

New Zealand Transport Agency Waka Kotahi

B&A

Urban & Environmental

From: Briar Belgrave
Sent: Monday, 24 November 2025 11:50 am
To: Mike Wood; Mark Rushworth
Cc: Fraser McNutt; Judith Makinson
Subject: RE: Greenhill Industrial Park - Meeting Notes and Consultation Pack
Attachments: Greenhill Industrial Park - NZTA Meeting - 11 Nov 2025.pdf

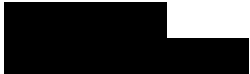
Hi Mike

Thank you for sending through the comments on the meeting minutes. We have updated and finalised the minutes – see version attached.

If you have any other feedback please don't hesitate to get in touch.

Ngā mihi | Kind regards,

BRIAR BELGRAVE
Partner



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From: Mike Wood [REDACTED]
Sent: Friday, 21 November 2025 9:55 am
To: Briar Belgrave [REDACTED]; Mark Rushworth [REDACTED]

Cc: Fraser McNutt [REDACTED]; Judith Makinson [REDACTED]
Subject: RE: Greenhill Industrial Park - Meeting Notes and Consultation Pack

Hi Briar attached are our comments on the meeting – if you could amend and reissue back that would be appreciated (we won't make any further changes).

Mike

From: Briar Belgrave [REDACTED]
Sent: Tuesday, 11 November 2025 1:44 pm
To: Mark Rushworth [REDACTED]; Mike Wood [REDACTED]
Cc: Fraser McNutt [REDACTED]; Judith Makinson [REDACTED]
Subject: Greenhill Industrial Park - Meeting Notes and Consultation Pack

Hi Mark and Mike

Thanks for your time this morning to have an initial discussion on the Greenhill Industrial Park Fast Track Referral Application.

Please see attached notes from the discussion – feel free to add to or edit these. Please also see attached a copy of the consultation pack we talked through.

Thank you Mark for sending through the Waikato Expressway Network Plan.

Once you have had the chance to review the detail in the consultation pack, it would be much appreciated if you could please get any feedback or comments to us by Friday 21st November.

Ngā mihi | Kind regards,

BRIAR BELGRAVE
Partner
[REDACTED]

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Minutes

Project: Greenhill Industrial Park

Date: 11 November 2025

Time: 10.00am

Location: Teams

Attendees:

Name	Role/Organisation
Fraser McNutt	B&A
Briar Belgrave	B&A
Judith Makinson	CKL
Mike Wood	NZTA
Mark Rushworth	NZTA

Item	Detail	Action
1	B&A engaging with NZTA in the lead up to lodgement of the referral application. Want to allow for some targeted discussions ahead of the engagement that will occur with Future Proof. Hoping to lodge the referral prior to Christmas.	
2	Presentation of consultation pack • Subject site is off the State Highway and in close proximity to R2. • Site sits within the Waikato District. • Looking to maintain and naturalise the environment on site. Will be a well planted urban environment. • One point of entry which we are looking to predominately use. • Staging would be south to north. • Site is largely flat. • Area shaded pink on the masterplan is for a service centre which is separate to the fast track referral application. • Proposal is for predominately industrial but with a small number of lifestyle lots on the edges of the site to help manage effects and create sensible boundaries. • Stormwater will be dealt with on site with artificial wetlands for treatment. Will need clear statements in applications confirming how stormwater exiting the site will work in relation to the expressway stormwater system.	

	• The industrial lots will be fee simple. The lot sizes indicated on the masterplan is linked to the HBA and where there is a shortfall in the region. • There is no boundary agreement with HCC on this one but would ideally connect back to the city for services.	
3	Key transport considerations • Primary connections on Greenhill Road and Puketaha Road. The development will be staged – these proposed staging will require clarification through the substantive process, particularly in relation to the threshold/trigger point for connection through to Puketaha Road. • All roads within the development will be local roads. • The proximity and connections to what is proposed and the existing areas is important. It is likely that a lot of the staff that will work in the Greenhill Industrial Park will come from the established eastern suburbs. • Have considered at a high level the existing roading network and how connections might actually look in the future. Traffic will likely flow down the eastern network, on the state highway or along Wairere Drive. ○ Need to consider the strategic context with other Scheduled Fast Track proposals at R2 and Ruakura Tuumata; The Eastern Transport Corridor (ETC) and Ruakura East. Consideration should be given to how the use of the ETC can be promoted for local trips over WEX e.g. potential to balance traffic flow using Puketaha Road. • The potential impact on the expressway will be a key consideration – It is anticipated that most traffic will come through the greenhill interchange. Most likely would need to do work/upgrades given the number of industrial lots and increase in traffic volume. We also anticipate that you will get some traffic coming from the Ruakura interchange as well depending on where they are trying to get to. • Greenhill Road currently carries about 13 vehicles per hour, predominately for rural residential lots and farms – traffic volumes currently aren't huge. Initial thinking is that we would need to create a larger intersection and re-prioritise Taha Lane/Greenhill Road. We consider that a roundabout would likely be needed from day1 and constructed in a way that allows it to be scaled up over time. We understand that the small pocket of land between Taha Lane and Greenhill Road has gone back to the original owner. • The service centre has a commercial spot zoning over it. A separate resource consent application has been lodged and is at	NZTA to confirm understanding of the land ownership between Taha Lane and Greenhill Road.

	the s92 stage. NZTA have been engaged on this separately in the past and approved a slip lane. • The Greenhill Industrial Park will be modelled through WRTM. This is something that will occur at the substantive stage. • For the substantive application, it would be helpful to be clear on the signage proposed and lighting – these will be assessment matters for NZTA. • The mid-block collector road connecting through to Puketaha would be required sooner rather than later, otherwise traffic will come through the Greenhill interchange which won't work for NZTA.	
4	CKL question whether NZTA would have any appetite for a slip lane coming into the development. • NZTA confirm there would be no appetite for this.	
5	Noted that there will be upgrades required to service the development. • NZTA note that the roundabout and re-alignment discussed makes sense in principle due to the potential queuing between the proposed roundabout and existing off-ramp roundabout. • The amount of upgrades required would potentially be significant given the size and scale of the proposal. The Greenhill interchange most likely would not have been modelled with non rural land use on the eastern side. This will not be an insignificant issue for NZTA and the applicants, particularly financially.	
6	Noted that NZTA will want confidence that levels of service won't be compromised or degrading.	NZTA provided a copy of WEX network. This sets out the purpose and objectives for the expressway (p5) and indicates the level of service desired. NZTA note that additional detail on central Hamilton Section 5.6 (p60), issues 19 and 37 are relevant.
7	Discussed that multiple layers of traffic modelling will be undertaken including: • WRTM • Hamilton Transport Model • Site specific transport modelling to inform individual intersections etc. Need to ensure that there is certainty over the land use for the site to ensure traffic modelling is calibrated appropriately.	

8	NZTA note two obvious implications of interest: • Direct impact on Greenhill interchange • Trips between Greenhill Industrial Park and Ruakura. WEX network plan will be helpful noting the purpose is more about inter-regional freight movement rather than local movement. NZTA would like to see the implications addressed between the WEX, Greenhill Industrial Park and Ruakura.	Judith to consider how the WEX is best addressed including any potential implications
9	Discussed the eastern transport corridor and its importance. NZTA interested to understand how that corridor can be optimised rather than reliance on the State Highway network. • Consider how the localised trip movement can be balanced to avoid the need to use the state highway. Want to ensure this has been considered and what the options are, where there are limitations.	Judith to ensure this is covered in transport reporting
10	NZTA note that time of use charging is coming along and might come into play to help manage how networks get used over time. Potentially new tools that come along that might be something that impacts on how people's behaviour changes in terms of how the network is used e.g. local roads vs. using the state highway. • Acknowledged but noted that the applicants/clients can't enforce or make that happen. This is something for NZTA to manage. • NZTA is open to having conversations about charging with Future Proof.	
11	Discussed the form of the industrial units and lot sizes including how much flexibility the applicants are wanting. B&A confirm that we will be seeking consent for fee simple lots with upper limits for site coverage etc. The activities we will be seeking consent for align with what is permitted in the industrial zone currently in the Hamilton District Plan. This is the baseline being applied for the referral application.	
12	Next steps • Hoping to lodge before Christmas • B&A will circulate notes and a copy of the consultation pack. NZTA to review and provide any specific feedback. • We are working on completing all our consultation including with Future Proof. Currently waiting on a time to present to Future Proof.	B&A to circulate notes and consultation pack to NZTA. NZTA to review consultation pack and provide any specific comments before 21 November 2025.

	• Once referral is lodged, will be approximately 5 months to get a decision.	
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From: Mike Wood [REDACTED]
Sent: Friday, 24 October 2025 8:01 am
To: Briar Belgrave; Mark Rushworth
Cc: Fraser McNutt
Subject: RE: NZTA Pre-Lodgement Consultation - Fast Track Referral - Greenhill Industrial Park

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Briar, Thursday 11-12 or 1-2 would work – can you make it teams as well please; I may be working from home that day.

I may also invite someone from the network team as well.

Mike

From: Briar Belgrave [REDACTED]
Sent: Wednesday, 22 October 2025 10:42 am
To: Mark Rushworth [REDACTED]; Mike Wood [REDACTED]
Cc: Fraser McNutt [REDACTED]
Subject: NZTA Pre-Lodgement Consultation - Fast Track Referral - Greenhill Industrial Park

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Good morning Mark and Mike,

B&A is currently preparing a Fast-Track Referral Application for a proposed industrial park at 133 Greenhill Road, Puketaha. A site locality plan is included below for context.



We would like to engage with NZTA ahead of lodgement to discuss the draft masterplan and obtain any feedback or comments you may have particularly given the proximity to SH1 and the interchange. Could you please let me know your availability for a meeting over the next week or so?

I can circulate a copy of the draft masterplan prior to the meeting for your review.

Ngā mihi | Kind regards,

BRIAR BELGRAVE

Partner



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