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TRANSPORT MEMO:
FAST TRACK APPROVALS ACT (2024) REFERRAL

Subject:	Rangitoopuni Forest (Project)
Prepared By:	Hunter Abernethy
Reviewed By:	Leo Hills
Date:	29 May 2026

1 INTRODUCTION

1.1 GENERAL

Rangitoopuni Development Limited Partnership (RDLP), propose the Rangitoopuni Forest development across the Riverhead Forest Reserve 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 is of national significance and will deliver a substantial development comprising:

- Approximately 3,446 – 4,212 residential bush lots
- Four community hubs, including small scale commercial/retail
- A Te Kawerau ā Maki park / sanctuary / open space network, including regenerating native forest and providing amenity for public use comprising approximately 575 hectares
- Opportunities for marae and papakāinga housing
- Private infrastructure owned and operated by Te Kawerau ā Maki
- Protection and enhancement of riparian margins and wetland areas
- Extensive landscaping and native planting, including large-scale ngahere restoration over time
- All associated activities and infrastructure necessary to enable the development including earthworks, roading, creation of open space areas, stream works, and onsite stormwater, wastewater, and water supply facilities.

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The attached Rangitoopuni Forest Illustrative Masterplan establishes a clear framework for the integrated development of the Project, guided by Te Kawerau ā Maki values, aspirations, and long-term intergenerational outcomes.

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.

Rangitoopuni Forest Lots 1 & 2, Riverhead Forest Reserve, Auckland

Commute were responsible for transport inputs into the first stage of the Rangitoopuni Forest 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

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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

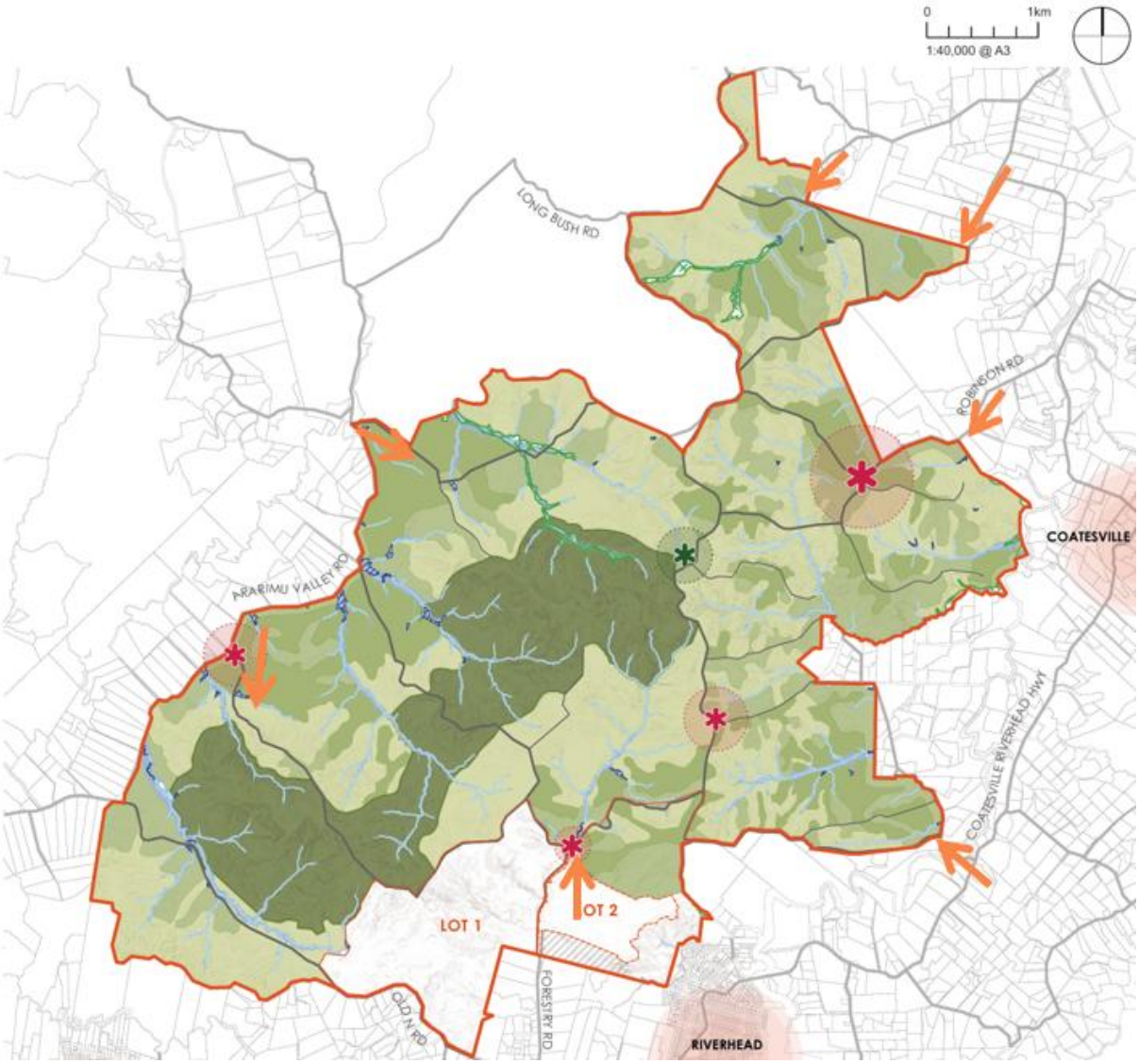
4.1 SITE DESCRIPTION

The site is located within the Riverhead Forest Reserve, adjacent to the first stage of the Rangitoopuni Forest development (Lots 1 & 2). The site extends across a large area bounded by Ararimu Valley Road, Mill Flat Road, and Blackbridge Road, with access proposed at multiple locations including Forestry Road, Robinson Road, Ararimu Valley Road, Mill Flat Road, and Blackbridge Road.

The proposal intends to introduce up to 4,212 lots and four community hubs that will serve residents on lots 2-8 of the site as shown in Figure 1.

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Figure 1: Location and Surrounding Road Network



The site will be accessible via Forestry Road, Robinson Road, Ararimu Valley Road (various locations), Mill Flat Road and Blackridge Road (via Escott Road and Drury Lane).

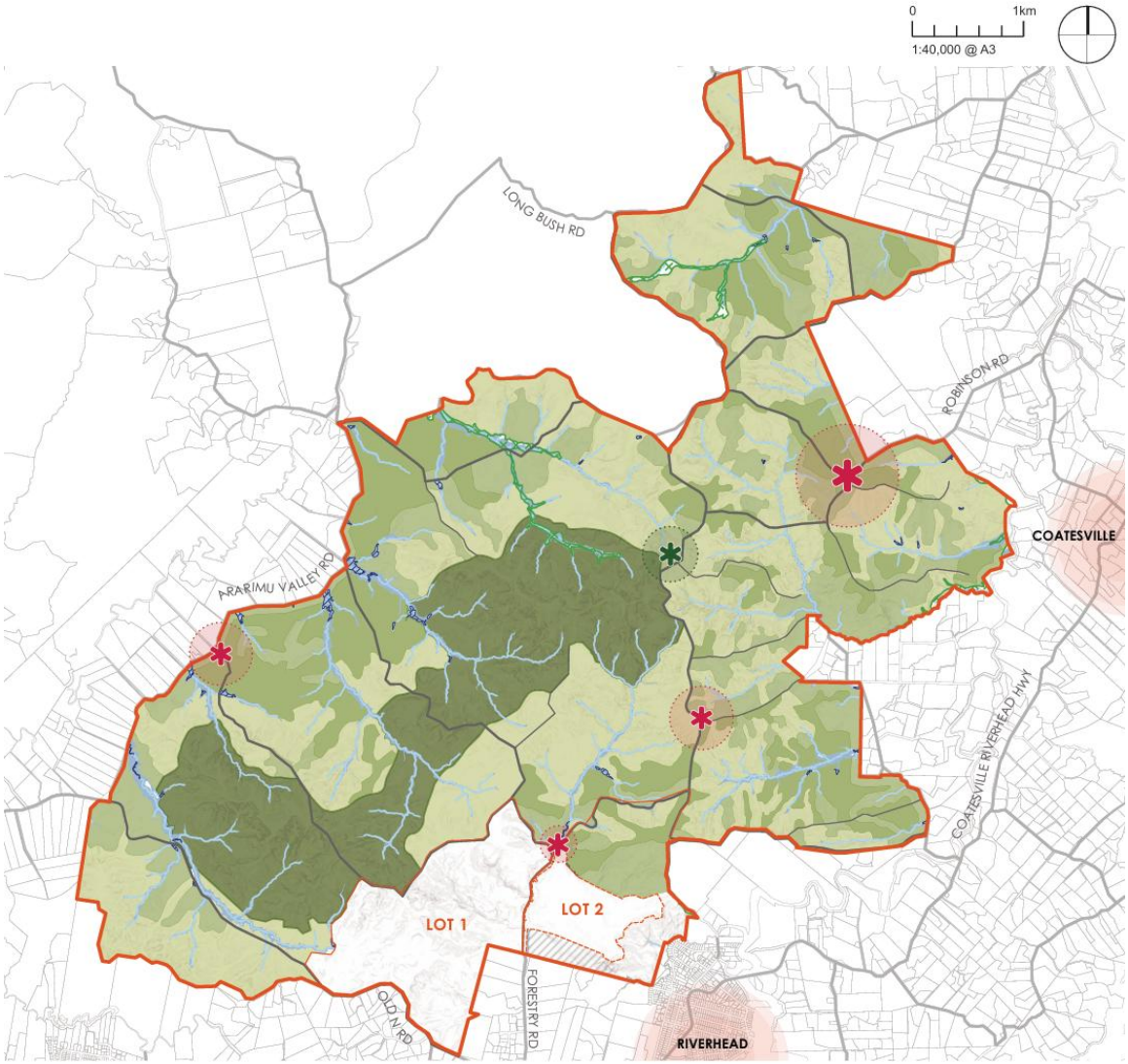
4.2 ADJACENT ROAD NETWORK

4.2.1 GENERAL

Figure 2 also shows the development areas/ stages in relation to the local road network.

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Figure 2: Plan of Proposed Development



The only road in the area classified as an Arterial Road in the Auckland Unitary Plan is Coatesville Riverhead Highway.

The roads surrounding the Riverhead Forest area are rural in nature with no footpaths or cycle facilities.

4.2.2 FORESTRY ROAD

Forestry Road provides a connection from Deacon Road to the northeast section of the proposed development area (through approved lots 1 and 2)). Forestry Road is currently sealed from the intersection with Deacon Road for approximately 500m along the corridor, to just beyond the intersection with Sawmill Road. The corridor is approximately 8m wide and rural in nature, with no dedicated walking and cycling facilities.

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4.2.3 ARARIMU VALLEY ROAD

Ararimu Valley Road runs in a general north south alignment, connecting to Old North Road to the south and Bald Hill Road to the north. It has an approximate 7m wide carriageway, 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 Ararimu Valley Road intersects Old North Road and is formed as a typical give-way T-intersection.

4.2.4 ROBINSON ROAD

Robinson Road runs in a general northeast southwest alignment, connecting to Sunnyside Road to the northeast and terminating at a cul-de-sac to the southwest. Robinson Road provides a carriageway of approximately 5.5m wide, providing a single lane in each direction (sealed), and is rural in nature. There is no provision for walking or cycling on either side of the road. Where Robinson Road intersects with Sunnyside Road is formed as a typical stop T-intersection.

4.2.5 MILL FLAT ROAD

Mill Flat Road runs in a general north-south alignment, connecting to Coatesville Riverhead Highway to the north and Rangitopuni Road to the north. Mill Flat Road provides a carriageway of approximately 5.5m wide, providing a single lane in each direction (sealed), and is rural in nature. There is no provision for walking or cycling on either side of the road. Where Mill Flat Road intersects with Coatesville Riverhead Highway is formed as a typical stop T-intersection.

Of note, currently the Mill Flat Road bridge near Coatesville Riverhead Highway is being replaced (two-way bridge).

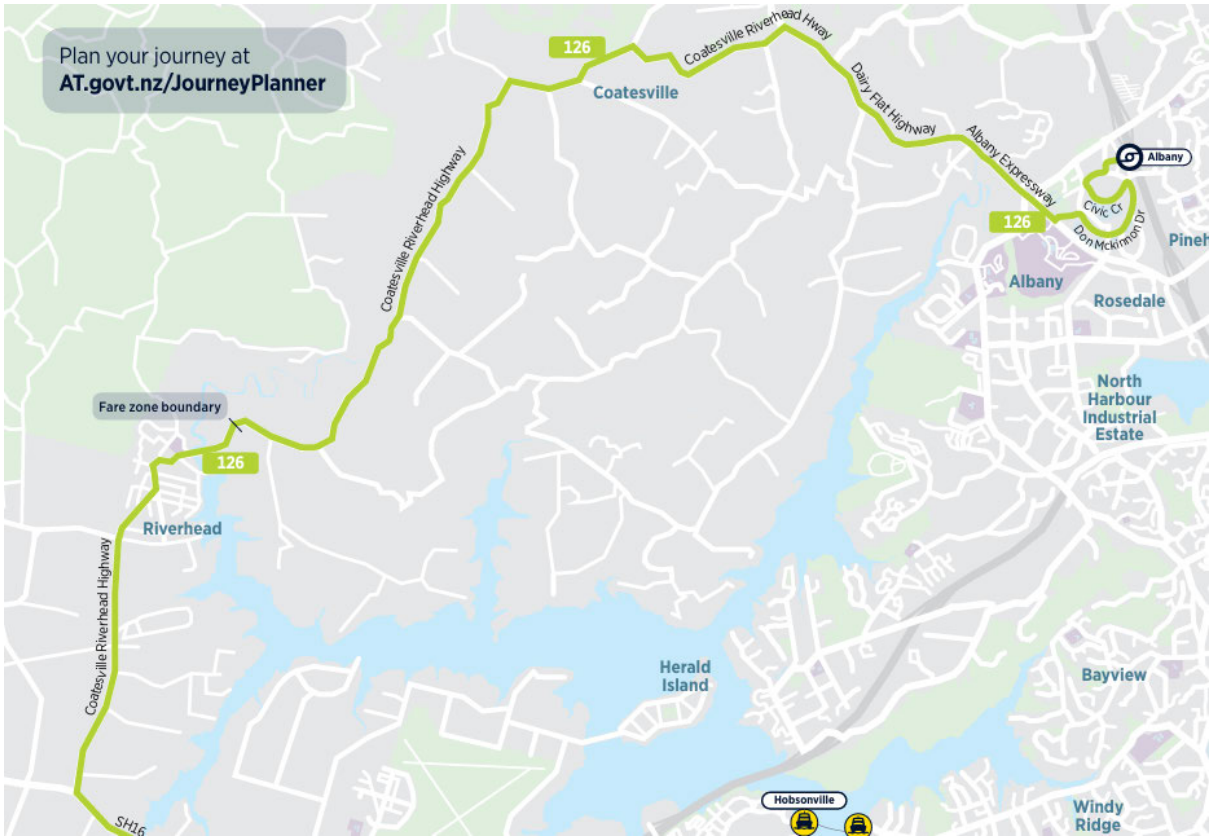
4.2.6 BLACKBRIDGE ROAD

Blackbridge Road runs in a general east west alignment, connecting to Dairy Flat Highway to the east and Bald Hill Road to the west. Blackbridge 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 Blackbridge Road intersects with Dairy Flat Highway and Postman Road as a four leg stop controlled intersection.

4.3 PUBLIC TRANSPORT

Service 126 connects Albany to Westgate via Riverhead operates at that bus stop providing services hourly Monday to Friday. It travels along Coatesville Riverhead Highway as per Figure 3 below.

Figure 3: Bus Route



While this bus route provides a potentially viable public transport option for the proposal, the absence of safe pedestrian connections and formal bus stop infrastructure currently limits its usability.

4.4 STRATEGIC TRANSPORT CONTEXT

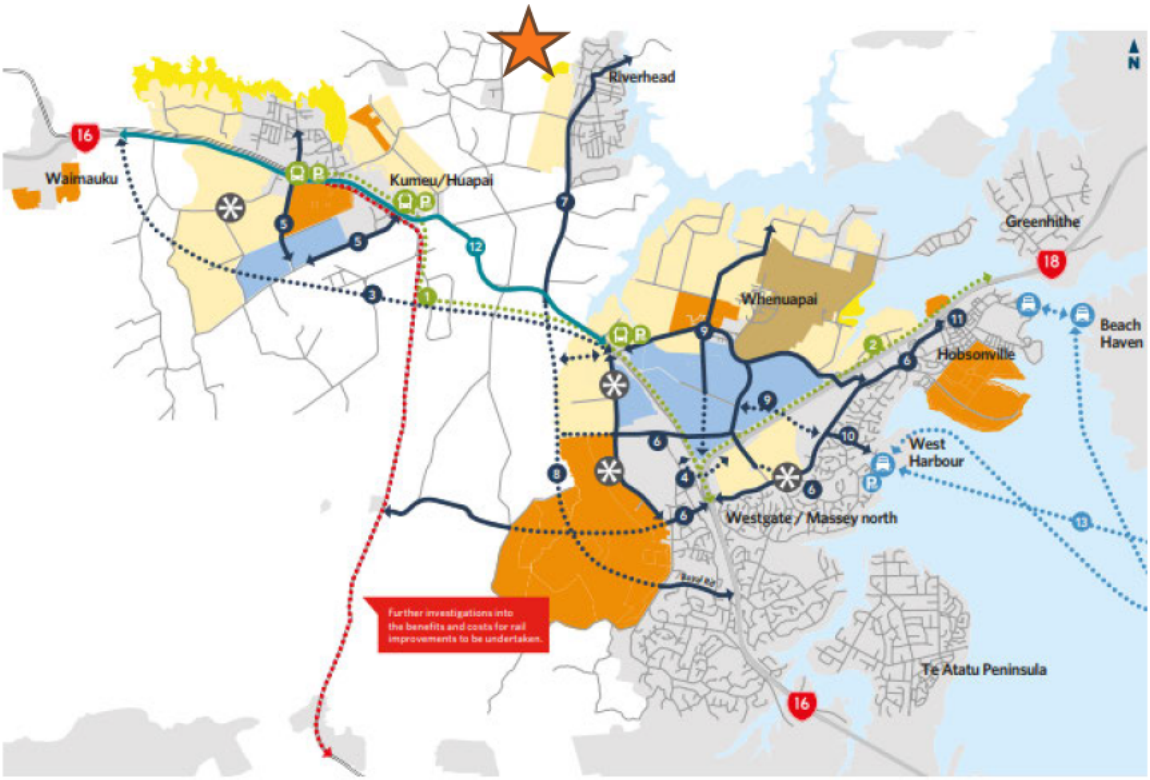
Significant transport investment is planned in the surrounding area under the Supporting Growth Alliance upgrade packages. Multiple strategic projects are considered relevant to the Rangitoopuni Forest development, including:

- SH16 Northwest Alternative State Highway;
- Northwest Busway;
- Rapid Transit Corridor including Kumeu and Huapai Stations; and
- Waimauku to Brigham Creek Safety Improvements.

Figure 4 highlights the project summary of the Northwest Area, an orange star marks the Rangitoopuni Forest development.

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Figure 4: Supporting Growth Northwest Project Summary



Projects

NEW OR IMPROVED PUBLIC TRANSPORT CORRIDOR

1. Rapid Transit Network route connecting Huapai and Kumeu to Westgate
2. Rapid Transit Network connecting Westgate to Albany

NEW OR IMPROVED ROAD CORRIDOR

3. Alternative corridor parallel to State Highway 16
4. A more direct connection from State Highway 16 to State Highway 18
5. Kumeu improved connections
6. Improved east-west connections
7. Improved connections to Coatesville, Riverhead and North Shore
8. New Redhills north-south connection
9. Whenuapai new and improved connections
10. Improved connections to ferry services
11. Squadron Drive interchange improvements

SAFETY IMPROVEMENTS

12. Safety improvements on State Highway 16

FERRY IMPROVEMENTS

13. Higher frequency on Hobsonville and West Harbour Ferries

CYCLING AND WALKING

- Implement cycle network

LEGEND

- July 2016 Future Urban Zone (Potential Business)
- July 2016 Future Urban Zone (Potential Residential & Other Urban Uses)
- Live Zoned
- Special Purpose
- Future Urban Zone added as a result of Council decisions on the Unitary Plan
- Existing Urban Area
- New park and ride
- Indicative Potential New Centre
- State Highway
- Existing rail corridor
- Improved public transport corridor
- New public transport corridor
- Improved road corridor
- New road corridor
- Ferry services
- Safety improvements
- Rail corridor investigation

Projects within the programme will be prioritised for delivery over the next 30 years, subject to funding approvals. Projects will require statutory approvals and will be subject to Resource Management Act and

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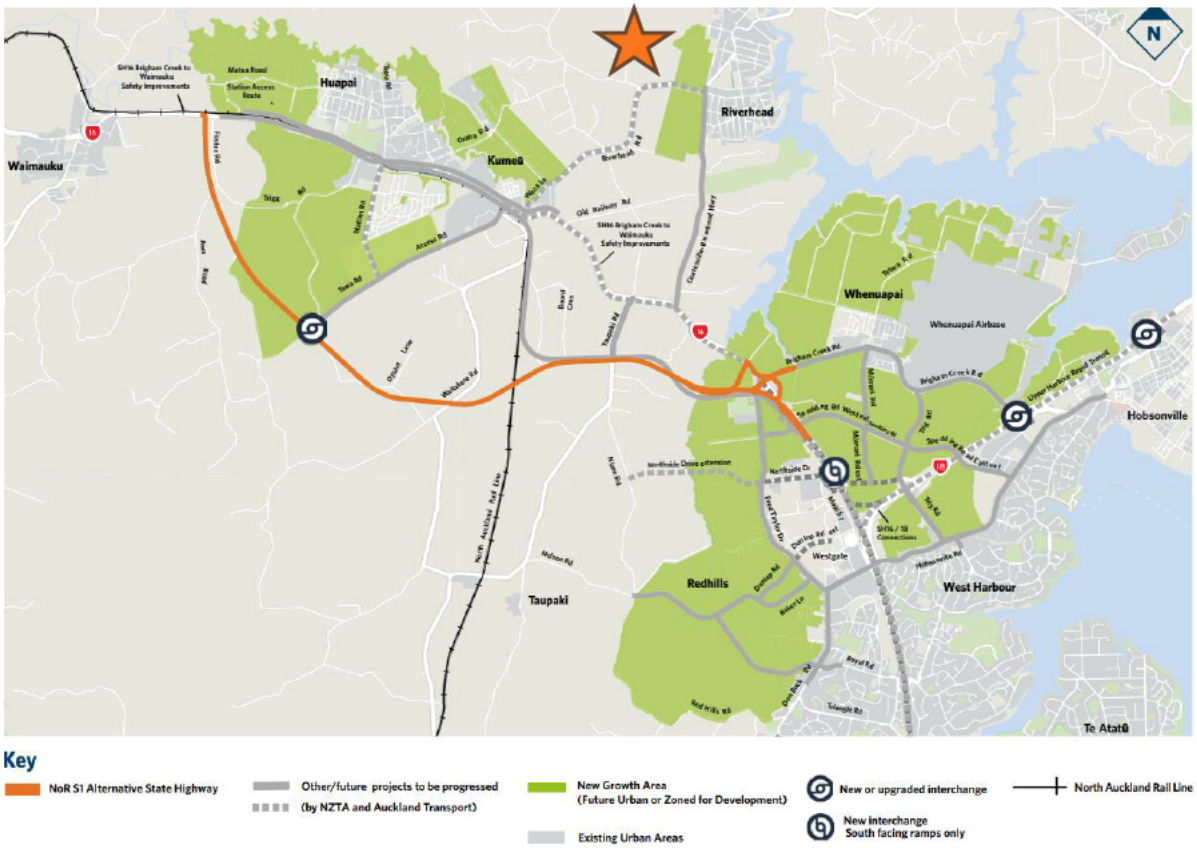
4.4.1 SH16 NORTHWEST ALTERNATIVE STATE HIGHWAY

The SH16 Northwest Alternative State Highway is a Road of National Significance (RoNS) that proposes a new four-lane dual carriageway connecting the SH16 / Brigham Creek roundabout to SH16 east of Waimauku. The route will bypass Kumeu and Huapai to the south.

The proposed alignment is shown in Figure 5, with the Rangitoopuni site identified by an orange star.

The alternative SH16 corridor is designated and operative in the Auckland Unitary Plan. While funding has not yet been secured, the project is anticipated to be delivered within the next 30 years. This will provide a safer and more efficient route, reducing the need for through traffic to pass through Kumeu and Huapai town centres. This is also likely to ease existing congestion along SH16, particularly at the Coatesville-Riverhead Highway / SH16 intersection in Kumeu.

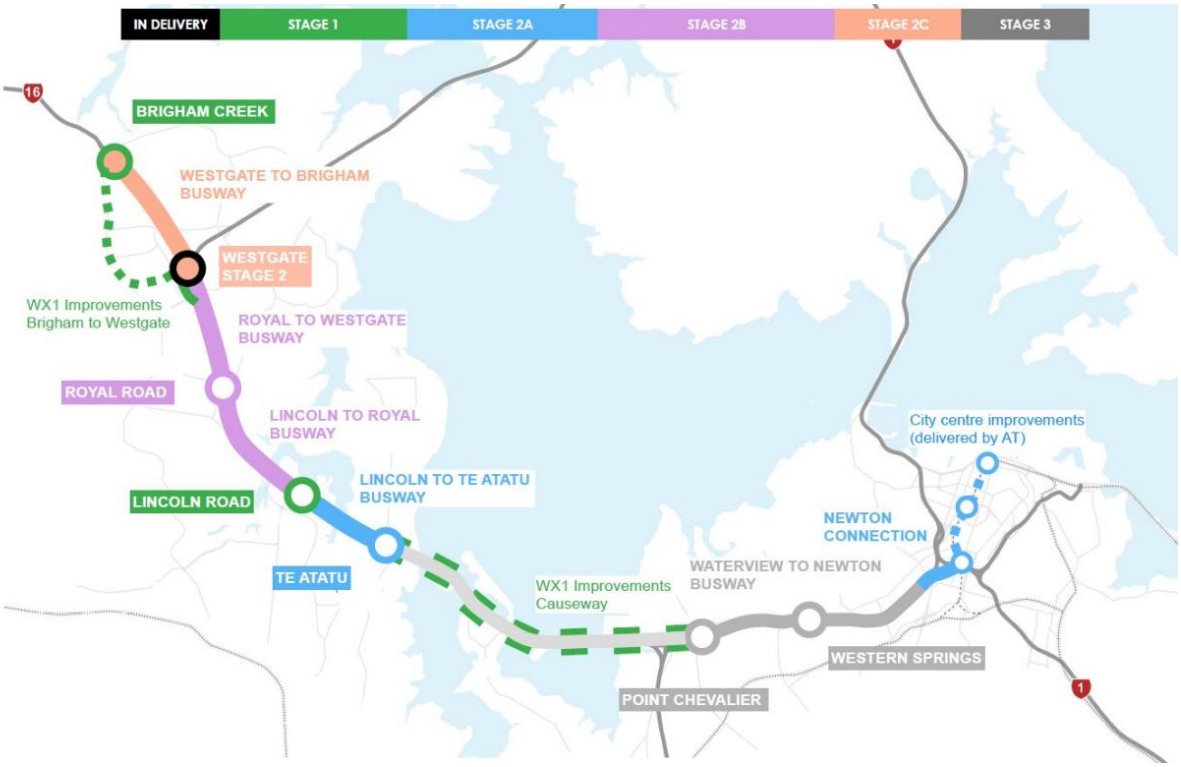
Figure 5: Alternative SH16 corridor



4.4.2 NORTHWEST BUSWAY

The Northwest Rapid Transit project is currently in the consenting phase and was lodged under the Fast-track Approvals Act (FTAA) in December 2025. If funding is approved staged construction is expected to begin in 2027 to construct a busway corridor along SH16 connecting the city centre to Brigham Creek. Key park and ride stations are proposed at Brigham Creek, Westgate, Royal Road, and Lincoln Road as seen below in Figure 6. The addition of a busway corridor will provide more reliable public transport options for northwest residents reducing reliance on private vehicle transport.

Figure 6: Northwest Busway Corridor Project Map



4.4.3 RAPID TRANSIT CORRIDOR INCLUDING KUMEU AND HUAPAI STATIONS

In addition to the above Northwest Rapid Transit project, there is provision for an active mode path (cycling and walking) alongside the Rapid Transit Corridor between the western end of the Huapai growth area and Redhills North. Additionally, rapid transit stations are proposed at Huapai and Kumeu town centres as shown below in Figure 7 with the proposed Rangitoopuni Forest site marked with an orange star. While funding has not yet been secured, the project is anticipated to be delivered within the next 30 years.

Figure 7: Rapid Transit Corridor Project Map



4.4.4 WAIMAUKU TO BRIGHAM CREEK SAFETY IMPROVEMENTS

On the 1st July 2025 NZTA announced confirmation that additional funding has been approved for Stage 2 of the State Highway 16 (SH16) Brigham Creek to Waimauku safety improvements project which runs between Brigham Creek interchange and Kumeū town centre as shown in Figure 8 below.

Key features for this stage include:

- Extra lanes between Brigham Creek and Taupaki roundabout from two lanes to four lanes (two in each direction) to make travelling along SH16 more efficient.
- A new roundabout at the SH16/Coatesville Riverhead Highway intersection to help traffic flow better and make it safer to turn.
- A shared use path for people who walk and cycle between Brigham Creek and Kumeū.

With revised costs confirmed for Stage two, NZTA are now underway with landowner engagement and property acquisition so this stage of the project can proceed to construction. NZTA is currently completing surveys and ground investigation and has commenced landowner engagement on the project's detailed design. Property acquisition will begin following this engagement.

In terms of timing:

- Property acquisition is expected to take 2-3 years and will be mostly complete before construction commences.
- Construction timing for Stage 2 is estimated to take 3 years.
- Completion is expected as early as 2029/2030.

Figure 8: Waimauku to Brigham Creek Safety Improvements project



4.5 PROPOSAL

The proposal intends to introduce approximately 3,446 – 4,212 dwellings across the wider Riverhead Forest Reserve area. Of note these numbers are being refined and will be updated in any Integrated Transportation Assessment (ITA) included within any substantive application.

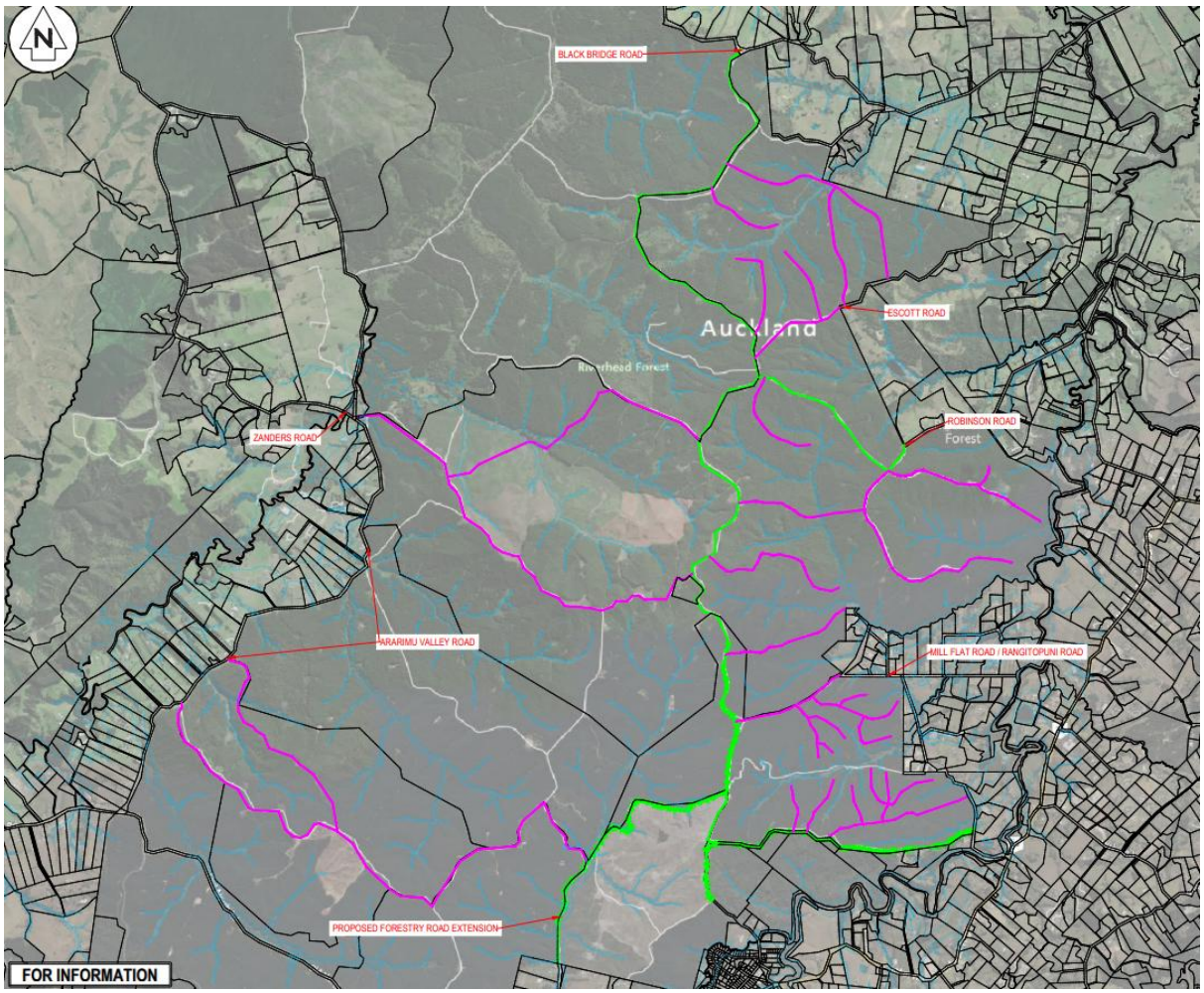
Figure 9 below shows the proposed development including its internal roading configuration and proposed connections to existing roads. The Riverhead Forest Reserve currently includes a network of existing forestry roads; it is proposed for these roads to be upgraded to the required engineering standards. Three public road connections will provide key public road connections to the site, which are summarised below:

1. Forestry Road extended to form the primary north-south connection to Blackbridge Road.
2. An east-west connection from Forestry Road extension to Robinsons Road.
3. An east-west connection from Forestry Road extension to Mill Flat Road.

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A network of private JOALs will provide access to all lots and will provide linkages back to Ararimu Valley Road in the west. Public roads will feature a 16m legal width, with the JOALs consisting of 7 or 10m legal widths as per the approved cross-sections of FTAA-2505-1055. The roads would feature a combination of chipseal and or concrete finishes.

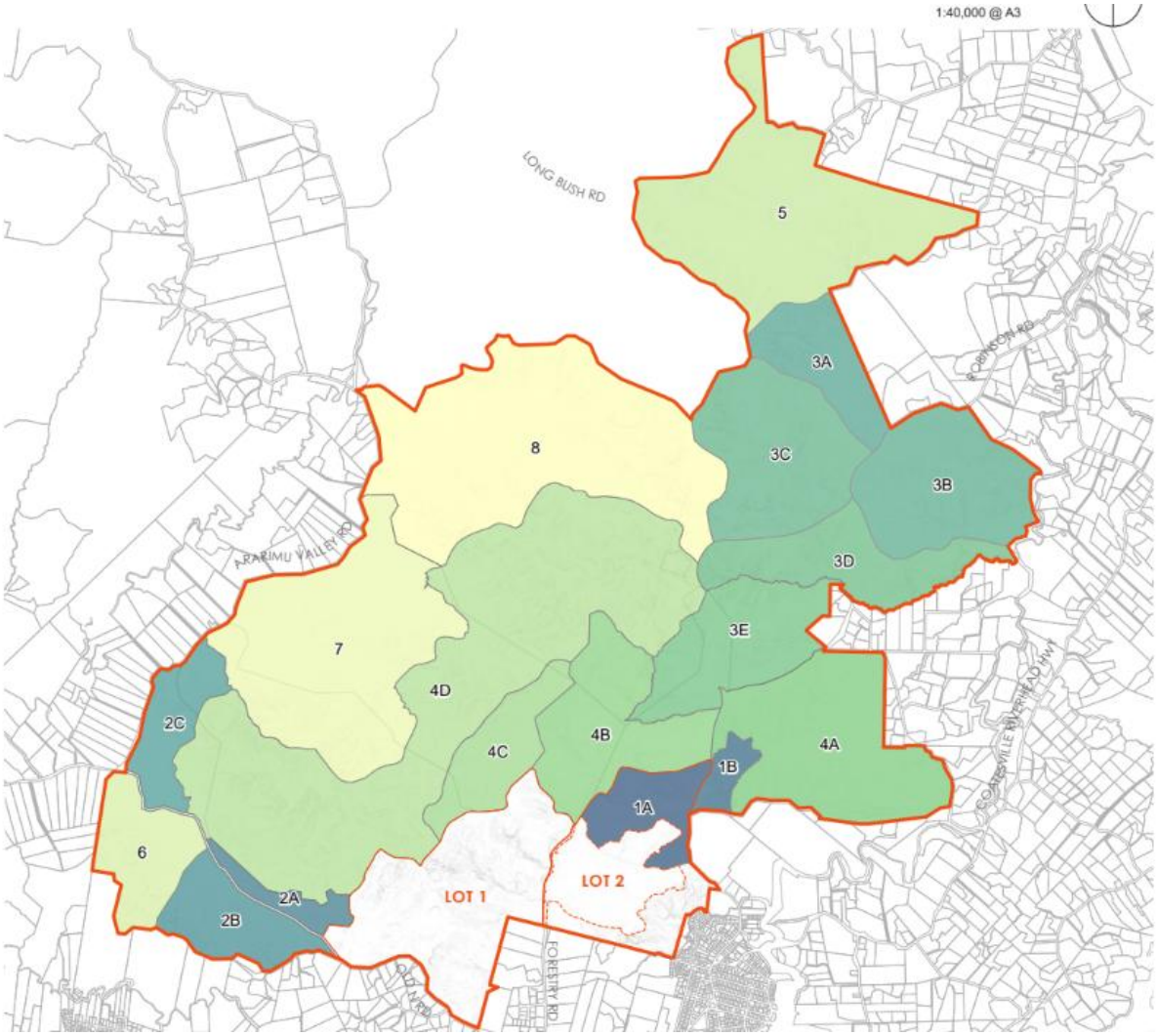
Figure 9: Plan of proposed development



As this is a large development, a staged approach to implementation over 20 years (2028-2048) is anticipated as per Figure 10.

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Figure 10: Proposed Staging



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.

Table 1 shows the total trip generation estimated for the total of 3446-4212 dwellings with a most likely number around 3,760 dwellings.

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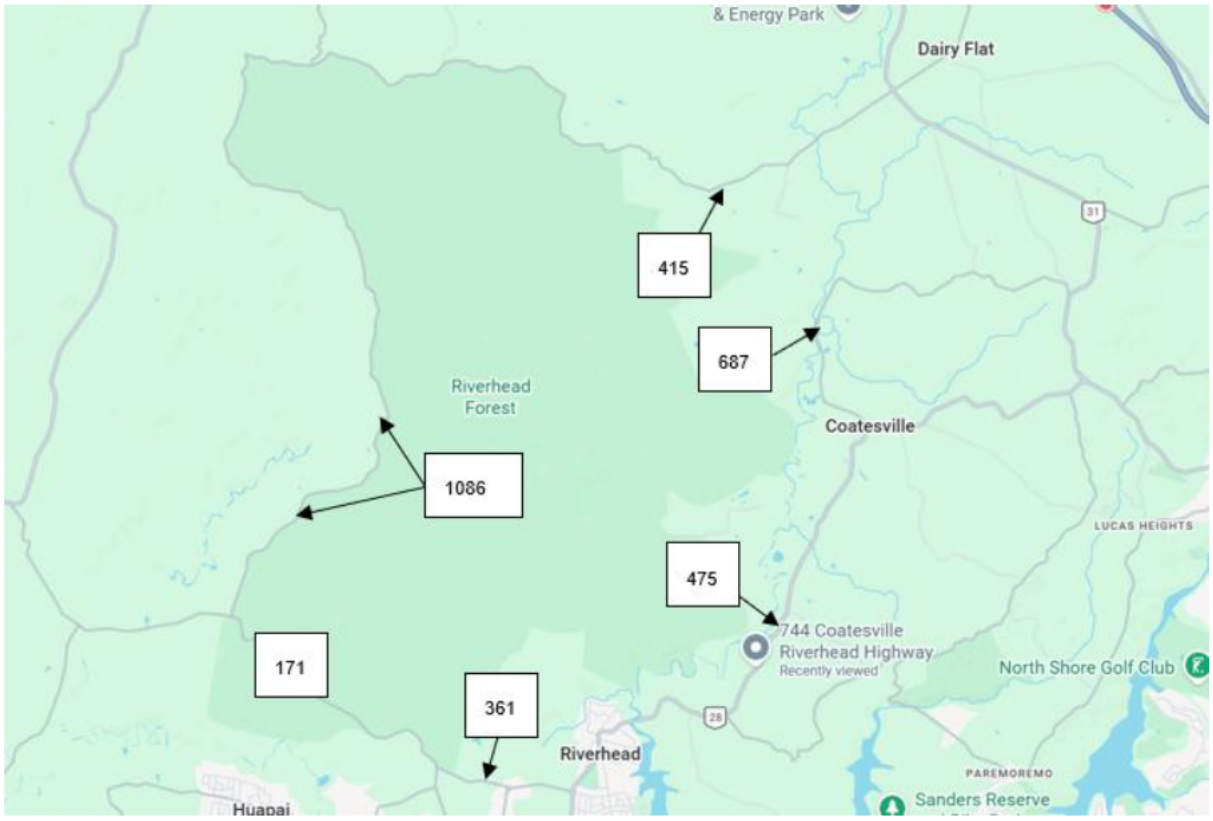
Table 1: Traffic generation (3,760 dwellings)

Activity	Area	Dwellings	PM Peak Hour Trips	Daily Trips
Drury Lane / Escott Rd	North	489	415	4,401
Robinson Road	East	808	687	7,272
Mill Flat Road	East	559	475	5,031
Forestry Road	Central	425	361	3,825
Old North Road (direct)	West	201	171	1,809
Ararimu Road	West	1,278	1,086	11,502
Total		3760	3,195	33,849

5.1.2 NETWORK CONNECTIONS

The Riverhead Forest Project is proposed to connect surrounding road network in several locations as per Figure 11:

Figure 11: Potential trip distribution (vehicles per hour)



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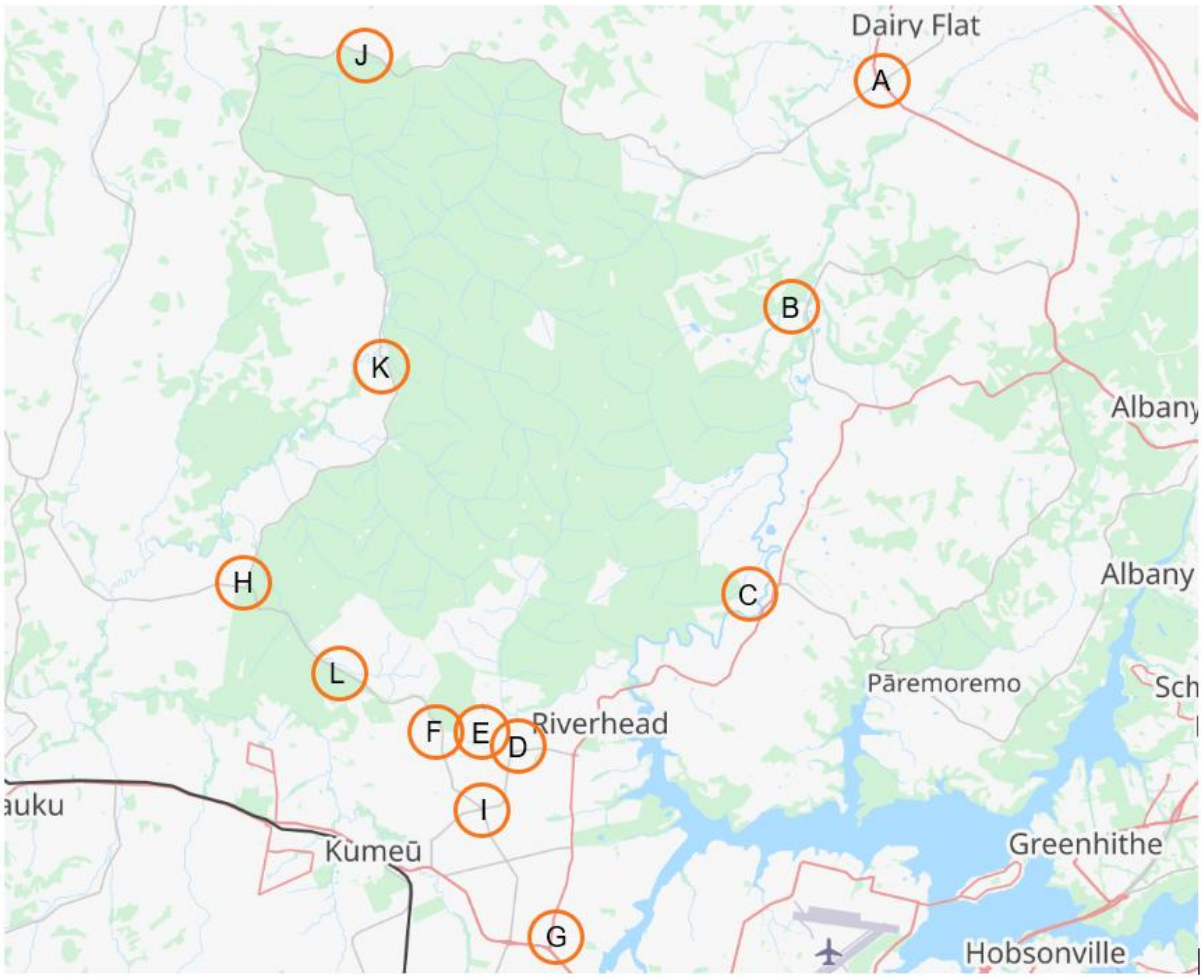
5.1.3 NETWORK UPGRADES

It is considered that based on the extent of proposed development and knowledge of the area surrounding the site, the following upgrades (Table 2 and Figure 12) are likely to be required:

Table 2: likely upgrades

ID	Area	Upgrade	Comment
A	North	Blackbridge Road / Dairy Flat highway	Roundabout likely required. Note within recently approved AT designation
B	East	Sunnyside Road / Robinson Road	Potential one-lane bridge replacement (2) / safety improvements for sight lines
C	East	Mill Flat Road / Coatesville Riverhead Road	Right turn bay. Provision for footpath on Mill Flat Road linking to Coatesville Riverhead Highway and associated bus stops on Coatesville Riverhead Highway (public transport)
D	Central / West	Riverhead Road / Deacon Road	Right turn bay / upgrade
E	Central	Forestry Road / Deacon Road	Right turn bay
F	West	Old North Road / Deacon Road	Right turn bay
G	Central / West	Coatesville Riverhead Highway / SH16	New two-lane roundabout and SH16 upgrade (four lanes east) to Brigham Creek Road
H	West	Old North Road / Ararimu Road	New roundabout (potentially two lane)
I	West	Old North Road / Riverhead Road	Upgrade roundabout to two lanes
J	West	Bald Hill Road	Seal / upgrade current un-sealed section (linking to Blackbridge Road)
K	West	Ararimu Road	Localised safety upgrades
L	West	Old North Road	Localised safety upgrades

Figure 12: Upgrade Locations



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.

It is noted that the Waimauku to Brigham Creek Safety Improvements as discussed in Section 4.4.4 will essentially complete Item G in Figure 12.

5.2 WALKING, CYCLING AND PUBLIC TRANSPORT

5.2.1 EXISTING WALKING, CYCLING AND PUBLIC TRANSPORT

The Rangitoopuni Forest development includes an extensive network of off-road walking and cycling paths connection residential areas with community hubs and open space areas. 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; although, opportunities for the site to connect with future regional walking and cycling infrastructure is possible, supporting opportunities for mode shift over time.

It is noted that as per Section 4.3, bus service 126 operates along Coatesville-Riverhead Highway, providing hourly weekday services between Albany and Westgate. While this provides a basic level of public transport accessibility, the absence of safe pedestrian connections and formal bus stop

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infrastructure currently limits its usability. Future accessibility is expected to improve significantly with the delivery of strategic projects outlined in Section 4.4.

5.2.2 PROPOSED WALKING / CYCLING

Existing pedestrian facilities in the surrounding area are limited as discussed earlier in this report. The proposal includes a series of off-road cycling / walking trails throughout the site, both within and outside of the Rangitoopuni Forest Reserve. These include recreational trails within the residential development areas as well as purpose-built trails for walkers and runners within the reserve. The combined indicative trail network will total approximately 200 km.

These paths will link the various Community Hub / including small scale commercial/retail with the residential dwellings including through to Riverhead which is expected to create a well-connected internal pedestrian network.

This extensive internal network of walking and cycling paths will be supported by the transport infrastructure upgrades in the wider network, as outlined in Section 4.4.

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 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 Riverhead / Coatesville roading network including new and upgraded walking and cycling links, new road connections, upgraded roads / paths to improve overall safety and access to Te Kawerau ā Maki Park.

7 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:

- Blackbridge Road / Dairy Flat Highway
- Sunnyside Road / Robinson Road
- Mill Flat Road / Coatesville Riverhead Road
- Riverhead Road / Coatesville Riverhead Highway
- Riverhead Road / Deacon Road

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- Old North Road / Deacon Road
- Coatesville Riverhead Highway / SH 16
- Old North Road / Ararimu Road
- Old North Road / Riverhead 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.

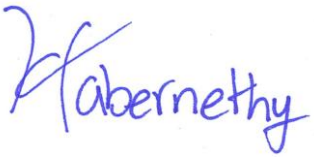
8 CONCLUSION

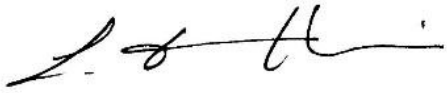
Based on our experience and information received to date, it is concluded that there are no transport related reasons why the Riverhead Forest development as described above could not proceed under a fast-track application process.

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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