

Southern Link Inland Port
John Kyle and Megan Hankey – for Southern Link Property Limited – Summary Planning Statement on
Updates to Conditions

Introduction

1. We attended the conditions hearing for the Southern Link Inland Port (**SLIP**) which was held on 24 September 2026 on behalf of the Applicant, Southern Link Property Limited (**SLPL**). The Expert Panel subsequently issued Minute 17 which requested that the Applicant files a final set of the proposed conditions by 9 October 2026.
2. In this statement we provide a summary of the changes that have been made to the conditions in response to the comments received from Otago Regional Council (**ORC**), Dunedin City Council (**DCC**), New Zealand Transport Agency (**NZTA**) and White Robe Lodge (**WRL**), as well as to reflect the outcome of the discussions that were had during the conditions hearing.
3. All changes that have been made to the conditions are shown as tracked changes and we have included comments to explain the reasoning for each change.

Comments on Proposed Otago Regional Council Conditions

4. Prior to the conditions hearing we provided ORC and the Panel with SLPL's response to the ORC's comments on conditions received on 21 September in response to Minute 14 of the Expert Panel. This outlined where we agreed or disagreed with the ORC's suggested amendments, and the reasons why. During the conditions hearing, Ms Fenemor, on behalf of ORC, outlined the remaining areas of disagreement.
5. We have updated the proposed ORC consent conditions to reflect matters discussed at the hearing. SLPL has now agreed to accept those additional proposed changes. For the most part, there is now a very high level of alignment between us and Ms Fenemor. In summary, the primary updates to the proposed ORC conditions include:
 - a) Bringing the relevant detail on management plan certification in Condition 4 into the consent condition, as opposed to the advice note;

- b) Including additional requirements to address comments relating to infiltration to land in the detailed design plans for the on site stormwater treatment features;
 - c) Minor updates to the stormwater monitoring conditions for clarification and increased certainty; and
 - d) Consequential amendments and minor corrections.
6. In our assessment there are no outstanding matters of disagreement between ORC and SLPL in the updated proposed ORC consent conditions, based on the comments on conditions received from ORC in response to Minute 14.

Comments on Proposed Dunedin City Council Conditions

7. We have made further updates to the Dunedin City Council consent conditions in response to the comments received from the Dunedin City Council on 21 September, and to address matters that arose during the conditions hearing and the subsequent responses to Minute 17 by the Panel's and DCC's noise experts.

Verification

8. As discussed during the conditions hearing, we consider it is more appropriate for the detailed design plans relating to wastewater, potable and non-potable water and roading to be verified by the Dunedin City Council, as opposed to being certified in accordance with the management plan certification process. We have included new proposed Condition 9A which sets out the process for verification of detailed design plans. This includes the requirement for the Consent Holder to confer with the Dunedin City Council prior to finalising the detailed design plans to confirm the relevant Council standard that is applicable to the design and subsequently requiring that the final plans are submitted to the Council for verification that the design meets the relevant standards.

Noise

9. In terms of the operational noise conditions, we have made further updates to the conditions where we agree with the suggested amendments by DCC. As noted in our initial response to the DCC comments on conditions that we submitted prior to the conditions hearing, we do not agree with all of the suggested changes by DCC.

- 10.** The DCC suggested a condition prohibiting nighttime activity (10pm to 7am) during the operation of Stage 1.¹ We note that the application does not include such a prohibition. Some activities will occur during the period defined as the nighttime in the Dunedin City Second Generation District Plan (**2GP**) (10pm to 7am). However, these activities will not be noise generating activities and will be able to comply with the relevant Stage 1 nighttime noise limits. The Stage 1 (and Stage 2) noise limits align with the permitted noise limits in the 2GP, and as such, any activities that occur will not generate noise effects beyond what is currently permitted in this area. We therefore do not consider it is appropriate for the conditions to prevent nighttime activities from occurring at the site during Stage 1. Such a condition would place an unnecessarily onerous restriction on the operation of the SLIP that is not proportionate to the effect, given any noise generated will not exceed levels permitted in the 2GP in any event.
- 11.** For these reasons, we have also not included the proposed condition from DCC that nighttime activities at the site can only commence once the Stage 2 warehouse buildings (2A, 2B, and 2C) are constructed. The proposed conditions (60(d)) include the requirement to include measures in the Operational Noise Management Plan that require nighttime container stacking to only commence following the construction of these warehouse buildings. This is because this is the activity on site that, in the absence of the construction of the identified warehouse buildings, could result in an exceedance of the noise limits. Therefore, this provides certainty that the appropriate measures will be in place to manage nighttime noise generated on the site and ensure compliance with the noise limits.
- 12.** In accordance with the advice of Mr Shanks², the proposed nighttime noise limit for Stage 3 for noise sensitive receivers in the Rural and Rural Residential Zone located more than 350m from the Industrial Zone is 45dB LAeq (15 min) (refer to proposed Condition 58A). Mr Shanks considered implementing a noise limit of 43 dB LAeq (15 min) at these sites, however, he is of the view that a limit of 45dB LAeq (15 min) is more appropriate. This is because Mr Shanks considers applying this limit will not result in significant adverse health effects, which is also supported by the response prepared by the Panel's acoustic expert, Mr Reeve.³ Therefore, whilst

¹ Proposed Condition 60B of the DCC Response to Applicants Revised DCC Conditions (17 September 2026) submitted on 21 September 2026.

² Refer to Section 4 of the response prepared by Mr Shanks to Minute 17.

³ At paragraph 9 of the response prepared by Mr Reeve.

the noise associated with the operation of the SLIP is not expected to exceed 43 dB LAeq (15 min), Mr Shanks considers a limit of 45dB LAeq (15 min) remains appropriate and provides the SLIP with sufficient operating flexibility to ensure compliance with these noise limits. In our opinion, given the district plan limit that applies in this location, the proposed condition is consistent with s83 of the FTAA which requires that conditions must not be more onerous than necessary to address the reason for which it is set.

- 13.** In regard to potential noise effects on the dwelling at 273 Dukes Road North (being the Stud Manager's Residence for WRL), we note that whilst the ambient noise currently experienced at this site is lower than the permitted 2GP noise limits, the Stud Manager's Residence is located within part of a Rural Zone that is within 350m of the Industrial Zone, and as such, the 2GP currently permits noise up to 45dB LAeq between 10pm and 7am at this site.⁴ The operation of the SLIP during all stages will not result in noise exposure at this dwelling exceeding the relevant district plan limit. In our view this is significant when consideration turns to necessary mitigation for this dwelling.
- 14.** We note that concerns have been raised regarding the noise effects on the dwelling at 273 Dukes Road North associated with the increase in heavy vehicle movements that will be generated by the SLIP.⁵ We note that noise generated by vehicles operating on public roads is exempt from a need to comply with the noise limits in the 2GP.⁶ Given this, there are no rules that limit noise from this source in the 2GP.
- 15.** Notwithstanding this, we have considered the comments received from the noise experts on this matter. We have suggested amendments to the proposed amenity mitigation condition as it relates to noise effects on the Stud Manager's Residence at 273 Dukes Road North. These amendments provide greater clarity on the noise effect that is being addressed by the mitigation (i.e. road traffic noise on Dukes Road North) and outline the mitigation to address this effect.

⁴ Rule 9.3.6.1(c)(iii) of the 2GP.

⁵ At paragraphs 17-19 of the response prepared by Mr Reeve on behalf of the Panel, dated 1 October 2026 and at paragraphs 6.2-6.6 of the response prepared by Mr Styles on behalf of the DCC, dated 1 October 2026,

⁶ Rule 9.3.6.3(h) of the 2GP.

16. The proposed mitigation has been informed by the response prepared by Mr Shanks, who considers that achieving an internal noise level of 40 dB LAeq (24 hour) at this dwelling would assist to ameliorate the effects of road noise and recommends reference to the relevant 2GP performance standard for acoustic insulation as an appropriate means for achieving this. Proposed Condition 71B has therefore been updated to reflect this. It is proposed that this mitigation measure would be implemented prior to the commencement of the operation of Stage 2 given it is anticipated that there will only be a small increase in heavy vehicle movements during Stage 1 compared to what currently occurs on Dukes Road North.
17. Furthermore, in response to Minute 18, WRL responded to questions from the Panel relating to potential noise mitigation on its thoroughbred stud operations. We have considered the comments, and it is proposed that mitigation is offered in the form of acoustic treatment of the foaling unit and foaling yard located directly adjacent to the Stud Manager's Residence) at this site to minimise noise effects on foaling operations. This mitigation has been included in the proposed amenity mitigation condition (71B).
18. In addition, the conditions have been updated to include the requirement for the Operational Noise Management Plan to include methods for consulting with White Robe Lodge during the foaling season (1 August to 1 December) to understand the particular sensitivities of mares during foaling (refer to proposed Condition 60(k)).
19. In light of the above changes, and for the avoidance of doubt, we have included a plan as Appendix E to the proposed DCC conditions that identifies the location of the Stud Manager's Residence, foaling unit and foaling yard at 273 Dukes Road North that are now referred to in the conditions.

Transport and Rooding

20. Condition 73A has been included in the updated conditions to address the comment from DCC to require SLPL to register an easement in gross in favour of the DCC once the footpath along the site road frontage on Dukes Road North is constructed to provide for public pedestrian access. The easement will cover the entire SLIP site frontage along Dukes Road North, with the exception of the main site entrance, as shown on the plan attached as Appendix F to the updated proposed

conditions. Discussions between SLPL and DCC determined that pedestrian access across the interchange could introduce a safety hazard for pedestrians due to heavy vehicles pulling into the site. It was therefore agreed that the pedestrian access would end at the western side of the intersection. During the transport hearing the Panel and DCC requested SLPL future proof the ability to extend the footpath, if required, thus the inclusion of the easement to the east of the site entrance.

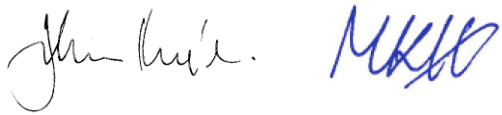
21. Following discussion during the conditions hearing, we have included proposed Condition 75B, which requires ongoing monitoring of Heavy Commercial Vehicle (**HCV**) movements entering and exiting the site from the commencement of the operation of Stage 2. The proposed condition includes the requirement to provide the results of the monitoring to the Dunedin City Council and NZTA on an annual basis. This will ensure that there is a record of the total number of HCV movements at the site to inform any later assessment of the operation of the SLIP and whether this has directly resulted in any adverse effect on the transport network. It is proposed that the monitoring commences during the operation of Stage 2 given the low volume of HCV movements that are anticipated during the operation of Stage 1.
22. In addition, NZTA made a number of suggested amendments to Condition 75A, which have been accepted in the updated condition set.

Natural Hazards

23. We have not recommended acceptance of the proposed condition from DCC in relation to the finished floor levels being constructed with 300mm freeboard. This issue has been addressed by Mr Craig on behalf of SLPL, including at the freshwater hearing. Mr Craig has advised that the condition is not appropriate, noting that including the 300mm minimum floor level requirements may impeded the ability to optimise the design and would potentially limit development of the site to an unnecessary extent.
24. If the Panel is minded to include a condition addressing flooding on the DCC conditions, we are comfortable with the proposed ORC Condition B.21 being copied into the DCC condition set.

Summary

25. The updated proposed conditions address the comments raised from parties during the conditions hearing, in particular ORC, DCC and NZTA. The updated conditions also reflect the advice received from the noise experts and attempt to respond to comments received from White Robe Lodge.
26. In our view, the updated proposed DCC and ORC condition sets provide sufficient certainty that the potential effects of the SLIP will be appropriately addressed and provide certainty for both the Consent Holder and the regulatory authorities to ensure compliance can be achieved.



John Kyle and Megan Hankey
9 October 2026