

TRANSPORT MEMO: FAST TRACK ACT (2024) REFERRAL

Subject: Pokeno Housing and Tourism Project - Pokeno

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Reviewed By: Michelle Seymour

Date: 22 December 2025

1 INTRODUCTION

1.1 GENERAL

Pokeno Developments NZ Limited proposes development across various sites for the Pokeno Housing and Tourism Project using the Fast Track Approvals Act 2024 ("FTAA").

The overall purpose of this report is to outline the traffic engineering aspects of the development and how effects will be managed.

The proposal broadly includes:

YES VALLEY

- A tourism resort including a range of activities such as hotel accommodation (200 room hotel), glamping/motorhome areas, a conference centre, spa and restaurant facilities; and
- A farm showground and NZ Made Hub (to provide local New Zealand brands with the opportunity to showcase their products)

POKENO WEST

- Vacant lot residential subdivision in stages for approximately 1,500 dwellings plus a superlot for the future neighbourhood centre; and
- Infrastructure including new roads.

POKENO SOUTH / HAVELOCK

- Vacant lot residential subdivision in stages for approximately 750 dwellings; and
- Infrastructure including new roads.

1.2 PURPOSE OF THIS MEMO

This memo has been prepared to support a referral for assessment to be completed under the Fast Track Approvals Act (2024). This memo provides a high-level summary of the transportation matters related to the proposal to develop a range of activities as described above.

To support the referral, this memo provides a high-level review of the transport aspects of the proposal, including:

- Summary of the proposal and site description;
- High level analysis of traffic impacts;
- Proposed additional assessment to support application
- Conclusion.

2 PROJECT TEAM

Commute has significant experience working with public and private organisations including large residential developments, commercial developments and providing advice to Auckland Transport, NZTA, the Ministry of Education and other government agencies.

Leo Hills is a Director at Commute Transportation. Leo has over 28 years' experience in traffic and transportation engineering, including intersection design, traffic safety engineering and design of passenger transport routes and facilities. His work has included projects that focussed on strategic assessment of roading and passenger transport routes through to detailed design tasks of transport schemes.

Michelle Seymour is a Principal Transport Planner with Commute Transportation. Michelle has over 15 years of practical traffic engineering and transport planning experience. Having experience in both the private and public sector, Michelle delivers a keen understanding project drivers and provides a pragmatic solution-based approach. She has a wide range of experience including Integrated Transport Assessments for large scale plan changes, notice of requirements, and resource consent applications.

3 PREVIOUS EXPERIENCE

Commute have provided transport advice on a wide range of developments, below are two similar developments where we have provided transport planning and traffic engineering advice.

Auranga Town Centre, Drury, Auckland

Commute were responsible for transport inputs into the town centre development of Auranga in Drury, Auckland. This development included a Plan Change and subsequent resource consents for the rezoning and development of 33.65ha from Future Urban Zone to a mix of Residential and Business zonings. Commute undertook a range of transport assessments including network modelling, intersection modelling and provided design advice including network access plans to determine the internal roading networks and proposed cross sections to support a multimodal outcome. This development was approved and is currently under construction.

Pokeno West, Pokeno

Commute were responsible for the transport inputs into a large residential development located in Pokeno (within the Precinct areas). This included a submission to the District Plan review and

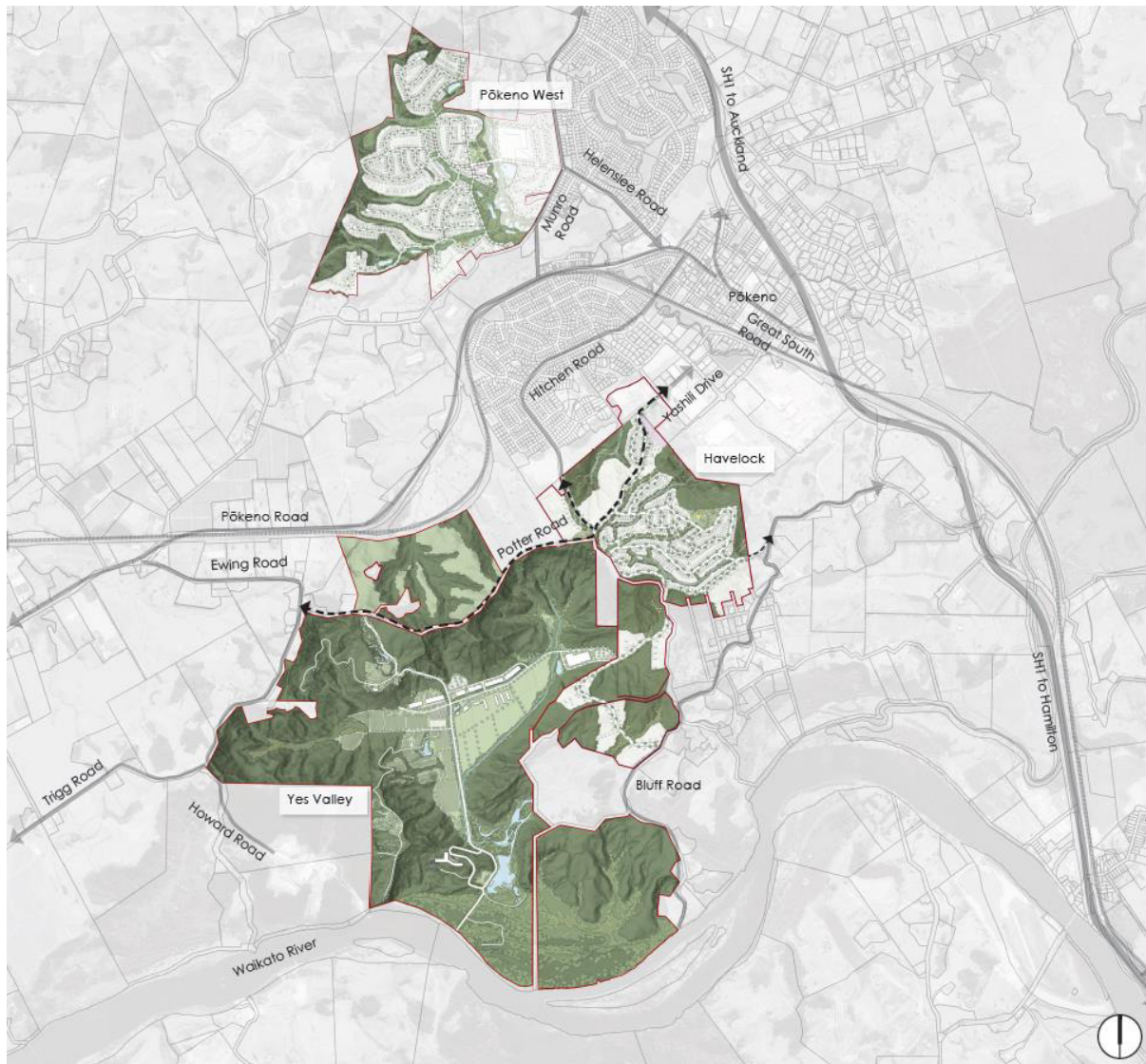
subsequent for the rezoning. Commute undertook a range of transport assessments including network modelling, intersection modelling and provided design advice including network access plans to determine the internal roading networks and proposed cross sections to support a multimodal outcome.

4 SITE DESCRIPTION AND PROPOSAL

4.1 SITE DESCRIPTION

Pokeno Housing and Tourism Precinct areas are of irregular shape and include two separate areas with Yes Valley and Pokeno South / Havelock essentially forming one area, and is situated within the Waikato District, as shown in Figure 4-1.

Figure 4-1: Location and Surrounding Road Network



The Precinct areas can be accessed by

YES VALLEY

- Potter Road
- Trigg Road
- Hitchen Road (via Havelock)
- Yashili Drive (via Havelock)
- Cole Road / Bluff Road (via Havelock)

POKENO WEST

- Helenslee Road
- Munro Road
- Huia Road

POKENO SOUTH / HAVELOCK

- Potter Road (via Yes Valley)
- Trigg Road (via Yes Valley)
- Hitchen Road
- Yashili Drive
- Cole Road / Bluff Road

4.2 ADJACENT ROAD NETWORK

Figure 2-1 also shows the Precinct areas in relation to the local road network.

Waikato District Council (“WDC”) has the following road hierarchy of roads with all the remainder being local roads.

- State Highway 1 and 2 (National Route)
- Pokeno Road (Collector)
- Whangarata Road (Collector)

The roads surrounding the Yes Valley and Pokeno South / Havelock area are rural in nature with no footpaths or cycle facilities.

Helenslee Road adjacent to Pokeno West is urban in nature with the other roads surrounding Pokeno West being rural.

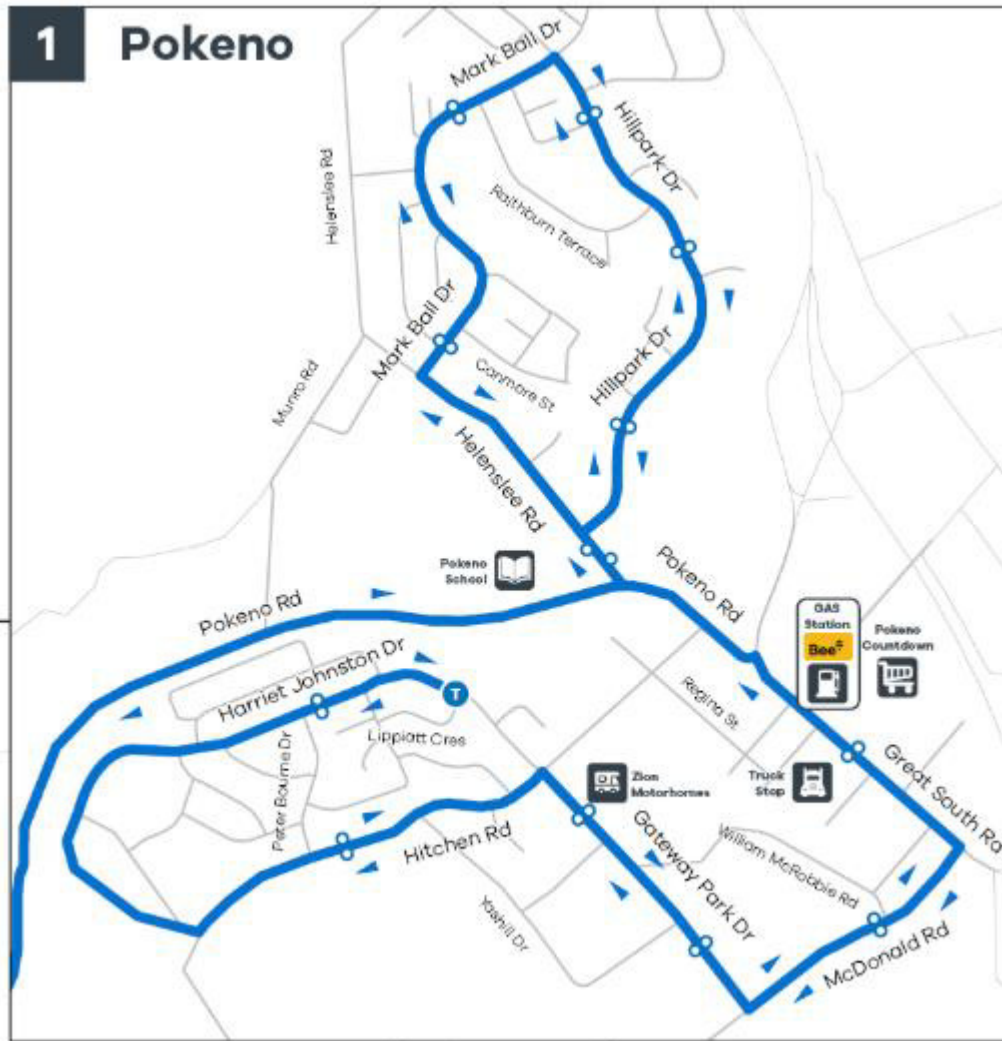
The Precinct areas have good connections to the Pokeno town centre, employment areas and existing primary school.

4.3 PUBLIC TRANSPORT

Figure 4-2 shows the nearby bus routes and stops near the Precinct areas. There are two bus routes located within 1km of the Precinct areas (15-minute walk) and provides access to the following bus routes:

- Bus Route 44 – Pōkeno to Pukekohe service travels between Pōkeno, Tuakau and Pukekohe Station, seven days a week

Figure 4-2: Bus Routes in proximity to the Precinct



The Project is theoretically connected from a public transport perspective and provides residents public transport services for travel to and from the precincts; however, no pedestrian facilities are provided in the area limiting access to public transport services. This will be fully rectified by the Project.

4.4 PROPOSAL

The applicant is proposing to develop the Precinct areas to provide for a mix of residential and a neighbourhood centres as well as a tourism resort including a range of activities such as hotel accommodation (200 room hotel), glamping/motorhome areas, a conference centre, spa and restaurant facilities.

The proposed development will involve the subdivision of approximately 2,250 vacant residential lots, as well as all associated earthworks, construction works and structures.

The figures below shows the proposed development including its internal roading configuration and proposed connections to existing roads.

Figure 4-3: Plan of proposed development (Pokeno West)



Figure 4-4: Plan of proposed development (Havelock)

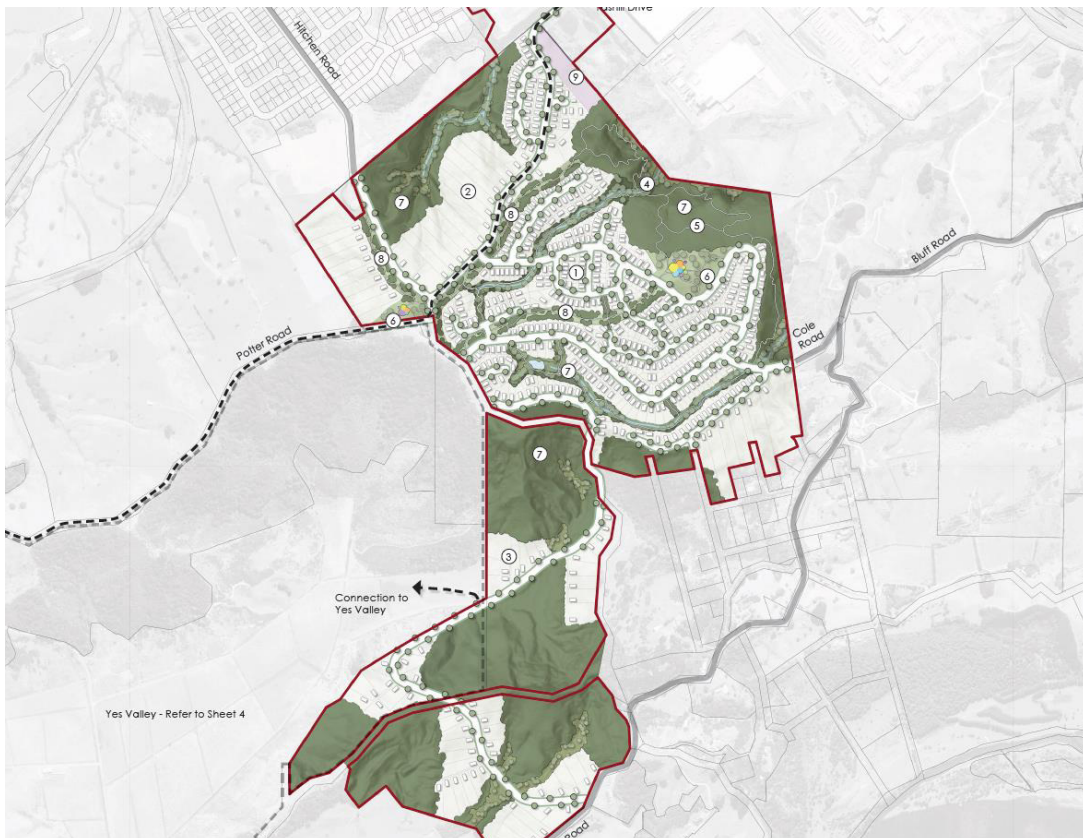
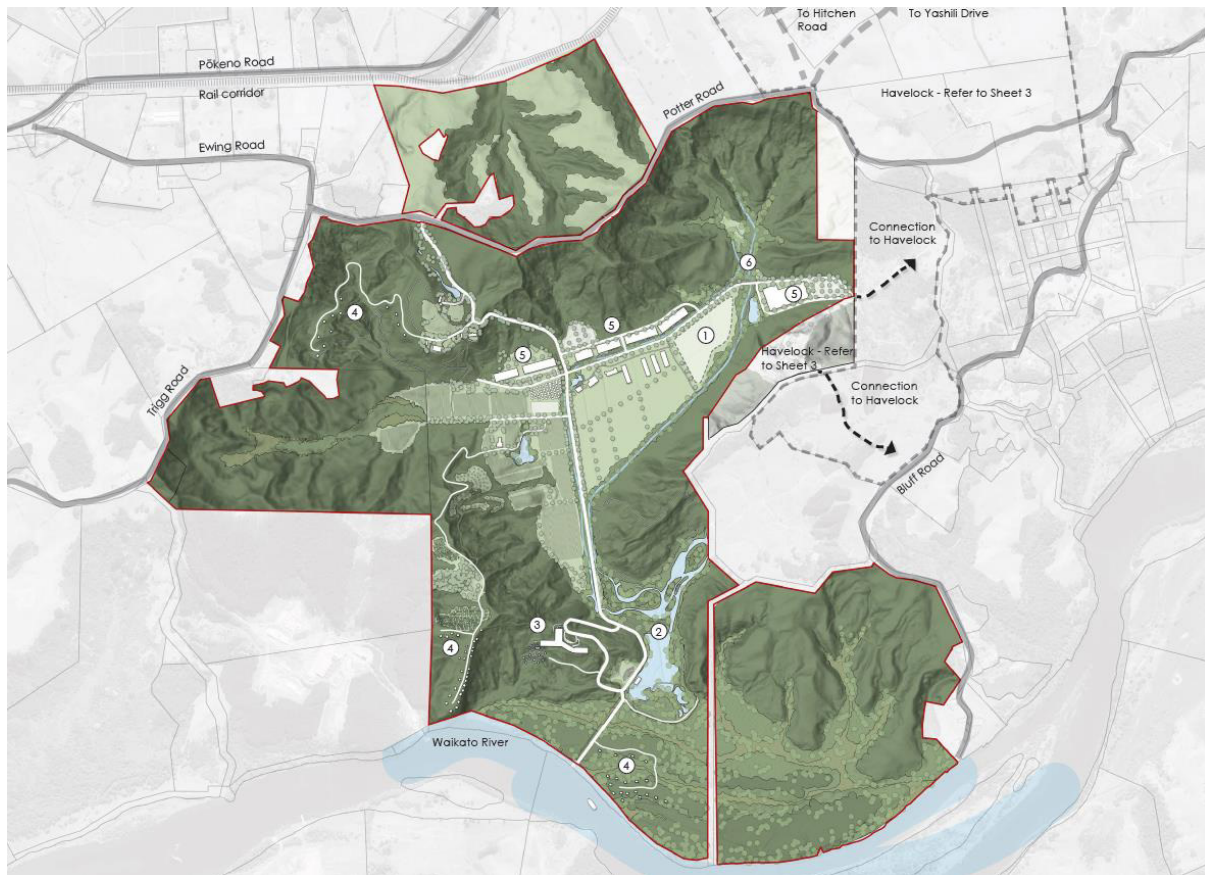


Figure 4-5: Plan of proposed development (Yes Valley)



As this is a large development, a staged approach to implementation is anticipated.

5 HIGH LEVEL ANALYSIS OF TRAFFIC IMPACTS

5.1 PRIVATE VEHICLE

5.1.1 TRAFFIC GENERATION

In New Zealand, the RTA Guide is frequently used for assessing the traffic generating potential of residential developments. For residential dwellings such as those proposed, the RTA predicts 0.85 trips / dwelling for peak hour trips and 9.0 trips / dwelling for daily trips.

5.1.1.1 POKENO WEST

Commute have previously prepared an ITA for the District Plan review (now operative) addressing the rezoning of the land from rural to residential, to develop approximately 1,137 residential lots accommodating 1,350 dwellings as well as an ITA for the first stage of the development.

The previous assessment also considered a 1,200 pupil school within Pokeno West.

Table 1 shows the total trip generation estimated for the total of 1,700 dwellings¹. Estimated external trips are shown in brackets.

Table 1: Pokeno West: Estimated Peak Hour Trip Generation (External Trips)

Proposed Development	Number / Students	AM Trip Rate	PM Trip Rate	AM Trip Generation	PM Trip Generation
Pokeno West	1,700 dwellings	0.85 per dwelling	0.85 per dwelling	1,445 vph (1,084 vph)	1,445vph (1,084 vph)
School	1,200 students	0.62 per student	0.52 per student	744 vph (558 vph)	624 vph (468 vph)
Total:				2,189vph (1,642 vph)	2,069 vph (1,532 vph)

As can be seen from the above table, the entire Pokeno West development is estimated to generate in the order of 1,642 vph and 1,532 vph external movements in the AM and PM peak hours respectively.

Of note the future ITA will consider the above rates and especially the trip generation of the school especially given the increased number of dwellings in Pokeno West thus leading to likely reduction in school external traffic (greater percentage of school traffic will not be from Pokeno west).

5.1.1.2 HAVELOCK / POKENO SOUTH

Commuter have also previously prepared an ITA for 1,070 residential lots on the Havelock site. It is now proposed to develop the site into a residential subdivision in stages for approximately 750 dwellings plus a superlot for the future neighbourhood centre.

Table 2: Havelock: Estimated Peak Hour Trip Generation (External Trips)

Proposed Development	Number / Students	AM Trip Rate	PM Trip Rate	AM Trip Generation	PM Trip Generation
Pokeno West	750 dwellings	0.85 per dwelling	0.85 per dwelling	638 vph	638 vph

As can be seen from the above table, the entire Havelock development is estimated to generate in the order of 638 vph movements in the AM and PM peak hours respectively.

Of note the future ITA will consider the above rates and their distribution to the wider road network.

5.1.1.3 YES VALLEY

The Yes Valley development is proposed to include:

- A tourism resort including a range of activities such as hotel accommodation (200 room hotel), glamping/motorhome areas, a conference centre, spa and restaurant facilities; and

¹ Being the consented Stage 1 and the proposed 1,500 lots with this Project

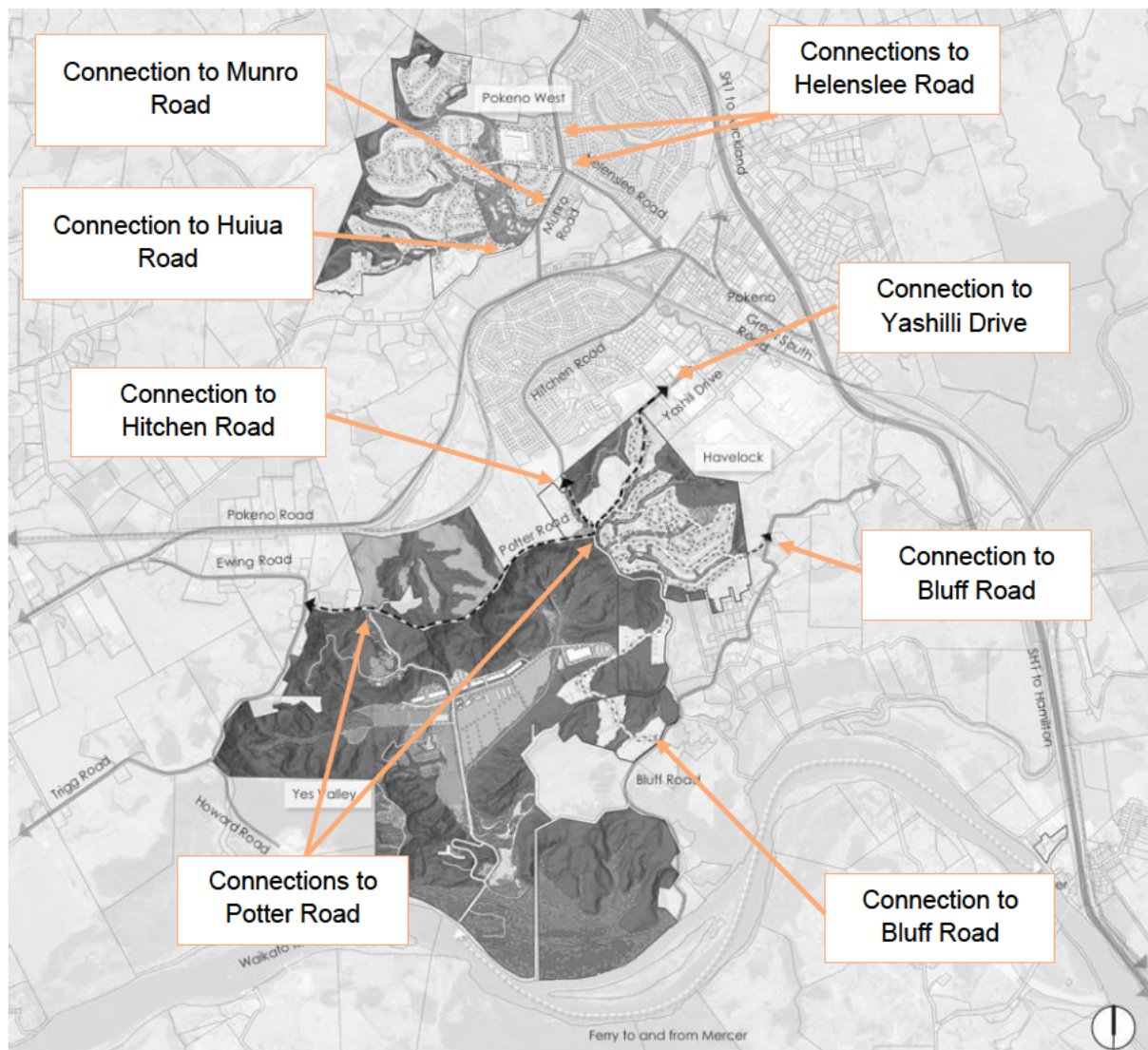
- A farm showground and NZ Made Hub (to provide local New Zealand brands with the opportunity to showcase their products)

A previous traffic report for the subject site estimated a similar resort and spa facility was expected to generate in the order of 232 trips during the morning peak hour, 362 trips during the evening peak hour and 1,485 trips daily. The current proposal will need to be re-assessed however it is expected to generate lower levels than this previous report.

5.1.2 NETWORK CONNECTIONS

The Project is proposed to connect surrounding road network in several locations as per below:

Figure 5-1 Proposed Transport Connections



5.1.3 NETWORK CAPACITY

Initial staging assessments indicates that there is sufficient capacity within the existing network to accommodate a staged approach to development.

It is noted that the Pokeno West area has already been assessed for 1,350 dwellings in a previous ITA (also undertaken by Commute). It is thus considered that this level of development can occur without any additional upgrades. The previous ITA assessments contributed to Pokeno West and Havelock / Pokeno South along with Yes Valley being zoned for development in the District Plan.

The timing of any future intersection upgrades / links will be further refined and considered within the Integrated Transport Assessment (ITA) prepared as part of the substantive application.

5.1.4 NETWORK UPGRADES

There are a series of wider network upgrade considered likely to serve the full development. The triggers for these upgrades will be determined in the development of the ITA. This likely includes:

Pokeno West

- Signalised intersection of Helenslee Road / Munro Road
- Urbanisation of Helenslee Road, Huia Road and Munro Road

Yes Valley / Havelock / Pokeno South

- Upgrades to Potter Road
- Upgrades to Ewing Road and Bluff Road (safety improvements to rural road)
- Urbanising road frontages as development occurs
- Access off Yashili Drive

The ITA would evaluate the performance of these roads and intersections and also review the performance of the wider network.

The upgrades are all within legal road reserve (administered by Waikato District Council). Engineering plan approval and authorisation in respect to a Corridor Access Request (CAR) would be required from Waikato District Council.

Appendix A shows a map of road upgrades.

5.1.5 INTERNAL ROADS

The internal roads include:

- 16 to 20m local roads which can accommodate, 6m carriageway, footpaths both sides and parking both sides.
- 22.5m wide collector roads which can accommodate 7m carriageway, footpaths, parking, central median and potential cycle / shared path provision.

5.2 WALKING, CYCLING AND PUBLIC TRANSPORT

5.2.1 EXISTING WALKING, CYCLING AND PUBLIC TRANSPORT

The current walking and cycling environment adjacent to the Precincts is limited. This is due to the rural nature of the area adjoining existing Pokeno, and that these are greenfield urban expansion areas.

Public transport is currently regionally focussed with services connecting to Pokeno (then onwards to Auckland).

5.2.2 PROPOSED WALKING, CYCLING AND PUBLIC TRANSPORT FACILITIES

The proposed walking, cycling and public transport includes:

- The provision of footpaths on both sides of all new local and collector roads
- Off-road walkway / pathways
- Upgrade of Potter Road

6 ASSESSMENT OF PROJECT EFFECTS/IMPACTS

It is standard practice as part of the substantive resource consent conditions that a Construction Traffic Management Plan (CTMP) is developed to outline how deliveries (including construction equipment) and workers to and from the Precincts will be managed and potential effects mitigated.

In terms of road safety, the proposed roads will be designed and built to appropriate standards and will result in an appropriate road safety outcome.

The proposed further assessment (as outlined below) will identify any require intersection upgrades etc to occur as part of the Project delivery works. As such, it is considered that the Project is likely to have limited impacts on road safety. The land has been through a comprehensive process by Waikato District Council where macro effects on the overall network were considered, and the zoning consequently confirmed. The substantive application would address road network upgrades necessary to accommodate the Project, along with infrastructure development to provide an urban standard of amenity and service with the road.

The proposal will provide benefits to the wider Pokeno roading network including new and upgraded walking and cycling links, new road connections especially to the south (Yes Valley), upgraded roads to improve overall safety and access to Waikato River.

7 PROPOSED FURTHER ASSESSMENT

Following on from this high-level assessment, further detailed analysis will be undertaken to confirm these initial findings.

Traffic Modelling

Intersection modelling will be undertaken for the key interfaces between the development and the existing road network. This will include the intersections of:

- Helenslee Road / Munro Road
- Helenslee Road / Pokeno Road
- Hitchen Road / Gateway Park Dr
- Yashilli Drive / Gateway Park Dr

- Whangarata Road / Ewing Road
- Bluff road / Pioneer road
- Hitchen Road / Pokeno Road
- Great south Road / Pokeno Road

The methodology proposed to complete this will utilise existing counts, that are then subsequently factored to reflect background traffic growth. The expected traffic generation will then be distributed across the network based on likely destinations and existing census data. This traffic modelling will be undertaken using intersection modelling software (SIDRA). Additionally midblock capacity will also be considered to ensure that sufficient network capacity remains available.

This traffic modelling will also be completed to confirm the proposed mitigations by staging, to ensure that the identified mitigations are linked to the appropriate stage.

Vehicle Tracking

Given that the development will provide for a number of new roads and new intersections and a new tourist facility, vehicle tracking (including tour coaches) will be completed to confirm that all relevant development standards will be met.

Integrated Transport Assessment

A Integrated Transport Assessment (ITA) will be developed as part of the substantive application. The ITA will include the following key assessments areas:

- **Background:** A description of the proposed activity, purpose and intended use of ITA.
- **Existing Land Data:** A description of location, site layout, existing use, adjacent and surrounding land use.
- **Existing Transport Data:** Description of access arrangements, onsite car parking, surrounding road network (including hierarchy, traffic volumes and crash analysis). Comment on public transport, walking and cycling networks.
- **Committed environmental changes:** Consideration other development and land use in the immediate vicinity.
- **Existing travel characteristics:** Trip generation of existing use.
- **Proposal details:** Description of the proposal (site layout, vehicle access, on site car parking, internal vehicle circulation, end of journey facilities).
- **Predicted travel data:** Trip generation of the proposal including consideration of other modes.
- **Appraisal of transportation effects:** Assessment of safety, efficiency and environmental effects.
- **Avoiding or mitigating actions:** Details of any mitigating measures and revised effects.
- **Compliance with policy and other frameworks:** Waikato District Plan objectives, policies and rules.
- **Discussion and conclusions:** Assessment of effects and conclusion of effects.

8 CONCLUSION

Based on our experience and information received to date, it is concluded that there are no transport related reasons why the development as described above could not proceed under a fast-track application process.

We acknowledge that further assessment will be undertaken as part of the Integrated Transport Assessment, however at this stage we have not identified any significant transport effects that would preclude this development from occurring. Overall, we consider that there are not expected to be any significant adverse transport-related effects provided necessary upgrades are put in place, and this will be confirmed through the substantive application.

We trust this meets your requirements. Please do not hesitate to contact us if you have any questions or require any additional information.

Leo Hills

Director

Commute Transportation Consultants

APPENDIX A: ROADING UPGRADE LOCATIONS

Pokeno West

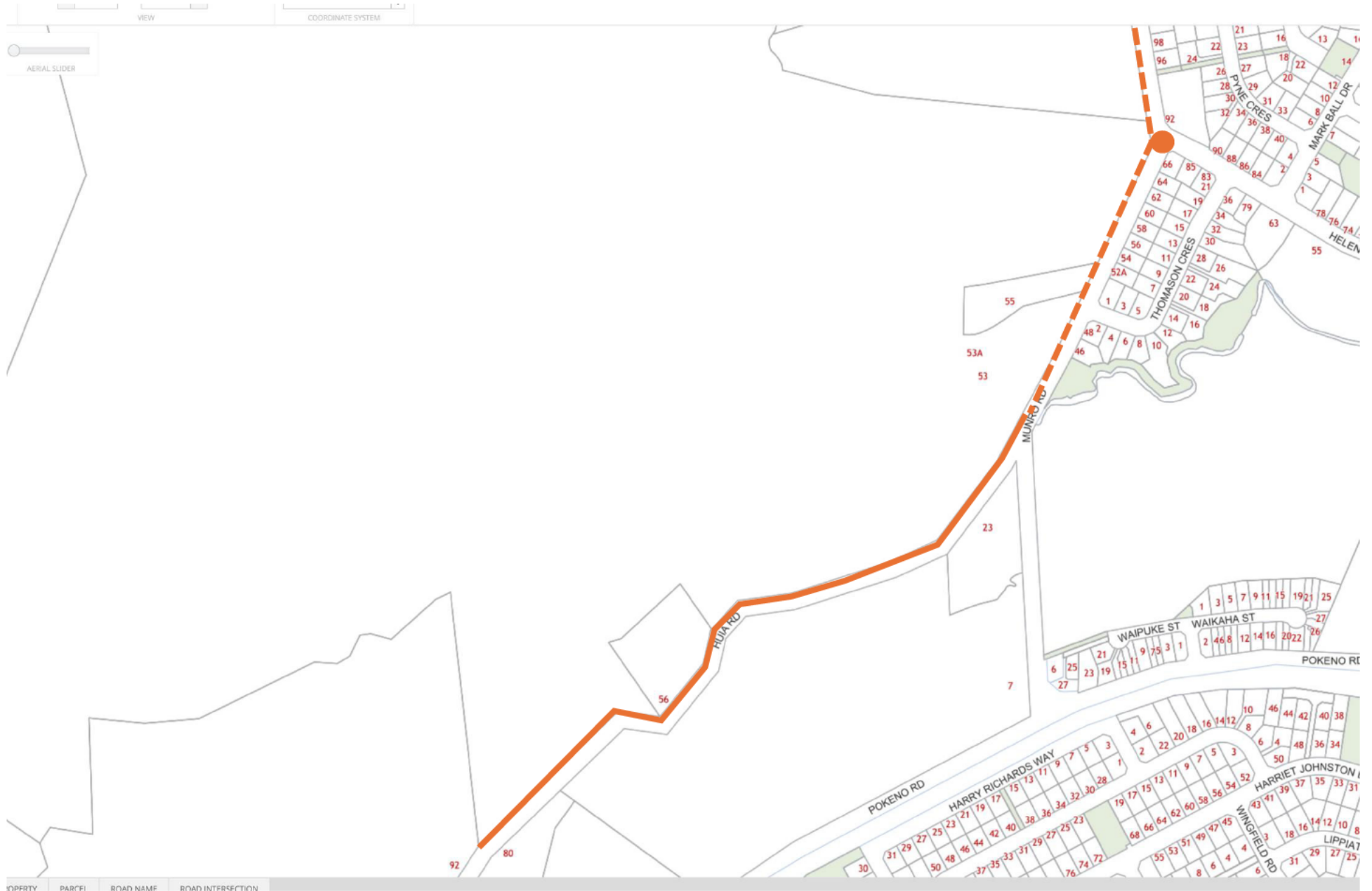
Munro/Henlensee
intersection upgrade
(consented)



Urban road frontage
upgrade (Munro
Road, Huia Road)

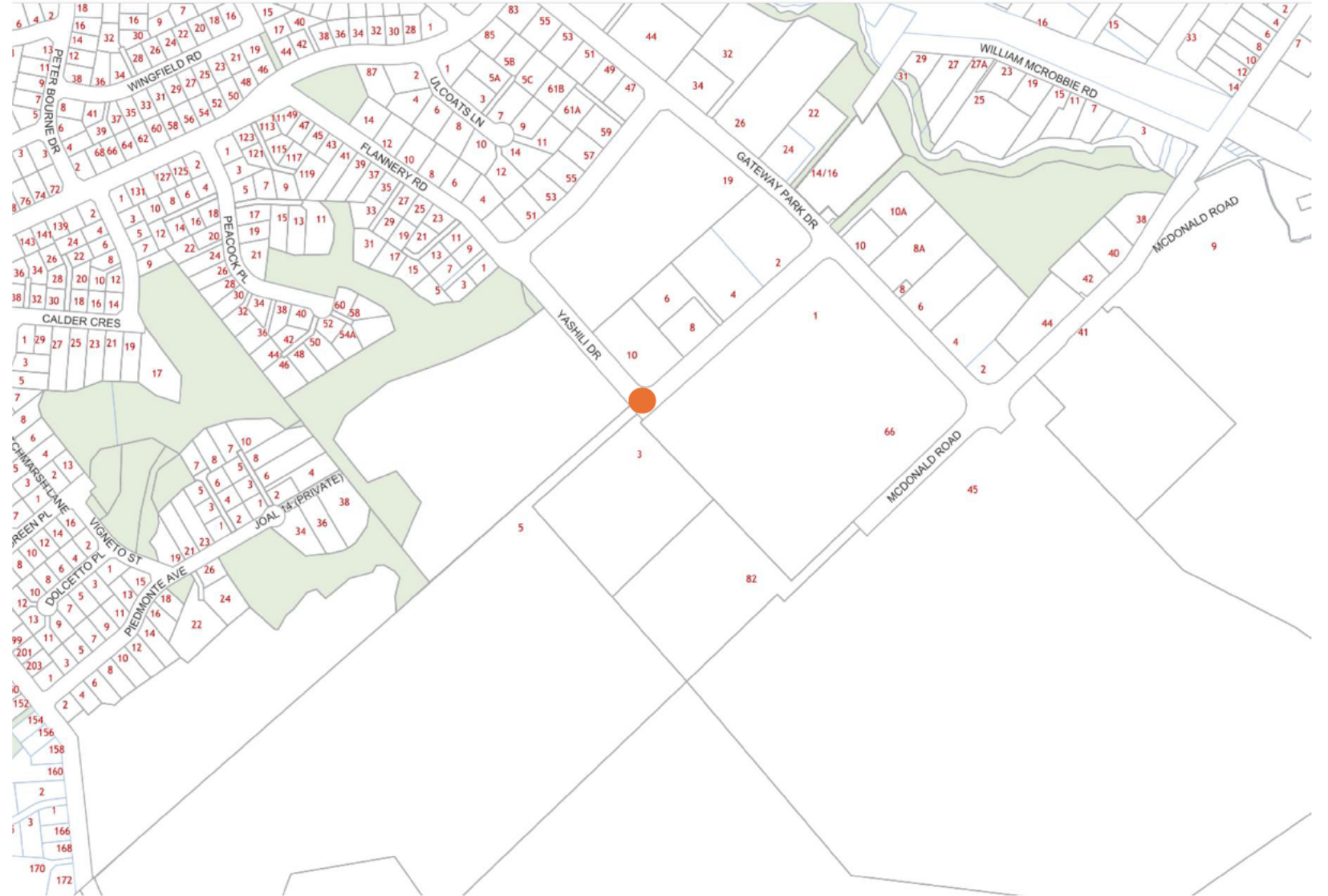


Urban road frontage
upgrade (Munro
Road, Helenslee)
(consented)



Pokeno South/ Havelock

Yashili Drive
intersection upgrade



Yes Valley

Potter Road upgrade



Ewing Road upgrade
(safety improvements)



Yes Valley

Bluff Road upgrade
(safety
improvements)

