

24 November 2025

s 9(2)(a)

Development Team Manager – North Island Region
Warkworth RV Limited
Aon Centre, Level 15
29 Customs Street
AUCKLAND 1010

Dear s 9(2)

WARKWORTH RESIDENTIAL DEVELOPMENT FAST TRACK REFERRAL – TRANSPORT OVERVIEW

Flow Transportation Specialists (Flow) has been commissioned by Warkworth RV Limited to assess the transport outcomes for a comprehensively designed development comprising residential activities, including a retirement village, for a Referral application under the Fast Track Approvals Act 2024. The project has been named “Warkworth Residential Development” (the Proposal) and is located adjacent to Matakana Road in Warkworth, Auckland (the Site).

Our review of transport matters includes:

- ◆ Briefly outlining the site location and immediate area
- ◆ Outlining the existing transport context
- ◆ An overview of the wider transport initiatives, including designations that are relevant to the Site
- ◆ Outlining the projected land use activities of the Proposal, including an overview of what the development will possibly generate in terms of vehicle trips and mode requirements
- ◆ The transport infrastructure mitigation likely to be needed to support the proposed development
- ◆ Consultation with Auckland Council and Auckland Transport.

1 SITE LOCATION

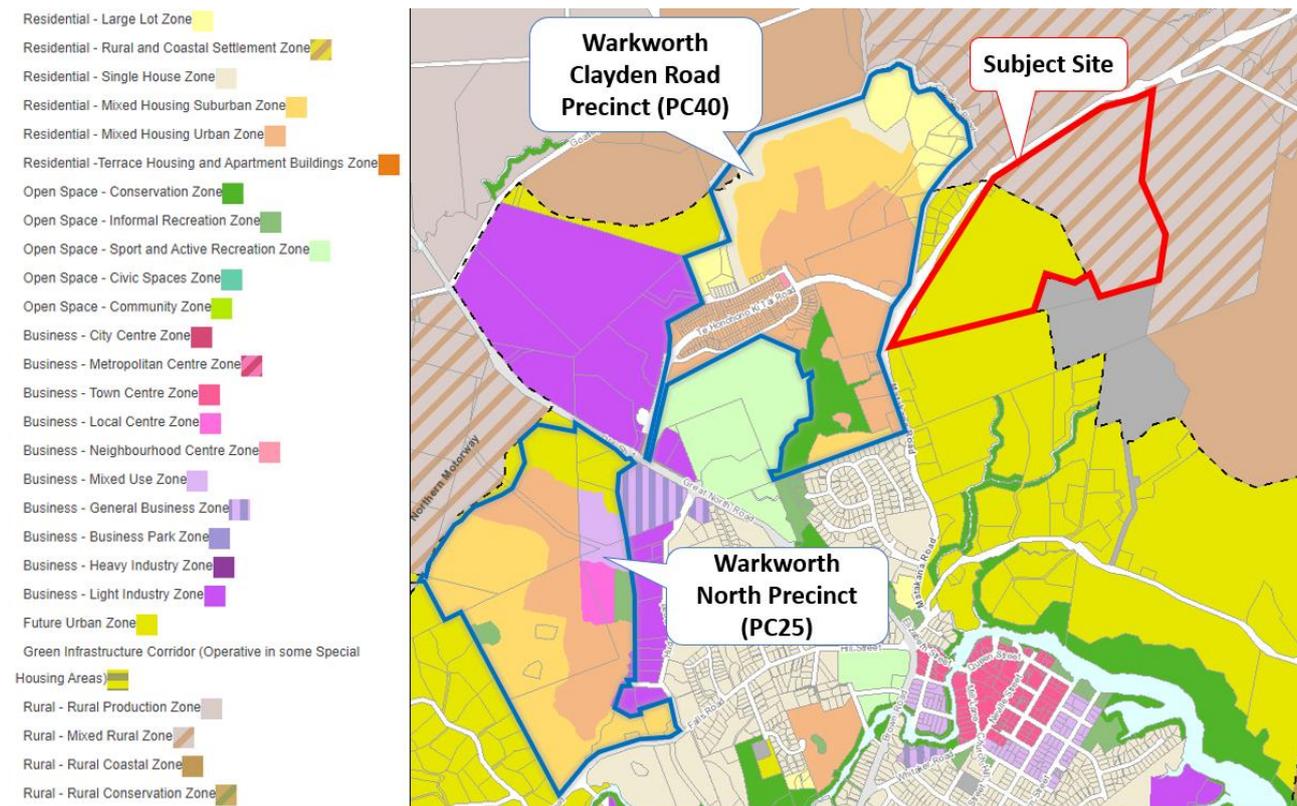
The Site encompasses approximately 54 hectares of land located to the north of the Warkworth town centre, on the northern side of the Mahurangi River. The Site fronts Matakana Road along its western boundary, with Te Honohono ki Tai Road providing multi-modal access to the area and connecting the Site to Twin Coast Discovery Highway (Old SH1) and the State Highway 1 interchange.

Key surrounding features include the Rodney Lime Quarry to the east, the Warkworth Golf Club to the north-east, and the Warkworth Transport Hub approximately 2 km south-west of the Site. The existing Warkworth town centre is approximately 2.5 km south of the Site.

The Site is currently zoned Future Urban and Mixed Rural. Most of the land opposite the proposed development to the west of Matakana Road is zoned residential and is currently being developed (Warkworth Ridge – Clayden Road Precinct). Land to the south of the Site is also Future Urban zoned. Land to the east is zoned Special Purpose for a quarry.

The Site is broadly shown in Figure 1 (in red), along with the current live zoned residential land to the west (in orange) and the Future Urban Zoned land to the south of the Site (in yellow).

Figure 1: Site Context –Warkworth Residential Development Fast Track Referral



2 CONTEXT

We have outlined the existing transport context related to the current area which needs to be considered when assessing growth proposed by this application.

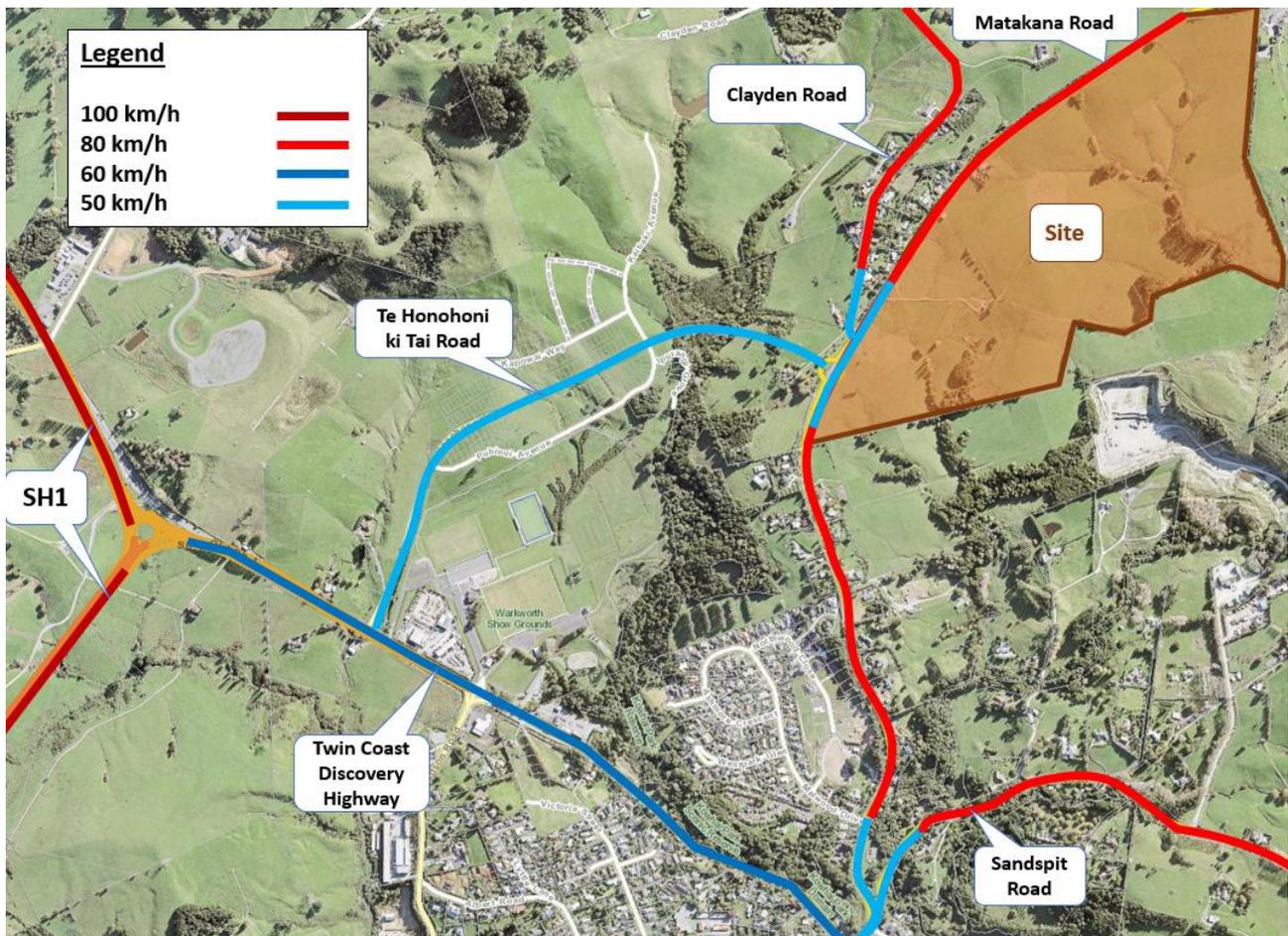
Connectivity for vehicles

The Site is well-connected to the local and strategic transport networks. The key roads include

- ◆ Matakana Road – Rural arterial road linking Warkworth town centre and Matakana, currently two lanes with no footpaths near the Site
- ◆ Te Honohono ki Tai Road – Recently completed urban arterial providing two lanes in each direction, a flush median, footpaths on both sides, and a bi-directional cycleway
- ◆ Twin Coast Discovery Highway (Old SH1) – Urban arterial connecting SH1 to Warkworth town centre with two lanes in each direction, raised median, and shared path/cycleway facilities

- ◆ Sandspit Road – Two-lane rural arterial providing connectivity to Snells Beach and Sandspit, currently without footpaths
- ◆ Clayden Road – Collector road currently undergoing upgrades to urban standards, connecting Matakana Road and Te Honohono ki Tai Road.

Figure 2: Transport network surrounding the Site



Significant upgrades, including the completion of the Ara Tūhono – Pūhoi to Warkworth motorway and Te Honohono ki Tai Road, have improved connectivity and reduced congestion within Warkworth as detailed further below. Traffic volumes have changed substantially since the opening of the Ara Tūhono motorway. Daily traffic volumes on Old SH1 south of Hill Street have reduced by approximately 50%.

Matakana Road currently carries approximately 8,850 vehicles per day (weekday average), with peak hour flows of 750 vehicles per hour (both directions combined) and a high proportion of heavy vehicles (18%), reflecting ongoing development activity and quarry operations in the area.

Intersection turning counts confirm that traffic volumes have redistributed across the new network, reducing pressure on previously constrained intersections such as Matakana Road / Sandspit Road and the Old SH1 / Hill Street intersection.

Connectivity via walking and cycling

Walking and cycling facilities are currently limited within the area of the Site due to its rural character. However, Te Honohono ki Tai Road provides kerbed footpaths on both sides and a bi-directional cycleway, with connections to Twin Coast Discovery Highway's shared paths.

Connectivity via Public transport

The Site is currently served by an existing public bus route operating along Matakana Road

- ◆ Route 997: Warkworth to Omaha via Matakana and Point Wells (approximately every 2 hours 7 days a week)

The Site is also close to the existing Warkworth transport hub on the Twin Coast Discovery Highway (old SH1) approximately 1.8km from the Site by road, and it is close to the proposed Warkworth transport hub (Designation 1487) 1.4km by road from the Site.

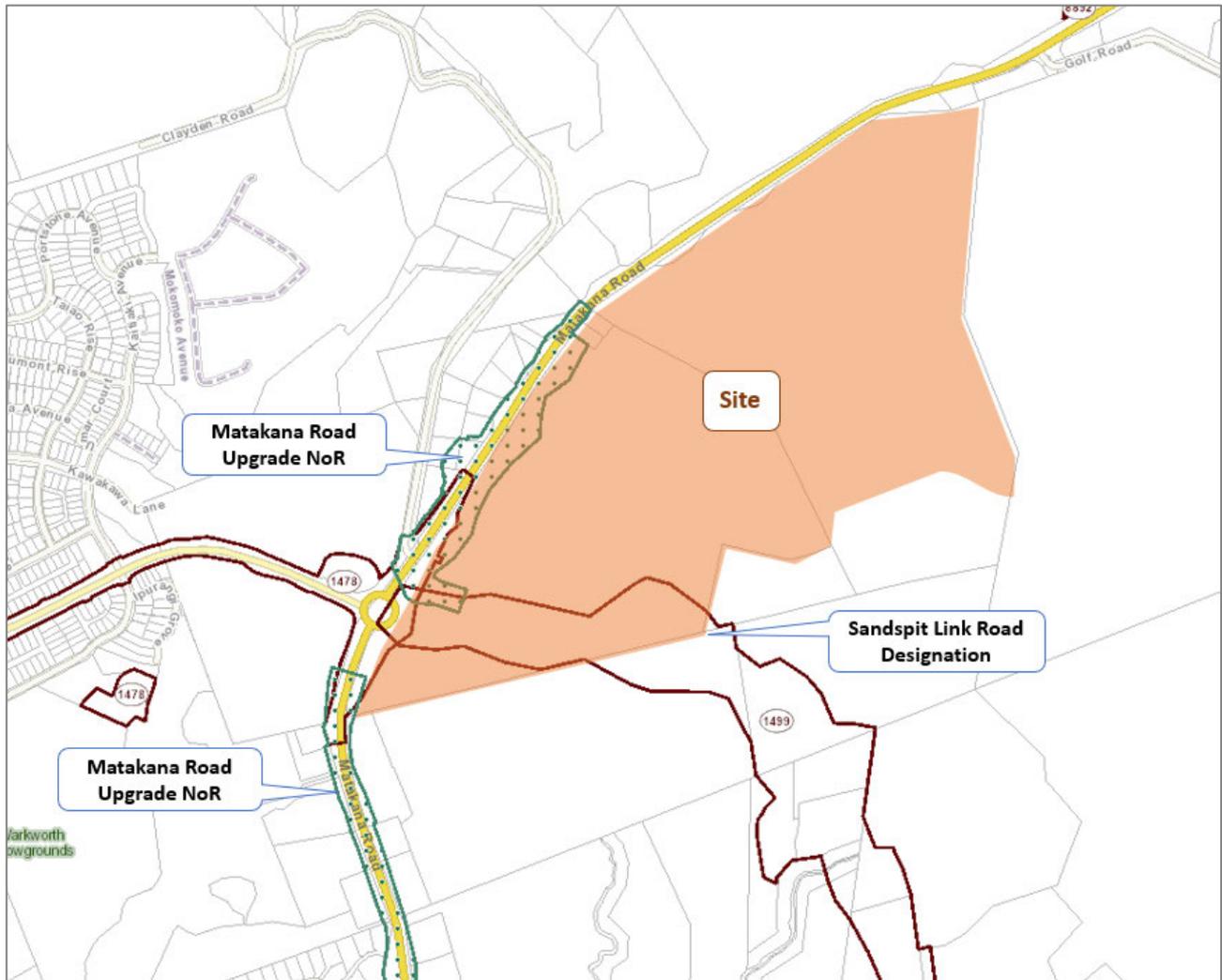
3 FUTURE TRANSPORT INITIATIVES

3.1 Notices of Requirement and Designations

Relevant to the Site, there is 1 notice of requirement (NoR) and 1 designation, namely

- ◆ Matakana Road Upgrade (NoR 4), a notice of requirement was lodged for a designation to upgrade the existing Matakana Road corridor between the Hill Street intersection and the northern Rural Urban Boundary to an urban arterial corridor with active mode facilities. This NoR has been under appeal but the matters raised have largely been resolved, so it is expected to be designated in the near future
- ◆ Sandspit Link Road (Designation 1499), for the construction, operation and maintenance of an arterial transport corridor (Sandspit Link Road).

Figure 3 Relevant designations and NoR



The NoR and designation protect these routes for future upgrades when needed. The Proposal presents an opportunity for sections of the road upgrades (the subject of the NoR and designation) to be delivered as part of the development of the land. This ensures a safe and efficient transport network exists when development comes online and reduces the impacts of these costs on ratepayers, in a way which does not prevent the future NoR works to be provided by AT when they are ready to do so. It is acknowledged by AT that the NoR works are route protection only at this stage, and are yet to be funded.

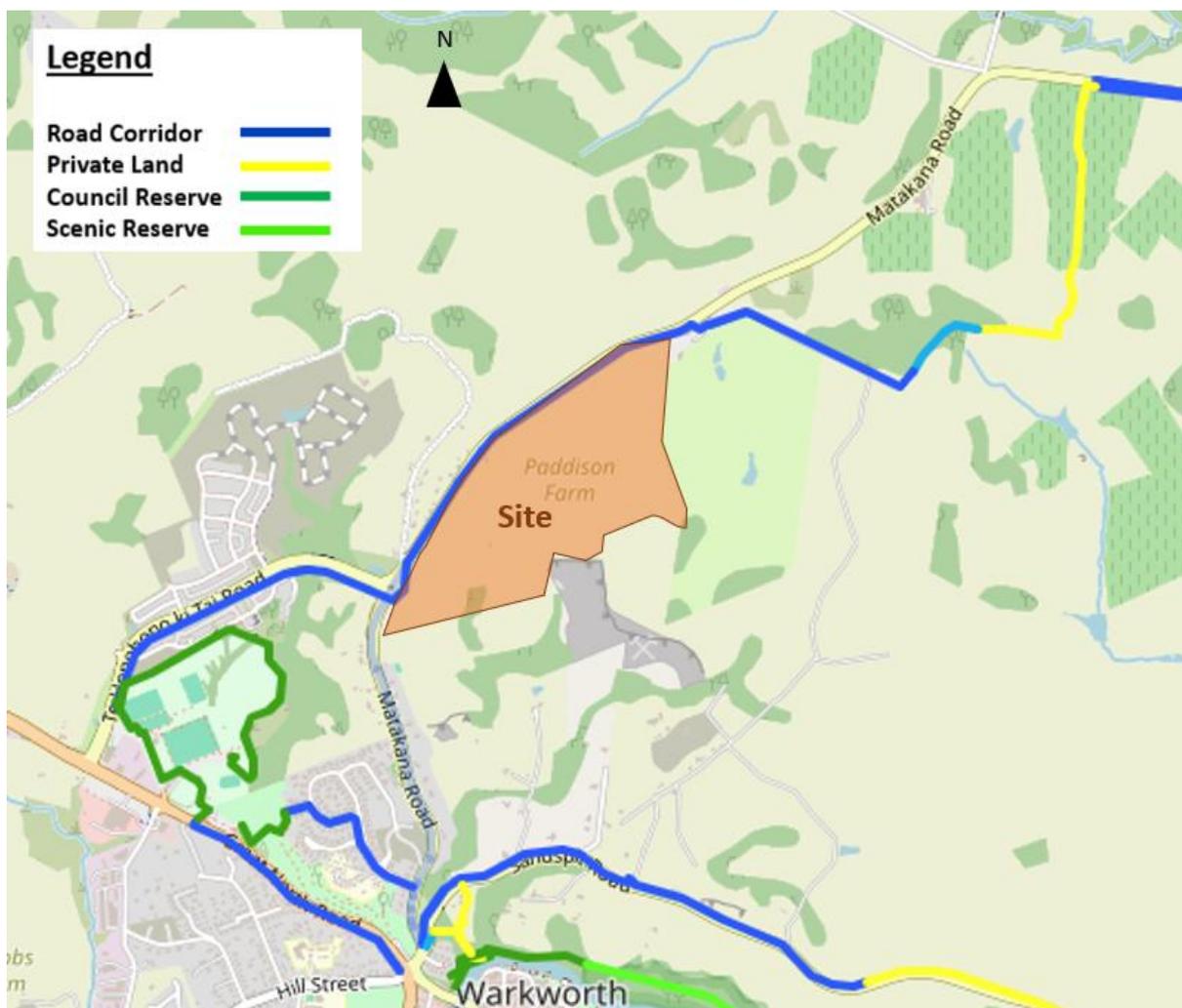
The landowner of the Site has been an active participant in the notices of requirement process. Throughout this process Warkworth RV Limited engaged directly with Auckland Transport on the details of upgrade works to ensure the objectives and outcomes of the transport corridors are protected. Warkworth RV Limited has received s176/s178 approval from Auckland Transport to undertake work within the notice of requirement/designation. The design of the upgrades has been discussed with Auckland Transport and has been safety audited by an independent party. The upgrade, including access design will be further refined as part of the substantive application assessment. Consultation has occurred with various parties, including Auckland Transport, Te Tupu Ngātahi Supporting Growth, and the Warkworth community.

3.2 Walking and cycling initiatives

Future walking and cycling initiatives relevant to the Site are being developed by the Matakana Coast Trail Trust (MCTT)¹, who are collaborating with local landowners and local government and central government agencies to facilitate the planning, fundraising and building of a world class cycling and recreation trail.

MCTT has proposed the Stage 1 Warkworth to Snells Beach and Matakana project. The proposed trail in the vicinity of the Site, shown in Figure 4, runs along the Site frontage on Matakana Road. It is proposed to connect Matakana town centre to the north with Te Honohono ki Tai Road. The full Matakana Trail is a project that is being delivered over time which is dependent on community support and ongoing funding for each successive stage.

Figure 4: MCTT Stage 1 Proposed Trails Map



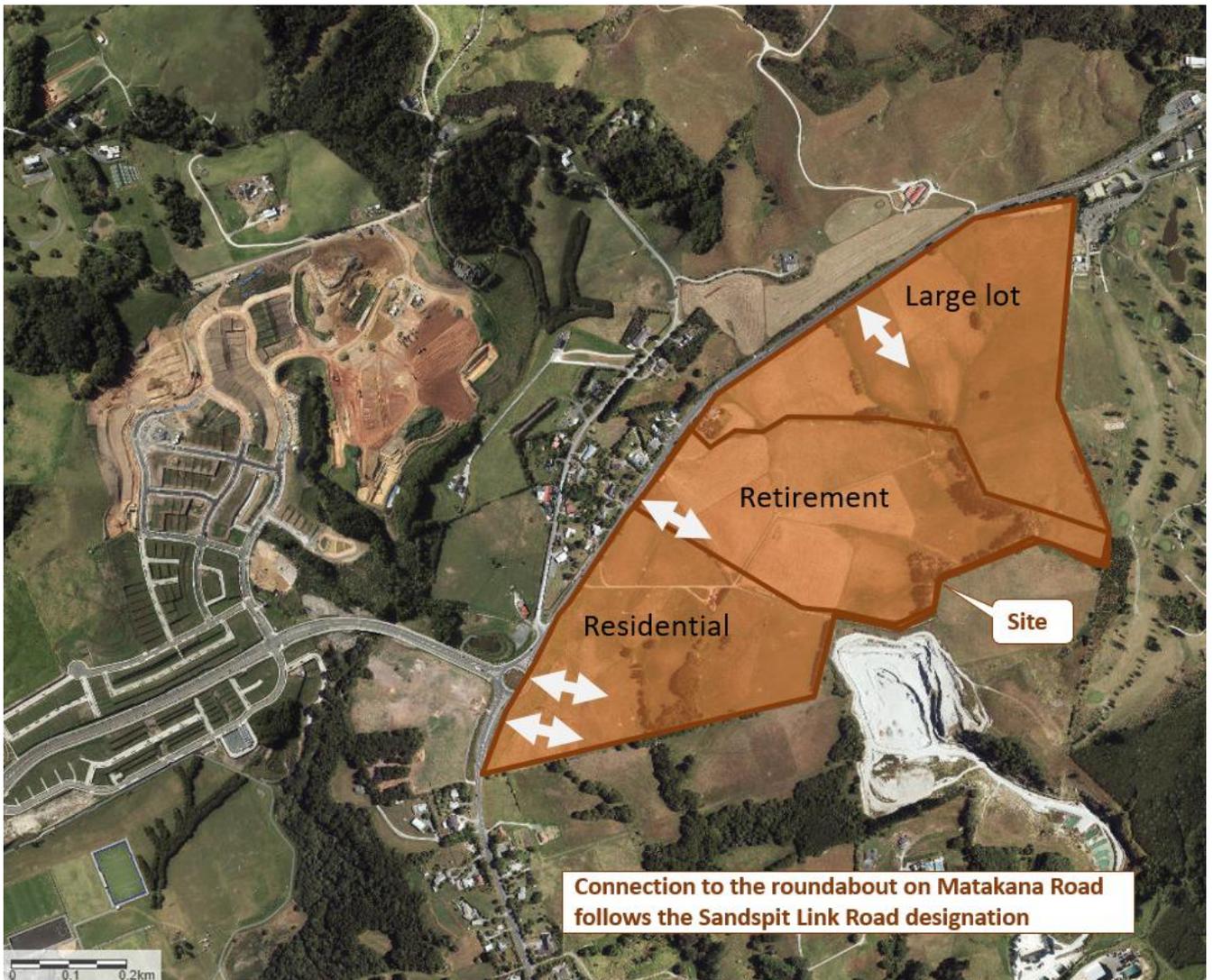
¹ <https://mctt.org.nz/>

4 FAST TRACK REFERRAL PROPOSAL

4.1 Overview

A map of the Proposal is shown in Figure 5, outlining the general boundaries of residential activities, the retirement village and large lot residential.

Figure 5 Proposal



The Proposal includes the following elements

- ◆ A large lot block with approximately 54 residential lots
- ◆ A retirement block with approximately 198 villas, including
 - A care facility that will provide a range of health and personal care services for residents, including assisted living, medical care, and support for daily activities
 - A clubhouse where residents can engage in social, recreational, and fitness activities
- ◆ A residential block with approximately 264 residential lots and 4 super lots enabling 30 dwellings

- ◆ Construction of roads/intersections that are proposed to be vested to Council
 - a new intersection with Matakana Road and a local road to serve the large lot block
 - a new intersection with Matakana Road and a local road to serve the retirement block including part of the residential block
 - a cul de sac ('stub') road on the alignment of the proposed Sandspit Link Road (Designation 1499) with a turning facility at its end and connecting to the existing roundabout on Matakana Road, including a new intersection from the stub road that will serve the residential block
 - a new intersection with Matakana Road, south of Te Honohono Ki Tai Road roundabout, serving a local road into the residential block of the Proposal
 - local roads on the Site
 - public cycleways and footpaths connected to the Proposal as an extension of the Matakana Road upgrades and Sandspit Link Road upgrades, including a network of footpaths along the local roads within the Proposal area. The Proposal will deliver consistent walking and cycling facilities along the Site frontage on Matakana Road contributing towards the proposed MTCC trail through on road facilities
 - new bus stops on Matakana Road and Te Honohono ki Tai Road as this corridor is upgraded. The westbound bus stop on Matakana Road will service a school bus route that operates during the morning peak period.
- ◆ Construction of private transport infrastructure internal to the Site including
 - a series of Jointly Owned Access Lots (JOALs) and Right Of Ways (ROW)
 - a network of internal footpaths and an off-road cycleway and pedestrian path
 - on-site car parking spaces
 - secure staff bicycle parking spaces and visitor bicycle parking spaces
 - loading spaces/areas for servicing, at the clubhouse and at the care facility building.

4.2 Trip Generation

To understand the anticipated effects of the Proposal, we have outlined the predicted traffic that will be generated. A full assessment will be set out in a comprehensive Integrated Transport Assessment that supports the substantive application.

- ◆ For residential dwellings, the RTA "Guide to Traffic Generating Developments" (RTA Guide³) contains trip generation rates, being 0.85 vehicle trips per dwelling. The vehicle trip rates we have adopted are the same as the RTA Guide rates

³ The Road and Traffic Authority of New South Wales (RTA), *Guide to Traffic Generating Developments, Version 2.2*

- ◆ With regard to the retirement village, we have based our assessment on a combination of vehicle trip generation rate information from the RTA Guide, the ITE Parking Generation Manual⁴ and results of vehicle trip generation surveys undertaken by Flow at similar retirement villages⁵. The RTA Guide contains a rate of 0.1 – 0.2 trips per unit for housing for aged and disabled persons. Surveyed sites of independent living units and care facilities at retirement villages (by Flow Transportation Specialists) have typically been found to generate on average 0.13 trips per unit (including resident, visitor and employee trips) during both the morning and evening peak hours.

4.2.1 Peak hour vehicle trip generation

The anticipated trip generation of the Proposal is summarised in Table 1. This shows the total raw number of trips, without any internalisation factors considered. With the Site anticipated to be residential and only a small amount of employment associated with the retirement village, we anticipate minimal internalisation of trips. As such, all trips are assumed to travel on the surrounding transport network.

Table 1: Weekday peak hour trip generation

Activity	Size	Peak hour vehicle trip rate		Trip generation (vph)	
		Morning	Evening	Morning	Evening
Large lot	54 units	0.85 / dwelling	0.85 / dwelling	46	46
Retirement village	198 units	0.13 / unit	0.13 / unit	26	26
Residential	264 units + (4 super lots)	0.85 / dwelling	0.85 / dwelling	250	250
Total				322	322

5 OPPORTUNITIES

Opportunities exist that will help manage traffic demand and the effects of development on the immediate and wider transport network.

Proposed infrastructure improvements (ie physical interventions) that provide travel choice and reduce the reliance of private vehicle travel about the immediate area include:

- ◆ Bus stops, including public and school bus stops
- ◆ Walking and cycling connections, both on and off road, that connect to the existing active mode network at Te Honohono ki Tai Road.

⁴ The Institute of Transportation Engineers (ITE), *Parking Generation Manual*

⁵ Surveys undertaken by Flow Transportation Specialists at Lady Allum, Milford (2008); Trevellyn, Hamilton (2008); Beechworth, Albany (2010); Meadowbank, Meadowbank (2007, 2008 and 2009); Elmwood and Eden Retirement Villages (2018)

Proposed infrastructure improvements that improve accessibility and safety for vehicular traffic:

- ◆ Upgrade of Matakana Road fronting the Site that provides for a safer transportation system. Interventions that will be included in the substantive application assessment include a gateway treatment, urbanisation of Matakana Road fronting the Site, associated speed reduction to 50km/hr promoting safer residential speeds in an urban environment, and the introduction of new facilities for pedestrians, cyclists, and additional public transport infrastructure as listed above.

6 CONSULTATION

From a transportation perspective, substantial engagement with Auckland Council and Auckland Transport has occurred over the past two years as a result of the lodged plan change request (including Clause 23 requests and responses), resource consent applications for the retirement village and urban residential development (where requests for section 92 additional information have been provided) or through the Supporting Growth Notice of Requirement process.

We have informed Auckland Council and Auckland Transport traffic representatives of Warkworth RV Limited's intent to pursue a fast-track referral application for the Proposal and have outlined that we will work constructively with them when preparing the substantive application. This will build on the substantial level of consultation and engagement the project team have already had with subject matter experts from the local authority.

7 CONCLUSIONS

Based on the analysis described in this report, the Proposal will enable activities that can operate safely and efficiently from a transportation perspective:

- ◆ the Proposal involves the development of approximately 264 dwellings, 4 super lots, 198 retirement village villas and supporting facilities and 54 large lot residential sites.
- ◆ the Proposal aligns well with relevant transport strategies, including the upgrading of Matakana Road for a safer transportation system. This will include gateway treatment, corridor urbanisation fronting the subject site, speed reduction, and the introduction of new facilities for pedestrians, cyclists, and additional public transport infrastructure adjacent to planned public transport upgrades, such as the proposed Warkworth Transport Hub.
- ◆ with the completion of significant roading projects, such as Ara Tūhono – Pūhoi to Warkworth and Te Honohono ki Tai Road, and the upgrade of Matakana Road as part of the Proposal, vehicle access to the Site is safe and efficient and integrates with existing, recently constructed infrastructure that has been planned to cater for future anticipated growth.
- ◆ access to existing public transport services is available, with upgrades to public transport facilities (bus stops) to be included as part of the Proposal to encourage the use of existing services for all residents.
- ◆ the Proposal contributes to the Matakana Trail project and extends facilities for active modes, providing excellent connectivity across the Site.

- ◆ consultation has occurred with various parties, including Auckland Transport, Te Tupu Ngātahi Supporting Growth, and the Warkworth community, which will continue through the substantive application.

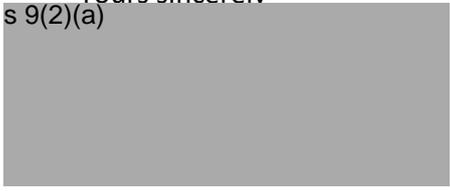
Our review has identified a range of potential opportunities to manage the adverse traffic effects of the Proposal, while contributing to the future roading upgrades anticipated for the area that improves connectivity and safety of the current roading network for all modes.

We are of the view that transport effects of the Proposal can be appropriately managed.

A comprehensive Integrated Transport Assessment will support the Substantive Application. It will outline the transport implications of development and any necessary mitigation to address the effects identified.

Yours sincerely

s 9(2)(a)



DIRECTOR

Reference: P:\ARVG\003 Matakana Arvida Plan Change\9.0 Fast Track Referral\L1B251121 Paddison Farm Warkworth North Fast Track Referral Transport Memo.docx – s 9(2)(a)

Experience and qualifications

s [REDACTED] has 25 years' experience and is a recognised leader in the transportation planning, assessment, modelling and economic evaluation field within New Zealand.

s [REDACTED] has a Bachelor of Engineering Technology (Civil) and a Certificate in Engineering (Civil). He is a Chartered Member of Engineering NZ and a Chartered Professional Engineer. He is an Affiliated Member of the Engineering NZ Transportation Group.

He has been responsible for a large number of traffic and transportation projects for a variety of clients. He leads small to large scale development projects, covering private land use developments, plan changes, master planning projects and transport elements of large sub regional or regional transport upgrades.

He has a thorough understanding of District Plans and engineering design standards, as they apply to transportation. He has extensive experience writing or reviewing Precinct Provisions and conditions of consent related to transport matters through his role on designation, plan change and resource consent applications.

s [REDACTED] regularly acts as an expert witness. He regularly attends as a transport expert before Council Hearings, Environment Court mediations and Environment Court Hearings, as well as Boards of Inquiry.

His knowledge and approach to assessing large complex projects gives clients confidence that the project assessment is completed robustly, within a safe pair of hands and provides a successful outcome to both the client and the community in which the project is located.

Environment Court Practice Note 2023

I, s 9(2)(a) [REDACTED] of Flow Transportation Specialists confirm that this report I prepared, for the Warkworth Residential Development Fast-track Application, was prepared in accordance with the Environment Court Practice Note 2023 (Code of Conduct for Expert Witnesses).