

Te Kowhai East Industrial Estate

Urban Design Statement

Prepared for Te Kowhai East Limited Partnership
By Adapt Studio Ltd
12 May 2025



Document Quality Assurance

Bibliographic reference for citation: Adapt Studio Ltd 2025. <i>Te Kowhai East Industrial Estate Urban Design Statement: FINAL</i> . Report prepared by Adapt Studio Ltd for Te Kowhai East Limited Partnership.		
Prepared by:	Jonathan Broekhuysen NZILA Registered Landscape Architect Director Adapt Studio Ltd	
Status: [FINAL]	Revision / version: [-]	Issue date: 12 May 2025

File ref: 2503_005_Te_Kowhai_East_Urban_Design_Statement_FINAL.docx

Cover image: Aerial View showing Te Kowhai East location

CONTENTS

1.0	Introduction	2
2.0	Background	2
3.0	Existing Context	3
4.0	Site Opportunities and Challenges	7
5.0	The Proposal	8
6.0	Relevant Planning Context	13
7.0	Conclusion	17

Appendices

Appendix 1: Te Kowhai East Folio of Masterplan Figures



1.0 Introduction

- 1.1 Te Kowhai East is a masterplanned industrial estate strategically located on the outskirts of Hamilton, within the Golden Triangle formed by Auckland, Tauranga, and Hamilton. This sustainably developed employment hub is designed to complement Hamilton's existing urban pattern while enhancing regional connectivity and economic resilience.
- 1.2 The development will incorporate a strong environmental identity, referencing the local Maunga and Waikato River through carefully planned viewshafts and an integrated ecological corridor. This green network will include restored streams and constructed wetlands, delivering both environmental and amenity benefits.
- 1.3 A future-ready, multi-modal transport loop has been designed to ensure safe and efficient movement for freight, public transport, cyclists, and pedestrians. This integrated network supports mode shift and reduces congestion, aligning with national and regional transport objectives.
- 1.4 The roading network is purposefully aligned on northwest–southeast and northeast–southwest axes to avoid east–west facing lots, thereby maximizing solar access, minimizing the occurrence of south-facing buildings, and reducing sunstrike hazards. This orientation contributes to both energy efficiency and operational safety across the site.
- 1.5 Crime Prevention Through Environmental Design (CPTED) principles are embedded throughout the masterplan. A permeable, well-connected street grid and direct visual links across open spaces ensure passive surveillance and enhance user safety.
- 1.6 Two neighbourhood centres are strategically located at either end of the development, offering accessible daily services and amenities for workers and visitors. This reduces the need for off-site trips and supports a vibrant, walkable industrial environment.
- 1.7 The site enjoys exceptional accessibility, with direct adjacency to State Highway 1C and Te Kowhai Road (State Highway 39), placing it at a key junction within the regional freight and transport network.
- 1.8 Environmental outcomes are guided by the Mangaheka Catchment ICMP, with the development designed to improve stormwater quality and support long-term health of the Waipa River and its tributaries.
- 1.9 Te Kowhai East spans approximately 185.5 hectares and is ideally located to complement and extend existing industrial and employment areas in northern Hamilton and nearby Horotiu. It will play a critical role in addressing regional industrial land supply pressures and supporting future economic growth.
- 1.10 The land comprises three ownership entities: Te Kowhai East LP (approx. 136.5 ha), Thelma Jean Murray (approx. 35 ha), and Empire Corporation (approx. 14 ha), demonstrating a strong commitment and capacity to deliver at scale.
- 1.11 Currently zoned General Rural under the Operative Waikato District Plan, the site lies adjacent to Hamilton City and within the Waikato District Council jurisdiction, positioning it well for urban transition and integrated planning.

- 1.12 Te Kowhai East will provide a significant new employment base for the region, connecting to existing infrastructure, enhancing social and economic outcomes, and future-proofing Hamilton and Waikato's industrial capacity.
- 1.13 This Urban Design Statement has been prepared in support of a Fast Track request to undertake a rezoning process. It is part of a comprehensive suite of technical documents underpinning the application, demonstrating that Te Kowhai East is not only ready for development, but essential to the region's future.

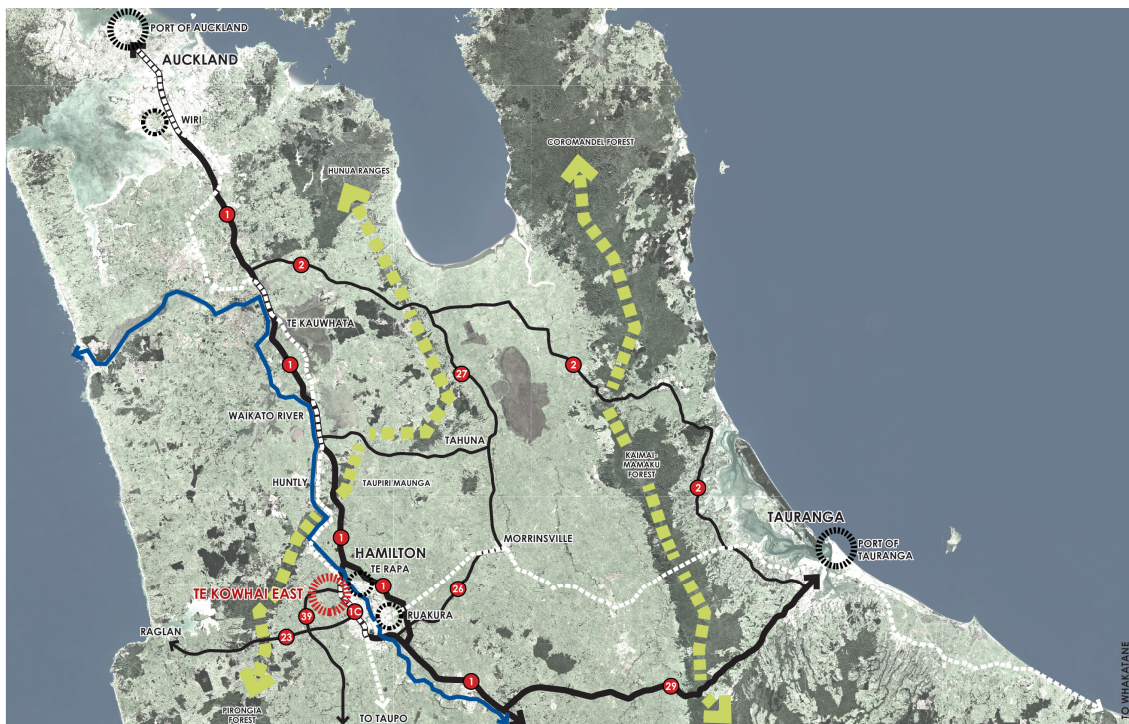
2.0 Background

- 2.1 In March 2025, Te Kowhai East LP engaged Adapt Studio to undertake a high-level masterplanning exercise for the subject landholding. The purpose of this work was to assess the feasibility of rezoning the site and to support a Fast Track application. Should the Fast Track request be approved, a more detailed and collaborative masterplanning process will follow, involving a wider team of specialist consultants.
- 2.2 To guide this initial phase, a project brief was developed, setting out the core urban design and planning objectives for the site. These objectives shaped the direction of the masterplan and are summarised as follows:
- Deliver a well-connected road network with a clear hierarchy of movement to support efficient access and circulation.
 - Develop a light industrial area offering a variety of lot sizes, designed to meet the diverse needs of future businesses and users.
 - Incorporate one or two neighbourhood centres to serve both the future employment base and the surrounding community.
 - Create a stormwater and open space framework that leverages the existing stream network while providing additional walking and cycling connections.
 - Acknowledge and reference culturally significant local landmarks, including Hākarimata / Taupiri Maunga and the Waikato River.
 - Integrate wayfinding, signage, and place-naming strategies that reflect Tangata Whenua values and cultural identity.
- 2.3 Adapt Studio collaborated closely with Te Kowhai East LP to produce a preliminary set of urban design figures, which are included in Appendix 1 and referenced throughout this report.

3.0 Existing Context

- 3.1 Te Kowhai East is strategically located within New Zealand's "Golden Triangle"—the high-growth economic zone defined by Auckland, Tauranga, and Hamilton. This region is widely recognized as the country's economic engine, home to approximately half of New Zealand's population and responsible for generating around 50% of the national GDP.

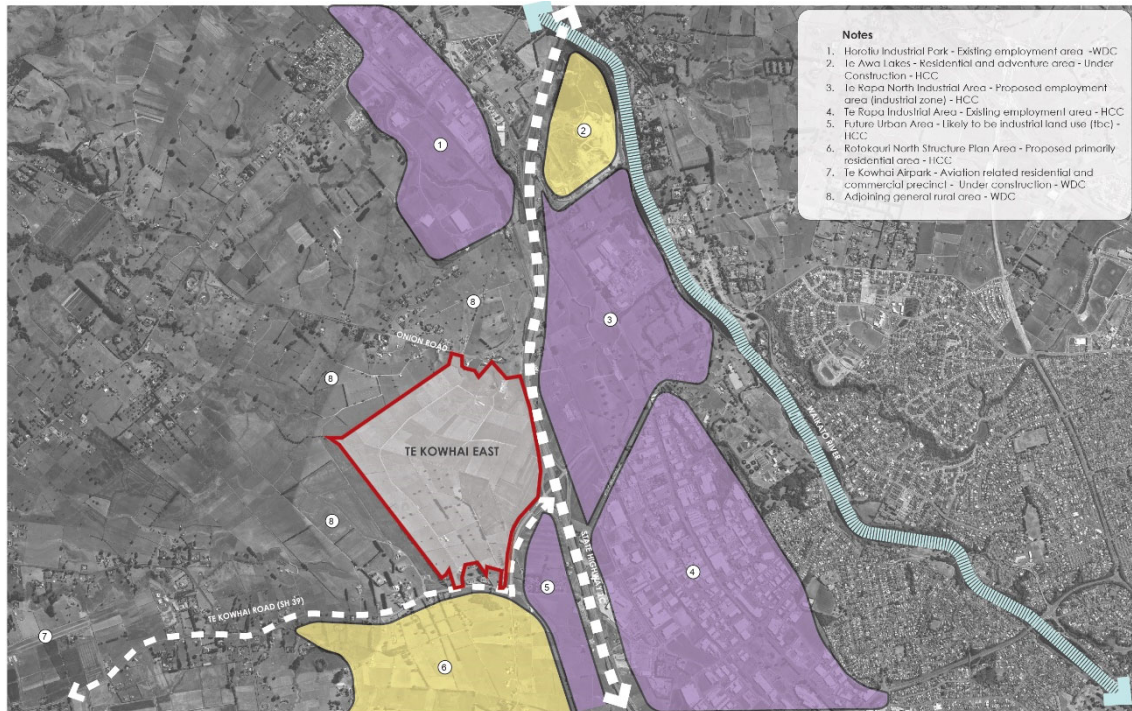
- 3.2 The site benefits from excellent regional accessibility, positioned adjacent to a full expressway interchange that connects directly to the recently completed Waikato Expressway. This provides seamless access to both Auckland and Tauranga, making the site highly attractive for logistics, distribution, and industrial activities.
- 3.3 Te Kowhai East is situated approximately 8 km southeast of the culturally significant Hākarimata / Taupiri Maunga range and just 2.5 km west of the Waikato River. These local landmarks are important geographic and cultural reference points that inform the urban design response and strengthen the site's sense of place.



Graphic 1 – Regional Context Plan

- 3.4 Te Kowhai East is located on the northwestern fringe of Hamilton, within the Waikato District Council jurisdiction and directly adjacent to the Hamilton City Council boundary. The site is bounded by State Highway 1C (SH1C) to the east, Te Kowhai Road (State Highway 39) to the south, and Onion Road to the north, placing it at the intersection of major transport corridors and within a well-established employment zone.
- 3.5 The surrounding land uses are predominantly industrial and rural. To the east and south—across SH1C—are the existing Te Rapa industrial area and The Base, a major commercial and retail hub. Immediately north of Te Rapa lies Te Rapa North, an area identified for further industrial expansion, which directly complements the vision for Te Kowhai East.
- 3.6 To the north of the site is the Horotiu Industrial Park, another significant employment node within the Waikato District. Southeast of the site lies an area zoned for future urban development, which is anticipated to support light industrial activities in the medium term.

- 3.7 To the south of the site, across SH39, is the Rotokauri North Structure Plan area—a predominantly residential growth area. While to the north and northwest, along Onion Road, a small number of rural residential and lifestyle properties currently exist, representing a transitional land use pattern that will likely evolve as urban development progresses.



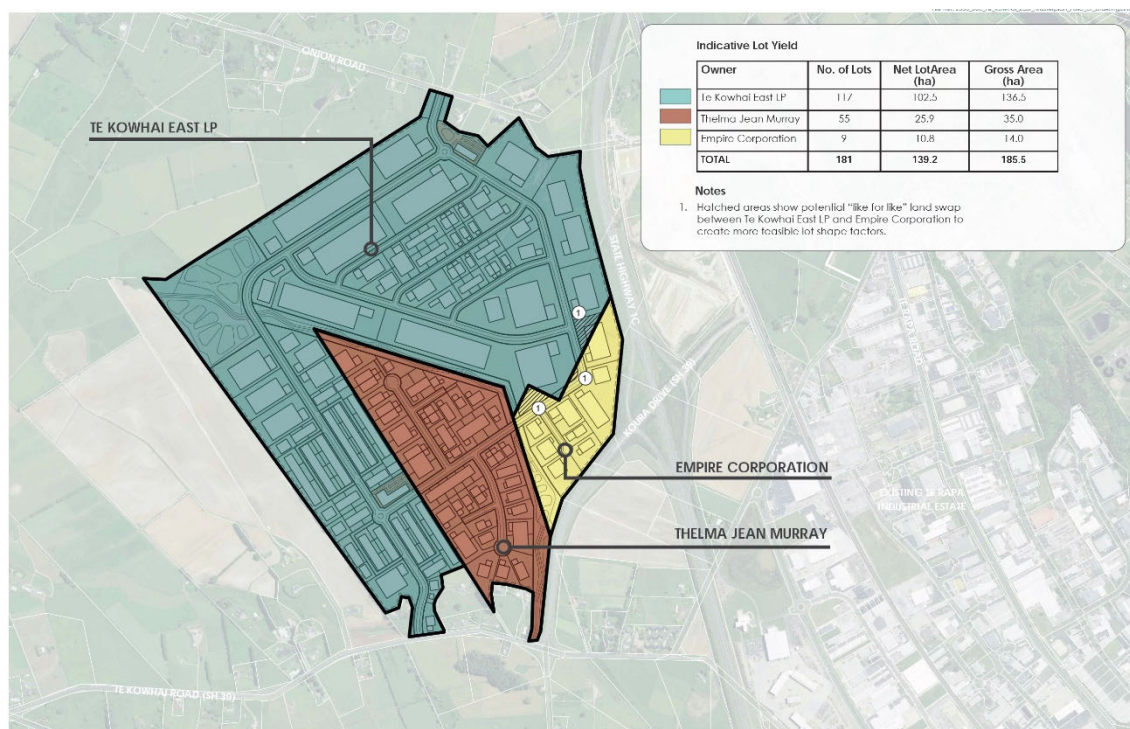
Graphic 2 –Surrounding Land Use Plan

- 3.8 The site is predominantly flat, with a minor rise in elevation at its northern corner near Onion Road. Currently operating as a farm, the land is divided into a series of grass paddocks. Vegetation on the site is limited to a few shelterbelts composed of exotic species, with no significant remnants of native bush present.



Graphic 3 –Site Aerial

- 3.9 The site is under the ownership of three parties who are actively collaborating on this rezoning application, demonstrating a unified and coordinated development approach.
- 3.10 Internally, the land is subdivided into a series of paddocks that generally follow property boundaries and are designed to divide larger fields into manageable areas. A network of gravel farm tracks provides basic internal access across the site.
- 3.11 Existing built structures are minimal. These include a milking shed and farmhouse located in the northern portion of the site, along with a small cluster of utility buildings to the south.
- 3.12 A stream—currently functioning as a ditch drain—runs along the eastern and northern boundary of the Thelma Jean Murray landholding. It enters the site at the southeastern corner via a culvert beneath SH39 and exits at the northwestern boundary. This watercourse provides an opportunity for ecological restoration and integration into the site’s green infrastructure.



Graphic 4 –Ownership Plan

4.0 Site Opportunities and Challenges

Opportunities

- **Support regional employment growth:** Deliver new industrial land that complements the existing hubs at Te Rapa, Te Rapa North, and Horotiu.
- **Celebrate local identity:** Reference significant cultural landmarks such as Hākarimata / Taupiri Maunga and the Waikato River, and incorporate Tangata Whenua values through placemaking, signage, naming, and vegetation selection.
- **Enhance safety and user experience:** Embed Crime Prevention Through Environmental Design (CPTED) principles throughout the site.
- **Leverage strategic access points:** Connect to State Highway 39 (southern frontage) and Onion Road (northern frontage) for efficient links to Hamilton, Te Rapa, Horotiu, Auckland, Tauranga and the rest of New Zealand.
- **Deliver a multifunctional open space network:** Align the green space with the existing stream/drain corridor to support stormwater management, ecology, and recreation.
- **Create a flexible and responsive lot layout:** Accommodate a variety of industrial users with different lot size needs.

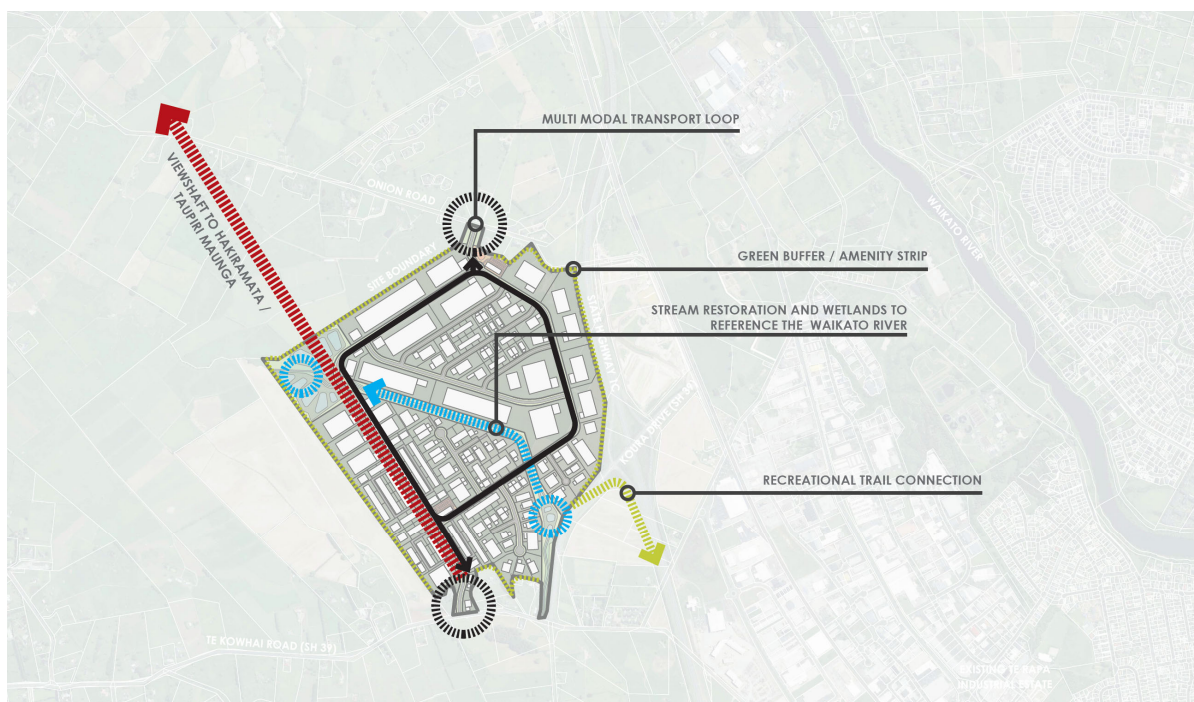
- **Establish a neighbourhood centre:** Provide local amenities for workers and visitors.
- **Enable a staged development approach:** Allow the site to evolve progressively while maintaining overall coherence.

Constraints and Challenges

- **Flooding risk due to flat topography:** Mitigate with large swales, stormwater detention areas, and an integrated water management strategy.
- **Fragmented land ownership:** Ensure the proposal is cohesive and can be delivered incrementally, even if all landholdings are not developed simultaneously.
- **Proximity to residential lifestyle dwellings:** Address potential reverse sensitivity with a landscaped buffer around the industrial areas.

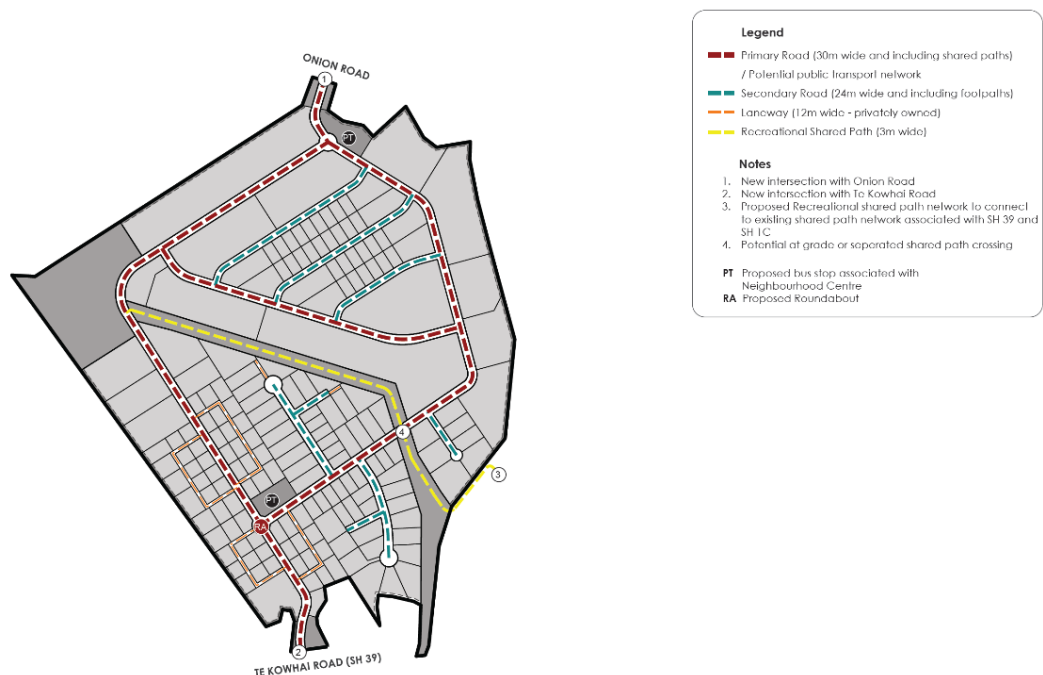
5.0 The Proposal

- 5.1 Te Kowhai East is envisioned as a sustainable, high-amenity employment precinct that reflects the unique identity of the Waikato region. The masterplan incorporates viewshafts to Hākarimata Maunga and integrates a restored wetland and stream corridor, referencing and enhancing the ecological connections to both the Waikato and Waipa Rivers.
- 5.2 The proposal also recognises the cultural and spiritual significance of the surrounding landscape, including Hākarimata Maunga, Taupiri Maunga, and the Waikato River. Tangata Whenua values will be expressed through landscape design, signage, place naming, and wayfinding. To support this, a Tangata Whenua Working Group is proposed to guide cultural input and facilitate meaningful, ongoing engagement throughout the development process.
- 5.3 The roading layout includes a multi-modal transport loop designed to accommodate trucks, cars, buses, cyclists, and pedestrians efficiently and safely. Public transport has been integrated into the layout, with the primary loop road sized to accommodate buses and include stops at key locations. A network of shared paths will connect internally and to the existing path along SH1C, providing accessible, low-impact transport alternatives.
- 5.4 A surrounding green amenity strip will create a living, landscaped edge to the development, acting as both a visual buffer and a stormwater treatment area. Rainwater harvesting tanks will supply reusable grey water to help meet the project's sustainability objectives.



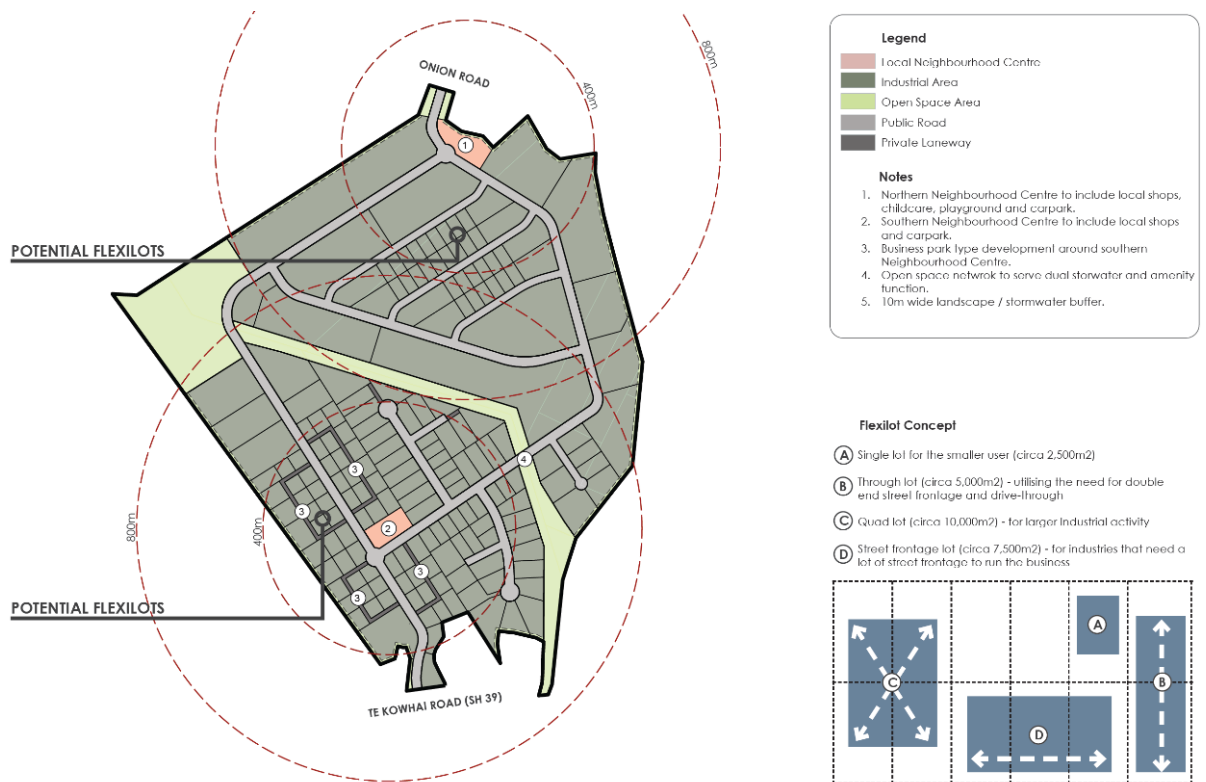
Graphic 5 –Concept Diagram

- 5.5 The development will deliver a total site area of 185.5 hectares, comprising approximately 137 net hectares of industrial land and two 1-hectare neighbourhood centres. The remaining land will be used for roads and open spaces. The lot layout offers a variety of sizes to suit a broad range of tenants, contributing to a well-connected and attractive place to work.
- 5.6 Primary access to the site will be from Te Kowhai Road (SH39) to the south and Onion Road to the north, ensuring good connectivity to the surrounding transport network.
- 5.7 A proposed shared path connection in the southeast corner will link the site's open space and active transport network to existing shared paths along SH39 and SH1C, strengthening walkability and cycle access.
- 5.8 The internal road network will consist of a primary loop and cross-connector, both proposed to be 30 metres wide. These roads will include generous carriageways, parking lanes, street trees, stormwater swales, and twin shared paths. Secondary roads, at 24 metres wide, will maintain the same design language with slightly reduced widths and footpaths replacing shared paths. These roads will support lower traffic volumes and allow cyclists to share the carriageway. Private laneways, 12 metres wide, will serve business park areas, with vehicle access, parking, and a single footpath.
- 5.9 Two bus stops are proposed—one at each neighbourhood centre—and will be integrated into the shared path network to ensure easy and safe access to public transport for workers and visitors.



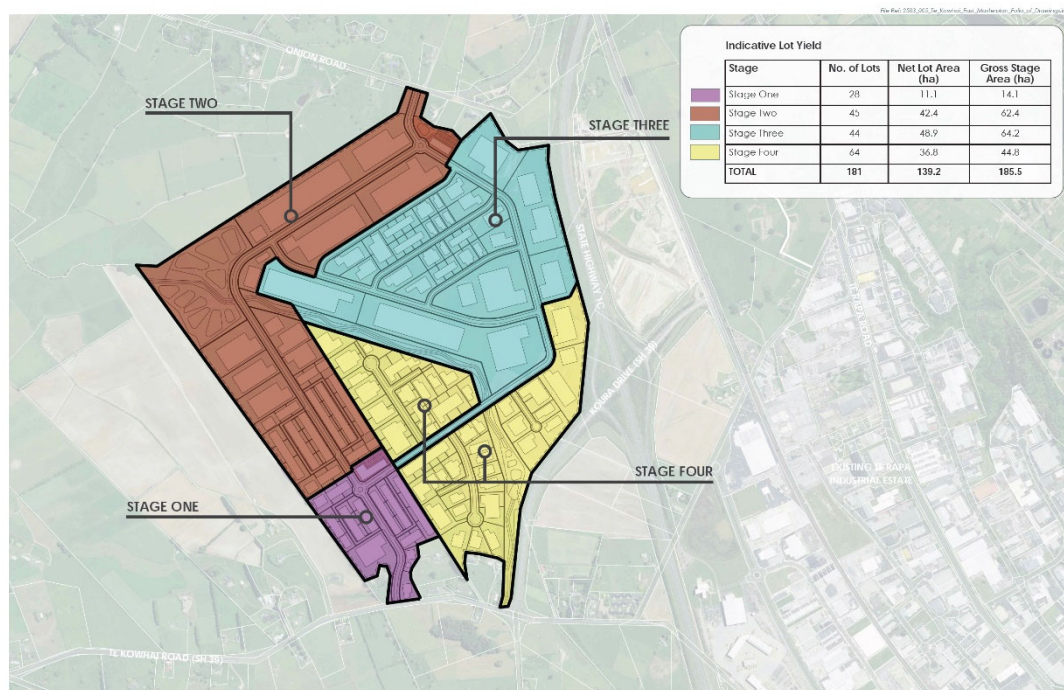
Graphic 6 –Movement Network Concept

- 5.10 An open space corridor cuts across the site from the southeast to the northwest. The corridor follows the existing stream and farm drain alignment, creating an opportunity for a shared recreational path that links into the wider shared path network on the primary road layout.
- 5.11 A large wetland and stormwater treatment and storage area is proposed in the northwest corner before the water exits the site and joins the existing stream network. The ultimate sizing and function of this stormwater infrastructure will be confirmed during future design phases.
- 5.12 Two neighbourhood centres are proposed, located in the north and south of the site. These will serve the respective employment areas, placing local shops within an 800-metre radius or a 10-minute walk from most of the site. It is anticipated that the northern centre will include a playground and a daycare facility.
- 5.13 Four small business parks served by private laneways are proposed around the southern neighbourhood centre to create greater employment density and help support the local commercial offerings.
- 5.14 The northern end of the site features a grid of smaller 2,500 m² lots arranged using a flexilot concept. These lots can be developed individually or amalgamated to create larger frontage sites or accommodate drive-through activities. It is likely that this concept will be replicated in other parts of the masterplan as the design evolves.



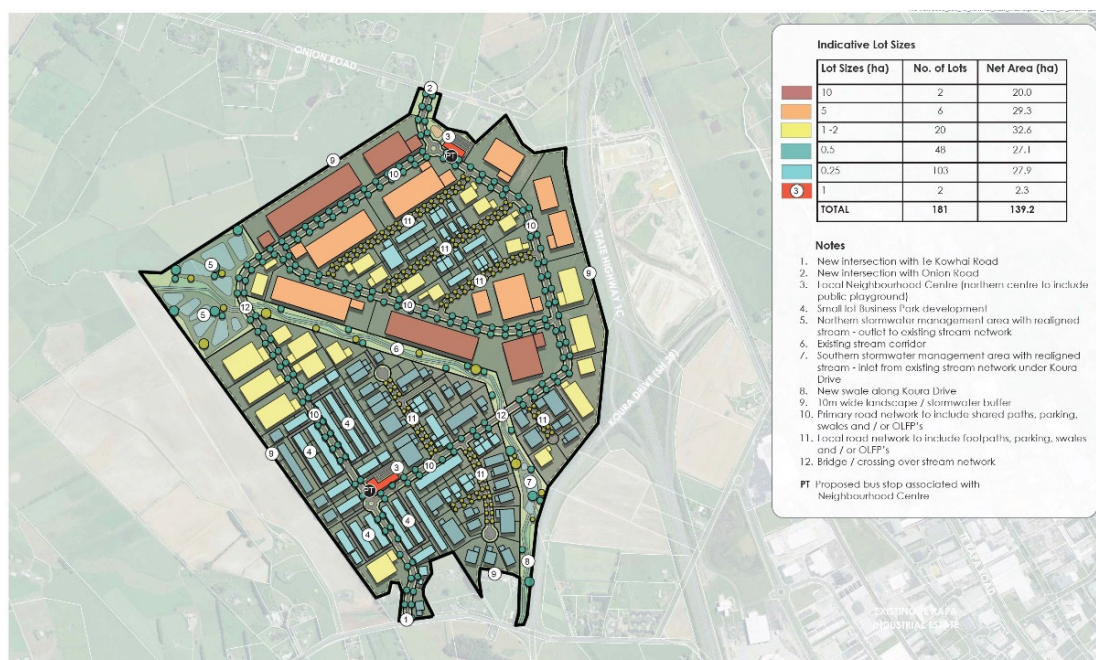
Graphic 7 – Land Use Concept

- 5.15 Staging of development is expected to begin in the south, utilising access from SH39 and progressing northward. The Te Kowhai East LP landholding is likely to be built out first, as it contains both primary access points and represents the largest portion of land. Once the primary road connections are established, the remaining two properties can be integrated into the development. A portion of the open space and stormwater infrastructure may need to be constructed early to support the surrounding stages, to be confirmed during more detailed design phases.



Graphic 8 – Staging Concept

- 5.16 An illustrative masterplan concept has been developed to show a likely development scenario based on the indicative lot layout. It demonstrates a mix of building types and sizes that reflect the varying needs of future industrial tenants.



Graphic 9 – Illustrative Masterplan Concept

6.0 Relevant Planning Context

- 6.1 Te Kowhai East is currently zoned General Rural under the Operative Waikato District Plan. The proposed development seeks to rezone the site for industrial use to respond to a well-identified and growing demand for additional employment land in the northern Waikato and Hamilton area. The site sits directly on the edge of Hamilton's urban boundary and adjacent to established and expanding industrial precincts, including Te Rapa, Te Rapa North, and Horotiu. This strategic location provides a strong rationale for urban expansion in this area.
- 6.2 The development is aligned with regional growth strategies and planning frameworks that promote industrial intensification in well-connected, infrastructure-ready locations. The Waikato Regional Policy Statement (RPS) supports efficient urban form and the consolidation of development around key nodes. Te Kowhai East's proximity to key transport infrastructure—including the Waikato Expressway (SH1C) and Te Kowhai Road (SH39)—aligns with these principles, offering excellent regional connectivity to Auckland, Tauranga, and Hamilton within the Golden Triangle.
- 6.3 The Future Proof Strategy 2022, which sets the spatial planning direction for the Hamilton-Waikato metropolitan area, emphasises the importance of creating employment land near existing infrastructure to enable economic development. Te Kowhai East directly supports these aims by unlocking a large and contiguous block of land for industrial use in close proximity to a future residential node at Rotokauri North (south of SH39), ensuring that jobs and housing can be co-located.
- 6.4 Although the site is currently outside Hamilton City's jurisdiction, it borders the city's boundary and is located within an area experiencing considerable urban development pressure. Its position within the Waikato District Council's jurisdiction necessitates cross-boundary coordination with Hamilton City Council and alignment with infrastructure planning and servicing strategies. As part of this proposal, infrastructure servicing will be addressed comprehensively, with stormwater and transport planning integrated at a masterplan scale.
- 6.5 Rezoning this site will not only provide for current unmet demand for industrial land but will also ensure long-term supply to meet anticipated growth, while aligning with both regional and district planning goals. The project has been put forward under the Fast Track consenting legislation due to its strategic significance, alignment with national and regional policy, and its ability to deliver significant social and economic benefits.
- 6.6 A full description of the statutory planning context for this proposal will be set out in the Rezoning AEE and s32 documentation if the Fast Track application is successful.
- 6.7 Below is a summary assessment of the proposal in relation to the New Zealand Urban Design Protocol (NZUDP). The NZUDP is founded on the seven "C's"—Context, Character, Choice, Connections, Creativity, Custodianship, and Collaboration—all of which form a guiding framework for high-quality urban design. Waikato District Council is a signatory to the protocol, and these principles have been integrated into the design thinking and layout of Te Kowhai East.

Context

- 6.8 The proposed industrial land use at Te Kowhai East is well-aligned with the surrounding and future context. It complements existing and emerging employment areas, including Te Rapa, Te Rapa North, and Horotiu, and is appropriately separated from the Rotokauri North Structure Plan residential area, with SH39 providing a natural buffer.
- 6.9 The masterplan responds directly to the site's infrastructural context by integrating efficient connections to the surrounding road network and shared path infrastructure. Road access is designed to leverage the existing transport corridors and maximise connectivity while managing traffic flows.
- 6.10 A 10-metre-wide landscape and stormwater buffer is proposed around the site's perimeter. This edge treatment will soften the visual interface with the surrounding rural environment, mitigate reverse sensitivity effects for neighbouring lifestyle dwellings, and ensure the development sits sensitively within its broader landscape setting.

Character

- 6.11 The character of this area is transitioning from rural to urban, with significant growth in industrial and employment land uses from both Hamilton City and the Waikato District. Te Kowhai East sits at the confluence of these growth areas and is well positioned to facilitate a seamless integration of employment uses across district boundaries.
- 6.12 The proposed layout and design will contribute to a new and positive character—defined by high-amenity industrial development, integrated landscape design, and visible cues that reflect local identity and cultural significance. The design prioritises green infrastructure, legibility, and an attractive working environment.

Choice

- 6.13 Te Kowhai East will expand employment options for people living in nearby communities such as Te Kowhai, Rotokauri, Ngaruawahia, and the wider Hamilton area. This decentralised employment opportunity supports reduced commuting times and improved work-life balance.
- 6.14 The inclusion of two neighbourhood centres ensures workers have convenient access to shops and amenities within walking distance. These centres are located on the primary road network and are connected to the site-wide shared path system, offering choice in how people access daily needs.
- 6.15 Two public transport stops are proposed—one at each neighbourhood centre—providing alternatives to private vehicle travel. These are directly integrated into the shared path network to support multi-modal transport and enhance accessibility.

Connections

- 6.16 The masterplan ensures excellent connections to the broader transport network. Two primary vehicle access points provide efficient north–south movement through the site, while the internal loop road and shared path system enhance connectivity within the development.
- 6.17 The site's integration with existing shared paths along SH1C and SH39 enables active transport links to Hamilton and surrounding areas. These connections support walking, cycling, and micro-mobility as viable commuting options.
- 6.18 Public transport has been proactively planned for with bus stops integrated into the design from the outset, reinforcing the development's commitment to accessible and connected movement systems.

Creativity

- 6.19 The flexible lot layout supports diverse building typologies, enabling a variety of business sizes and operations to establish on-site. This adaptability will attract a wide range of tenants and support long-term economic resilience.
- 6.20 The site's open space corridor presents opportunities for creative placemaking, wayfinding, and storytelling. This includes the potential for signage, cultural interpretation, and planting that reflect local narratives and celebrate Tangata Whenua values.
- 6.21 The inclusion of flexilot areas—smaller 2,500m² lots with the potential to amalgamate—demonstrates innovation in land use and adaptability to market needs.

Custodianship

- 6.22 Environmental stewardship is embedded in the proposal. While detailed stormwater modelling will be completed in future phases, the current design allocates significant open space for integrated stormwater treatment and storage, including a large wetland at the northwest corner of the site.
- 6.23 Public roads will feature swales to treat and convey runoff, and the retention and enhancement of the existing stream corridor will enable improved ecological outcomes. This approach will support biodiversity, improve water quality, and create habitat for native species.
- 6.24 Extensive native planting and habitat creation will help regenerate the landscape, offering long-term ecological value and demonstrating a commitment to kaitiakitanga (guardianship of the land and water). The design also supports a net gain in vegetation cover and biodiversity on site.

Collaboration

6.25 Te Kowhai East LP acknowledges the importance of working with Tangata Whenua and is committed to engaging meaningfully as the project progresses. Recognising the cultural and spiritual significance of the surrounding landscape — including Hākarimata Maunga, Taupiri Maunga, and the Waikato River — the development will seek to reflect these values in appropriate and respectful ways.

6.26 As part of the rezoning process, the project team intends to establish a Tangata Whenua Working Group to provide a platform for ongoing dialogue with iwi and hapū who hold mana whenua in the area. This group would guide cultural input into key aspects of the project and help ensure that engagement is genuine, continuous, and responsive to Tangata Whenua perspectives.

This may include:

- Exploring opportunities to develop a Cultural Design Guideline that could inform site-wide design decisions
- Considering how Mātauranga Māori might be incorporated into stormwater and ecological strategies
- Identifying opportunities for te reo Māori and local narratives to be reflected in wayfinding and placemaking
- Working with mana whenua on planting palettes and landscape treatments that align with local tikanga
- Respectfully acknowledging the Hākarimata Maunga, Taupiri Maunga, and Waikato River through viewshaft protection, interpretive design, and open space features where appropriate

6.27 These conversations will be guided by the principles of kaitiakitanga (stewardship) and manaakitanga (respect). The approach aims to be inclusive, ensuring Tangata Whenua values can be recognised in the development as it evolves.

6.28 In addition, the project team is engaging with neighbouring developers to coordinate infrastructure and land use planning across the wider area. This includes aligning staging, access, and open space networks to support integrated outcomes for the community.

7.0 Conclusion

- 7.1 This Urban Design Statement presents the conceptual vision and high-level structure for the development of Te Kowhai East — a strategically located, future-focused industrial hub that will support economic growth and employment opportunities for Hamilton, the Waikato District, and the wider Golden Triangle.
- 7.2 Situated on the northern edge of Hamilton, Te Kowhai East is uniquely positioned to leverage regional transport infrastructure, including direct access to State Highway 1C and State Highway 39, and close proximity to the Waikato Expressway. This enables strong connections not only to central Hamilton but also to key economic centres such as Tauranga and South Auckland.
- 7.3 The site's natural characteristics — primarily flat topography, minimal existing built form, and existing linear stream alignment — make it well-suited for a large-scale industrial development. The proposed layout is flexible and responsive, with the ability to accommodate a diverse range of industrial users while supporting staged development over time.
- 7.4 The project places emphasis on sustainability, multimodal transport, and open space integration. It includes two neighbourhood centres, a green stormwater corridor, and a strong shared path network — all contributing to a well-connected, high-amenity working environment.
- 7.5 Importantly, the design acknowledges and respects the cultural significance of the surrounding environment, including Hākarimata Maunga, Taupiri Maunga, and the Waikato River. A Tangata Whenua Working Group is proposed to guide the integration of local values, history, and identity through placemaking, landscape design, signage, and naming.
- 7.6 The project anticipates a phased development approach, beginning from the south and progressively developing northward, ensuring a pragmatic and sustainable growth pattern.
- 7.7 Rezoning this site will not only provide for current unmet demand for industrial land but will also ensure long-term supply to meet anticipated growth, while aligning with both regional and district planning goals. The project has been put forward under the Fast Track consenting legislation due to its strategic significance, alignment with national and regional policy, and its ability to deliver significant social and economic benefits.
- 7.8 This Urban Design Statement supports the inclusion of Te Kowhai East in the Fast Track process. It demonstrates that the proposal aligns with national and local planning goals, responds to the Seven Cs of the New Zealand Urban Design Protocol, and is underpinned by a strong commitment to collaboration, sustainability, and high-quality design outcomes.

Appendix 1: Te Kowhai East Folio of Masterplan Figures



Te Kowhai East

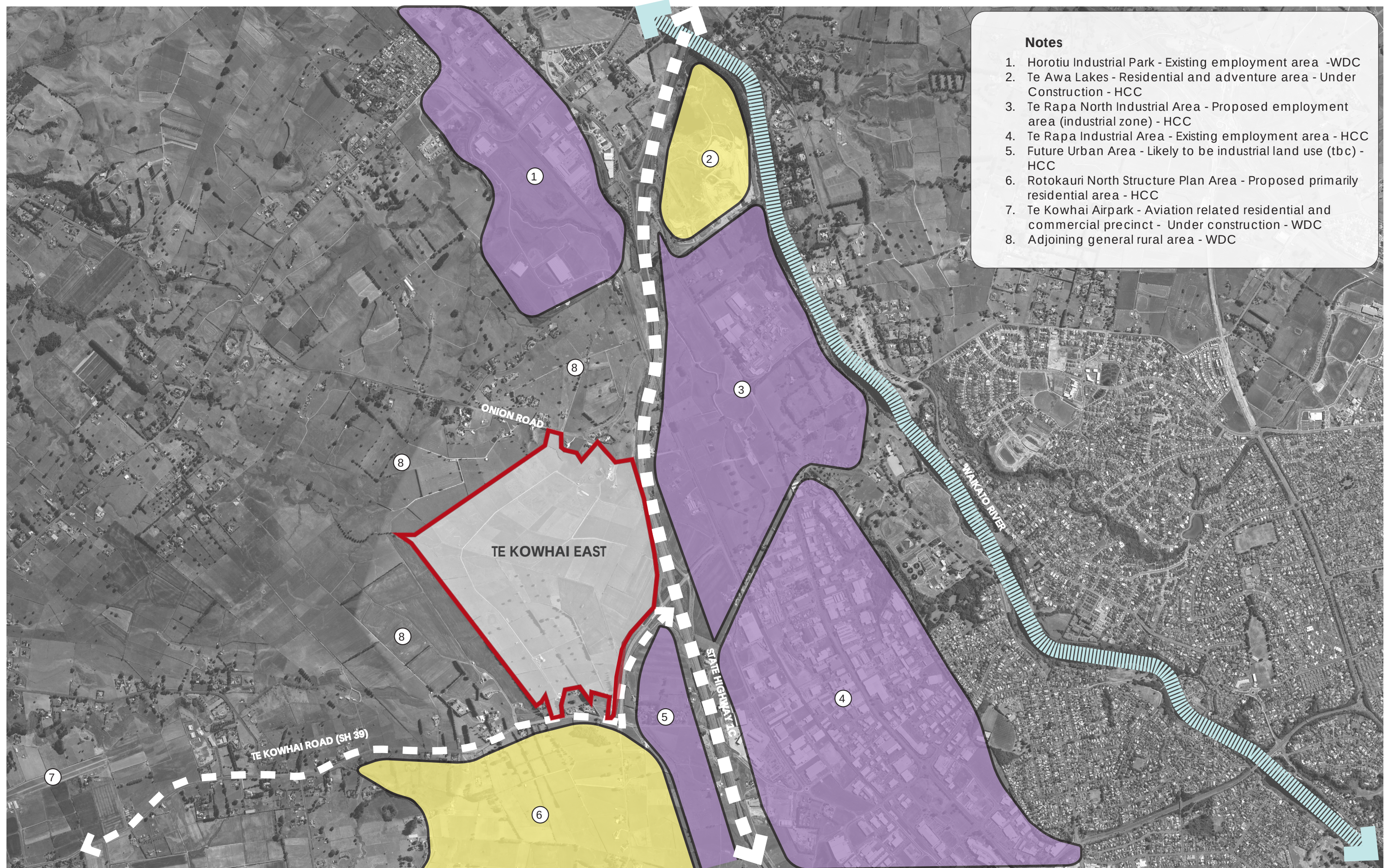
FOLIO OF MASTERPLAN FIGURES

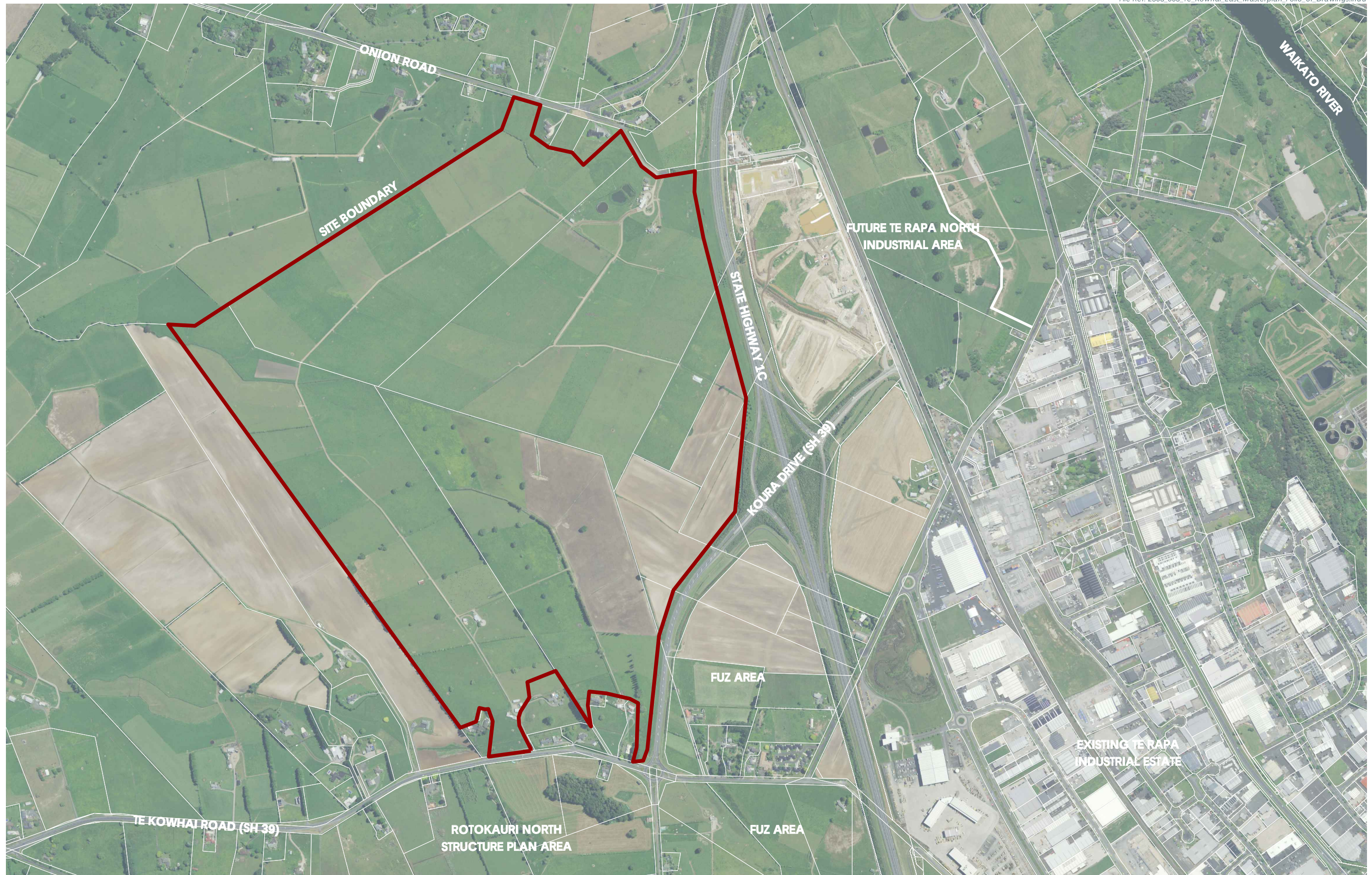
12 May 2025

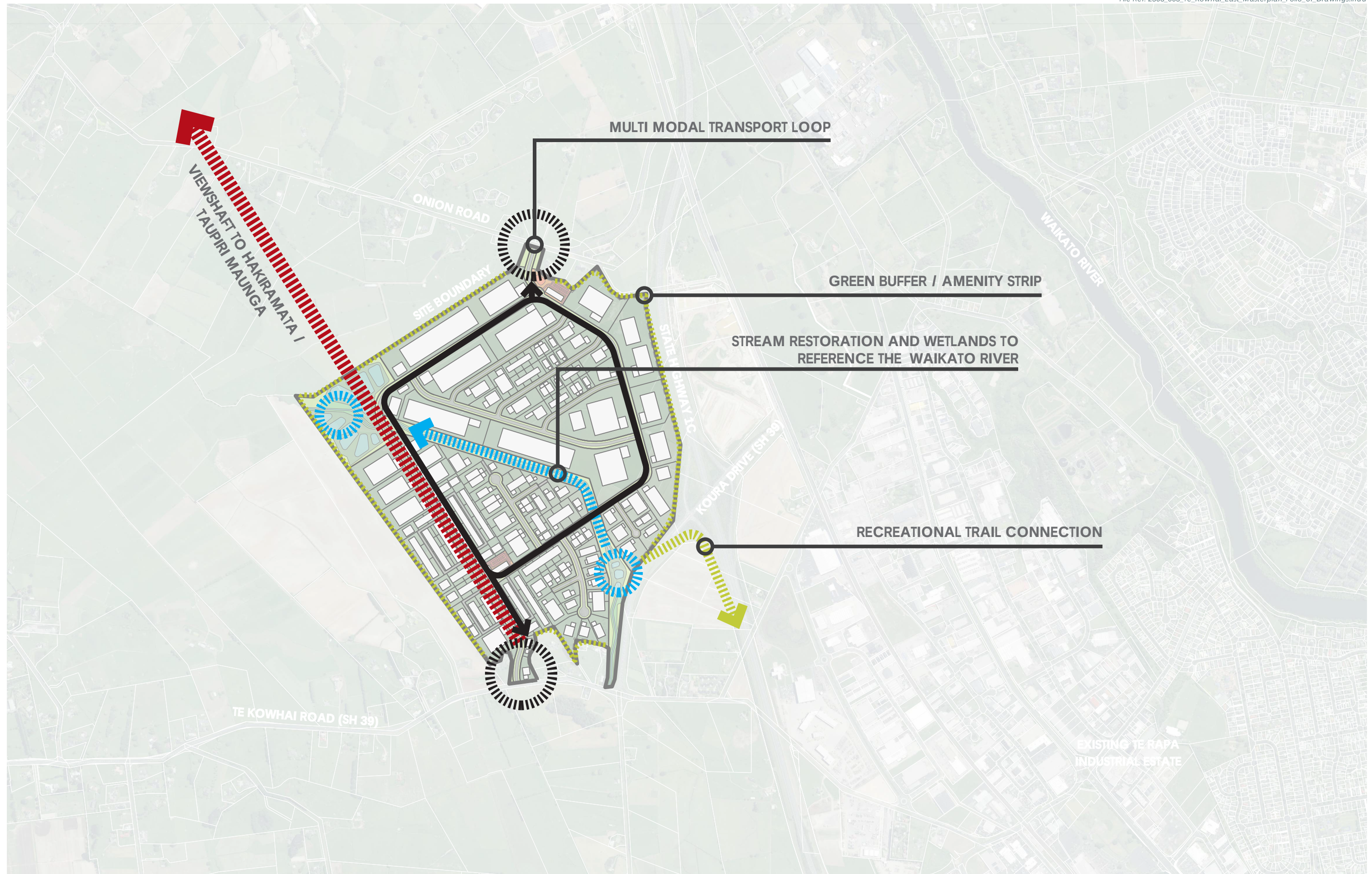
REVISION B

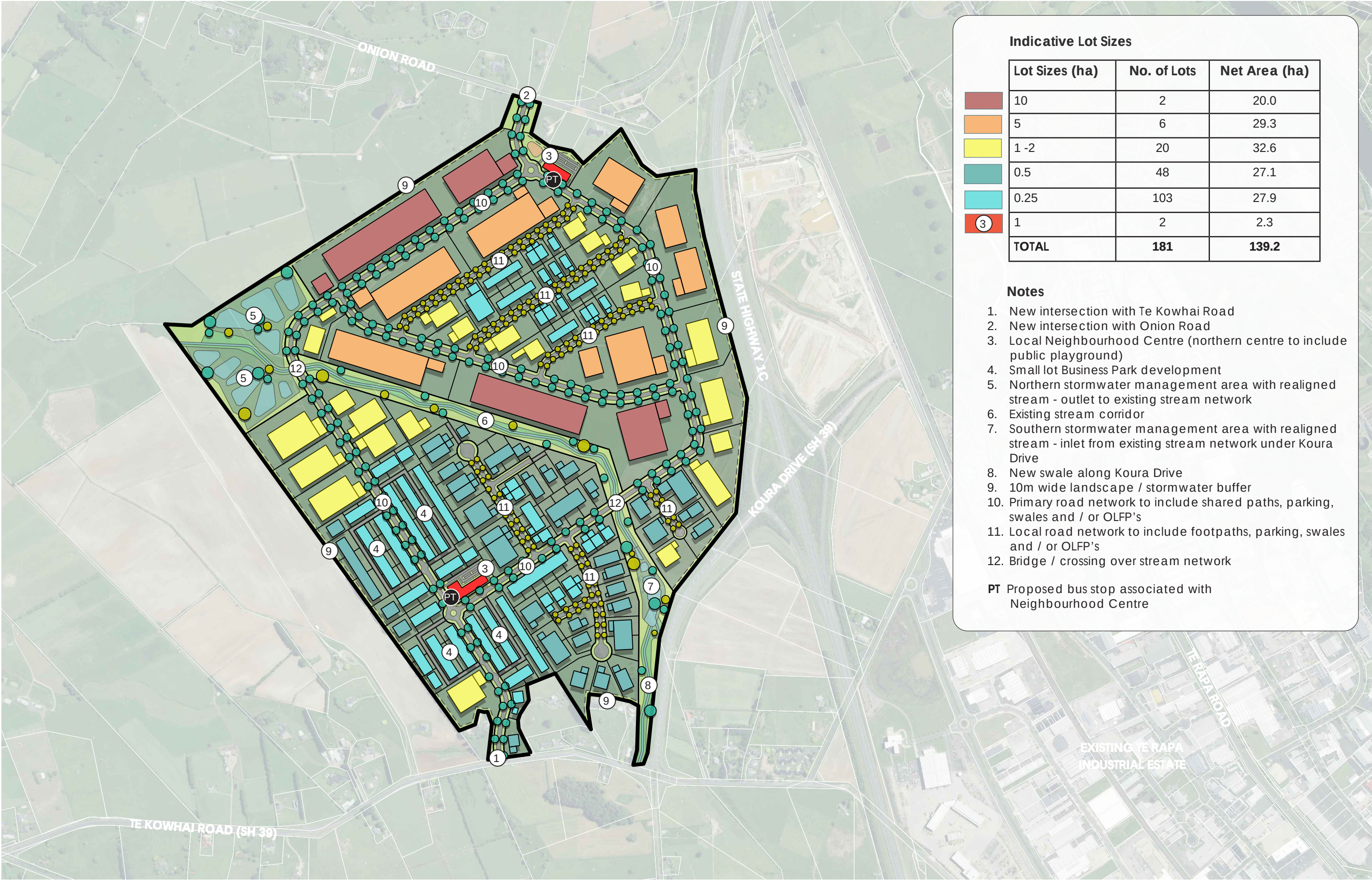












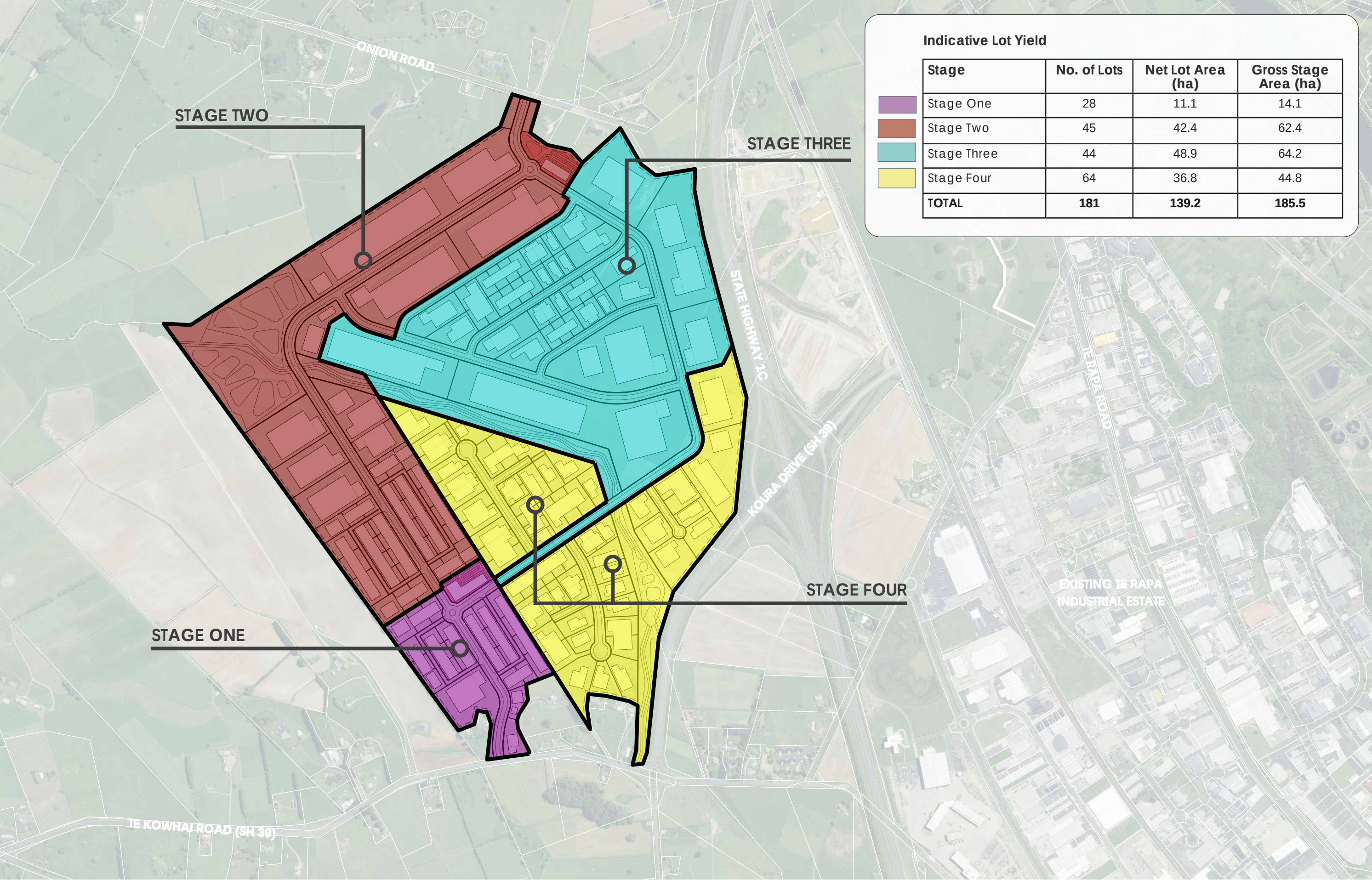
Indicative Lot Sizes

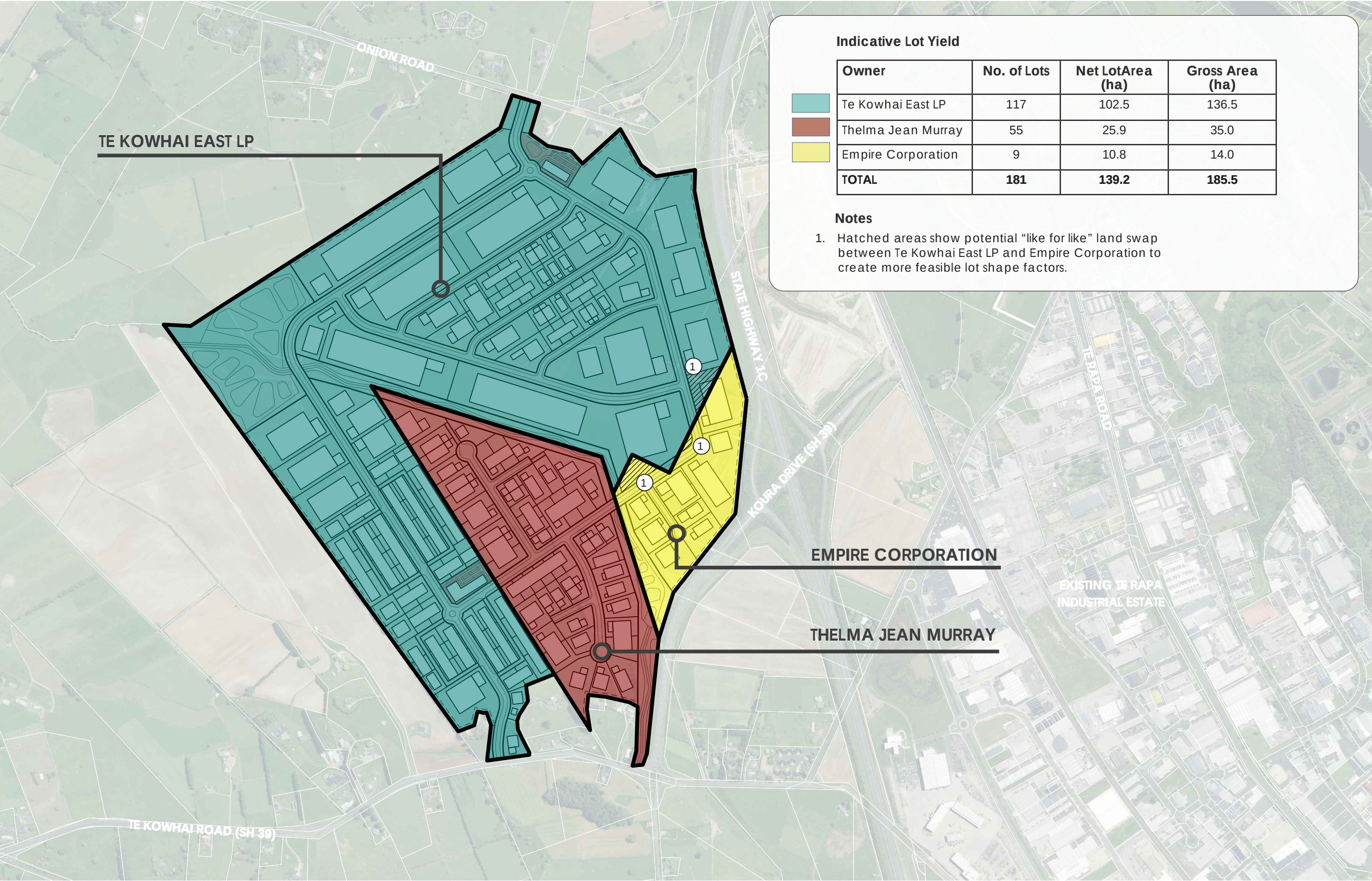
Lot Sizes (ha)	No. of Lots	Net Area (ha)
10	2	20.0
5	6	29.3
1 -2	20	32.6
0.5	48	27.1
0.25	103	27.9
③ 1	2	2.3
TOTAL	181	139.2

Notes

1. New intersection with Te Kowhai Road
2. New intersection with Onion Road
3. Local Neighbourhood Centre (northern centre to include public playground)
4. Small lot Business Park development
5. Northern stormwater management area with realigned stream - outlet to existing stream network
6. Existing stream corridor
7. Southern stormwater management area with realigned stream - inlet from existing stream network under Koura Drive
8. New swale along Koura Drive
9. 10m wide landscape / stormwater buffer
10. Primary road network to include shared paths, parking, swales and / or OLFP's
11. Local road network to include footpaths, parking, swales and / or OLFP's
12. Bridge / crossing over stream network

PT Proposed bus stop associated with Neighbourhood Centre







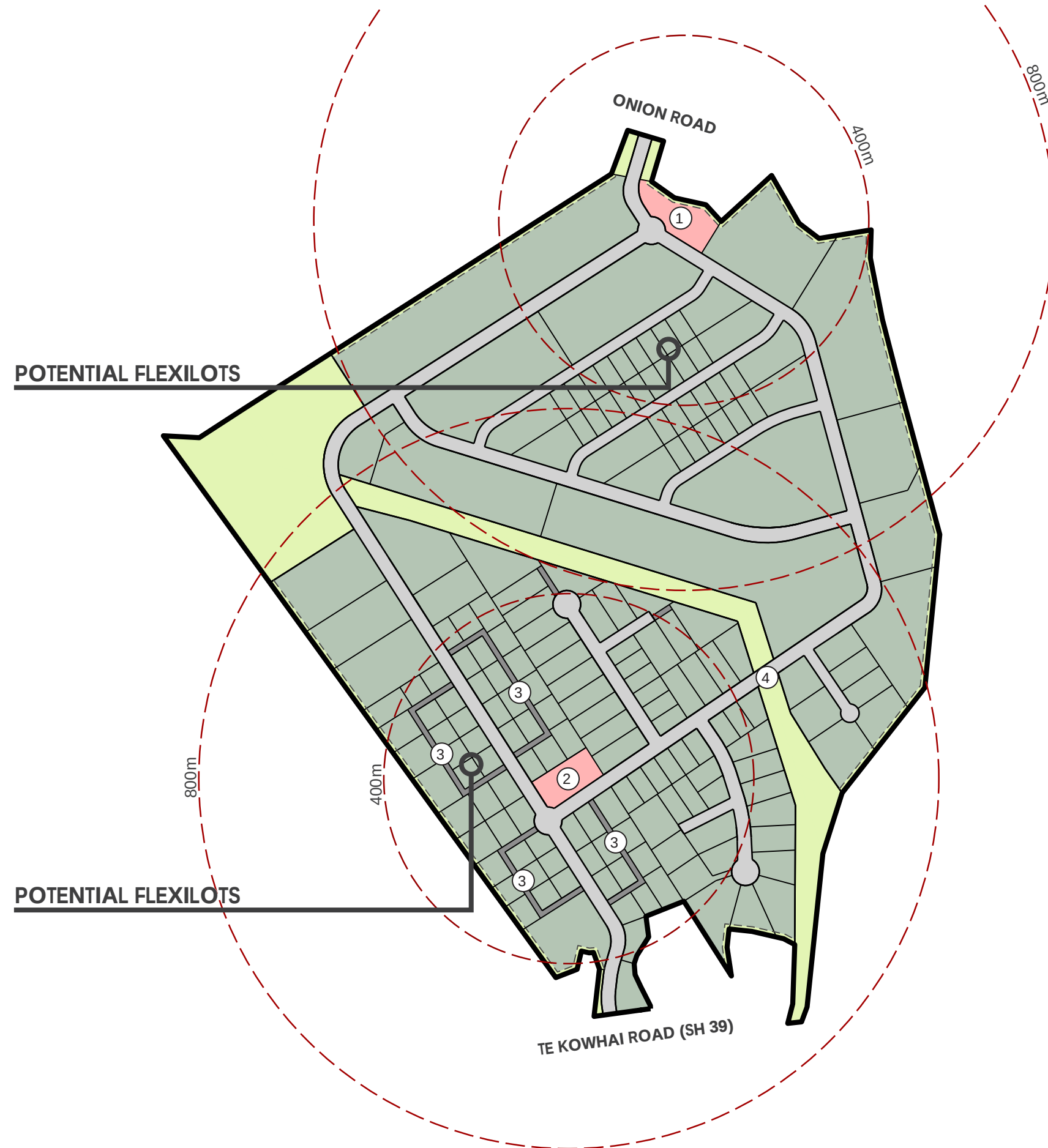
Legend

- Primary Road (30m wide and including shared paths)
/ Potential public transport network
- Secondary Road (24m wide and including footpaths)
- Laneway (12m wide - privately owned)
- Recreational Shared Path (3m wide)

Notes

1. New intersection with Onion Road
2. New intersection with Te Kowhai Road
3. Proposed Recreational shared path network to connect to existing shared path network associated with SH 39 and SH 1C
4. Potential at grade or seperated shared path crossing

PT Proposed bus stop associated with Neighbourhood Centre
RA Proposed Roundabout



Legend

- Local Neighbourhood Centre
- Industrial Area
- Open Space Area
- Public Road
- Private Laneway

Notes

1. Northern Neighbourhood Centre to include local shops, childcare, playground and carpark.
2. Southern Neighbourhood Centre to include local shops and carpark.
3. Business park type development around southern Neighbourhood Centre.
4. Open space network to serve dual storwater and amenity function.
5. 10m wide landscape / stormwater buffer.

Flexilot Concept

- (A)** Single lot for the smaller user (circa 2,500m²)
- (B)** Through lot (circa 5,000m²) - utilising the need for double end street frontage and drive-through
- (C)** Quad lot (circa 10,000m²) - for larger Industrial activity
- (D)** Street frontage lot (circa 7,500m²) - for industries that need a lot of street frontage to run the business

