



# **FRANKLIN 2 PRECINCT PLAN CHANGE APPLICATION**

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## **URBAN DESIGN STATEMENT MAY 2025**

AUCKLAND, NEW ZEALAND

GRAFTON DOWNS LTD



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# CONTENTS

<b>1.0</b>	<b>INTRODUCTION</b>	<b>4</b>	3.1.1	FUTURE CONNECTIVITY	16
<b>1.1</b>	<b>BACKGROUND</b>	<b>4</b>	3.1.2	CHANGES IN KEY ROAD ALIGNMENTS	18
<b>1.2</b>	<b>PURPOSE AND SCOPE</b>	<b>4</b>	3.1.3	PEDESTRIAN AND CYCLE CONNECTIONS	20
<b>2.0</b>	<b>SITE CONTEXT</b>	<b>6</b>	<b>3.2</b>	<b>OPEN SPACE NETWORK</b>	<b>22</b>
<b>2.1</b>	<b>EXISTING SITE 2025</b>	<b>6</b>	<b>3.3</b>	<b>URBAN FORM</b>	<b>28</b>
<b>2.2</b>	<b>OPPORTUNITIES</b>	<b>8</b>	<b>3.4</b>	<b>USE AND ACTIVITY</b>	<b>31</b>
<b>2.3</b>	<b>CONSTRAINTS</b>	<b>8</b>	<b>4.0</b>	<b>AREA DESIGN CONCEPTS</b>	<b>34</b>
<b>3.0</b>	<b>THE PROPOSAL</b>	<b>10</b>	<b>4.1</b>	<b>NORTHERN COMMERCIAL AREA</b>	<b>34</b>
<b>3.1</b>	<b>MOVEMENT NETWORK</b>	<b>16</b>	<b>4.2</b>	<b>PAERATA STATION COMMERCIAL AREA</b>	<b>38</b>
			<b>4.3</b>	<b>SIM ROAD NEIGHBOURHOOD CENTRE</b>	<b>44</b>

# 1.0 INTRODUCTION

## 1.1 BACKGROUND

In 2015, under the provisions of the Housing Accords and Special Housing Areas Act (HASHA Act), Grafton Downs Limited (GDL) was granted consent for a private plan variation that rezoned approximately 300 hectares of land from Future Urban Zone to Mixed Housing Urban and Local Centre Zones. This land was identified as Franklin 2 Precinct ('the Precinct').

In 2016, the initial enabling earthworks for the new urban centre "Paerata Rise" commenced to enable the first stages of subdivision and the provision of the supporting bulk infrastructure. By the end of 2023, 619 lots had been completed and delivered to builders for individual site development, with a further 75 sites available pending the issue of title. Work has also commenced on 300 lots that will be delivered through 2024 and 2025.

The 2014 Masterplan intended for Wesley College to relocate to a new site outside the Precinct and the land occupied by the College was identified as the commercial and social hub of the new community. In the intervening period, the Wesley College Trust Board have decided that the college should remain in the Precinct, largely on the existing site. This decision meant that Grafton Downs had to pursue an alternative commercial strategy to provide for the convenience needs of the growing community at Paerata Rise.

In 2023, GDL sought consent from Auckland Council to develop a commercial centre at the northern end of the Precinct adjacent to the new Glenbrook roundabout on land zoned Residential Mixed Housing Urban. Auckland Council declined to grant consent to the application and the decision was appealed to the Environment Court by GDL. In the subsequent Environment Court process, consent was granted to the development of the supermarket with an agreement reached between GDL and Auckland Council to lodge a Private Plan Change Request to the Auckland Unitary Plan Operative in Part (AUP(OP)) to amend the zoning applied to the Franklin 2 Precinct.

GDL is now seeking a private plan change that includes redistributing the commercial zones within the Precinct and aligning the residential and commercial provisions applying in the Precinct with the standard Unitary Plan zoning provisions. With the new Paerata Train Station under construction, GDL has re-evaluated the zoning surrounding the train station to align with the National Policy Statement – Urban Development (NPS-UD), which encourages higher intensity developments within the typical 800m 'walkable catchments' from rapid transit stops. The plan change also makes continued provision for the retention of Wesley College within the Precinct.

## 1.2 PURPOSE AND SCOPE

This Urban Design Statement is part of a suite of technical reports prepared to provide the background and rationale for the proposed zoning changes to the Franklin 2 Precinct. It is appended to a full Assessment of Environmental Effects (AEE) that forms part of the plan change application.

The purpose of this Urban Design Statement is to present the rationale behind the proposed zoning changes, outline the indicative design outcomes that are proposed and assess any urban design effects resulting from these changes.

The purpose of this report is to:

- Provide a design background of the Precinct and highlight the key development shifts since 2014.
- Demonstrate that the proposed zoning and boundary changes have been tested through design.
- Evaluate the impact of these changes on the built environment and public spaces.
- Present the recommended conceptual Masterplan that illustrates the overall movement, open space, use and activity within the Precinct.

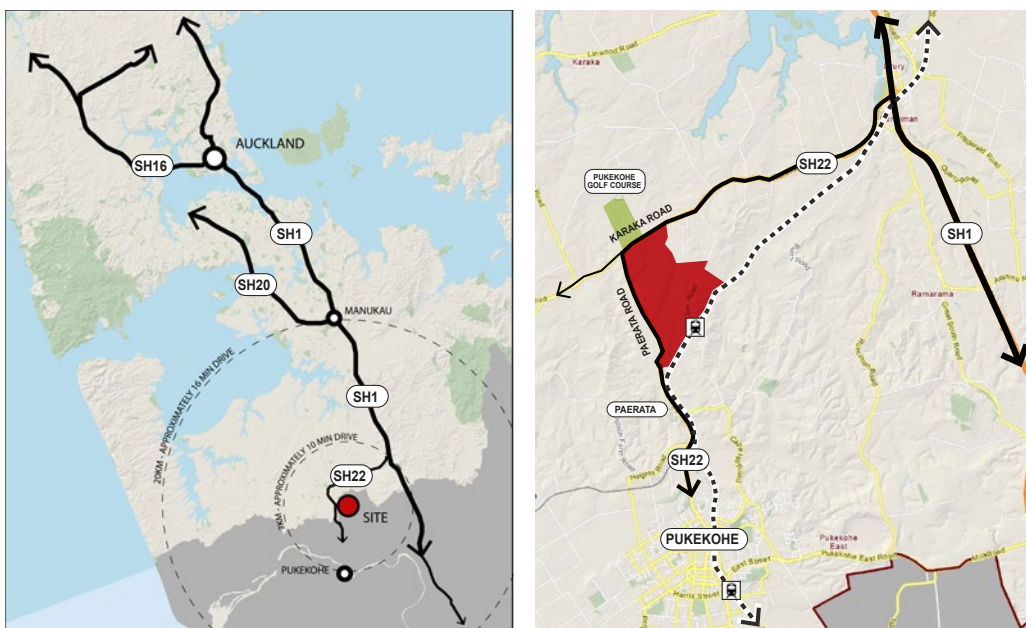
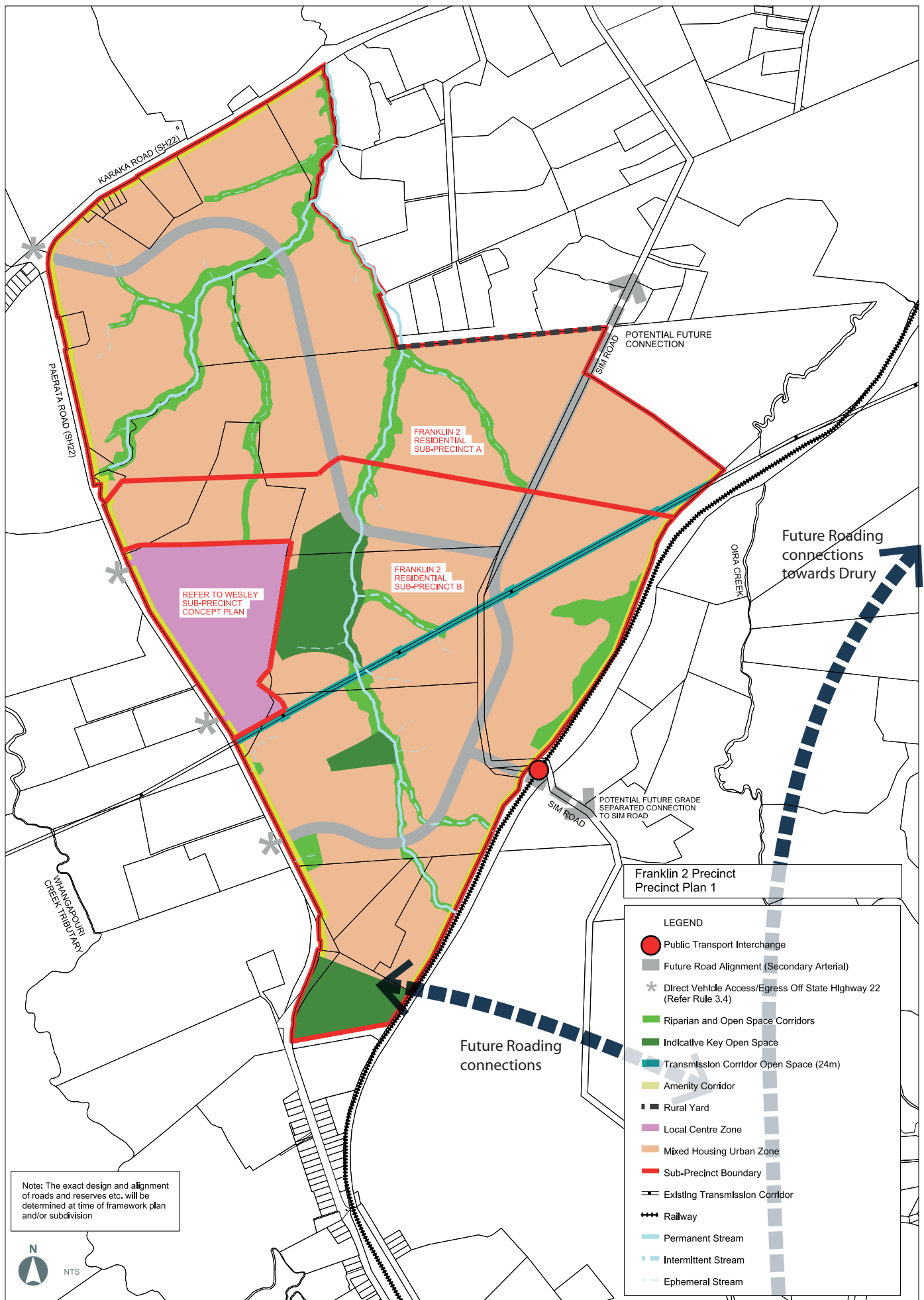


Figure 1: Franklin 2 Precinct Location - wider context





## 2.0 SITE CONTEXT

### 2.1 EXISTING SITE 2025

Some key changes have occurred in the development of Franklin 2 Precinct over the past decade. This section outlines what has been changed, consented and completed in the Precinct.

- Plans for retaining Wesley College at its current location and re-development in the future.
- Consent was granted for the Supermarket at the northern part of the site, adjacent to the Glenbrook Roundabout.
- Agreement was reached with KiwiRail and Auckland Transport on the development of the Paerata Station and a designation was put in place for its development. Construction of the train station is underway, with the development set to be completed in 2025.
- Conception and construction of the East-West Link Road by New Zealand Transport Agency (NZTA) which connects Paerata Road (SH22) to Paerata Train Station at the fourth and last entry from SH22. The Link Road will connect to the future Park and Ride and Future Urban zoned land east of the railway line.
- The New Zealand government's National Policy Statement on Urban Development 2020 (NPS-UD) requires that district plans enable more people to live in and more business and community services to be located in areas of an urban environment where:
  - » (a) the area is in or near a centre zone or other area with many employment opportunities
  - » (b) the area is well-served by existing or planned public transport
  - » (c) there is high demand for housing or business land in the area, relative to other areas within the urban environment.

Additionally;

- The majority of the northern section of the Precinct (phases one to three) from the intersection of Paerata Road (SH22) and Karaka Road (SH22) has been developed, is consented or is currently under construction. These three phases together, account for approximately 1046 dwellings. The Glenbrook roundabout upgrade was completed in 2023 providing access to the development. Currently, there are two entries to the development, Glenbrook/Te Rata Boulevard roundabout to the north and Puhitahi Hill Road - the second entry from the north.
- The Phase 4 Framework Plan, consented in 2023, covers the southern section of the Precinct. It includes the third and fourth egress points from Paerata Road (SH22) as well as an east-west collector road.
- The original design for Phase 4 proposed undergrounding the existing transmission corridor (GLN-DEV-A) along the collector road; however, Transpower has since confirmed that undergrounding is no longer a feasible option. As a result, an alternative alignment for the transmission corridor has been considered and confirmed by Transpower as a preferred option.
- Te Rata Boulevard serves as the primary north-south connector through the development. Upon completion, it will link the Glenbrook roundabout to the Link Road and the Paerata Station. Puhitahi Hill Road and the third east-west connector in Phase Four will also connect with Te Rata Boulevard.
- The existing Sim Road crossing the railway line will be retained providing the second pedestrian and vehicle crossing over the railway lines and connecting the Precinct to the Future Urban land and proposed Drury-Pukekohe link to the east. This crossing will facilitate access to future development areas east of the railway line.

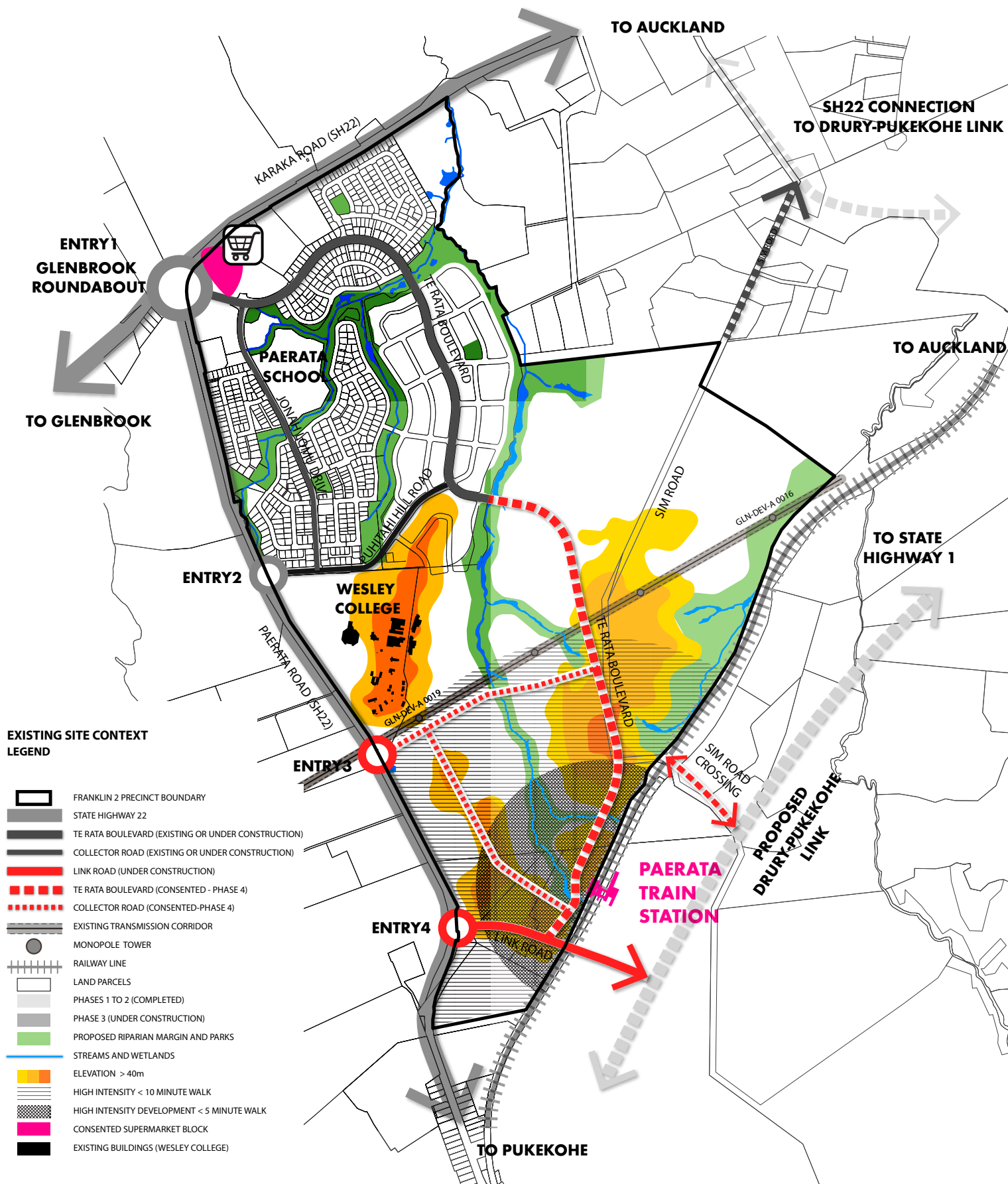


Figure 3: Site Context

## 2.2 OPPORTUNITIES

- As development nears the Paerata Train Station there is an opportunity to increase housing density. This aligns with the National Policy Statement - Urban Development (NPS-UD) which supports higher-intensity housing near public transport to enhance accessibility, contributing to sustainable urban growth.
- The varied landform and proximity to different amenities allow for a diverse mix of lot sizes and housing types which will promote a range of living options and foster a mixed community, catering to different preferences and needs.
- The development will continue to enhance existing streams and wetland areas by integrating them with open space and walking/cycle networks, thus creating valuable recreational amenities. This integration will provide opportunities for residential developments to benefit from the visual and recreational amenities of these natural areas.
- Further discussions with Transpower have been held regarding the proposed realignment of the transmission pylons and corridor. GDL's preferred option is to adjust the alignment to connect directly with the existing tower locations at Towers 16 and 19. This significantly reduces the length of the transmission corridor crossing the site.
- There is an opportunity to realign the east-west collector road to accommodate Transpower's preferred transmission corridor alignment while also creating a strategic connection to the Sim Road overbridge and the proposed Drury-Pukekohe Link. The transmission corridor buffer zone can support sensitive residential interfaces by integrating cycleways, pedestrian pathways, and parking bays, complemented by low-height landscaping and berms. These elements can be located within privately owned land, road reserves, or drainage reserves. This approach provides a well-integrated solution that maintains access for transmission line maintenance while minimising impacts on developable land.
- There is an opportunity for a smaller neighbourhood centre in the northeast section of the site to provide convenience needs for residents.
- Opportunity to consider and plan connections to adjacent properties not owned by GDL to promote a cohesive and integrated built environment that will enhance community integration and facilitate easier access to shared amenities.

## 2.3 CONSTRAINTS

- Although the transmission lines are proposed to be relocated—significantly reducing the extent of land impacted across the Precinct—they will continue to present a development constraint, with associated perceived safety and visual effects.
- While not strictly a constraint, the agreements reached with the Wesley College School Board mean that Wesley College will remain and be upgraded largely on its existing site.
- NZTA's designation for the Link Road means that future design plans will need to accommodate this requirement.
- Existing streams and wetlands, which are protected by planning requirements and provide for stormwater management are generally to be preserved and naturally limit the extent of development areas, acting as fixed boundaries and limited crossing points.
- Along Paerata Road (SH22), NZTA designation 6705 requires a 5.0m land reservation for road widening.
- Some areas have steeper contours, requiring careful zoning considerations and thoughtful design of road alignments and block structures to minimize the need for extensive earthworks.

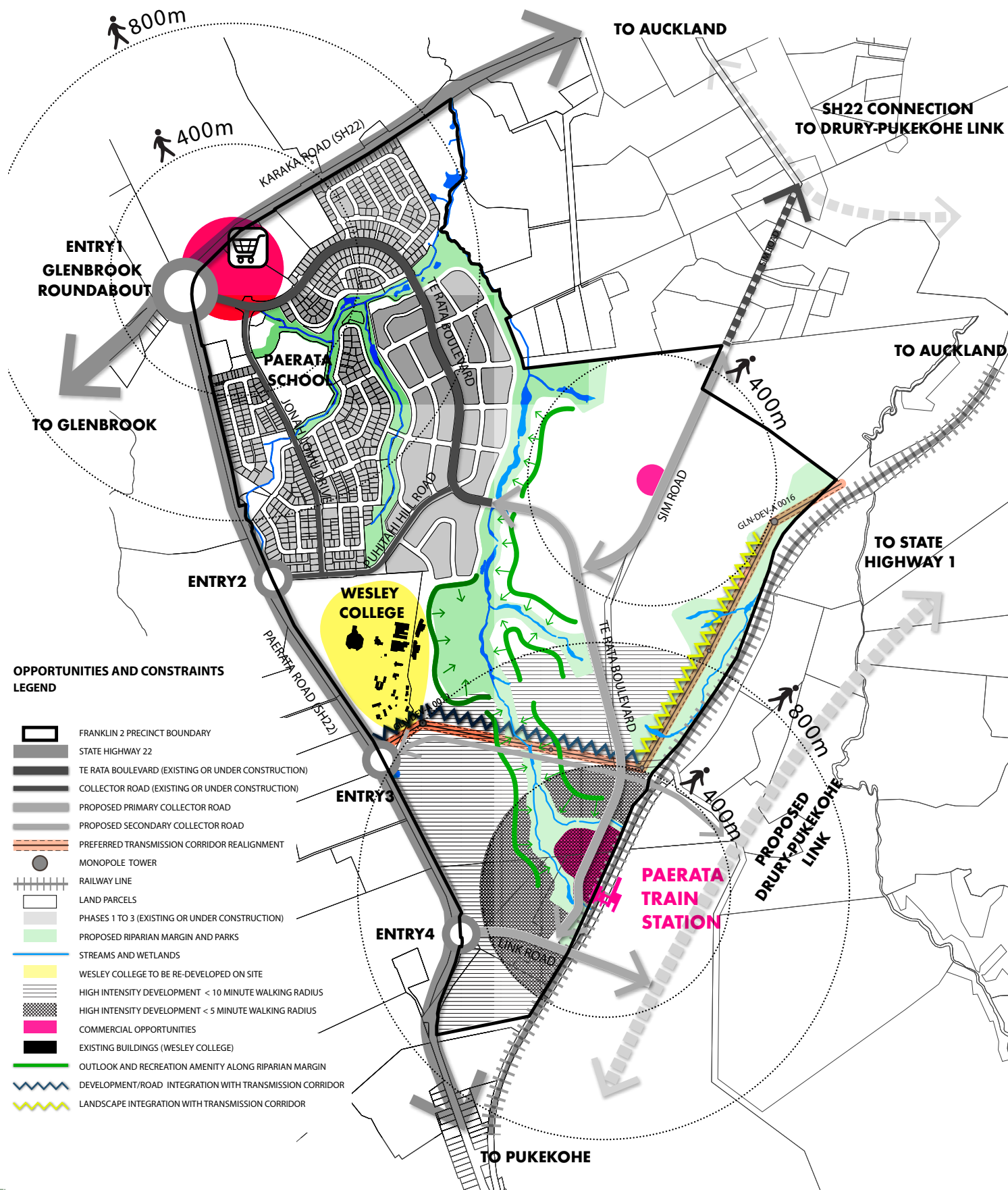


Figure 4: Opportunities and Constraints



## 3.0 THE PROPOSAL

Since the 2014 Plan Variation, significant shifts in public policy and changes in the residential and retail markets have occurred. The uncertainty surrounding the timing and final location of the train station has led to development commencing in the northern part of the Precinct, where approximately 1,000 lots have already been completed, are under construction, or have received consent. In May 2024, consent was granted for the development of a supermarket near the Glenbrook roundabout to serve the emerging residential community.

The current Franklin 2 Precinct comprises 18 hectares of business-zoned land, located within the Wesley Sub-Precinct on the existing Wesley College site. This area was originally intended for future commercial development once the College relocated. However, the Wesley College Board has recently decided that the school will remain and redevelop in its current location. A key focus of this Plan Change is to revise the commercial development strategy within the Precinct to reflect these changes.

The proposed changes include redistributing the commercially zoned land into two local centres: one in the north by Glenbrook roundabout and another at Paerata Station, along with a third small neighbourhood centre to the northwest. This reallocation of business land aims to enhance accessibility and walkability to amenities from various parts of the Precinct, better serving the convenience needs of both existing and future residential communities. The existing Wesley Sub-Precinct commercial area will be re-zoned as Mixed Housing Urban (MHU) Zone.

Additionally, this Plan Change seeks to introduce a mix of uses and increase residential density near Paerata Station, consistent with the strategic direction of the NPS-UD and Auckland Council's intensification strategy to rezone residential areas within 'walkable catchments' of public transport hubs and enable higher building densities.

The proposal involves rezoning areas within walking distance of Paerata Station from the Mixed Housing Urban (MHU) zone to the Terrace Housing and Apartment Buildings (THAB) zone. A ten-minute pedestrian shed diagram (refer to Figure 7), based on the block structure from the updated 2025 Masterplan, was used to inform the boundary and extent of the proposed THAB zone. Additional considerations included key road alignments and existing waterways also provided logical and defensible zone boundaries.

This section details the design framework that informed the proposed Zoning Plan, beginning with the Key Moves that shaped the design changes followed by the Updated 2025 Masterplan, Zoning Plan and Illustrative Masterplan. The overall Masterplan is broken down into the following urban design framework layers - Movement, Open Space, Urban Form, Use and Activity.

Each Urban Design Framework is explained in this section of the report with comparisons made to the current Precinct Plan. A Conceptual Illustrative Masterplan provides an example of how the Precinct could be developed using the proposed Zoning Plan and Updated 2025 Masterplan Framework. This is an illustrative concept, and future development may differ due to changes in market demand.

Figure 5 outlines the key moves that informed the proposed design and zoning changes.

### KEY MOVES

1

#### *Retention and redevelopment of Wesley College*

Wesley College will remain at its current location, with plans underway to redevelop parts of the College.

2

#### *Redistribution of Commercial Zones:*

Redistribute the existing Wesley Sub-Precinct commercial area into three strategically located areas along main roads and public transport to enhance accessibility and commercial viability. These areas have good levels of access and walkability. Provide different commercial zoning to support a wide range of activities, thereby enhancing the economic vitality and liveability of the area.

3

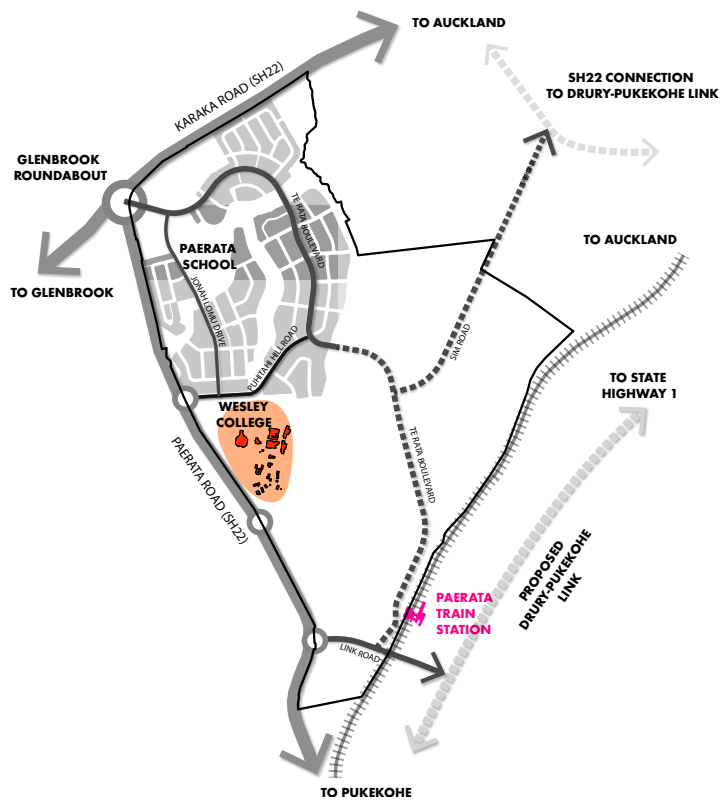
#### *Provide for Higher-Density Mixed-Use opportunities and Diverse Housing Options:*

Provide a diverse mix of uses near the train station to adapt to evolving commercial and residential market demands. This aligns with the NPS-UD's directive for higher intensity around transit hubs. Zoning changes are proposed to encourage increased density. The varying residential zones within the Precinct will encourage a range of housing needs.

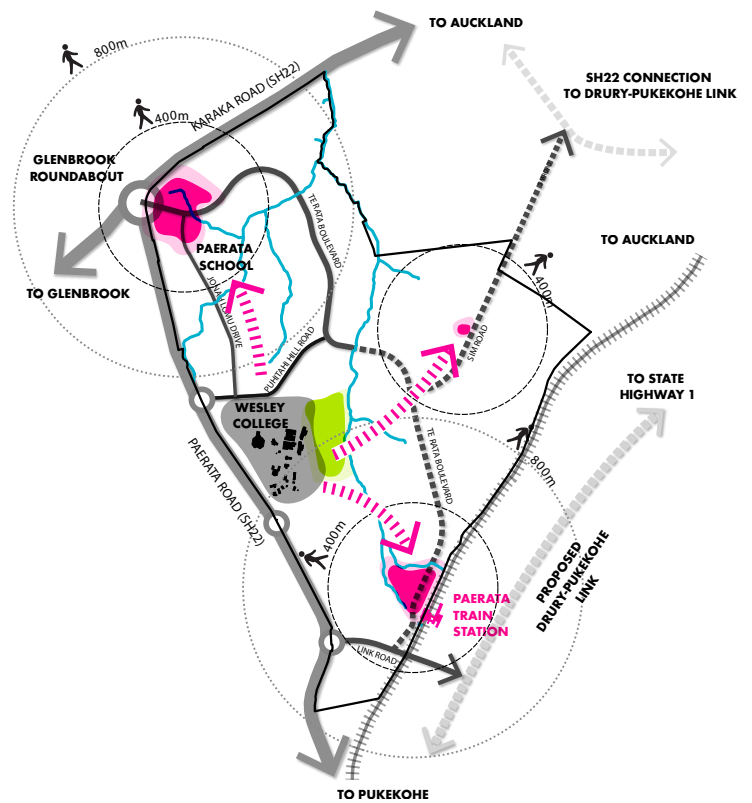
4

#### *Integration of Transmission Corridor:*

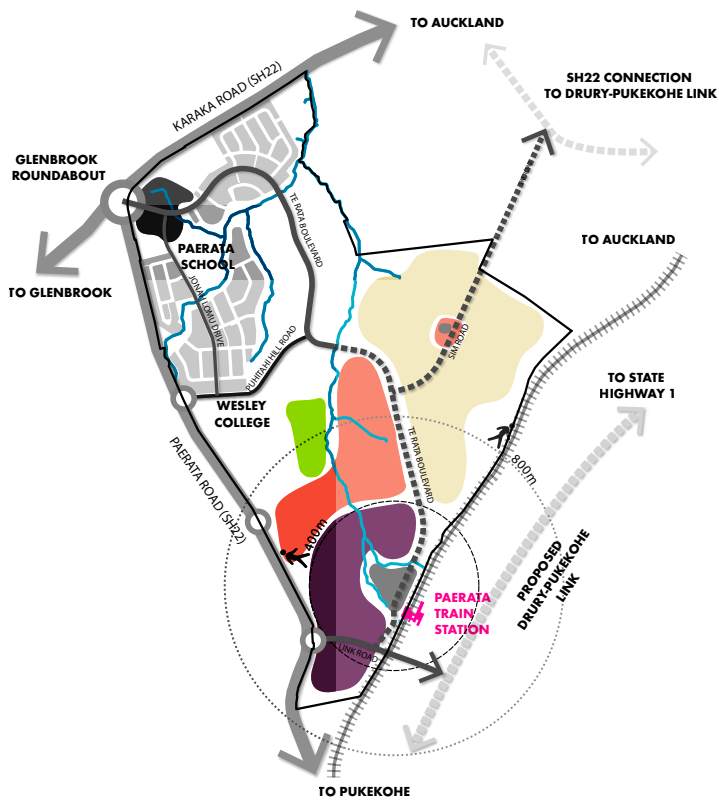
GDL is working with Transpower to realign the transmission corridor to connect with existing tower locations at Towers 16 and 19, reducing its length and impact across the site. The east-west collector road in Phase 4 is adjusted to follow this corridor, providing key connections to the proposed Drury-Pukekohe Link. The buffer zone alongside the corridor could accommodate road reserves, cycleways, and landscaping, minimising impacts on developable land.



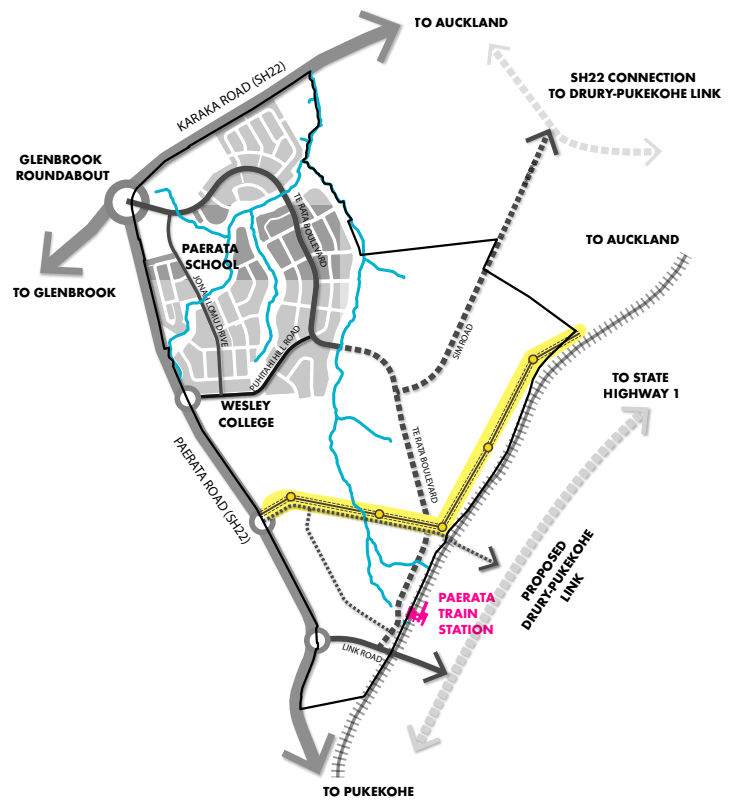
# 1 RETENTION AND REDEVELOPMENT OF WESLEY COLLEGE AT ITS CURRENT LOCATION



# 2 REDISTRIBUTION OF COMMERCIAL ZONES



# 3 PROVIDE FOR HIGHER DENSITY MIXED-USE OPPORTUNITIES AND ENCOURAGE DIVERSE HOUSING OPTIONS



# 4 DESIGN INTEGRATION OF THE TRANSMISSION CORRIDOR

Figure 5: Key Move Diagrams

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PROPOSED ZONING PLAN (2025)

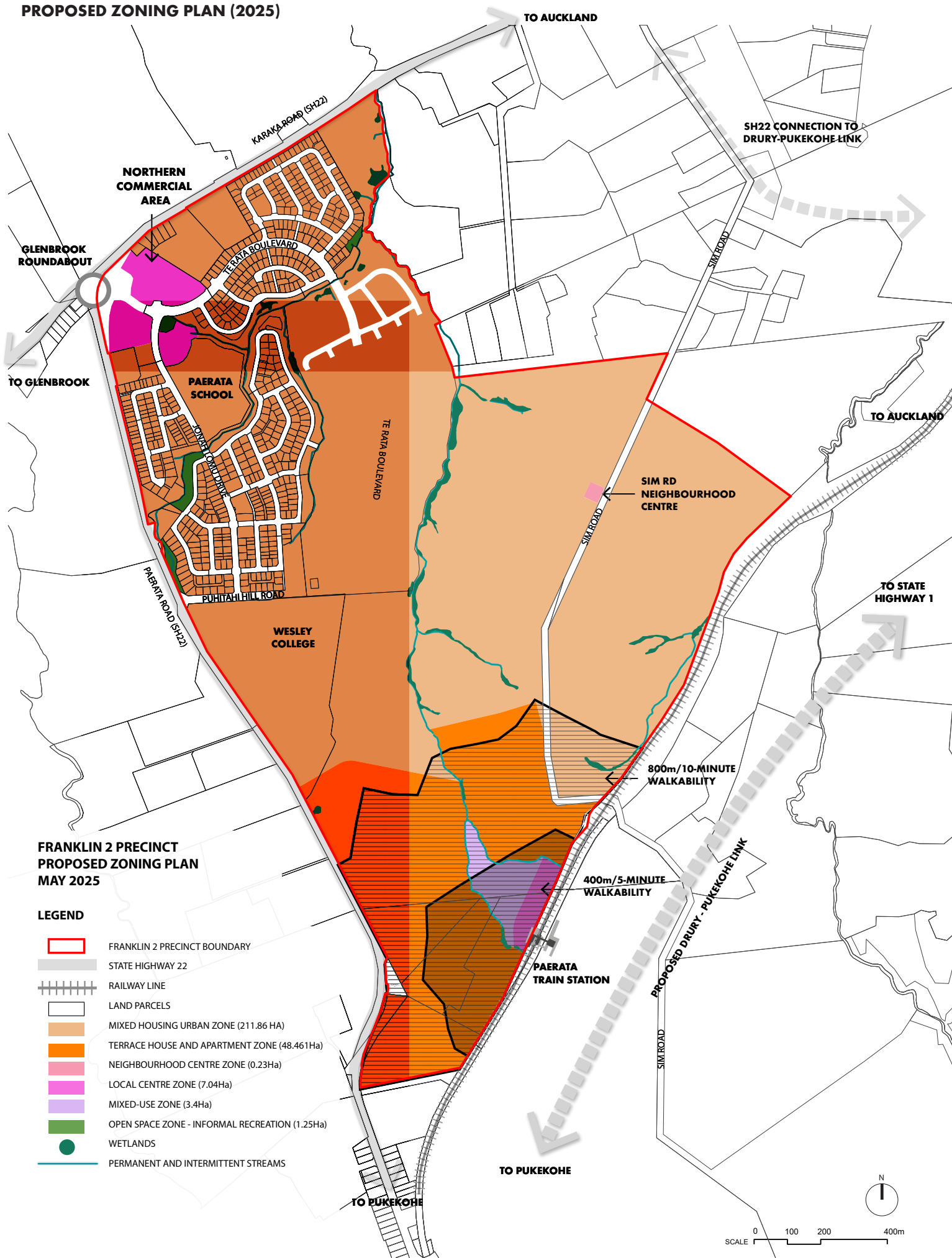


Figure 7: Proposed Franklin 2 Precinct Zoning Plan

UPDATED MASTERPLAN (2025)

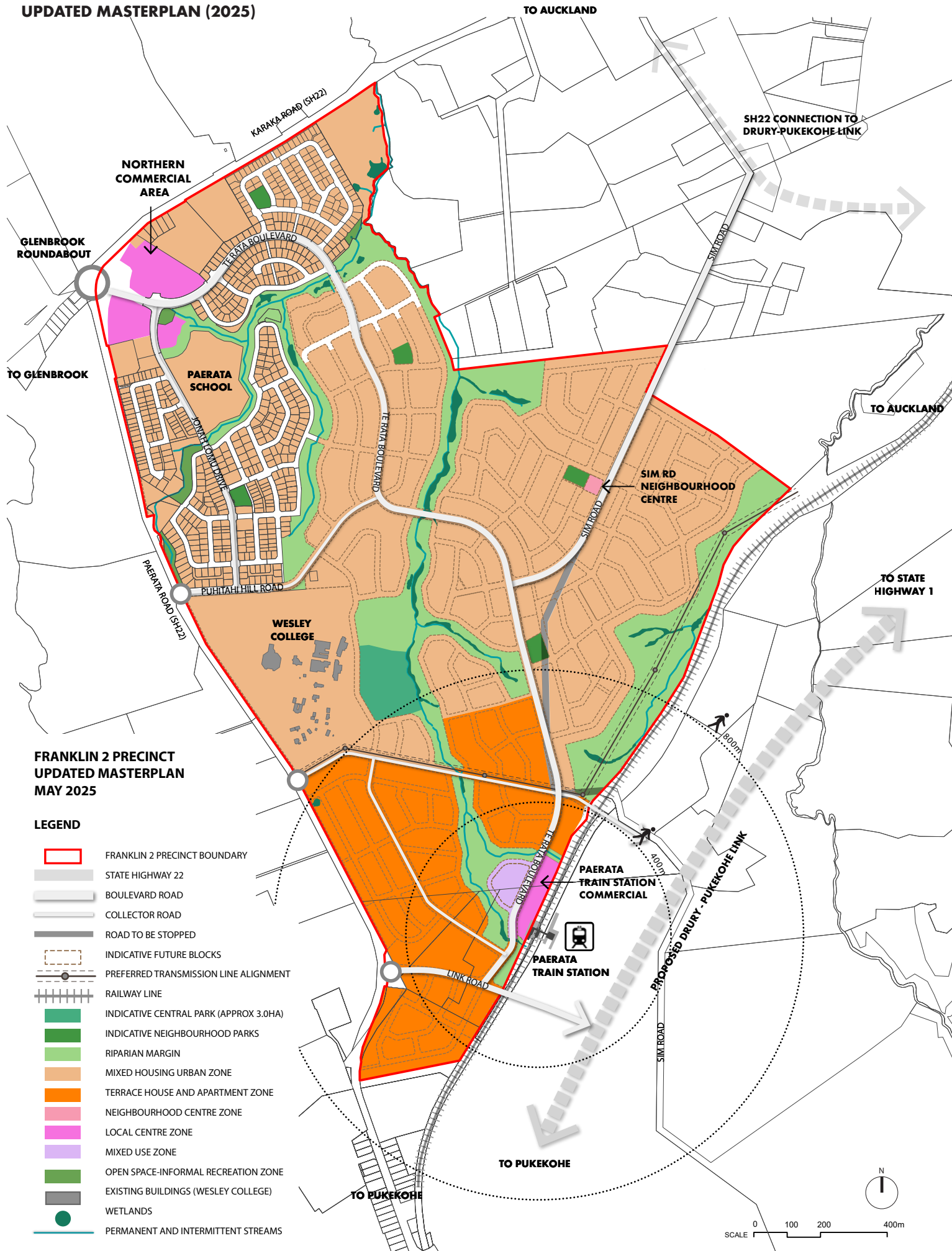


Figure 8: Updated Masterplan (2025)





Figure 9: Illustrative Masterplan



## 3.1 MOVEMENT NETWORK

Over the past ten years, the final location of Paerata Train Station has been finalized, and it is currently under construction. The station is expected to open to the public in 2025. Once completed, the station will provide access for the community to connect to other areas of Auckland independently of SH22 via the rail network.

The Updated Masterplan's movement network adheres to the principles established in the 2014 plan, aiming to create a well-connected residential environment with a clear movement hierarchy that supports walking, cycling, and public transport. Although a few road alignments have changed in the completed phases and proposed design, the overall structure and hierarchy remain intact. The principles of a well-integrated development with a block structure that promotes a connected road layout, minimizing rear lots, encouraging street and open space activation, and considering natural landforms through thoughtful street design and layouts are preserved.

The Updated Masterplan (2025) ensures that:

- The east-west collector road is integrated with the preferred transmission corridor realignment and maintains a clear connection to the Sim Road overbridge, providing access to the proposed Drury-Pukekohe Link.
- Roads are interconnected, avoiding cul-de-sacs wherever possible.
- Connectivity is maintained where there are longer blocks by providing pedestrian and cycle routes within reasonable distances.
- Block depths are designed to avoid rear lots wherever possible.
- Reserve Edge roads are provided along all open spaces and riparian reserves to ensure future development overlooks and activate public open spaces.
- The road networks consider the existing landform, following contours as much as possible while optimizing lot orientation for better solar access.
- There is direct and clear access to the station by vehicles, pedestrians and cyclists.

### 3.1.1 FUTURE CONNECTIVITY

A Park and Ride facility is planned on the eastern side of the railway line, connected to the Franklin 2 Precinct by the new "Link Road," which is currently under construction. The proposed plan also considers integration with future developments to the southeast of the railway line and neighbouring lots not owned by GDL. This integration is achieved through the following:

- A** Link Road, the primary road crossing the railway line, connecting SH22 and the future Drury-Pukekohe Link.
- B** Upgrade the existing Sim Road Railway Crossing north of Link Road to provide an additional crossing for future developments and the Drury-Pukekohe link to the east over the railway line.
- C** Sim Road Extension to the north will connect to SH22 and the future, Drury-Pukekohe Link.
- D** A secondary collector road connecting SH22 to Te Rata Boulevard as outlined in the consented Phase 4 Framework Plan. This road will link the neighbouring parcel of land to the planned Te Rata Boulevard and Train Station and support a connected and integrated future environment.

INDICATIVE ROADING HIERARCHY

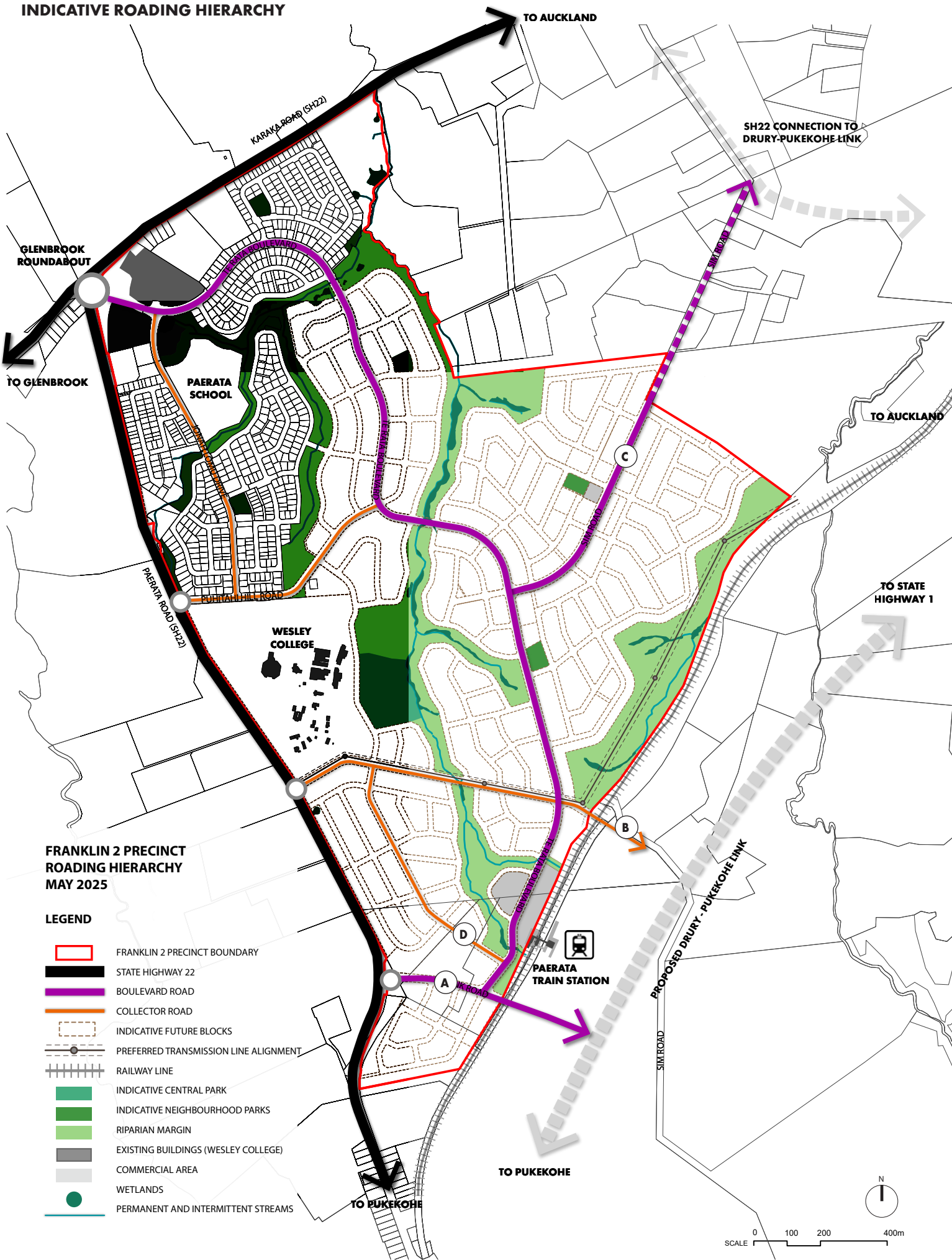


Figure 10: Indicative Roading Hierarchy

### 3.1.2 CHANGES IN KEY ROAD ALIGNMENTS

The 2014 Precinct Plan shows three entrances from SH22 providing east-to-west connections across the Precinct. This arrangement is generally retained, with the major alignment change being Te Rata Boulevard, which now offers a stronger north-south connection from Glenbrook Roundabout to Paerata Station and links the three other east-west roads from SH22.

Figure 11 shows the proposed roading network changes from the Franklin 2 Precinct Plan 5. Most key connections are maintained with a variation in the alignment. The proposed roading layout is simple and legible, maintains all the necessary connections outlined in the Franklin 2 Precinct Plan and promotes a permeable wider roading network.

- A** Link Road is currently under construction and the alignment was decided in conjunction with KiwiRail and NZTA.
- B** As a result of Link Road, the fourth and most southern entry (Entry 4) to Franklin 2 Precinct has shifted south.
- C** As part of discussions from the Phase 4 Framework Plan, it was recommended that the Sim Road railway crossing will remain as a connection to the future Drury-Pukekohe Link.
- D** Connecting the consented Te Rata Boulevard from Phase 3 and the new proposed Link Road has realigned the Primary Collector (Te Rata Boulevard) from the original location, making it the new north-south spine road connecting Glenbrook Roundabout/Karaka Road to the new Link Road. This is logical given the first stages of development at Paerata Rise started from the north.
- E** The proposed Sim Road Primary Collector now tees off Te Rata Boulevard.
- F** The east-west Secondary Collector continues to provide a horizontal connection from SH22 to Te Rata Boulevard. It has been realigned slightly south to follow the proposed transmission corridor and connect with the Sim Road overbridge. As a result of this shift, Entry 3 from SH22 has also moved further south.
- G** The north-south Secondary Collector generally aligns with the route established in the consented Phase 4 Framework Plan, maintaining a continuous connection between the east-west Collector Road and Te Rata Boulevard.
- H** The north-south pedestrian and cycling connection within Wesley Sub-Precinct has been shifted east, due to the current area being retained for Wesley College. The proposed reserve edge road will provide vehicular, pedestrian and cyclist connections adjacent to the Riparian Reserve and Central Park.

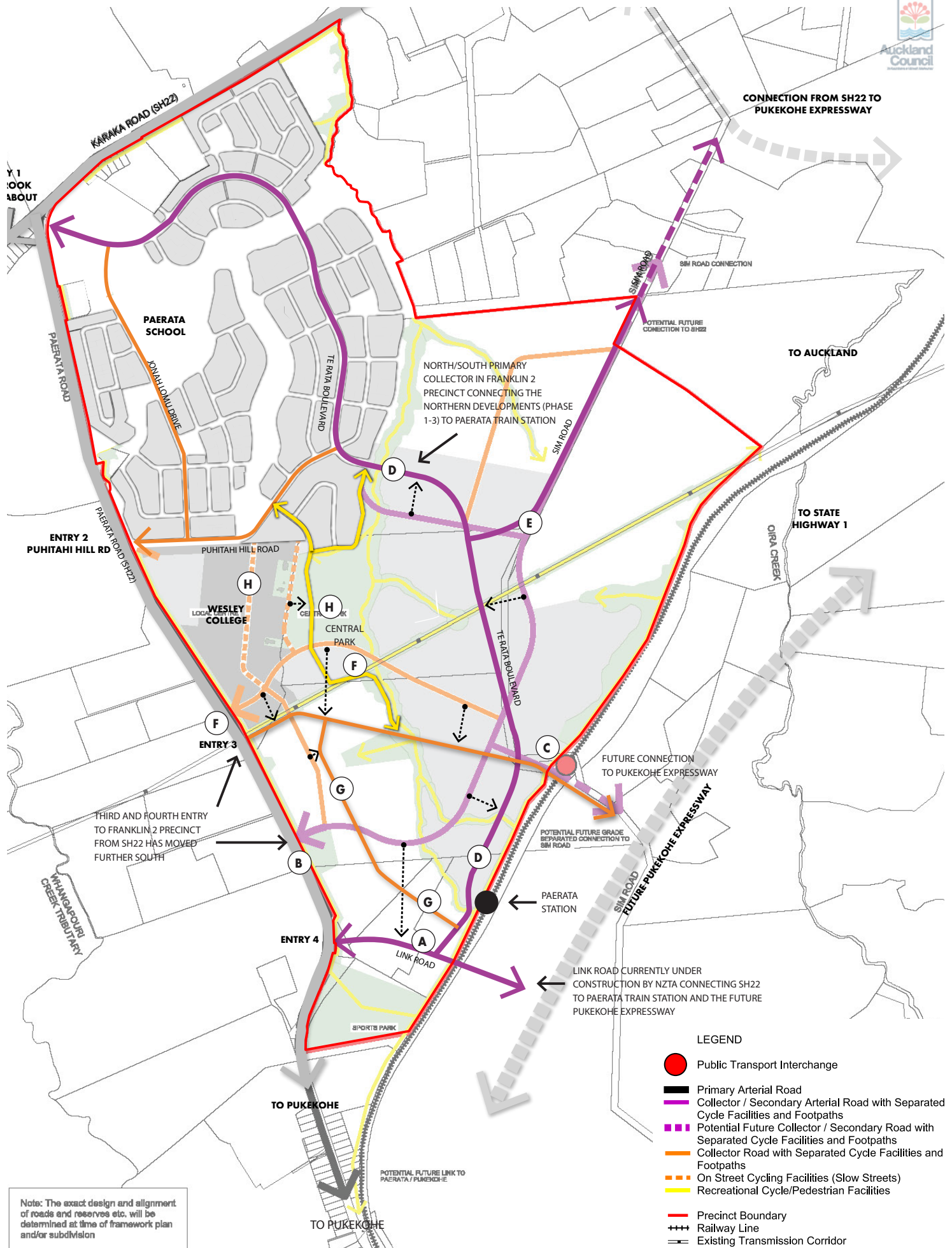


Figure 11: Diagram Overlay showing proposed movement network changes from the existing Franklin 2 Precinct Plan 5

### 3.1.3 PEDESTRIAN AND CYCLE CONNECTIONS

The proposed movement network offers multiple pedestrian and cycle connections to Paerata Station, ensuring accessibility and convenience for residents at Paerata Rise. These connections include recreational pedestrian walkways and cycleways that follow riparian reserves and open spaces as well as dedicated on-road cycle lanes within the street network.

The proposed National Cycleway is planned to run along the eastern side of the railway line, with two key connections to the Franklin 2 Precinct via Link Road and the Sim Road overpass. These connections integrate the Precinct with the broader cycling infrastructure, enhancing overall connectivity to the Auckland Region.

Within the Franklin 2 Precinct, the internal cycleways are designed to provide residents with a pleasant yet direct and efficient route to the station. By providing additional separated cycleways and shared paths adjacent to riparian reserves and away from vehicular traffic on Te Rata Boulevard, the network offers another safe and scenic route to Paerata Station.

Additionally, the on-road separated cycle path along the Sim Road primary connector to the northwest of the Precinct will link with the Riparian Reserve cycle path network, further integrating the movement network within the Precinct.



INDICATIVE PEDESTRIAN AND CYCLE NETWORK

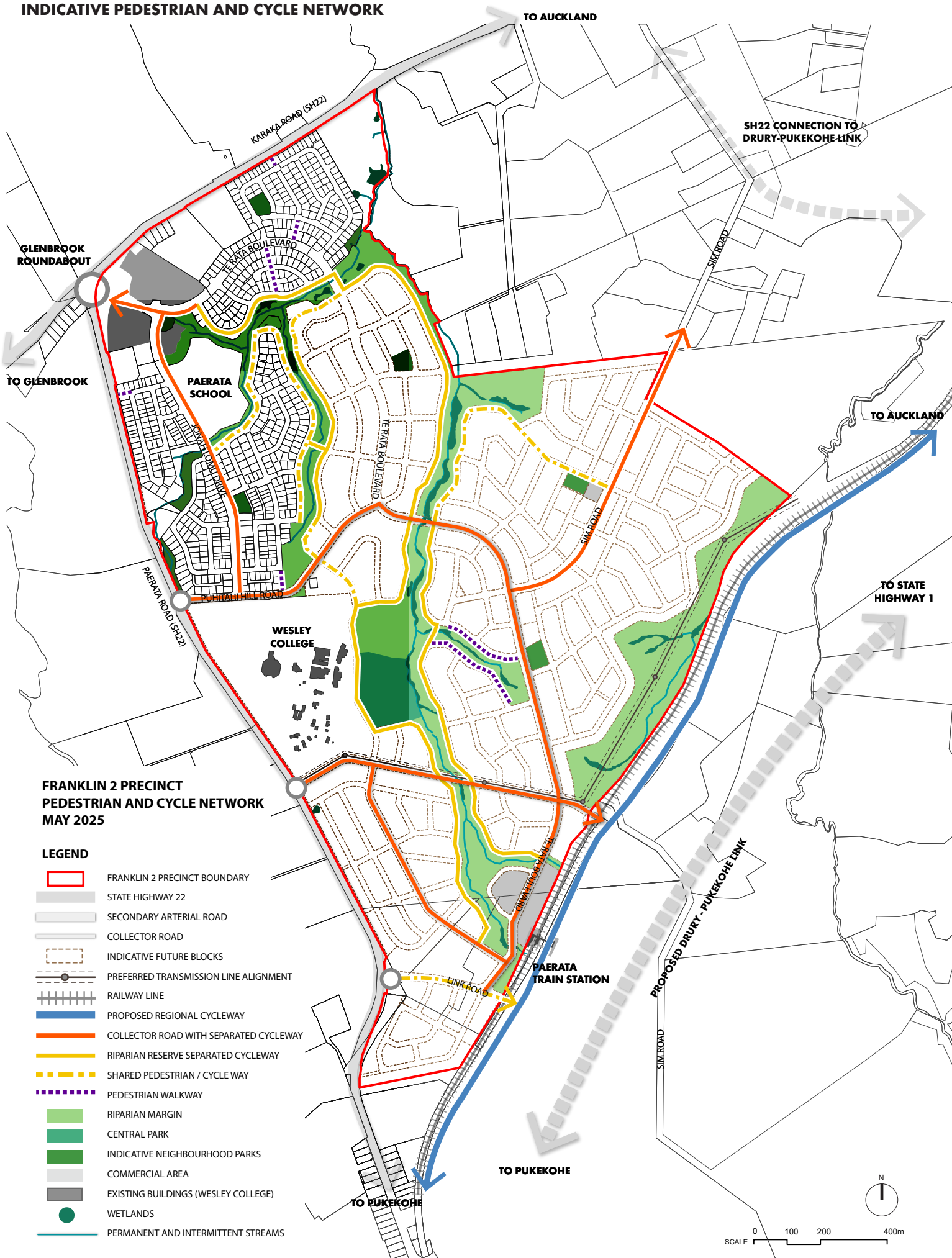


Figure 12: Indicative Pedestrian and Cycle Network

### 3.2 OPEN SPACE NETWORK

An open space assessment was completed in 2014 to inform the Structure Plan's open space strategy. The objective of the Precinct's open space network is to create open spaces that will be frequently used, well-loved and enjoyed. The open space strategy draws upon and enhances the site's natural assets, heritage and ecological features. It includes a 'greenway' network along the streams comprising recreational trails, walking and cycle linkages, ecological connections and places for informal recreation.

## PROPOSED CHANGES

### Riparian reserves

The Updated 2025 Masterplan demonstrates that the existing open space network from the current Franklin 2 Precinct Plan 1 is largely preserved. The riparian reserves, which serve as critical green infrastructure for managing stormwater, remain unchanged. A portion of the riparian reserves in the northern area have already been developed into landscaped spaces. These areas feature playgrounds, dog parks, seating and relaxation zones, and have been enhanced to support ecological habitats, as well as pedestrian and cycle pathways.

Future riparian reserves will maintain a similar character, with varying widths to accommodate pedestrian and cycle connections, as well as pockets of space for both informal and active recreation. These reserves will continue to play a vital role in the overall green infrastructure, contributing to the ecological and recreational value of the Precinct.

### Central Park and transmission corridor

Central Park is approximately at the same location as before, but its size will be reduced to meet Auckland Council's requirement for a 3-hectare suburban park. The Updated Masterplan (2025) illustrates how Central Park will be integrated with the adjacent Riparian Reserve, creating a cohesive green space. Access to the park will be provided via a public north-south road on the western side, which borders the Wesley College site. This integration enhances north-south connectivity and ensures that Central Park remains a central and accessible amenity within the Precinct.

### Village Green and Sports Parks

The Village Green was initially centred on the established amenities of the Wesley College campus but has been removed since the college will now remain on the site. However, the sports fields that are part of the college will also remain or be redeveloped, with plans for them to be accessible to the public, ensuring that there will still be provision of active recreational amenities in the Precinct.

*Open Space amenity corridor*

The previously identified open space amenity corridor adjacent to SH22 has been removed. In the completed phases to the north, Provision has been made to accommodate the 5.0m road widening required by Designation 6705 State Highway 22 Road Widening – Karaka to Pukekohe.

### Transmission Corridor Open Space

In the current Precinct Plans, the Transmission Corridor Open Space is shown as a continuous informal recreation corridor traversing the Precinct. In the Updated 2025 Masterplan, the transmission corridor has been realigned and rather than maintaining a wide, linear open space, the design integrates the corridor with the east-west collector road. Section 3.3 below provides an indicative cross-section illustrating how the transmission corridor is incorporated within the road reserve. To the east, the land adjacent to the railway line is steep and will largely be retained as natural landscape, serving as a buffer between the railway line and the residential neighbourhood. The transmission corridor will be integrated into this landscape buffer.

### Neighbourhood parks

The network of local parks indicated in the 2014 Structure Plan remains generally in the same locations. However, the final location and size will be determined after consultations with Auckland Council and agreed upon at the detail design stage to ensure they meet the Council's requirements and future community needs.

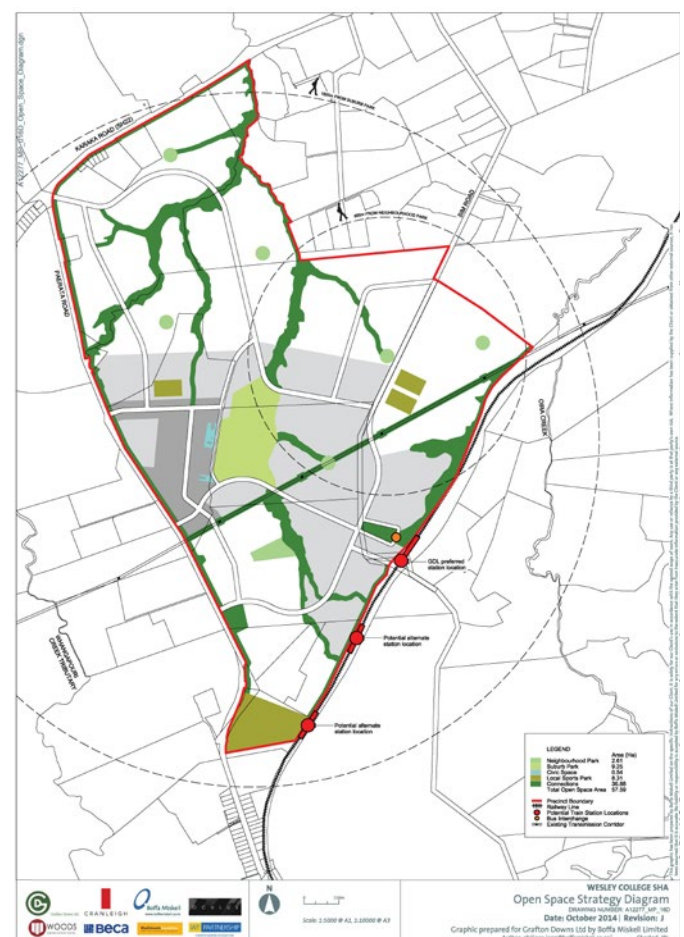


Figure 13: Existing Franklin 2 Precinct Open Space Strategy

INDICATIVE OPEN SPACE NETWORK

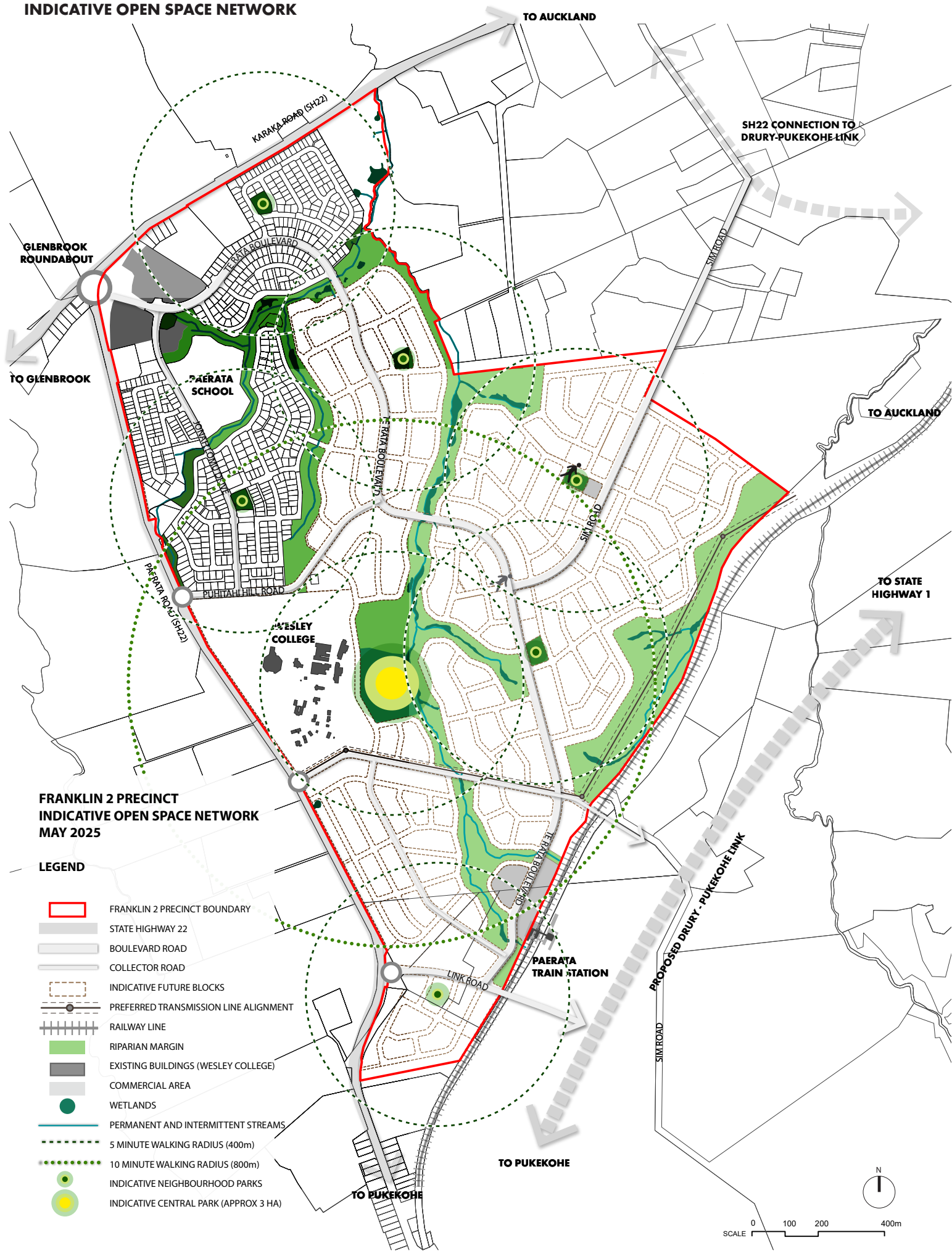


Figure 14: Indicative Open Space Network





**NEIGHBOURHOOD PARKS**

EXAMPLES OF NEIGHBOURHOOD PARKS THAT HAVE ALREADY BEEN COMPLETED IN THE FRANKLIN 2 PRECINCT. THE IMAGE BELOW FEATURES THE NEIGHBOURHOOD PARK FROM PHASE ONE OF THE DEVELOPMENT LOCATED NEXT TO THE RISE N SHINE CAFE.





## RIPARIAN RESERVES

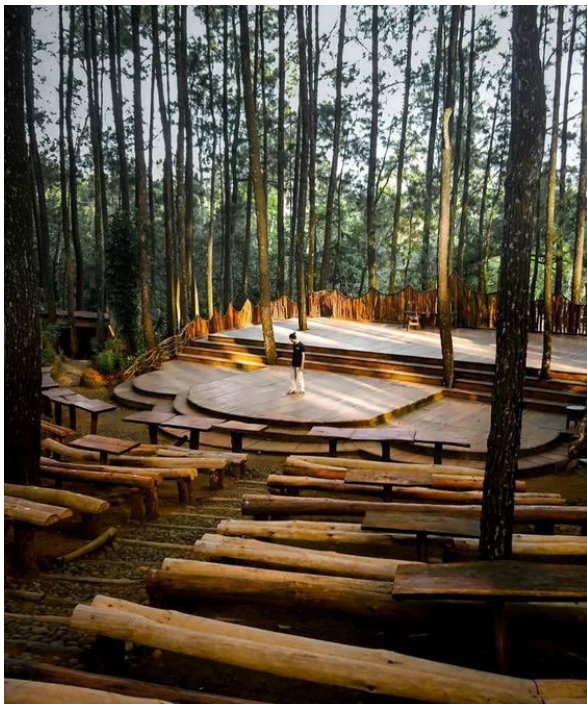
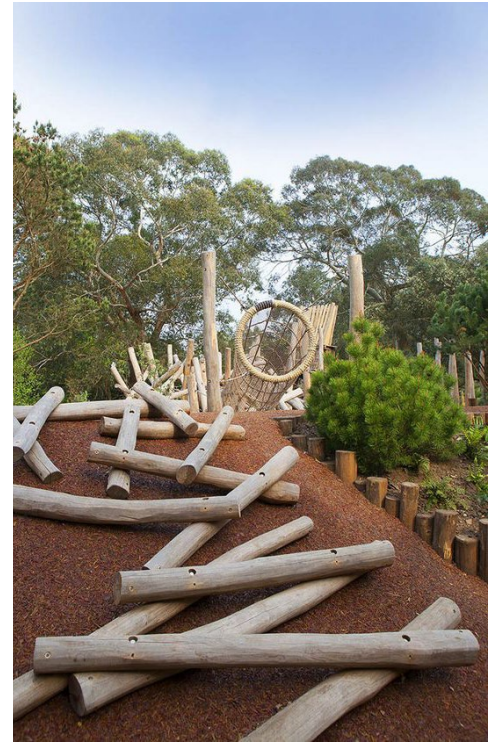
IMAGES ON THIS PAGE SHOW THE COMPLETED RIPARIAN RESERVES FROM PHASES ONE TO THREE IN THE NORTHERN SECTION OF THE FRANKLIN 2 PRECINCT. THESE RESERVES FEATURE PEDESTRIAN WALKWAYS, RECREATIONAL CYCLE PATHS, REST AREAS AND INFORMAL PARKS NESTLED WITHIN A NATURAL LANDSCAPE. THE RIPARIAN RESERVES ALSO ENHANCE THE NATURAL HABITAT, SUPPORTING A DIVERSE ARRAY OF NEW ZEALAND FLORA AND FAUNA.





## CENTRAL PARK

CHARACTER REFERENCE IMAGES ILLUSTRATE A VARIETY OF POTENTIAL ACTIVITIES FOR CENTRAL PARK, INCLUDING WALKING AND MOUNTAIN BIKING TRAILS, NATURAL PLAYGROUNDS, ART AND SCULPTURE TRAILS, AN AMPHITHEATRE FOR OUTDOOR EVENTS, AND DESIGNATED RELAXATION AREAS. THE LOCATION OF CENTRAL PARK REMAINS UNCHANGED, WITH THE NATURAL CONTOURS OF THE LAND AT THIS SITE BEING WELL-SUITED TO ACCOMMODATE THE PROPOSED ACTIVITIES.









### 3.3 URBAN FORM

This section highlights how the Updated Masterplan (2025) and proposed Zoning Plans address the various elements of Urban Form.

#### PROMOTING LOCAL DISTINCTIVENESS

The design and layout of roads carefully consider the natural topography to ensure the built environment complements the existing terrain, reducing the need for extensive and costly earthworks as much as possible. Enhancing natural streams and the riparian margin provides ecological value, and adds recreational open space areas and visual amenities to the development.

#### DIVERSITY OF SITE SIZES

A mix of site sizes within urban blocks supports a variety of building types and uses, promoting diversity and flexibility. This variety ranges from standalone homes to attached dwellings, multi-family units and higher-density apartments. The various site sizes and building typologies address different market demands and promote diverse housing options. Achieving this diversity involves creating various lot widths and depths and exploring different housing typologies on steeper land during the later detail design stage.

#### OPTIMISING VIEWS OF PARKS AND PUBLIC SPACES

The road layout optimizes views of parks and public spaces by creating a visual axis to open space and roads along riparian reserves. These wider landscaped routes provide direct access to the reserves, ensuring that parks are visible and accessible from surrounding neighbourhoods, encouraging their use and fostering a sense of community. Along reserve edge roads, blocks are designed to ensure that developments front onto open spaces while private backs face inward, providing outlook and surveillance while maintaining privacy for residents.

#### SOLAR ORIENTATION

The design shows a block layout with mostly north-south blocks, creating east-west lots that provide optimal sunlight exposure. Incorporating passive solar design principles contributes to the energy efficiency and sustainability of urban development.

#### DESIGN CONSIDERATIONS FOR HIGH VOLTAGE TRANSMISSION CORRIDOR

The high voltage transmission corridor (GLN-DEV-A) bisects the site from east to west, approximately midway through the Precinct. Designing around transmission corridors is crucial to reducing adverse effects on future residential developments. The proximity of existing overhead transmission lines can pose actual and perceived health and safety risks. Additionally, their placement in an urban environment can negatively impact the safe and efficient operation of the network, including accessibility and future investment potential.

GDL has considered options such as undergrounding, redirecting, and maintaining the current placement of the power lines to minimize impacts on future land use and development. These options aim to balance necessary infrastructure with residential liveability. Recent discussions with Transpower resulted in an option to realign the transmission line from GLN-DEV-A0016 (the first pylon within to the west of the Precinct) to GLN-DEV-A0019 (the last pylon to the east of the Precinct).

The current proposal shows the preferred realignment of the transmission corridor which reduces the span across the site creating less impact on residential development.

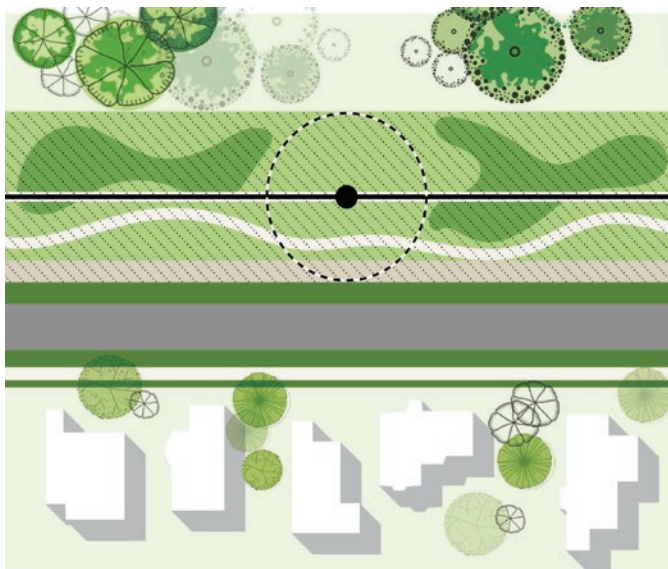
This section outlines the two design scenarios that within the proposed Masterplan:

1. Transmission corridor adjacent to and partly within the road reserve of the east-west collector road.
2. Transmission corridor adjacent to the railway line to the east and integrated with the proposed landscape buffer.



## DESIGN INTEGRATION OF THE TRANSMISSION CORRIDOR

1



2

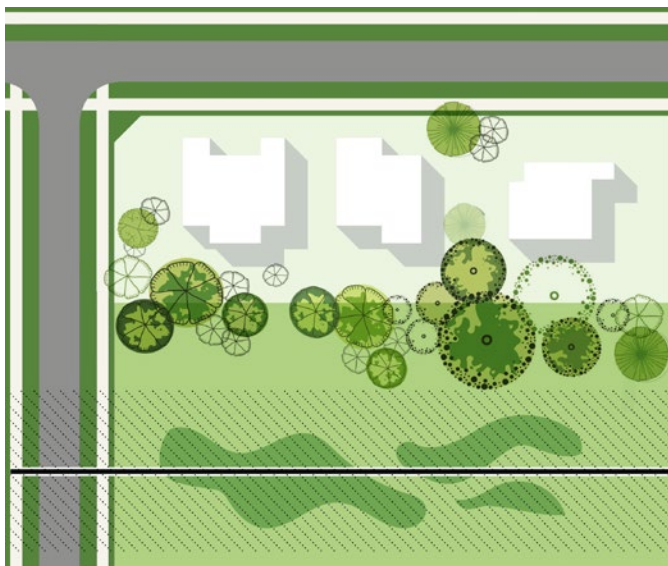
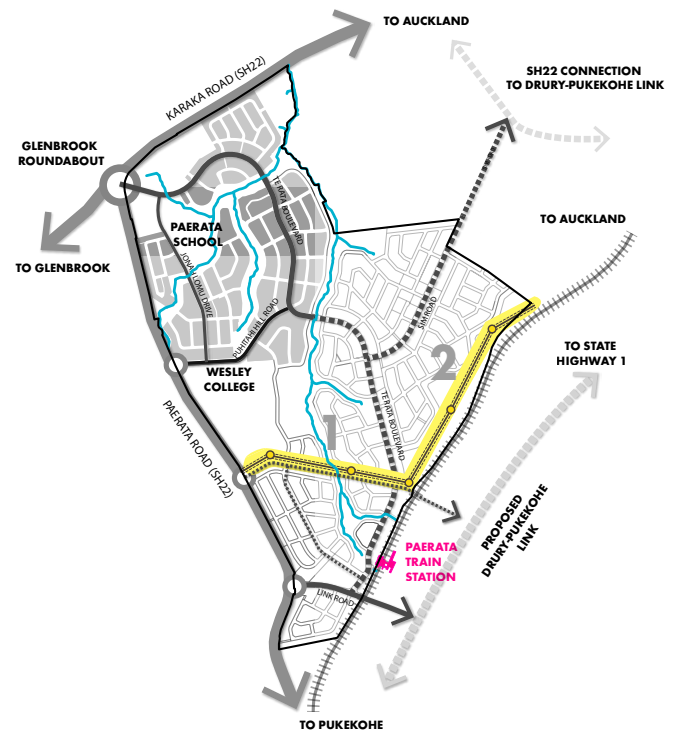


Figure 15: Examples of Transmission line design solutions



### BUFFER ZONE ALONG ROAD CORRIDOR - COLLECTOR ROAD WITH GREENWAY/CYCLEWAY

THE TRANSMISSION CORRIDOR AND MONOPOLES ARE INTEGRATED ALONG THE COLLECTOR ROAD, WITH A BUFFER ZONE EXTENDING OVER PARTS OF THE ROAD RESERVE AND THE ADJACENT LOTS. THIS LAYOUT PROVIDES AN OPPORTUNITY TO INCLUDE A SEPARATED CYCLEWAY AND A RECREATIONAL PEDESTRIAN WALKWAY WITHIN THE BUFFER ZONE, ENHANCED BY LOW-LYING SHRUB PLANTING BENEATH THE TRANSMISSION LINES. THIS DESIGN APPROACH OPTIMIZES THE USE OF THE SPACE UNDER THE TRANSMISSION CORRIDOR AND CREATES A SAFE AND INVITING ENVIRONMENT FOR BOTH CYCLISTS AND PEDESTRIANS.

TO THE NORTH OF THE EAST-WEST COLLECTOR ROAD, THE BLOCKS ARE IN THE NORTH-SOUTH DIRECTION, ENABLING THE SOUTHERN BOUNDARIES OF THE LOTS ADJACENT TO THE TRANSMISSION CORRIDOR TO BE LANDSCAPED BUFFER ZONES.

### BUFFER ZONE ADJACENT TO PUBLIC OPEN SPACE / RIPARIAN RESERVE

THE TRANSMISSION CORRIDOR CAN BE EFFECTIVELY UTILIZED WITHIN THE RIPARIAN RESERVE. THE SPACE UNDER THE CORRIDOR ARE LOCATED BEHIND THE PRIVATE OPEN SPACE OF RESIDENTIAL DWELLINGS AND INTEGRATED WITH LOW-LYING LANDSCAPING. ALL TREES AND PLANTING MUST COMPLY WITH THE ELECTRICITY HAZARDS FROM TREES REGULATIONS 2003.



EXAMPLES OF A TRANSMISSION CORRIDOR ADJACENT TO A ROAD RESERVE, INCORPORATING SHARED WALKWAYS AND CYCLEWAYS, EFFECTIVELY UTILIZING THE SPACE BENEATH THE POWERLINES, THE LANDSCAPING WITHIN THIS CORRIDOR CAN ALSO SERVE AS STORMWATER RETENTION, ADDING A FUNCTIONAL ENVIRONMENTAL BENEFIT TO THE AREA.

#### INDICATIVE COLLECTOR ROAD CROSS SECTION WITH TRANSMISSION CORRIDOR

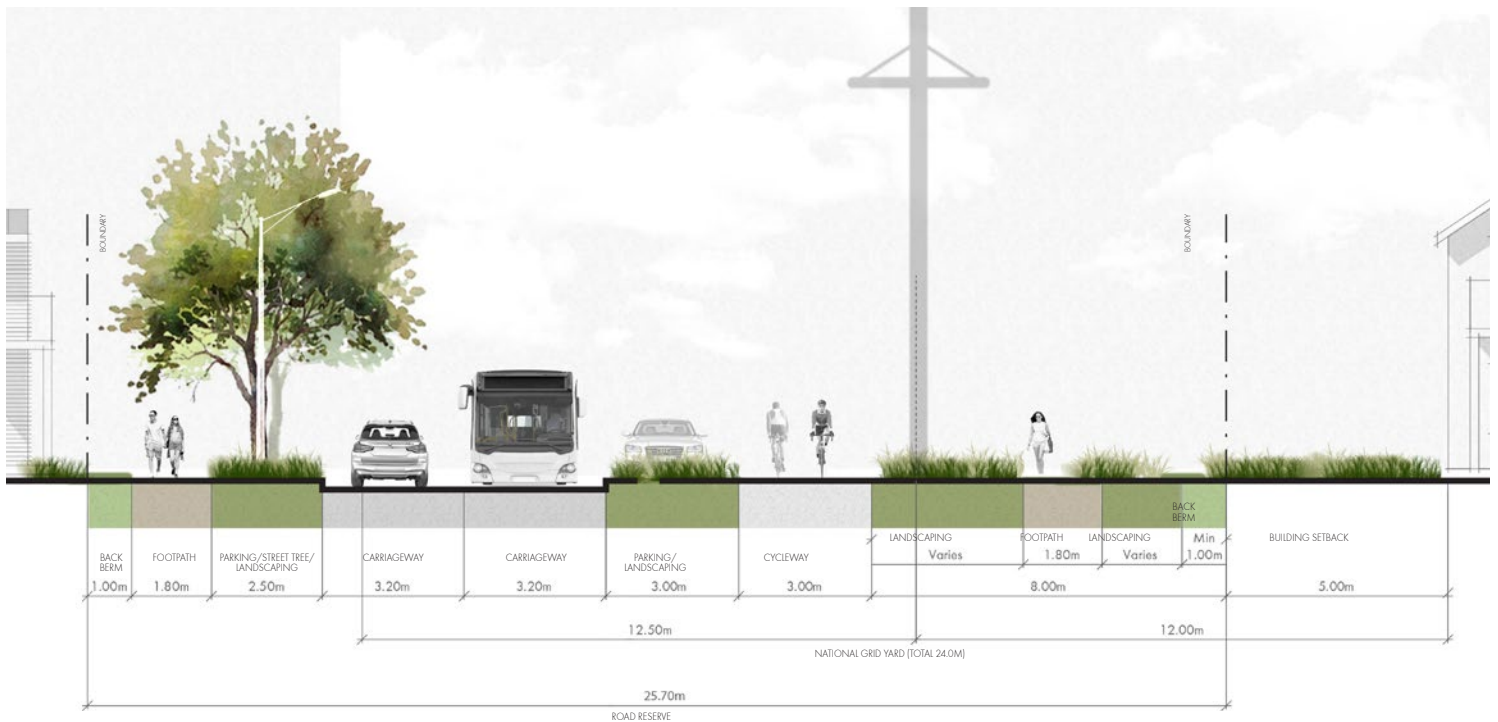


Figure 16: Indicative East-West Collector Road Cross Section with the transmission corridor

## 3.4 USE AND ACTIVITY

This section presents the proposed mix of land uses and densities. The building typologies and density plan provided are indicative and subject to change based on future market demands. The Illustrative Masterplan is informed by the density diagram in Figure 19.

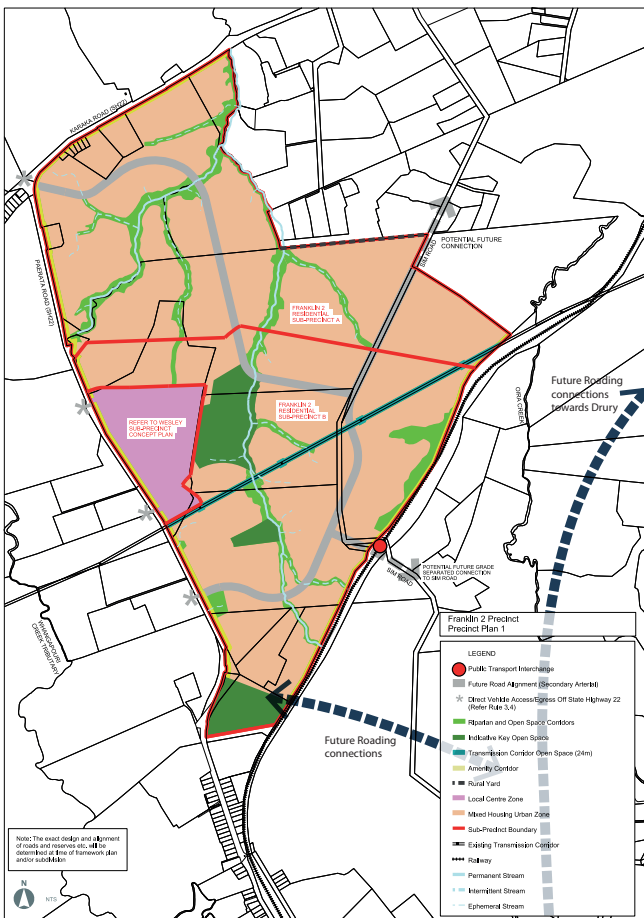
### A MIX OF USES AND WALKABLE CENTRES

A mix of uses in the development promotes vibrant, sustainable communities where residential, commercial and recreational spaces coexist to service the needs of residents. This diversity of functions enhances accessibility and convenience, reducing the need for long commutes and promoting walkability. It also fosters a sense of community, supports local businesses, and contributes to a more dynamic and resilient urban environment by attracting a broader range of people and activities, ultimately improving the quality of life for residents and visitors alike.

By re-distributing the commercial land across the Precinct and establishing new, strategically located centres, the commercial areas will act as focal points, giving each neighbourhood a sense of identity. The commercial areas will provide essential services and amenities within close proximity for greater urban efficiency, and reduce the need for vehicle trips.

### DIVERSITY AND DENSITY

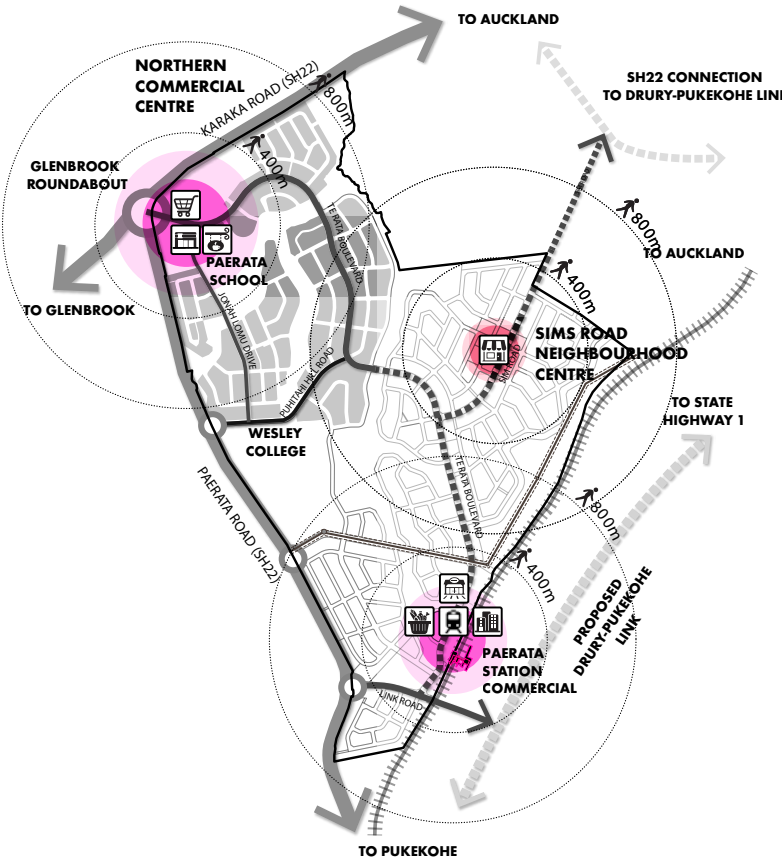
The proposed zoning changes in the Franklin 2 Precinct aim to promote a diverse mix of housing types and higher densities near public transport, aligning with the core principles of the Franklin 2 Precinct, NPS-UD, and sustainable urban growth. This strategy supports the development of various housing options to cater to different market needs while encouraging sustainable transportation by reducing reliance on cars. Concentrating higher-density residential areas near amenities and public transport not only promotes walkability but also provides the necessary population base to sustain local businesses and services, ensuring that these centres remain vibrant and economically viable. Meanwhile, lower-density areas offer diverse housing choices for different lifestyle preferences, enhancing the overall appeal and liveability.



### CURRENT

THE EXISTING PRECINCT PLAN FEATURES A CONCENTRATED LOCAL CENTRE ADJACENT TO PAERATA ROAD (SH 22), WITH THE LAND NEAR THE TRAIN STATION DESIGNATED FOR RESIDENTIAL USE.

Figure 17: Current Franklin 2 Precinct Plan



### PROPOSED

PROPOSED REDISTRIBUTION OF COMMERCIAL ACTIVITY CENTRES AROUND THE TRAIN STATION, THE NORTHERN GATEWAY BY GLENBROOK ROUNDABOUT, AND THE NORTHWESTERN NEIGHBOURHOOD CENTRE. THIS STRATEGIC PLACEMENT ENSURES THAT COMMERCIAL AMENITIES ARE CONVENIENTLY ACCESSIBLE TO ALL AREAS WITHIN FRANKLIN 2 PRECINCT.

Figure 18: Proposed Activity Nodes



INDICATIVE DENSITY PLAN

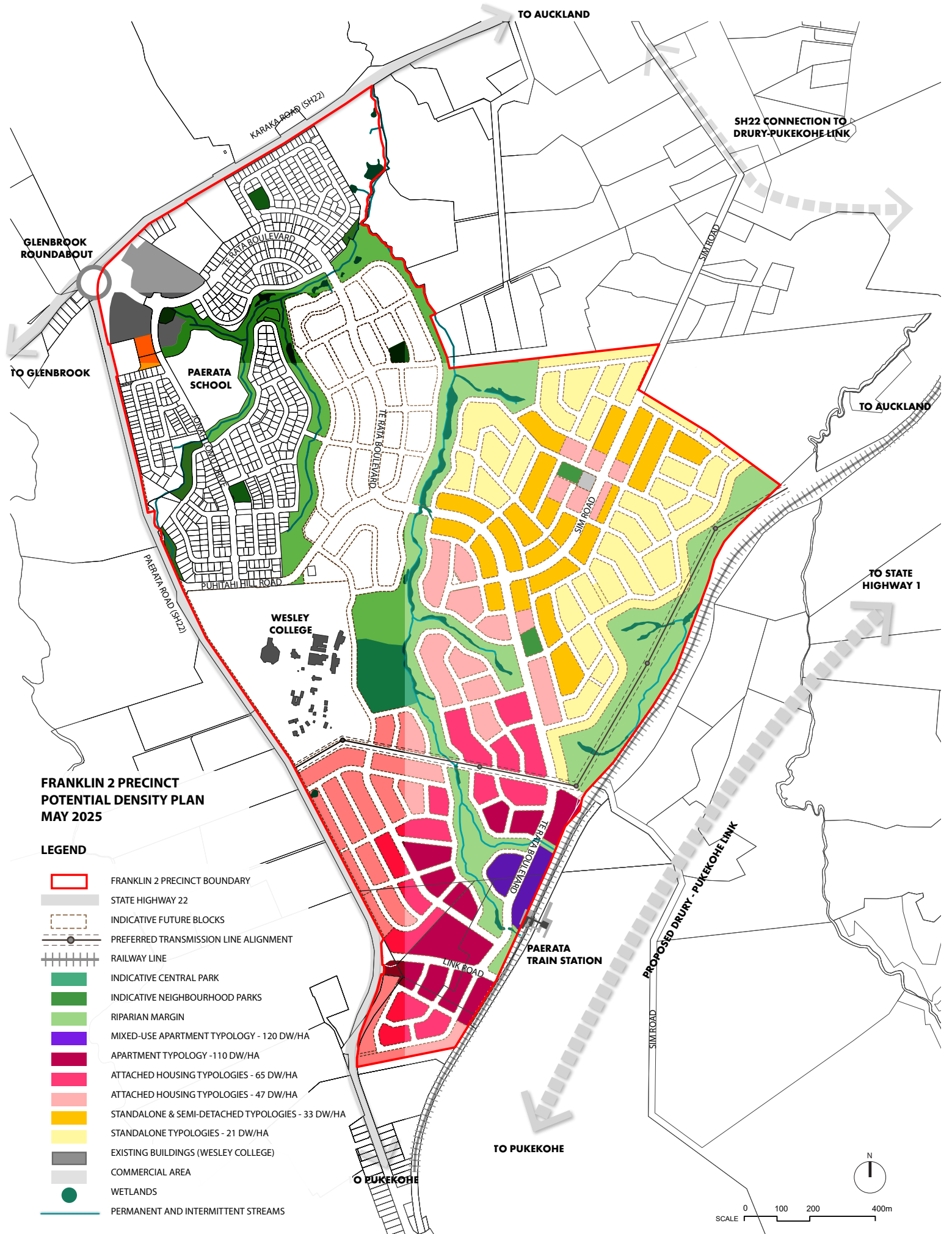


Figure 19: Indicative Density Plan

## 4.0 AREA DESIGN CONCEPTS

Section four of this report presents design studies for the three commercial zones. While these studies are indicative concepts, they have been developed and tested through several collaborative design sessions with technical experts to refine the design approach, assess feasibility, and suggest optimal outcomes. Though not final designs, these examples illustrate the envisioned development for each commercial area and inform the commercial zoning boundaries.

### 4.1 NORTHERN COMMERCIAL AREA

The Northern Commercial Area is designed to meet the local and retail needs of the existing and expanding northern residential community within the Franklin 2 Precinct. The proposed Local Centre Zone covers approximately 5.3 hectares and is strategically positioned at the intersection of Paerata Road (SH22) and Glenbrook Road, serving as a key gateway entry to the site from the north. This area is highly accessible and well-connected to the rest of the Precinct via dedicated cycle paths and public transport as well as neighbouring communities.

The Northern Commercial Area will be the first stage of commercial development within the Precinct and is envisaged to offer a range of amenities, including a local supermarket, retail and commercial spaces, medical facilities, and food and beverage amenities. In May 2024, consent was granted for the initial phase of development, which includes a supermarket and a complementary retail unit. This Plan Change proposes to rezone the adjacent blocks to the Local Centre Zone, supporting further commercial activities and streamlining the consenting process for future developments.

The indicative concept of the envisioned Northern Commercial Area, including the consented supermarket block in Stage 1 is shown in Figure 21.

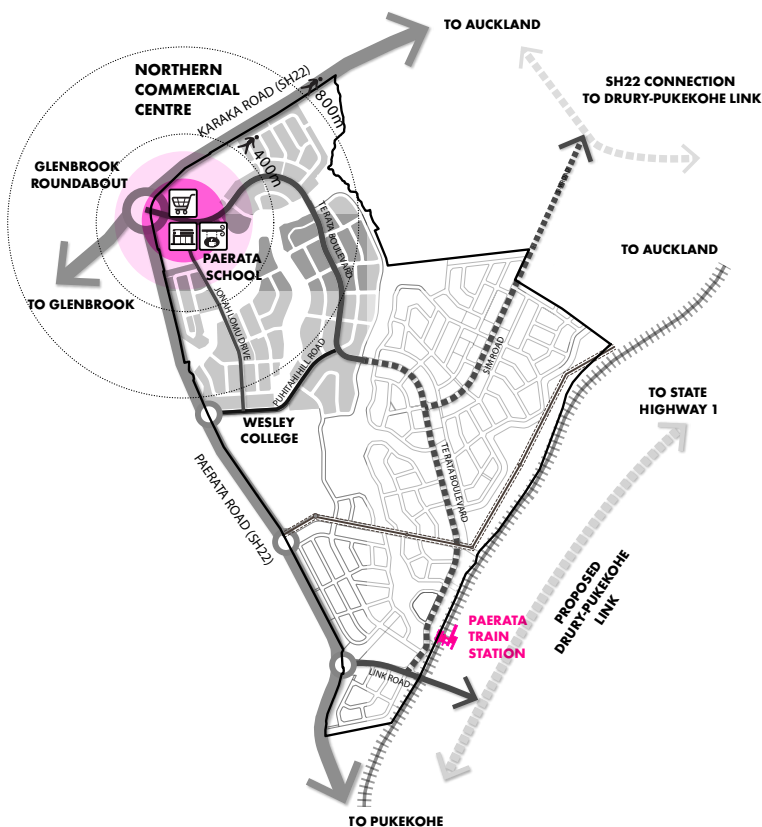


Figure 20: Northern Commercial Area Location Map





Figure 21: Indicative Northern Commercial Area Concept Design





**LOCAL SUPERMARKET**

EXAMPLE OF THE PROPOSED LOCAL SUPERMARKET AT THE NORTHERN GATEWAY OF FRANKLIN 2 PRECINCT



**BUSINESS INCUBATORS, SMALL OFFICES & PROFESSIONAL SERVICES**







## FOOD AND BEVERAGE PRECINCT

REFERENCE IMAGES OF FOOD AND BEVERAGE DEVELOPMENTS THAT COULD BE INTEGRATED INTO THE NORTHERN COMMERCIAL AREA



## MEDICAL CENTRES & CHILDCARE FACILITIES

EXAMPLES OF MEDICAL CENTRES AND CHILDCARE CENTRES THAT COULD BE POTENTIAL DEVELOPMENTS IN THE NORTHERN COMMERCIAL AREA



## 4.2 PAERATA STATION COMMERCIAL AREA

The vision for the Paerata Station Commercial Area is to create a dynamic hub that connects Paerata Rise with the city via the rail network. A centre located here will provide commuters and residents with easy access to commercial and retail amenities. The proposed Local Centre Zone at Paerata Station, approximately 1.7 hectares, is designed to accommodate retail spaces and commercial activity adjacent to public transport. This strategic placement of a commercial node near the station maximizes accessibility and convenience, enabling commuters and residents to shop, dine, and access services with minimal travel time, while also encouraging the use of public transportation. The foot traffic generated by the station will be instrumental in boosting local businesses, and the introduction of diverse activities in this area will cultivate a vibrant community atmosphere, enhancing the overall appeal and functionality of the Franklin 2 Precinct.

The indicative concept for the Paerata Station Local Centre Zone and Mixed-Use Zone envisions a design centred around an urban plaza adjacent to the stream to the south. The concept design for the plaza is angled to provide a visible and

direct access to the station entrance. To the north of the plaza, a series of retail stores are arranged in a laneway and courtyard layout, offering spaces for cafés and dining that open onto the square, forming an active and vibrant space. There are also opportunities for small offices or apartments above the laneway retail development, adding a residential to the mix of uses. To the north of the block, the concept shows a small boutique supermarket, which shares parking spaces with the southern retail area. Whilst the concept design is indicative and at an early stage, it shows the potential arrangement of activities that will promote a high-quality urban environment to achieve the vision.

The proposed Mixed-Use Zone across from the train station and along Te Rata Boulevard offers the flexibility to expand commercial activity if future demand arises, while also allowing for residential developments should the economic viability for commercial use decrease. The Mixed-Use Zone ensures the area remains adaptable to changing needs and market conditions. The indicative concept illustrates a residential option featuring medium to high-density apartments and terraced housing.

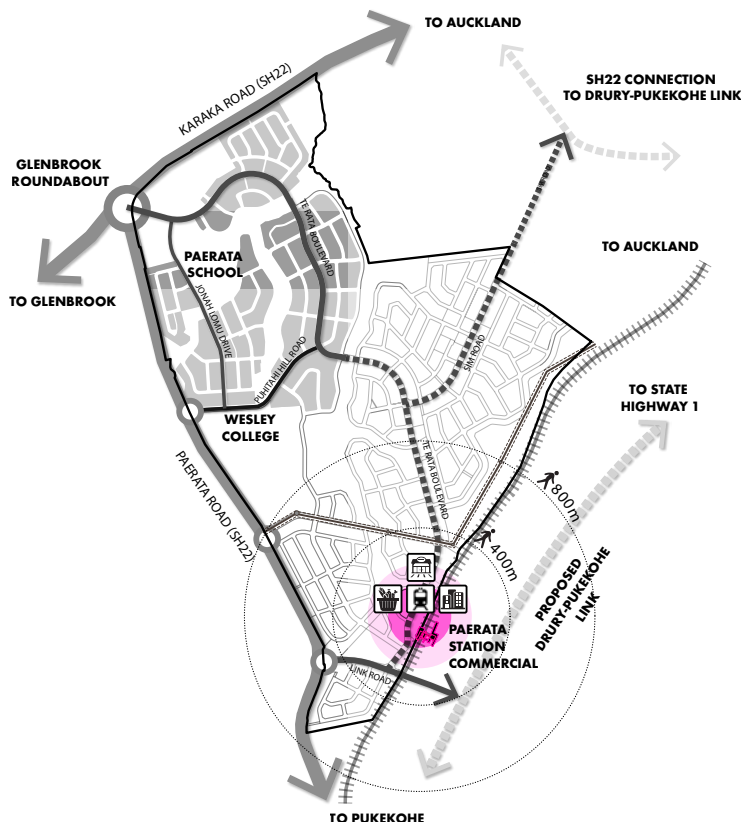


Figure 22: Paerata Station Commercial Area Location Map





Figure 23: Indicative Paerata Station Commercial Area Concept Design





## STATION CHARACTER

RIGHT: EXAMPLE OF THE STATION INTEGRATION WITH COMMERCIAL USES

BELOW: EXAMPLE OF TRANSIT-ORIENTED MIXED-USE DEVELOPMENT AROUND AN URBAN PLAZA, ADJACENT TO THE MAIN ROAD AND INTEGRATED WITH HIGH-DENSITY APARTMENTS







### STATION SQUARE

CHARACTER REFERENCE OF STATION SQUARE INCORPORATES A MIX OF CAFÉS, RESTAURANTS, RETAIL SHOPS AND OFFICES WITHIN A HARD LANDSCAPED PLAZA.

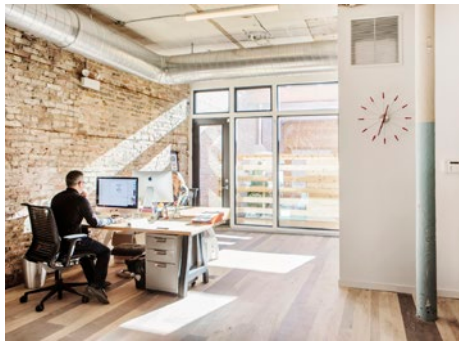


### COURTYARD AND LANEWAY RETAIL AND DINING

REFERENCE IMAGES SHOWING COURTYARD, LANE-WAY AND PLAZA EXAMPLES WHERE RETAIL AND FOOD AND BEVERAGE USES ACTIVATE THE OUTDOOR SPACE, CREATING PLACES FOR GATHERING AND SOCIAL INTERACTION.







#### BOUTIQUE CONVENIENCE SHOPPING AND DINING ACTIVITIES



REFERENCE IMAGES SHOWING A VARIETY OF RETAIL ACTIVITIES, DINING, AND PROFESSIONAL SERVICES THAT COULD BE INCORPORATED INTO THE MIXED-USE DEVELOPMENT AT PAERATA STATION.







## A VARIETY OF RESIDENTIAL TYPOLOGIES

REFERENCE IMAGES SHOW A COMBINATION OF HIGHER-DENSITY APARTMENTS INTEGRATED WITH COMMERCIAL ACTIVITY AND MEDIUM-DENSITY TERRACED-HOUSING.





## 4.3 SIM ROAD NEIGHBOURHOOD CENTRE

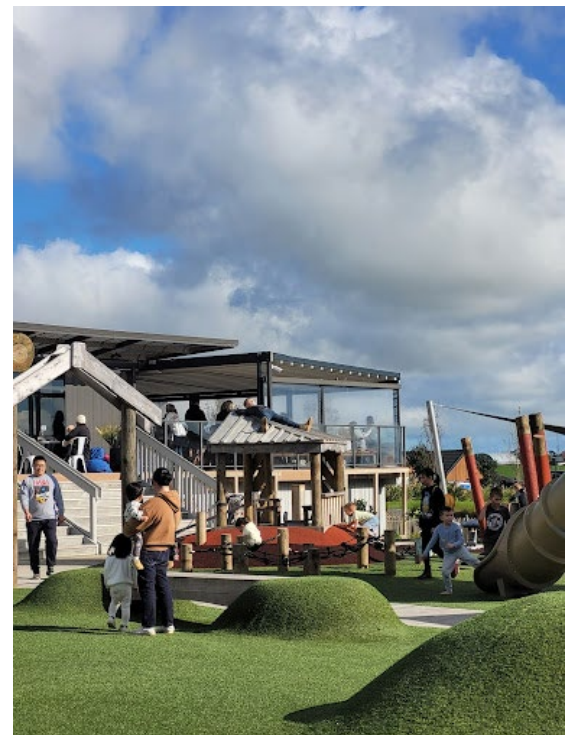
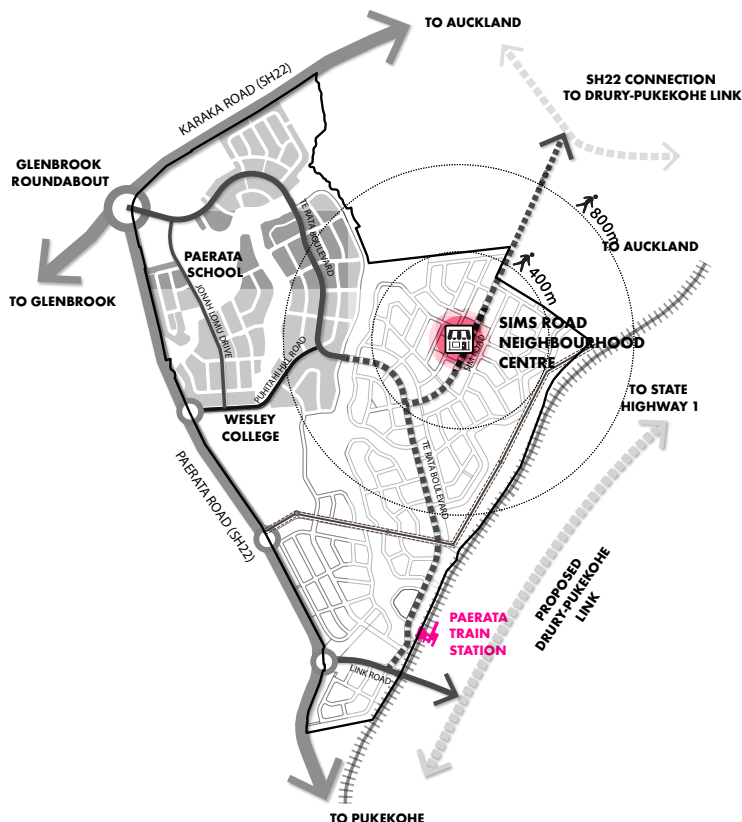
A small neighbourhood centre is proposed in the northeastern part of the Precinct to serve residents further from the Northern Commercial Area and Paerata Station. This small commercial hub, zoned as a Neighbourhood Centre and covering an area of 0.2 hectares, will provide convenient retail and service options for nearby residents. The Neighbourhood Centre Zone enables developments that match the scale and height of the surrounding residential areas, ensuring a cohesive and harmonious streetscape.

During the design process, multiple options were explored to identify the optimal location for the Neighbourhood Centre. Roading and block layouts for the remaining undeveloped areas were carefully planned, considering site contours and existing constraints. Factors such as movement and open space networks, block structure, orientation, and access were all considered in defining the block layout and the Neighbourhood Centre location. The proposed location and size of the Neighbourhood Centre were chosen to be feasible from both design and economic perspectives.

The design concept shows the Neighbourhood Centre positioned adjacent to a neighbourhood park, creating an attractive activity node where both elements complement each other. However, this is an initial concept and the park location and design will be refined in collaboration with Auckland Council Parks at a later design stage.



INDICATIVE SCALE AND CHARACTER OF THE SIM RD NEIGHBOURHOOD CENTRE WITH OFF-ROAD PARKING.



EXAMPLE OF A SMALL NEIGHBOURHOOD CENTRE ADJACENT TO A CAFE - RISE N SHINE CAFE/PLAYGROUND

Figure 24: Sim Road Neighbourhood Centre Location Map





Figure 25: Sim Road Neighbourhood Centre Concept Design