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TRANSPORTATION SPECIALISTS

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Dear Caleb

STILLHAVEN TE KOWHAI FAST TRACK REFERRAL – TRANSPORT OVERVIEW

Stillhaven Limited proposes Stillhaven, a thoughtfully planned mixed-use community on approximately 104ha of land located east of Te Kowhai in the Waikato District.

The project is intended to be progressed under the Fast-track Approvals Act and will require land use and subdivision consents from Waikato District Council, together with regional resource consents from Waikato Regional Council. The development is proposed to integrate with Council's reticulated infrastructure networks, supporting the efficient delivery of services and long-term growth for the area.

Stillhaven will provide a significant contribution to meeting the Waikato District's housing needs by delivering approximately 700 new homes across a range of housing typologies, alongside a retirement village comprising approximately 200 independent living units and associated support facilities. This diversity of housing will provide opportunities for people at different life stages to remain within the local community.

The development will also include approximately (up to) 1,500 m² of commercial floor space across two neighbourhood centres, providing convenient access to shops, services and employment opportunities for residents while reducing the need to travel for everyday needs.

A key feature of the proposal is the creation of an integrated network of public open spaces, walking and cycling connections, enhanced waterways, stormwater management areas and ecological restoration. At the heart of the development will be a centrally located public reserve incorporating community-focused social infrastructure, creating a welcoming destination for recreation, community events and everyday social interaction for both new and existing residents of the wider Te Kowhai area.

The master planned community has been designed to promote walkability, connectivity and healthy lifestyles through an interconnected transport network, safe active transport routes, attractive public spaces and extensive landscaping. Environmental enhancements, including waterway restoration and ecological planting, will improve local biodiversity and contribute to the long-term health and resilience of the natural environment.

Development will occur in stages/sequence to ensure that housing, community facilities and infrastructure are delivered in a coordinated manner that aligns with servicing capacity and market

demand. This staged approach will support the orderly growth of Te Kowhai while creating a vibrant, sustainable and inclusive community that delivers lasting benefits for both future residents and the existing local community.

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.

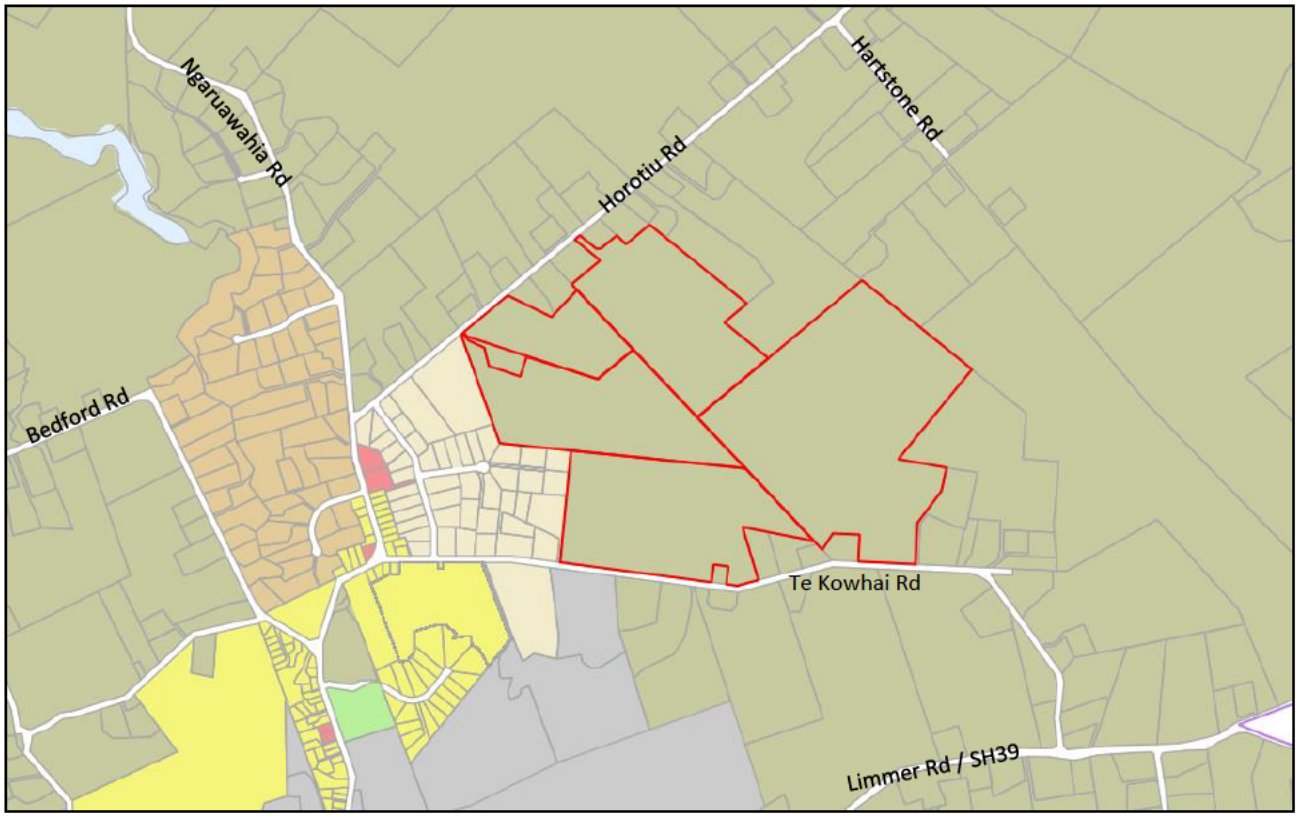
1 SITE LOCATION

The Site is located to the east of the Te Kowhai village centre, west of Hamilton. The Site fronts Te Kowhai Road along its southern boundary, and Horotiu Road at the northwestern boundary. Te Kowhai Road provides access to State Highway 39 (SH39) and State Highway 1C interchange (SH1).

The Site is currently zoned General Rural Zone. The land to the north and east of the proposed development is also General Rural Zone but the zoning abutting to the western boundary of the Site is Large Lot Residential Zone as part of the Te Kowhai village. To the southwest, the zoning is Future Urban Zone and within Te Kowhai there is a mix of General Residential Zone, Local Centre Zone, and Rural Lifestyle Zone.

The Site is broadly shown in Figure 1 (in red).

Figure 1: Site Context –Stillhaven Te Kowhai Development Fast Track Referral



2 CONTEXT

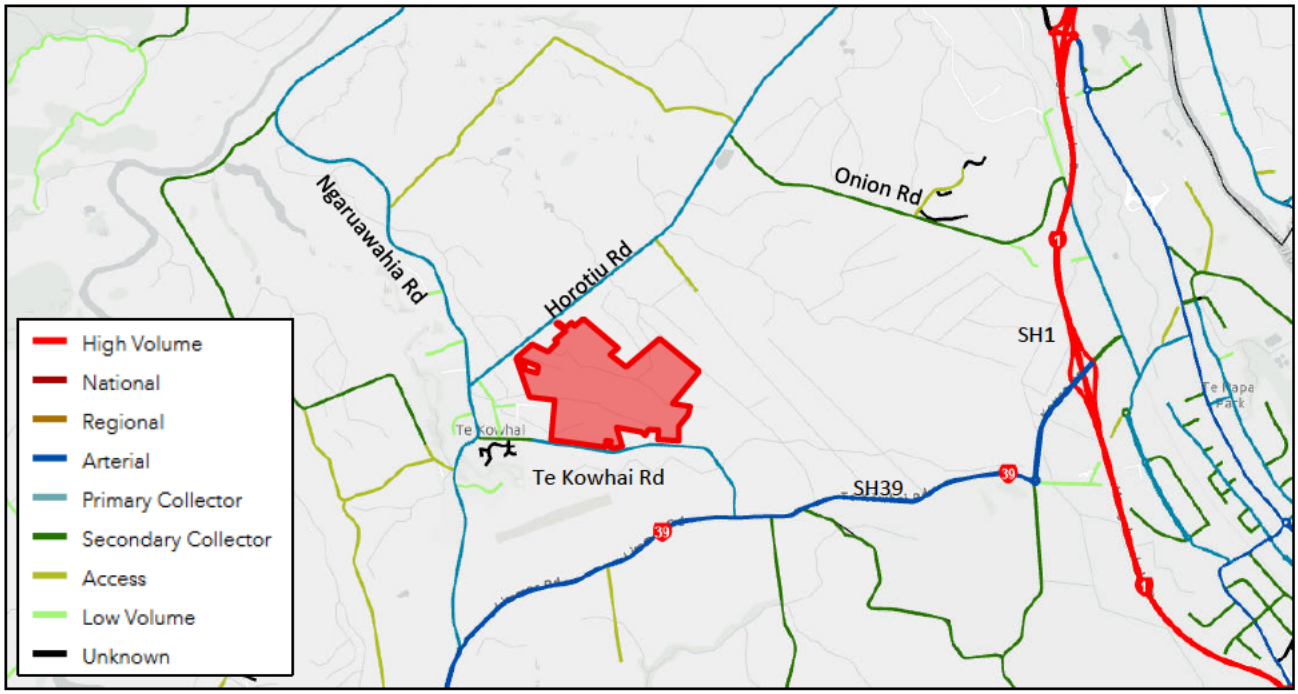
We have outlined the existing transport context related to the current area which needs to be considered when assessing growth proposed by this application.

Connectivity for vehicles

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

- Te Kowhai Road– Primary collector road providing one lane in each direction, linking Te Kowhai village to the State Highway 39, currently without any pedestrian or cycling facilities.
- Horotiu Road – Primary collector road providing one lane in each direction, linking Te Kowhai and Horotiu, currently without any pedestrian or cycling facilities.
- Ngāruawāhia Road – Two-lane primary collector arterial providing connectivity to Ngāruawāhia town, currently without any pedestrian or cycling infrastructure.
- Onion Road – Secondary collector rural road, providing access to SH1 cycling route.
- SH39 (Limner Road) – Two-lane rural arterial providing connectivity to Hamilton in the east via State Highway 1 and Otorohanga in the south via SH3. It also provides access to SH23 to Raglan.

Figure 2: Transport network surrounding the Site



Te Kowhai Road currently accommodates approximately 1,300 vehicles per day, of which around 7% are heavy vehicles. In comparison, Horotiu Road, located to the northwest of the site, carries a lower average daily traffic (ADT) volume of about 800 vehicles, with a higher proportion of heavy vehicles at approximately 10%.

The site benefits from close proximity to the SH1 interchange, enabling efficient travel to Hamilton and supporting interregional connectivity across the North Island. In addition, SH39 provides convenient access to destinations within western Waikato, including Raglan via SH23.

Active and Public Transport Modes

Facilities for active and public transport modes are currently limited given the rural nature of the site. Consideration will be given as to how the site can provide appropriate facilities for such modes.

3 FUTURE TRANSPORT INITIATIVES

3.1 Notices of Requirement and Designations

Relevant to the Site, the Rotokauri Strategic Infrastructure Designation has been lodged, which includes the development of the arterial road network associated with growth in West Hamilton. While this does not affect the site directly, it will increase the number of routes available between the site and Hamilton.

3.2 Walking and Cycling Initiatives

There is limited connectivity for pedestrians and cyclists travelling to or from the site. Consideration will be given to how to best provide for pedestrians travelling between the site and the existing Te Kowhai urban area. At present there is limited connectivity and no dedicated infrastructure for these modes. The majority of the site is within 1.5km walking distance of the Te Kowhai urban area and is therefore walkable for future residents. Te Kowhai School is also within walking distance, and considerations will include how to ensure people are able to walk form the site to the school. The indicative location of the Site in relation to Te Kowhai village and its' potential internal connectivity is shown in **Error! Reference source not found.**.

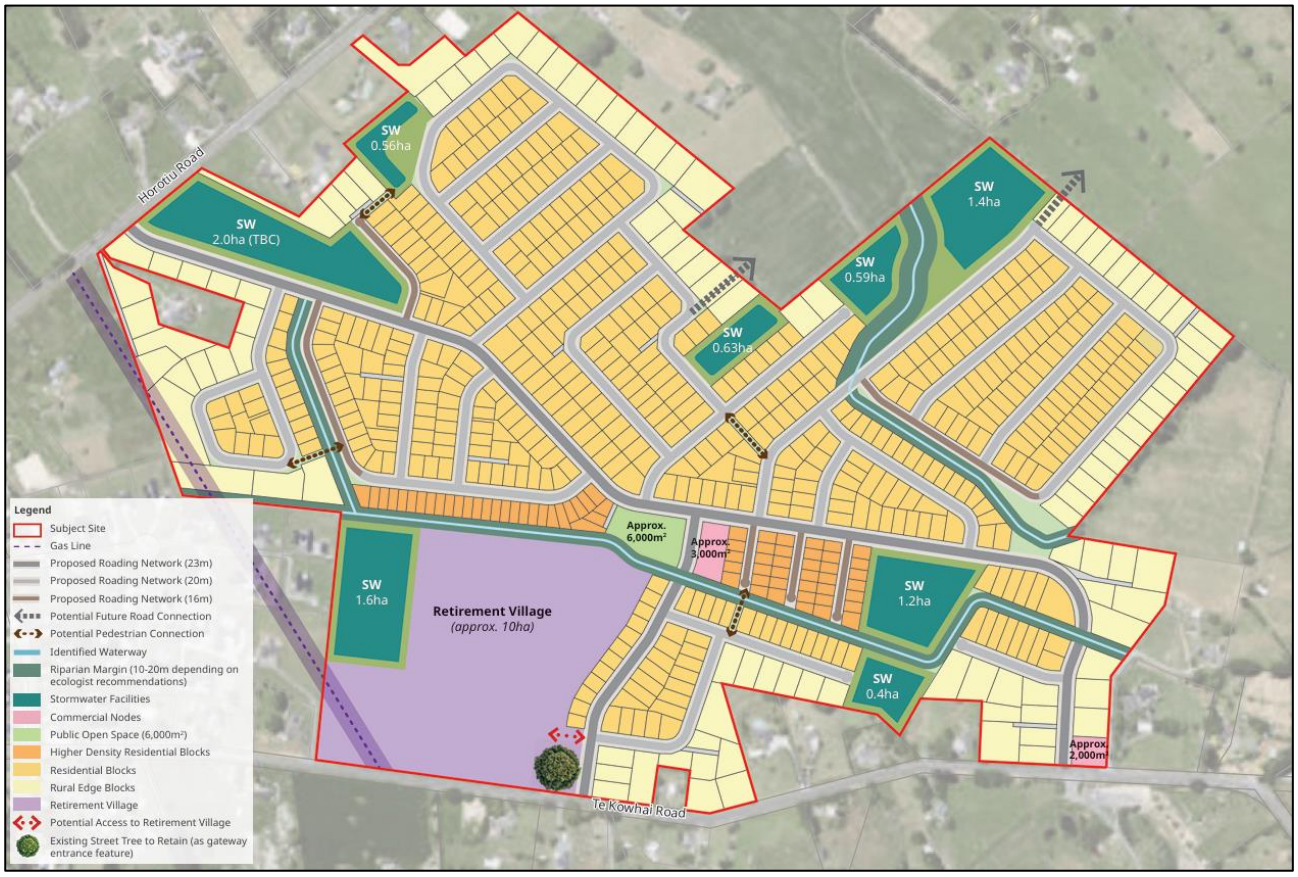
The internal roads within the site are proposed to align or exceed District Plan requirements. Local roads are proposed to be 20m wide as standard including having footpaths on both sides of the road. The collector roads within the site will also include dedicated cycling infrastructure. Off-roads will also be provided that align with stormwater reserves, increasing overall permeability and connectivity within the site.

4 FAST TRACK REFERRAL PROPOSAL

4.1 Overview

A map of the Proposal is shown in Figure 3, outlining the general boundaries of residential activities, the retirement village and large lot residential.

Figure 3 Proposal



The Proposal includes the following elements

- Residential lot blocks totalling over 700 dwellings, comprising of low, medium and high-density dwellings.
- A retirement block with approximately 200 units, 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.
- Two commercial nodes anticipating approximately 1,500m^2 floor area, providing for local services and amenities to support the development and surrounding community.
- Public open space including stormwater reserves providing for recreation, amenity, stormwater management infrastructure, and ecological outcomes.
- Construction of roads/intersections that are proposed to be vested to Council including two new intersections onto Te Kowhai Road and one onto Horotiu Road.
- Construction of private transport infrastructure internal to the Site
- Allowance for potential future connectivity for land to the northeast

A staged approach is proposed to establish a high-quality development with good access to Te Kowhai Road. The staging of the Site is shown in Figure 4. External connections are included in Stages 1, 2 and 8. This ensures that the site will have connection to the existing transport network from the initial stages.

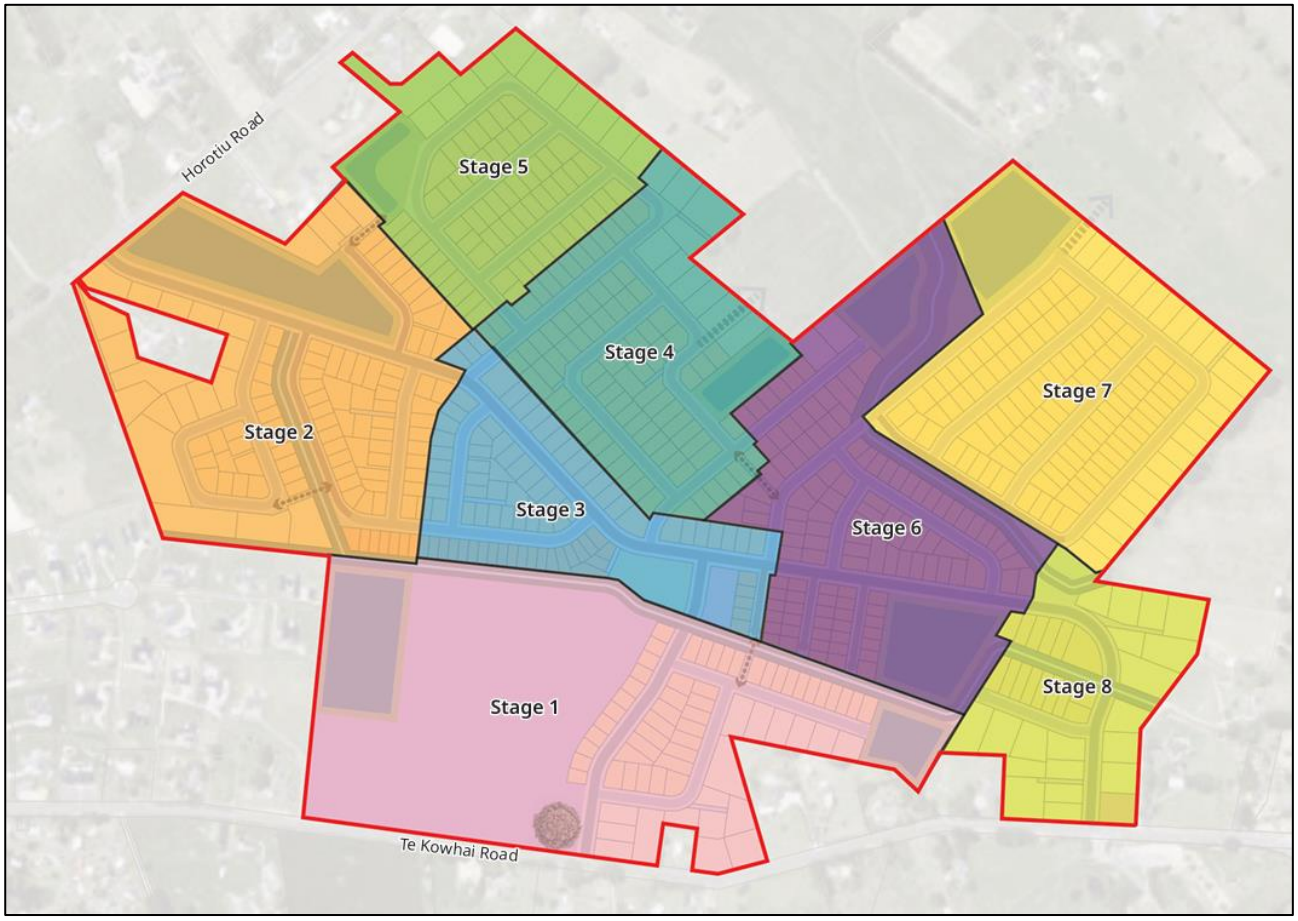


Figure 4 Staging of the Site

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 and the retirement village, the NSW Guide to Transport Impact Assessment (NSW Guide) contains trip generation rates.
- For the commercial nodes, the tenancy mix and specific service composition are currently unknown. However, given the neighbourhood scale of these centres, it is anticipated that these services will primarily cater to residents within the site. They would also capture trips from the dwellings that may otherwise have travelled beyond the site and hence the commercial centres are unlikely to increase the number of external vehicle trips from the site. A more detailed assessment of trip generation will be undertaken at a later stage of the application and incorporated into the Integrated Transport Assessment.

The anticipated trip generation of the Proposal is summarised in Table 1.

Table 1: Weekday peak hour trip generation

Activity	Size	Peak Hour Vehicle Trip Rate	Trips Generated (vph)
Dwellings	700 dwellings	0.84 /dwelling	588
Retirement village	200 units	0.23 /unit	46
Total			**634**

Based on the above trip generation rates, it is expected that the proposed intersections from the site to Te Kowhai Road and Horotiu Road will require upgrades. Such upgrades are likely to include right turn bays to assist vehicles turning right into the site from the main road, primarily from a safety perspective. Further fundamental upgrades, such as roundabouts or signalisation, are unlikely to be required based on current and expected future vehicle volumes.

Additional detailed assessment will be undertaken to confirm the extent of such upgrades. However, for initial context, Te Kowhai Road across the site frontage is currently reported as carrying less than 200vph based on data from Mobile Roads. The carrying capacity of a single traffic lane is typically at least 1,400vph. The site is expected to generate less than 650vph which still results in overall demands being well within the carrying capacity of the road. The detailed assessment will also consider the traffic demands for each development stage given that the full roading network will not be completed in Stage 1, and also any other known developments in the wider vicinity of the site.

Future detailed assessment will also consider intersections beyond the immediate vicinity of the site, including the Te Kowhai Road / SH39 intersection. The Waikato Regional Transport Model (WRTM) will be used as part of this detailed assessment as is standard practice for large developments in the Waikato region.

5 OPPORTUNITIES

Opportunities exist that would help manage traffic demand and the effects of development on the immediate and wider transport network. These have been suggested below but would evaluated in further detail for the substantive assessment.

Infrastructure improvements (i.e. physical interventions) that could be provided which would increase travel choice and reduce the reliance of private vehicle travel about the immediate area include:

- Creation or extension of existing local bus services to service the Site, including infrastructure such as bus stops and shelters.
- Walking and cycling connections, both on and off road, that connect to amenities within Te Kowhai village and improve provisions for active modes for the existing population.

6 CONCLUSIONS

The Proposal is considered to enable activities that can operate safely and efficiently from a transportation perspective:

- The proposal involves the development of approximately 700 dwellings, approximately 200 retirement village units, supporting facilities and two commercial nodes.
- The surrounding transport network is expected to be able to accommodate the traffic demands from the site without significant fundamental upgrades.
- There are no significant approved NoRs or designations within the vicinity of the Site which would interfere with its operation. Similarly, the proposal does not affect the ability for existing NoR's to be delivered.
- The proposal will contain a comprehensive internal road network which incorporates pedestrian and cycling facilities to encourage modal shift.
- There is the opportunity for the proposal to establish transport connections to the Te Kowhai village, to better facilitate access to existing amenities including providing benefits for the existing population.

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. However, we are of the view that transport effects of the Proposal can be appropriately managed.

Yours sincerely



Michael Hall
SENIOR PRINCIPAL TRANSPORTATION ENGINEER
Reference: P:\UNDE\001 Stillhaven Te Kowhai Fast Track\4.0 Reporting\L1A260615 Stillhaven Te Kowhai Fast Track Referral Transport Memo.docx