



Landscape and Visual Effects Assessment

Southern Links 1 – Industrial Development

27 August 2026

20, 24 Wickham Street and 160 and 162 Higgins Road, Frankton,
Waipa District.

B&A

Urban & Environmental

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Tuia Pito Ora
New Zealand Institute
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1.0 Executive Summary

Southern Links 1 (SL1 or the Project) is a listed project comprising the Residential Development within the Residential Area and the Industrial Development within the Industrial Area. This LVA assesses the Industrial Development only. The Industrial Area is approximately 60 ha and is proposed to contain 22 serviced industrial lots, including a truck and logistics activity on Lot 7, together with roads, earthworks, three waters infrastructure and landscape works.¹

The Industrial Area is a highly modified rural industrial edge beside established industry to the north and east, the eastern railway, and open rural land to the south and west. Its values derive from rural openness, artificial drainage and ponds, scattered vegetation and working landscape identity. It is not an Outstanding Natural Landscape or Feature.

The Industrial Development will permanently replace much remaining pasture with industrial buildings up to 20 m high, service yards, hardstand, roads and infrastructure. Change will be greatest within the Site and at the closest southern and western rural interfaces. Wider views are generally contained or filtered by existing buildings, vegetation, the railway and low relief landform.

Mitigation includes planted stormwater reserves, wetland and pond margins, swales, street and frontage trees, and specimen planting. Although it will not screen all built form, it will establish a coherent blue green framework, soften roads and internal edges, provide visual relief and improve integration as planting matures.

Before mitigation, landscape and visual effects are each Low adverse (less than minor). Both remain Low adverse after mitigation, although the stormwater and planting framework reduces contrast and improves coherence, amenity and integration. The overall outcome is Low adverse (less than minor), concentrated within the Industrial Area and immediate rural interfaces.

The post mitigation outcome is appropriate because the Industrial Area is a modified, Low value working landscape adjoining Hamilton's established industrial edge and railway, crossed by the designated Hamilton Southern Links corridor, and within the wider SL1 Growth Cell identified for urban growth.

Assessment	Rating	Key reason
Landscape value	Low	Modified working landscape of local importance.
Landscape effects before mitigation	Low adverse	A clear but localised Site scale transformation occurs within a receiving landscape of Low sensitivity.
Landscape effects with mitigation	Low adverse	Stormwater, swale, street, frontage and specimen planting reduces contrast and improves coherence within the same rating band.
Visual effects before mitigation	Low adverse	The most direct change occurs at the southern and western rural interfaces; wider urban and recreation views are filtered, intermittent or distant.
Visual effects with mitigation	Low adverse	Planting provides structure and progressive softening but does not screen all large industrial buildings.

¹Ministry for the Environment, Southern Links 1 (SL1), Fast-track listed project assessment form, key messages 1–3 and 9–10.

2.0 Introduction

Barker & Associates (B&A) has been engaged to prepare this Landscape and Visual Assessment (LVA) for the substantive application for Southern Links 1 (SL1 or the Project) under the Fast-track Approvals Act 2024 (FTAA). The Project comprises the Residential Development within the Residential Area and the Industrial Development within the Industrial Area. This LVA relates only to the Industrial Development at 20 and 24 Wickham Street and 160 and 162 Higgins Road, Waipā, and assesses effects on landscape character and values, visual amenity and natural character within the Industrial Area and its surrounding environment.

2.1 Project Description – Industrial Development

The Project covers approximately 106 ha and includes residential and industrial activities. The Industrial Area covers approximately 60 ha, is held in multiple ownership and is currently used for a mix of rural, light industrial, storage and waste management activities. It comprises five parcels: Lots 1 and 2 DP 603134; Lot 1 DP 584573; Lot 1 DP 396081; and Lot 1 DP 486522. The ownership and approximate areas are described in the application project description.

The proposal seeks approvals under the Fast-track Approvals Act 2024 for a comprehensively masterplanned and staged Industrial Development, including the necessary regional and district resource consents.

The Industrial Development provides approximately 60 ha of gross developable industrial land, together with associated roads, stormwater ponds and other infrastructure. The design seeks to create a functional and contiguous industrial area that responds to the SL1 Growth Cell, the designated Hamilton Southern Links corridor and future industrial growth. An integrated road network connects to existing and planned infrastructure.

The 22 serviced industrial lots vary in size and attributes to support a range of industrial uses, excluding heavy or noxious industry. A truck and logistics activity is proposed on Lot 7 to support the landowner's existing national trucking operation. The remaining lots are intended to accommodate a range of industrial activities within proposed bulk and location controls.

The proposal includes bulk earthworks and preload to establish developable land and manage ground conditions. An integrated stormwater system comprising wetlands, detention and attenuation devices, treatment ponds and planted margins supports the development.

Access and integration with southern Hamilton will be provided through new intersections, roads and walking and cycling connections, together with upgrades to existing transport infrastructure. Servicing will include extensions and upgrades to public networks and new infrastructure within the Industrial Area.

2.2 Methodology and Assessment Process

This LVA has been undertaken by a Registered Landscape Architect in accordance with Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines (2022). It recognises landscape as an integrated system of biophysical attributes, perceptual experience, and associative meanings and values, which together shape landscape character and identity and provide the basis for this assessment. Refer to Appendix 1 for further detail.

Before fieldwork, a desktop study reviewed the Waipā District Plan, relevant specialist assessments, aerial imagery and Google Street View. Fieldwork was undertaken in May 2026 and involved observing the Industrial Area and surrounding landscape from publicly accessible roads and representative viewpoints. Existing landscape character and values, land uses, vegetation, landform, viewing audiences and actual visibility were

recorded. Photographs documented representative views, and field observations were used to verify and refine the desktop findings, including the influence of distance, orientation, landform, vegetation and intervening development.

Landscape and visual effects were evaluated by considering sensitivity, comprising the value and susceptibility of the landscape or view to change, and magnitude of change, comprising size and scale, geographical extent, and duration and reversibility. The overall level of effect is derived by combining these factors as described in Appendix 1. Table 1 sets out the rating scale and Table 2 defines the nature of effects as beneficial, neutral or adverse.

Effect	Planning Term	Description
Very High	Significant	A complete or near-total alteration of key landscape characteristics or values, amounting to a fundamental change in character.
High	Significant	A major change that significantly alters the coherence or perceived amenity of the landscape or view.
Moderate – High	More than minor	A clearly perceptible change that influences the legibility or integrity of the landscape or view.
Moderate	More than minor	A distinct but not overwhelming change where key features remain evident and the overall landscape pattern remains coherent.
Moderate – Low	Minor	A limited or localised change that is noticeable but not dominant in the broader context.
Low	Less than minor	A minor alteration discernible under specific conditions with little influence on landscape character or viewer perception.
Very Low	Less than minor	A negligible or imperceptible change approximating a no-change situation.

Table 1. Landscape Assessment Ratings Summary

Nature of effect	Use and Definition
Adverse (negative):	The proposed development would be out of scale with the landscape or at odds with the local pattern and landform which results in a reduction in landscape and visual values
Neutral (benign):	The proposed development would complement (or blend in with) the scale, landform and pattern of the landscape maintaining existing landscape and visual values
Beneficial (positive):	The proposed development would enhance the scale, landform and pattern of the landscape, improving the landscape and visual quality through removal of damage caused by existing land uses or addition of positive features

Table 2. Determining the Nature of Effects

2.3 Key Landscape and Visual Impacts to Consider

The key landscape and visual matters associated with the proposed large format industrial development include:

- The degree of change from a mixed rural and industrial edge landscape to a comprehensive industrial environment;
- The influence of buildings up to 20 m high, service yards, hardstand, parking, loading areas and security fencing on openness, enclosure and visual grain;
- The relationship with established industrial land and the railway corridor to the north and east and rural land to the south and west;
- The experience of the development from adjoining rural properties, public roads, recreation areas, industrial streets and the railway corridor;
- The influence of building design, materials, colour, reflectivity, lighting, signage and boundary treatments on short and medium range views; and
- The role of stormwater reserves, swales, street trees, frontage trees and specimen planting in structuring the development and moderating built form.

3.0 The Proposal

3.1 Overall Proposal Structure

The Industrial Development is the industrial component of the wider Project. The Industrial Area is the approximately 60 ha land area assessed in this LVA, while the SL1 Growth Cell is the approximately 440 ha strategic growth area within which the Project sits. The Industrial Area includes land accessed from Wickham Street and Higgins Road and is framed by the railway corridor to the east, established industrial development to the north and east, and Rural Zone land to the south and west. The designated Hamilton Southern Links corridor passes through the central part of the Industrial Area and is a key structuring element for the layout.

The masterplan provides 22 serviced industrial lots across the western, central and eastern parts of the Industrial Area, including an optional food and beverage lot and Lot 7 for a truck and logistics activity. Existing waste management activity is retained. The proposal also includes stormwater areas, wastewater infrastructure, internal roads and the future Hamilton Southern Links and SL1 roundabout connection.

The Industrial Development masterplan shown in Figures 1 and 2 and Appendix 3 provides a varied large format industrial lot pattern. Lots range from approximately 5,805 m² to 13,489 m², with larger lots between approximately 20,739 m² and 46,717 m² and a central western lot of approximately 132,397 m². Smaller lots are generally arranged along internal roads, while larger lots occupy areas that provide greater operational depth.

Figure 1 also shows the relationship between the masterplan and adjacent existing and future development. Established industrial lots to the north and east range from small service parcels to sites exceeding 2 ha. The proposed lot pattern reflects this varied industrial grain while extending it into the Industrial Area.

The masterplan identifies multiple stormwater ponds and a discrete wastewater facility. Figures 1 and 2 show the wider Project relationship, the Industrial Area, the designated Hamilton Southern Links corridor, the internal road framework, the future central roundabout, proposed lots and stormwater areas.

3.2 Embedded Landscape Mitigation

3.2.1 Landscape Structure and Planting

Embedded mitigation comprises street and frontage trees, planted swales, specimen trees and stormwater reserve planting. It will not screen all views of buildings up to 20 m high, particularly where no vegetation is retained, but will structure the landscape and progressively soften roads, stormwater areas and internal edges.

Stormwater reserves are the main blue green elements, with wet zone, lower and upper bank, and specimen tree planting layering pond margins. Aquatic, shallow marsh, wet margin, riparian, upper bank and canopy species will make stormwater management legible and naturalise the industrial vegetation pattern.

Along key roads and access corridors, these trees will include larger grade gateway and entrance trees and species such as rewarewa, taraire and kōhūhū. As they mature, they will provide streetscape rhythm, vertical structure, shade, visual relief and amenity, principally within the Industrial Area and movement corridors rather than as broad screening. Planted swales will provide linear drainage and landscape structure, reducing the visual dominance of hardstand and roads. With stormwater reserves, they form a coherent blue green framework supporting legibility, amenity and biophysical function.

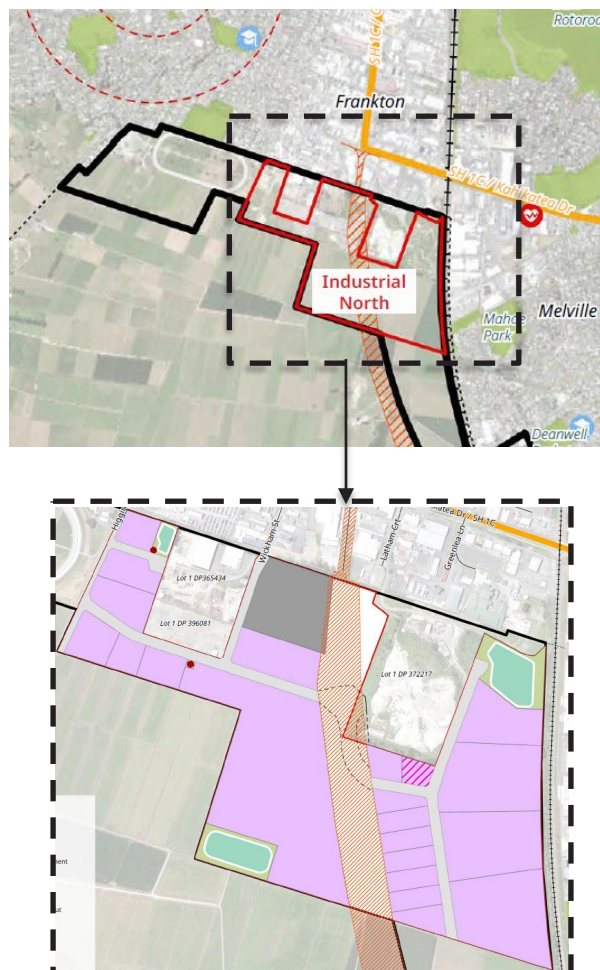


Figure 1. (Top) The Masterplan and Adjacent Future Development – Refer Appendix 3 (B&A).

Figure 2. (Bottom) The Masterplan – Refer Appendix 3 (B&A).

4.0 The Site and Existing Context

4.1 Broader Context

The Industrial Area is located within the Waipa District and is approximately 4 km from the Hamilton CBD, on the southern edge of the city. Its broader landscape context includes the adjoining suburban edge to the north and north east, rural paddocks to the west and south, drainage corridors, and nearby public open space including Kahikatea Park. The Waikato River corridor to the north and east forms part of Hamilton's wider landscape structure, while the surrounding suburban areas are defined by a fine grain street and lot pattern, domestic built form and intermittent open space. Overall, the context is generally flat and shaped more by land cover, vegetation pattern and edge conditions than by landform, creating a clear transition from Hamilton's established suburban edge to a more open rural landscape.



Figure 3. The Site and Broader Landscape (Google Maps).

4.2 The Subject Site

The Industrial Area comprises a mixed working landscape of open pasture, light industrial activity, storage areas, waste management activity and hardstand, and is located at the southern edge of Hamilton's established industrial area. The pasture areas are arranged by farm fencing, access tracks and artificial drainage patterns, giving parts of the Site a simple and open rural production character, while the northern and eastern parts are more strongly influenced by industrial yards, metal and gravel surfaces, vehicle movement, security fencing and operational activity. Vegetation is limited and dispersed, largely comprising pasture grasses, rank grass margins, shelterbelts and mature exotic trees.

Artificial farm drains and stormwater ponds provide the principal water related features within the Industrial Area, creating local linear and ponded variation rather than a natural stream pattern. The immediate context contrasts established industrial development to the north and east and the railway corridor along the eastern edge with open rural land to the south and west. Views are most open from the rural interface and more

contained from industrial and transport edges. Figure 4 shows the Industrial Area and its immediate surroundings, while Figures 5 to 7 provide representative photographs of the modified rural and industrial edge character.



Figure 4. The Site and Immediate Surrounds (Google Maps).



Figure 5. Photo 1 (B&A).



Figure 6. Photo 3 (B&A).



Figure 7. Photo 2 (B&A).

5.0 Planning Context

5.1 Relevant Territorial Authorities

The Industrial Area is within Waipā District and the Waipā District Plan is the applicable district planning framework. Hamilton City Plan provisions do not apply to the Site. The adjoining Hamilton industrial zones are considered only as a contextual benchmark because the Industrial Area abuts Hamilton's existing industrial edge and will connect with its road and infrastructure networks.

5.1.1 Outstanding Natural Landscapes / Features

The Site is not identified as an Outstanding Natural Feature or Landscape in the Waipā District Plan. No Outstanding Natural Feature or Landscape identified in the Hamilton City Plan extends into the Site.

5.2 Underlying Rural Zone Discussion

The Industrial Area is zoned Rural under the Waipā District Plan. The Rural Zone framework seeks to maintain rural character and amenity through an open and spacious land use pattern and by managing the density, scale, intensity and location of buildings and activities. In a conventional rural context, buildings, yards, accessways and infrastructure are expected to remain subordinate to rural openness, productive land use, outlook and amenity.²

For this proposal, the Rural Zone provisions are relevant to understanding the existing baseline/expected landscape and visual character for the area. However, the application seeks to enable an industrial land use outcome that differs from the current rural zoning expectation. It is therefore more analogous to a planned urban growth outcome, involving a transition from rural production land to an industrial structure of lots, internal roads, servicing infrastructure, stormwater facilities and defined interface treatments.

The surrounding context supports that understanding. The Industrial Area is positioned at the southern edge of Hamilton's existing industrial environment, near established industrial activity to the north and east. The existing railway corridor forms a strong eastern edge to the site, while the Hamilton Southern Links Road designation passes through the locality and will influence the site's access pattern, structure and long-term urban form. The Site is therefore not an isolated rural parcel, but part of a broader growth and infrastructure interface where rural land, industrial activity, strategic transport corridors and future urbanisation meet.

The Industrial Development would extend the established industrial pattern south and west through smaller service parcels and larger format lots. The designated Hamilton Southern Links corridor crosses the central part of the Industrial Area and meets the internal collector road at the future SL1 roundabout shown in Figures 1 and 2. This corridor and intersection will structure access, lot orientation and the movement network. Stormwater ponds, wastewater infrastructure and landscape treatments are integrated with this framework.

The SL1 Growth Cell is the approximately 440 ha strategic growth area containing the Project. SL1 was identified for future urbanisation in the 2022 Future Proof Strategy, and the updated 2024 Future Proof Strategy provides the current subregional growth management framework. The existing Rural Zone remains the statutory baseline for this application, while the growth strategy, the designated Hamilton Southern Links corridor, the railway, adjoining industrial land and retained waste management activity provide relevant context for understanding the direction and character of anticipated change.

²Waipā District Plan, Objective 4.3.7; Policies 4.3.7.1–4.3.7.2 and 4.3.8.1–4.3.8.2.

5.3 Landscape Context of the Proposal

From a landscape perspective, the Industrial Area sits at the interface between established industrial land to the north and east, rural land to the south and west, the railway corridor and the designated Hamilton Southern Links network. The strategic need for employment land and infrastructure is addressed in the planning assessment. This LVA considers how the proposed industrial change will affect landscape character, values and visual amenity within that receiving environment.

The designated Hamilton Southern Links corridor passes through the central part of the Industrial Area and is shown in Figures 1 and 2 and Appendix 3. It does not form the immediate edge of every industrial lot: rural balance land remains between parts of the Industrial Area and the wider corridor. The Industrial Development will therefore form an early component of a larger planned urban structure rather than a final rural industrial edge along every boundary.

The Industrial Area remains within Waipā District. A strategic boundary agreement and a 2022 memorandum of understanding between Waipā District Council and Hamilton City Council record the intended future transfer of the Project land to Hamilton City jurisdiction. This intended change is contextual only and does not alter the planning provisions applying to the current application.³

For this assessment, the anticipated future pattern comprises industrial lots, internal roads, stormwater infrastructure, wastewater facilities and defined landscape treatments. The layout will consolidate industrial activity beside the existing urban edge and strategic transport corridors and create a more legible transition from rural production land to an urban industrial landscape.

5.4 Waipā and Hamilton Industrial Zones as Context

The Waipā District Plan contains Industrial Zone provisions in Section 7. Those provisions anticipate a different level of amenity from rural and residential zones and address road boundary landscaping, security fencing, building design, and the management of effects on adjoining areas through setbacks. They provide useful secondary context for industrial development within Waipā District. However, the zoned industrial areas are principally associated with Te Awamutu, Cambridge, Hautapu and Raynes Road and do not form the immediate receiving environment for the Industrial Area.

The Hamilton City Plan Industrial Zone is the more direct contextual benchmark because the Industrial Area adjoins or is close to Hamilton's established industrial activity, connects with Hamilton's street and infrastructure networks, and is influenced by the railway corridor, Kahikatea Drive, the designated Hamilton Southern Links corridor and the future SL1 roundabout. The Hamilton provisions do not apply to the Industrial Area and are not a statutory test.

The comparison is informed by Hamilton City Plan Chapter 9, including Objectives 9.2.1, 9.2.3 and 9.2.4 and Policies 9.2.1a, 9.2.3a and 9.2.4a to 9.2.4c. It assists in describing the likely built form, lot pattern, access structure, servicing, interface conditions and landscape treatment. It does not confer statutory weight on the Hamilton provisions or displace the current Waipā District Plan Rural Zone baseline and the assessment of the actual receiving environment.

³Ministry for the Environment, Southern Links 1 (SL1), Fast-track listed project assessment form, key messages 9 and 10.

5.4.1 Contextual Industrial Zone Comparison

The proposed masterplan is most comparable to Hamilton's Industrial Zone because it provides for industrial activities, large development blocks, smaller serviceable parcels, internal industrial roads, stormwater infrastructure, wastewater facilities, retained waste management activity and an optional food and beverage node. Hamilton City Plan Chapter 9 also emphasises landscaping, screening, site layout, building orientation and the protection of adjoining sensitive areas, which are directly relevant to the landscape and visual assessment.

The comparison is a best fit exercise based on activity type, lot size, movement requirements, hardstand, servicing, building scale, landscape interface and amenity management. It is not a claim that the proposal is identical to Hamilton's Industrial Zone, but it provides the most relevant urban benchmark for understanding the type of landscape and visual outcome anticipated.

5.4.2 Proposed Industrial Lots

The proposed industrial lots would extend the established industrial pattern south and west from Hamilton's existing industrial edge. As shown on the masterplan in Figure 2 and Appendix 3, the 22 lots range from approximately 5,805 m² to 132,397 m², creating a mixed industrial grain for smaller service businesses and larger format activities.

The key landscape and visual matters relate to the degree of change from rural production land to an urban industrial landscape, the visibility of larger built form and yard areas, the legibility of the internal road structure, and the treatment of boundaries where industrial activity meets rural land, transport corridors or existing urban edges.

5.4.3 Proposed Food and Beverage Node and Waste Management Activity

One lot is identified as an optional food and beverage node. In landscape terms, it remains part of the same industrial street, yard, signage, lighting and landscape framework; any distinct identity will arise principally from its frontage treatment and visitor activity rather than a separate landscape precinct.

Existing waste management activity is also identified to be retained, reinforcing the operational and service-based character of this part of the wider SL1 site.

The key issues from a landscape and visual perspective are the way these activities are integrated into the wider industrial layout, including frontage treatment, access, signage, yards, servicing areas, lighting, screening and the relationship with adjoining lots and roads.

5.4.4 Industrial Logistics and Truck Yard

The large western lot adjacent to the Hamilton Southern Links designation will accommodate a logistics and truck yard activity. Refer to Figure 8.

5.4.5 Movement, Servicing and Infrastructure

The proposal includes a structured industrial movement network, with a 25.5 m industrial collector road, 20 m industrial local roads, and future connections associated with the Hamilton Southern Links corridor and future SL1 roundabout. The road network is a primary organising element and will strongly influence the perception of the development grain, public realm sequence and overall legibility of the Industrial Area.

Stormwater ponds, swales, overland flow corridors and wastewater facilities are also central to the proposal. These elements provide a blue green infrastructure layer within the industrial layout and create visible landscape components within an otherwise built and serviced environment.

The Industrial Development occupies an edge condition, with rural land to the south and west and the railway corridor to the east. The masterplan identifies a setback from the railway, together with frontage trees, street trees, planted swales and stormwater reserve planting. These measures will structure and partially soften the internal industrial landscape but are not intended to provide continuous screening of the proposed buildings. Building scale, hardstand, fencing, lighting and signage will remain important detailed design matters affecting views from adjoining land, public roads, the railway and future movement routes.

PROPOSED INDUSTRIAL COLLECTOR ROAD (2.0m)

PROPOSED INDUSTRIAL LOCAL ROAD (2.0m)

DP 39608

2.4m Proposed Stormwater Swale

DP 486522

2.4m Proposed Stormwater Swale

2.4m Proposed Stormwater Swale

3.0m Proposed Shared Path

1 DP 584573

Proposed Wastewater Pumping Station

5.1m Proposed Overland Flowpath and/or Easement

5.0m Vegetation Buffer, consistent with dense evergreen buffer with a combination of lawn, indigenous groundcover, shrubs and trees, to no less than 5m height

RURAL ZONE

PROPOSED INDUSTRIAL/RURAL INTERFACE TREATMENT

NOTES:
CL1 INDUSTRIAL Building Site Coverage Maximum 60.0%
Site is 15.5ha
so 12.4ha of Building Allowed
Building Height Maximum 20.5m HIGH

BUILDING SETBACKS 15.0m from Rural Zone

STORAGE & DISTRIBUTION 200m²

OFFICE 50m²

OFFICE 30m²

LOT 1 DP 603134 RT 1179322 16.834 ha SOUTHPARK AGRI DEVELOPMENT LTD

5.1m Proposed Overland Flowpath and/or Easement

Overland Flow Directed to Stormwater Pond

STORMWATER POND

2 DPS 4764

TRUCK PARKING AREA 3.3ha

CONTAINER STORAGE AREA 2.0ha

BUILDING SETBACKS 15.0m from Rural Zone

RURAL ZONE

2 DPS 51437

INDICATIVE SOUTHERN LINK ROUNDABOUT

INDICATIVE SOUTHERN LINK ROUTE

FUTURE ROAD

KEY

- VEGETATION BUFFER
- LANDSCAPING
- BUILDING SETBACK
- SOUTHERN LINK SHARED PATH
- SWALE
- OVERLAND FLOWPATH
- BUILDING
- PROPOSED DRAINAGE
- BOUNDARY

TRUCK YARD LAYOUT PLAN

NOTES:
1. AREAS AND DIMENSIONS SHOWN ARE SUBJECT TO FINAL SURVEY.

ALTERATION

JOB

60381

SHEET

04

GAD RNN ORIGINAL SCALE AT A3

DATE

24 JUN 2026

1:1000

ISSUE 1

NICKLIN CE
SURVEYING PLANNING ENGINEERING

PROJECT TITLE

LAND USE CONSENT APPLICATION OVER LOT 1 DP 603134 AT 20 WICKHAM ST, FRANKTON, HAMILTON SOUTHPARK AGRI DEVELOPMENT LTD

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6.0 Landscape Values Assessment

6.1 Landscape Values

6.1.1 Natural Character

The Industrial Area is located within a highly modified southern Hamilton edge environment, where natural character is expressed only in limited and fragmented ways. The existing landscape is primarily shaped by a combination of light industrial land, storage areas, pasture, farm drains, artificial watercourses, stormwater ponds, shelterbelt planting and open rural paddocks. No natural watercourses or qualifying wetlands are identified within the Site, and the water related components are principally artificial drainage and stormwater features. Natural character values are therefore most evident in the remaining open ground, grassland, ponded water, rank grass margins and mature trees, rather than in intact natural systems.



Figure 9. Location of vegetation types within the Site (ecological Solutions).

6.1.2 Biophysical Values

The Site comprises approximately 60 ha of mixed light industrial land and farmland between Higgins Road and the Hamilton railway line. Light industrial areas contain metal, gravel and impervious surfaces with limited vegetation cover, while the paddocks are dominated by exotic grass species and scattered pasture weeds. Specimen trees are mainly exotic species including eucalyptus, London plane, oak, pine, silver wattle, crack willow and poplar. These trees, shelterbelts, pasture, rank grass, cleanfill margins, drains and ponds form the principal biophysical landscape components. Figure 9 shows the location of these vegetation types within the Industrial Area.

The water pattern is expressed through a network of artificial farm drainage canals and artificial watercourses. A central farm drainage canal runs approximately 1,275m west to east through the Site, with smaller paddock drains discharging to it from the south. A further drainage canal runs along the southern boundary for approximately 940 m, with the eastern portion entering the Site. The drains are generally simple, linear and

managed, with rank grass margins and sections that hold water seasonally or intermittently. Two artificial stormwater runoff ponds are also present within the northern part of the Site. The Site also supports fauna habitat values within a modified landscape setting, as identified in the ecological assessment accompanying the application. Figures 10 to 14 illustrate the existing tip material; exotic tree stands and representative artificial drains and drain condition within the Industrial Area.



Figure 10. Existing tip material within the Site (ecoLogical Solutions).



Figure 11. Existing stand of exotic trees within the Site (ecoLogical Solutions).



Figure 12. Drains within the Site (ecoLogical Solutions).



Figure 13. Drain condition example (ecoLogical Solutions).



Figure 14. Drain condition example (ecoLogical Solutions).

6.1.3 Perceptual and Sensory Values

The perceptual character of the Site is defined by a strong contrast between open rural pasture to the south and west, and the more built, industrial and infrastructure influenced environment to the north and east. The open paddocks, broad sky views, low relief landform and long fence lines create a sense of openness across parts of the Site, while existing industrial yards, storage areas, hardstand, the rail corridor and nearby industrial buildings introduce a more utilitarian and urban edge character. The Site is therefore experienced as a transitional landscape, where rural openness, working land use, infrastructure and industrial activity meet.

The sensory experience varies across the Site. In the pasture and drain areas, the character is more open, simple and rural, with grassland, stock fencing, rank vegetation, drains and scattered trees contributing texture and seasonal variation. In the existing industrial and storage areas, the sensory character is more modified and operational, with gravel, concrete, stored materials, vehicle movement, machinery, fencing and yard activity contributing to a harder working landscape character. The railway corridor forms a strong linear edge and reinforces the infrastructure led character of the eastern side of the Site.

6.1.4 Associative Values

Associative values are linked to the Site's existing and recent land use history, including rural production, grazing, cropping, light industrial activity, storage, waste management and infrastructure servicing. These activities give the Site a working landscape identity, rather than a recreational, civic, or highly natural landscape identity. The surrounding context also contributes to associative values, with the Site forming part of the wider SL1 growth cell at Hamilton's southern edge, adjoining established industrial land, rural land, the rail corridor and the broader movement network.

The wider SL1 landscape is identified as a culturally significant ancestral landscape for the hapuu represented through the Southern Links Tangata Whenua Working Group, including Ngaati Wairere, Ngaati Maahanga, Ngaati Tamainupoo, Ngaati Hauaa, Ngaati Korokii Kahukura and Ngaati Apakura. Cultural values are expressed through enduring whakapapa relationships with the whenua, wai, taiao and Te Awa o Waikato, including the

Waitaawhiriwhiri and Mangakootukutuku catchments, former wetlands, puna, ecological systems, taonga species, customary resources and the wider cultural landscape. Although the area has been substantially modified through raupatu, drainage, agricultural development and urban expansion, those changes have not diminished the cultural significance of the landscape or the responsibilities of mana whenua to exercise kaitiakitanga and mana whakahaere. The CVA emphasises that cultural values are not limited to recorded archaeological sites or visible landscape features, and that the proposal should continue to be informed by mana whenua engagement, cultural monitoring, the protection and restoration of mauri, and the integration of cultural values into detailed design, implementation and long-term stewardship.

6.2 Landscape Values Rating

Overall landscape value rating: Low, subject to confirmation of the mana whenua values identified in the final Cultural Values Assessment. The Industrial Area is a highly modified rural and industrial edge landscape of local importance. Its values arise from open pasture, artificial drains and ponds, limited vegetation, existing working uses and the contrast between industrial and rural edge conditions. These attributes are not rare, highly natural, highly intact or especially distinctive within the wider southern Hamilton context.

7.0 Landscape Effects Assessment

The likely landscape effects from the Industrial Development arise from changes to landscape pattern, land use, land cover, openness, enclosure, movement sequence, infrastructure expression and identity. The existing values are expressed through a mixed working landscape of open pasture, light industrial activity, storage areas, waste management activity, artificial farm drains, stormwater ponds, rank grass margins, shelterbelts, mature exotic trees, hardstand, fencing, access tracks and the strong linear edge of the railway corridor. The proposal would reorganise these values into a planned industrial landscape, where industrial lots, large format buildings, service yards, internal roads, stormwater reserves, swales, street trees, frontage planting, wastewater infrastructure and interface treatments become the primary landscape components.

7.1 Natural Character Effects

The proposal would change the way natural character is expressed across the Site. Existing natural character is already limited and fragmented, and is mainly associated with open ground, pasture, rank grass margins, artificial drains, ponded water, stormwater ponds and mature exotic trees rather than intact natural systems. The proposal would further shift this expression toward a more constructed and managed form of natural character, with natural cues concentrated around stormwater reserves, swales, pond margins, planted banks and street tree planting within the industrial structure.

The existing pastoral openness across parts of the Site would be reduced as industrial lots, warehouse buildings, roads, yards and hardstand are introduced. Natural character would therefore be less associated with a broad rural ground plane and more associated with deliberately designed water management and planting areas. Stormwater reserves, wet zone planting, lower and upper bank planting, swales and specimen trees would become the main locations where water, vegetation and landform are visible within the completed landscape.

The reasoning is that natural character effects are generated by changes to land cover, water expression, vegetation pattern, openness and the visibility of natural processes. The proposal would reduce the dominance of open pasture and informal drainage features, while establishing a more legible but engineered blue green framework within the industrial development pattern.

7.2 Effects on Biophysical Values

The proposal would reconfigure the biophysical structure of the Site by replacing existing pasture, parts of the light industrial land cover, artificial drainage patterns and scattered vegetation with industrial lots, roads, accessways, hardstand, large format buildings, servicing corridors, stormwater reserves, swales and wastewater infrastructure. This would change the balance between permeable and impermeable surfaces, the distribution of vegetation, and the way stormwater is collected, conveyed, detained and experienced across the Site.

The stormwater reserves, swales and overland flow paths would become the main biophysical framework within the industrial layout. These elements would concentrate water management, vegetation opportunity and open space relief into defined corridors and nodes, rather than retaining the existing pattern of open paddocks, drains and dispersed shelter planting. The effect would be a change from a mixed rural and industrial land cover to a more intensively managed industrial landscape with defined blue green infrastructure.

The proposed Industrial Development would also alter the vegetation structure of the Site. Existing shelterbelts, mature exotic trees, rank grass margins and weedy cleanfill vegetation would no longer be the main vegetative components. Instead, future street tree planting, frontage planting, stormwater reserve planting, swale planting, and amenity planting would shape the vegetation pattern over time. The extent to which biophysical values are expressed in the completed development would depend on the continuity, density, species selection and long-term management of those planted areas.

The reasoning is that biophysical effects arise from physical changes to landform, land cover, vegetation structure, hydrological pattern and habitat opportunity. The proposal would replace the existing rural production and light industrial matrix with an urban industrial matrix, while using stormwater and planting systems as the main organising landscape components.

7.3 Effects on Sensory and Perceptual Values

The proposal would change the perceptual experience of the Site from a transitional working landscape with areas of open rural outlook to a more enclosed and structured industrial environment. Large format warehouse buildings, service yards, internal roads, hardstand, loading areas, car parking, security fencing, lighting, signage and operational activity would create a stronger industrial character. The existing contrast between open rural pasture to the south and west and industrial activity to the north and east would become less pronounced as industrial land use extends across the Site.

The internal road network would create a new movement sequence through the Site. Views would become more corridor based, channelled along collector and local roads, framed by building elevations, yard spaces, frontage trees, stormwater reserves, swales and boundary treatments. The railway corridor and designated Hamilton Southern Links corridor would remain strong linear elements, but would be read within a more urban industrial structure rather than beside a predominantly open rural edge.

The proposed lot pattern would also influence visual grain, rhythm and enclosure. Larger industrial lots would create broader building and yard footprints, while smaller industrial parcels would introduce a finer pattern along parts of the internal road network. The retained waste management activity and proposed food and beverage node would add further variation in activity type, frontage condition and operational character. Together, these components would change the apparent scale, complexity, legibility and sensory character of the Site.

The reasoning is that perceptual and sensory effects are driven by changes in openness, enclosure, view length, visual complexity, movement sequence, built form prominence, operational activity and the relationship

between foreground, middle ground and backdrop. The proposal would replace much of the existing rural and transitional outlook with a more defined industrial visual environment, while retaining some open relief and landscape structure around stormwater reserves, swales and planted margins.

7.4 Effects on Associative Values

The proposal would change the associative reading of the Site from rural production land and mixed edge activity to a planned industrial employment environment. Existing associations with grazing, cropping, farm drains, open paddocks, storage, waste management and informal industrial activity would be replaced or overlaid by a more formal industrial structure of lots, roads, infrastructure, servicing areas, stormwater reserves and managed landscape edges.

The Site would become understood less as a rural edge or transitional working landscape, and more as part of Hamilton's southern industrial and infrastructure network. The internal road hierarchy, future relationship with the Hamilton Southern Links corridor, railway edge, stormwater reserves, wastewater facilities, retained waste management activity and food and beverage node would all contribute to the future identity of the area as a working industrial place.

The blue green framework would also become part of the future associative structure of the Site. Stormwater reserves, swales, planted margins, street trees and interface treatments would provide orientation cues and help define the character of different parts of the industrial area. These elements would contribute to how workers, visitors and passersby recognise, navigate and experience the development.

The proposal will physically change a wider landscape identified by mana whenua as culturally significant. Effects on mana whenua values and the appropriate response are addressed in the Cultural Values Assessment. This LVA relies on that assessment and does not independently rate those cultural effects.

The reasoning is that associative effects arise from changes to land use identity, memory, familiarity, community relationship, cultural association and the way people understand place. The proposal would change the Site's identity from a mixed rural and industrial edge to a planned industrial landscape, while introducing new infrastructure and blue green features that would form the basis of future local place identity.

7.5 Contributing Factors to the Landscape Effects Rating

The key landscape value and effect conclusions are summarised below.

Refer to Appendix 1 for a detailed outline of the assessment methodology. In summary, sensitivity reflects susceptibility to change and landscape value, while magnitude considers size and scale, geographical extent, and duration and reversibility. These factors inform the overall effect rating and whether the effect is adverse, neutral or beneficial.

Factor	Rating	Reason
Susceptibility	Low	The Site is a highly modified working landscape with capacity to accommodate industrial change.
Landscape value	Low	Values are local and arise from modified rural and industrial edge attributes, subject to final CVA confirmation.
Size and scale	Low	The proposal creates a clear Site scale change but extends an established industrial and infrastructure pattern.
Geographical extent	Low	Landscape effects are concentrated within the Industrial Area and its immediate interfaces.

Factor	Rating	Reason
Duration	High	The change in land use and built form is permanent.
Pre mitigation effect	Low adverse	A localised transformation occurs within a landscape of Low sensitivity and value.
Post mitigation effect	Low adverse	Mitigation improves coherence and integration within the same rating band but does not remove the permanent change.

7.5.1 Sensitivity

7.5.1.1 Susceptibility to Change – Low

The Site has Low susceptibility to the proposed industrial change. The Industrial Area is a highly modified working landscape containing light industrial activity, storage, waste management, hardstand, artificial drains, pasture, shelterbelts, fencing and the adjoining railway corridor. Remaining open rural qualities occur within a wider urban edge and infrastructure setting rather than an intact or distinctive rural landscape.

The Site does not contain an Outstanding Natural Landscape or Outstanding Natural Feature, and no significant natural area, natural watercourse or qualifying wetland has been identified within the Site. Natural character is limited and fragmented, with water and vegetation values mainly expressed through artificial drains, stormwater ponds, rank grass margins and exotic trees. The existing landscape pattern has several detracting elements and a relatively high capacity to accommodate industrial growth, particularly given its relationship to established industrial land, the railway corridor and the designated Hamilton Southern Links corridor.

7.5.1.2 Value of the Landscape – Low

The Site has Low overall landscape value. Its values derive from the working rural and industrial context, including open pasture, modified rural production land, light industrial activity, artificial drainage, stormwater ponds, mature exotic trees and its location between Hamilton's industrial edge and rural land to the south and west. This rating is subject to confirmation of the mana whenua values identified in the final Cultural Values Assessment.

These attributes contribute to local character and amenity, but they are not rare, highly natural, highly intact or especially distinctive within the wider southern Hamilton context. The Site is best understood as a modified transitional landscape at the interface of industrial activity, rural production land and strategic transport infrastructure.

7.5.2 Magnitude of Change

7.5.2.1 Size and Scale – Low

The size and scale of landscape change is assessed as Low overall. The Industrial Development will clearly change the Site pattern where industrial lots, buildings, yards, roads, stormwater facilities and infrastructure replace open pasture. The rating reflects the Site's existing modified condition, adjoining industrial and waste management uses, the railway corridor, the designated Hamilton Southern Links corridor and the fact that the proposal extends an established industrial edge rather than introducing an unfamiliar pattern into an intact rural landscape.

Planted stormwater reserves, swales, street trees, frontage trees and specimen planting will provide structure, visual relief and progressive softening. These measures reduce contrast and improve coherence, but do not avoid the loss of rural openness or fully screen large industrial buildings. The size and scale remain within the Low rating band before and after mitigation.

7.5.2.2 Geographical Extent – Low

The geographical extent of landscape change is assessed as Low. Effects will be concentrated within the Industrial Area and its immediate rural, industrial and railway interfaces. They will not alter the wider landscape structure of southern Hamilton.

At the broader scale, the Site forms part of a larger growth and infrastructure context already shaped by Hamilton's industrial area, existing roads, the railway corridor, the designated Hamilton Southern Links corridor and the wider SL1 growth cell. The effects would therefore be localised and would not alter the wider landscape structure of southern Hamilton.

7.5.2.3 Duration and Reversibility – High

The proposed Industrial Development would result in a permanent change in land use from rural production and mixed edge activity to an urban industrial environment. Industrial lots, buildings, roads, hardstand, servicing infrastructure and stormwater facilities would create a lasting change to land cover, openness, enclosure and Site identity.

However, the permanence of the change is not, in itself, determinative of a high adverse effect. The change would occur within a landscape already subject to modification and within a locality where industrial activity and strategic infrastructure are established or anticipated. Over time, stormwater and streetscape planting would assist in integrating the development into its receiving environment and soften roads, stormwater areas and internal edges.

7.6 Overall Landscape Effects Rating

Using the rating scale in Table 1 and the nature of effect terminology in Table 2, the overall landscape effect before embedded mitigation is assessed as Low adverse (less than minor). This reflects a clear but localised transformation from a modified rural and industrial edge to a planned industrial environment within a receiving landscape of Low sensitivity.

The proposal incorporates planted stormwater reserves, wetland and pond margins, swales, street trees, frontage trees and specimen planting. These measures establish a coherent blue green framework, provide visual relief, strengthen legibility and progressively soften roads and internal edges. They do not avoid the permanent loss of rural openness or fully screen large industrial buildings.

Taking the embedded mitigation into account, the post mitigation landscape effect remains Low adverse (less than minor), although contrast and effects on coherence and amenity are reduced within that rating band. From a landscape perspective, this level of effect is considered appropriate because the Industrial Area is a modified, Low value working landscape adjoining Hamilton's established industrial edge, the railway and the designated Hamilton Southern Links corridor, and forms part of the SL1 Growth Cell identified for urban growth.

8.0 Visual Effects Assessment

8.1 Extent of Visibility

The Site is located within a low relief landscape at the interface between established industrial activity, the railway corridor and more open rural land to the south and west. The proposed built form is anticipated to comprise large format industrial warehouse buildings up to 20 m high, with simple steel profile roof and wall cladding, loading doors, service yards, car parking, operational areas and 3 m high chain link security fencing. While the generally flat landform allows some longer-range visibility where views are open and uninterrupted, the actual visual catchment is shaped by intervening industrial buildings, residential areas, vegetation, the railway corridor, local landform variation and the viewing orientation of surrounding roads and open spaces.

The Zone of Theoretical Visibility (ZTV) is a computer-generated topographic model showing where a notional 20 m building could theoretically be visible from, based on digital elevation data. It does not account for screening by vegetation, buildings, fencing or other structures and therefore provides a conservative visibility envelope rather than a map of actual visibility or visual prominence. The model indicates the most extensive potential visibility across open rural land to the south and west, with more limited or filtered actual views in the urban area to the north and east.

Visibility from the immediate industrial context to the north and east will be close, but experienced within an existing working industrial setting. Views from locations such as Higgins Road, Wickham Street, Kahikatea Drive and nearby industrial streets will generally be sequential and short in duration, with the Industrial Development seen in the context of existing industrial buildings, loading areas, parking, storage yards, signage, fencing, rail infrastructure and vehicle movement. In these views, the proposed 20 m warehouse buildings would increase the scale and continuity of industrial built form, but would sit within a receiving environment where large buildings, hardstand, chain link fencing and operational activity are already established visual components.

Views from the railway corridor and land adjoining the eastern edge of the Site will be more immediate where open sight lines are available. The railway corridor forms a strong linear visual and movement edge, and the proposal would be experienced as part of that infrastructure corridor setting. The proposed 3 m high chain link security fencing would define the Site edge but would not provide a solid visual screen. Close range views through and over the fence would therefore remain possible, particularly toward building elevations, loading areas, yards and service spaces.

Visibility from the south and west will be more open where rural paddocks provide broad foreground views. Buildings, yards and fencing will be directly visible from some close interface locations because no existing vegetation is retained. Street and frontage trees, planted swales and stormwater reserve planting will provide partial softening as they mature, but are not continuous boundary screening. The proposal will remain part of a broader southern Hamilton edge context containing industrial land, the railway, roads and the designated Hamilton Southern Links corridor.

Views from public open spaces and recreation areas vary depending on distance, orientation and intervening vegetation. The viewpoint photographs (see below) show that some park and reserve locations contain more open ground planes and longer view durations, but also include established trees, sports infrastructure, fencing and built elements that filter or contain views. From these locations, the proposal would be visible only where viewshafts align toward the Site and where intervening vegetation or buildings do not screen the view. Where visible, the buildings would generally be experienced as part of the wider urban and industrial edge rather than as isolated elements within an open rural landscape.

Views from more distant residential areas are expected to be limited, filtered and intermittent. The low relief landform means that visibility is often controlled by foreground buildings, boundary treatments, street trees and intervening vegetation rather than by broad panoramic views. From these areas, the proposal is likely to be screened in many locations, or seen only in partial or glimpsed views between buildings and vegetation. Where upper portions of the 20 m buildings are visible, they are likely to be perceived as background elements within the wider southern Hamilton urban edge.

Overall, the visual catchment is localised in actual viewing terms, despite a wider theoretical visibility pattern shown by the ZTV. The most open and direct visibility is associated with adjoining rural land to the south and west, the immediate industrial road network, the railway corridor edge and close interface locations. From more distant urban, residential and recreation areas, views are more likely to be filtered, intermittent or partially screened. The proposal would be most readily perceived where open foreground land allows direct views toward the Site, while from wider and more oblique locations it would generally read as part of the broader industrial and infrastructure edge of southern Hamilton.

8.1.1 Viewpoint Selection

The ZTV map identifies locations from which the Industrial Development may theoretically be visible, based on topography and an assumed 20 m building height. It does not account for screening or filtering by buildings, vegetation, fencing, rail infrastructure or other intervening elements. The ZTV is therefore a conservative visibility envelope, rather than a map of actual visibility or visual prominence. Refer to Appendix 1 for the ZTV methodology and Appendix 3 for the ZTV map, viewpoint locations and photographs.

Viewpoints were selected from publicly accessible locations within and around the ZTV area, including roads, public open spaces and recreation areas. As access to private land is generally not available, views from private properties have been considered by reference to nearby public locations, aerial information, site observations and the character of the relevant viewing audience.

The selected viewpoints were confirmed through site visits to understand actual visibility and the influence of distance, viewing angle, existing industrial buildings, residential development, vegetation, landform, fencing and the railway corridor. This confirmed that actual visibility is more contained and variable than the ZTV indicates, with views concentrated around close interface locations, the immediate industrial and transport corridors, open rural land to the south and west, and some recreation settings.

The assessment is structured around representative Viewing Audience Groups, which group locations with similar viewing characteristics. These include the industrial and urban areas to the north and east, residential and recreation areas to the south and south east, and the more open rural and rural edge areas to the west and south west. The selected viewpoints are representative of the main types of views toward the Site, rather than every possible view.

The audiences most likely to experience noticeable visual change are those at close interface locations, including adjoining rural properties, open rural land to the south and west, nearby industrial roads and the railway corridor edge. Wider residential audiences, more distant road users and oblique viewers are expected to experience more limited change due to separation distance, intervening development, vegetation and the low relief landform.

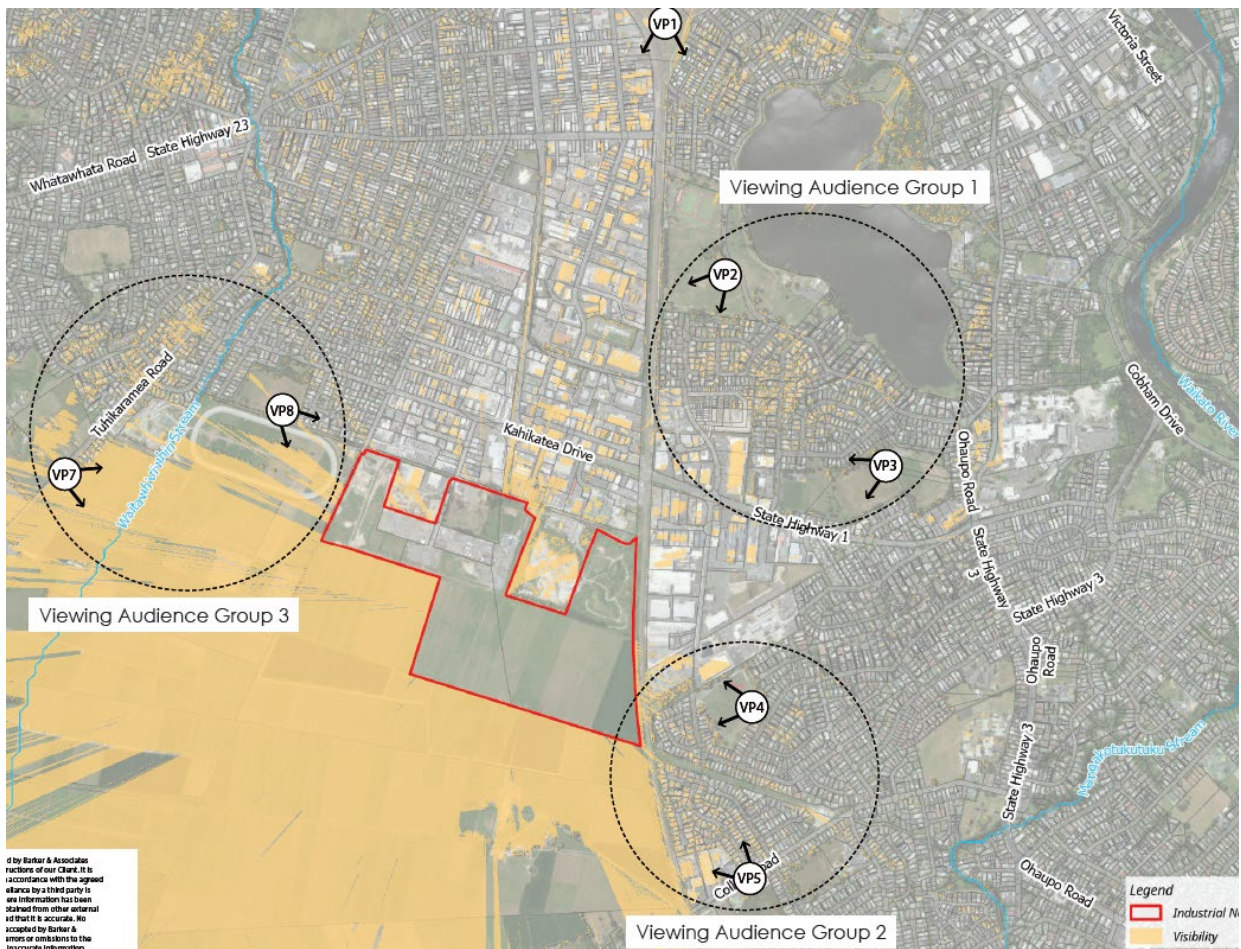


Figure 15. ZTV, Viewpoint locations and Viewing Audiences (B&A).

8.2 Viewpoint 1

Viewpoint 1 (VP1) is located within the northern urban and industrial context, from a public road corridor adjoining the railway line. This viewpoint represents road users, rail corridor viewers, workers within nearby industrial premises, and nearby residents or open space users who experience views across or along this part of the urban edge. The viewing experience is generally transient and sequential, with views obtained while moving along the road or rail corridor rather than from a fixed outlook.

The existing view is strongly influenced by transport and industrial infrastructure. The railway line, overhead rail equipment, road corridor, industrial buildings, yards, fencing, signage, parked vehicles, and roadside planting are prominent visual components. Residential buildings and open grassed areas are also visible in the wider view, but the overall character is modified, urban and infrastructure led. The view is linear and corridor based, with the railway and road alignment directing views along the movement corridor rather than across a broad open landscape.

The Site does not form a prominent open foreground element in this view. Visibility toward the Site is influenced by the distance from the viewpoint, the oblique viewing angle, existing industrial buildings, rail infrastructure, roadside vegetation and the generally flat landform. The proposed 20 m high warehouse buildings may be visible in the wider corridor view where sight lines are available, but they would be seen in the context of existing industrial built form, hardstand, rail infrastructure and operational activity.

8.2.1 Visual Effects on VP1

The proposal would introduce additional large format industrial built form into the wider view, comprising simple steel-clad warehouse buildings, service yards, car parking, loading areas and security fencing. From Viewpoint 1, this would be perceived as an extension of the existing industrial and infrastructure character rather than as an isolated or unfamiliar element in the landscape.

The main visual change would be an increased scale and continuity of industrial development in the background or middle distance, where the proposal is visible. This would add to the existing pattern of warehouse buildings, rail infrastructure, hardstand and operational activity already present in the view. The proposal would not materially alter the primary visual structure of the viewpoint, which is already defined by the railway corridor, road corridor and adjoining industrial land uses.



Figure 16. VP1 taken from the Hamilton Railway Station platform (B&A).

The effect on visual amenity from Viewpoint 1 would therefore be limited. The view is already characterised by a high degree of modification, and the viewing audience is generally transient or associated with employment and movement corridors. While the proposal would increase the presence of industrial built form, it would sit within a receiving environment where similar forms, materials and activities are already established. Overall, the visual effect from Viewpoint 1 is expected to be Very Low adverse.

8.3 Viewing Audience Group 1

Viewing Audience 1 (VAG1) includes Viewpoints 2 and 3 and comprises public open space and recreation settings within the wider urban area to the north east of the Site. These viewpoints represent park users, sports field users, pedestrians, cyclists, visitors and people using nearby local roads. Viewers in these locations may have a greater awareness of outlook, openness and visual amenity than passing road users, although the views are still experienced within an established urban setting.

The visual environment is characterised by open grassed fields, sports and recreation facilities, playground areas, paths, boundary fencing, mature trees, amenity planting and surrounding urban development. The open ground plane allows longer internal views across the parks, but outward views toward the Site are moderated by distance, intervening trees, buildings, fencing and the generally flat landform. The Site is not a prominent

foreground element in these views. Where visibility is available, it is likely to occur as partial or distant views toward the wider southern industrial edge rather than as a clear view across the full development area.

8.3.1 Visual Effects on VP2 and VP3 (VAG1)

Viewpoints 2 and 3 are assessed together as VAG1 because they represent similar public open space and recreation audiences. Effects vary with distance, orientation, vegetation and openness. The foreground and middle ground are dominated by recreation open space, sports infrastructure, trees and park facilities, which reduce the prominence of more distant background change.

The proposal may introduce additional large format industrial built form into the wider background where sight lines align toward the Site. This would include 20 m high warehouse type buildings, steel profile cladding, service yards, operational areas and security fencing. However, from these recreation settings the proposal would generally be seen at distance, in partial views, and in the context of the existing southern Hamilton urban and industrial edge. It would not replace the immediate open space character experienced within the parks.

The main visual change would be the potential appearance of a more continuous industrial backdrop in some viewshafts. This would be most noticeable where open parkland allows longer views and where existing vegetation does not screen the outlook. In most locations, however, the flat landform, mature trees, intervening buildings and urban fabric would limit the extent and clarity of views toward the Site.

Overall, the visual effects on VAG1 are expected to be Very Low adverse. The proposal would contribute to the wider industrial edge visible from some open recreation areas, but the principal visual qualities of the viewpoints would remain defined by parkland, sports fields, mature trees and local recreation activity rather than by the proposed development.



Figure 17. VP2 taken from VAG1 on Lake Domain Drive (north) (B&A).

8.4 Viewing Audience Group 2

Viewing Audience 2 (VAG2) includes Viewpoints 4 and 5 and comprises the recreation, residential and industrial edge environment to the east and south east of the Site. This viewing audience includes users of nearby sports fields and reserve areas, pedestrians, cyclists, local road users, workers within adjoining industrial and commercial premises, and residents within the wider neighbourhood.

The visual environment within VAG2 is mixed. Recreation areas are characterised by open grassed fields, sports facilities, fencing, lighting columns, playground areas, mature trees and amenity planting. Nearby road corridors and employment areas are characterised by industrial buildings, service yards, signage, parking, hardstand, street lighting, security fencing and vehicle movement. The result is a varied urban edge setting where open space, residential activity, industrial land use and movement corridors are experienced together.

Views toward the Site are generally moderated by distance, the railway corridor, existing industrial buildings, trees, fencing and the generally flat landform. From open recreation areas, longer views are available across sports fields, but these are often contained or filtered by mature trees and intervening urban development. From nearby industrial roads, views are more sequential and shorter in duration, with the existing industrial foreground forming the dominant visual context.

8.4.1 Visual Effects on VP4 and VP5 (VAG2)

Viewpoints 4 and 5 are assessed together as VAG2 because they represent recreation, residential and industrial edge audiences with comparable screening and urban context. Effects vary with location, distance, orientation and intervening vegetation and buildings.

From industrial road environments such as those represented by Viewpoint 5, the proposal would be experienced within an existing employment and service-based setting. The anticipated 20 m high warehouse buildings, steel profile cladding, loading areas, service yards, car parking and 3 m high chain link security fencing would be consistent with the established industrial visual language already present in the foreground. The proposal would increase the scale and continuity of industrial development in the area, but would not introduce an unfamiliar visual character to these views.

The main visual change for VAG2 would be the potential appearance of a more continuous industrial edge in some viewshafts, particularly where open ground or road alignments allow views toward the Site. However, the low relief landform, intervening industrial buildings, rail corridor, trees and fencing would limit the extent and prominence of the proposal from many locations. In most views, the proposed buildings would be perceived as part of the wider southern Hamilton industrial and infrastructure edge.

Overall, the visual effects on VAG2 are expected to be Very Low adverse. The proposal would contribute additional industrial built form to the wider visual context, but the principal character of views within VAG2 would remain defined by existing recreation open space, mature trees, industrial buildings, road corridors and operational urban activity.



Figure 18. VP4 taken from VAG2 Mahoe Park (B&A).

8.5 Viewing Audience Group 3

Viewing Audience Group 3 (VAG3) includes Viewpoints 7 and 8 and comprises the more open rural and rural edge environment to the west and south west of the Site. This viewing audience includes rural properties, rural road users, people moving through the wider Tuhikaramaea Road corridor, and viewers within adjoining or nearby open paddock areas. This audience has a more direct relationship with the open rural land surrounding the Site than the urban and industrial viewing audiences to the north and east.

The visual environment within VAG3 is characterised by open pasture, rural fencing, farm drains, shelter planting, scattered dwellings, farm buildings, broad sky views and longer views across the low relief rural landscape. The existing industrial edge is visible or implied in parts of the wider view, particularly toward the north and east, but the foreground experience remains more rural and open. Views from this audience are generally more expansive than those from the urban area, with fewer intervening buildings and less enclosure from street trees or built form.

Views toward the Site are therefore more open and direct from some locations, particularly where rural paddocks form the foreground and there is limited vegetation or built form between the viewer and the Site. The railway corridor, existing industrial land, the designated Hamilton Southern Links corridor and existing infrastructure remain part of the broader visual context, but they do not fully contain or screen views from the closest rural interface locations.



Figure 19. VP7 near 217A Tuhikaramea Road (B&A).

8.5.1 Visual Effects on VP7 and VP8 (VAG3)

Viewpoints 7 and 8 are assessed together as VAG3 because they represent the open rural and rural edge audience to the west and south west. Effects vary with distance, orientation, shelter planting and foreground openness. The existing view contains a strong rural foreground and a clear contrast with industrial land to the north and east.

The proposal will introduce industrial buildings up to 20 m high, steel profile cladding, service yards, parking, loading areas and 3 m high chain link security fencing into this rural edge outlook. Although no existing vegetation is retained, street and frontage trees, planted swales and stormwater reserve planting will provide some visual structure and softening over time. The built form and activity will nevertheless remain clearly visible from open rural interface locations.

The main visual change for VAG3 would be the replacement of parts of the existing open rural edge with a more defined industrial built edge. This would reduce the perceived openness of some views and introduce a stronger utilitarian and built character into the middle ground or background. The proposed Industrial Development would also increase the apparent scale and continuity of industrial land use when seen from the west and south west.

However, the visual effect would remain related to the Site and its immediate rural interface, rather than extending across the wider rural landscape. The broader context already includes existing industrial land, the railway corridor, roads, the designated Hamilton Southern Links corridor and other working land uses. For rural road users, views would generally be transient and experienced as part of a moving sequence. For closer rural properties and open rural edge locations, views would be more sustained and the change would be more noticeable.

Overall, the visual effects on VAG3 are expected to be Low adverse for the closest rural interface viewers, reducing with distance and oblique viewing angle. The proposal would create a clear localised change from open rural outlook to an industrial edge, but this change would occur within a broader southern Hamilton edge environment already influenced by industrial activity, infrastructure corridors and planned urban growth.

8.6 Viewpoint 6

Viewpoint 6 represents a close rural edge view from the open land to the south west of the Site. The viewing audience includes rural road users, nearby rural properties, farm workers and people moving through the wider rural interface. Views from this location are more open and expansive than those available from the urban and industrial areas to the north and east, due to the broad pasture foreground, limited enclosure and low relief landform.

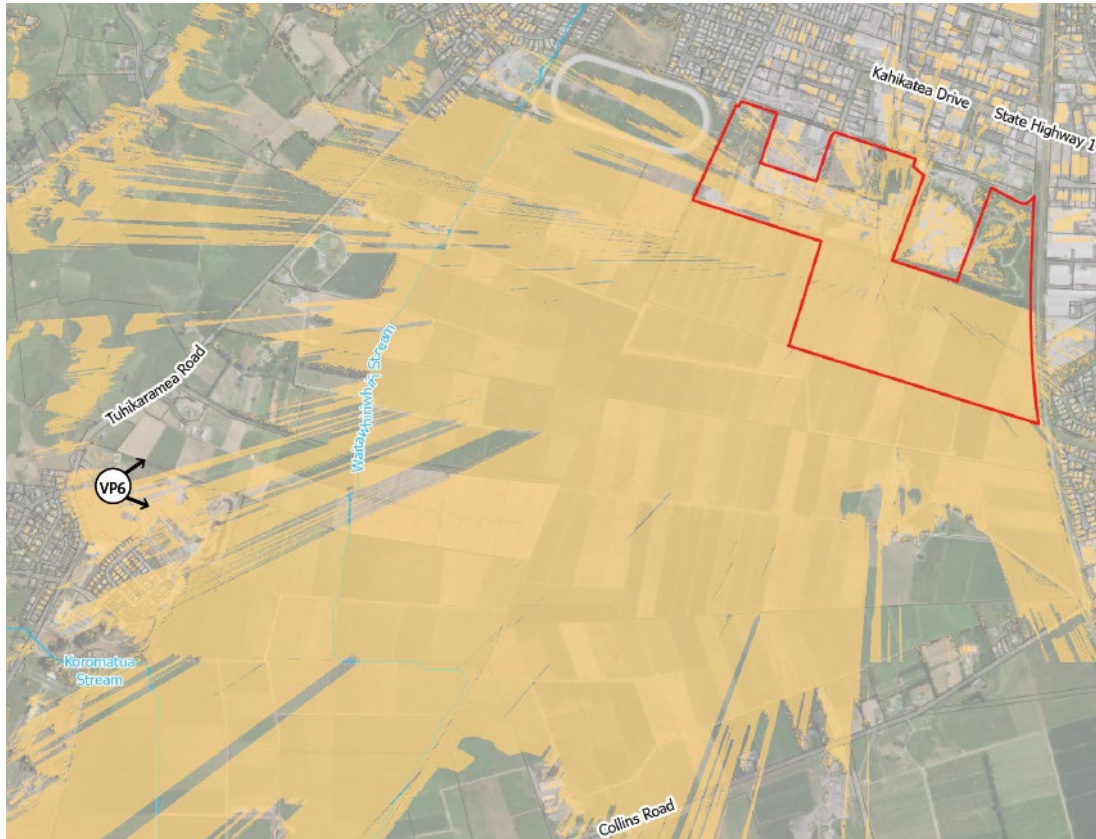


Figure 20. ZTV, Viewpoint 6 location (B&A).



Figure 21. VP6 from Tupuna Drive near The Church of Jesus Christ of Latter-day Saints (B&A).

The existing view is characterised by open rural land, post and wire fencing, farm drains, earthworked or worked ground, paddocks, scattered rural buildings, shelter planting and distant backdrop landforms. The foreground and middle ground have a clear working rural character, with a broad sky view and a strong sense of openness. Existing industrial and urban activity is less visually dominant from this viewpoint, although the broader context remains influenced by Hamilton's southern urban edge, existing industrial land, the railway corridor and planned transport infrastructure.

8.6.1 Visual Effects on VP6

From Viewpoint 6, the proposal will introduce industrial buildings up to 20 m high, service yards, vehicle areas, loading spaces and 3 m high chain link security fencing into a more open rural outlook. No existing vegetation is retained. Street and frontage trees, planted swales and stormwater reserve planting will provide partial softening as they mature but will not screen the large building forms from this open viewpoint.

The main visual change would be the formation of a more defined industrial edge within the middle ground of the view. This would reduce the existing sense of rural openness and introduce a stronger built and utilitarian character, including simple steel-clad building elevations, hardstand, operational areas and security fencing. The contrast would be greater than in views from the existing industrial areas, because the receiving view from this location is more open and less visually enclosed.

The effect would be most noticeable for viewers with a direct and sustained outlook toward the Site, including nearby rural properties or people working on adjoining rural land. For rural road users, the view would be more transient and experienced as part of a moving sequence through a changing rural edge environment. The broader landscape context already includes signs of urban expansion, infrastructure corridors and working land uses, which would moderate the degree to which the proposal is perceived as an isolated or unexpected change.

Overall, the visual effect from Viewpoint 6 is expected to be Low adverse. The proposal will create a clear localised change from an open rural outlook to a more structured industrial edge. The effect will remain focused on the Site and immediate rural interface rather than extending across the wider rural landscape, and planting will progressively soften roads, stormwater areas and internal edges without screening the large building forms.

The post mitigation visual effect conclusions are summarised below.

Audience	Rating	Key reason
VP1	Very Low adverse	The proposal is seen within an existing industrial, rail and movement corridor setting.
VAG1	Very Low adverse	Views from recreation settings are distant, partial and filtered by trees, buildings and urban fabric.
VAG2	Very Low adverse	The proposal extends an established industrial visual context and visibility is limited by intervening development and vegetation.
VAG3	Low adverse	The closest rural interface viewers experience a direct loss of openness, with effects reducing with distance and oblique orientation.
VP6	Low adverse	A clear localised industrial edge is introduced into an open rural outlook, moderated by the wider growth and infrastructure context.

8.7 Contributing Factors to the Overall Visual Effects Rating

Visual sensitivity is assessed from the susceptibility of each viewing audience and the value attached to the view. Magnitude of visual change considers size and scale, geographical extent, and duration and reversibility. These factors are combined using the rating scale in Table 1, with the nature of effect described using Table 2. Appendix 1 provides the full methodology.

8.7.1 Sensitivity

8.7.1.4 Susceptibility to Change – Low

The susceptibility of viewing audiences is assessed as Low overall. Views from industrial and transport corridors to the north and east are generally transient, sequential and experienced within a setting already influenced by industrial activity, hardstand, fencing, signage, rail infrastructure and vehicle movement.

Rural and recreation viewers have greater susceptibility where views are sustained and open, particularly to the south and west. However, these views occur within a wider southern Hamilton edge environment influenced by industrial land, the railway, roads, the designated Hamilton Southern Links corridor, artificial drains and working rural land. Susceptibility is therefore Low overall, with locally greater susceptibility for the closest rural properties.

8.7.1.5 Value Attached to Views – Low

Views toward the Site have local amenity value only. Some views include open pasture, rural fencing, farm drains and broad sky views, which contribute to a sense of openness at the southern and western edge of Hamilton. However, these views are not recognised as regionally or nationally important, are not associated with an Outstanding Natural Landscape or Outstanding Natural Feature, and are not understood to be recognised through tourism, art, literature or other wider community markers.

The value attached to views is assessed as Low. Existing industrial activity, rail infrastructure, hardstand, fencing, roads and storage areas moderate the local amenity value associated with open pasture and broad sky views.

8.7.2 Magnitude of Change

8.7.2.6 Size and Scale – Low

The proposal will introduce large format industrial warehouse buildings up to 20 m high, steel profile cladding, service yards, loading areas, car parking, operational areas and 3 m high chain link security fencing. These elements will be visible from some close and open viewpoints, particularly to the south and west.

The size and scale of visual change is assessed as Low overall. From the north and east, the proposal will be seen with existing warehouses, hardstand, storage yards, roads, rail infrastructure and operational activity. From wider residential, recreation and urban areas, views are generally distant, filtered, oblique or intermittent. At the closest rural interfaces, the change will be more apparent and locally greater.

8.7.2.7 Geographical Extent – Low

The ZTV identifies a wider area of potential visibility, particularly across open rural land to the south and south west and parts of the urban area to the north and east. In practice, actual visibility is much more contained because the ZTV does not account for screening or filtering by buildings, vegetation, fencing, rail infrastructure, landform variation or viewing orientation.

The geographical extent of visual change is assessed as Low. The most apparent views are concentrated at close rural interfaces, the immediate industrial road network and parts of the railway edge. Wider residential, recreation and urban views are limited by distance, intervening development, vegetation and the low relief landform.

8.7.2.8 Duration and Reversibility – High

The visual change will be permanent because the proposal will convert the Site from a mix of rural production land, light industrial activity and edge uses to a planned industrial environment. The introduction of warehouse buildings, roads, yards, servicing areas, hardstand and security fencing will create a lasting change in visual character at the Site scale.

The permanence of the change is moderated by the existing modified visual context and the planned growth setting. The proposal will not remove a recognised or highly valued view or fundamentally alter the wider visual character of southern Hamilton. Street trees, frontage trees, swales and stormwater reserve planting will provide visual structure and amenity over time. While duration and reversibility are assessed as High, this factor does not materially elevate the overall visual effects rating.

8.8 Visual Effects Rating

For transparency, the overall visual effect before embedded mitigation is assessed as Low adverse (less than minor). The change is most apparent at close rural interfaces to the south and west, while wider residential, recreation, industrial and road corridor views are generally filtered, intermittent, distant or oblique.

Taking the embedded mitigation into account, the overall visual effect remains Low adverse (less than minor), although street and frontage trees, planted swales and stormwater reserve planting reduce contrast and improve integration within that rating band as they mature. These measures will not avoid direct visibility of large industrial buildings from the closest rural interfaces. Overall, the development will read as an extension of southern Hamilton's industrial and infrastructure edge rather than a major change to the wider visual environment.

9.0 Conclusion and Overall Effects Rating

The proposed Industrial Development will change the Site from a modified rural and industrial edge landscape to a planned industrial environment. The change will be most apparent within the Site itself and from close interface locations, particularly rural land to the south and west where open foreground views are available. From the established industrial and urban areas to the north and east, the proposal will be experienced within a visual context already influenced by large buildings, hardstand, service yards, fencing, vehicle movement, the railway corridor and other infrastructure.

The assessment distinguishes between an unmitigated reference scenario and the effects of the Industrial Development as proposed, which includes embedded landscape mitigation.

- Before mitigation, the landscape effect is Low adverse (less than minor), the visual effect is Low adverse (less than minor), and the combined effect is Low adverse (less than minor).
- With embedded mitigation, the landscape effect remains Low adverse (less than minor), the visual effect remains Low adverse (less than minor), and the overall proposed outcome is **Low adverse (less than minor)**.

The embedded mitigation reduces contrast, improves the coherence of the Industrial Development and makes stormwater management and planting legible within the completed landscape. It does not avoid the

permanent loss of rural openness or screen all large industrial buildings. The Low adverse outcome is considered appropriate from a landscape perspective because it represents a coherent industrial growth response within a modified, Low value landscape at Hamilton's established industrial and infrastructure edge.

9.1 Mitigation Encapsulated in the Proposal

The landscape drawings provide a structured planting framework comprising stormwater reserves, planted swales, street trees, on lot frontage planting, gateway trees and specimen trees. Stormwater planting is arranged in open water, shallow marsh, wet margin and upper bank zones, with canopy trees distributed around pond margins. This layered planting will make stormwater management more legible and establish naturalised landscape elements within the industrial setting.

Collector road planting includes larger grade tī kōuka at gateways and street entrances. On lot frontage trees comprise rewarewa, taraire and kōhūhū. The proposed development controls would also require:

- planting within 3 m of local and collector roads, except at driveways and vehicle crossings;
- a combination of groundcovers, shrubs and trees within these frontage areas, including at least one tree for every 10 m of road frontage;
- landscape screening of outdoor storage areas and air conditioning units visible from roads or other public places; and
- front yard fences and walls to be limited to 1.2 m in height.

Together, these measures will provide streetscape rhythm, visual relief and a structured blue green landscape framework. They will soften roads, stormwater areas and lot frontages as planting matures. Their principal effect will be within the Industrial Area and along adjoining movement corridors. They will not continuously screen buildings up to 20 m high or avoid the permanent loss of rural openness.

No additional landscape mitigation is recommended beyond these embedded measures, provided the landscape drawings and associated controls are finalised, secured and implemented.

Appendix 1 – Landscape Assessment Methodology

Appendix 2 – Maps & Photographs

Appendix 3 – SL1 Growth Cell & SL1 Industrial Development Masterplan

Appendix 1 – Landscape Assessment Methodology

Appendix 1 – Landscape Assessment Methodology

Contributing Factors		Higher	Lower
Sensitivity	Susceptibility to change	The landscape is strongly distinctive with important biophysical, sensory, and associative aspects. There is an absence of landscape detractors which make it highly vulnerable to the type of change which would result from the proposed development.	The landscape lacks any distinctive biophysical, sensory, or associative aspects. It has many detractors and can accommodate the proposed development without undue consequences to landscape character.
	The value of the landscape	The landscape requires protection as a matter of national importance (ONF/L).	The landscape is of low or local importance.
Magnitude of Change	Size or scale	Total loss or addition of key features or elements. Major changes in the key characteristics of the landscape, including significant aesthetic or perceptual elements.	Most key features or elements are retained. Key characteristics of the landscape remain intact with limited aesthetics or perceptual change apparent.
	Geographical extent	Landscape character area scale.	Site scale, immediate setting.
	Duration and reversibility	Permanent. Long term (over 10 years).	Reversible. Short Term (0-5 years).

Table 1: Determining the significance of landscape effects

Contributing Factors		Higher	Lower
Sensitivity	Susceptibility to change	Views from dwellings and recreation areas where attention is typically focussed on the landscape.	Views from places of employment and other places where the focus is typically incidental to its landscape context.
	Value attached to views	Viewpoint is recognised by the community such as identification on tourist maps or in art and literature. High visitor numbers.	Viewpoint is not typically recognised or valued by the community. Infrequent visitor numbers.
Magnitude of Change	Size or scale	Loss or addition of key features in the view. High degree of contrast with existing landscape elements (i.e. in terms of form scale, mass, line, height, colour, and texture). Full view of the proposed development.	Most key features of view retained. Low degree of contrast with existing landscape elements (i.e. in terms of form scale, mass, line, height, colour, and texture). Glimpse / no view of the proposed development.
	Geographical extent	Front on views. Near distance views; Change visible across a wide area.	Oblique views. Long distance views. Small portion of change visible.
	Duration and reversibility	Permanent. Long term (over 15 years).	Transient. Short Term (0-5 years).

Table 2: Determining the significance of visual effects

Nature of effect	Use and Definition
Adverse (negative):	The proposed development would be out of scale with the landscape or at odds with the local pattern and landform which results in a reduction in landscape and visual values
Neutral (benign):	The proposed development would complement (or blend in with) the scale, landform and pattern of the landscape maintaining existing landscape and visual values
Beneficial (positive):	The proposed development would enhance the scale, landform and pattern of the landscape, improving the landscape and visual quality through removal of damage caused by existing land uses or addition of positive features

Table 3: Determining the nature of effects

Effect Rating	Use and Definition
Very High:	Total loss to the characteristics or key attributes of the receiving environment and /or visual context amounting to a complete change of landscape character.
High:	Major change to the characteristics or key attributes of the receiving environment and /or the visual context within which it is seen; and/or a major effect on the perceived amenity derived from it.
Moderate-High:	A moderate - high level of effect on the character or key attributes of the receiving environment and/or the visual context within which it is seen; and/or have a moderate - high level of effect on the perceived amenity derived from it.
Moderate:	A moderate level of effect on the character or key attributes of the receiving environment and/or the visual context within which it is seen; and/or have a moderate level of effect on the perceived amenity derived from it.
Moderate -Low:	A moderate - low level of effect on the character or key attributes of the receiving environment and/or the visual context within which it is seen; and/or have moderate - low level of effect on the perceived amenity derived from it.
Low:	A low level of effect on the character or key attributes of the receiving environment and/or the visual context within which it is seen; and/or have a low effect on the perceived amenity derived from it.
Very Low:	Very low or no modification to key elements/ features/ characteristics of the baseline or available views, i.e. approximating a 'no change' situation.

Table 4: Determining the overall significance of landscape and visual effects

Zone of Theoretical Visibility (ZTV) mapping

Zone of Theoretical Visibility (ZTV) describes the area over which a structure or development can theoretically be seen, based on a Digital Terrain Model (DTM). ZTV mapping is also commonly referred to as a Zone of Visual Influence (ZVI), Visual Envelope Map (VEM), or viewshed map. ZTV outputs are typically presented as a transparent coloured overlay on a topographic base, where the coloured areas indicate locations from which the modelled built form has a theoretical line of sight.

For this project, ZTV mapping was prepared as a desk-based visibility tool to establish the likely extent and distribution of views toward the location of the masterplan, and to support a transparent and representative viewpoint selection process. The mapping was prepared to test visibility associated with the built form across the masterplan, with particular emphasis on the tallest and potentially most visually influential elements.

1. Method and Data

- Software: ArcGIS Pro (Viewshed tool), version 3.5.4.
- Terrain surface: LiDAR-derived digital terrain model (DTM) using a 2024 dataset with 1 m grid resolution.
- Surface assumption: Bare-earth terrain only (i.e., excludes screening from vegetation, buildings, and temporary construction elements). This represents a high visibility scenario rather than actual on-the-ground visibility conditions.
- Observer eye height: 1.7 m (typical standing viewer height).
- Targets modelled: Multiple typology-specific target heights were used (based on the design building heights for principal masterplan typologies), and then combined into a composite ZTV representing the overall envelope of potential visibility across the development.
- Curvature / refraction: Earth curvature and atmospheric refraction were excluded, reflecting the local scale of assessment.

2. How the ZTV was Used

The ZTV mapping was used to identify the key public corridors and receptor areas where views were most likely to occur, including:

- Collins Road;
- Saxby Road;
- Resthills Park; and
- More distant, elevated landforms to the north.

In this context—characterised by generally shallow lowland topography but with localised elevation changes and a strong pattern of shelterbelts, hedgerows, and intervening built elements—the ZTV provided an efficient way to:

- Identify where visibility is likely and unlikely prior to detailed viewpoint assessment;
- Inform the selection of visual simulation locations;
- Test whether the tallest elements have potential to be visible beyond the immediate site context; and
- Support a structured selection of representative viewpoints for both static viewing locations and sequential road corridor viewing.

3. Limitations

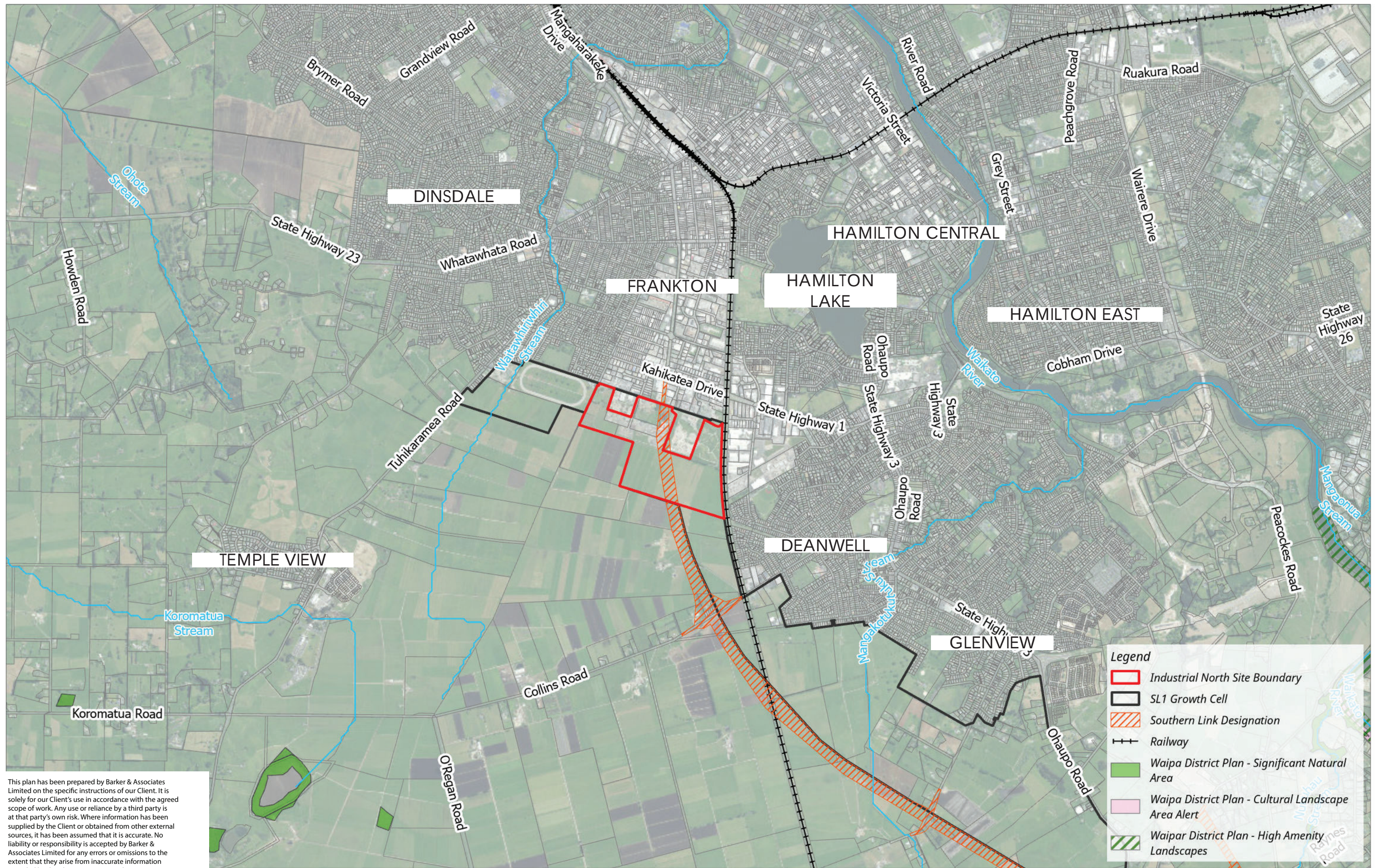
ZTV mapping is a useful input to landscape and visual assessment, but it has important limitations:

- It represents theoretical line-of-sight only; actual visibility is often reduced or fragmented by shelterbelts, riparian/roadside vegetation, and intervening buildings/operational structures.

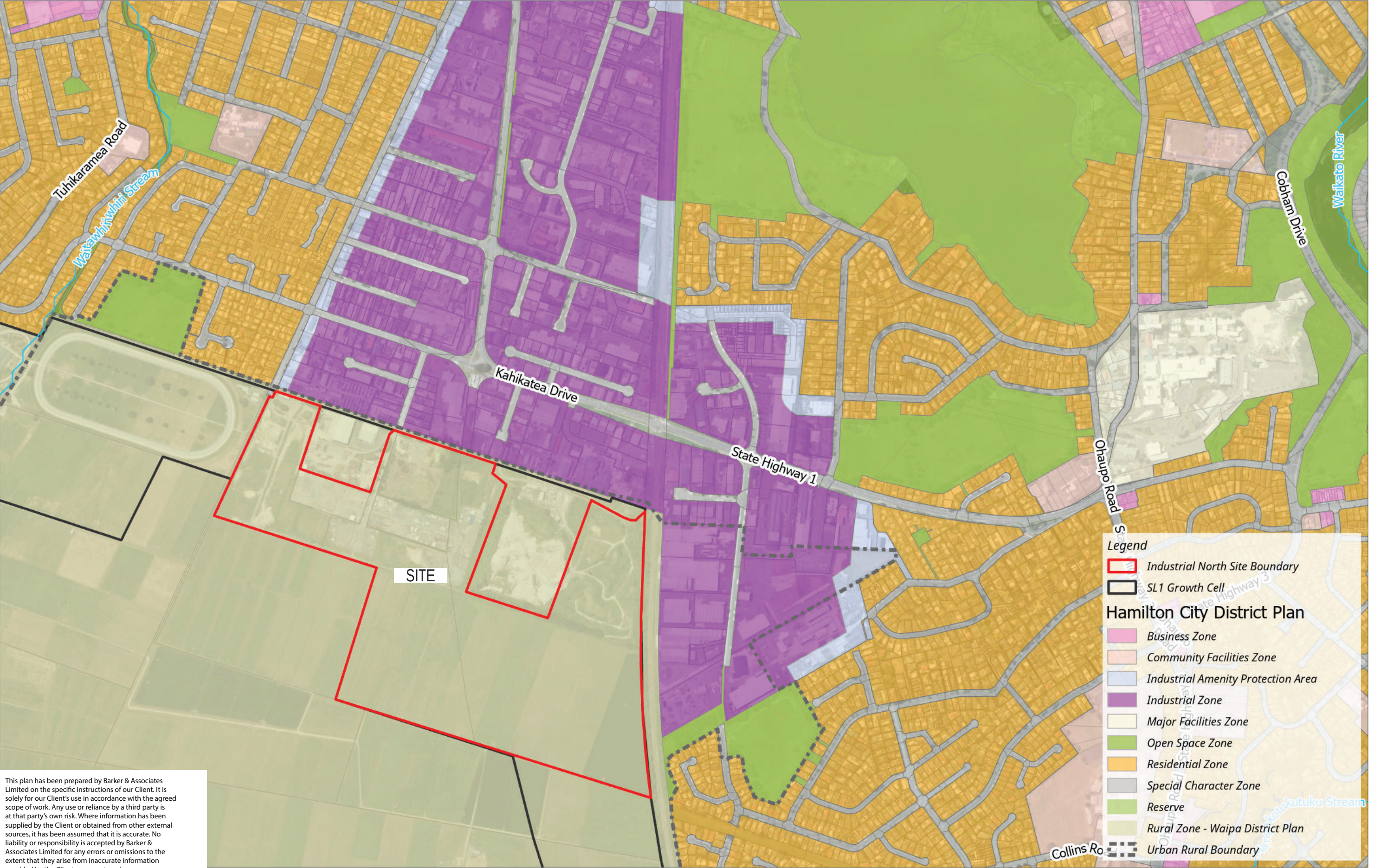
- It does not capture viewing experience or effects such as view duration, prominence, dominance, contrast, or audience sensitivity; and it does not inherently differentiate the way visibility may change over time.
- It does not account for distance decay (i.e., the reduced perceptual influence of distant elements), even where theoretical visibility exists.

Accordingly, the ZTV was used as an input to the overall visual assessment not as a substitute for field-based judgement. Predicted visibility was ground-truthed through site visits to confirm actual viewing conditions and the perceptual context of views. Fieldwork was undertaken in May 2026 in fine weather with good visibility, supported by standard lens photography.

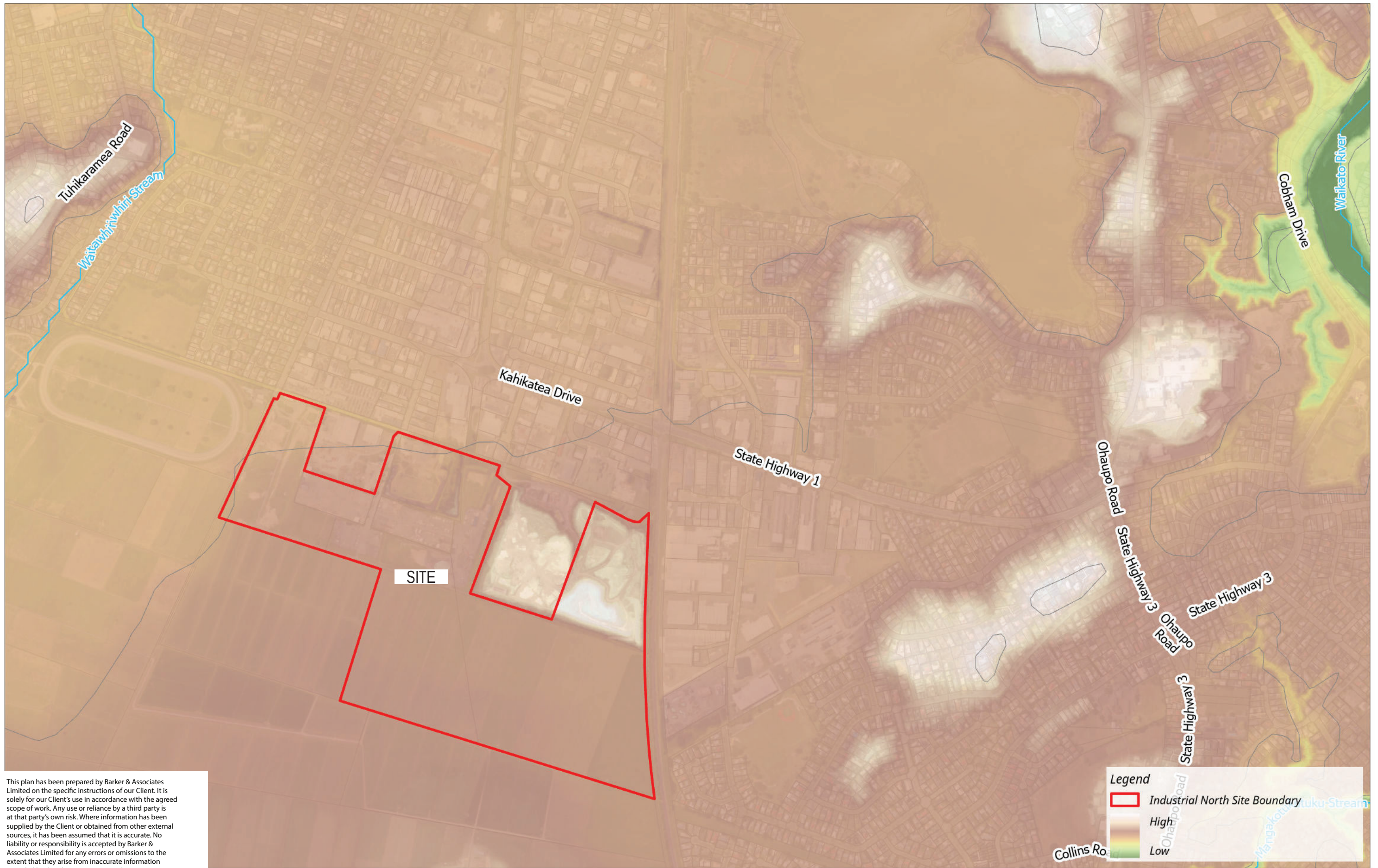
Appendix 2 – Maps & Photographs

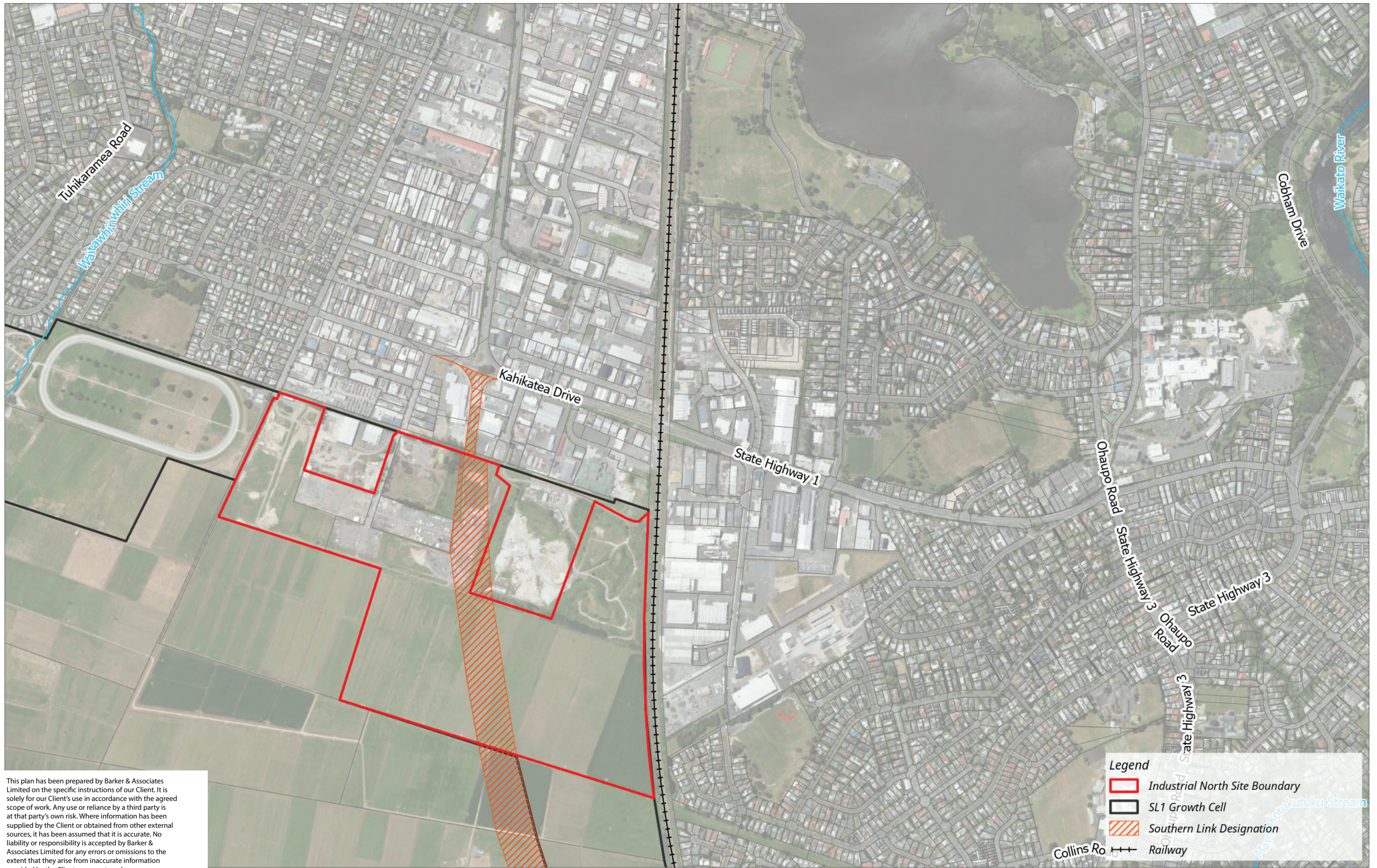


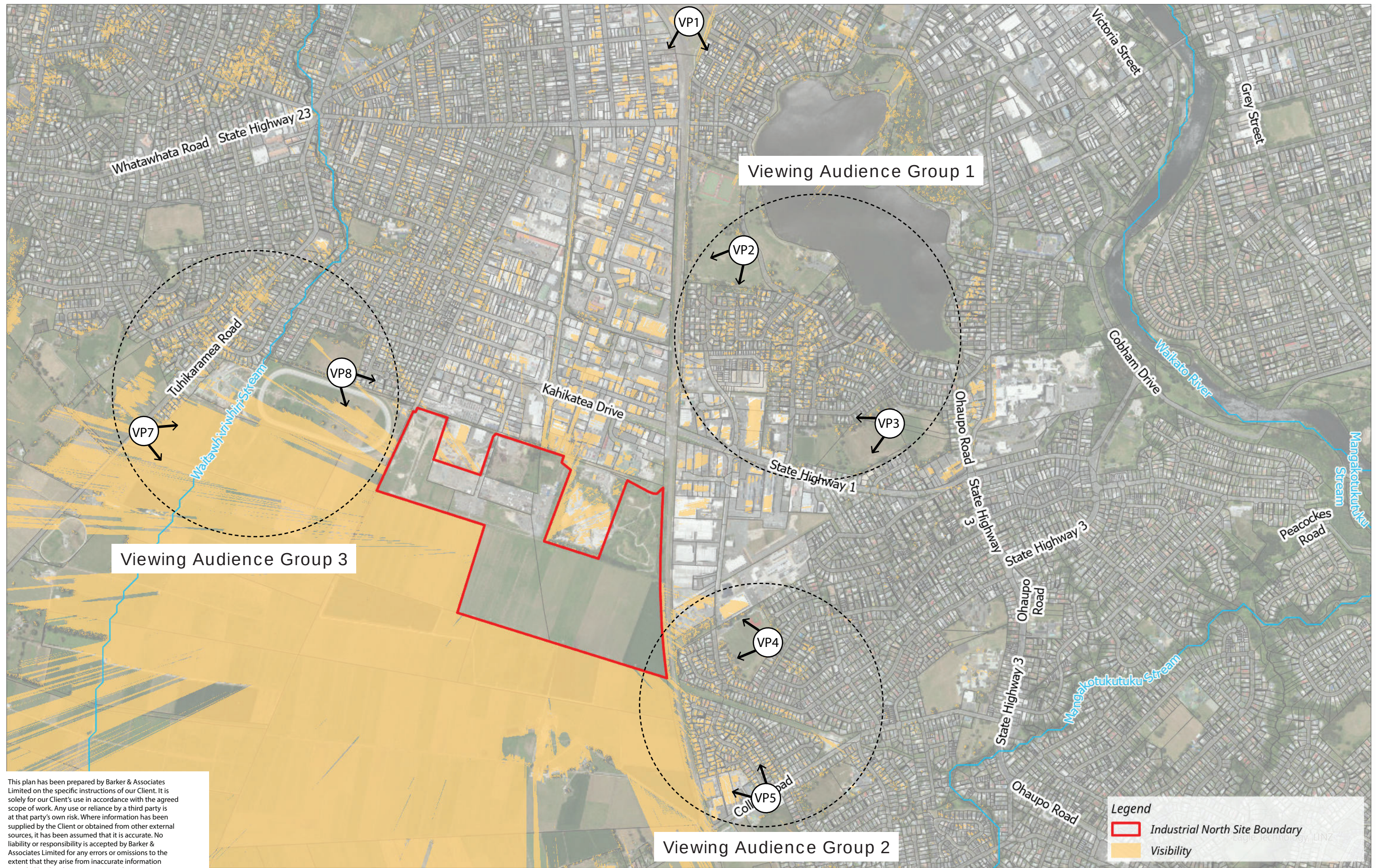


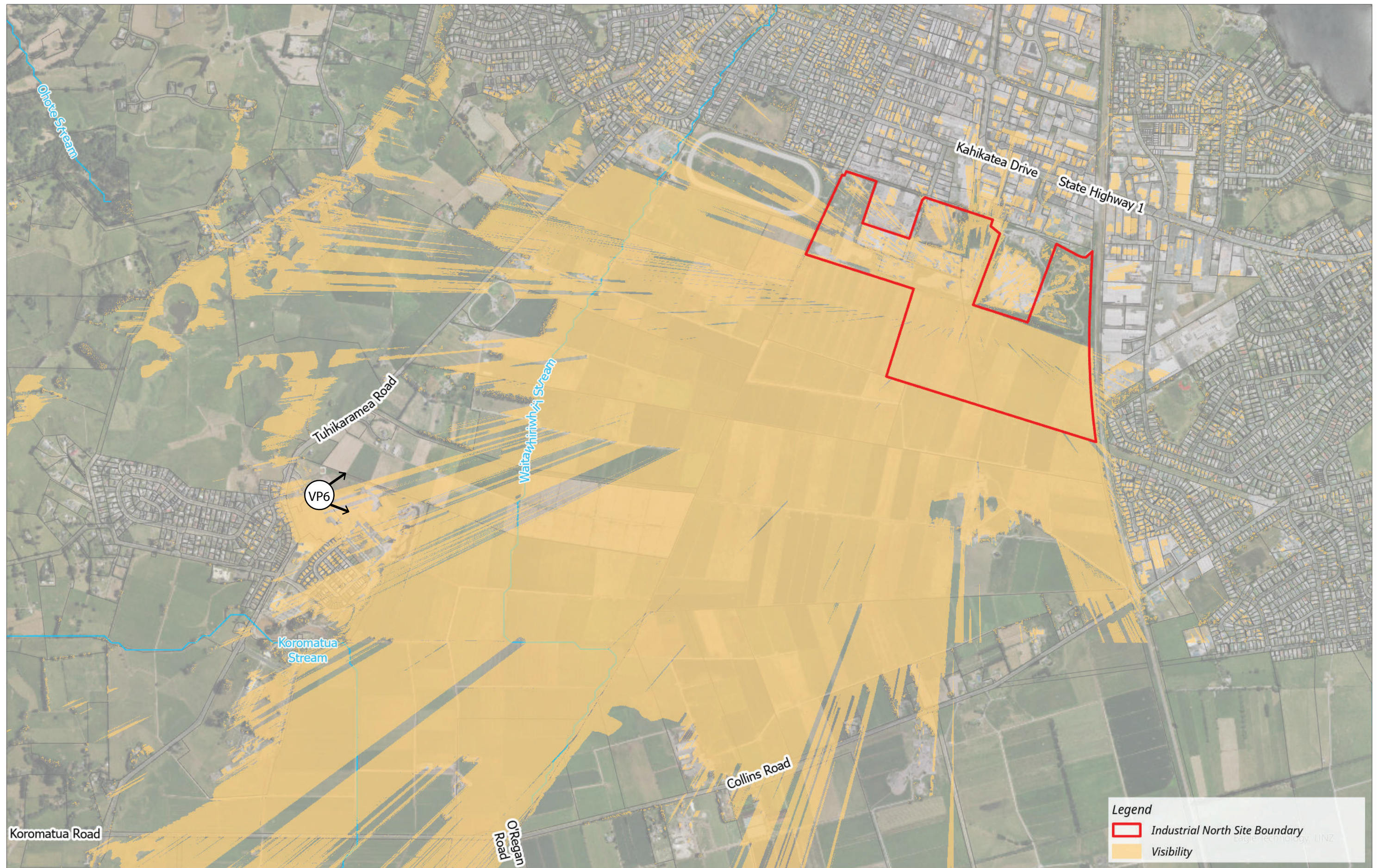


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VP1



VP2



VP3



VP4



VP5



VP6

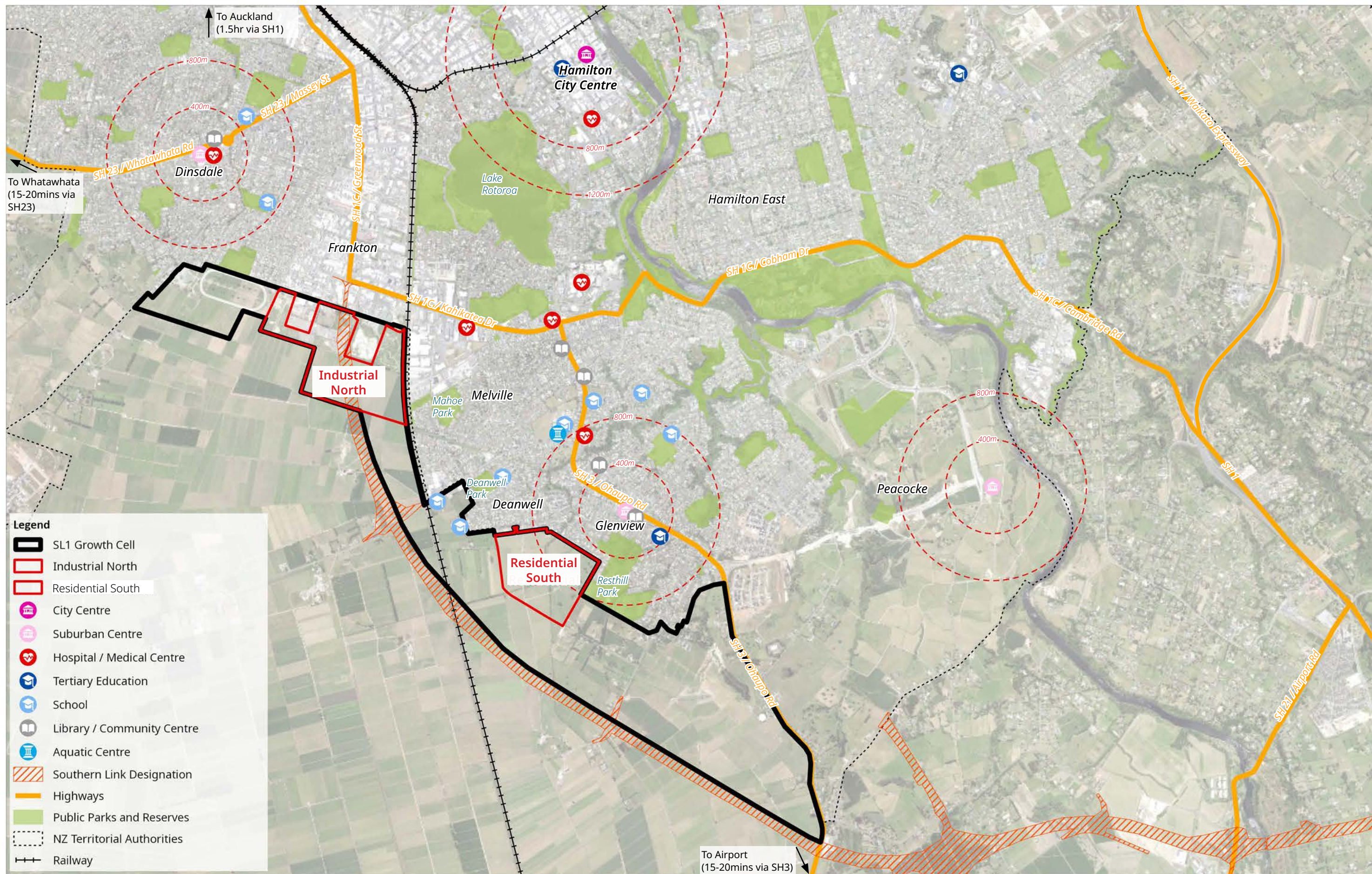


VP7



VP8

Appendix 3 – SL1 Growth Cell & SL1 Industrial Development Masterplan



Legend

- SL1 Growth Cell
- Industrial North
- Residential South
- City Centre
- Suburban Centre
- Hospital / Medical Centre
- Tertiary Education
- School
- Library / Community Centre
- Aquatic Centre
- Southern Link Designation
- Highways
- Public Parks and Reserves
- NZ Territorial Authorities
- Railway

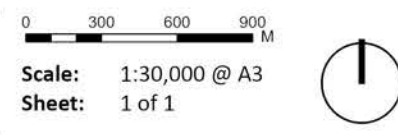
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Job Number: 25546 & 26111

Drawing: Wider Context

Version: Draft

Date: 29/06/2026

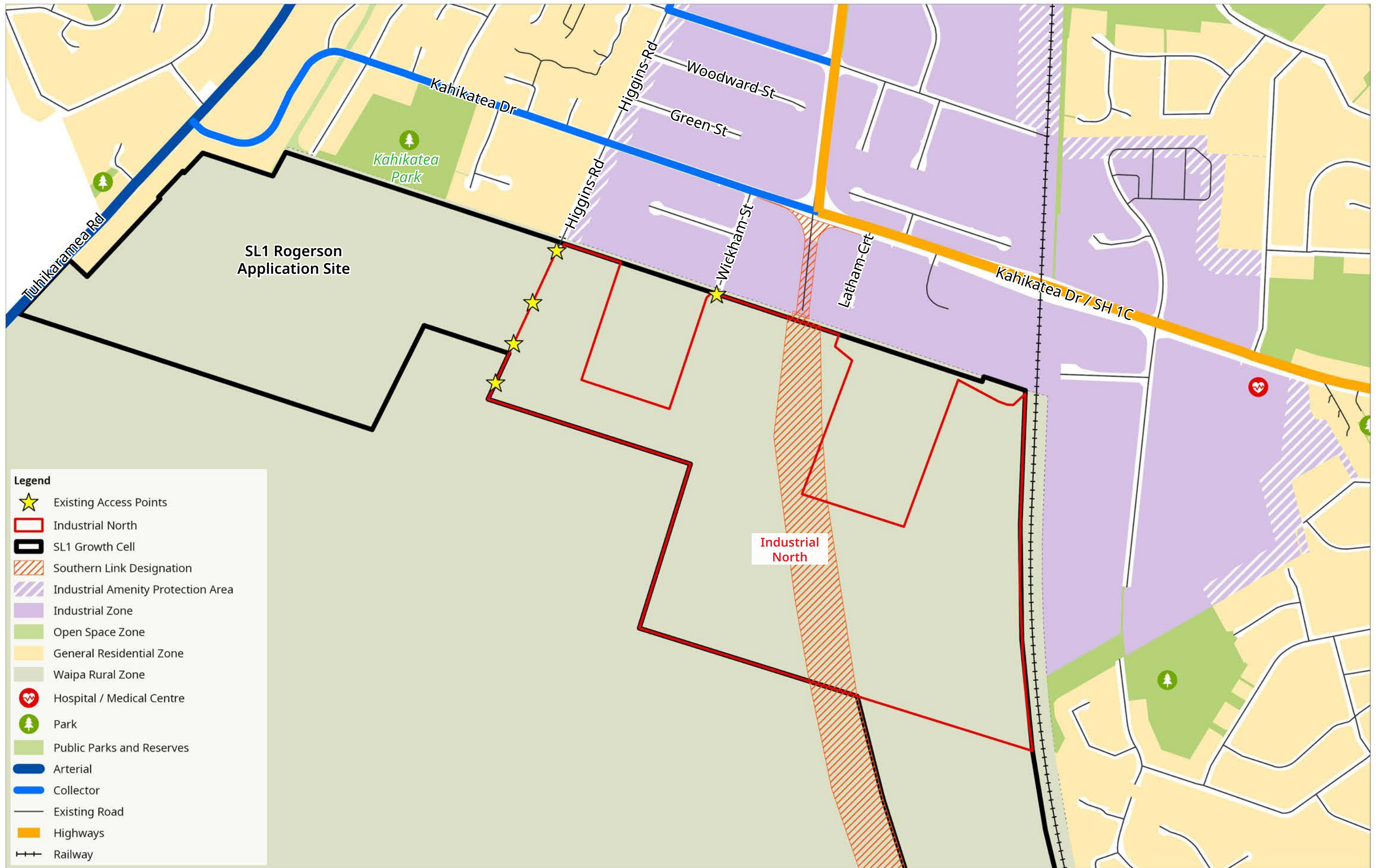


SL1 Residential South & Industrial North Substantive Application

49A and 49B Saxbys Road, Saxbys Road, 18, 20 & 24 Wickham Street, 160 & 162 Higgins Road, Waikato

B&A

Urban & Environmental



Client: Saxby Rd JV Ltd, Industrie Property Tahi & South Park Agri Development Ltd

Job Number: 25546 & 26111

Drawing: Industrial North Zoning and Immediate Context

Version: Draft

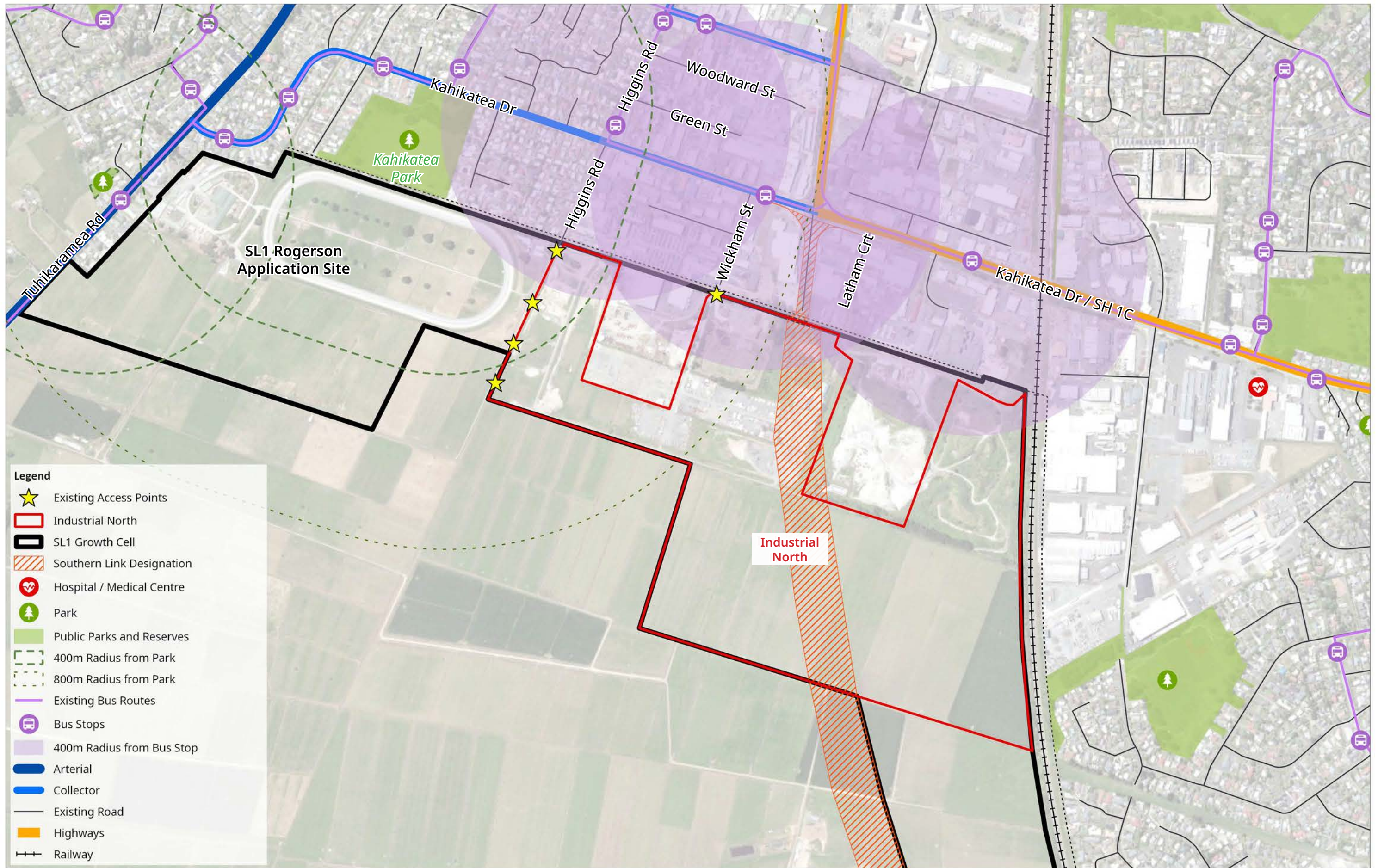
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Client: Saxby Rd JV Ltd, Industrie Property Tahī & South Park Agri Development Ltd
Job Number: 25546 & 26111

Drawing: Industrial North Movement and Accessibility
Version: Draft
Date: 30/06/2026

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Sheet: 1 of 1



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 Urban & Environmental



Client: Saxby Rd JV Ltd, Industrie Property Tahi & South Park Agri Development Ltd
Job Number: 25546 & 26111

Drawing: Industrial North Existing Parcel Analysis
Version: Draft
Date: 3/07/2026

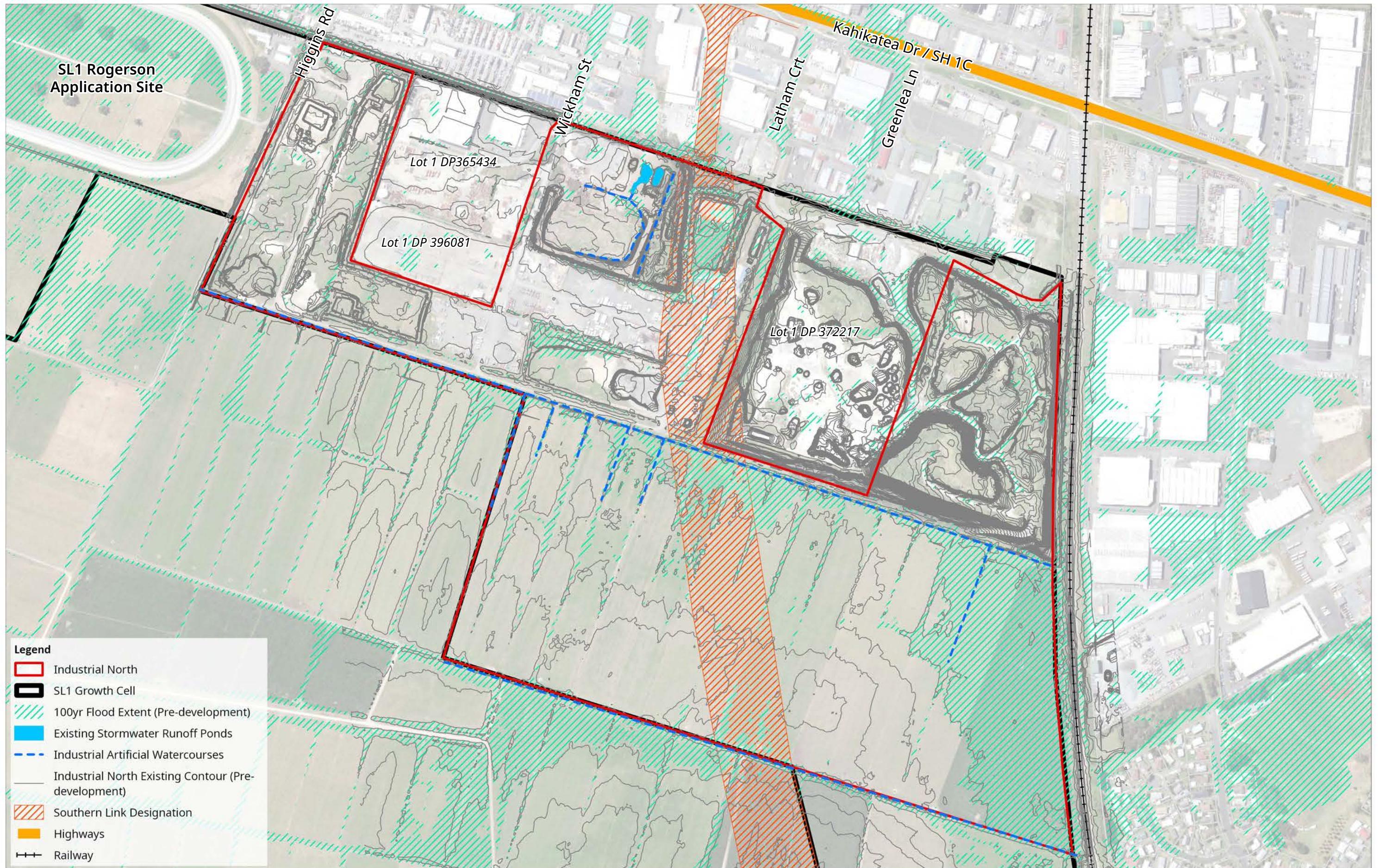
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**SL1 Residential South & Industrial North
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Client: Saxby Rd JV Ltd, Industrie Property Tahi & South Park Agri Development Ltd

Job Number: 25546 & 26111

Drawing: Industrial North Flood and Ecological Features

Version: Draft

Date: 2/07/2026

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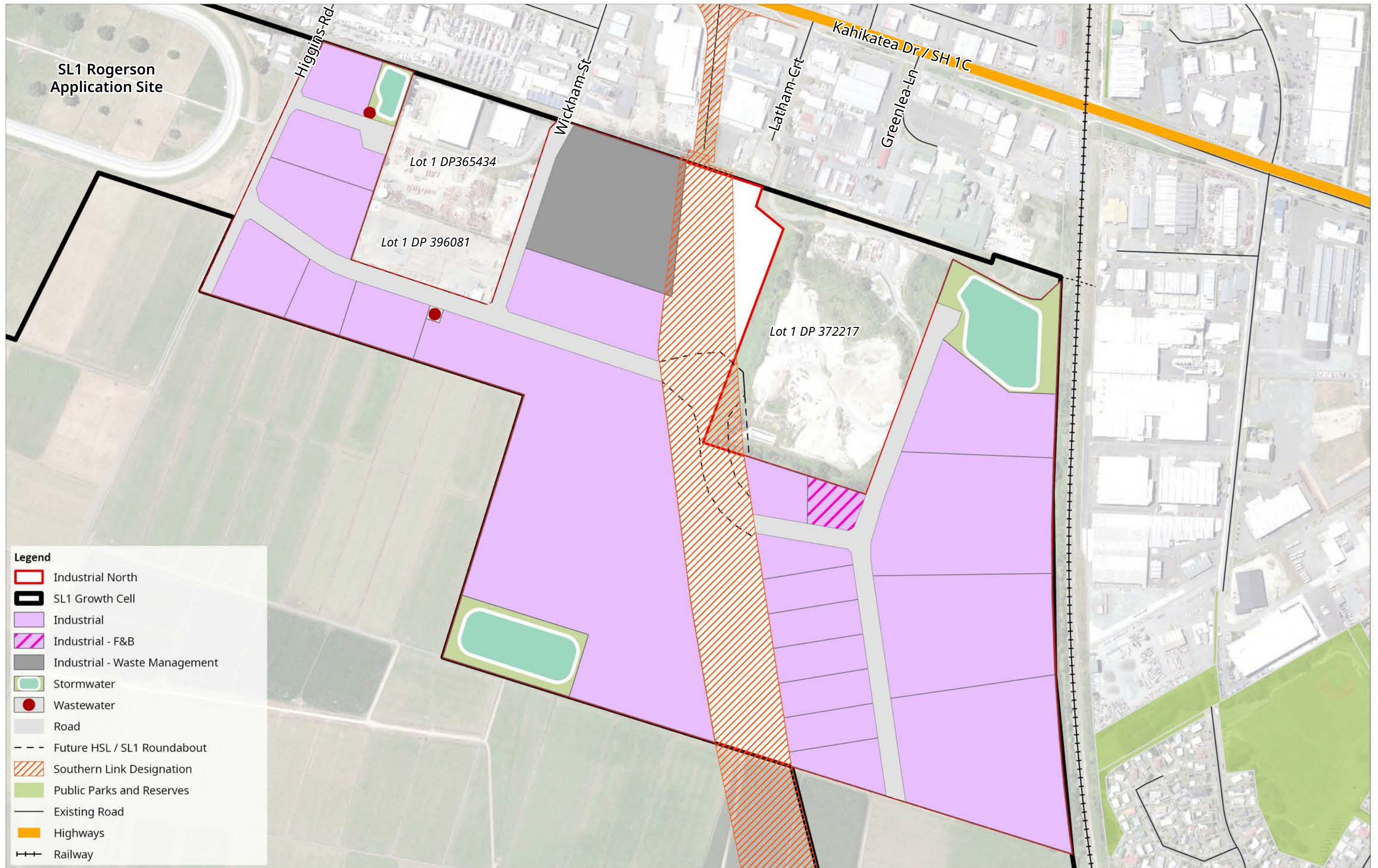


SL1 Residential South & Industrial North Substantive Application

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Client: Saxby Rd JV Ltd, Industrie Property Tahi & South Park Agri Development Ltd
Job Number: 25546 & 26111

Drawing: Industrial North Proposed Masterplan
Version: Draft
Date: 30/06/2026

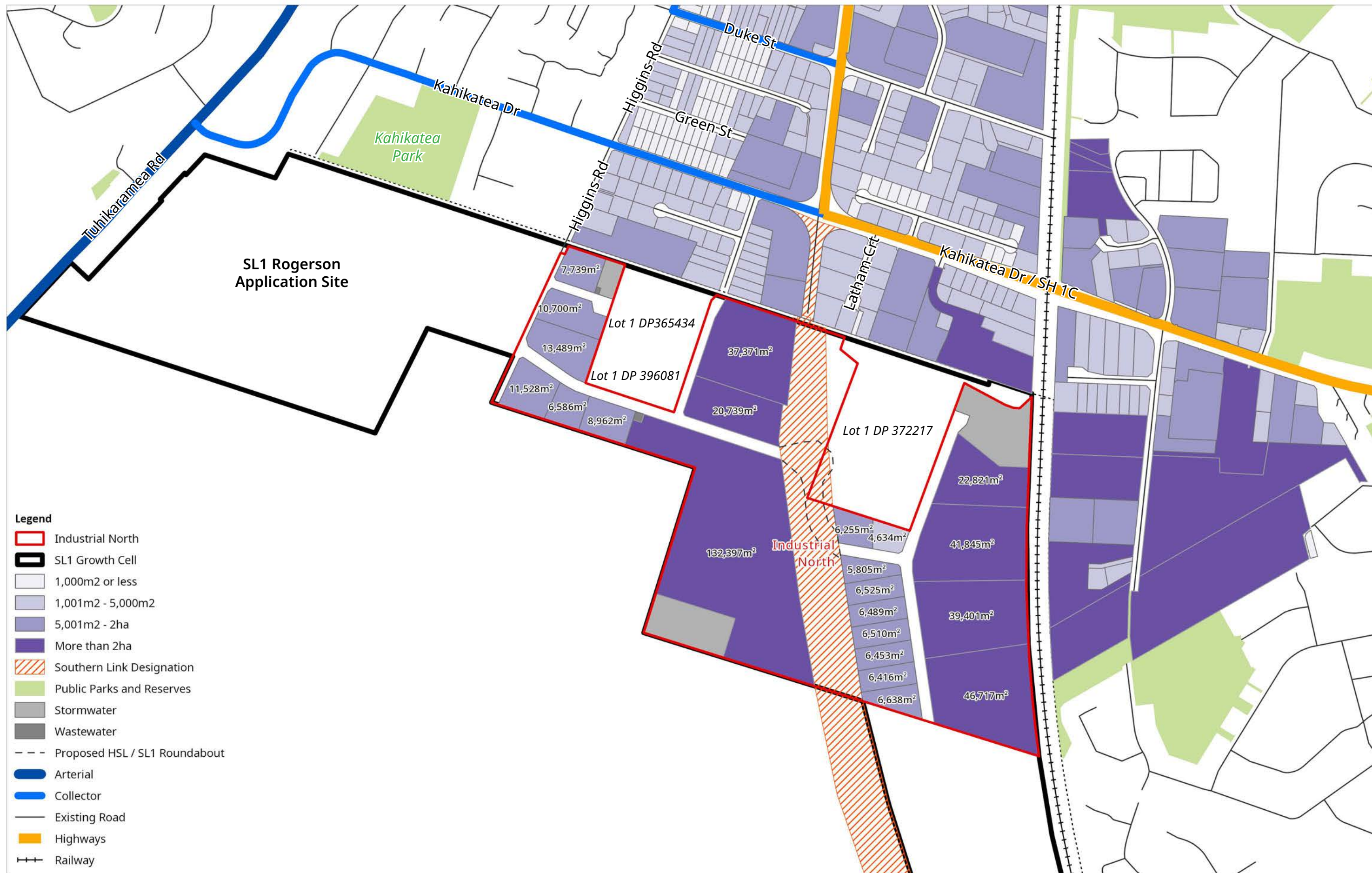
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SL1 Residential South & Industrial North Substantive Application

49A and 49B Saxbys Road, Saxbys Road, 18, 20 & 24 Wickham Street, 160 & 162 Higgins Road, Waikato

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Job Number: 25546 & 26111

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Version: Draft
Date: 30/06/2026

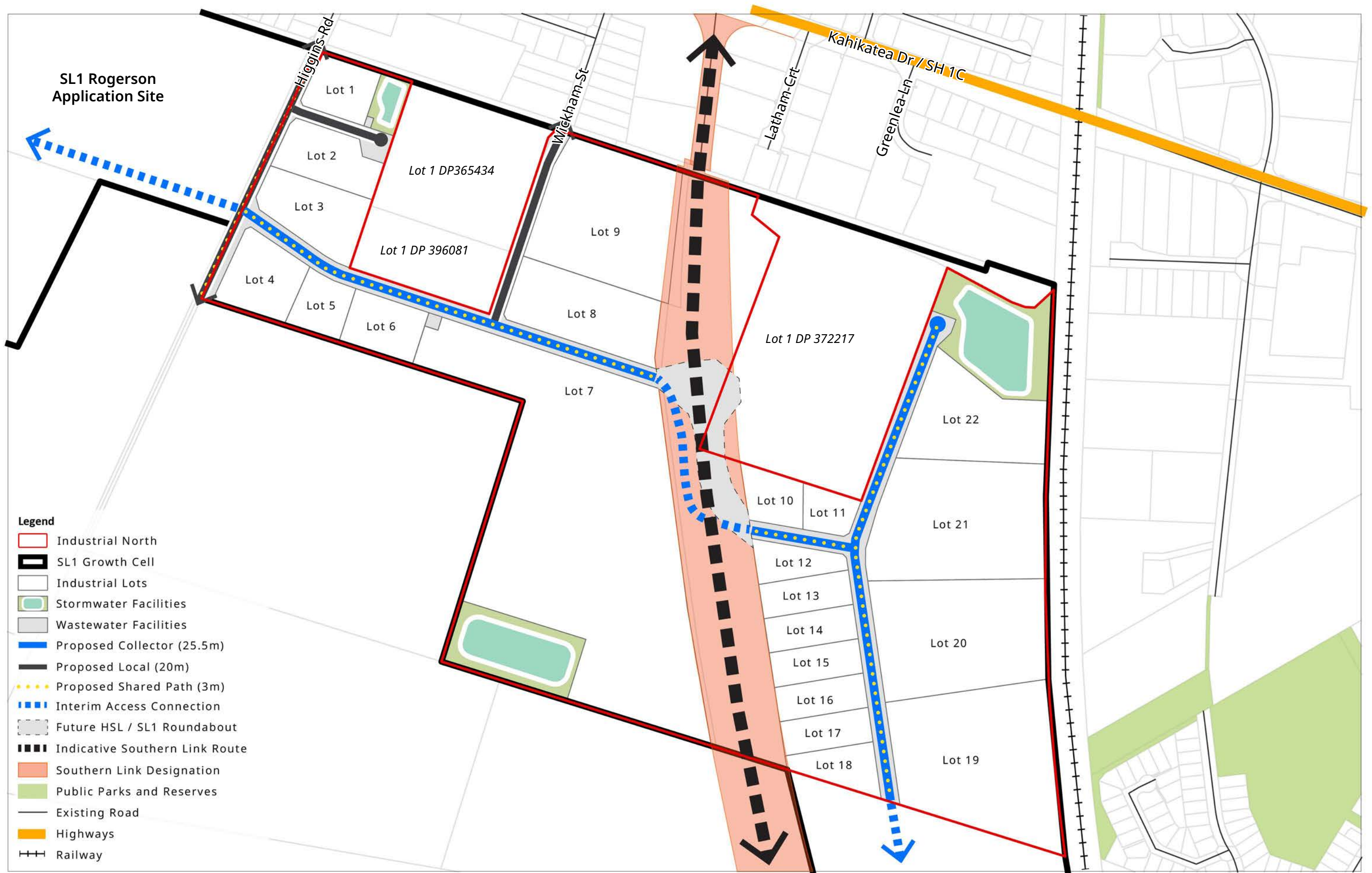
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**SL1 Residential South & Industrial North
 Substantive Application**

49A and 49B Saxbys Road, Saxbys Road, 18, 20 & 24 Wickham Street, 160 & 162 Higgins Road, Waikato

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Client: Saxby Rd JV Ltd, Industrie Property Tahi & South Park Agri Development Ltd
Job Number: 25546 & 26111

Drawing: Industrial North Proposed Movement Network
Version: Draft
Date: 30/06/2026

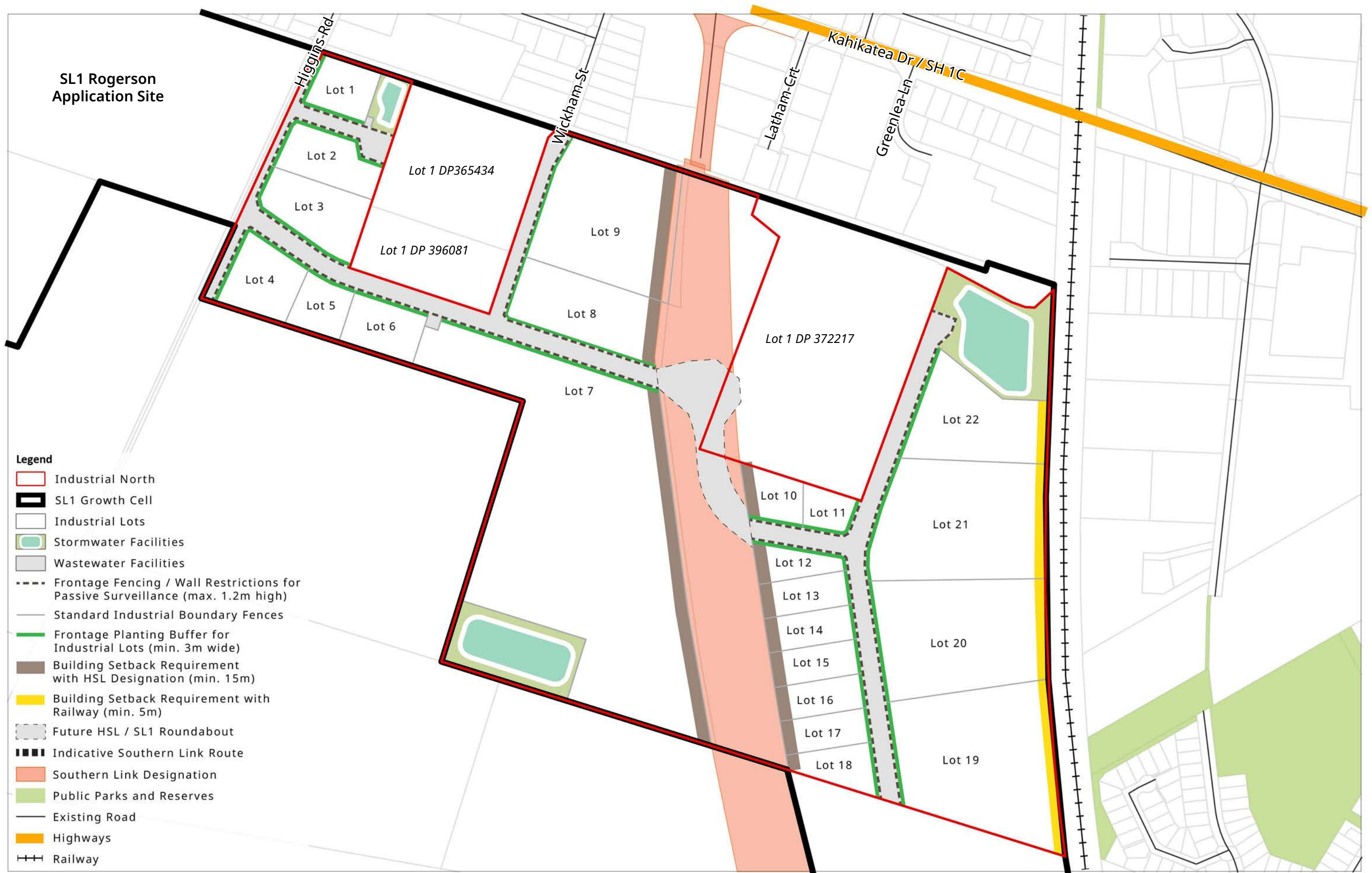
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**SL1 Residential South & Industrial North
 Substantive Application**

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Job Number: 25546 & 26111

Drawing: Industrial North Proposed Interface Treatment
Version: Draft
Date: 30/06/2026

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