

TRANSPORT MEMO: FAST TRACK ACT (2024) REFERRAL

Subject:	Drury West Crossing Limited Ararimu Road, Ramarama
Prepared By:	Hunter Abernethy
Reviewed By:	Leo Hills
Date:	11 June 2026

1 INTRODUCTION

1.1 GENERAL

Drury West Crossing Limited, propose an industrial development ("**Project**") at Ararimu Road and Great South Road in Ramarama using the Fast Track Approvals Act 2024 ("FTAA").

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

The project comprises of a total of approximately 67ha of developable industrial land in a site with total area of 95ha.

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.

Hunter Abernethy is a Transport Engineer at Commute. Hunter joined Commute in 2025 as a graduate traffic and transport engineer. During this time, he has been involved in multiple other Fast

Track Applications and engaged to advise on traffic and development issues covering safety, management and planning matters of many kinds.

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.

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.

Rangitootuni Lots 1 & 2, Riverhead Forest, Auckland

Commute were responsible for transport inputs into the first stage of the Rangitootuni development in Riverhead, Auckland. This development included lots 1 and 2 consisting of a residential and retirement village development. Commute undertook a range of transport assessment including network modelling, intersection modelling and providing design advice to support a multimodal outcome. This development was recently approved under the Fast Track Approvals Act.

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

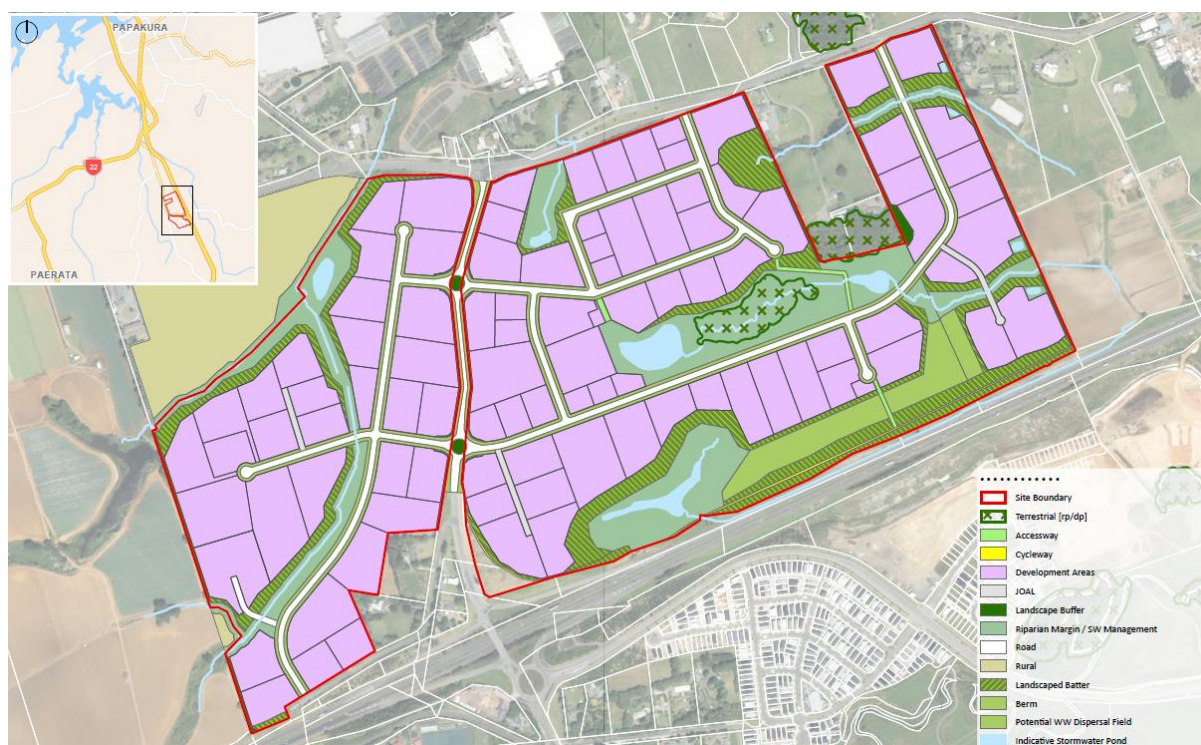
Commute were responsible for the transport inputs into a large residential development located in Pokeno (within the Precinct areas). This included a submission to the District Plan review and subsequent for the rezoning. Commute undertook a range of transport assessments including network modelling, 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

The Ramarama site is located on Ararimu Road and Great South Road in Ramarama. The proposal intends to introduce up 92 industrial lots as shown in Figure 4-1.

Figure 4-1: Location and development



The site will be accessible via Ararimu Road and Great South Road.

4.2 ADJACENT ROAD NETWORK

4.2.1 GENERAL

Figure 4-2 also shows the Precinct areas in relation to the local road network.

Figure 4-2: site location



4.2.2 ARARIMU ROAD

Ararimu Road typically extends in an east west direction, connecting to Great South Road to the west (less than 1km from the site) and Ramarama Interchange the east. With reference to the Unitary Plan, Ararimu Road is not classified as an Arterial Road.

Near the vicinity of the site, Ararimu Road provides a single lane in either direction with a varying carriageway width, some 5.8 - 6.2 m wide, centreline and edge-line markings and an unsealed shoulder (varying in width).

The new Speed Limits Bylaw came into effect on 30th June 2020 which reduced Ararimu Road (including fronting the site) to a posted speed limit of 60 km/hr.

No dedicated footpaths are provided near the vicinity of the site (west of the Ramarama Interchange), as is typical of a rural environment and road, however the SH1 overbridge provides a 1.5 m wide footpath along the southern side only. As part of the Drury South Precincts development construction of a separated cycle lane and pedestrian footpath has commenced along the eastern side of a new spine road and currently connects up to the intersection with McEldownie Road.

4.2.3 GREAT SOUTH ROAD

Great South Road runs in a general north south alignment. Great South Road provides a carriageway of approximately 7m wide, providing a single lane in each direction, and is rural in nature. There is no provision for walking or cycling on either side of the road. Where Great South Road intersects with Ararimu Road as a three leg give-way controlled intersection (Great South Road having priority).

4.3 PUBLIC TRANSPORT

There is no current bus / public transport in the area which is not surprising given the exiting rural nature of the area.

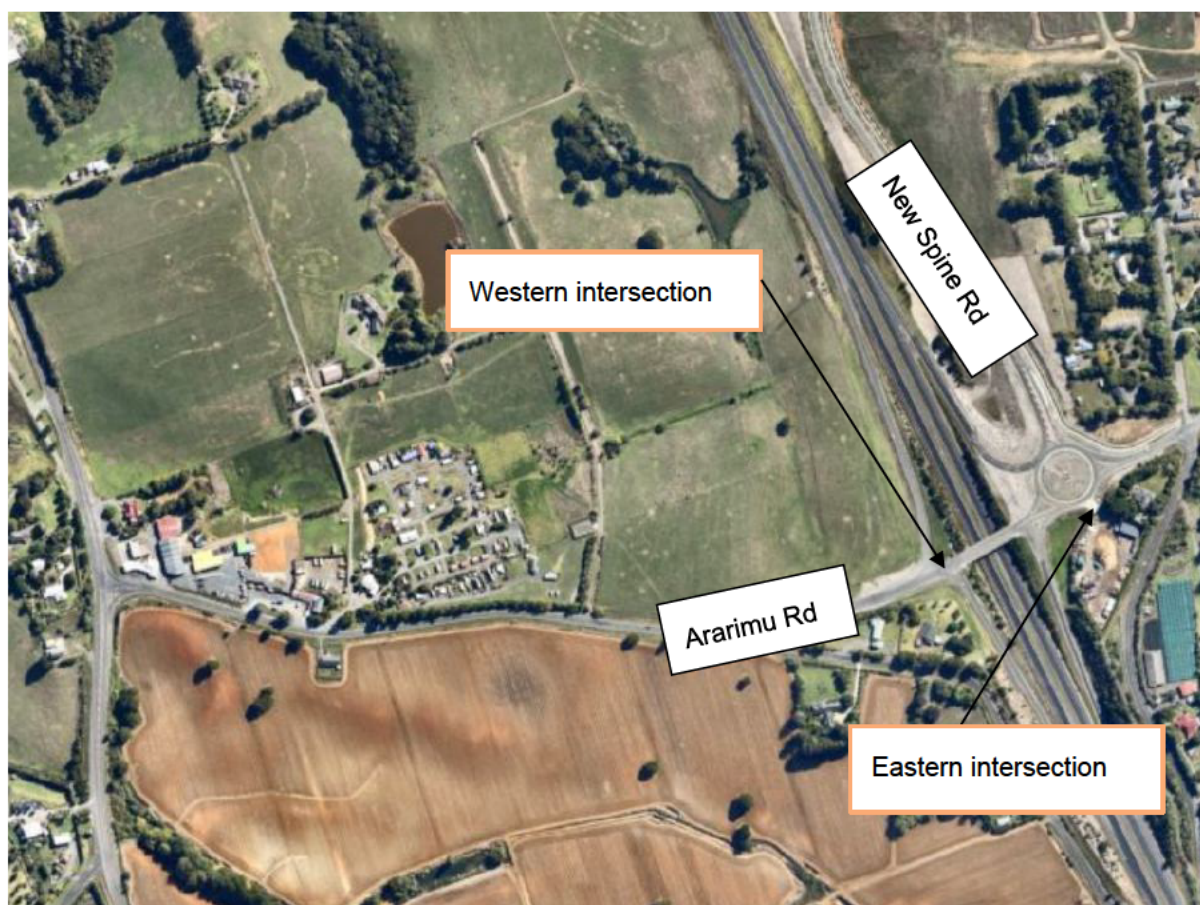
4.4 RAMARAMA INTERCHANGE

4.4.1 CURRENT

As noted above, the site is located in close proximity to the Ramarama interchange which serves northbound and southbound traffic along SH1. As shown in Figure 4-3 below, the existing interchange comprises two intersections, with the western intersection controlled by a stop control intersection and the eastern intersection being roundabout controlled.

As noted above, a pedestrian and cycle path is provided along the eastern side of the new Spine Road and no pedestrian connection is provided from the Spine Road to west of the Ramarama interchange.

Figure 4-3: Ramarama Interchange (aerial view)



The land surrounding the Ramarama interchange is expected to develop in the near future. Specifically, northeast of the interchange, two precincts identified as the Drury South Industrial (I410) and Residential (I451) Precinct respectively have been approved to construct approximately 185 hectares of industrial activity and 750 residential dwellings.

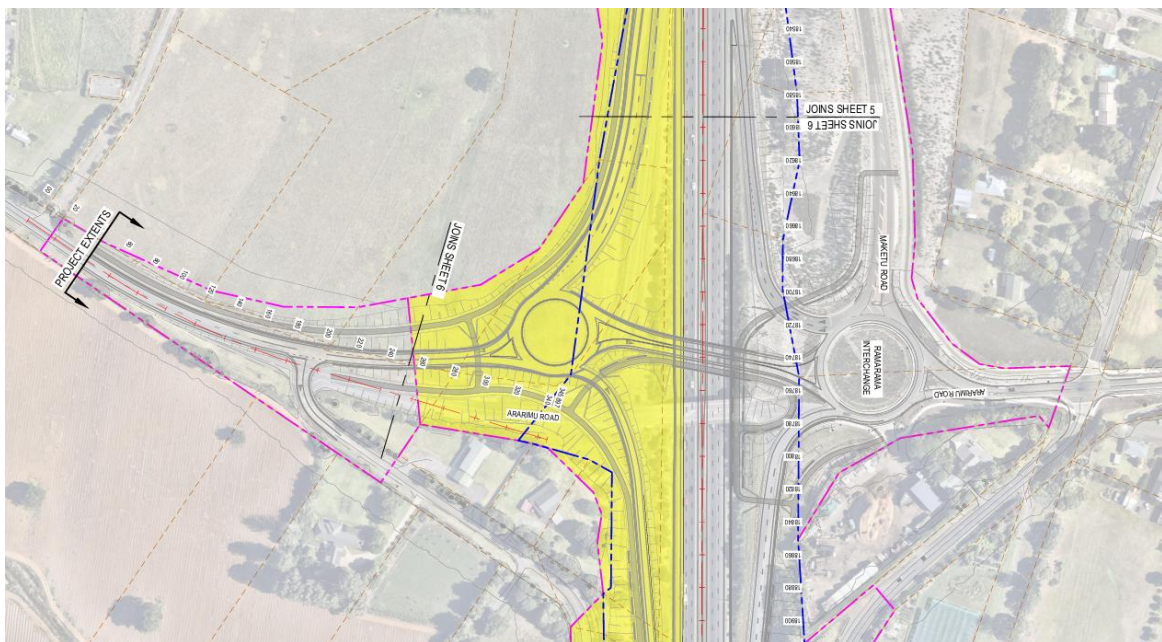
4.4.2 PROPOSED

In 2024, NZTA lodged two Notice of Requirements (NoR) in the area relating to the interchange and surrounds.

- Notice of requirement 2 (NoR 2) proposes to alter State Highway 1 Designation 6700 'Motorway' to authorise improvements to an area between a point south of the Quarry Road overbridge and the State Highway 1 Great South Road overbridge at Bombay, including upgrades to the Ramarama Interchange, a new overbridge and a new roundabout on western side of State Highway 1, and the associated infrastructure.
- Notice of requirement 4 (NoR 4) is a new designation sought by NZTA for a new shared user path to be constructed in the area 200m north of Quarry Road to the existing Bombay/Mill Road interchange.
- Both NoR's provide pedestrian / cycling connections from the west side of SH1 (subject side) to the eastern side (Drury south).

Future 4-4 shows this general improvement.

Figure 4-4: NZTA Ramarama Interchange upgrade (aerial view)



The inclusion of the roundabout at the interchange (west side) will be a significant improvement to the existing arrangement both in terms of safety and efficiency.

The separated pedestrian / cycling provision will also be significantly improved with the inclusion of the pedestrian / cycling provisions and provide a realistic alternative linking the proposed employment area with Drury south residential areas.

The Commissioners' Recommendation was that the NoRs should be confirmed subject to conditions. NZTA accepted the Commissioners' Recommendation that the NoRs be confirmed and accepted in part and rejected in part the Commissioners' recommendations on conditions of the NoRs. This was notified on 15 July 2025 and is currently subject to two appeals.

5 PROPOSAL

The proposal intends to introduce approximately 67ha of developable industrial development land spread over a wide area in the Ramarama area. Of note these numbers are being refined and will be updated in any Integrated Transportation Assessment (ITA) included within any substantive application.

Figure 5-1 below shows the proposed development including its internal roading configuration and proposed connections to existing roads.

A network of public industrial roads will be created within the site. These will connect to Ararimu Road and Great South Road.

Figure 5-1: Plan of proposed development



6 HIGH LEVEL ANALYSIS OF TRAFFIC IMPACTS

6.1 PRIVATE VEHICLE

6.1.1 TRAFFIC GENERATION

The RTA Guide is commonly used by Australasian practitioners to assess the trip generation potential of various land-uses.

For a Warehouse activity, the RTA Guide predicts the following rates:

- 0.5 trips per 100 m² GFA during the peak hour; and
- 4 trips per 100 m² GFA during the day.

Typically, the floor area of industrial areas is 50% of total area. As such with 67ha of developable area this translates to 670,000sqm or 335,000sqm of floor area.

Table 1 outlines the potential trip generation of the site.

Table 1: Potential trip generation

	GFA	RTA Guide rate	Peak hour trip rate	Daily trip rate
Warehouse activity	335,000 m ² GFA	<i>Peak hour trip rate of 0.5 trips per 100 m² GFA</i> <i>Daily trip rate of 4 trips per 100 m² GFA</i>	1675 trips	13,400 trips
Total trips			1675 trips	13,400 trips

This is total traffic, and given the site size, there is expected to be a number of internal trips (ie trips between sites). Assuming 85% are external traffic this translates to 1,423 vehicles per hour.

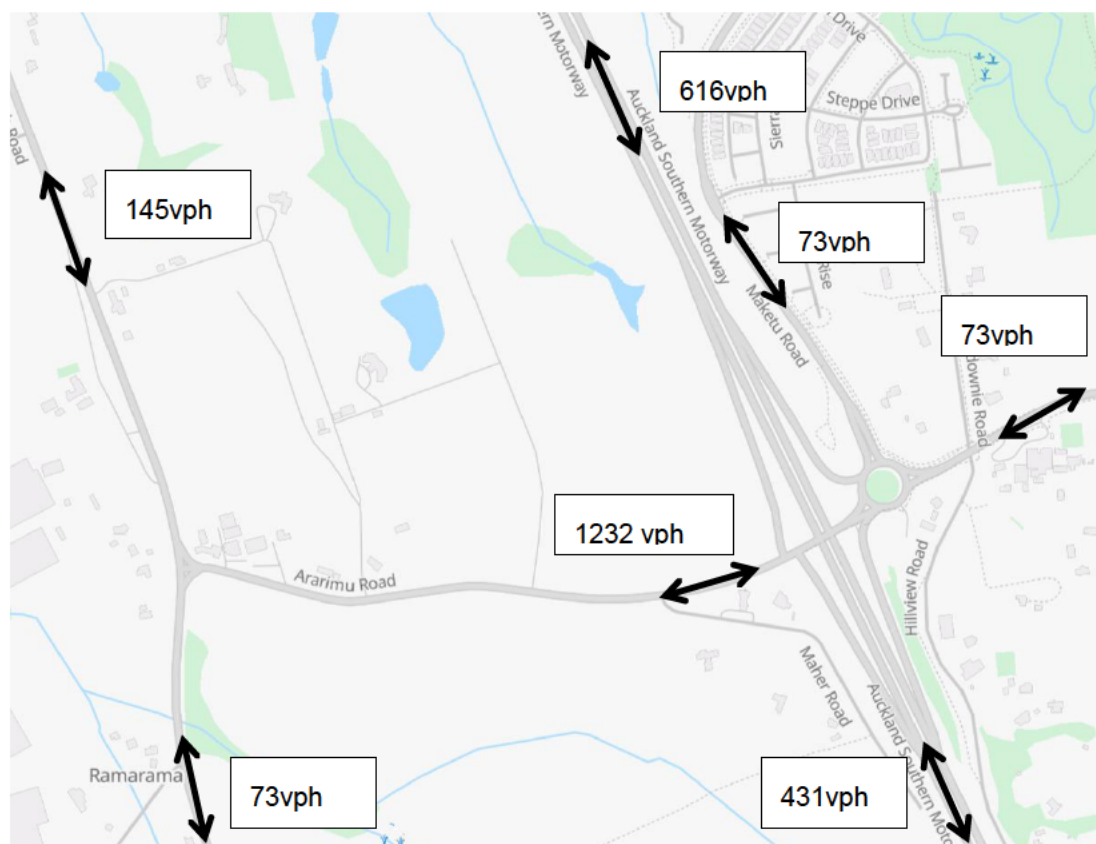
Of note typically industrial sites generate between 16-20 external trips per ha in the peak hour. For 67ha this translates to 1,072-1,340vph.

Based on the above, the site is expected to generate in the order of 1350-1450 external trips during the peak hour.

6.1.2 NETWORK CONNECTIONS

The Project is proposed to connect surrounding road network in several locations as per below. The majority of traffic is expected to use the Ramarama Interchange to access the surrounding road network.

Figure 6-1: Potential trip distribution (vehicles per hour)



The key operational issue in the future will be the Ramarama interchange. In this regard:

- The current / existing roundabout on the east of the interchange experiences little / no delay.
- The “Drury South - Stage 1 Transport Infrastructure - Transport Assessment” undertaken in 2017 showed the roundabout would still have significant capacity in 2036 even with all Drury South traffic added
- The Assessment of Transport and Traffic Effects lodged with the Papakura to Bombay Stage 2 NoR showed that the Ramarama interchange (with the western upgrade) contained the following:

“The modelling indicates that the operation of the Ramarama Interchange with the Project will have the following outcomes:

- *During the morning peak period, the interchange is expected to operate efficiently with adequate capacity. In the morning peak period, the worst approach is predicted to be the SH1 northbound off-ramp with a Degree of Saturation of 55%.*
- *The situation differs during the evening peak period, where the interchange is predicted to be nearing capacity by 2048. At the eastern roundabout the Ararimu Road east approach is predicted to operate with a Degree of Saturation of 78%, while the north Maketu Road approach is predicted to operate with a Degree of Saturation of 93%. This is mainly due to the relatively high volumes from the large industrial area in-between Ramarama and Drury. These users will head onto SH1 southbound via Maketu Road.*
- *Queues are not predicted to extend back onto SH1 in all cases”.*

As such the performance of the eastern roundabout interchange in the PM peak will need to be fully assessed in the substantive application to gauge if any mitigation is required. It is however noted that the development will not add significant traffic to the critical Maketu Road approach, and the traffic

that is added is likely to be already using the interchange (eg residents in the area currently travelling to employment outside the area now travelling to the subject site).

6.1.3 NETWORK UPGRADES

It is considered that based on the extent of proposed development and knowledge of the area surrounding the site, the following upgrades (Table 2) are likely to be required:

Table 2: likely upgrades

ID	Upgrade	Comment
A	Great South Road / Ararimu Road	Roundabout likely required.
B	Ramarama interchange (west side)	The western intersection likely required to be upgraded to roundabout as per NoR. Small amount of development is likely permitted before this upgrade.
C	Ararimu access	Roundabouts likely required to serve both sides of Ararimu Road)
D	Ararimu Road	Upgrade Ararimu Road along the site frontage to urban industrial road including pedestrian / cycling provision
D	Great South Road	Right turn bay / upgrade at each intersection
E	Walking cycling	Internal links to future NZTA pedestrian / cycling path to SH1 required

The ITA would evaluate the performance of these roads and intersections and also review the performance of the wider network to determine the need, timing and level of upgrades required.

6.2 WALKING, CYCLING AND PUBLIC TRANSPORT

6.2.1 EXISTING WALKING, CYCLING AND PUBLIC TRANSPORT

The current walking and cycling environment in the surrounding area is limited. This is due to the rural nature of the area. It is anticipated that the vast majority of trips out of the proposed development will be private vehicle trips, with minimal walking and cycling trips.

6.2.2 PROPOSED WALKING / CYCLING

Any upgrade of Ararimu Road should include the provision of walking and cycling that links both the proposed shared path adjacent to SH1 And links to Drury South via Maketu Road. This will allow employees in the area to use alternative modes of travel to and from the employment of the site.

7 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 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.

8 PROPOSED FURTHER ASSESSMENT

The following tasks will be completed as part of the further substantive application.

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:

- Great South Road/ Ararimu Road
- Great South Road / SH22
- Ramarama interchange (east and west side)
- Ararimu Road / Maher Road
- Any new intersection with existing road (Ararimu Road and Great South 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 vehicle tracking will be completed to confirm that all relevant development standards will be met.

Integrated Transport Assessment

An 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.

9 CONCLUSION

Based on our experience and information received to date, it is concluded that there are no transport related reasons why the project 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.

Hunter Abernethy

Transport Engineer

Leo Hills

Director

Commute Transportation Consultants