

FAST TRACK REFERRAL

Subject: The Rest, Tauwhare, Waikato

Prepared By: Michelle Seymour, Commute Transportation Consultants

Reviewed By: Leo Hills, Commute Transportation Consultants

Date: 29 March 2026

1 INTRODUCTION

The Rest is a comprehensively masterplanned, mixed-use development in the Waikato region that combines rural residential, retirement living and an agriculture education institute in Tauwhare, Waikato.

The northern portion of the site, approximately 17ha, is proposed to provide a significant agri-education centre to serve the wider Waikato region. This centre will be a hub for specialised learning that combines agricultural theory with hands on industry aligned training. This will include large areas for on-site farming, and campus facilities that include workshops, classrooms and on site hostels and residence facilities.

The southern portion of the site includes a range of residential activities, including independent living retirement villas, a retirement care facility, and a number of rural residential blocks.

These activities will be supported by a small commercial centre which will provide for local small tenancies, a village café and a small superette to provide daily necessities.

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

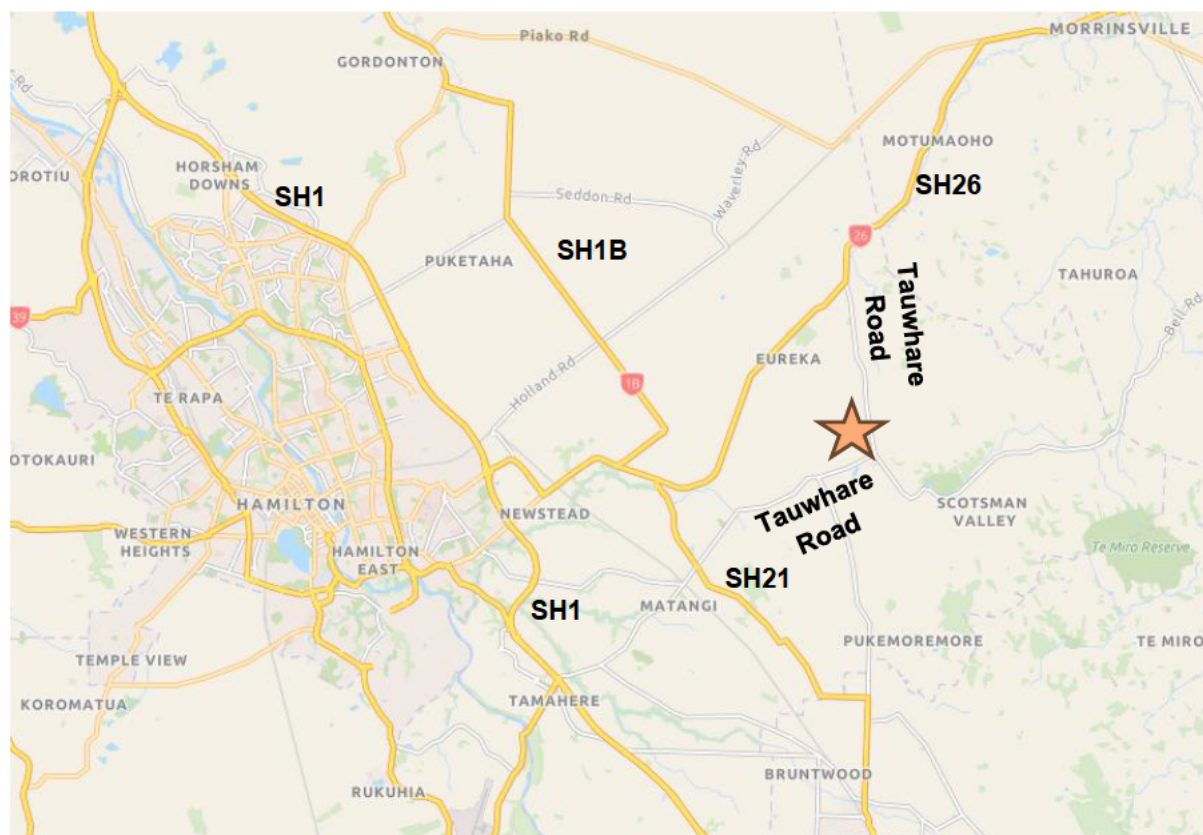
- Summary of site and the proposal;
- High level analysis of transport effects;
- Further analysis to be completed and
- Conclusions.

2 SITE DESCRIPTION AND PROPOSAL

2.1 SITE DESCRIPTION

The Rest is located at 1073 Tauwhare Road, within the rural community of Tauwhare in the Waikato District. The site sits within an established rural landscape characterised by farming, lifestyle properties, and a small cluster of existing community facilities within the Tauwhare village. The site has direct frontage to Tauwhare Road and is centrally positioned between Hamilton, Cambridge and Morrinsville.

Figure 2-1: Site Location within the wider Network



Tauwhare Road, between SH26 and SH21 is classified as an Arterial Road within the Waikato District Plan.

The road reserve adjacent to the southern boundary is approximately 20m wide with a sealed width of 7.5m. The southern side of the road has a footpath ranging in width from 1.2m to 1.8m. There is a narrow flush median of approximately 1.2m width.

The road reserve adjacent to the eastern boundary is similar in width and seal (20m and 7.5m respectively) and also has a narrow central median. There is a 1.5m footpath on the eastern side of Tauwhare Road from approximately Chitty Road to 1152 Tauwhare Road.

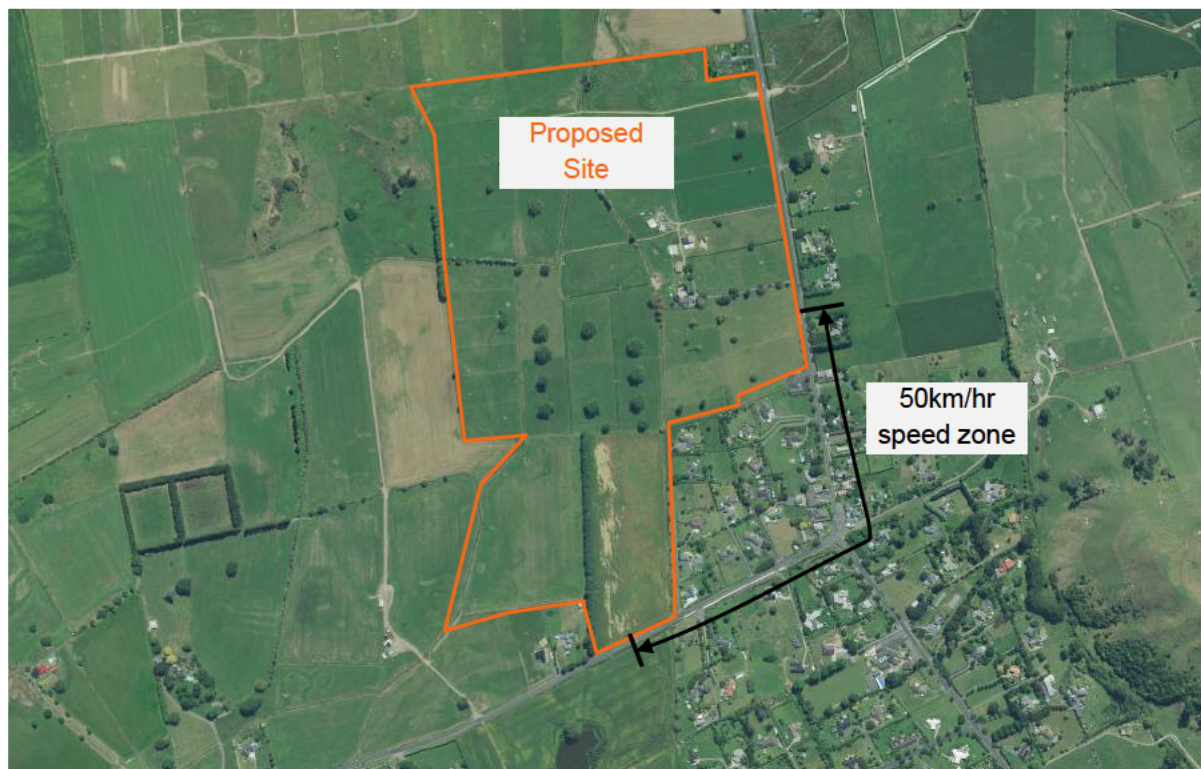
There are no dedicated cycle facilities on Tauwhare Road.

Speed thresholds are located on Tauwhare Road on both the southern boundary and the eastern boundary. At these points, the speed reduces from 100km to 50km within the Tauwhare village area. It is noted that recent speed limit changes on this road have resulted in the speed limit increasing from 80km/hr (as sign posted) to 100km/hr as per the National Speed Limit Register¹.

¹ <https://speedlimits.nzta.govt.nz/?views=Results>

Traffic volumes on Tauwhare Road have been counted by Waikato District Council. These counts recorded an average daily traffic volume of 3,341 vehicles, with 5% heavy vehicles².

Figure 2-2: Site Location and Speed Limits



The site is currently zoned General Rural Zone, with the surrounding land use activities being predominantly rural, with the exception of the southeastern corner which has rural lifestyle activities.

The site is well located to other regional centres, and is located between 15 to 20 minutes by car from the following centres:

- Hamilton City Centre – approximately 20 minutes
- Cambridge – approximately 15 minutes
- Morrinsville – approximately 15 minutes
- Hamilton Airport – approximately 15 minutes

The site is therefore well-connected to surrounding rural settlements and key urban centres within the Waikato.

² Waikato District Council Traffic Counts and Estimates, Average Daily Traffic Counts, count location between speed restriction and Scotsman Valley Rd, 17/08/2023

2.2 PROPOSAL

The applicant is proposing development of the site for a range of uses, including residential, recreational and educational activities. The proposed development will include a network of internal local roads, with three external connections to Tauwhare Road. The site will be comprehensively developed to include internal walking paths and connections within the site, including walking connections within the riparian margins

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 TRANSPORT EFFECTS

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. Where possible, this guide has been used to estimate the expected trip generation rates for the range of activities as summarised in the below table.

3.1.1 ASSUMPTIONS

The development proposal is still under development, and as such a conservative assessment of traffic generation has been undertaken. The following assumptions have been made:

- **Agricultural Education Centre:**
 - Student numbers, and accordingly staff numbers may fluctuate. Student numbers are expected to be in the range of 150 to 300 students. The assessment below uses an estimate of 300 students and 60 staff members
 - The site will offer accommodation options for students that are located outside of the Waikato. Current estimates suggest the split of residential students to day students is approximately 40% residential, 60% day students.
- **Retirement Village Care Centre**
 - The exact number of beds is yet to be determined, however a maximum number of beds is expected to be in the region of 30 beds, with supporting staff.
- **Commercial**
 - This area is expected to provide small scale retail and commercial activities including a small superette, a café and other local businesses.
 - The superette is proposed to be approximately 500m²
- **Light Industrial**
 - A small lot of 8,000m² to facilitate a storage unit site has been provided on the western edge of the site.
 - Assumed site net usage is 70% of the total gross area
 - Trip rates used are based on general warehousing, and as such can be considered conservative

Table 3-1: Activities within the Proposal

Activity	Trip Rate in the peak hour	Number of Units	Estimated Peak Hour Trips
Retirement Village (Independent Living)	0.2 trips per dwelling	125 units	25 trips
Retirement Village (Care centre)	0.15 trips per bed	30 beds	5 trips
Light Industrial Lots - Storage Units (8000m ² gross)	0.5 per 100m ² of Gross floor area	5,600m ²	28 trips

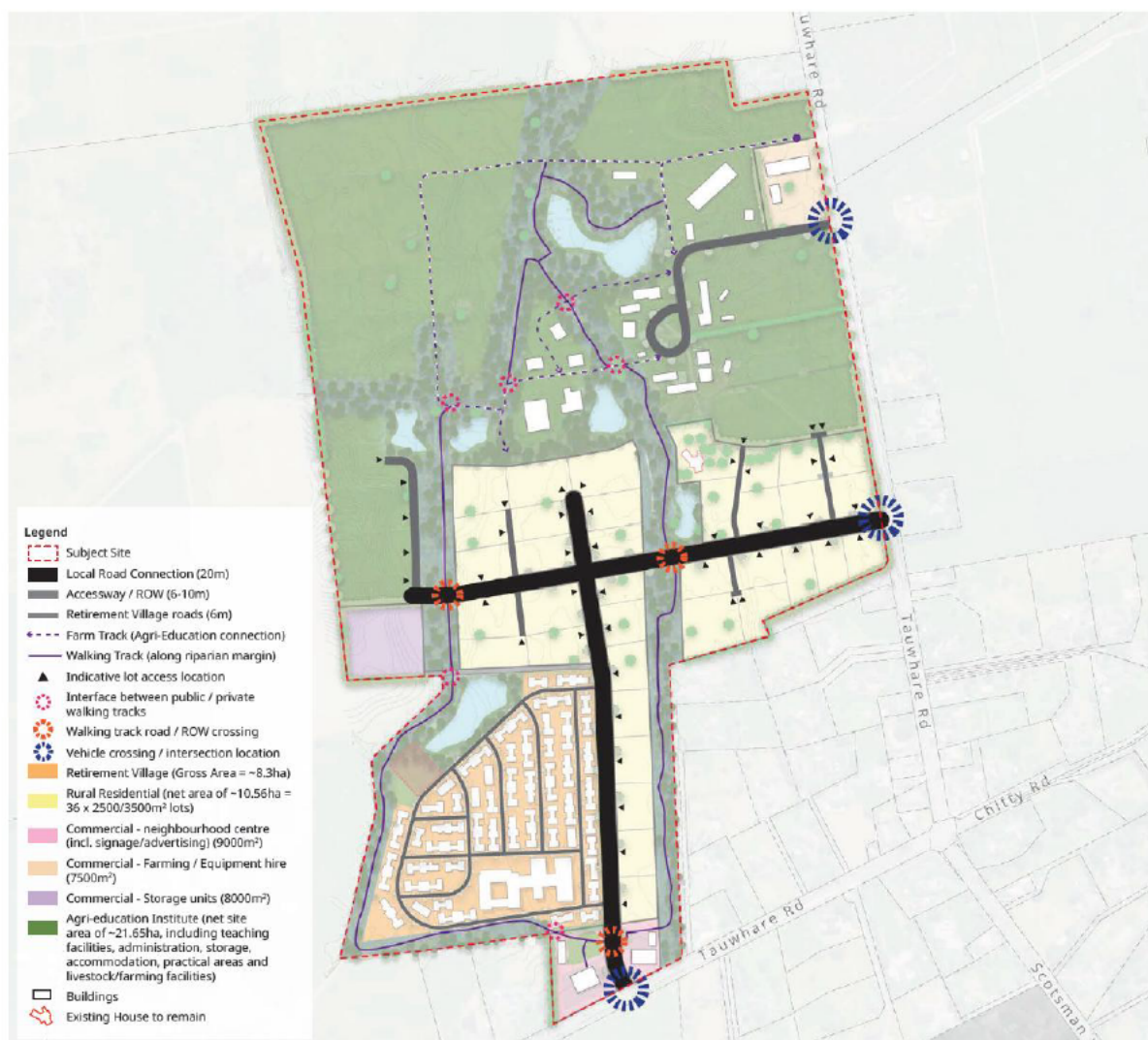
Rural Residential Lots	0.9 trips per dwelling	44	40 trips
Commercial	Superette - 15.5 trips per 100m ²	500m ² net	78 trips
9,000m ² (gross)	Retail – 4.6 trips per 100m ²	1,000m ² net	46 trips
Agricultural Education centre	Based on first principles - 60% of students drive and all arrive by car in the peak hour - 20% of staff are live in and all others arrive by car in the peak	300 Students 60 staff	180 trips 48 trips
Total Peak Hour trips			450 trips

3.2 PROPOSED ACCESS

Three separate access points are proposed to the development along Tauwhare Road. These are shown in Figure 3-1.

There is proposed to be two local road connections on to Tauwhare Road, connecting 20m local roads to the existing road network. There is no proposed vehicle connectivity between the residential activities and the agricultural education centre.

Figure 3-1: Proposed Access Location to the site



There are no identified sight distance issues with the proposed locations.

With regard to separation requirements under the Waikato District Plan, Table 3-2 provides an assessment of this under a 50km/hr/100km/hr speed environment (depending on access locations) and Tauwhare Road categorised as an Arterial Road. The southern boundary intersection has been assessed at both 50km/hr and 100km/hr given that the proposed access is in close proximity to the speed limit threshold.

Table 3-2: Intersection Separation Assessment as per Table

Intersection	Speed Limit	Requirement	Provision	Comment
Tauwhare Road and access to agri-	100km/hr	200m	175m (north)	The development will remove an existing crossing on Tauwhare Road and move

Intersection	Speed Limit	Requirement	Provision	Comment
education centre (Access)			105m to a farm crossing on opposite side of the road 350m (south) 40m to a vehicle crossing on the other side of the road.	this further south to the proposed driveway. Further refinement on the location of this crossing is recommended to optimise separation between access points on Tauwhare Road.
Tauwhare Road and local road intersection (eastern boundary)	50km/hr	15m	105 (north) 65m (South)	Exceeds all spacing requirements
Tauwhare Road and local road intersection (southern boundary)	50km/hr	15m	85m (east) 155m (west)	Exceeds all spacing requirements
Tauwhare Road and local road intersection (southern boundary)	100km/hr	200m	85m (east) 155m (west)	Does meet spacing requirements under the 100km/hr speed limit requirements

3.3 ACTIVE MODES

There are limited landuse activities within walking or cycling distances from the proposed site. As such no provisions for active modes are proposed on Telephone Road. There is however a comprehensive network internal to the site, with access between the activities available. The specific widths and design of these networks will be confirmed in the ITA.

The provision of a continuous pedestrian connection between the existing residential areas and the proposed commercial area is recommended. This may include footpaths and a pedestrian refuge to facilitate safer crossing. Further consultation with Council will be undertaken to confirm the location of these facilities.

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. There is a local service from Tauwhare Pa that connects through to the University of Waikato, operating weekdays, with six services a day, between 7.30am and 6pm.

It is considered that there is an opportunity to extend this service through to the site, and link the retirement village, education centre and University of Waikato. This will be investigated further with Waikato Regional Council as part of the substantive application.

3.5 PARKING

Each use will have its own dedicated parking provision, with the quantity per activity to be determined as part of the ITA prepared for the substantive application. The site is considered large enough that sufficient space will be available to meet the expected demands on site, resulting in no parking effects on the surrounding road network.

4 DETAILED 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 intersection modelling of:

- Tauwhare Road and the access points 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).

Intersection Design

Each intersection on Tauwhare Road will require further intersection design consideration to ensure that vehicles can access the site in the identified locations in a safe and efficient manner. This will include consideration of right turn treatments and if they are necessary.

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 (if necessary) and crash analysis). Comment on public transport, walking and cycling networks
 - **Existing travel characteristics:** Trip generation of existing use, and baseline development potential of the site
 - **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 an Associate Transport Planner with Commute Transportation. Michelle has over 17 years' of 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 CONCLUSIONS AND RECOMMENDED MITIGATIONS

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 Substantive Application, however at this stage we have not identified any significant transport effects that would preclude this development from occurring. In particular we recommend the following further investigations as part of the development of the substantive application:

- Access point locations to be refined to maximise separation between proposed and existing vehicle crossings
- Further consideration of public transport opportunities through discussions with Waikato District Council and Waikato Regional Council
- Confirmation of pedestrian provisions and further consultation with Waikato District Council

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

Associate Transport Planner

Commute Transportation Consultants

29 March 2026