flow
TRANSPORTATION SPECIALISTS

24 October 2025

Knight Investments Limited
PO Box 202230
Takanini
Auckland 2246

Dear Daniel

ORAWAAHI FAST TRACK REFERRAL – TRANSPORT OVERVIEW

This report has been prepared in relation to a fast-track referral application by Knight Investments for the proposed Orawaahi - *A Complete Community* ('the Project').

The Project Area is legally described as Lot 3 DP 337204 and Lot 1 DP 337204, known as 156 Clarks Beach Road and the adjacent lot which has no street address.

In addition, works are proposed on

- 115 Clarks Beach Road (Lot 1020 DP 578599, Lot 1012 DP 573987, Lot 1018 DP 573987, Lot 1001 DP 560664, Lot 1003 DP 560664, Lot 801 DP 526153, Lot 200 DP 567326, 9/14 SH Lot 300 DP 526153, 4/23 SH Lot 100 DP 560664), for works associated with required infrastructure/roading upgrades.
- Lot 4 DP 116708 held as Local Purpose Reserve (Esplanade), located at the southern edge of the site, adjacent to the Coastal Marine Area ("CMA").
- A portion of land which is vested as legal road, as per GeoMaps (but unformed), which is located between the subject site and the CMA.
- Clarks Beach Road.

The Project is a masterplanned sustainable extension to the existing Clarks Beach coastal community that enables multigenerational living, local employment and community services. The Project will be integrated with the fast growing Clarks Beach community and will provide a logical extension to it.

The Project seeks to establish

- Residential lots to accommodate approximately 700-800 dwellings
- A retirement village of approximately 220 units/villas
- A neighbourhood centre (likely to include supermarket, retail, a community hub, commercial offices, food and beverage premises, childcare and/or fitness/wellness facilities)
- A service / light industrial area (likely to include workshops, storage and warehouse facilities, associated retail and business premises)

- A multi-functional green / blue network across the site's stream and wetland features, with enhancements of the coastal edge. This will include neighbourhood parks, recreational walkways, and pedestrian/cycle connections throughout the site.

Flow Transportation Specialists (Flow) has been commissioned by Knight Investments Limited to assess the transport outcomes for the Project. Our review includes:

- Briefly outlining the site location and immediate Clarks Beach urban area.
- An overview of the transport assessment outcomes that supported the current zoning/development enabled in Clarks Beach.
- A summary of the wider transport matters to consider for the wider Franklin catchment.
- An overview of the wider transport initiatives that the Local Board and working groups are pursuing for Clarks Beach, and potential for integration with these.
- Outlining the projected land use activities of the Fast Track Referral application, including an overview of what the development will possibly generate in terms of vehicle trips and mode requirements.
- The transport infrastructure mitigation likely to be needed to support the proposed development.

1 SITE LOCATION

The land associated with the Fast Track Referral application (the "**subject land**") includes a group of properties located on Clarks Beach Road[1], within an area currently zoned Future Urban, Mixed Rural and Rural Coastal. The land opposite the proposed development to the north of Clarks Beach Road is zoned residential land that is currently being developed by Knight Investments Limited. Land to the north-west of the existing Clarks Beach Road is Future Urban zoned.

Works associated with the development are also proposed to occur on a parcel of land which is held as a legal road and a portion of esplanade reserve between the site and the costal marine area.

The subject land is broadly shown in Figure 1 (in blue), along with the current live zoned residential land to the north being developed by Knight Investments Limited (in orange) and the Future Urban Zoned land to the north-west of the Site (in yellow).

[1] Subject site is Clarks Beach Road - Lot 3 DP 337204 (no address allocated) and 156 Clarks Beach Road - Lot 1 DP 337204. Works are also required on 115 Clarks Beach Road (Lot 1020 DP 578599, Lot 1012 DP 573987, Lot 1018 DP 573987, Lot 1001 DP 560664, Lot 1003 DP 560664, Lot 801 DP 526153, Lot 200 DP 567326, 9/14 SH Lot 300 DP 526153, 4/23 SH Lot 100 DP 560664), for works associated with required infrastructure/roading upgrades.

Figure 1: Site Context – Clarks Beach Fast Track Referral

2 BACKGROUND

The land currently being developed (orange), was re-zoned through the Housing Accords and Special Housing Areas Act 2013 (HAASHA) and is referred to in the Auckland Unitary Plan as Precinct I450 Clarks Beach. As part of the HASHAA rezoning, structure planning was undertaken for aa broader area, including the current Future Urban zoned land (yellow).

An Integrated Transport Assessment[2] ("**2016 ITA**") was prepared in 2016 to support the HASHAA rezoning and structure planning that assessed the current urban area of Clarks Beach, and the transport upgrades needed to support development. The 2016 ITA also considered future transport upgrades, should the Future Urban zoned land become "live". Key aspects/outcomes of the 2016 ITA included:

- Assessment of some 1,500 dwellings and a local centre, comprising some 1,400m^2 GFA (of which only 650 dwellings were proposed for the area currently "live zoned").
- That the speed limit would be reduced to 50 km/h as you enter the residential area, noting that it was 100 km/h in 2016.

[2] Clarks Beach Structure Plan and Plan Variation, Integrated Transport Assessment, dated June 2016. Prepared by Flow Transportation Specialists, Reference R1B160615_ITA Issued.

- That the Clarks Beach Road / Waiau Pā / McKenzie Road intersection would be upgraded to accommodate the higher traffic volumes on McKenzie Road prior to 1,500 dwellings being constructed. We estimate those traffic volumes will be met once circa 1,200 dwellings are constructed, based on modelling results.
- That rules be imposed on new roads internal to the development that ensure active modes are an attractive travel choice for local trips.

Clarks Beach Road is currently being upgraded along its northern and western boundaries through the development of the existing urban zoned land, with on road and off road walking and cycling facilities connecting residents to open space and the northern foreshore.

The speed limit has also been reduced by Auckland Transport to 50 km/h throughout the urban area (including the development areas) with the posted speed limit back to Waiau Pā also being reduced from 100 km/h to 80 km/h, improving safety for motorists.

3 WIDER FRANKLIN TRANSPORT CONSIDERATIONS

Flow has provided guidance to Auckland Council for Plan Change 96 (PC96), which covered Open Space and Other Rezoning Matters in the wider Auckland area. Specifically, Flow was asked to consider the capacity of the wider transport network that serves Kingseat, being Linwood Road, Hingaia Road and Papakura Interchange. As set out in Council's Section 32 analysis,[3] our assessment highlighted:

- Demand for private car travel on the Linwood Road/Hingaia Road corridor is predicted to exceed capacity in the future, as will demand for travel through the Papakura interchange. This is to be expected through growth anticipated about the wider South Auckland area.
- New Zealand Transport Agency Waka Kotahi will continue its role of managing demand on the motorway network through ramp metering, and prioritising high productivity vehicles through T2/truck lanes at the Papakura interchange.
- There is little ability to increase the capacity of the general traffic network in this area, so residents living in Kingseat and Karaka North, as well as catchments further west will instead need to be given better choices to 'opt out' of peak period congestion.

Our report provided measures that development should consider, alleviating ongoing congestion, as set out in paragraph 51 of the Section 32 Report. While our report was directed towards Kingseat, the suggested measures apply equally to development in Clarks Beach. Considerations included:

- Travel Demand Management measures that reduce the need for travel;
- A land use development pattern that provides local destinations, such as local schools, shops and community facilities within Kingseat (or Clarks Beach, for that matter);

[3] https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/pc96-s32-open-space2024-1023-and-1039-linwood-road-part-2of-2.pdf

- A significantly improved public transport offering, relative to the existing peak direction bus service on Linwood Road. This may include:
  - more frequent bus services to Waiuku and Papakura;
  - new bus services such as to Drury, and to proposed new train stations at Drury West and Paerata; and
  - interventions to make the proposed new train stations at Drury and Paerata more attractive. We understand that these stations will include park and ride facilities that may well attract commuters from Kingseat and Karaka North;
- Interventions to prioritise high productivity vehicles, such as transit lanes on Hingaia Road

Since the PC96 assessment, progress has been made on major public transport improvements for the Franklin area, including the funding and construction of the Drury and Paerata rail stations. Both stations offer park and ride facilities. With regard to Hingaia Road, there is an existing constraint at the western end of Hingaia Road (at Oakland Road) where the corridor only provides one traffic lane per direction, restricting throughput for those travelling by car between the Southern Motorway/Papakura and the upper Franklin catchment (Clarks Beach, Waiau Pā, Kingseat and Karaka).

The land required for the western upgrade of Hingaia Road has been acquired and is included in the AUP as road reserve. Accordingly, the ability to undertake these works rests on funding the remaining 430 metres of widening and the full intersection upgrade of the Hingaia Road/Oakland Road intersection.

Outside of the busier AM and PM commuter periods, in particular during the morning peak where commuting traffic combines with the peak demand associated with ACG Strathallan, the corridor generally operates freely.

We note that the previous and traditionally held view as to where Clarks Beach residents travel is changing. Previous assessments assumed that the majority of trips were towards Papakura, accessing the State Highway 1 motorway interchange, Papakura rail station and associated services at Papakura. Factors which will change this traditional pattern of travel, need for external travel and therefore reduce trips placed onto Hingaia Road include:

- The construction of the new Paerata and Drury rail stations (with Paerata rail station being some 4.2 km closer than the Papakura Train Station);
- Employment opportunities at Drury South;
- The planned (and currently being consented) new development for a metropolitan centre and town centre at Drury Central and Drury West respectively;
- The planned (and currently being consented) new development for a local centre at Paerata;
- The Local Centre zoning and current development at Karaka North Village at the intersection of Linwood Road/Dyke Road/Blackridge Road intersection (with local centre activities currently progressing through resource consent with Auckland Council);

- Supermarket, large format retail activities and build-out of the industrial / employment zonings locating at Waiuku (which is a similar travel distance to Papakura); and
- The rise of "working from home" since the Covid-19 outbreak.

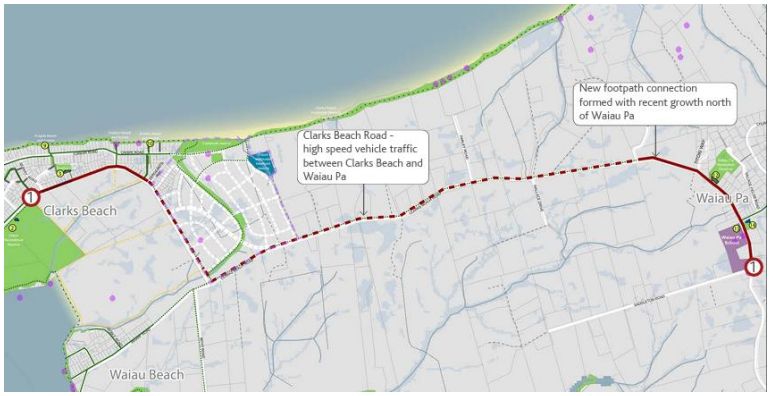
4 FUTURE TRANSPORT INITIATIVES BEING INVESTIGATED

4.1 Local Board Pedestrian Connection

A new walking and cycling facility on Clarks Beach Road, to connect Clarks Beach to Waiau Pā has been proposed by the Local Board, with the path benefiting school children and recreational users in the Clarks Beach and Waiau Pā communities.

The shared path is referred to as a priority route in the Franklin Local Board Pukekohe Subdivision Paths Plan,[4] Chapter: Clarks Beach, Waiau Beach – Waiau Pā, December 2021.

Figure 2: Clarks Beach to Waiau Pā Shared use path (Priority Route 1)



Momentum for this connection is being made through Franklin Paths and Trails,[5] with funding being drawn from the targeted rate of $1 a week that is applied to the Council rates of each household within the Franklin District.

Based on the momentum of the Clarks Beach to Waiau Pā path, the delivery of the path may occur in-line with development coming online at the subject land. We note that this path will bring benefits to both the existing community and the proposed development if implemented.

4.2 Clarks Beach to Onehunga Ferry Service

Clarks Beach, being located on the Manukau Harbour, has the opportunity for a ferry service, connecting Clarks Beach to Onehunga, where strong walking and cycling connections exist, with the Onehunga train

[4] www.aucklandcouncil.govt.nz/about-auckland-council/how-auckland-council-works/local-boards/all-local-boards/franklin-local-board/Documents/pukekohe-subdivision-paths-plan.pdf
[5] https://www.franklinpathsandtrails.org/clarks-beach-waiau-pa

line (which connects through to Britomart) and Onehunga Town Centre being located 850m from the harbour edge/proposed dock.

The Clarks Beach Public Wharf Society has an opportunity to acquire redundant Pine Harbour ferries which are suitable for crossing the harbour. While the proposal is in its infancy, progress seems positive, with an operational target date of 2027. This would align with development within the Referral becoming operational.

Because the ferry proposal is far from certain, this referral application is not dependant on this service, and has been designed to sit within the existing and future transport network without it. However, the development would greatly benefit from the potential service if the Clarks Beach Public Wharf Society is successful with its delivery.

5 CURRENT TRANSPORT CONSTRAINTS – CLARKS BEACH

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

We note that there is no transport constraint related to the capacity of Clarks Beach Road. According to the Mobile Road website, Clarks Beach Road (at the entry to the current urban area) carries 2,950 vehicles per day, equating to around 300 vehicles during the peak hour (two-way).

This is well below the operating capacity of a two lane rural road, where up to 10,000 vehicles per day can be expected.[6] Even with the Future Urban Zoned land developed, sufficient capacity will remain on Clarks Beach Road to adequately cater for the development proposed.

With roading capacity around Clarks Beach being sufficient, current transport constraints relate to the lack of alternative travel options available and access to the wider network. Alternative options however are becoming available.

Primary and intermediate school trips

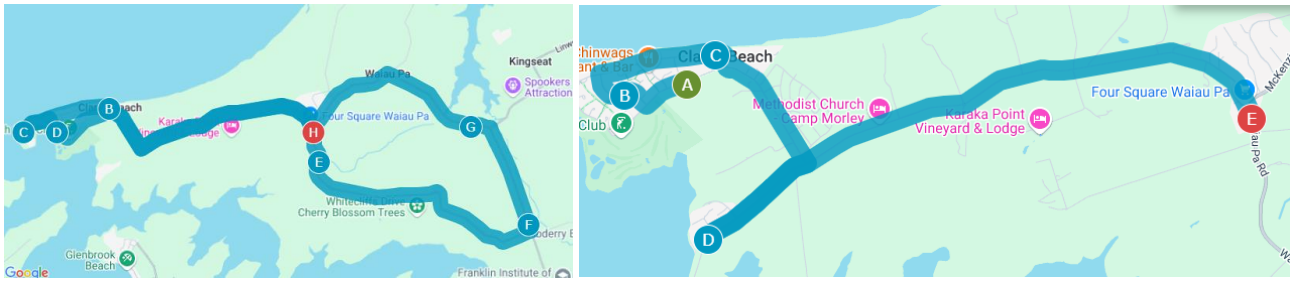
Clarks Beach currently has no schools, and we understand that the Ministry of Education has no existing plans to provide one in the future based on current population forecasts.

Secondary school children in Clarks Beach are currently zoned for Waiuku College and Rosehill College. A school bus is available to students attending Rosehill College. School buses also collect students from Clarks Beach for ACG Strathallan (a private school located in Karaka) and St Ignatius Catholic School (a state integrated school located in Drury). As such, transport choices already exist for secondary school aged children.

[6] Auckland Transport Code of Practice, Chapter 4 Road Classification, Table 3 Collector/Connector Roads

Primary and Intermediate-aged children (that do not attend the above mentioned schools) in Clarks Beach are currently zoned for Waiau Pā School, where there are two school bus routes available, operated by Easybus. These are shown in Figure 3 below.

Figure 3: Clarks Beach to Waiau Pā School bus routes



Approximately 1,500 residents currently live within Clarks Beach (as at the 2023 census). However, the combination of currently live zoned but vacant residential land, Future Urban zone land, and the subject land is likely to see the population exceed 5,000 residents. Assuming a typical household demographic,[7] this level of residential growth would see around 550 primary and intermediate age school children living in Clarks Beach, with all primary and intermediate-aged children attending public schooling needing to travel out of Clarks Beach via private or public transport.

Of the 550 primary and intermediate-aged school children, some may be confident to ride a bike should a safe facility exist, with the remainder reliant on travel by private or public transport.

Wider connectivity via walking and cycling

Connectivity between Clarks Beach and Waiau Pā by foot or cycle is not safe and is reliant on sharing the road with high speed motorists. The current speed limit of Clarks Beach Road is 80km/h, reducing to 50km/h when entering Clarks Beach and Waiau Pā.

The corridor does not currently provide for a suitable road shoulder, with swales, landscaping and berm narrowing making the connection dangerous for pedestrians and cyclists. Given the unsafe environment for active mode users, the corridor is not typically used by school children or recreational users, other than confident (recreational) road cyclists.

Limited local access to business and community opportunities

Clarks Beach currently has only two very small business areas, both zoned as Neighbourhood Centres and enabling a small number of local retail businesses. Currently live-zoned but vacant business areas are marginally larger but will still only support a small level of local business activity. As a result, Clarks

[7] Around 11% of New Zealand's population are in primary and intermediate school age groups.

Beach residents generally have to travel outside of Clarks Beach to access employment, retail, servicing and social opportunities.

Public transport options

Other than for schooling, no public bus routes currently serve Clarks Beach. However, the 2023-2031 Regional Public Transport Plan (RPTP) identifies a new route – Route 379 – linking Clarks Beach to Papakura Station via Kingseat and Hingaia. The service will commence by 2026 and will provide a 30 minute frequency during peak times and hourly at interpeak, as set out in the pre-application meeting minutes. Providing a bus route is beneficial to residents of Clarks Beach, with a 30 minute frequency making public transport a viable commuter option during the peak periods.

The 379 service will connect Clarks Beach to both the rapid transit network and to a Metropolitan Centre at Papakura. As with most public transport routes however, the frequency of a route is in part dependent on the demand along the route. Accordingly, any increase in population on the route will assist in making the route more viable, and potentially more frequent, subject to funding and wider network priorities.

We have outlined the possible ferry connection above. While this assessment does not rely on any capacity provided by the proposed connection, we recognise that this initiative would (if implemented) provide an additional travel option to major employment hubs, centres and transport routes (both public transport and cycle).

Clarks Beach/Waiau Pā/McKenzie Road Intersection

While the operation of this intersection is currently efficient based on current traffic demands, the 2016 ITA predicted the performance of the intersection to reduce, with queues forming on McKenzie Road, when assessing the extent of the Structure Plan (being 1,500 additional dwellings).

With ongoing development forecast at Clarks Beach, it is recommended that the performance of the intersection is reviewed against current volumes and up to date forecasts as part of the substantive application to determine if and when an update is required.

6 FAST TRACK REFERRAL PROPOSAL

6.1 Overview

The proposed development includes a mixture of land use activities. A conceptual layout of the Referral is shown below in Figure 4.

Figure 4: Fast Track Referral Concept

The proposal at a broad level includes:

- A Neighbourhood Centre, comprising some 1.7 hectares of land that fronts Clarks Beach Road;
- An area for light industry/service type activities, comprising some 5 hectares;
- A retirement village, being some 9.2 hectares in size that accommodates circa 220 villas; and
- Residential vacant lots allowing for circa 780 dwellings.

Specific transport-related details include:

- A new three-arm roundabout on Clarks Beach Road at the eastern entry to Clarks Beach, providing access to a north/south route. This roundabout sits on land either controlled by Auckland Transport or land owned by Knight Investments Limited (north and south of Clarks Beach Road), and so is not reliant on any further land takes from third parties.
- A Park Boulevard Road that connects to the new Clarks Beach Road/Wharf Road/Kaitiaki Drive roundabout. The Road would provide a north/south route which connects the northern foreshore to the southern foreshore, which includes a Cultural Centre.
- Green fingers that would coincide with the streams and wetlands presented on site, which will enable active mode corridors/connections.
- An active mode connection can be established on land adjacent to the costal marine area which is currently held as legal road and a portion of esplanade reserve (respectively).

With regard to the activities that could exist within the Neighbourhood Centre, we understand that the centre will allow for some 6,000m^2 GFA, as well as carparking. The following mix of activities which are commonly found in other neighbourhood centres across Auckland and are anticipated to be enabled in the proposed centre :

- 1,500 m^2 GFA supermarket.
- 750 m^2 GFA supporting retail, such as sushi, bakery, bottle shop.
- 2,000 m^2 GFA community Hub which may include medical, dentist, specialty rooms, physio, community rooms etc.
- 750 m^2 GFA commercial offices, such as real estate, local accountant, lawyer, real estate.
- 500 m^2 GFA restaurant/tavern/café.
- 250 m^2 GFA childcare, play centre.
- 250 m^2 GFA gym/yoga/pilates studio.

With regard to the activities that may exist within the area for light industry/service type activities, we understand some 25,000 m^2 GFA would be available, being spread across a range of small scale business, including:

- Small workshops offering automotive service/repair, tyre retailer, panel beating, detailing.
- Light industrial activities such as light manufacturing, steel/engineering workshops.
- Storage and warehousing, including boat storage and wash down facilities.
- Small retailing premises offering rural equipment, outdoor power equipment.
- Small warehousing and business premises.

6.2 Trip Generation

To understand the anticipated effects of the Referral, we have outlined the predicted traffic that will be generated. We note that a full assessment will be set out in a comprehensive Integrated Transport Assessment that supports the substantive application.

6.2.1 Retirement Village

With regard to the retirement village, trips associated with the busier trafficked periods are expected to be minimal. In estimating vehicle trip generation associated with the Project, an assessment has been carried out using a "first principles" approach. This assessment is based on a combination of trip generation rate information from the RTA guidelines,[8] the ITE Parking Generation Manual,[9] and the results of trip generation surveys undertaken by Flow at other retirement villages.[10] A trip rate of 0.14 per dwelling is applied, being 32 trips in the peak hour. Based on 43% entering/57% exiting for the AM Peak, this results in 14 trips entering and 18 trips exiting. The effect of these additional trips about the wider network would be negligible, in relation to performance, noting that very few of these trips would be associated with longer commuter travel.

We also note that the retirement village creates local job opportunities which has the potential to further reduce traffic generation, through reducing the need to leave the Clarks Beach area during the busier commuter periods to access wider job opportunities.

6.2.2 Neighbourhood Centre

The Neighbourhood Centre would predominantly serve the immediate Clarks Beach and Waiau Pā catchment. Having such a neighbourhood centre that offers a range of services would reduce the need to travel outside of Clarks Beach, therefore benefitting the wider roading network.

We are therefore of the view that while trips will be removed from the network, some trips would also be added to the immediate network through employees or deliveries from outside of the area (noting that these movements will predominantly be in the counter-peak direction). With this being said, we anticipate that the net effect of vehicles trips on the network would be neutral, with a small benefit expected during the peak direction of travel given that Clarks Beach residents would no longer need to travel further afield to access similar services.

[8] The Road and Traffic Authority of New South Wales (RTA), Guide to Traffic Generating Developments, Version 2.2

[9] Institute of Transportation Engineers, Trip Generation Manual, 10th Edition, September 2017.

[10] Surveys undertaken by Flow Transportation Specialists at Lady Allum, Milford (2008); Trevellyn, Hamilton (2008); Beechworth, Albany (2010); Meadowbank, Meadowbank (2007, 2008 and 2009); Everil Orr, Mt Albert (2012); Selwyn Heights, Hillsborough (2012).Maureen Plowman, Browns Bay (2015); Greengables, Nelson (2016)Gracelands, Hastings (2017); Elmwood and Eden Retirement Villages (2018)

6.2.3 Light industry/service area

Similar to the Neighbourhood Centre, establishing employment opportunities at Clarks Beach will benefit the community and transport network in multiple ways. The area for light industry/service type activities:

- Provides employment opportunities in Clarks Beach, reducing the need to travel outside of Clarks Beach for employment.
- Provides additional goods and services within Clarks Beach, meaning that customers are not needing to travel further afield.
- Any new trips to the network would be placed onto the network in the counter peak direction of travel. That is, employment trips would be entering Clarks Beach during the morning peak, rather than exiting and vice versa during the evening peak.

Assuming an average trip rate of between 0.8 and 1.0 results in some 200-250 vehicle trips per hour. With an average distribution of 80% entering and 20% exiting during the AM Peak, this has between 40 to 50 vehicle trips per hour leaving Clarks Beach. However, when considering the number of jobs created, a similar reduction in trips needing to leave Clarks Beach to access employment may result, again leading to a neutral impact to the wider transport network.

6.2.4 Residential

The number of vehicle trips generated by the residential dwellings/lots has retained a consistent trip rate (per dwelling) assumption to that used in the 2016 ITA that assessed the development of the current Future Urban zoned and live zoned land in Clarks Beach.

Given the location of Clarks Beach, commuting trips would occur earlier in the peak period and therefore reduce the number of trips that coincide with school drop-off and discretionary trips. As such, a 0.70 trip rate was used to calculate peak hour trips for the AM Peak, with this increasing to 0.8 for the evening peak.

With public transport options improving for Clarks Beach, the timing and frequency of this will provide people with alternative options. However, as mentioned above, this is unlikely to have a material effect on peak travel behaviour, based on the trip generate rate assumption. As noted above, school buses already exist that cater for primary and secondary school-aged children.

Based on some 780 dwellings, some additional 545 vehicle trips will be added to the network in the AM peak. Based on a 26% entering/74% exiting split, that equates to some 405 vehicle trips exiting Clarks Beach during the AM peak hour. As per the 2016 ITA, some 65% of trips were estimated to travel north/east, which equates to some 265 vehicle trips.

Acknowledging the wider network constraints, it is relevant to consider the options available for these commuters.

By the time the development is constructed and occupied, the rail station at Paerata or Drury will be completed and operational, the development offers employment, goods and services which will reduce

the need to travel outside of Clarks Beach, and further developments in working patterns will assist in providing people options as to whether travel is needed on a day to day basis.

7 OPPORTUNITIES

We have categorised the opportunities that the proposed development needs to support development across the following groups:

- Local Infrastructure – physical interventions to the transport network that provide travel choice and reduce the reliance of private vehicle travel about the immediate area.
- Wider Area Infrastructure – physical interventions to the transport network needed to cater for anticipated demand.
- Travel Demand Management – non-physical interventions that influence how people travel.
- Land Use – using land use development as a way to change how people travel.

Each of the above can be considered a "lever", and we recommend that all levers be pulled, to assist with managing traffic demand and therefore the effects of development on the immediate and wider transport network.

7.1 Local infrastructure opportunities

Clarks Beach Road shared use path

We support the delivery of this connection, either through the Local Board or if needed by private investment. Introducing a safe connection would benefit the existing communities at Clarks Beach and Waiau Pā, while also supporting new residents.

The path would provide an alternative option for the older primary and intermediate-aged children going to Waiau Pā School, while also extending the path network already being established through new developments in Clarks Beach.

Appreciating that a path benefits the existing and future residents of Clarks Beach, should the path not be delivered by the Local Board through the targeted rate, a requirement through the substantive application to establish a path before more than 200 residential lots have 224c certification issued would be recommended. While not required to mitigate the traffic effects of the proposed development, the construction of the path is an important sustainability outcome which could be unlocked through this development.

7.2 Wider area infrastructure opportunities

Clarks beach Road/Waiau Pā/McKenzie Road upgrade

With regard to the operation of the wider transport network, and as outlined in the 2016 ITA, the intersection at Waiau Pā Road/McKenzie Road and Clarks Beach Road, while operating acceptably today

was predicted to need an upgrade to cater for the full development of the Future Urban Zoned land in Clarks Beach.

The exact nature of the upgrade to the Waiau Pā Road/McKenzie Road/Clarks Beach Road intersection will depend on the volume of traffic and critical movements at the time the upgrade is assessed. We note that no roads connecting into the intersection are classified as Arterial Roads, and therefore an upgraded intersection which provides for slower and safer movements through the intersection is recommended, with movements being managed through the provision of a mini-roundabout. We are of the view that an upgrade will help reinforce slower speeds on Waiau Pā Road, where the school is located, and where raised pedestrian treatments already exist. Any upgrade of the intersection will need to remain within the existing road reserve and ensure that access to adjacent properties are not adversely impacted.

We will undertake an updated traffic survey of the intersection and determine the form and timing of an upgrade as part of the substantive assessment. With development associated with the live urban zoned land now coming online, the updated survey will be useful to better understand traffic patterns entering and exiting Clarks Beach Road, when determining an appropriate upgrade for this intersection, based on up-to-date information.

7.3 Travel Demand Management opportunities

379 bus route

With the introduction of the 379 bus route, operating at 30 minute frequencies at peak time, this route will provide a viable option to assist with older intermediate-aged children travelling to and from Waiau Pā School, as well as supporting access to places of employment or greater connectivity (Papakura Station).

We also note that there is an opportunity for advocacy for this service or a similar service to access the Paerata rail station which is some 4.2 km closer than Papakura train station.

7.4 Land Use opportunities

As mentioned earlier, the proposal introduces employment, goods and services, through retail and light industrial/local service activities. Doing so will assist with reducing the need to travel outside of Clarks Beach to wider service areas. As outlined above, the proposal:

- Provides employment opportunities in Clarks Beach, reducing the need to travel outside of Clarks Beach.
- Provides goods and services within Clarks Beach, meaning that customers are not needing to travel further afield.

The mix of activities possible are set out above.

8 PRE APPLICATION MEETING

A pre-application meeting was held on 11 August with Auckland Council, which included Auckland Transport. The meeting was productive and helpful in terms of confirming the overall layout of the development and clarifying the role and function of several corridors.

Key outcomes from the meeting which have been captured within the structural layout of the proposal (shown in Figure 4) will be considered through the substantive application include:

- Better defining the north-south road which connects to the southern coast as a Park Boulevard Road, highlighting this as a route that will provide for active modes;
- Better defining the first (eastern roundabout) access as the priority access for the development area, specifically for the proposed Business zone;
- The frequency of the bus service was raised, where it was highlighted that during the peak commuter periods, the frequency will be every 30 minutes, and hourly during the interpeak;
- Outline the extent of the road upgrade on Clarks Beach Road;
- While not shown on the plan given its lower priority in the roading hierarchy, a service lane or local road will be provided to assist with servicing the Neighbourhood Centre and Business zones; and
- Consideration as to how connections (such as walking and cycling) to the east and west are not precluded from the design layout.

With regard to the wider Franklin area, the performance of Linwood Road and Hingaia Road was discussed. It was noted that the Hingaia Road/Oakland Road intersection experiences congestion in the morning peak as a result of the school peak period and incomplete roading upgrades planned for Hingaia Road. Further, local road upgrades have occurred along Linwood Road which have purposely slowed and allowed safer turning movements into and out of new development areas.

We are aware of the operation of Linwood Road and Hingaia Road, where the performance of these roads will be captured in the substantive transport assessment.

9 CONCLUSIONS

Our review has identified a range of potential opportunities to manage the adverse traffic effects of the proposed development.

We are of the view that the development is able to maximise the change in travel patterns occurring throughout the Franklin West and Franklin South region, and that transport effects of the development can be appropriately managed through the following:

Wider Infrastructure opportunities

- Upgrade to the Clarks Beach Road/Waiau Pā/McKenzie Road intersection, to be assessed at the substantive assessment, in relation to form and timing.

Land Use opportunities

- Creation of a retirement village, and
- Creation of a Neighbourhood Centre and spaces for local employment/light industrial activities.

In addition to the above, the Paerata train station and park and ride facility is currently under construction and will be operative prior to development being occupied, with the path connecting to Waiau Pā and the potential for a local ferry service also gaining momentum which (if implemented) would provide direct connectivity to Onehunga, being a Town Centre with excellent cycle and train/bus connections.

There is also the ability to further prioritise the construction of the path connecting Waiau Pā to Clarks Beach, including through private funding (if required). This could form a trigger for further infrastructure upgrades to construct the path prior to the issue of s 224(c) certificates for more than 200 lots. For the avoidance of doubt, this is not required to mitigate the adverse traffic effects of the proposal, but instead is a sustainability outcome that could potentially be delivered through or as part of this project.

A comprehensive Integrated Transport Assessment will support the Substantive Application. It will outline the transport implications of development and any necessary mitigation to address effects identified.

Yours sincerely

Terry Church
DIRECTOR

Reference: P:\TNGX\037 Clarks Beach Fast-track\L1D251024 Orawaahi Fast Track Referral Transport Memo FINAL.docx – Terry Church

Terry Church Bio

Terry has 25 years' experience and is a recognised leader in the transportation planning, assessment, modelling and economic evaluation field within New Zealand.

Terry has a Bachelor of Engineering Technology (Civil) and a Certificate in Engineering (Civil). He is a Chartered Member of Engineering NZ and a Chartered Professional Engineer. He is an Affiliated Member of the Engineering NZ Transportation Group.

He has been responsible for a large number of traffic and transportation projects for a variety of clients. He leads small to large scale development projects, covering private land use developments, plan changes, master planning projects and transport elements of large sub regional or regional transport upgrades.

He has a thorough understanding of District Plans and engineering design standards, as they apply to transportation. He has extensive experience writing or reviewing Precinct Provisions and conditions of consent related to transport matters through his role on designation, plan change and resource consent applications.

Terry regularly acts as an expert witness. He regularly attends as a transport expert before Council Hearings, Environment Court mediations and Environment Court Hearings, as well as Boards of Inquiry.

His knowledge and approach to assessing large complex projects gives clients confidence that the project assessment is completed robustly, within a safe pair of hands and provides a successful outcome to both the client and the community in which the project is located.

Environment Court Practice Note 2023

I, Terry Church of Flow Transportation Specialists confirm that this report I prepared, for the Orawaahi Fast-track Application, was prepared in accordance with the Environment Court Practice Note 2023 (Code of Conduct for Expert Witnesses).