Planning | Surveying | Engineering | Environmental

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Ref: A25096

12 November 2025

Subject: **Waimauku Fast Track: Transport Memo**

Issued via: s 9(2)(a)

1. Introduction

This memorandum supports an application for a referred project under the Fast-Track Approvals Act. The subject site is located at 1080 State Highway 16 (SH16), Waimauku, and currently comprises rural land within the "Rural – Rural Production" zone of the Auckland Unitary Plan (AUP). The proposed development seeks to establish a master-planned community of approximately 1,500-2,000 residential lots across a range of densities, a small neighbourhood centre and a light industrial employment zone.

This report briefly outlines the transportation context, anticipated effects, and future assessment needs, and concludes that there are no transportation issues that would prevent the proposal from progressing to the Fast Track consenting stage.

2. Site Context and Access

The subject site is located on the northern side of Twin Coast Discovery Highway (State Highway 16) in Waimauku, Auckland, approximately four kilometres west of Huapai, seven kilometres west of Kumeū, and to the immediate northwest of Waimauku township. The land is currently used for rural production purposes and is bound to the north by the North Auckland Rail Line. The wider area is semi-rural in character, with a mixture of large rural blocks, countryside living lots, and fragmented urban-style development to the east toward Waimauku township. There is an existing farm land to the north of the development site that forms part of the proposal. Figure 1 shows the development site and farm location in relation to Waimauku and SH16.

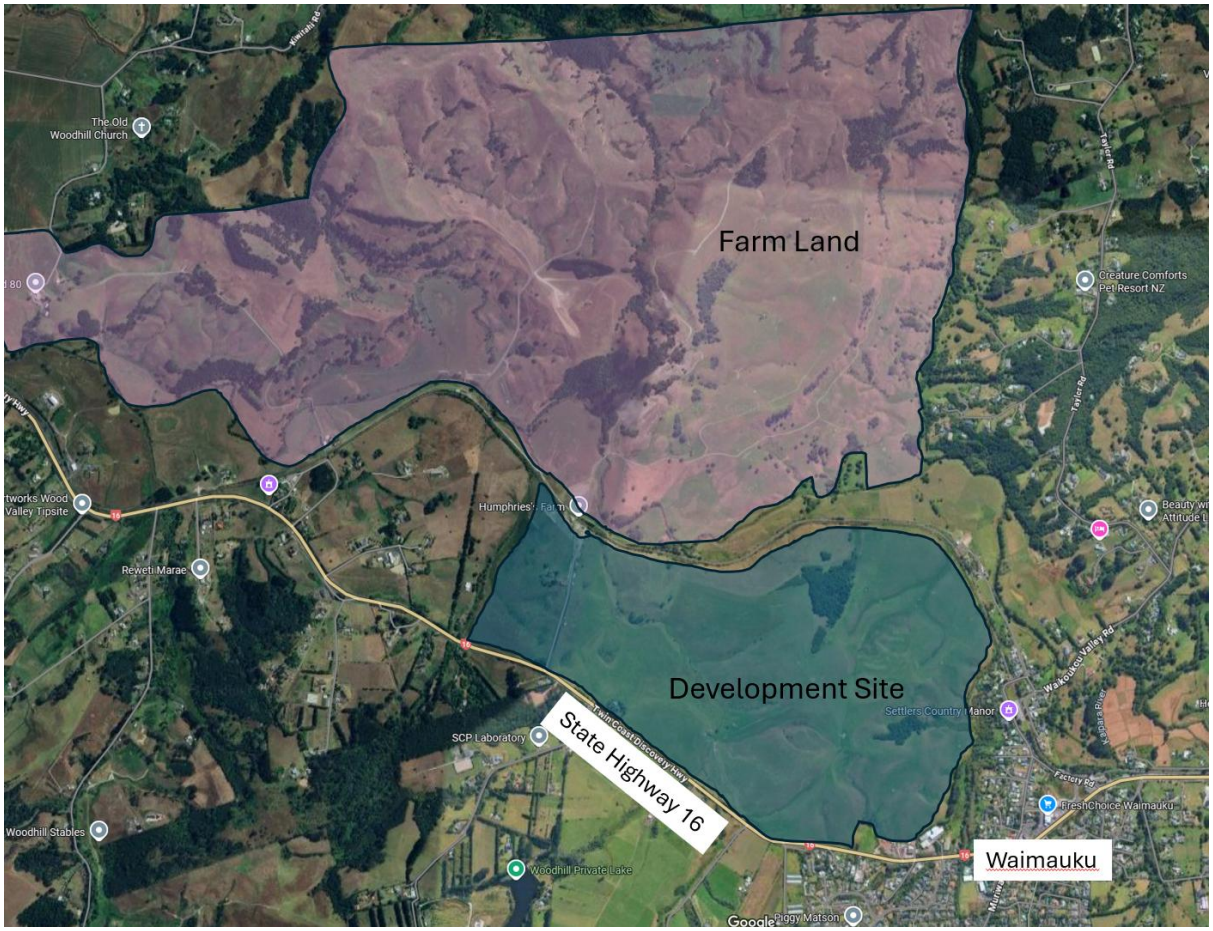

FIGURE 1: SITE LOCATION

In terms of access, the site's primary frontage is to State Highway 16, although there is a 20m wide land corridor between the site and Waimauku Access Road that is currently being investigated in terms of access provision. It is anticipated that at least an active mode connection can be made there, although the opportunity to also provide a vehicular access connection at that location is being investigated. The rail corridor directly abuts the northern boundary and acts as a barrier to any access from the north.

The nearest schools to the site are:

- Wamauku Primary School, approx. 150m from the closest edge of the site, and approx. 1km from the centre of the site.
- Kaipara College, Helensville, approx. 12km to the northwest.

However, an opportunity for a primary school within the site itself is also being investigated.

3. Existing Transport Environment

State Highway 16 functions as a regionally significant arterial route, forming part of the west coast connection between the Auckland urban area and towns such as Helensville and Wellsford. It carries both regional through-traffic and local commuter traffic. The highway currently presents as a rural two-lane road with open drainage swales, limited shoulder width, and no facilities for pedestrians or

cyclists. In Waimauku township, SH16 has a roundabout at its intersection with Muriwai Road and Waimauku Station Road. The speed limit is 100kph (national speed limit) along much of the subject site and to the west, reducing to 60kph towards the eastern end of the site frontage and through the township.

The most recent traffic data were obtained from the Mobile Roads database, which is based on Council-maintained RAMM data. The Mobile Roads database does not include peak hour volumes, which have therefore been estimated as being 10% of daily traffic volumes. Twin Coast Discovery Highway (SH16) is the State Highway that connects Waimauku to the wider Auckland region. Traffic volumes were taken at different sections along SH16, as shown in Figure 2 below. The traffic volumes are summarised in Table 1.

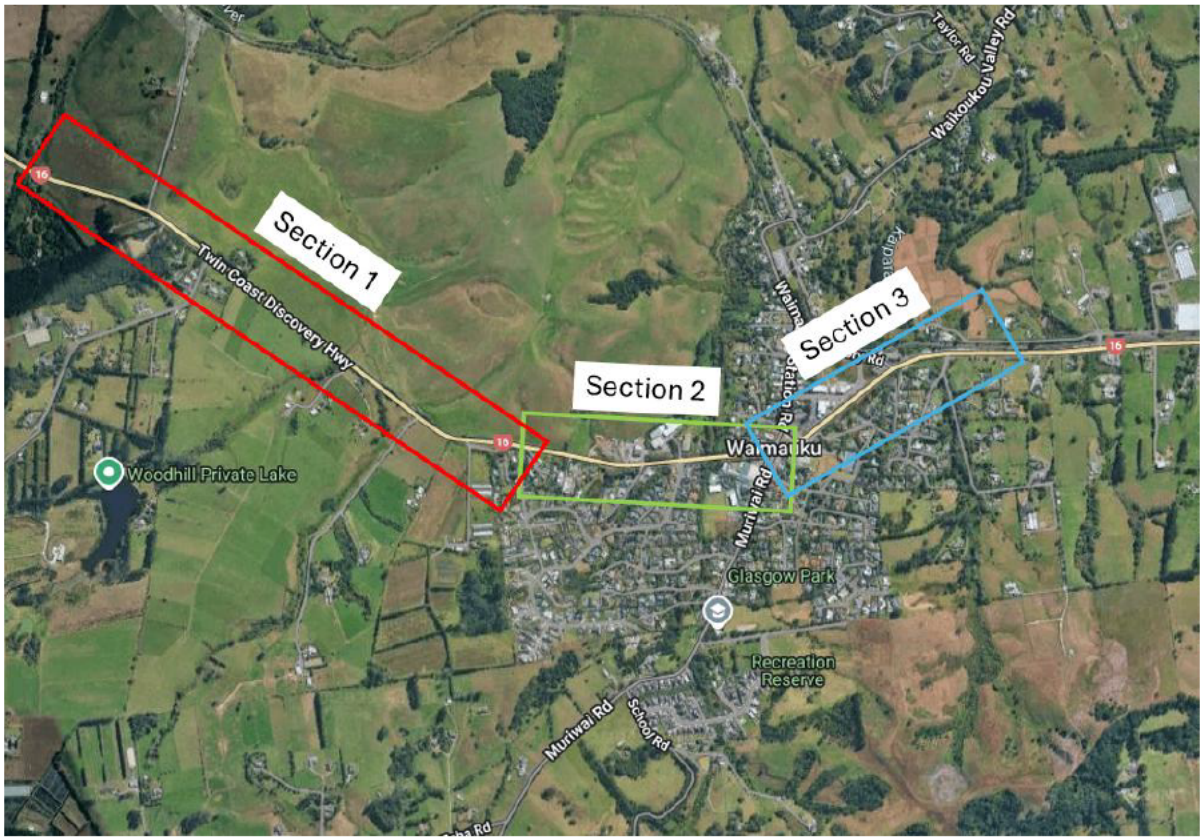

FIGURE 2: TRAFFIC VOLUMES SECTIONS ALONG SH16

TABLE 1: EXISTING TRAFFIC VOLUMES

Road Name	Location	Daily (vpd)	Peak Hour (vph)
SH16 (Section 1)	Waimauku to Woodhill Park Road	5,154	515
SH16 (Section 2)	Solan Drive to Waimauku	7,989	799
SH16 (Section 3)	Waimauku to Muriwai Road	14,100	1,410

Bus service 125 operates past the site along SH16 between Helensville and Westgate, with 30-minute frequencies in both directions from 5:30am to 8pm eastbound and 6:22am to 8:52pm westbound. At

Westgate, connections including rapid transit routes are available to much of Auckland, including the CBD. Bus stops are currently situated on both sides of the road to the immediate west of the SH16 / Waimauku Station Road / Muriwai Road roundabout; and approx. 500m to the east of the roundabout, near the intersection with Factory Road. A further westbound bus stop lies opposite the site, at the current western edge of the township. Such a service and frequency are considered good for a currently rural location, which provides a good public transport service for existing and future residents in the area to readily access employment, education, and entertainment.

There is no current passenger rail service operating on the North Auckland Line, despite its proximity to the site. The North Auckland Line remains inactive for passenger use, although its presence offers long-term potential for reactivation, particularly if growth pressures in northwest Auckland continue to intensify.

Pedestrian and cycling infrastructure are largely absent from the immediate area, reflecting the rural nature. The road corridor lacks sealed shoulders or footpaths, and there are no formal cycleways. Walking and cycling movements are therefore minimal and mostly confined to recreational trips within Waimauku township itself.

4. Road Safety

To determine if there are any significant existing road safety issues in the area, a search was made of the Waka Kotahi Crash Analysis System for all reported crashes that had occurred along the sections of SH16 as seen in Figure 3, including the intersections between streets. The search included all crashes within the blue study area over the last five-year period from 2020 to 2024 (plus all available results from 2025). Figure 4 shows the collision diagram for each crash.

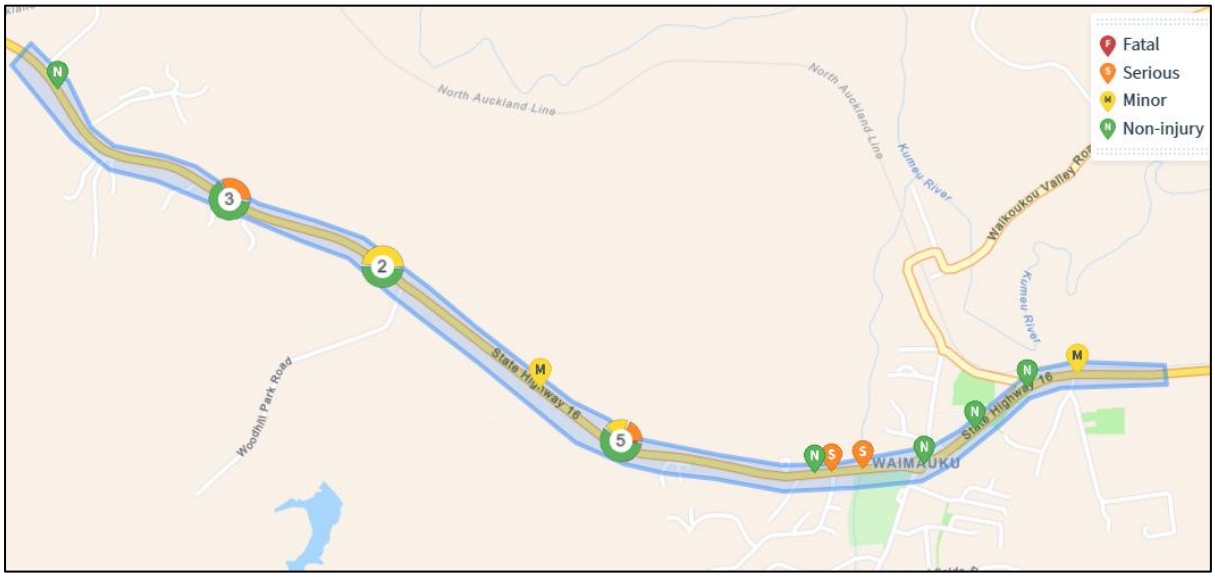

FIGURE 3: CRASH ANALYSIS AREA SHOWING CRASH LOCATIONS BY SEVERITY

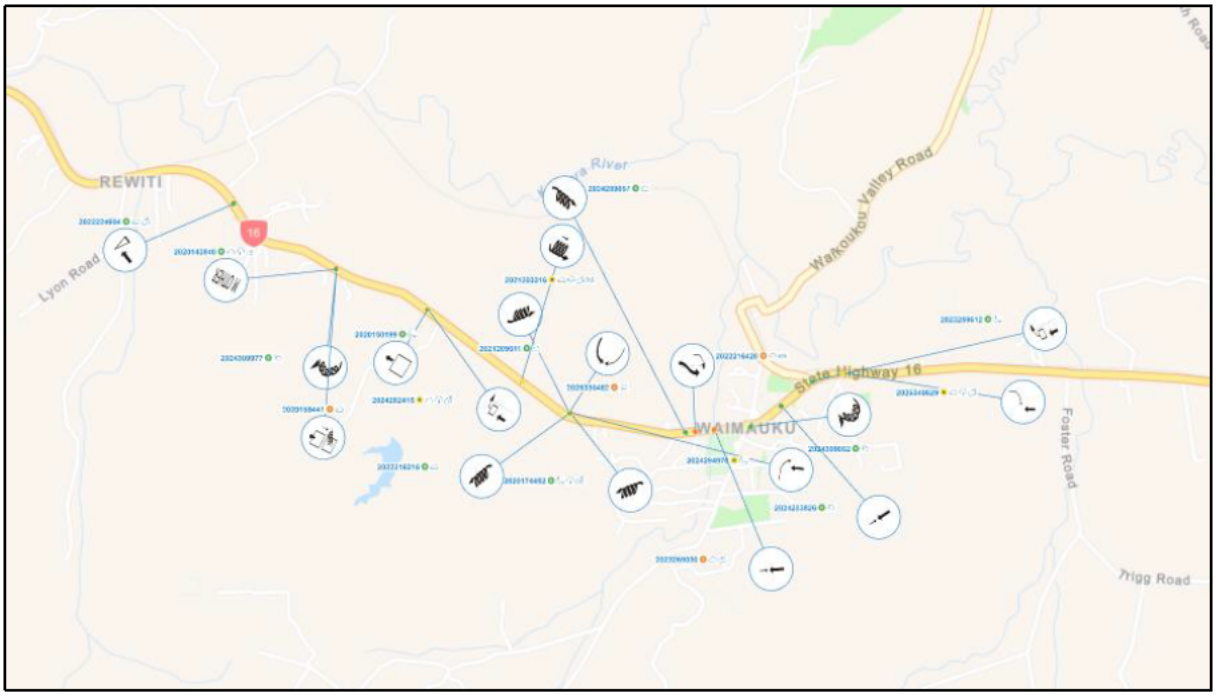

FIGURE 4: CRASH ANALYSIS COLLISION DIAGRAM

The collision diagram shows crashes spread out along the corridor. One cluster of five crashes, including one serious injury, occurred at a vertical crest curve just to the west of the Waimauku township, but still within the 100kph speed limit zone. The majority of events involve vehicles losing control on a curve or straight section and leaving the road, often in wet or dark conditions. Reports repeatedly list driver factors such as fatigue, alcohol, poor observation or incorrect positioning as the cause.

A review of the recorded crashes from the analysis period shows a total of 19 crashes along the study area, comprising four serious injury crashes, four minor injury crashes and 11 non-injury crashes. To better understand the crash patterns over time, the data has been broken down by year in Table 2.

TABLE 2: SEVERITY OF CRASHES BY YEAR

Year	Serious	Minor	Non-Injury
2020	1	0	3
2021	0	1	1
2022	1	0	2
2023	1	0	1
2024	0	2	4
2025	1	1	0
Total	**4**	**4**	**11**

In summary, the crash data indicates that although the majority of incidents were the result of driver-related factors, there appear to be at least one location that may require an investigation into whether some form of upgrade can enhance safety, especially if additional vehicle generation is expected.

5. Strategic Transport Context

The Waimauku area lies within the broader North-West Auckland growth area, which was subject to recent long-term transport infrastructure planning under the Supporting Growth Alliance (Te Tupu Ngātahi), which has now devolved responsibility for upgrade packages to NZTA and Auckland Transport. Several strategic projects identified on the Supporting Growth website are relevant to this development. Figure 5 below shows the Northwest Auckland Strategic Connections Map, with a green star marking the subject site:

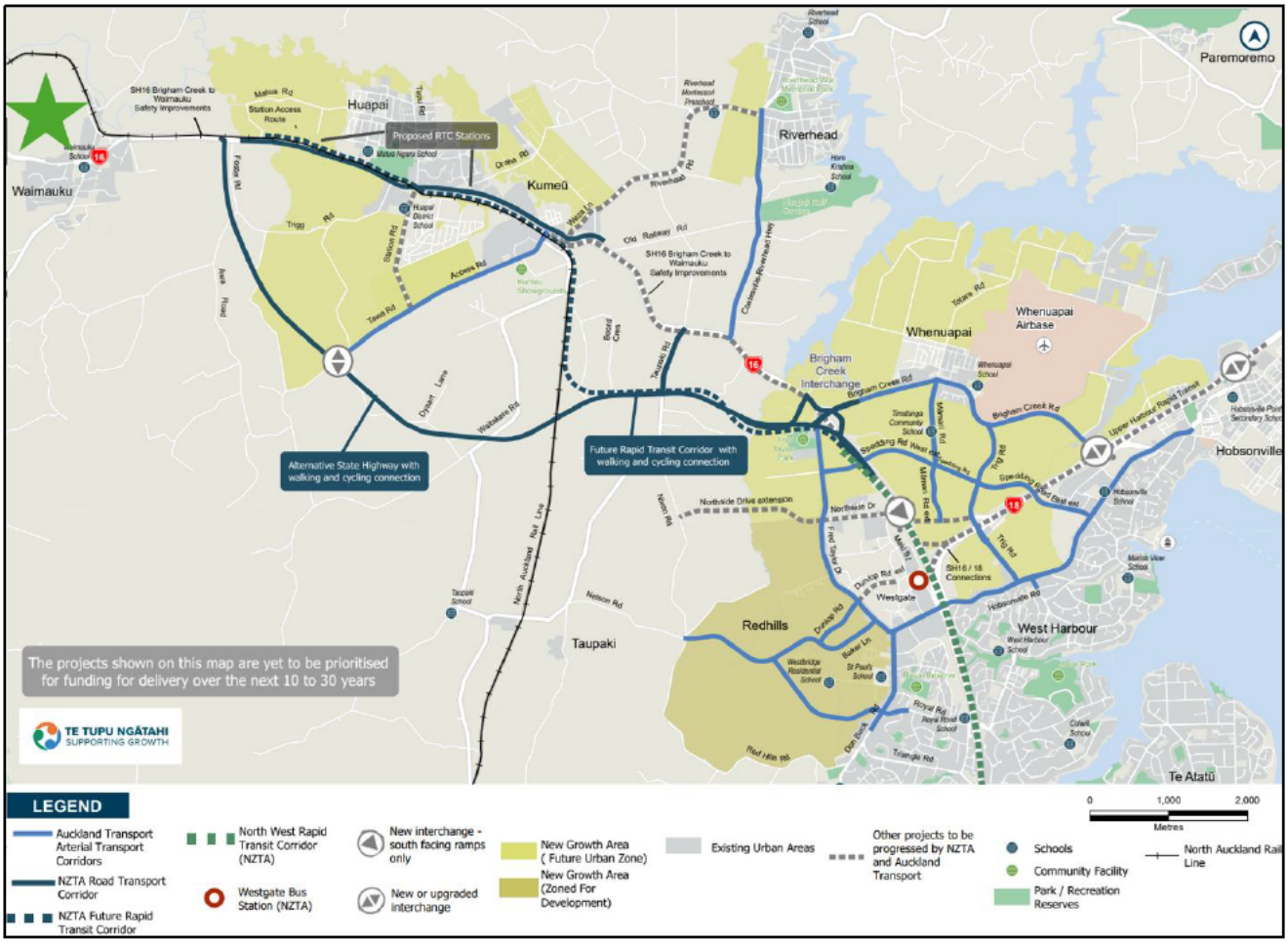

FIGURE 5: SGA NORTHWEST AUCKLAND FUTURE CONNECTIONS MAP (SOURCE: SUPPORTING GROWTH WEBSITE[1])

[1] https://supportinggrowth.govt.nz/assets/supporting-growth/docs/Northwest-Auckland/FINAL-UPDATED-North-West-Auckland-Strategic-Connections-Map.pdf

The Northwest Future Connections Package includes the following relevant proposed upgrades:

5.1. SH16 Northwest Alternative State Highway

One of the most significant transport upgrade proposals is the SH16 Northwest Alternative State Highway, a proposed new four-lane dual carriageway that will bypass Kumeū and Huapai to the south, providing a direct connection between SH16 and SH18. The western termination of that route is expected to connect with SH16 close to Foster Road, some 1.3km from the edge of Waimauku. This project has been formally identified as a Road of National Significance (RoNS) under the 2024 Government Policy Statement (GPS) on Land Transport. That designation gives the project elevated national priority and enables access to dedicated Crown funding, National Land Transport Fund (NLTF) contributions, and accelerated delivery pathways. Compared to non-designated projects, RoNS initiatives are significantly more likely to proceed within a defined timeframe due to their strategic alignment with national objectives for growth, resilience, freight movement, and development.

NZTA and Auckland Transport have confirmed designation decisions on Notices of Requirement (NoRs) for the North West Auckland future transport network, including the Alternative State Highway. The decisions follow the recommendations of an independent hearings panel. While implementation funding is not yet secured, the Alternative State Highway remains a key long-term priority expected to be delivered within the next 10 to 30 years. Within the Future Urban Land Supply Strategy (FULSS), the timing of this upgrade was anticipated to be in the 2028-2032 timeframe, and the Northwest Detailed Business Case (NWDBC) expected the timing to be somewhat later, in the 2033-2037 timeframe. However, its RoNS status ensures continued government focus and a higher likelihood of progression compared to projects without such designation.

Figure 6 below clearly indicates the Alternative Sate Highway Route (Site shown as Green Star).

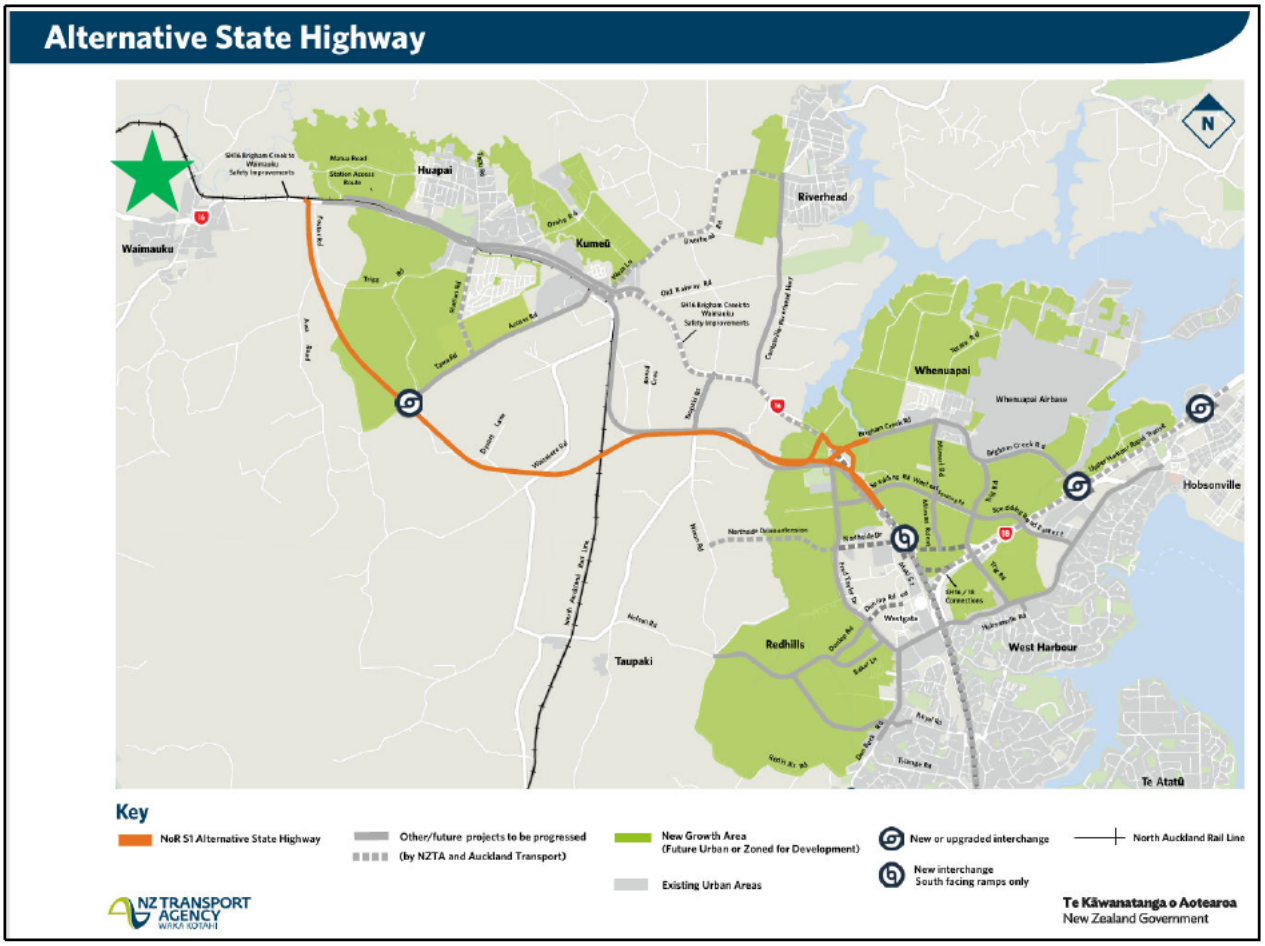

FIGURE 6: ALTERNATIVE STATE HIGHWAY ROUTE (SOURCE: NZTA WEBSITE[2])

5.2. Te Ara Hauāuru – Northwest Busway

As shown in Figure 7 below, the Te Ara Hauāuru – Northwest Busway is a major rapid transit investment that will deliver a separated bi-directional busway alongside SH16 from Brigham Creek to Te Atatū, and from Point Chevalier to Ian McKinnon Drive, with enhanced bus shoulder lanes across the causeway. Seven new stations are proposed at Brigham Creek (with park and ride), Westgate, Royal Road, Lincoln Road, Te Atatū, Point Chevalier, and Western Springs, with connections into Auckland's city centre and the City Rail Link at Karanga-a-hape Station.

Modelled on the successful Northern Busway, the project is designed to move up to 9,000 people per hour in each direction – equivalent to a four-lane motorway – while delivering reliable 25-minute journey times to the city, around 15 minutes faster than existing public transport options. It will support high-density housing and job growth around stations, improve access to employment and education, and free motorway capacity for freight and essential trips. The busway is identified as a strategic priority in the Government Policy Statement on Land Transport, with statutory approvals expected to be sought via the Fast Track Approvals Act, and staged construction expected to commence form 2027.

[2] https://www.nzta.govt.nz/assets/projects/te-tupu-ngatahi-supporting-growth/north-west-auckland/North-West-NoR-S1-Alternative-State-Highway.pdf

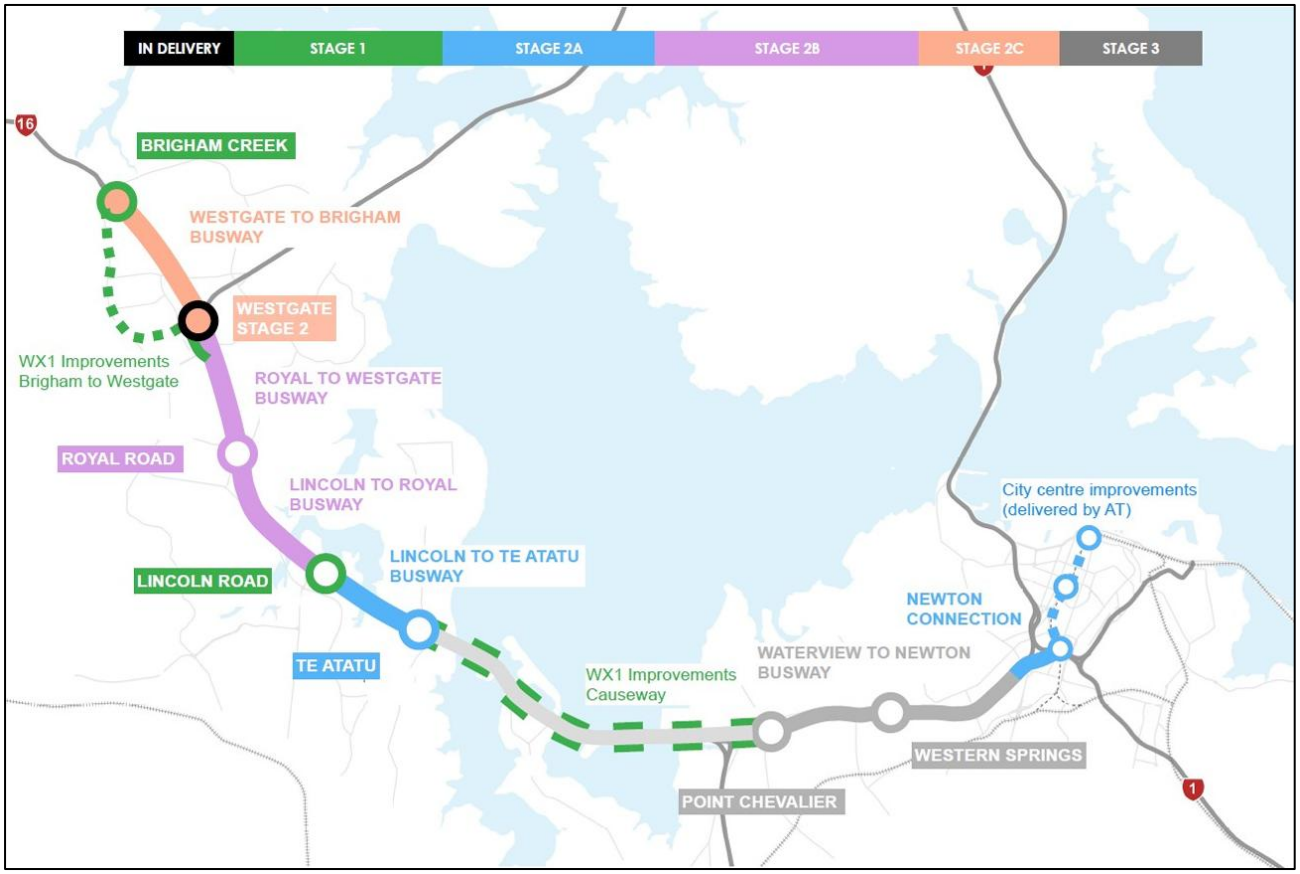

FIGURE 7: TE ARA HAUĀURU – NORTHWEST BUSWAY (SOURCE: NZTA WEBSITE[3])

5.3. Rapid Transit Corridor including Huapai and Kumeū Stations

In addition to the Te Ara Hauāuru Northern Busway along SH16 as far as Brigham Creek Road mentioned above, an extended rapid Transit Corridor is proposed to run alongside SH16 between the western end of the Huapai growth area and Redhills North, as shown in Figure 8 below. The Route will provide a separate active mode facility along its entire length, thereby providing a new active mode connection between Huapai and Redhills. The proposal also includes Rapid Transit stations at Huapai and Kumeū. Both Rapid Transit stations will incorporate bus turnaround facilities and cycle parking and the Kumeū Station will incorporate a Park & Ride facility for the local communities and those to the west to efficiently connect with the active mode and Rapid Transit route. These improvements are expected to occur within the next 30 years (Within the FULSS, the timing was anticipated to be in the 2028-2032 timeframe, and the NWDBC expected the timing to be somewhat later, in the 2033-2037 timeframe).

[3] https://nzta.govt.nz/projects/northwest-busway

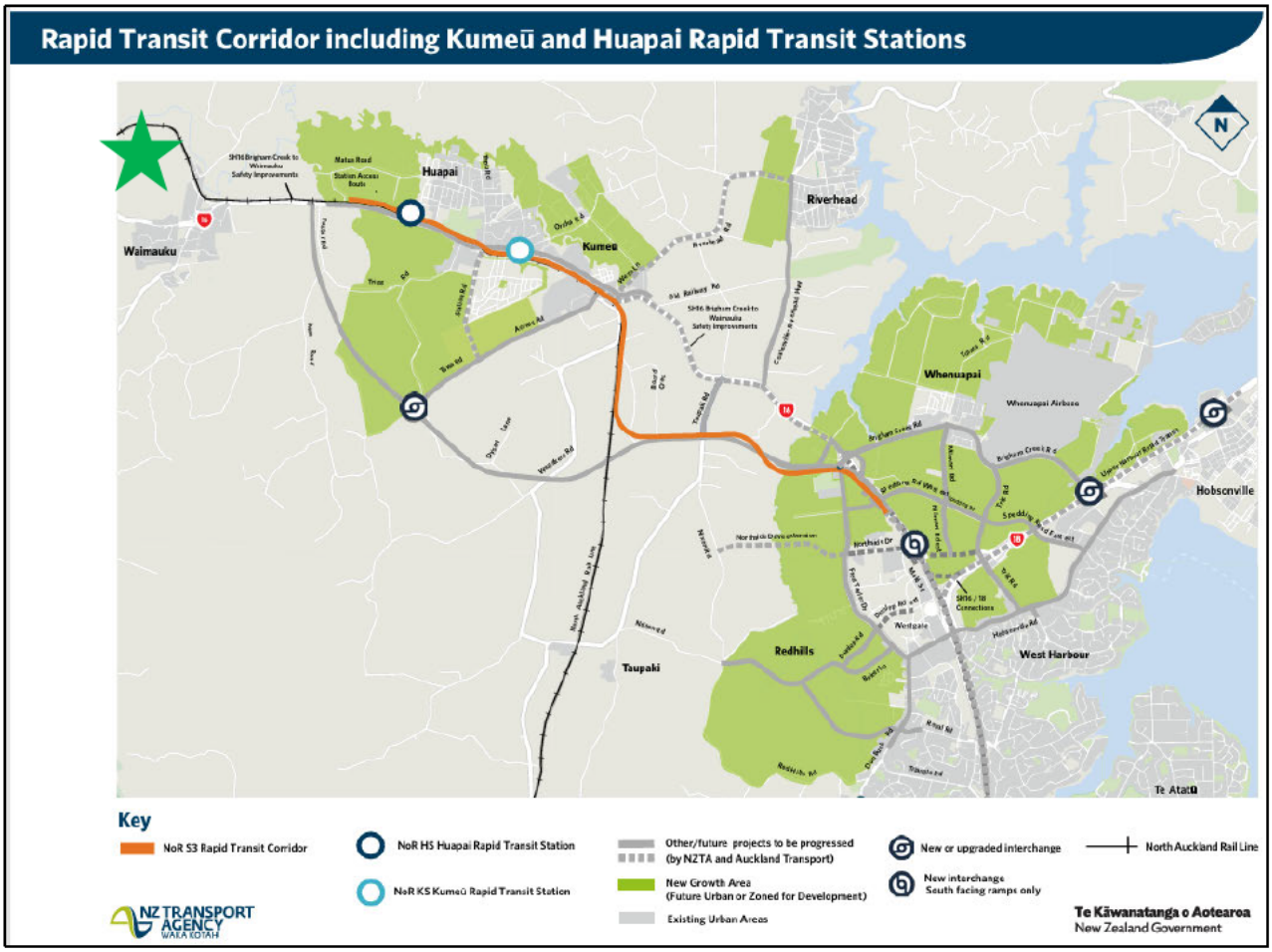

FIGURE 8: NORTHWEST RAPID TRANSIT CORRIDOR (SOURCE: NZTA WEBSITE[4])

5.4. SH16 Main Road Upgrade

This upgrade seeks to upgrade SH16 to support the urbanisation expected in the Northwest area. It consists of a package of active mode and capacity improvements between the western edge of the Huapai growth area and the eastern edge of the Kumeū growth area. The timing is expected to follow that of the Rapid Transit route. Figure 9 provides an overview of the extent of the proposal.

4 https://www.nzta.govt.nz/assets/projects/te-tupu-ngatahi-supporting-growth/north-west-auckland/North-West-NoR-S3-HS-and-KS-Rapid-Transit-Corridor-and-RTC-Stations.pdf

FIGURE 9: SH16 MAIN ROAD UPGRADE (SOURCE: NZTA WEBSITE[5])

5.5. Waimauku to Brigham Creek Safety Improvements

In addition to the long-term initiatives, NZTA is also advancing the SH16 Waimauku to Brigham Creek Safety Improvements project, with funding secured and construction underway. This scheme focuses on enhancing safety and accessibility along the existing SH16 corridor in the short- to medium-term. Key elements include the installation of flexible median barriers, intersection upgrades (including new right-turn bays), selective four-laning at constrained pinch points, provision of shared walking and cycling paths between Kumeū and Brigham Creek, and the widening of several bridges.

These works are aimed at reducing serious and fatal crashes, supporting mode shift, and improving the overall level of service along SH16. Although separate from the future SH16 Main Road Upgrade designation, the two projects are complementary, with the safety improvements representing an interim investment that will enhance current conditions while strategic planning and funding for longer-term upgrades continues. Figure 10 below shows the scope of the improvements:

[5] https://www.nzta.govt.nz/assets/projects/te-tupu-ngatahi-supporting-growth/north-west-auckland/North-West-NoR-S2-Alteration-to-designation-6766-State-Highway-16-Main-Road-Upgrade.pdf

FIGURE 10: WAIKMAUKU TO BRIGHAM CREEK SAFETY IMPROVEMENTS (SOURCE: NZTA WEBSITE[6])

All of these projects are now protected through designation and align with long-term spatial planning and transport investment strategies. They will provide the structural network necessary to enable and sustain future growth, including this proposal at Waimauku.

Collectively, the strategic investment in the northwest corridor will ensure that future growth in locations such as Waimauku is supported by a safe, resilient, and multi-modal transport network. The proposed development at Waimauku aligns with the long-term vision for the region and is well-positioned to benefit from these committed and planned upgrades. Kumeū

6. Proposal

It is indicatively proposed to construct approximately 1,500-2,000 residential units within the site, alongside a light industrial area in the southwest corner of the site. The residential area will provide a neighbourhood centre, and there is an opportunity for a primary school to be built within the site, pending confirmation. Figure 11 below shows an indicative development scenario for the subject site, and includes an indicative breakdown of activities and housing types within the legend.

[6] https://nzta.govt.nz/assets/projects/sh16-brigham-creek-and-waimauku/sh16-brigham-creek-to-waimauku-safety-improvements-shared-path-map.pdf

FIGURE 11: INDICATIVE DEVELOPMENT PROPOSAL

The likely vehicle connections are described below:

- a western connection onto SH16 (shown ringed in the figure) at the approximate location of an existing metal driveway accessing Humphries' Farm, which will be upgraded to provide access to the light industrial area and the western side of the site.
- An eastern connection to SH16 along the eastern end of the southern frontage of the residential site and the neighbourhood centre (shown ringed).
- A potential vehicle connection at the eastern side of the site (as shown as a dotted arrow), pending further investigation.

At this stage, the precise form of access onto SH16 has not been determined, but it is likely that some form of intersection control such as roundabouts will be provided, which will be designed in coordination with NZTA. The speed limits will also be discussed with NZTA at the appropriate time, with a view to either extending the 60kph limit to encompass at least the eastern access location; providing a transitional 70 or 80kph limit along the site frontage; or retaining the existing national speed limit past the site, and designing the intersections according to the speed limits. Such changes could potentially include the crest curve between the eastern access and Waimauku township, thus enhancing safety along the frontage.

Pedestrian connections will be provided to enable future residents to access the existing township and vice versa without having to walk extended diversions to the road connections. Within the site, a network of safe and convenient streets will be formed including active mode provision.

7. Anticipated Transport Effects

7.1. Residential, Light Industrial and Local Centre Effects

The introduction of approximately 1,500 – 2,000 residential lots, alongside a local retail centre and industrial employment area will generate a transport demand, with associated impacts on the safety, capacity, and function of the surrounding road network.

Preliminary trip generation calculations indicate that the development could produce peak hour volumes in the order of 1,500 to 2,000 vehicles per hour during the AM and PM peak periods, depending upon the precise size of lots. These figures will be refined through detailed modelling in a future Integrated Transportation Assessment (ITA).

The form, precise location, and operation of the two proposed SH16 site access points (and the one potential secondary connection to Waimauku Sation Road) will be critical to the development's transport viability, but it is considered that engineering solutions are readily apparent. At this early stage it is anticipated that roundabout control with suitable speed management measures would be appropriate at the site's SH16 accesses, but further work will be done in a full ITA. Coordination with NZTA on these elements will be important. It is anticipated that introducing roundabouts to this section of SH16 would be advantageous in terms of safety, as they would assist in managing speeds past the site. Potential changes to speed limits fully or partly past the site can also be investigated with NZTA.

Further afield, the traffic generated from the development is unlikely to have a significant effect and the suite of future upgrades being planned and implemented within the northwest Auckland strategic area – as described earlier in this memo – will readily support the growth as intended.

The SH16 Northwest Alternative Highway has been identified as a Road of National Significance (RoNS) under the 2024 Government Policy Statement (GPS) on Land Transport. This designation signals high priority status and access to dedicated Crown and National Land Transport Fund (NLTF) funding pathways. It also enables faster decision-making, streamlined delivery processes, and improved access to contingency funding. As a result, projects with RoNS status are considerably more likely to be delivered in the near-to-medium term than non-designated proposals.

These strategic improvements are supported by the broader North West Programme initially led by Supporting Growth and now the responsibility of NZTA and Auckland Transport, including planned rapid transit corridors, local arterials, and improved connections to Westgate and Whenuapai. Collectively, this infrastructure will help absorb and manage demand arising from new growth nodes like the proposed development in Waimauku, and ensure safe, resilient, and efficient connectivity to

key employment and urban centres. It is anticipated that network traffic modelling (or intersection modelling using outputs from network models) will be provided as part of a future ITA.

Further, research suggests that following the global Covid-19 pandemic, travel habits have noticeably shifted. A greater prevalence of working from home and hybrid working is evident and has stabilised, which has reduced residential trip rates. Also, a greater proportion of the population are moving to remote centres as opposed to mostly travelling into a central location for employment and other activities.

In terms of mode share, it is expected that the development will have a reasonable mix of transport modes, given the proximity of a reliable bus service past the site. Opportunities exist to work with Auckland Transport to potentially expand bus services into the site. Active mode infrastructure will be integrated into the internal street network from the outset, ensuring a walkable environment within the development and further supporting mode shift.

In terms of access to education, Waimauku Primary school lies close to the southeastern boundary of the site, ensuring that journeys are potentially walkable with pedestrian safety improvements. Kaipara College, the nearest secondary school, is in Helensville, some 12km to the northwest. It is anticipated that either public or school buses can readily take students to and from the college on relatively quiet roads. Further, there is a potential opportunity to provide a primary school within the site, which would internalise those journeys without external effects.

7.2. Implications of the Future Development Strategy

The 2023 Auckland Future Development Strategy (FDS) provides clear spatial guidance on where growth should be enabled or constrained over the next 30 years. In the northwest corridor, the FDS has resulted in a scaling back of previously anticipated residential yield in Huapai and Kumeū, primarily due to identified stormwater and flooding constraints, as well as infrastructure servicing limitations. Figure 11 below shows the areas of development in Huapai and Kumeū that are being scaled back by the FDS:

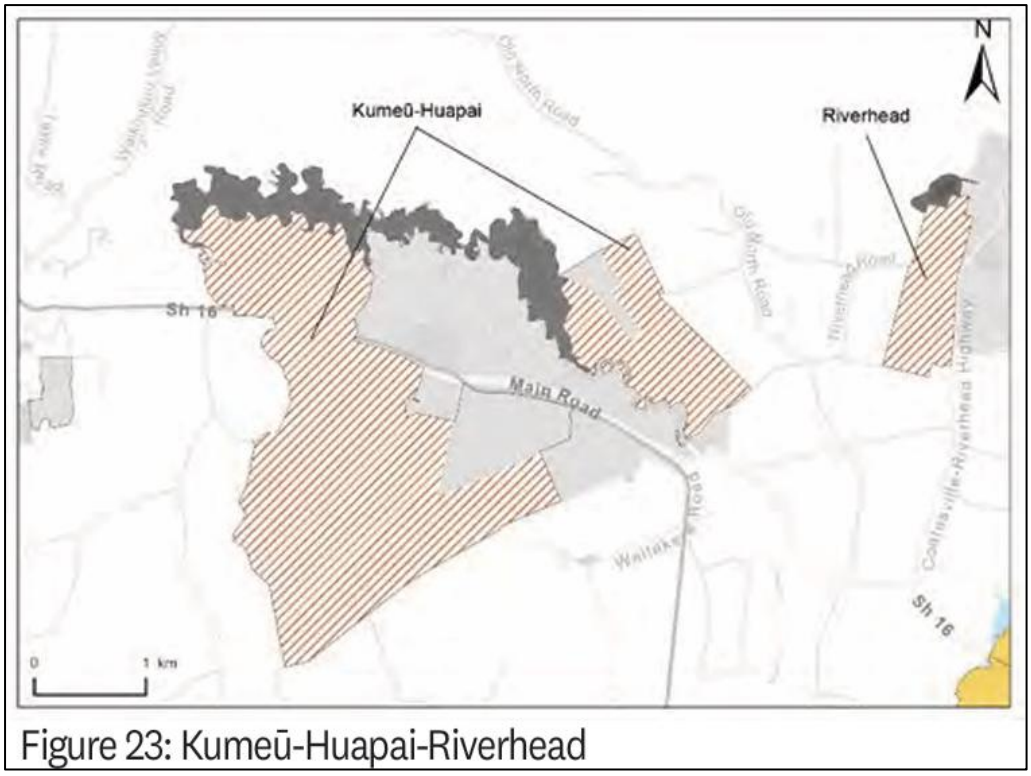

FIGURE 11: RED FLAGGED OR REMOVED POTENTIAL DEVELOPMENT AREAS (SOURCE: FDS FIGURE 23[7])

This reduction in feasible urban expansion along large portions of the SH16 corridor has important implications. It effectively reduces the long-term transport burden expected from those settlements, providing greater flexibility for alternative growth nodes—such as the proposed development at Waimauku.

It can therefore absorb growth without exacerbating issues identified in the FDS. From a transport planning perspective, this redistribution of growth helps to moderate projected traffic volumes through constrained sections of SH16, while still enabling the delivery of new housing in the broader northwest catchment.

Accordingly, the proposal aligns with the FDS's overarching goals by directing growth away from at-risk or infrastructure-deficient areas and towards more resilient, strategically supported nodes.

8. Consultation with Authorities

A pre-app meeting was held with Auckland Council, Auckland Transport and NZTA on 31 July 2025. Following the meeting, a note containing key comments to be considered was provided, and attached as Attachment 1 to this memo.

The key items raised, and a commentary of how these will be addressed in a future ITA are summarised in Table 1 below:

7 https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/Documents/future-development-strategy.pdf

Table 1: Summary of Key Authority Comments

Item	Response
The effects of the development along the entire SH16 Northwest corridor between Waimauku and Brigham Creek should be provided	This will be provided in the future ITA, either in terms of network traffic modelling, or intersection modelling using network model outputs. As mentioned in this memo, the reduction of development scope in the Huapai-Kumeu area within the FDS represents an opportunity to make best use of the Northwest strategic infrastructure package by enabling further growth on this corridor.
Consideration should be given to multimodal transport, including internal site provision and external considerations of crossing locations and safety.	The ITA will provide this.
A safety System Audit to identify and manage risks should be provided.	Provision will be made for this process.
Any speed limit reduction would require extensive community and authority consultation.	This is anticipated and will be done, however, the ITA will also consider how the development can be safely established without changes to any speed limits.
The ITA should take into account PC100 and the Rangitoopuni fast-track consent.	This will be done as part of the network traffic modelling exercise in the ITA.
An internal street hierarchy should be provided, and opportunities for buses along the Collector Road should be investigated.	A collector road loop has been provided in the updated Masterplan drawings. It is expected that this will be bus route compliant, enabling the route to be readily accessible to all.
The site should be designed to comply with all relevant design guidance and rules.	The site will be designed so. Any unavoidable departures from standard will be addressed in the ITA.
Ensure all activities within the development are able to be serviced for rubbish collection.	The ITA will provide details of this.

9. Key Aspects to Address in Future ITA

If accepted as a Fast Track referred development, a full ITA will be developed, and discussions with authorities will be held. The ITA is likely to include focus on the following aspects:

- Carry out additional traffic modelling along the SH16 corridor to the east, potentially involving network modelling or intersection modelling using network modelling outputs.
- Finalising the development form, including an assessment against relevant design requirements and Unitary Plan rules.

- Finalising access locations and form, including assessment of sightlines, safety and performance, in consultation with NZTA, including assessment of whether reducing the SH16 speed limit for all or part of the development frontage is feasible or desirable.
- Investigate external safety effects.
- Production of a framework Construction Traffic Management Plan (CTMP).

10. Conclusion

The proposed development at 1080 SH16, Waimauku represents a significant opportunity to establish a well-integrated, sustainable urban community in northwest Auckland. Its scale, form, and strategic location provide substantial potential to leverage and support investment in high-quality access, connectivity, and multi-modal transport options.

Preliminary consultation with Auckland Transport, Auckland Council, and NZTA has identified a range of transport considerations for the project. While these matters will be addressed in detail through a full Integrated Transportation Assessment (ITA) once the Fast Track referral is confirmed, no issues have been identified at this stage that would be prohibitive to the project's progression.

Based on the preliminary assessment in this memorandum, and in the context of the significant committed and planned transport upgrades in the northwest corridor, there are no transport planning reasons that would preclude the project from being referred under the Fast Track process.

Daryl Hughes
Hughes Traffic & Transportation, for CKL

ATTACHMENT 1:

Email from Council's Consultant Planner to outline comments from Authorities:

From: Emma Chandler s 9(2)(a)
Date: 5 August 2025 at 1:45:24 PM NZST
To: Rebecca Sanders s 9(2)(a), Rachel Morgan s 9(2)(a)
Nick Roberts s 9(2)(a)
Cc: Adonica Giborees s 9(2)(a)
Subject: RE: PRR00042916, Waimauku West Referral 1080 SH16 - Pre App Memo

Hi Rebecca,

Comments from NZTA, AT and Traffic as follows:

NZTA
The subject site currently has access from State Highway 16 (Limited Access Road - Waimauku West Coast Road to Woodhill Station Road, AADT 4953, 100km/h) from four registered crossing places: CPs 81, 83, 84 and 85. The draft master plan indicates two key access points to the development area as CP's 83 and 85. It is assumed CPs 81 and 84 will be closed. Access of a limited access road requires NZTA approval under the Government Roading Powers Act.

The following information should be provided for NZTA to consider the effects on the state highway network and to confirm that any infrastructure/changes to the network would be appropriate:

1. A comprehensive Integrated Transport Assessment (ITA) to evaluate intersection form, traffic generation, modal connectivity, pedestrian and cycle safety and cumulative network effects
    1. The ITA would need to address consider the following intersections to confirm any adverse impacts:
        1. New accesses onto the highway
        2. SH 16/ Muriwai Rd roundabout
        3. SH 16 Coatesville/ Riverhead Roundabout
        4. SH 16/ Brigham Creek Round Roundabout
        5. SH 16/ Taupaki Rd Roundabout
    2. Multimodal connectivity
       Given the scale of the development—over 1,600 residential dwellings—there is a critical need to assess and plan for a multimodal integrated transport network. Public transport accessibility and stop infrastructure
        1. Pedestrian and cycle facilities
        2. Connectivity to local road networks and destinations
        3. Linkage to schools, retail, and employment hubs
    2. Pedestrian and Cycle Safety
       Key considerations include:
        1. Safe crossing opportunities with refuge islands or signalised crossings
        2. Provision of footpaths and/ or shared use paths connecting to internal networks
        3. Assessment of expected pedestrian and cycle volumes based on land use mix
        4. Speed environment

2. A Safe System Audit to identify and mitigate risks for all road users, especially in a high-speed environment
3. Details of proposed infrastructure upgrades/ urbanisation to SH 16, including (but not limited to):
    1. Fully controlled intersection treatments
    2. Speed management measures including signage and zone adjustments
    3. Pedestrian and cycling facilities, such as footpaths, shared paths, and safe crossing points
    4. Public transport improvements and accessibility features
    5. Upgrade on SH 16 to support increased volumes and improve corridor resilience
4. Details of the traffic generation associated with the Solar Farm, specifically construction traffic and temporary mitigation measures that may be required at the access point with the state highway.
5. Timing and Staging of the development, specifically linked to any required infrastructure upgrades.

In order to change a speed limit NZTA is required to undergo the process as per the Land Transport Rule - Setting of Speed Limits 2025. Typically, this requires extensive consultation and would need to be a more comprehensive conversation with NZTA, especially if the applicant will be urbanising this section of the state highway. My understanding from the meeting is that this may not be occurring and village access can be more direct from an existing pedestrian access on the eastern boundary. If this conversation needs to occur, we would need to have a better understanding of any infrastructure proposed on the state highway corridor.

AT

Please note that these comments have set aside the high-level concerns related to suitability for urban development/zoning which have been raised by other specialist areas (in particular flooding & suitability for urbanisation).

We consider the following intersections in the wider network will need assessment in the ITA to confirm any adverse impacts:

1. SH16 / Muriwai Road roundabout;
2. SH16 / The Avenue (new intersection just being constructed);
3. SH16 / Access Road;
4. SH16 / Old North Road roundabout;
5. SH16 / Coatesville Riverhead Highway; and
6. SH16 / Brigham Creek Road roundabout.

The ITA should take into account and/or cover off :

1. Wider development including PC100 and the Rangitoopuni fast-track consent
2. Access to amenities
3. Roading design details including road hierarchy, internal intersection safety gradients, design speed, cycle facilities
4. Suitability for AT to be able to run buses (collector road standard required and staging to allow service to run as early as required i.e. road fully built)
5. Pedestrian and cycle links to wider area including appropriate facilities to link to key attractions (schools, shops etc.)

6. Internal road layout should minimise the use of cul-de-sacs to provide a well connected road network particularly for active modes
7. Active mode connections through the development should be safe, direct and attractive
8. Any roads with gradients exceeding 8% should consider how accessible pedestrian facilities would be provided
9. Waimauku school (school attendee safety during construction period) considered in Construction Traffic Management Plan
10. Details of the solar farm including construction period and potential glare

Other comments:

1. Wetlands and communal raingardens are supported by AT, we would be interested in who would own these and the details of stormwater management and overland flow paths for roads to be vested.
2. AT are also interested in the NZTA intersection treatments and widening that might be required on SH16.

Traffic

The following are largely detail related matters that we would encourage be prepared provided for further pre-application discussions with Council, should the application be accepted for Referral and ahead of any substantive application being made.

1. Confirm the Pedestrian Access (PA) where the road gradient is >8%.
2. Confirm the PA gradient in a plan, differentiating the grade difference (5-8%, 8-12%, >12%) and any high-friction surface treatment. This will help to assess the safety triggers easily.
3. Provide visibility assessment for all intersections in detail (including SH16, public roads, JOALS).
4. Confirm the speed management treatments at public roads, JOALS.
5. Request to utilise the most updated traffic data, not estimated, considering the density of the proposal and wider development in the neighbourhood.
6. Specify if any active mode connectivity is on SH16.
7. Specify how active mode connectivity towards the Waimauku Central and Waimauku Station road will be safely built.
8. Request to provide an update on the future use of the light industrial area, if available.
9. Assess if any safety issues will be raised due to industrial vs residential shared vehicle access.
10. Confirm the traffic control arrangement at 2x SH16 Vehicle Crossings (VC). Request to provide/ comment on an alternative option to provide the proposed option is ideal.
11. Review/ coordinate the speed management measures and speed limit with NZ Transport Agency Waka Kotahi.
12. Noted the draft peak traffic 1000-1300vphw with 1600 dwellings. When submitting traffic modelling, request to provide the traffic rate when the delay/ LOS is compromised and any draft conditions. This will help to provide any necessary comments/ conditions.
13. Confirm the private/ public bin collection arrangement at public and JOALs.
14. Public bins at JOALs are courtesy call, and the same needs to be arranged with AC Waste Management. Vehicle tracking needs to be submitted without any overlap with any other design elements and minimal turns (especially at the end). Future residents need to be aware of the bin collection arrangement.
15. Loading bay to be provided at JOALs. Priority to be provided where the dwelling rates, lengths or any complexity are higher.

16. Confirm if any visitor parking is proposed.
17. Lighting design to be submitted upfront. Including JOALS, Public roads, and any separate PA.
18. A passing bay to be provided if Vehicle Access (VA) is not up to the AUP requirement.
19. Confirm any gate facility proposed. Make sure it doesn't create any queue on the road or block the PA.
20. Maintain visibility splay- at intersections, non-compliance dwellings VC.
21. Vehicle tracking needs to show both forward and reverse-in, for any non-compliance design location/ elements.
22. PC79DV - Primary Pedestrian Access (PA), need to incorporate the vertical clearance and width.
23. If proposing any 2° parking space between the garage door and the PA (public footpath), request to consider 5.4m minimum spacing for safety reasons.
24. On-site PUDO service must be provided for educational facilities. As multiple safety issues have been noted in the past years in educational facilities, this will be strictly reviewed.
25. A safe D-area/ turntable area must be provided for all dead ends of public roads and JOALs. Noted a few areas in the draft design.

Kind Regards,
Emma

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