

FAST TRACK REFERRAL

Subject: Gordonton Retirement Village, Gordonton, Waikato

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Reviewed By: Leo Hills

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1 INTRODUCTION

The proposed project for which a fast-track application under the Fast Track Approvals Act 2024 is being applied for is the consenting of:

- The construction of a retirement village comprising of 659 residential units, a cafe, apartment style accommodation and health care provisions.
- Roading, pedestrian, cycling infrastructure associated with the retirement village
- Water, wastewater and stormwater infrastructure associated with the retirement village
- Disturbance of earthworks associated with the retirement village
- Water Take Permit
- Water Discharge Permit

The purpose of this project is to establish a retirement village/estate which has a point of difference to reflect the rural values and attributes of the site and surrounding locality and to provide much needed aged care living for the Waikato District & Region. The project shall include grazing land in and around the site to break up what would be the typical perception of a retirement village. An additional point of difference is also ensuring the site provides connectivity with the village of Gordonton through pedestrian walk ways and/or cycle ways.

The project shall create a unique village/estate style layout with 7 or so 'clusters' of housing. Each cluster is intended to be of approximately 6 Ha and have a density of approximately 15 - 20 units per hectare (approximately 120 housings/ units per cluster).

It is intended to provide on-site amenities/ facilities including a communal facility with the main centre offering typical village amenities, cafe, apartment style accommodation and further health care provision. Provision of infrastructure will all be managed on site.

The proposed site is of irregular shape and is approximately 66.55 Ha comprised in one record of title 676234 legally described as Lot 3-4 Deposited Plan 328606 and Lot 2 Deposited Plan 481700. The site has a relatively flat topography.

The site is zoned as 'Rural' under the Waikato Operative District Plan (ODP) and General Rural Zone under the Waikato Proposed District Plan – Appeals Version (PDP-AV). The site adjoins Gordonton Primary School to the north also identified as Designation C31 under the ODP and Designation MEDU-29 under the PDP-AV.

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 mitigations
- Further analysis to be completed and
- Conclusions.

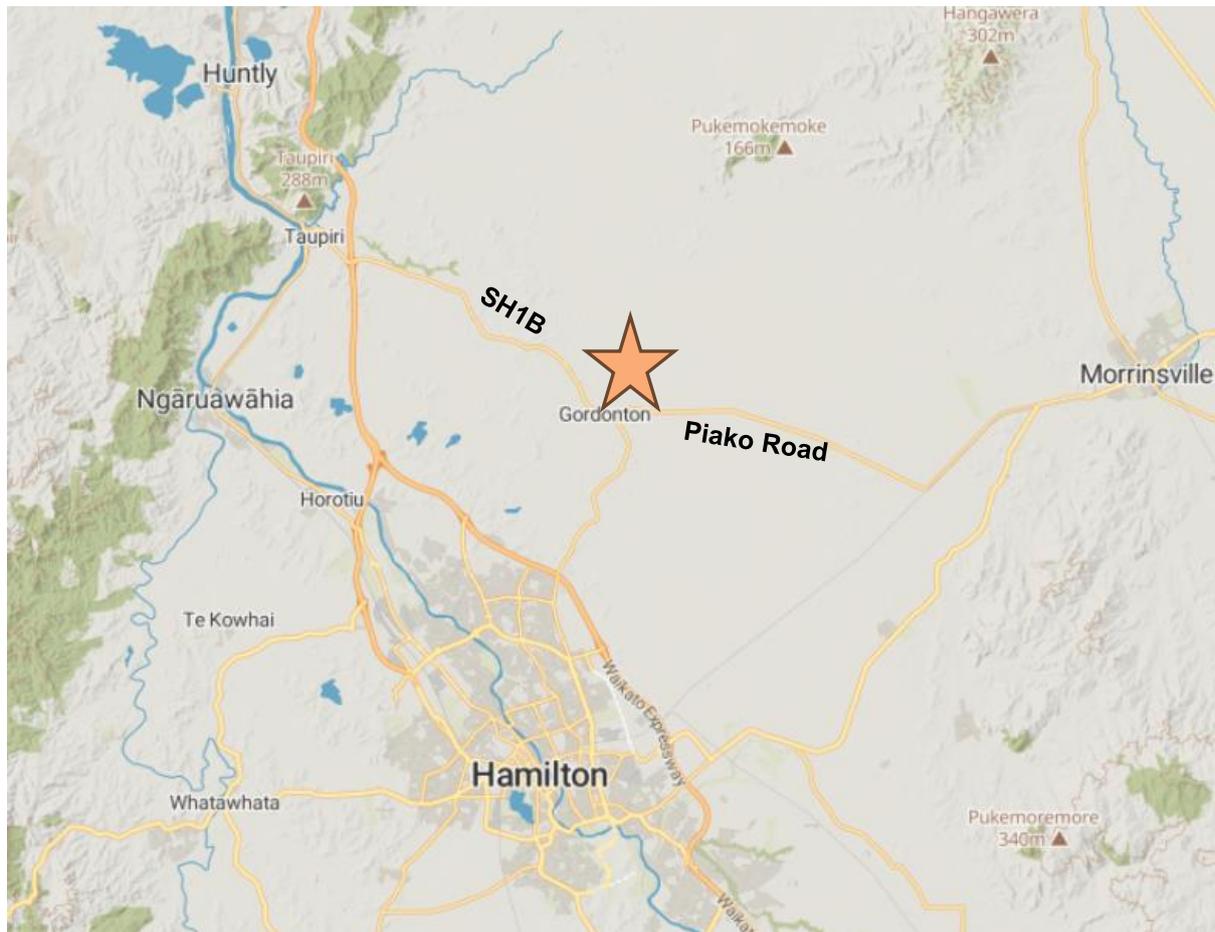
2 SITE DESCRIPTION AND PROPOSAL

2.1 SITE DESCRIPTION

The site is located at 57 Piako Road, Gordonton. Located within the Waikato region, the site is centrally located between Hamilton and Morrinsville.

The site is located approximately 17.5km north of the Hamilton CBD, and 9.5km north of Rototuna, with services such as supermarkets and community facilities. In closer proximity is the Gordonton Village with retail and convenience offerings within 800m from the main entrance to the site via Piako Road, or within 200m should access over the stream be provided.

Figure 2-1: Site Location within the wider Network



Piako Road is classified as an Arterial Road within the Waikato District Plan. The road reserve is approximately 18m wide, with a sealed width of 7.5m, accommodating one traffic lane in each direction. There are no footpaths or cycle provisions on Piako Road, which is commensurate with the existing rural nature of the corridor. Piako Road has a posted speed limit of 70 km per hour from the Gordonton Road intersection to approximately 200m northward along Piako Road, where the posted speed limit increases to 100 km per hour. Piako Road currently carries in region of 1,850¹ vehicles per day between Gordonton Road and the site access, and 2,200 vehicles per day between Middle Road and Puketaha Road .

Gordonton Road, or State Highway 1B, and provides an inter-regional link and provides access to Hamilton from the wider Waikato region. Gordonton Road connects to the Taupiri interchange with the Waikato Expressway, providing connectivity to Auckland.

Figure 2-2: Site Location



¹ Waikato District Council Traffic Counts, 2023

2.2 PROPOSAL

The applicant is proposing development of the Site for retirement residential use. The proposed development will involve the development of approximately 659 residential dwellings, a network of internal primary and secondary roads, internal walking and cycling paths, and communal resident spaces.

Figure 2-3 shows the proposed development including its internal roading configuration and proposed connections to existing roads.

Figure 2-3: Plan of proposed development



3 HIGH LEVEL ANALYSIS OF TRAFFIC IMPACTS

3.1 TRAFFIC GENERATION

The RTA Guide is commonly used by traffic engineering practitioners in Australasia to assess the traffic generating potential of various land uses. Trip generation rates for retirement villages (inclusive of residents, visitors and staff) are provided in the RTA Guide, and are as follows:

- 1 - 2 trips per dwelling per day; and
- 0.1 - 0.2 trips per dwelling in the peak hour.

The higher trip rates have been used to assess a more conservative scenario. It is noted that the site is currently rural at present, therefore generates a very low level of traffic.

Activity	Guidelines	Number of Units	Estimated daily trips	Estimated Peak Hour Trips
Housing for aged and disabled persons (Retirement Village)	2 trips per dwelling per day 0.2 trips per dwelling in the peak hour	659 units	1,318 trips	132 trips

For a conservative case of 659 units equates to 66 – 132 vehicle movements in the peak hour or 659 – 1,318 movements per day.

3.2 ROADING MITIGATION

The Site connects to the arterial network at Piako Road, approximately 350m north of the intersection of Piako Road and Gordonton Road (SH1B). This connection is proposed to provide access to the entire site.

3.2.1 SITE ACCESS

With regard to the site access on Piako Road, it is considered that mitigation is required to support turning movements into the proposed site. In particular, a right turn bay is recommended on Piako Road at the proposed access location, approximately 350m from the intersection with SH1B, this location is shown below in Figure 3-1. In particular, this will support safe turning movements from Piako Road into the site.

Figure 3-1: Recommended location for a Right Turn Bay into the proposed Retirement Village



3.2.2 WIDER NETWORK

From a review of current travel times, traffic volumes and key destinations the majority of trips (80%) are expected to travel south to Hamilton. A detailed review of the intersection of Piako Road and Gordonton Road should demonstrate that this intersection has significant capacity. This is largely due to the majority of traffic utilising the Waikato expressway which runs parallel to SH1B at this location.

This will need to be confirmed through detailed analysis in the Integrated Transportation Assessment (ITA) prepared as part of the consent application.

Figure 3-2: Intersection of Piako Road and Gordonton Road (SH1B)



3.3 WALKING, CYCLING

As part of development of the Site, pedestrian connections will be provided from the retirement village to the Gordonton Village. We consider that there are several opportunities for these connections to be facilitated and can be investigated further through the detailed ITA. These could include:

- a) a footpath from the existing footpath on Gordonton Road, travelling along Piako Road to the entrance of the site. This will likely require a stand-alone structure adjacent to the bridge on Piako Road.
- b) a footpath from the existing footpath on Gordonton Road, travelling along Piako Road to a connection point with the internal walking path network on the site. This will still require a stand-alone structure on Piako Road.
- c) A footpath connection from the eastern extents of the site connecting to either Garfield Street or Woodlands Road. These options will require the agreement of third-party land owners.

3.4 PUBLIC TRANSPORT

There is currently limited public transport in vicinity to the site, which is not unexpected given the rural nature of the surrounding area.

Given that the proposed site is to provide for retirement living it is likely that demands for a public transport offering would be outside of the peak commute periods. As such, when demand for such a service is sufficient, it is recommended that the retirement village investigate the provision of a private shuttle for residents. It is likely that this would be demand driven and the destinations and timings would need to be considered once the retirement village is operational to best provide for the needs of the residents.

4 TRANSPORT EFFECTS ASSESSMENT

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

Traffic Modelling

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

- SH1B and Piako Road
- Piako Road and accessway to the site

Given that there is limited area traffic modelling available for the rural parts of the Waikato region, the methodology proposed to complete this will utilise existing counts, that are then subsequently factored to reflect background traffic growth. The expected traffic generation of the site 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.

Vehicle Tracking

Vehicle tracking will be completed to confirm that all relevant development standards will be met to support the internal design and the interface with the existing network.

Integrated Transport Assessment

An Integrated Transport Assessment will be developed to undertake a more detailed assessment of the transport effects of the proposal.. 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, updated traffic volumes and crash analysis). Comment on public transport, walking and cycling networks
- **Existing travel characteristics:** Trip generation of existing use
- **Proposal details:** Description of the proposal including site layout, vehicle access, on site car parking, internal vehicle circulation, and end of journey facilities (if any).
- **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

5 COMMUTE 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 25 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.

6 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 was 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.

River Road, Retirement Village, Hamilton

Commute was responsible for the transport inputs into a large retirement village located in Flagstaff, Hamilton. The village provided 120 care beds, in addition to 211 apartments for independent living. Commute undertook a transport assessment to understand the transport implications of the proposal, including proposed accesses onto River Road, on site parking and servicing, pedestrian connectivity throughout the site and connectivity to the wider network and the overall internal site design. This development was approved, constructed and currently occupied.

7 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.

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



Michelle Seymour

Principal Transport Planner

Commuter Transportation Consultants

17 October 2024