

# Te Kowhai East Industrial Development

## Urban Design Statement

Prepared for Te Kowhai East Limited Partnership  
By Adapt Studio Ltd  
25 August 2026



# Document Quality Assurance

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| Prepared by:                                                                                                                                                                                                                    | Jonathan Broekhuysen<br>NZILA Registered Landscape<br>Architect   Director<br>Adapt Studio Ltd |  |
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Cover image: Aerial View showing Te Kowhai East location



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**Appendix 1:** Te Kowhai East Folio of Masterplan Figures



## 1.0 Author Qualifications, Experience and Code of Conduct

- 1.1 This report has been prepared by Jonathan Broekhuysen, Director of Adapt Studio Ltd and a New Zealand Institute of Landscape Architects (NZILA) Registered Landscape Architect.
- 1.2 I hold a Bachelor of Design (Honours) majoring in Landscape Architecture from Victoria University of Wellington and have over 20 years' professional experience as a landscape architect and urban designer. Adapt Studio specialises in urban design, masterplanning and landscape architecture, with a particular focus on large-scale residential, industrial, commercial and mixed-use developments throughout New Zealand.
- 1.3 I have led or contributed to the preparation of numerous structure plans, masterplans, plan changes, urban design statements and resource consent applications, including projects such as Ruakura, Greenhill Park, Te Awa Lakes, Sleepyhead Estate, Te Kowhai Airpark and Rangitahi Peninsula. I have prepared expert urban design evidence for Independent Hearing Panels and Council hearings and have extensive experience working within multidisciplinary consultant teams on complex planning projects.
- 1.4 I confirm that I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023 and agree to comply with it. I confirm that the matters addressed in this report are within my area of expertise.

## 2.0 Introduction

- 2.1 This technical report assesses and describes the Urban Design matters relating to The Project.
- 2.2 The report has been prepared to support Te Kowhai East (TKE) Limited Partnership's substantive application for approvals under the Fast-track Approvals Act 2024 (FTAA).
- 2.3 The Project is a large-scale industrial development located on the north-western edge of Hamilton, adjacent to the established Te Rapa industrial area. The application provides for the creation of an integrated industrial precinct, including industrial lots, land for neighbourhood centre activities, reserves stormwater management and ecological mitigation, and associated roading and infrastructure services. The application also seeks approval for the ultimate land use outcomes anticipated across the site, being predominantly industrial activities, along with a limited range of compatible non-industrial activities suited to an industrial environment. The development will form a logical extension of Hamilton's primary industrial node within the Upper North Island economic corridor and responds to projected growth and demand.
- 2.4 A comprehensive description of the Project is provided in the Substantive Application Report (SAR).



## 3.0 Executive Summary

- 3.1 Te Kowhai East is a master planned industrial development strategically located on the outskirts of Hamilton, within the Golden Triangle formed by Auckland, Tauranga, and Hamilton. This masterplanned development is designed to complement the existing pattern of industrial and employment activity in northern Hamilton and the wider Waikato area.
- 3.2 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.
- 3.3 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 provides for a range of transport modes and connects with the wider transport network.
- 3.4 The roading network is purposefully aligned on northwest–southeast and northeast–southwest axes to avoid east–west facing lots, thereby maximizing solar access, minimising the occurrence of south-facing buildings, and supporting an efficient and legible industrial subdivision pattern.
- 3.5 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.
- 3.6 A Neighbourhood Centre is proposed in a central and accessible location where it can serve the bulk of the workforce. Opportunities for convenience retail and food and beverage activities have been incorporated throughout the development to support workers and reduce the need for off-site trips
- 3.7 The site is well connected to the strategic transport network, 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.
- 3.8 Environmental outcomes are guided by the Manganahaka Catchment ICMP, with the development designed to improve stormwater quality and contribute to improved outcomes within the receiving environment.
- 3.9 Te Kowhai East spans approximately 187.5 hectares and is located to complement and extend existing industrial and employment areas in northern Hamilton and nearby Horotiu. It will provide a significant additional area of industrial land within this wider employment corridor.
- 3.10 Currently zoned General Rural under the Operative in Part Waikato District Plan, the site lies within Waikato District immediately adjacent to Hamilton City boundary.
- 3.11 Te Kowhai East will provide a significant new employment base for the region, supported by an integrated road, open space and infrastructure network and a masterplan intended to guide the staged development of the site over time.

## 4.0 Background

- 4.1 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 collaboratively develop a masterplan for the site and to support a Referral Application, and subsequently the Substantive Application for consents under the Fast-track Approvals Act 2024.
- 4.2 To guide the masterplanning process, 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 an industrial area offering a variety of lot sizes, designed to meet the diverse needs of future businesses and users.
  - Incorporate a neighbourhood centre to serve the future employment base.
  - 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.
  - Provide opportunities for wayfinding, signage and place-naming strategies to reflect tangata whenua values and cultural identity, developed through ongoing engagement.
- 4.3 Adapt Studio collaborated closely with Te Kowhai East LP and a team of expert consultants to produce a set of urban design figures, which are included in Appendix 1 and referenced throughout this report.

## 5.0 Site Description

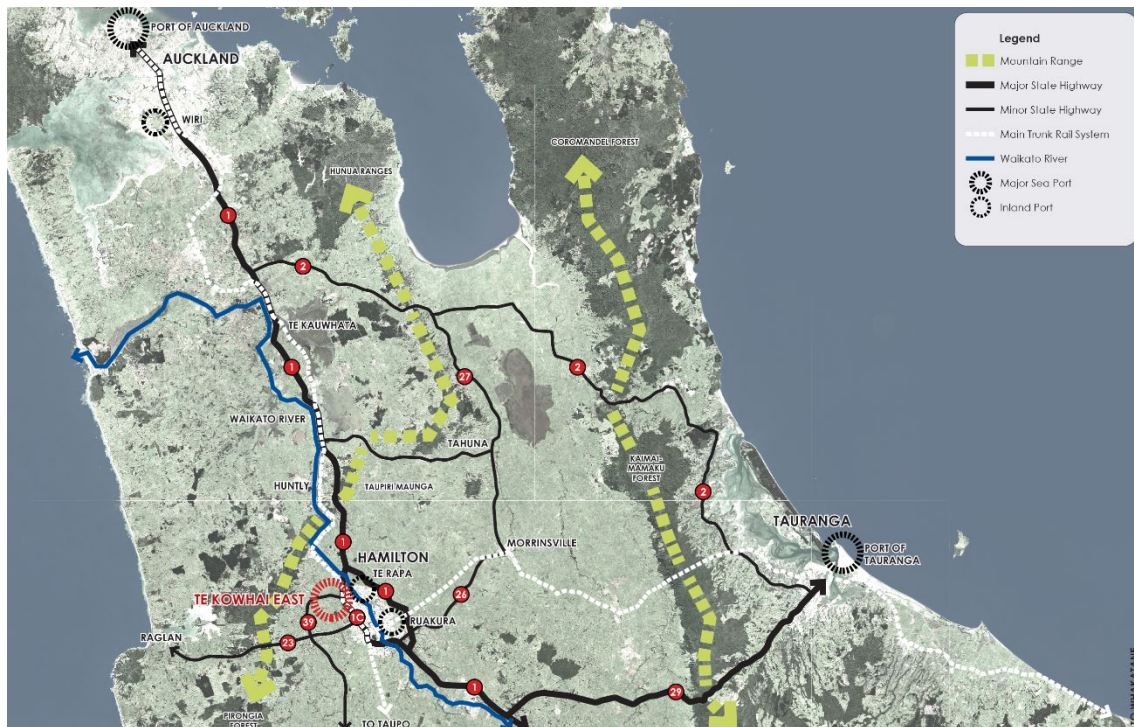
- 5.1 The Project site comprises a large, contiguous landholding located on the north-western edge of Hamilton within Waikato District. It is generally bounded by Te Kowhai Road to the south, Koura Drive and State Highway 1C to the east, and Onion Road to the north. The site is made up of multiple land titles, legal descriptions, and associated physical addresses.
- 5.2 For identification purposes, the site is commonly referred to by the primary addresses of 270 Te Kowhai Road and 28 Mathers Road. Full details of the landholdings are provided in the Substantive Application Report (SAR). The site is identified in Graphic 1 below.



Graphic 1 –Site Aerial

## 6.0 Existing Context

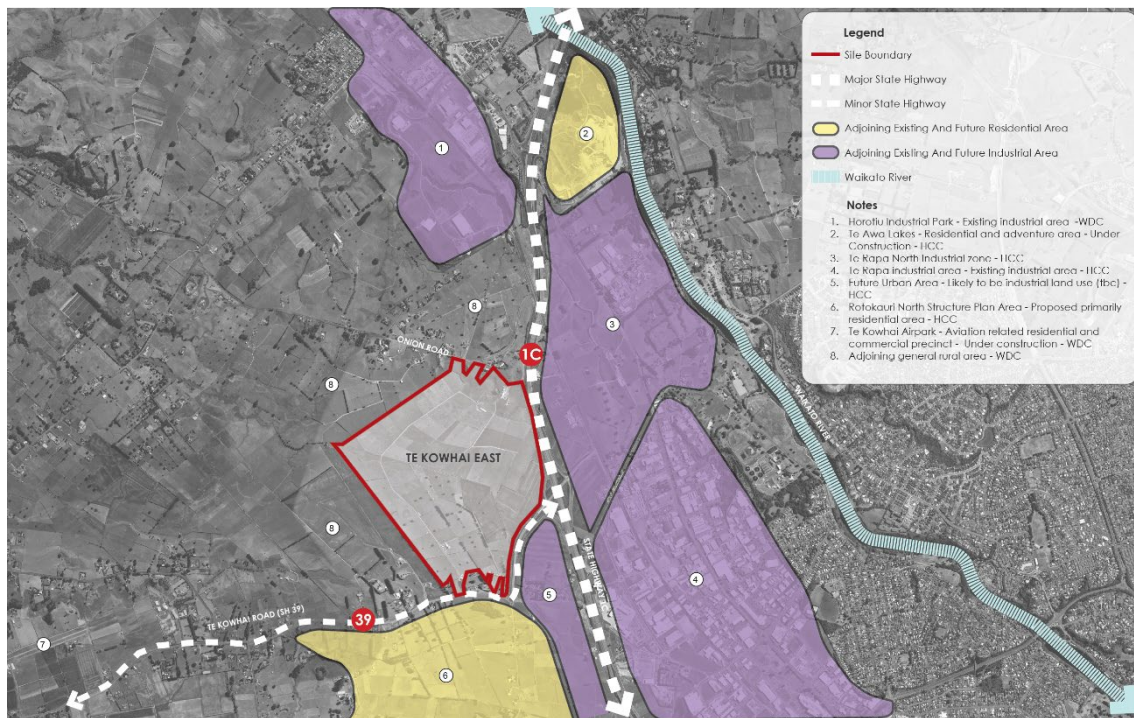
- 6.1 Te Kowhai East is strategically located within New Zealand’s “Golden Triangle” –the high-growth economic zone defined by Auckland, Tauranga, and Hamilton. This broader regional context contributes to the site's strategic location between established employment and transport networks.
- 6.2 The site benefits from regional accessibility, positioned adjacent to a full expressway interchange that connects directly to the recently completed Waikato Expressway. This provides direct access to both Auckland and Tauranga, making the site well located for logistics, distribution, and industrial activities.
- 6.3 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 2 – Regional Context Plan

- 6.4 Te Kowhai East is located on the northwestern fringe of Hamilton, within the Waikato District Council 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 adjacent to established and planned employment areas.
- 6.5 The surrounding land uses are predominantly industrial and rural. To the east and south –across SH1C – is 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 forms part of the wider pattern of industrial growth in northern Hamilton.
- 6.6 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 within the Rotokauri Structure Plan, including areas intended for future employment activities.
- 6.7 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. These properties form an important existing interface with the proposed development and have informed consideration of the treatment of the site's edges.



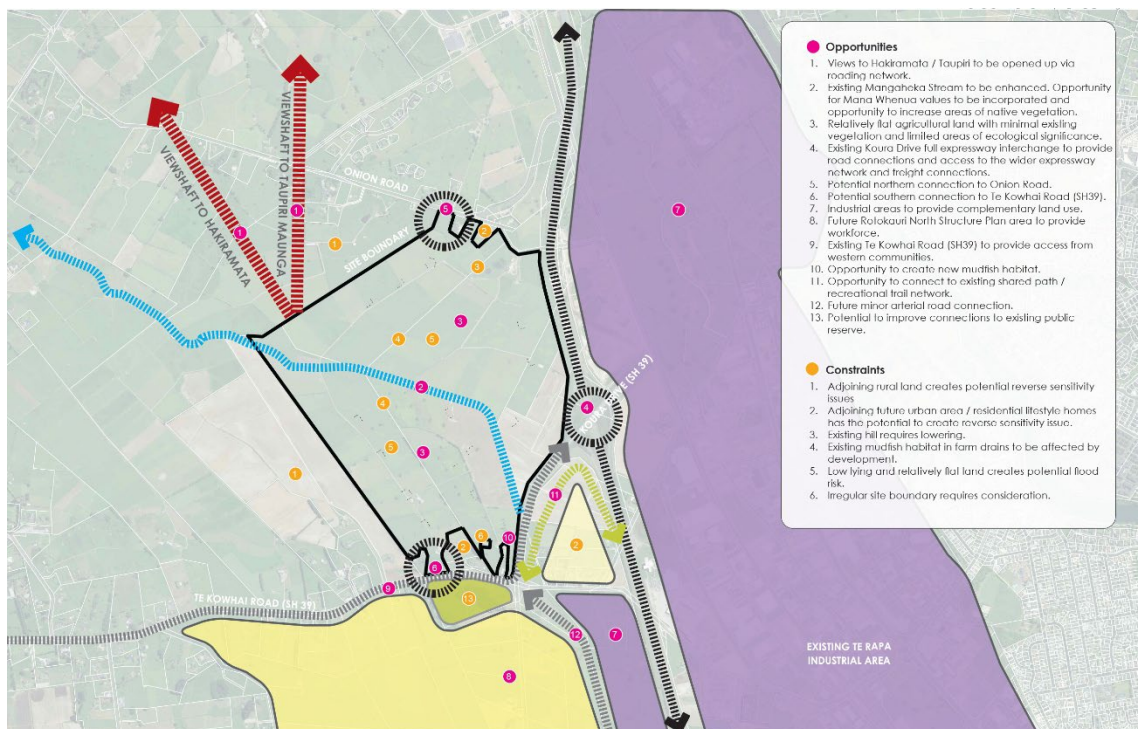


Graphic 3 –Surrounding Land Use Plan

- 6.8 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 identified within the site.
- 6.9 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.
- 6.10 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.
- 6.11 Mangaheka stream, which has been modified through its existing rural use, runs through the centre of the site. It enters the site at the southeastern corner via a culvert beneath SH39 and exits at the northwestern boundary. This watercourse forms an important organising element of the masterplan and provides opportunities for ecological enhancement, stormwater integration and open space connections.
- 6.12 Overall, the site sits within a transitional context between established industrial areas, rural land, rural-residential properties and planned urban growth. This context has informed the masterplan response, including the treatment of site edges, the internal movement network, the location of open space and stormwater infrastructure, and the relationship between future industrial development and adjoining land uses.

## 7.0 Site Opportunities and Challenges

7.1 The development of the Te Kowhai East masterplan was informed by a detailed assessment of the site's opportunities and constraints. Graphic 4 below identifies the key environmental, cultural, transport and land use considerations that have influenced the design response and establishes the framework from which the masterplan has evolved. The opportunities and challenges identified below are reflected throughout the proposed layout and have directly informed the movement network, open space framework, neighbourhood centre, lot configuration and staging strategy.



Graphic 4 –Site Opportunities and Challenges

### Opportunities

- **Support regional employment growth:** Deliver new industrial land that complements the existing employment areas at Te Rapa, Te Rapa North and Horotiu while contributing to the wider northern Hamilton employment corridor.
- **Celebrate local identity:** Utilise views towards Hākarimata and Taupiri Maunga, enhance the Mangaheka Stream corridor, and provide opportunities to reflect tangata whenua values through placemaking, landscape design, wayfinding, naming and ecological restoration.
- **Leverage strategic transport connections:** Utilise the site's proximity to State Highway 39, State Highway 1C, Onion Road and the Waikato Expressway to provide efficient regional access while improving local connectivity.

- **Create a multifunctional blue-green network:** Integrate the existing stream corridor into an integrated open space network that provides stormwater management, ecological enhancement, recreational opportunities and opportunities for biodiversity outcomes.
- **Enhance walking and cycling connections:** Connect the development to the existing shared path network and create new recreational links through the site and to surrounding areas.
- **Provide a safe and legible environment:** Apply CPTED principles through an interconnected street network, opportunities for active frontages and passive surveillance and well-designed public spaces.
- **Create a flexible industrial environment:** Provide a range of lot sizes and development opportunities capable of accommodating different industrial users and adapting to changing market demand.
- **Establish a neighbourhood centre:** Provide local services and amenities within convenient walking distance of the employment area to support workers and visitors.
- **Enable staged delivery:** Allow the development to occur progressively while maintaining an integrated masterplan capable of responding to different land ownerships and delivery timeframes.

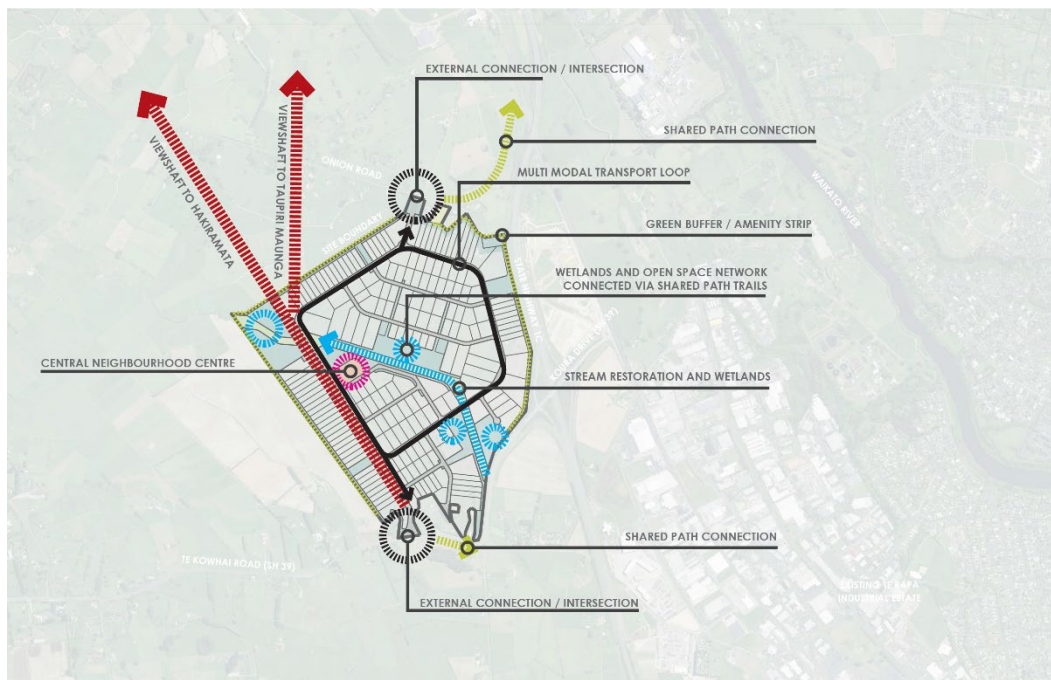
## Constraints and Challenges

- **Flooding and stormwater management:** The site's relatively flat topography and low-lying areas require an integrated stormwater management approach incorporating wetlands, swales and other stormwater management devices.
- **Existing ecological values:** The Manganahia Stream corridor and existing mudfish habitat require preservation and enhancement.
- **Fragmented land ownership:** The masterplan has been structured so development can occur incrementally while maintaining a cohesive overall outcome.
- **Reverse sensitivity:** Existing rural residential properties and future urban areas require appropriate landscape buffers, interface treatments and consideration of the relationship between future industrial development and adjoining land uses.
- **Irregular site boundaries and existing infrastructure:** The shape of the site and surrounding transport network require a flexible road layout that maximises connectivity while responding to existing constraints.
- **Transition between rural and urban land uses:** The site sits at the interface between established industrial areas, rural land, rural-residential properties and planned urban growth, requiring careful consideration of site edges, landscape treatment and the scale and orientation of future built development.



## 8.0 The Proposal

- 8.1 Te Kowhai East is envisioned as a high-amenity employment precinct that responds to the site's Waikato context. The masterplan incorporates viewshafts to Hākarimata and Taupiri Maunga and integrates a restored wetland and stream corridor as part of a broader blue-green network through the site. The landscape framework forms the organising structure of the masterplan, with development arranged around an interconnected network of wetlands, ecological corridors and public open space.
- 8.2 The proposal also recognises the cultural and spiritual significance of the surrounding landscape, including Hākarimata Maunga, Taupiri Maunga, and the Waikato River. Opportunities are provided for tangata whenua values to be reflected through landscape design, signage, place naming and wayfinding, informed through ongoing engagement.



Graphic 5 –Concept Diagram

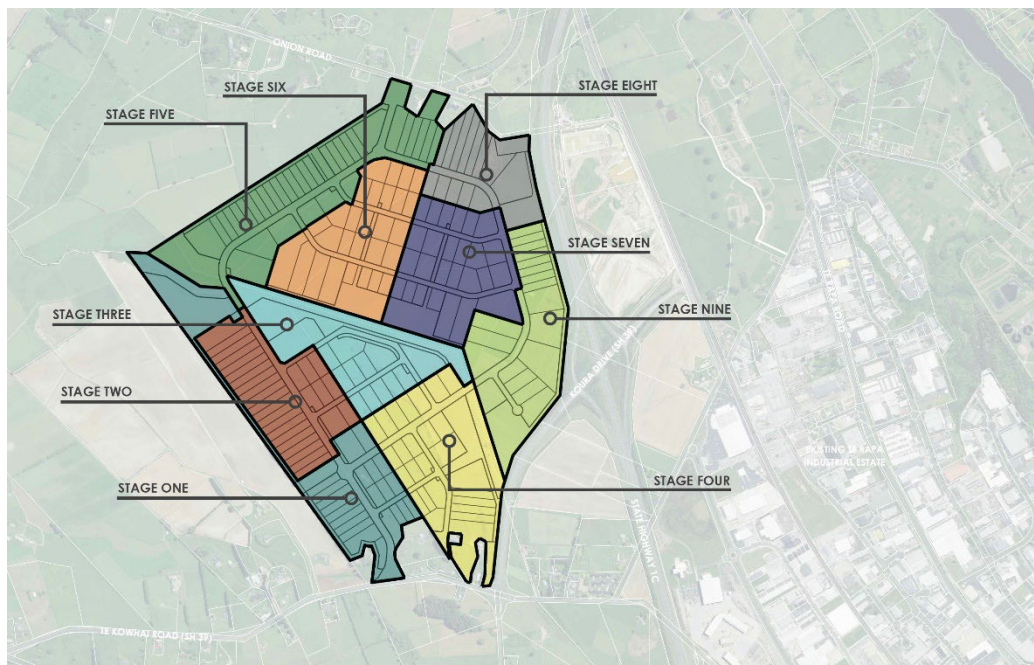
- 8.3 The development comprises a total site area of approximately 187.5 hectares, delivering approximately 123 net hectares of developable land, consisting of approximately 120 hectares of industrial land, a 2-hectare neighbourhood centre; and a 0.75 hectare rural residential lot out of the residual and disconnected pocket of land at the northern end of the site. In addition, a total of approximately 44 hectares of open space (both public and on private lots) and 21ha of roading will be delivered. The indicative lot layout demonstrates how a variety of lot sizes and shapes can be achieved to accommodate a range of future industrial users.
- 8.4 An illustrative masterplan concept has been developed to show the development scenario based on the proposed lot layout.





Graphic 6 – Illustrative Masterplan Concept

- 8.5 Staging of development is expected to begin in the south, utilising access from SH39 and progressing northward. The staging is to follow a logical development approach with stormwater and roading infrastructure delivered as and when required.



*Graphic 7 –Staging Concept*

- 8.6 The roading layout includes a multi-modal transport loop designed to accommodate trucks, cars, buses, cyclists, and pedestrians efficiently and safely. Inclusion of public transport has been futureproofed into the layout, with the primary loop road sized to accommodate buses and may provide stops at key locations should they be required as the surrounding area is urbanised. A network of shared paths will connect internally and provide connections to the proposed Koura Drive roundabout in the south and Holmes Road via Onion Road in the north, providing accessible walking and cycling connections through and beyond the site.
- 8.7 A planted perimeter stormwater buffer strip will create a landscaped edge to the development, acting as both a visual buffer and a stormwater treatment and conveyance area. Rainwater harvesting tanks will supply reusable grey water to help meet the project's sustainability objectives.
- 8.8 Primary access to the site will be from Te Kowhai Road (SH39) at the south end of the site and Onion Road to the north, providing good connections to the surrounding transport network.
- 8.9 A proposed shared path connection along Te Kowhai Road will connect the internal shared path network to the existing Koura Drive roundabout at the southeastern corner of the site, and a shared path along Onion Road will connect the site to the existing Holmes Road shared path in the north.
- 8.10 The internal road network will consist of a collector loop road with a 28m wide cross section. The cross section includes a carriageway with a flush central median, parking bays, allowance for public transport and associated bus stops to be retrofitted in the future if needed, street trees, twin footpaths and dedicated off road cycle paths. Secondary local roads, at 20 metres wide, will maintain the same design language with slightly reduced widths, no central median and parking integrated with the carriageway. Local roads will support lower traffic volumes and allow cyclists to share the carriageway.
- 8.11 A centralised network of off-road shared paths connects along the stream corridor, into the central northern industrial area and to the neighbourhood centre. This connection connects to the circular collector road with its dedicated cycle and pedestrian infrastructure.
- 8.12 The movement network concept is demonstrated in Graphic 8 below.



Graphic 8 –Movement Network Concept

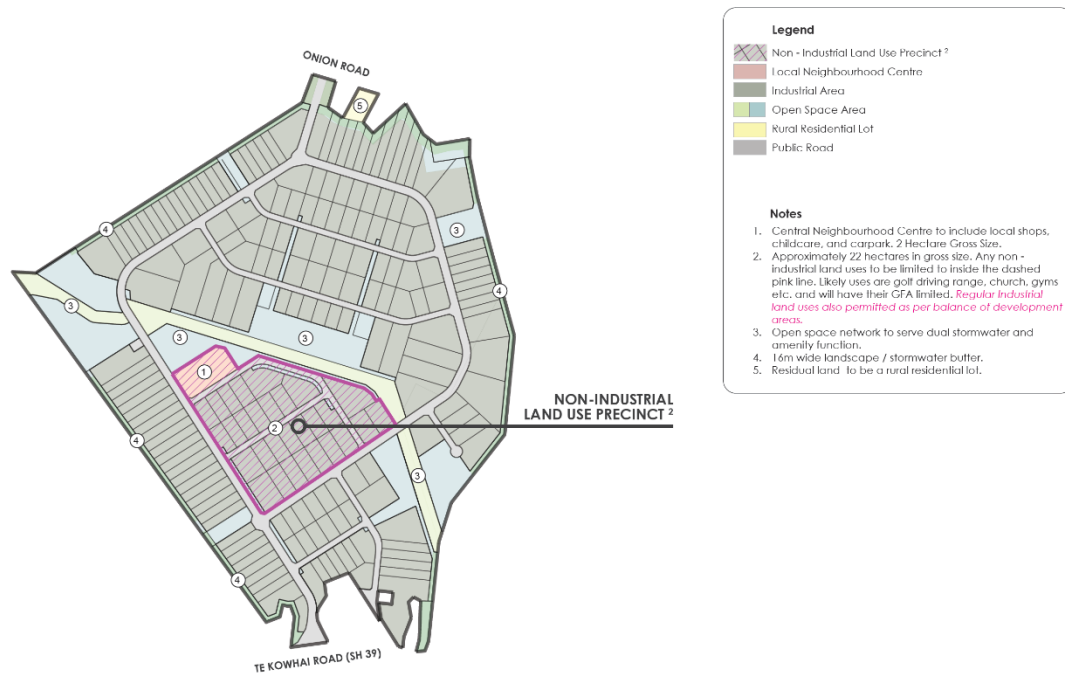
- 8.13 An open space corridor extends across the site from the southeast to the northwest. The corridor follows the existing Mangaheka Stream alignment, creating the opportunity for a shared recreational path that links into the wider shared path network throughout the site.
- 8.14 Various stormwater management areas are provided throughout the site, providing treatment, conveyance and storage capabilities. These devices are predominantly concentrated close to the Mangaheka Stream alignment however are also distributed to ensure the entire site is serviced appropriately. These areas also contribute to the site's open space and landscape framework.





Graphic 9 –Open Space Strategy Diagram

- 8.15 A 16m wide open space buffer zone is included around much of the site's perimeter. The 16m consists of a 12.5m swale, and access / maintenance tracks. This area will provide a stormwater function as well as a screening function with larger screen planting able to be accommodated on the upper banks of the swale.
- 8.16 A neighbourhood centre is proposed, located centrally within the site and directly accessible from the main entry to the development from Te Kowhai Road. It will serve the respective employment areas with everyday retail and convenience needs.
- 8.17 A central non-industrial land use precinct is proposed directly adjacent to and supporting the Neighbourhood Centre. Anticipated land uses in this precinct include activities which are not strictly industrial but are considered compatible with the wider industrial precinct, such as a golf driving range, place of worship, gyms, yard based retail and wholesale retail trade and supplier. The Te Kowhai East development framework limits the GFA of these activities and provides that they may only establish within this area of the site. If no uptake of non-industrial uses occurs, this land will revert to industrial activities. This central location will take advantage of its proximity to the Mangaheka Stream corridor, the local neighbourhood centre and its close proximity to the full roundabout intersection on Te Kowhai Road.

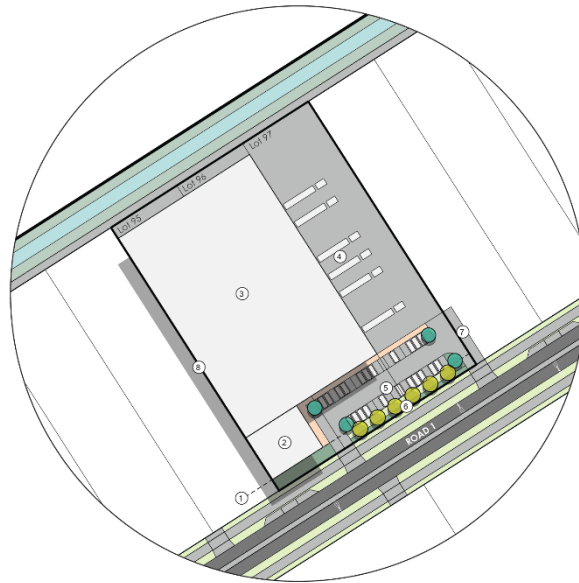


Graphic 10 –Land Use Concept

## 9.0 Relevant Planning Context

- 9.1 The Te Kowhai East site is currently zoned General Rural under the Operative in Part Waikato District Plan. The proposed development seeks resource consents to develop the site for industrial use with the planning and economic basis for the proposed industrial development addressed in the SAR and supporting technical assessments. 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 surrounding context has informed the urban design response for the site.
- 9.2 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 Waikato District requires cross-boundary coordination with Hamilton City Council and consideration of infrastructure planning and servicing strategies. As part of this proposal, infrastructure servicing has been considered at a masterplan scale, with stormwater and transport planning integrated into the overall development layout.
- 9.3 A development framework and series of development controls have been prepared, to direct development outcomes on the site. The controls have been tested in indicative

development layouts on a number of the lots, located on both the collector road and local roads. These are demonstrated in Graphics 11 and 12 below. These controls result in a development outcome which aligns with other Industrial areas in Hamilton and produce a softer, higher quality urban design outcome along the street frontage while permitting a highly functional and practical outcome for the balance of the industrial lots. A full description of the proposed development controls and planning context for Te Kowhai East are set out in the SAR.



#### Metrics

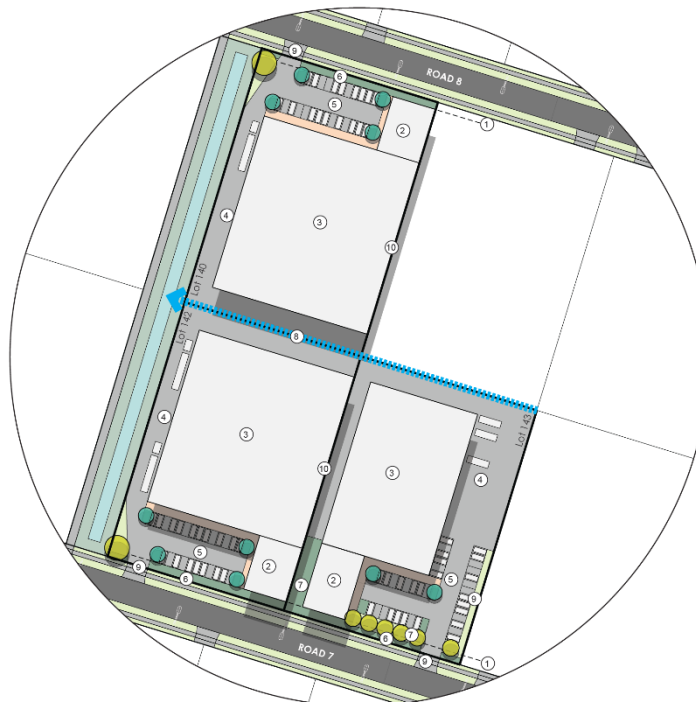
|                           |                           |
|---------------------------|---------------------------|
| Site Area (across 3 lots) | 10,800m <sup>2</sup>      |
| Building Coverage         | 5,900m <sup>2</sup> / 55% |
| Site Permeability         | 450m <sup>2</sup> / 4%    |

#### Notes

1. Required 3m setback from Collector Road for buildings.
2. Office.
3. Warehouse.
4. Truck loading area.
5. Visitor and staff carpark.
6. Required 2m planted strip to full frontage and additional grass berm with trees.
7. Shared driveway with adjoining lot.
8. 0m Setback utilised on western boundary.

Note: PLANTING WITHIN ROAD RESERVE AND BOUNDARY  
SWALE NOT SHOWN - REFER LANDSCAPE PLANS

Graphic 11 – Example industrial lot development – Collector Road



#### Metrics Lot 140 / 142 (mirrored design)

|                     |                           |
|---------------------|---------------------------|
| Site Area (per lot) | 6,260m <sup>2</sup>       |
| Building Coverage   | 4,000m <sup>2</sup> / 64% |
| Site Permeability   | 300m <sup>2</sup> / 5%    |

#### Metrics Lot 143

|                   |                           |
|-------------------|---------------------------|
| Site Area         | 6,230m <sup>2</sup>       |
| Building Coverage | 2,800m <sup>2</sup> / 45% |
| Site Permeability | 630m <sup>2</sup> / 10%   |

#### Notes

1. Required 3m setback from Local Road for buildings.
2. Office.
3. Warehouse.
4. Truck loading area.
5. Visitor and staff carpark.
6. Required 2m planted strip
7. Additional planted and grassed areas with trees to meet 10% permeability requirement.
8. Overland flowpath.
9. Dedicated driveway.
10. 0m Setback utilised on eastern boundary of lots 140 and 142.

Note: PLANTING WITHIN ROAD RESERVE AND SWALE NOT  
SHOWN - REFER LANDSCAPE PLANS

Graphic 12 – Example industrial lot development – Local Road



- 9.4 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 informed the design thinking and layout of Te Kowhai East.

## Context

- 9.5 The proposed industrial land use at Te Kowhai East is consistent with the emerging character of 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 physical buffer.
- 9.6 The masterplan responds directly to the site's infrastructural context by integrating connections to the surrounding road network and shared path infrastructure. Road access is designed to utilise the existing transport corridors and maximise connectivity while providing a clear internal movement structure.
- 9.7 A 16 metre wide landscape and stormwater buffer is proposed around much of 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

- 9.8 The character of this area is transitioning from rural to urban, with significant growth in industrial and employment land uses within both Hamilton City and the Waikato District. Te Kowhai East sits at the interface of these growth areas and is well positioned to form part of the wider pattern of employment development across the district boundary.
- 9.9 The proposed layout and design will contribute to a distinct character, defined by high-amenity industrial development, integrated landscape design, and opportunities to reflect local identity and cultural significance. The design prioritises green infrastructure, legibility, and an attractive working environment.

## Choice

- 9.10 Te Kowhai East will expand employment options for people living in nearby communities such as Te Kowhai, Rotokauri, Ngaruawahia, and the wider Hamilton area.
- 9.11 The inclusion of a Neighbourhood Centre provides opportunities for workers to have convenient access to shops and amenities within walking distance. The centre is located on the primary road network and is connected to the site-wide shared path system, offering choice in how people access daily needs.

## Connections

- 9.12 The masterplan provides strong connections to the broader transport network. Two primary vehicle access points provide north–south movement through the site, while the internal loop road and shared path system enhance connectivity within the development.
- 9.13 The site's integration with existing shared paths along Onion / Holmes Road and connecting into Koura Drive Roundabout on SH39 provides opportunities for walking and cycling connections between the site and surrounding areas .
- 9.14 Public transport has been futureproofed within the layout, with bus stops able to be retrofitted into the design in the future as and when needed, reinforcing the development's commitment to accessible and connected movement systems.

## Creativity

- 9.15 The lot layout (and ability to change lot boundaries) supports diverse building typologies, enabling a variety of business sizes and operations to establish on-site. This adaptability provides flexibility to respond to different future industrial users and development requirements.
- 9.16 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 may reflect local narratives and tangata whenua values, informed through ongoing engagement.

## Custodianship

- 9.17 Environmental stewardship has informed the proposal. The proposal allocates significant open space for integrated stormwater treatment and storage, including multiple large wetlands and restoration of the existing Mangaheka Stream.
- 9.18 A dedicated mudfish habitat area will be provided as part of the ecological mitigation proposed for effects on existing mudfish. This dedicated area will be supported by large wetlands and a swale network which will also contribute to habitat provision.
- 9.19 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).

## Collaboration

- 9.20 Te Kowhai East LP acknowledges the importance of working with tangata whenua and has undertaken, and will continue, engagement 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 through ongoing engagement.

- 9.21 In addition, the project team is engaging with neighbouring developers and both Waikato District and Hamilton City Councils to coordinate infrastructure and land use planning across the wider locality where cross boundary integration is necessary.
- 9.22 Overall, the masterplan responds to the principles of the NZUDP through an integrated movement and open space network, a clear hierarchy of streets and development blocks, provision for a range of industrial lot sizes and supporting activities, and landscape treatments that respond to the site's surrounding context and interfaces.

## 10.0 Conclusion

- 10.1 This Urban Design Statement presents the design thinking from a conceptual vision and high-level structure to the more detailed development layout and infrastructure provision for the development of Te Kowhai East, a large-scale industrial development intended to integrate with the surrounding employment areas and wider urban context.
- 10.2 Situated on the northern edge of Hamilton City, Te Kowhai East is positioned in relation to regional transport infrastructure, including direct access to State Highway 1C and State Highway 39, and close proximity to the Waikato Expressway. This provides strong connections to Hamilton and the wider regional transport network.
- 10.3 The site's natural characteristics, primarily flat topography, minimal existing built form, and existing linear stream alignment, have informed the design response 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.
- 10.4 The project places emphasis on integrated landscape and open space outcomes, multimodal transport, and open space integration. It includes a neighbourhood centre, a green stormwater corridor, and a strong shared path network, all contributing to a well-connected, high-amenity working environment.
- 10.5 Importantly, the design acknowledges and respects the cultural significance of the surrounding environment, including Hākarimata Maunga, Taupiri Maunga, and the Waikato River and provides opportunities for these values to be reflected through the ongoing development of the site.
- 10.6 The project anticipates a staged development approach, driven by coordination of infrastructure servicing, beginning from the south and progressively developing northward, in a clockwise direction, while maintaining the overall structure and urban design outcomes established by the masterplan.
- 10.7 Overall, the masterplan provides a coherent urban design framework for the staged development of Te Kowhai East. The proposed movement network, development blocks, open space and landscape framework, neighbourhood centre and site-edge treatments establish the key urban design outcomes intended to guide future development across the site. In my opinion, the masterplan and associated development controls provide a practical and fit for purpose design response while maintaining good urban design outcomes.



## Appendix 1: Te Kowhai East Folio of Masterplan Figures





# Te Kowhai East

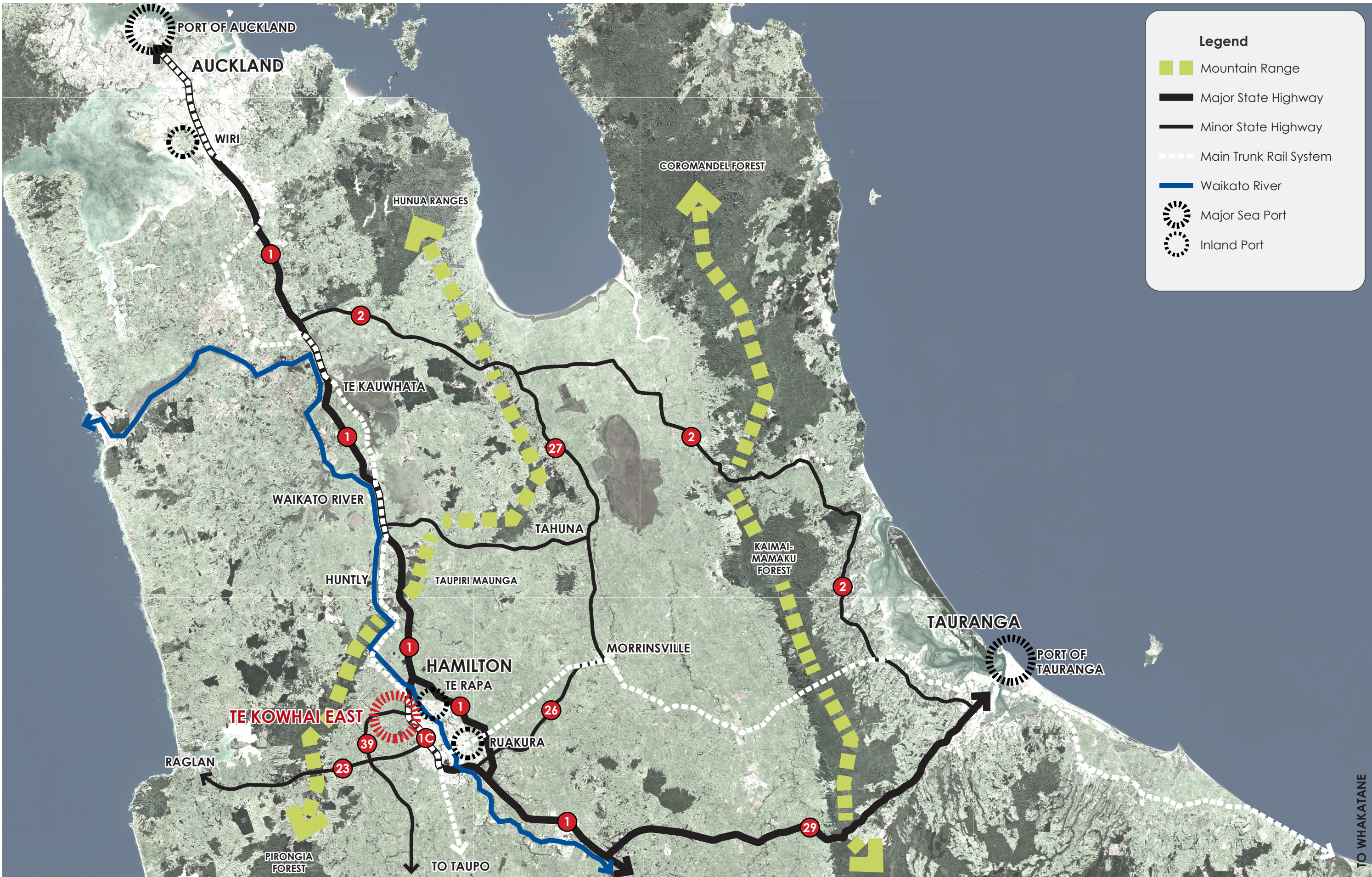
## FOLIO OF MASTERPLAN FIGURES

25 August 2026

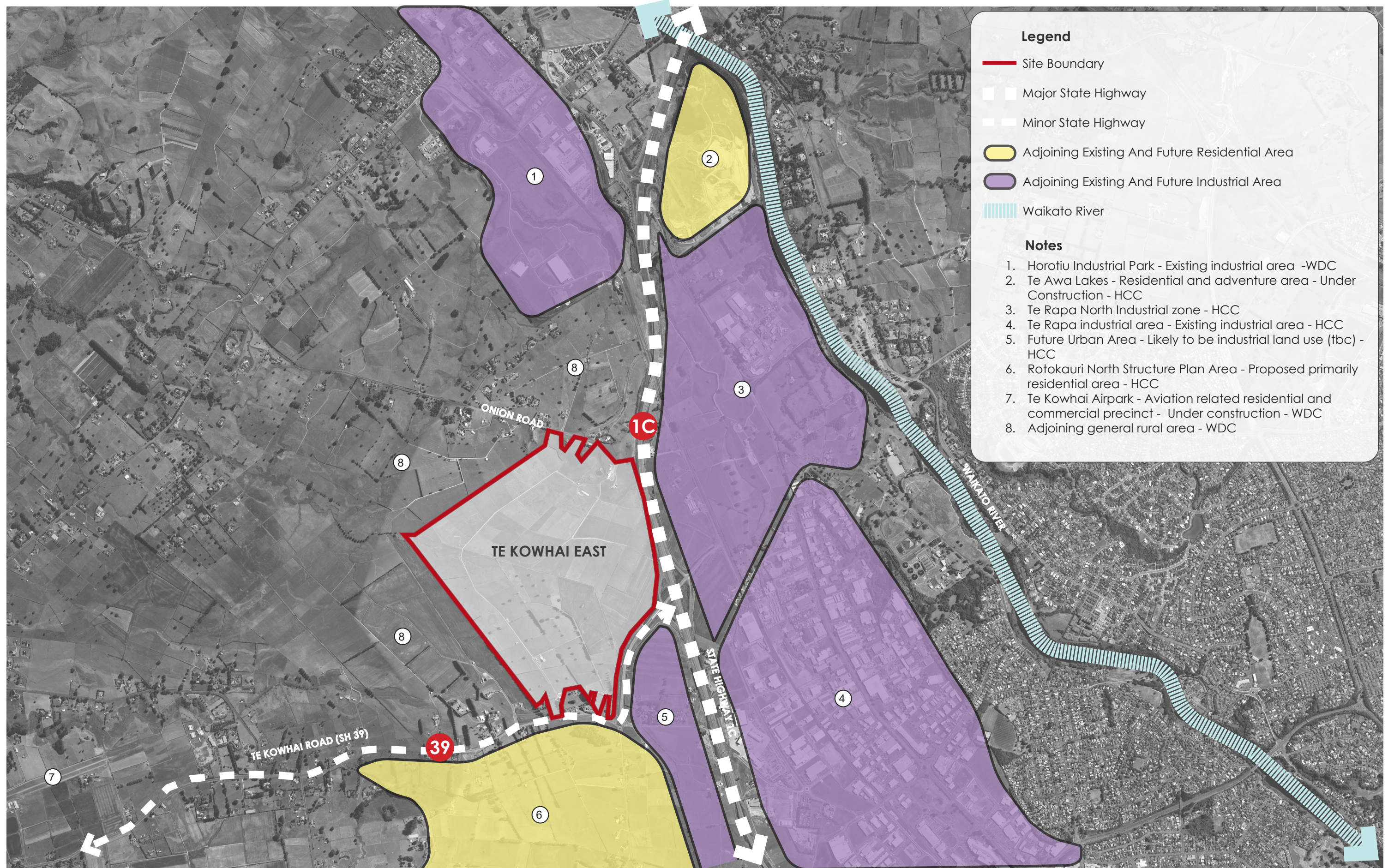
REVISION K







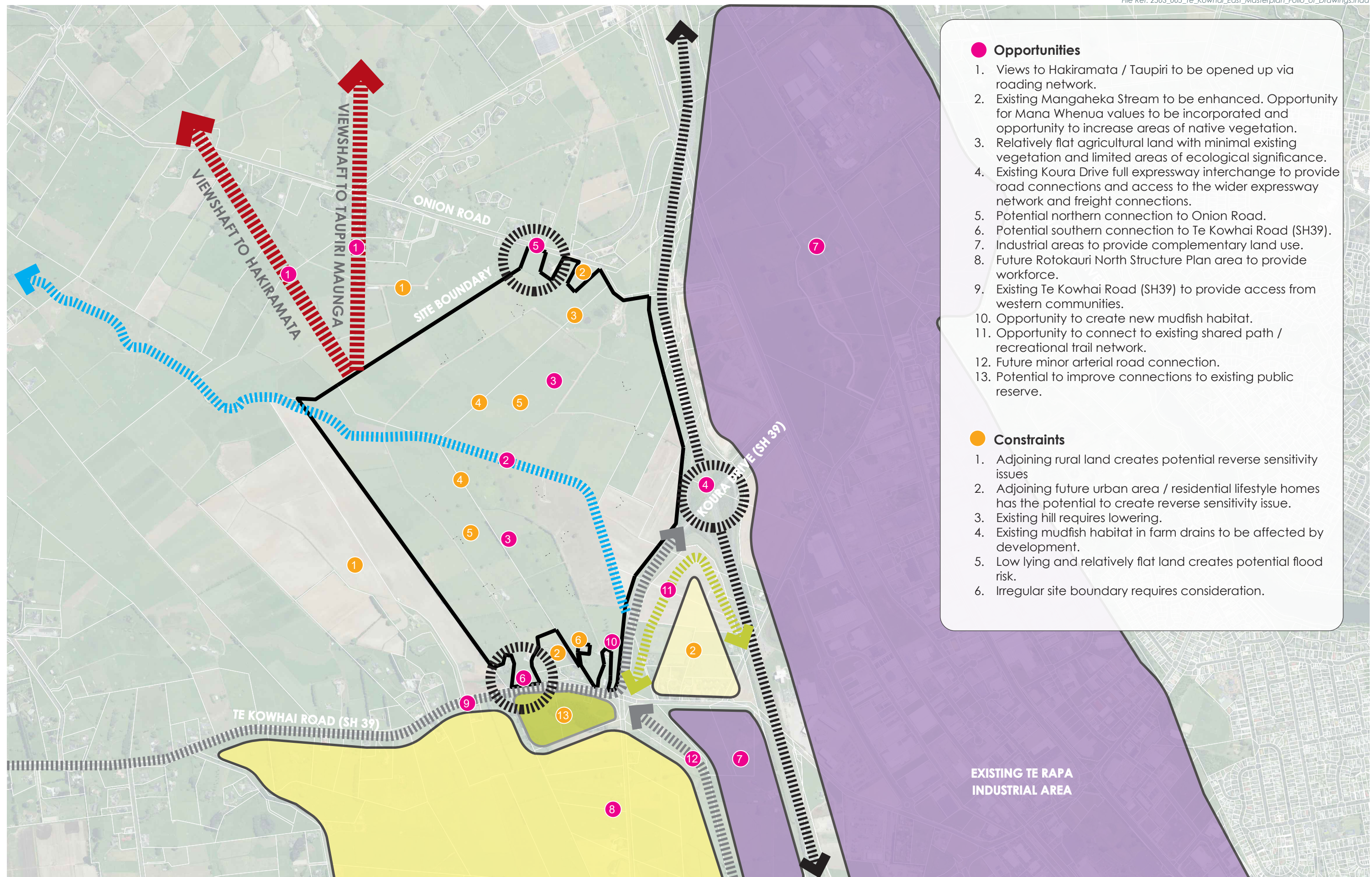




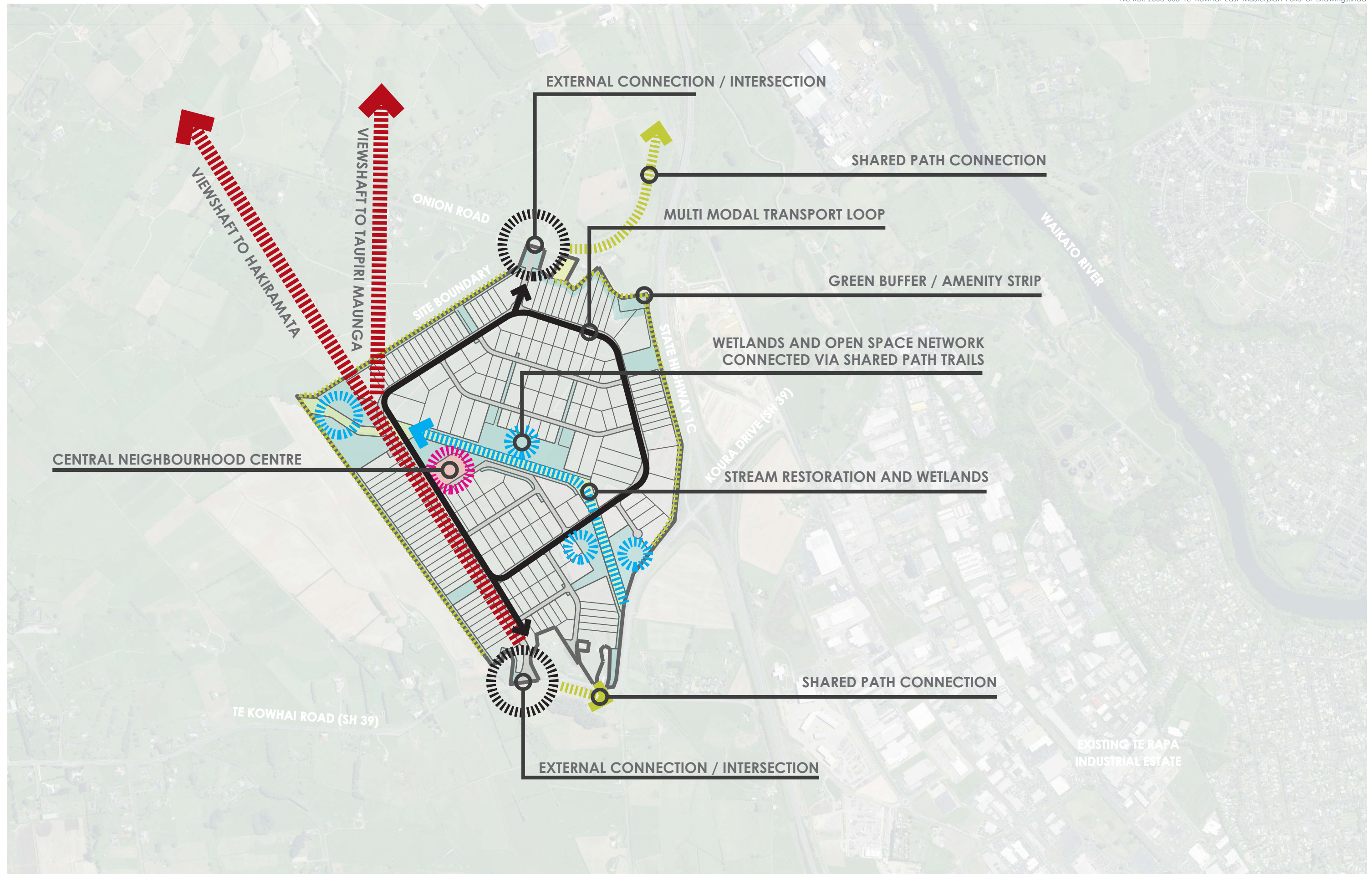




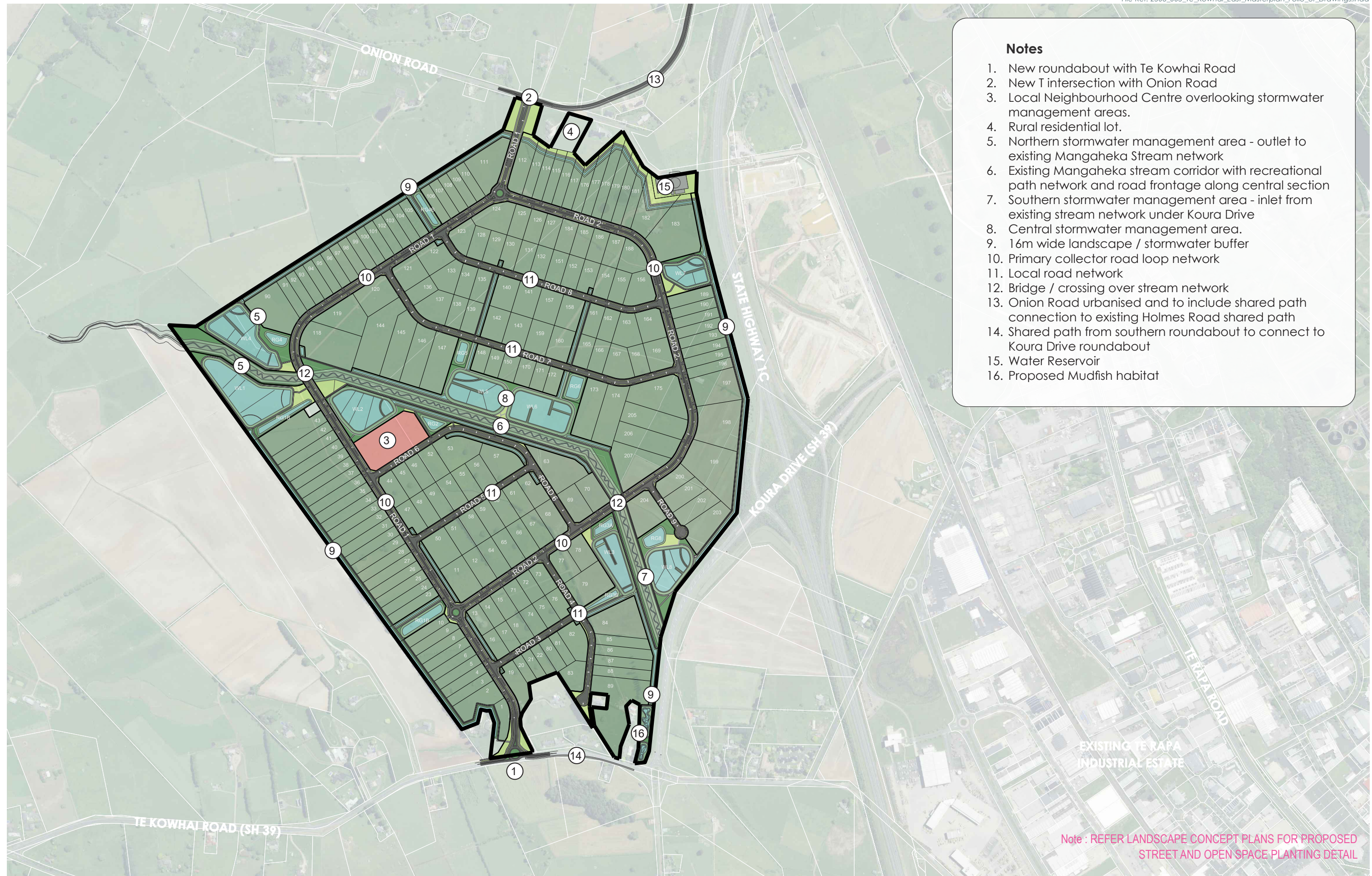














**Notes**

1. New T intersection with Onion Road
2. Local Neighbourhood Centre overlooking stormwater management areas.
3. Rural residential lot.
4. Northern stormwater management area - outlet to existing Mangaheka Stream network
5. Existing Mangaheka stream corridor with recreational path network and road frontage along central section
6. Stormwater management area
7. 16m wide landscape / stormwater buffer
8. Primary collector road loop network
9. Local road network
10. Bridge / crossing over stream network
11. Water reservoir
12. Onion Road urbanised and to include shared path connection to existing Holmes Road shared path

Note : REFER LANDSCAPE CONCEPT PLANS FOR PROPOSED STREET AND OPEN SPACE PLANTING DETAIL











### Legend

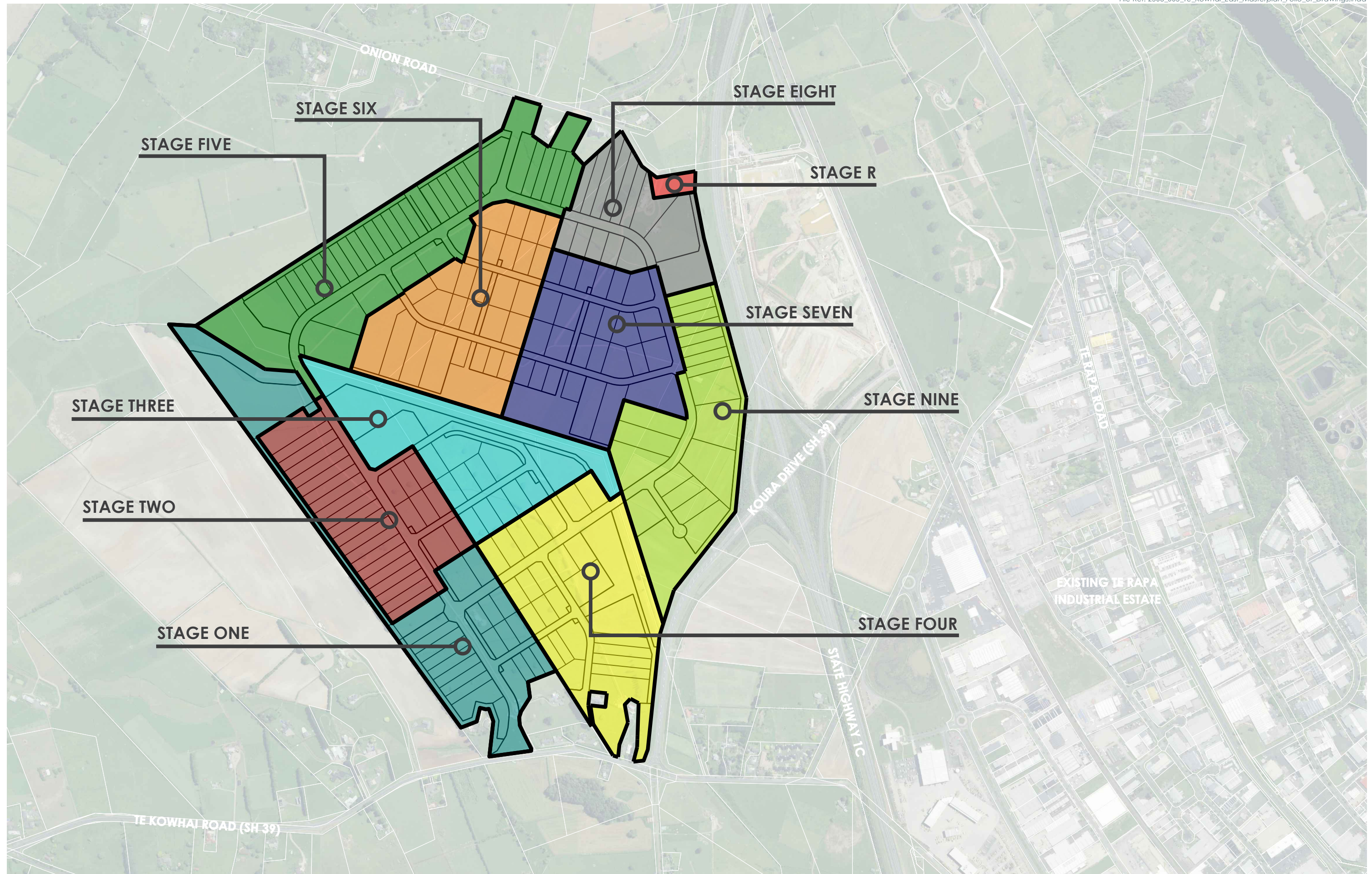
- Open Space with a predominant stormwater and ecological enhancement function. Includes wetlands, raingardens, swales and proposed mudfish habitat.
- Mangaheka Stream corridor to include stream channel and ecological enhancement areas.
- Public shared path network

### Notes

1. Neighbourhood Centre.
2. Pedestrian Bridge across the Mangaheka Stream corridor - opportunity for Mana Whenua expression.
3. Northern Onion Road entry landscape treatment.
4. Southern Te Kowhai Road entry landscape treatment.
5. Mudfish habitat lot.

Note: REFER LANDSCAPE PLANS FOR  
LANDSCAPE DESIGN CONCEPTS









### Legend

- Primary Collector Road (28m wide and including dedicated walking / cycling paths) / Public transport network
- Secondary Local Road (20m wide and including dedicated walking paths and on road cycling)
- Public Recreational Shared Path (3-3.5m wide)
- Maintenance Tracks (3-3.5m wide - restricted public access)

### Notes

1. New T intersection with Onion Road
2. New RAB with Te Kowhai Road
3. Proposed Recreational shared path network to connect to cross Te Kowhai Road at new roundabout. Design TBC
4. Proposed pedestrian bridge across Mangaheka Stream
5. Onion Road urbanised and to include shared path connection to existing Holmes Road shared path
6. Shared path from southern roundabout to connect to Koura Drive roundabout
7. At grade pedestrian crossing / refuge of collector road
8. Pedestrian / cycle bridge across Mangaheka Stream

**PT** Potential bus stop  
**RA** Proposed Roundabout





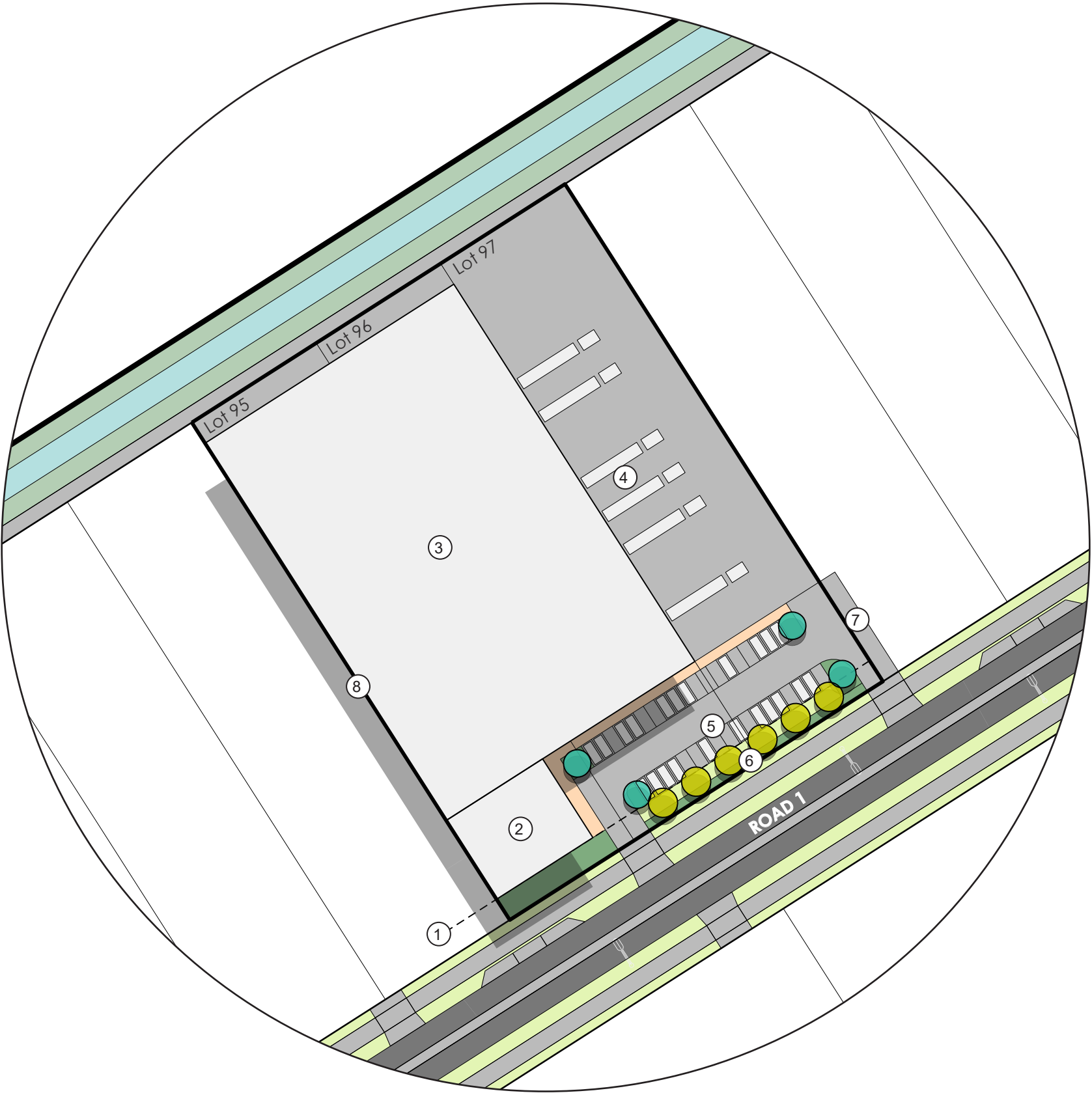
### Legend

-  Non - Industrial Land Use Precinct <sup>2</sup>
-  Local Neighbourhood Centre
-  Industrial Area
-  Open Space Area
-  Rural Residential Lot
-  Public Road

### Notes

1. Central Neighbourhood Centre to include local shops, childcare, and carpark. 2 Hectare Gross Size.
2. Approximately 22 hectares in gross size. Any non - industrial land uses to be limited to inside the dashed pink line. Likely uses are golf driving range, church, gyms etc. and will have their GFA limited. *Regular Industrial land uses also permitted as per balance of development areas.*
3. Open space network to serve dual stormwater and amenity function.
4. 16m wide landscape / stormwater buffer.
5. Residual land to be a rural residential lot.





Metrics

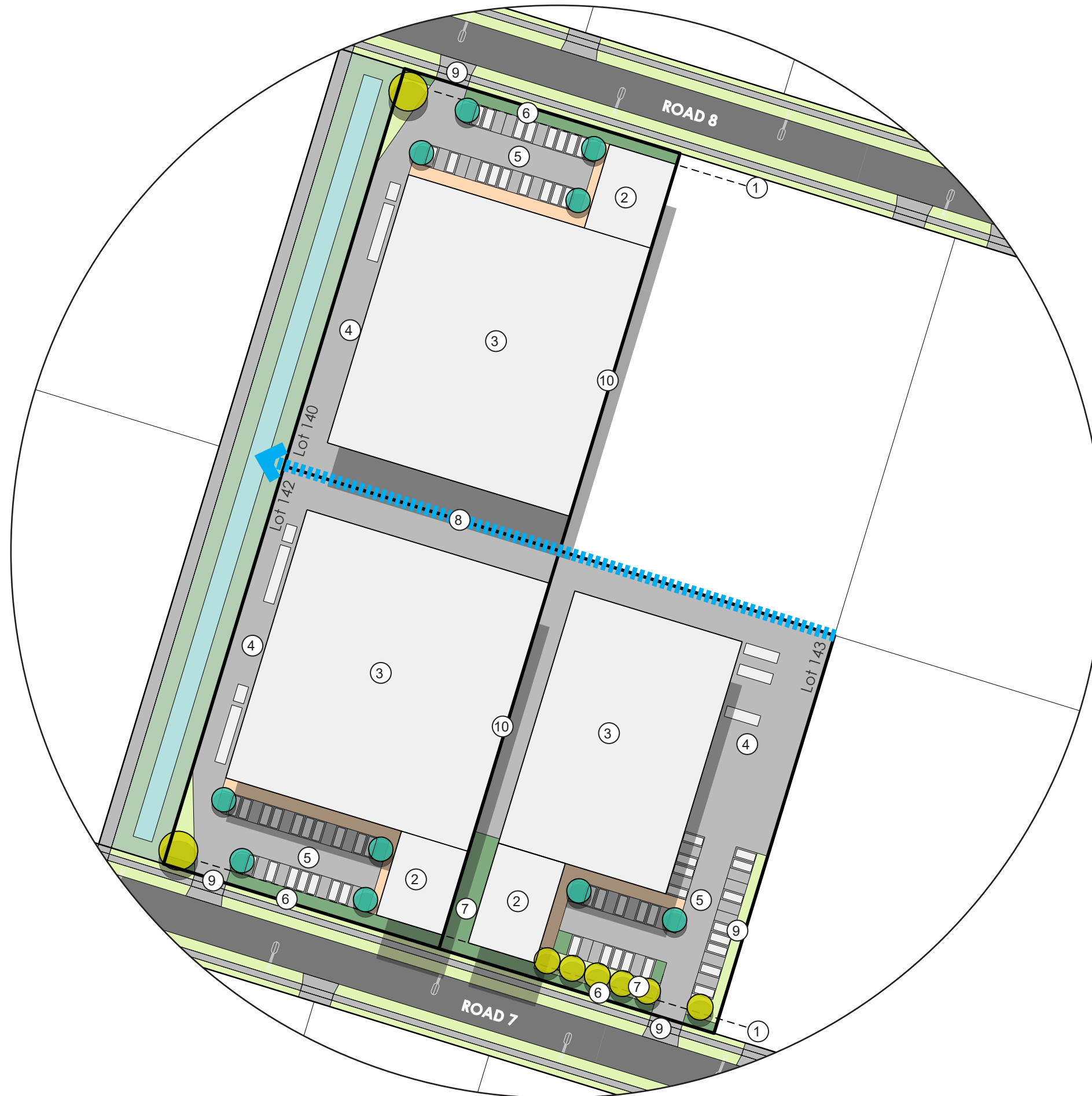
|                           |                           |
|---------------------------|---------------------------|
| Site Area (across 3 lots) | 10,800m <sup>2</sup>      |
| Building Coverage         | 5,900m <sup>2</sup> / 55% |
| Site Permeability         | 450m <sup>2</sup> / 4%    |

Notes

- 1. Required 5m setback from Collector Road for buildings.
- 2. Office.
- 3. Warehouse.
- 4. Truck loading area.
- 5. Visitor and staff carpark.
- 6. Required 2m planted strip to full frontage and additional grass berm with trees.
- 7. Shared driveway with adjoining lot.
- 8. 0m Setback utilised on western boundary.

Note : PLANTING WITHIN ROAD RESERVE AND BOUNDARY  
SWALE NOT SHOWN - REFER LANDSCAPE PLANS



**Metrics** Lot 140 / 142 (mirrored design)

|                            |                           |
|----------------------------|---------------------------|
| <b>Site Area</b> (per lot) | 6,260m <sup>2</sup>       |
| <b>Building Coverage</b>   | 4,000m <sup>2</sup> / 64% |
| <b>Site Permeability</b>   | 300m <sup>2</sup> / 5%    |

**Metrics** Lot 143

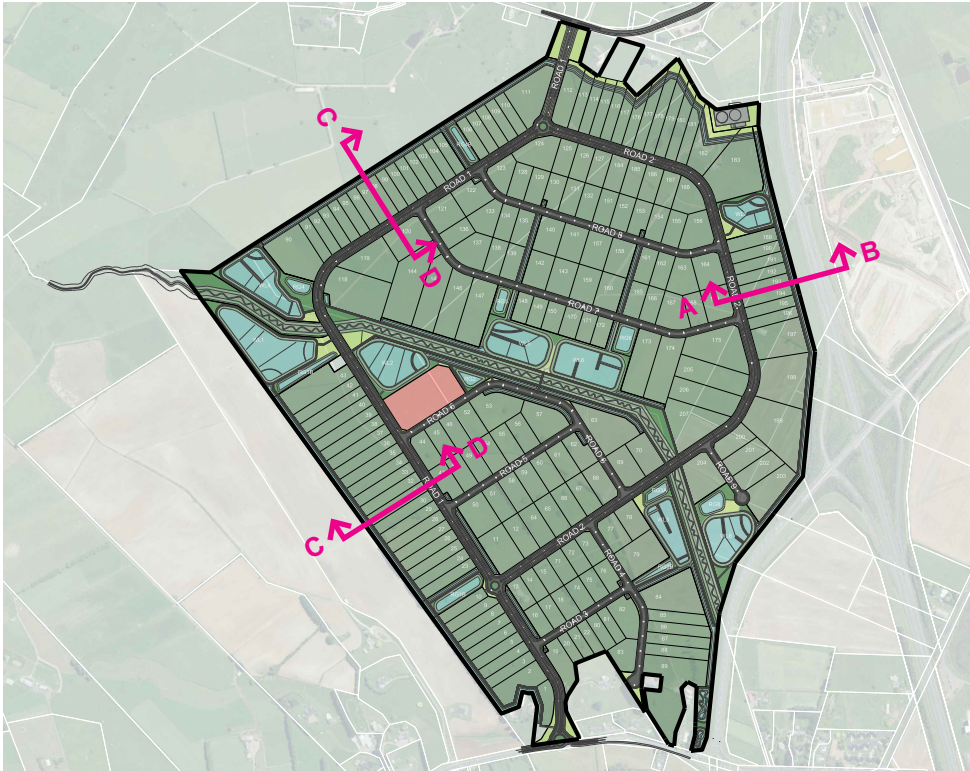
|                          |                           |
|--------------------------|---------------------------|
| <b>Site Area</b>         | 6,230m <sup>2</sup>       |
| <b>Building Coverage</b> | 2,800m <sup>2</sup> / 45% |
| <b>Site Permeability</b> | 630m <sup>2</sup> / 10%   |

**Notes**

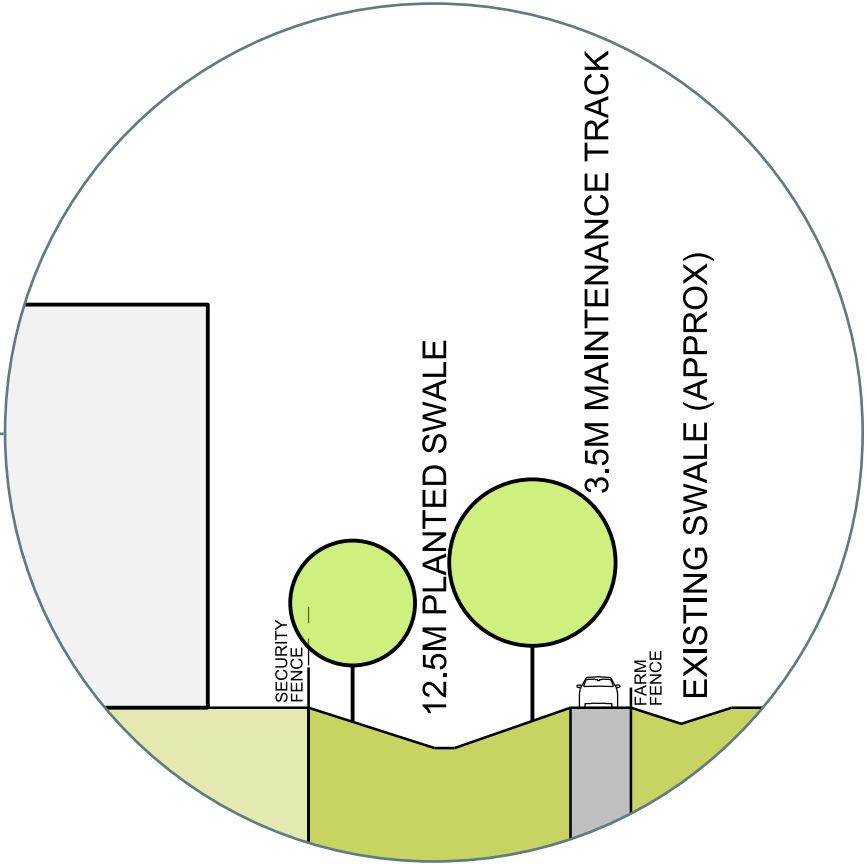
1. Required 3m setback from Local Road for buildings.
2. Office.
3. Warehouse.
4. Truck loading area.
5. Visitor and staff carpark.
6. Required 2m planted strip
7. Additional planted and grassed areas with trees to meet 10% permeability requirement.
8. Overland flowpath.
9. Dedicated driveway.
10. 0m Setback utilised on eastern boundary of lots 140 and 142.

Note : PLANTING WITHIN ROAD RESERVE AND SWALE NOT  
SHOWN - REFER LANDSCAPE PLANS

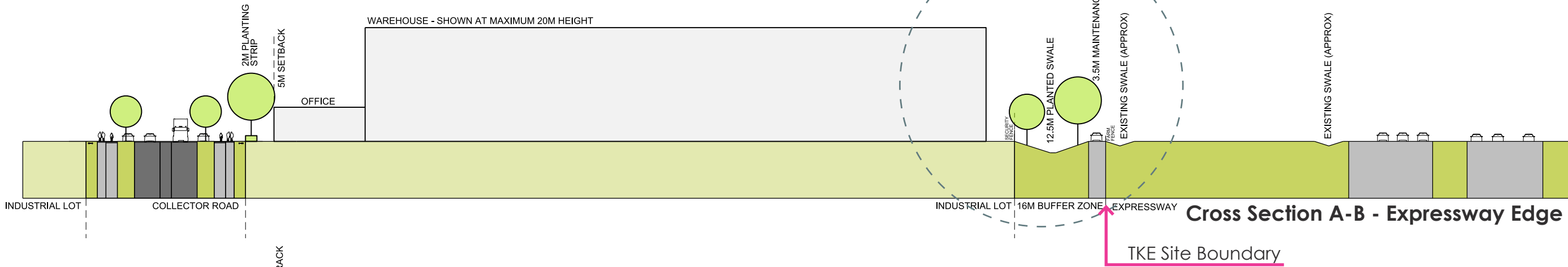




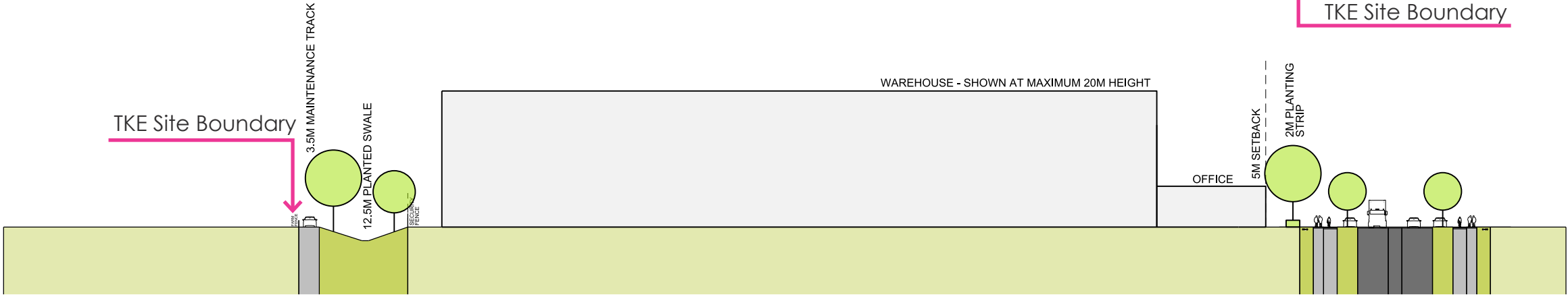
Cross Section Location Plan - NTS



Zoom-In Detail - NTS



Cross Section A-B - Expressway Edge



Cross Section C-D - South West and North West Edge



Diagram illustrating the site layout and setbacks for the TKE Site. The layout includes:

- OFFICE** building.
- WAREHOUSE - SHOWN AT MAXIMUM 20M HEIGHT**.
- INDUSTRIAL LOT**.
- LOCAL ROAD** with setbacks: **3M SETBACK** and **2M PLANTING STRIP**.
- 16M BUFFER ZONE** between the warehouse and the industrial lot.
- 12.5M PLANTED SWALE**.
- 3.5M MAINTENANCE TRACK**.
- EXISTING SWALE (APPROX)**.
- KOURA DRIVE**.
- TKE Site Boundary** (indicated by a pink line).



| Date: 25 August 2026 | Revision: K |

Plan prepared for Te Kowhai East Limited Partnership by Adapt Studio Limited