exploring what more can be provided to mana whenua. - Furthermore, B&A is supportive of the pace mana whenua and iwi approaches these matters discussed. Ensuring feedback is considered any issues are addressed proactively. <i>Kōrero -> stakeholder consultation -> iwi consultation -> further stakeholder consultation -> draft application -> Kōrero -> submission to WRC.</i>	Aim to water take consent submit to WRC in next 3-4 weeks.
Previous stakeholder consultation		
17	Jo – questions if stakeholder consultation has occurred. Discussion with HCC, Future Proof, DOC, WRC have occurred previously in parts. To ensure WRC is provided with clarity.	
Water Monitoring and Regional Council		
18	WRC currently unclear on specific water monitoring requirements.	Continue discussions with Regional Council to clarify monitoring expectations
19	Water management: water will be run through city infrastructure. Discussions ongoing with the region regarding	Ensure tracking of river take volumes and on-site use.

	○ Monitoring requirement ○ Volumes of water taken from Waikato River ○ On-site usage and purposes	
Future Proof Discussions		
20	• Kahurimu mention discussion with Future Proof (agreements wise) • Fraser - noted that cost recovery agreements and prior discussions have been disorganised. B&A has decided to proceed despite delays, though not ideal. • Various portions of the proposal were raised for discussion • Future Proof was invited to today's hui and are aware of its occurrence	• Maintain active iwi/hapū involvement in ongoing discussions.
21	Many components of the application - National direction considered • NPS –UD • NPS FW • NPS IB • Part 2 RMA • National Environmental Standards for sources of human drinking water (NES-HDW)	
Te Ture Whaimana (Waikato River vision and strategy)		
22	• Fraser questions what does this act mean to mana whenua, iwi/hapū, whanau. Invites their feedback. • Fraser emphasises the importance of these documents and the role they play in today's discussion as well as ongoing. • What would iwi representatives like to see as part of the application? Open the floor.	
23	• Jo – expresses importance that only the water that is needed is taken/applied for. • Previously what has been taken is more than the necessary amount. As kaitiaki ensuring this is not a repeating matter is significant.	
What is to come from this development		
24	• Where water goes to further degradation is not a result. Water quality is maintained and enhanced. • Discussions as mana whenua around not taking too much or more than required from the awa and what is returned is not degraded.	• How we described in our application how the water comes in and how the water goes out. • B&A to describe in application and disclose with iwi/hapū how