

Future Proof Partners



Urban & Environmental

Memorandum

Greenhill Industrial – Pre Meeting Feedback Summary

To:	Fraser McNutt (B&A)		
From:	Denzil Govender (HCC)		
Subject:	Greenhill Industrial - Pre Meeting Feedback Summary		
Date:	21 November 2025	File:	n/a

1.0 Purpose of this Memo

Hamilton City Council (HCC) coordinated preliminary feedback from Future Proof stakeholders regarding the Greenhill Consultation Pack. The consultation pack was circulated by Barkers, who represent the applicant landowner group.

The sole purpose of this memo is to enable preliminary discussion with the applicant landowner group agent across the range of matters raised by Future Proof. Once the contents of this memo have been discussed with the applicant's agent, potentially HCC will provide a statement of facts letter on behalf of Future Proof. The statement of facts letter can be relied on as the consultation record for the Referral application for Greenhill Industrial.

2.0 Feedback

Stormwater

- The potential loss of natural wetlands is a concern. While the proposal includes up to 6ha of engineered swales and water sensitive design features, it is vital that the developed site achieves hydraulic neutrality for a 10% AEP event and provides a retention of 10mm.
- Verify that proposed runoff and discharge pathways as well as any off-site impacts against the Kirikiriroa draft Integrated Catchment Management Plan (ICMP) can be addressed.
- Confirm flow paths currently indicated as running west-east beneath the Waikato Expressway (potentially overflow from Swale 5) and into the defined channel through the site flowing south-north. Refer to ICMP modelling per Wainui Studio for more detail.
- The primary constraint for stormwater management will be achieving adequate volume retention across the site. The proposed development includes significant impervious surfaces, combined with likely high groundwater levels which will make retention through soakage challenging. While water reuse could provide benefit, it is unlikely to address the initial abstraction volume required under the Waikato Regional Council (WRC) Stormwater Management Guidelines.
- The site is located within the WRC Waikato Central Drainage Scheme which includes several rural drains in and around the development area. These drains were not designed to accommodate new urban industrial stormwater flows. It is essential that the proposed development has no impact on WRC's land drainage network outside the site.
- WRC Stormwater Management Guidelines do not support the use of stormwater ponds instead, they require the construction of stormwater treatment wetlands. The current

proposal suggests offsetting the loss of natural inland wetlands by integrating wetland planting within stormwater ponds and through stream naturalisation. This approach should consider the National Policy Statement for Freshwater Management (NPS-FM) and WRC guidelines.

- Offsetting for natural inland wetland loss by stream naturalisation would require like-for-like mitigation, meaning the creation of new wetland habitat and not riparian planting along streams. Please clarify how the proposal will comply with these requirements.

Waste and Wastewater

- No reserve capacity exists within HCC's wastewater network, and there is no existing Waikato District Council wastewater network.
- There is no guaranteed connection to HCC or IAWAI networks. The development may need to be modelled as an adjunct to the R2 Growth Area, adding demand and pressure zone requirements for water supply. If this approach is adopted, the developer will be responsible for funding any necessary upgrades.
- The total water and wastewater demand for the fully developed area estimated at approximately 137ha net (177.4 gross) Please confirm estimates and demand assumptions based on current RITS.
- WRC does not support separate on-site wastewater treatment systems for individual lots.
- Pressure issues at the Bulk Supply Point (BSP) must be addressed.
- Confirm how firefighting water supply will be provided to meet compliance.

Parks, Open Space and Ecology

- Wetland Retention: Retain natural wetlands wherever possible. Stormwater devices cannot be considered natural wetlands for ecological or amenity purposes.
- Landscape Buffers: Current buffers are too narrow rather than high-quality amenity spaces. HCC's open space provisions emphasise this. Linear reserves along main roads are difficult to maintain and provide limited amenity value.
- Connectivity: Clarify how the proposed naturalised stream will connect with waterways in the R2 Growth Area.
- Native Cover: The NPS on Indigenous Biodiversity requires territorial authorities to achieve at least 10% native vegetation cover. Confirm the percentage of native cover proposed for this development.
- Planting Palette: Revise species selection, remove poplars and prioritise eco-sourced plants for parks and wetland areas.
- Design Approach: Consolidating open space into larger areas rather than narrow strips will provide for easier maintenance and landscape value.
- Riparian Buffers: Support the concept of naturalising the watercourse however, riparian buffers should be a minimum of 20m on each bank to provide ecological and amenity benefits.
- Site Contours: Provide a map showing post-development contours to assess landscape integration and drainage implications.
- Confirm whether ecological investigations have been undertaken (including surveys for avifauna, freshwater fauna, bats, lizards, etc). If these studies exist, provide a list and demonstrate how the proposed development responds to or mitigates the findings.

Transport

- Connectivity to Pardoia Boulevard and associated traffic volumes must be modelled using the Waikato Regional Transport Model (WRTM) in collaboration with NZTA, to assess impacts on the Waikato Expressway (WEX) and the local road network.
- The current classification of Puketaha Road (west of the Expressway) is unlikely to accommodate high volumes of heavy and logistics traffic connecting to Hamilton City. Upgrading may be required, but this could conflict with the rural character of the area. Please confirm discussions with WDC as the Road Controlling Authority (RCA).
- The proposed buffer planting of flax and manuka is low in height and provides minimal screening or amenity. Clarify the intended purpose of this planting and whether alternative species or design approaches are being considered.
- Consider reviewing the road hierarchy for Puketaha Road and Greenhill Road and address geometry and safety requirements for heavy vehicle movements. Clarify any proposed upgrades and how safety concerns will be managed.
- Clarify proposed road corridor widths, berm sizes, swale dimensions, and tree setbacks requirements for industrial traffic. Additionally, demonstrate pedestrian network.
- **Initial HCC Transport layout feedback (see Figure 1):**
 - o Please note the feedback illustrated in Figure 1 is preliminary and high-level, presented for discussion purposes only. Where improvements or changes to public road networks are shown, these are not confirmed and may not reflect the view of all Future Proof partners.
 - o Consider incorporating additional roundabouts along the proposed collector road to enhance traffic efficiency. Note that roundabouts are already proposed at the intersections of the collector road with Greenhill Road and with a local road near the site's centre. Additional roundabouts should be included as indicated in Figure 1.
 - o Review the proposed western local roads to eliminate cul-de-sacs where possible and ensure continued connectivity to the eastern portion of the development.
 - o Consider the upgrade of Puketaha Road.
 - o Reconsider the proposed service centre location and extent to optimise accessibility and integration with the network.
- **NZTA comments:**
 - o There will be direct impacts on Greenhill interchange. It is likely the WEX original modelling would have assumed non-urban use to the east of WEX.
 - o Significant improvements will be required to service the development.
 - o NZTA has no appetite for a slip lane from the WEX coming into the development.
 - o Need to consider strategic context with Scheduled Fast Track proposals at R2 and Ruakura Tuumata, the Eastern Transport Corridor (ETC) and Ruakura East.
 - o Potential for local trips on WEX between Greenhill and Ruakura. NZTA does not want LOS on the WEX to be compromised or degraded. Refer to the WEX network plan.
 - o Role of Eastern Transport Corridor, and how this can be optimised for local movements.
 - o Potential for staging the link to Puketaha Rd sooner than later to split the load on Greenhill interchange. Clarify thresholds and trigger points for Puketaha link.
 - o Clarity needed on the land use and form of industrial units to ensure appropriate inputs to modelling.
 - o Need clear statements around how stormwater exiting the site will work in relation to the expressway stormwater system.
 - o Substantive application needs to be clear on the signage proposed / add lighting.
 - o Recognition for potential Time of Use Charging to be considered in the future to manage travel demand.

Land Use

- The location of rural residential directly adjoining industrial zoning in the south of the site is unclear and will trigger reverse sensitivity impacts. This should be replaced with industrial with a suitably wide and landscaped buffer to the site's southern boundary.
- It is not clear that the proposed buffer between the residential and industrial uses will be effective to mitigate reverse sensitivity effects.
- Introducing additional sensitive land uses within a proposed industrial development is inappropriate and undermines the intended function of an industrial zone.
- Clarity is needed on whether an alternative land use would be better suited for this location.
- What economic analysis informs the mix of industrial typologies and are the provisions of the HCC ODP Industrial zone anticipated to be applied to uses and form in this site?

Strategic Alignment

- The site comprises highly productive soils (LUC Class 2 and 3). The NPS-HPL is therefore relevant and must be considered.
- The proposal cannot be supported on strategic merit. The site is not identified for future development in the Future Proof Strategy or the Waikato Regional Policy Statement. The Waikato Expressway establishes a clear boundary for urban growth within the R2 area. This proposal would extend development beyond the Expressway, creating a risk of urban sprawl into surrounding rural land and potentially compromising the intent and benefits of the Expressway as an urban boundary.

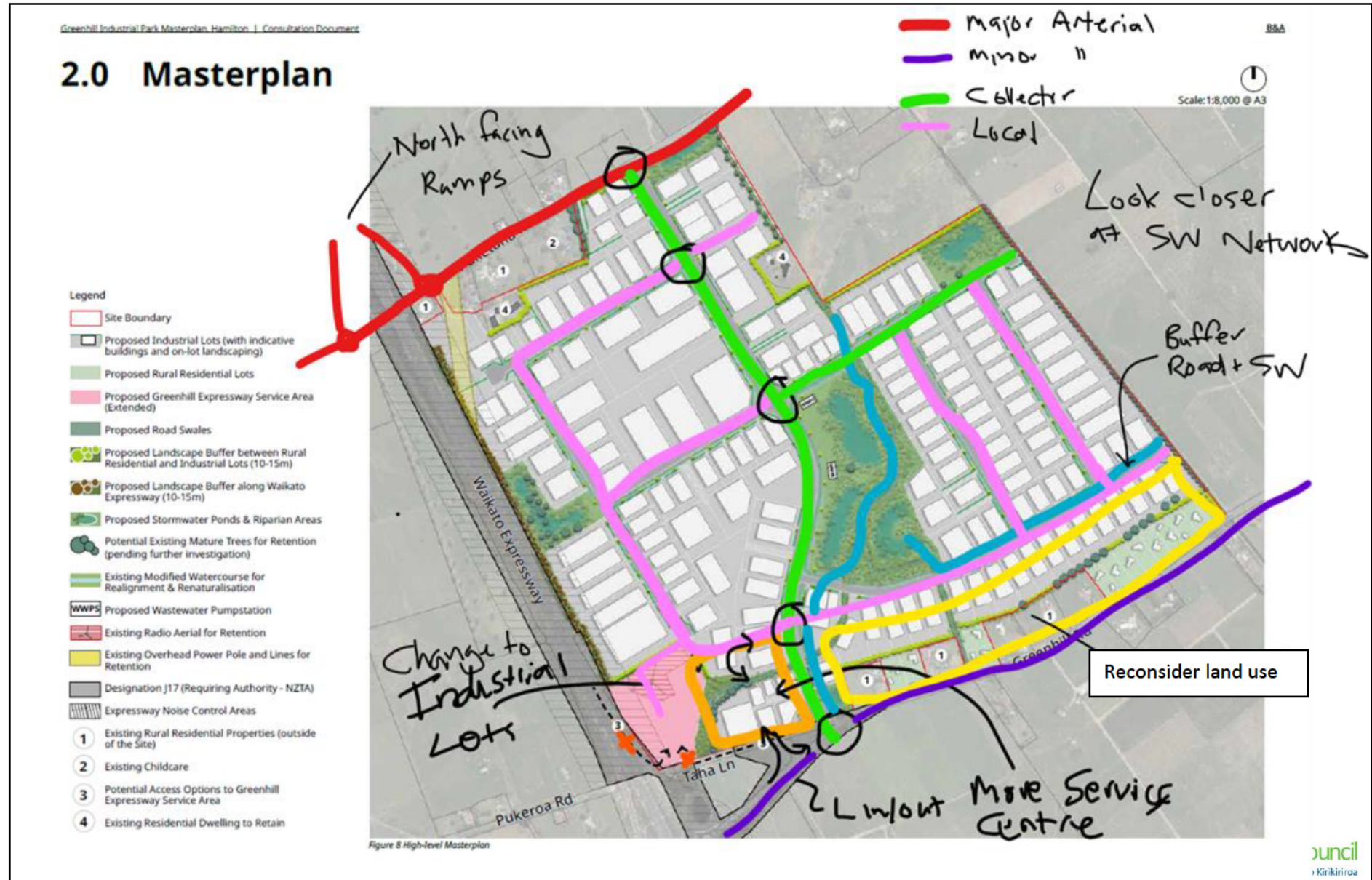
Geotechnical

- There is a high probability that acid sulfate soils are present across much of the site. Please confirm whether any investigations have been undertaken and if identified please demonstrate how their presence will be mitigated.

See figure 1 – Initial HCC Transport layout feedback

Memorandum

Figure 1



Memorandum

Fast-track Agenda

Project Name	Fast-Track	# of meeting notes	001
Meeting	Greenhill Consultant Presentation and Discussion	Date of meeting	26/11/2025 (11am)
Location	Teams/Rototuna Meeting Room	Notes taken by:	Jaimee Wilson

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

Attendees and Apologies

☒	Denzil Govender (Facilitator)	HCC	☒	Donna Tracey	WDC
☒	Toni Cornes	HCC	☒	Nick Birdsall	WDC
☐	Bridget Morgan	HCC	☒	Deron Sharma	WDC
☒	Aaron Marsh	HCC	☒	Peter Henderson	WDC
☒	Chris Allen	HCC	☐	Jackie Colliar	IAWAI
☐	Gillian Cockerill	HCC	☒	Miffy Foley	WRC
☒	Colin Hattingh	HCC	☒	Mike Wood	NZTA
☒	Alistair McCullough	HCC	☒	Judith Makinson	CKL
☒	Tony Denton	HCC	☒	Dean Morris	Maven
☒	Chris Dillon	HCC	☒	Briar Belgrave	Barker
☒	Ben Petch	In-Place/HCC	☒	Fraser McNutt	Barker
☒	Brent Manning	Cairo-cat/HCC			

FINAL

Agenda & Goal

Goal:

To provide the Consultant Team with an opportunity to present their proposal, respond to feedback previously provided, and ensure alignment among all parties. This meeting also aims to facilitate direct engagement with subject matter experts, supporting informed discussion and collaborative decision-making.

Agenda:

1. Welcome
2. Introductions
3. Overview
4. Meeting Purpose
5. Developer Presentation
6. Topic-Based Discussion and Q&A
 - 6.1 Stormwater
 - 6.2 Water and Wastewater
 - 6.3 Transport
 - 6.4 Parks, Open Space and Ecology
 - 6.5 Land-Use
 - 6.6 Other

7. Next Steps
8. General
9. Close

Action items

ID.	Actions	Who	By When
1.1	Brent to connect Dean to the right HCC contacts to obtain data on secondary flows from the western side of the WEX (Swale 5) entering the site. Dean to incorporate into the stormwater design.	Brent / Dean	Practically possible
1.2	Update Landscape Plan: Include additional planting strips mentioned in meeting to improve site interface beyond what is currently shown.	Applicant team	Practically possible
1.3	Water Take Engagement: Schedule a separate discussion with the appropriate WRC team regarding the water take application.	Applicant team to organize with WRC	Practically possible
1.4	City Infrastructure Upgrades: HCC to confirm their position on potential infrastructure upgrades.	HCC	ASAP
1.5	Revise Staging Map: Remove the service centre from the staging plan and ensure traffic concerns are addressed separately.	Applicant team	Practically possible
1.6	NZTA Designation: Brent to follow up and obtain further information on NZTA designation requirements and other transport components of the application.	Brent	ASAP
1.7	Further Land Use discussions.	Denzil	ASAP
1.8	Statement of Facts Letter.	Denzil	Practically possible

Discussion

Stormwater & Drainage

- **Catchment complexity:** The site's central watercourse may receive secondary flows from the western side of the Expressway (Swale 5). This needs verification to avoid under-design of attenuation and treatment systems.
- **Treatment hierarchy:** Industrial context demands robust contaminant management—pre-treatment on lots, swales for conveyance, and wetlands/raingardens for polishing. Debate remains on whether swales are appropriate for high-traffic industrial corridors versus piped systems for constrained roads like Puketaha.
- **Farm drain disconnection:** Removing existing farm drains could impact downstream drainage levels of service. Compensation or alternative conveyance must be factored in to maintain WRC network performance.
- **Blue-green integration:** While ponds are offline, their design should balance hydraulic function with ecological enhancement and visual amenity, especially along the collector spine.

- **Esplanade reserve:** Stream naturalisation may trigger esplanade requirements—implications for land take and public access need clarity early.

Ecology

- **Offsetting strategy:** Two natural wetlands identified; offset requirement estimated at ~1 ha, but 6 ha available for mitigation. Stream naturalisation is an additional ecological uplift, not a substitute for wetland offsetting.
- **Species monitoring:** Mudfish surveys returned nil; bat monitoring scheduled for next season (low roosting likelihood anticipated); lizard monitoring pending. These findings will shape substantive consent conditions.
- **ICMP alignment:** Confirm whether site falls under Kirikiriroa ICMP for integrated stormwater and ecological outcomes.

Water & Wastewater

- **Servicing preference:** WRC strongly favours full reticulation; on-lot systems are not supported. This aligns with HCC's strategic servicing approach but raises capacity concerns.
- **Firefighting provision:** W3 standard expected from potable supply; fallback options include central reservoir or distributed on-lot tanks with pumps.
- **Network upgrades:** Current city network lacks capacity—timing and funding for upgrades will influence staging feasibility. Early engagement with HCC is critical to avoid bottlenecks.
- **Earthworks risk:** Acid sulphate soils flagged as a potential issue; geotech and environmental management plans must address this.
- **Water take:** Separate engagement with WRC required for surface water take—timing and allocation constraints could affect construction sequencing.

Transport

- **Collector road role:** The spine road between Puketaha and Greenhill is pivotal for internal circulation and futureproofing. Debate on whether a collector standard is sufficient given potential external traffic reassignment (e.g., city trips diverting via collector to WEX).
- **Roundabout integration:** Proposed Taha Lane roundabout will rationalize access and absorb service centre traffic if fast-track proceeds. Priority changes will reshape Greenhill/Taha intersection hierarchy.
- **Trip generation:** Initial estimates use 20vph/ha, but internal vs external split remains unknown. WRTM modelling at substantive stage will test network resilience and staging triggers.
- **Alternative modes:** Walking/cycling corridors and PT loop opportunities exist once the collector is in place; regional council engagement needed to embed mode shift early.
- **Constraints:** Puketaha Rd upgrade faces corridor width limitations and overhead power lines (33 kV & 110 kV), complicating cross-section design and stormwater solutions.
- **NZTA designation:** Expressway constraints on underpasses and thrusting mains require confirmation to avoid late-stage redesign.

Masterplanning

- **Masterplan flexibility:** Current plan is referral-level and infrastructure-led; it will evolve. Landscape buffers and rural-residential interface lots aim to soften industrial edges, but additional planting strips are proposed beyond current drawings.
- **Lot mix rationale:** Economist analysis supports majority lots in 2,000–4,500 m² range, with some larger lots for anchor tenants. All lots freehold; permitted activity framework will mirror HCC industrial zone standards to avoid extra consents.
- **Urban realm quality:** Collector road should function as a gateway spine, not a utilitarian corridor. Parks team emphasized generous berms, tree setbacks, and shade provision for pedestrians—cross-section concepts needed.
- **Transmission corridor:** Linear reserve under power lines along WEX limits tall planting; design intent for visual buffering (public vs private responsibility) remains unresolved.

Process & Programme

- **Referral vs substantive:** Clear delineation of what is achievable at referral stage versus detailed design later is essential to manage expectations and consultant effort.
- **Timing risk:** Fast-Track office closes 20 Dec–10 Jan to be considered.
- **Further Engagements:** Additional engagements required for land use, transport (service centre), and NZTA/HCC/WDC alignment on Expressway constraints.

Attachments

Draft Consultation Pack

Close: 12pm