

Mr N Pollard
Boffa Miskell
Level 3
82 Wyndham Street
Auckland 1010

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Copy via email: Nick.Pollard@boffammiskell.co.nz

cc: ross@graftondowns.co.nz

Dear Nick,

WIDER COMMERCIAL TRAFFIC ASSESSMENT MEMO – FRANKLIN 2 PRECINCT

Further to your recent instructions, we have undertaken an assessment of the potential wider traffic impacts of the revised Franklin Precinct 2 proposal in relation to the moving / resizing of the commercial area. This is in response to request for further information from Mr Matt Collins, Abley item T1.

1 REQUEST FOR FURTHER INFORMATION

The request for further information item T1 can be seen below:

"I have reviewed the Commute ITA (March 2022) for the supermarket. Future stages of the Commercial Centre were shown in Figure 5 of the ITA "Proposed Paerata Rise Commercial Centre Framework Plan" as follows:

- Stage B, with a site area of 10,307 m² and a proposed build area of 3,130 m²
- Stage C, with a site area of 18,166 m² and a proposed build area of 5,710 m²
- Stage D, with a site area of 5,022 m² and a proposed build area of 1,060 m²

However, the ITA only assessed the effects of a supermarket of 3,450m² GFA retail tenancies of 950m² GFA. It did not assess the potential traffic generation from the remainder of the Commercial Centre.

Please provide further assessment of the transport effects of full development of the Business – Local Centre zone at the northwestern corner of the site, including residential trips to other parts of the Precinct, to demonstrate the potential effects on the SH22/Glenbrook Road/Te Rata Boulevard intersection, including consideration of residential trips that may route through this intersection.

Alternatively, please consider whether the commercial area thresholds contained in "Table 1: Rate of development and alignment with access upgrades" of the operative Precinct should be retained."

An assessment is conducted below in regard to the above.

2 PROPOSAL

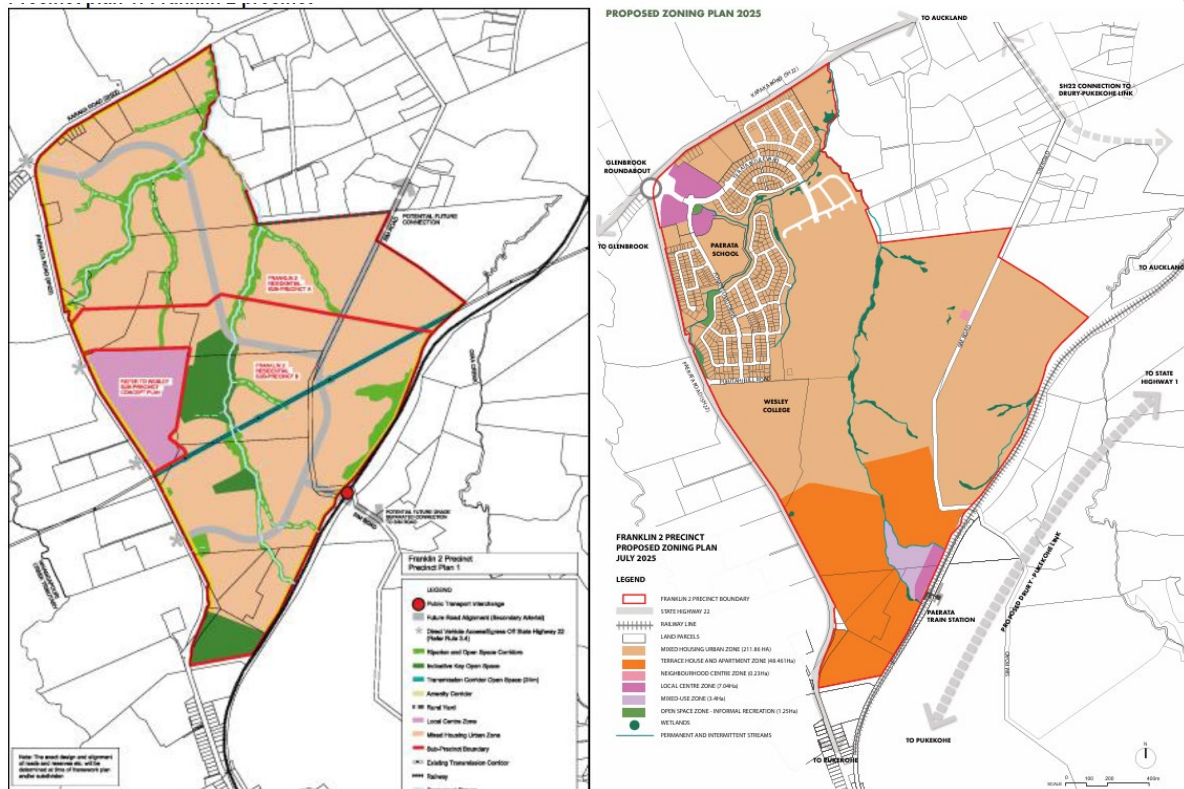
2.1 GENERAL

In relation to commercial / business zoning the current Plan Change application:

- redistributes the Business Local Centre zoning within the precinct from the centre, fronting Paerātā Road (existing Wesley College site) to the northwestern end of the Precinct,
- also proposes a significant reduction overall in the amount of business zoned land within the precinct reducing the business zoned area from approximately 17.8ha to 6.8ha.

Figure 1 shows the existing and proposed Precinct (similar size) with the major business zones laned shown in purple.

Figure 1: Existing and revised Franklin 2 Precinct Proposal



3 FRANKLIN 2 PRECINCT CHANGES

3.1 GENERAL

Figure 2 highlights the current triggers, in this regard:

- The commercial development currently triggers three separate upgrades / rows
- These triggers relate to the number of access points of SH22
- All other upgrades are triggered by residential dwellings.

Figure 2: Franklin 2 Precinct Access Upgrades (current)

Trigger (completion of)	Access Measure
Prior to the first dwellings in the Franklin 2 precinct	Interim Access off SH22 Paerata in one of the four locations generally consistent with precinct plan 1 for the Franklin 2 precinct
Prior to 350 dwellings being completed across the Franklin 2 precinct	Upgrade of the “Interim Access” off SH22 Paerata road. The upgrade, in conjunction with the subsequent SH22 accesses shown on precinct plan 1, shall be able to cater for the full build out of the Franklin 2 precinct
Prior to 1200 dwellings and 5000m ² GFA of commercial development (in Area A shown in precinct plan 2) being completed across the Franklin 2 precinct	A second SH22 Paerata road access in one of the four locations generally consistent with precinct plan 1 for the Franklin 2 precinct
More than 1200 dwellings and a further 5000m ² GFA of commercial development (in Area A shown on Franklin 2 precinct plan 2) being completed across the Franklin 2 precinct	Two additional SH22 Paerata road accesses in the remaining two locations generally consistent with precinct plan 1 for the Franklin 2 precinct
Any framework plan and/or subdivision resource consent for commercial development in Area A shown on precinct plan 2	Assessment of the need for one or both of the access points off SH22 Paerata road immediately adjacent to the Wesley sub-precinct, in the locations generally consistent with precinct plan 1 for the Franklin 2 precinct and the construction of such access point(s) if assessed to be necessary
Between 2500 and 3900 residential units across the Franklin 2 precinct	Assessment of the need for an upgrade of the SH22 Karaka road/Sim road intersection and associated Sim road upgrade and the construction of such upgrade(s) if assessed to be necessary

The above precinct triggers have been proposed to be revised, and it is noted that the triggers for commercial developments have been removed and therefore the precinct plan would not require any additional road access points from SH 22 Paerata Road resulting from commercial developments within the Precinct.

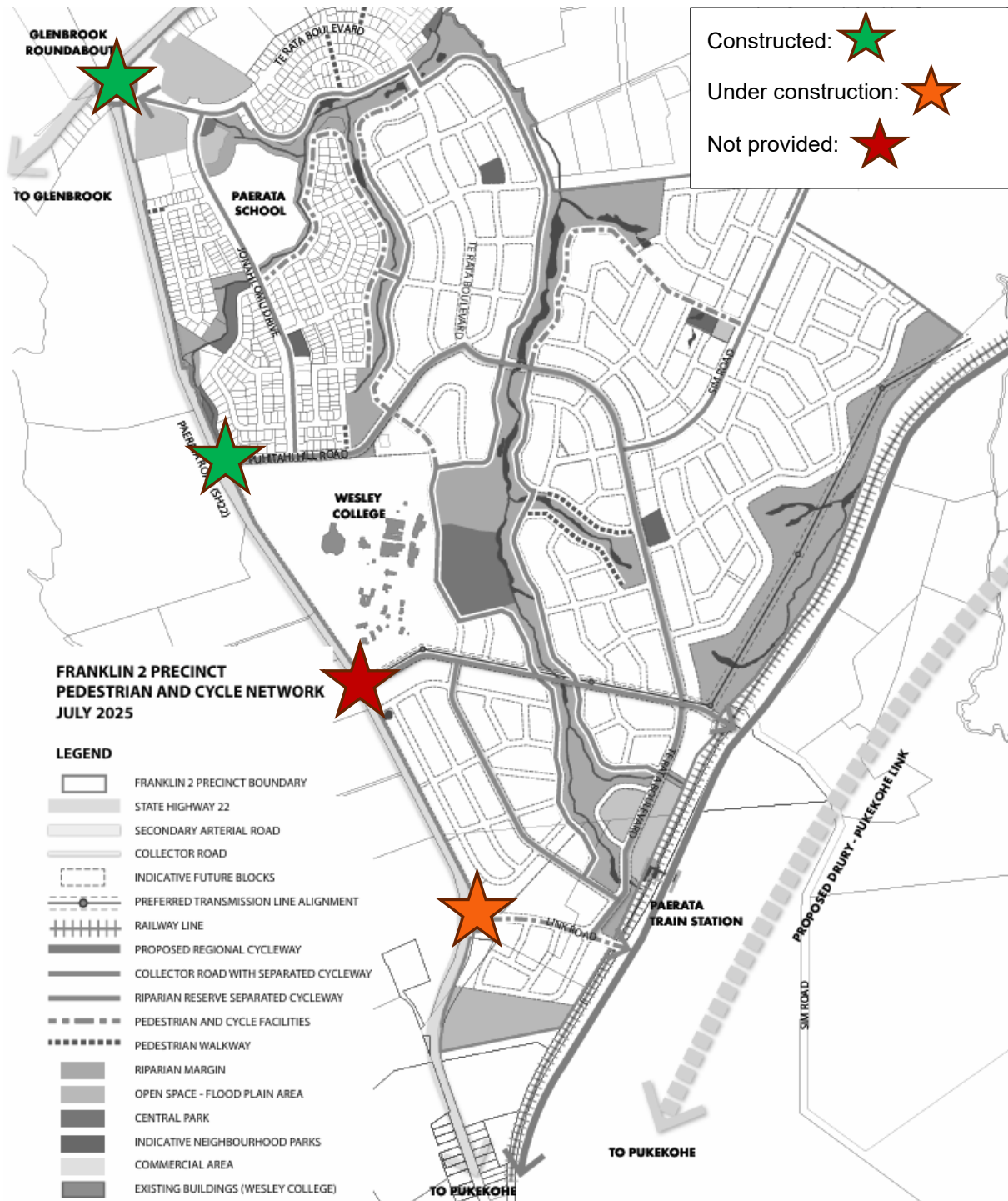
4 ACCESS ASSESSMENT

4.1 GENERAL

The Precinct Plan highlights four connection locations to Paerata Road (SH 22). So far three of these Precinct connections (to the existing residential) have been/are being constructed as seen below in Figure 3. This includes:

- Large roundabout constructed in 2022 at the SH22 / Glenbrook Road / Site access
- SH22 / Puhitahi Hill Road priority intersection
- SH22 / Rail station – roundabout under construction

Figure 3: Precinct Connections



In general, with the moving of the large commercially zoned area from the centre of the Precinct to the northern edge we see no reason why the existing provisions relating to commercial development triggering new access points is required, as the effects of new commercial development will need to be addressed when the resource consents are assessed for the respective areas containing new commercial development and for the reasons set out below.

5 WIDER TRAFFIC IMPACT ASSESSMENT

5.1 GENERAL

In a wider sense, rule E27.6.1 (b) the Unitary Plan specifies that where a retail proposal exceeds 1,667 sqm GFA, a wider impact assessment is required. The commercial area will be over 10,000 sqm which will exceed the above threshold and require assessment / resource consent.

5.2 ACTUAL EFFECTS

5.2.1 GENERAL

This assessment has concentrated on the evening peak hour as this will be the time with highest background traffic and traffic to/from commercial area

In general, the trips associated with the Plan Change are expected to decrease due to the significant reduction in the amount of land zoned commercially (i.e. as a result of the plan change the Business zoned land within the precinct will reduce from 17.8ha to 6.8ha).

The ITA contained trip rates for commercial activities. For the commercial land assumed in the ITA (10.67ha) the ITA had a total of 1,765 vehicle per hour in the PM peak (total trips with 965 external trips). This is a rate of 165 trips per ha. This is likely to reduce to 1,122 total trips with 613 external trips with the reduction in commercial area.

In a wider context, it is considered that local centre commercial developments do not in themselves generate traffic. Additional dwellings and population growth generate additional demand for goods which in turn generates traffic to / from local centres. When a new retail area is introduced, there is always an increase in traffic in the local area. However, the actual 'Vehicle Kilometres Travelled' by customers typically decreases.

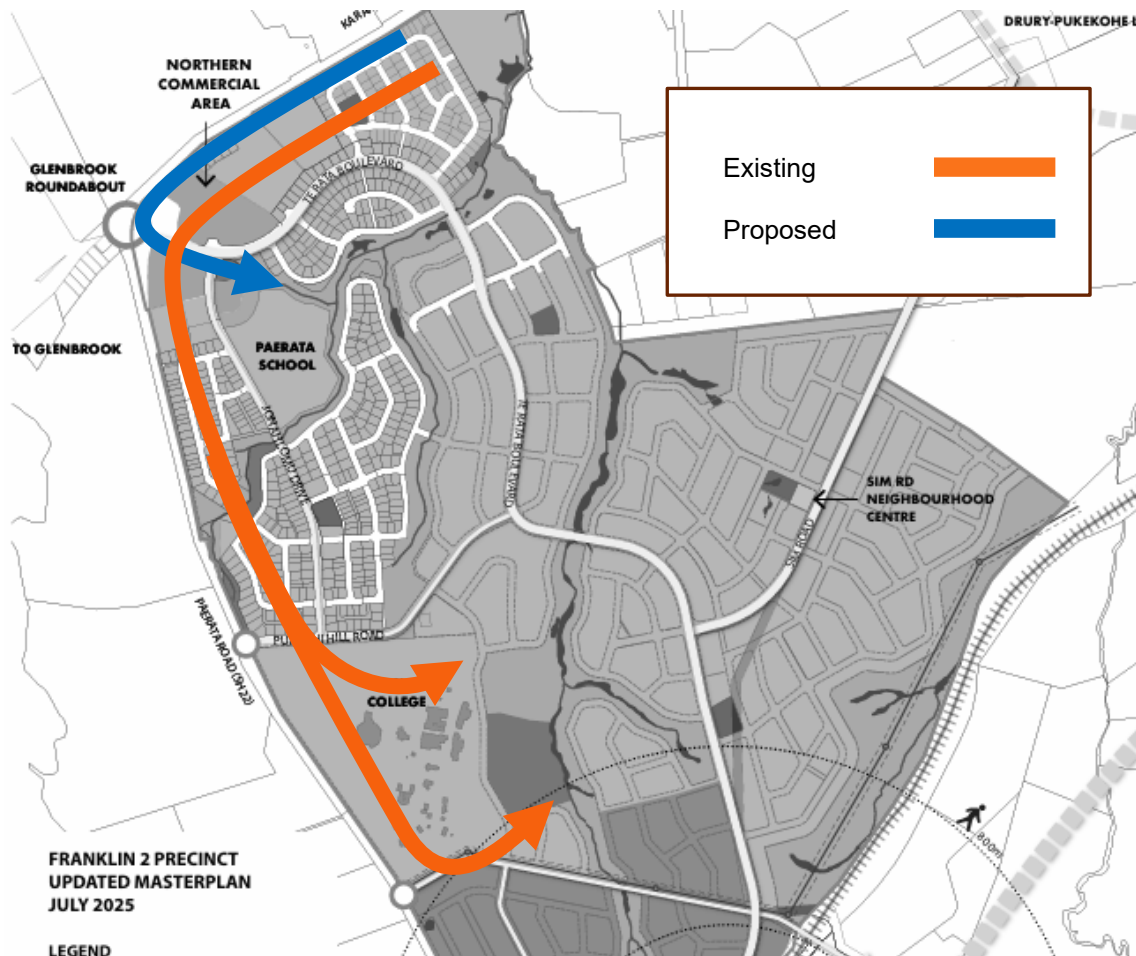
It is expected that customers in the area currently travel some distance to other local centres and are more likely to use the proposed local centre to do their shopping locally.

As a result, from an overall network point of view, the proposal is anticipated to reduce overall travel in the wider area as local customers will have more supermarket and retail options close to home, thereby reducing the need to travel out of the area.

5.2.2 SH22 / GLENBROOK ROUNDABOUT

Specifically, in regard to SH22 / Glenbrook roundabout, the general change to the major route in the PM peak is shown in Figure 4 below, with the orange showing the main route as currently in the Precinct and the blue showing the main route as proposed.

Figure 4: overall changes



As such, regardless of the traffic generated, the major commercial movement in the PM peak will be on SH22 southbound through the roundabout. Figure 5 shows the roundabout and shows that traffic travel straight through (as current) or turning left (as proposed) are in the exact same lane giving way to the exact same traffic.

Figure 5: SH22 / Paerata roundabout



It is however recognised that there will be other more minor routes to the site that will alter as a result of the movement of the main commercial area. In particular the routes from the south (Pukekohe) may now use the Glenbrook roundabout rather than turn off at one of the earlier SH22 access points. As noted previously, rule E27.6.1 (b) the Unitary Plan specifies that where a retail proposal exceeds 1,667 sqm GFA, a wider impact assessment is required and as such this will typically be assessed at a later date when details are known.

In discussion with Council peer reviewers, we understand that, without extensive traffic modelling being undertaken at this stage, there is a concern regarding a “piecemeal” development occurring with buildings less than 1,667sqm not being assessed in relation to cumulative traffic effects on the SH22 / Glenbrook Road roundabout. As a result, it is considered that Standard **IXXX.6.14 Access Measure Upgrades and Timing of Subdivision and Development** be amended to include an additional provision in Table IXXX.6.14.1 as follows:

<p>Any new development on land zoned Business Local Centre zone adjacent to the SH 22 / Glenbrook roundabout,</p>	<p>(c) A transport assessment that assesses the potential additional effects on SH 22 / Glenbrook roundabout and whether the existing Te Rata Boulevard access is adequate or requires upgrading to accommodate the effects.</p> <p>Note: A transport assessment is not required if the potential additional effects have already been taken into account in a previous transport assessment.</p>
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This will ensure as development progresses and detail is known, additional assessment is undertaken on the intersection (regardless of size).

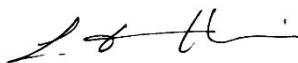
6 CONCLUSION

In regard to the commercial development associated with Franklin 2:

- Given the change in location, reduction in size of the commercial area and provision of three of the four access points, we do not consider the existing Franklin 2 provisions relating to access provision to now be required;
- The reduction in commercial area will reduce traffic generated;
- The provision of commercial activity in a residential area actually reduces wider network demand;
- The design of the SH22 / Glenbrook roundabout means in the peak time the majority of generated traffic using this roundabout intending to travel to the commercial area will be using the same lanes;
- The Unitary Plan already has requirements for this zone to assess any higher generating activities. It is however recognised there is potential for a cumulative piecemeal development to occur onto a key strategic route intersection (Glenbrook / SH22 roundabout) which has not been assessed in detail (extensive traffic modelling). As such an additional provision has been suggested as outlined in Section 5.2.2.

Yours sincerely

Commute Transportation Consultants



Leo Hills

Director

leo@commute.kiwi