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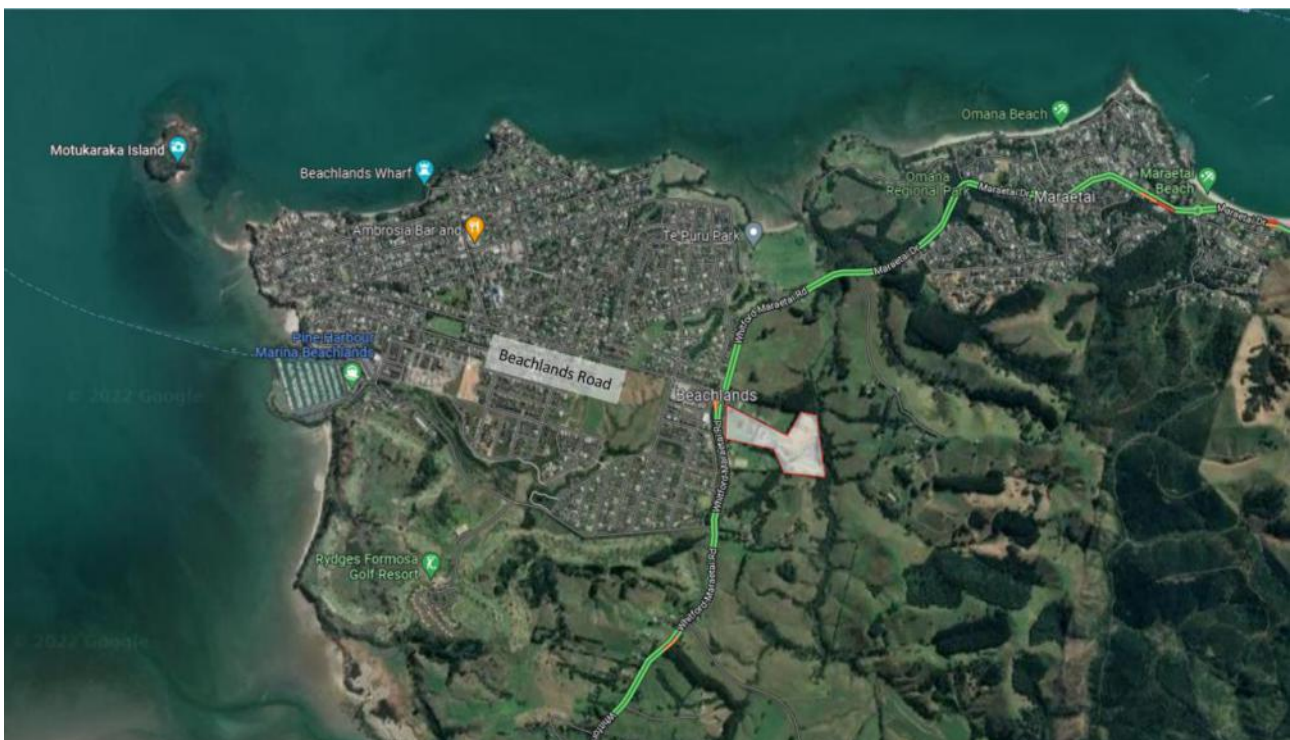
Dear Daniel

POHUTUKAWA BUSINESS PARK DEVELOPMENT, BEACHLANDS, TRANSPORT ASSESSMENT

Flow Transportation Specialists (Flow) has been commissioned by Knight Investments Limited (the Applicant) to assess transport matters relating to the proposed Pohutukawa Business Park development in Beachlands, Auckland.

The properties associated with the proposed development include 867 and 885 Whitford-Maraetai Road (collectively referred to as “the Site”). Part of the Site is currently operating as a quarry which is nearing completion, with rehabilitation works underway.

Figure 1: Site location bounded in red



The Site already has consent under the COVID-19 Recovery (Fast-track Consenting) Act 2020 in August 2024. The consent allows for

- 5,300 m² of light industry activities, 18,000 m² of yard-based activities, a private access road and a new roundabout on Whitford-Maraetai Road.
- This new roundabout is located about 170 m to the south of the existing roundabout at Beachlands Road/ Whitford-Maraetai Road.
- The anticipated traffic generated by the Site was estimated to be 255 vehicles per hour (vph) during the peak hour, which is accommodated by the new single-lane roundabout.

This new application builds on what has already been consented but extends development activities to include additional light industrial floor area and introduces retail activities. The application proposes

- A similar quantity of yard-based activities (18,000 m²) and an increase of light industrial activities to a total of 19,200 m².
- Additional to that, retail offerings include a supermarket (2,710 m²), retail spaces (5,630 m²), commercial space (3,000 m²) and two fast-food drive-thru restaurants (400 m² each) (the Proposal).
- The Proposal will still gain access from the private road and new roundabout on Whitford-Maraetai Road that has already been consented. This roading infrastructure will include some amendments to accommodate the increase in traffic predicted.

We have prepared this letter to support the application to the Minister for the Environment for fast-track consenting under the Fast-track Approvals Bill.

We have held an introductory meeting with Auckland Transport (AT) on 11 April 2025 where we outlined the proposal and discussed key traffic matters. The matters raised by AT during and post-meeting have been responded to throughout this letter.

In summary, we consider that the Proposal

- Will help reduce the level of traffic needing to exit the Beachlands area during the peak periods, in particularly Whitford-Maraetai Road as a result of increased employment within Beachlands.
- Complements and supports the growth as part of Private Plan Change 88: Beachlands South (PPC88), approved in November 2024, which will rezone 307 ha of land allowing for a mix of development including residential, retail, education, commercial and light industrial uses.
- Will provide safe access for all modes onto the existing transport network, and safe connectivity with the existing residential catchment through the roundabout and separated footpath and cycle facilities. The Site has an existing vehicle crossing on the Beachlands Road/Whitford-Maraetai Road roundabout which can be used by large trucks (delivery trucks and back-of-house service vehicles), separating these vehicles from customer vehicles. It is proposed that this access is for entry only, with vehicles traversing the service lane and connecting with the new private road to exit.

- Will generate approximately 1,000 vph during the peak hour, of which we estimate 200-300 are already existing on the network.
- Will require an upgrade to the previously proposed single-lane roundabout, with an additional lane on the southern approach which allows for a dedicated right turn movements into the Site. This additional lane can be accommodated within the road reserve.

We are of the view that the existing transport network, with an intersection on Whitford-Maraetai Road into the Site and a service access (entry only) via the Beachlands Road/Whitford-Maraetai Road roundabout, will provide safe access and connectivity to the surrounding network for all modes.

We do not consider there to be any transport matters that cannot be overcome to support the safe operation of the Proposal from a transport perspective. We note that a robust Integrated Transport Assessment, according to industry best practice and Auckland Transport's ITA Guidelines¹ will be presented as part of any substantive application.

1 THE FUTURE CONTEXT OF THE WIDER AREA

In considering the transport environment surrounding the Site, one proposed plan change and one approved plan change is relevant to the immediate area. Each proposal is summarised below, focussing on the transport outcomes.

1.1 Proposed Plan Change 78

The outlook for Proposed Plan Change 78 ("PC78") remains uncertain. PC78 is Auckland Council's response to directions to accommodate growth set by the Resource Management Amendment Act 2021 ("RMAA") and the National Policy Statement for Urban Development 2020 ("NPSUD"). Amongst rezoning for medium density, PC78 seeks to establish a "qualifying matter" for the existing Beachlands urban residential area which will restrict development within the existing urban area. Noting that PC88 has recently been approved (see below), the basis of the qualifying matter relating to transport matters may now be altered.

1.2 Private Plan Change 88 - Beachlands South (PPC88)

PPC88 has recently been approved through the Environment Court and comprises some 307 hectares of land located to the south-west of the Pohutukawa Business Park Site. It will rezone the northern portion of the area from Countryside Living Zone to a mixture of residential, business and open space zones, with the southern portion being zoned future urban. From a transport perspective, the main takeaways for PPC88 include

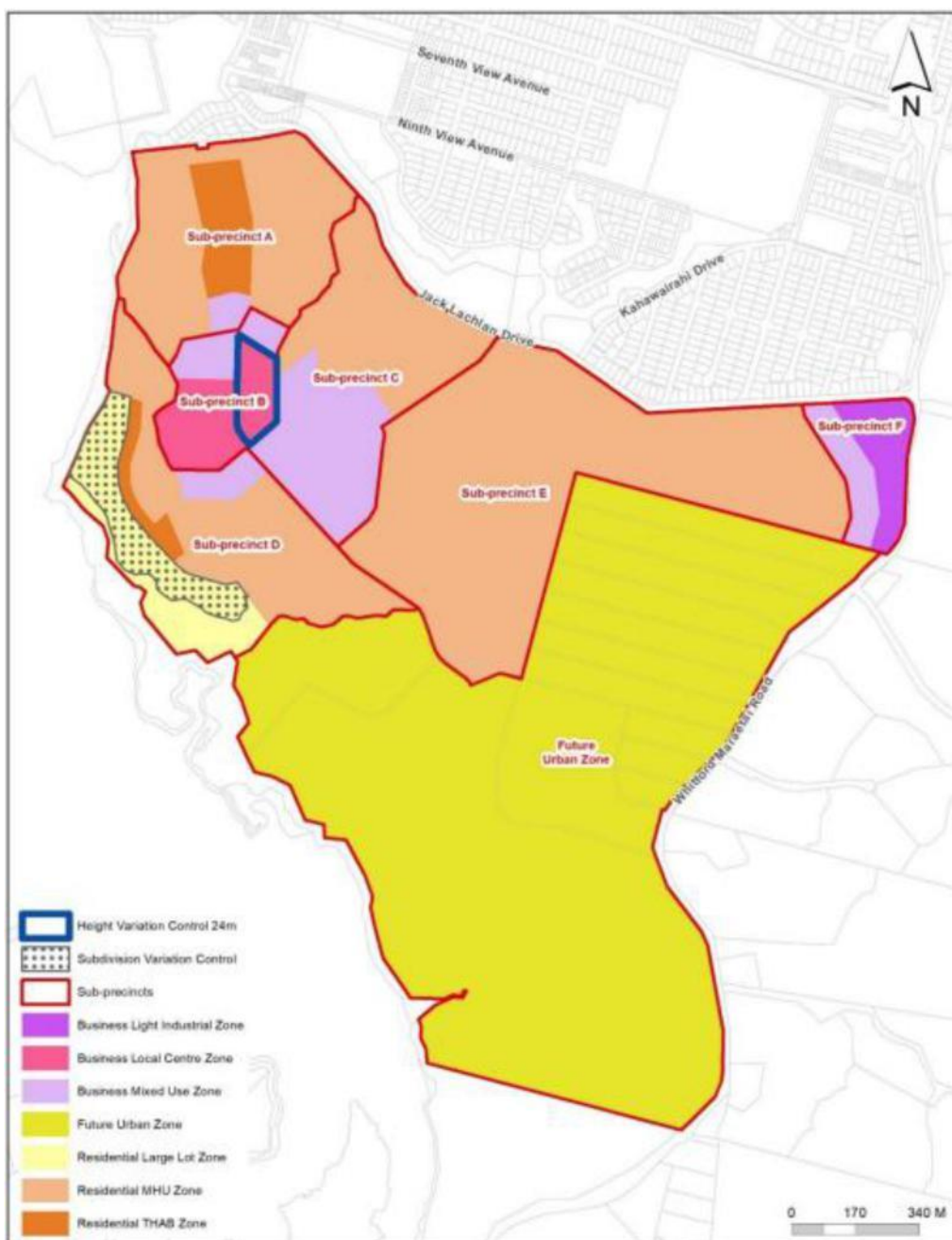
- Some 2,900 dwellings, providing for a variety of housing types

¹ <https://at.govt.nz/about-us/manuals-guidelines/integrated-transport-assessment-guidelines>

- A business/employment zone to be located within the central area of the PPC88 site and at the Whitford-Maraetai Road/Jack Lachlan Road intersection. This enables local employment opportunities in order to reduce the number of private traffic movements out of Beachlands
- Significant improvements to the roading network in and around Beachlands, including upgrading the Whitford-Maraetai Road/Jack Lachlan Drive intersection to traffic signals. This will help transition Whitford-Maraetai Road into a more urban environment
- Additional capacity for the Pine Harbour to Auckland ferry service during weekdays
- Safety upgrades to Whitford-Maraetai Road.

The Precinct plan is shown below in Figure 2. PPC88 was approved in November 2024.

Figure 2: PPC88 – Beachlands South zoning and overlays



2 THE PROPOSED DEVELOPMENT

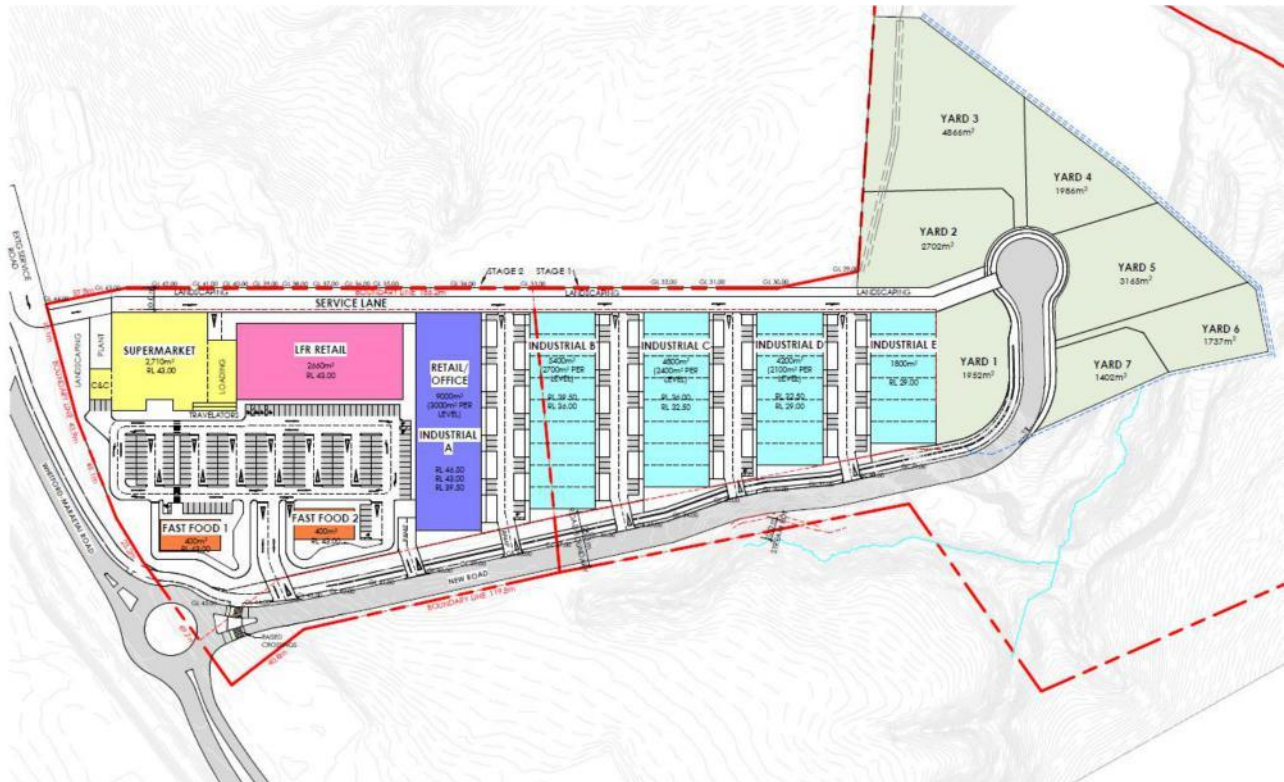
As noted above, the quarrying activities within part of the Site are nearing completion with rehabilitation works underway. The Site has consent for light industry and yard-based activities. The Proposal will add commercial, retail and restaurant activities, and incorporates the consented activities. The approximate areas of what is consented and what is proposed are outlined in Table 1 for ease of comparison.

Table 1: Consented and proposed activities and areas

Activity	Consented (August 2024)	Proposed
Industrial Activity	5,300 m ²	About 19,200 m ²
Storage yards	7 lots, a total of 18,000 m ² yard-based storage activities	No change; 7 lots approximately 18,000 m ² in total
Supermarket	-	2,710 m ²
Large format retail	-	2,660 m ²
Retail	-	3,000 m ²
Offices	-	3,000 m ²
Fast-food drive-thru restaurants	-	Two restaurants 400 m ² each
Car parking	48 at-grade spaces	524 spaces, at-grade and in basement

A concept of the Proposal is shown in Figure 3, setting out the location of activities and transport elements.

Figure 3: Proposal Concept



The Site is proposed to gain access from a new private road located along the southern boundary. The Site also has existing access from the Beachlands Road/ Whitford-Maraetai Road roundabout, which is proposed to be retained for the sole use of heavy vehicles servicing the Site back of house areas as an access only. This is for safety purposes, to separate heavy vehicle routes from the main car park that will be used by the general public and allow for safe manoeuvring/reversing of semi-trailer trucks into loading areas.

We note that the proposed service access is an existing access off the Beachlands Road/Whitford-Maraetai Road roundabout for the existing quarry, which has consent granted for 120 quarry truck movements per day (LUC60270241). The Proposal will provide a positive outcome for the northern access and existing Whitford-Maraetai Road/Beachlands Road roundabout given the reduction in trucks. While the development will generate more vehicle movements to and from the Site, the vast majority of these will be local traffic that is passing the Site. The development will primarily serve the local area.

3 TRIP GENERATION

A high-level trip generation assessment has been carried out for the proposed activities using standard vehicle trip rates taken from

- Institute of Transportation Engineers (ITE) Trip Generation (8th Edition)
- New Zealand Trips and Parking Database Bureau Inc (June 2013 database) (NZTPDB), and
- New Zealand Transport Agency Research Report 453: Trips and parking related to land use (November 2011).

We have matched the proposed activities to their most suitable activities given in the above industry guidelines.

Because of the mix of activities within the same site, which share a common car park, we have applied some reduction in trip rates to account for multi-purpose trips. The assumptions made at this stage are

- Half of the industrial block will be light industry, half will be storage/warehousing
- Retail and fast-food have been applied a 25% reduction to account for multi-purpose trips.

It is important to keep in mind the locality of Beachlands, the catchment and the existing and consented land uses. The following considerations in terms of trip rates apply and expands on the issues raised at the meeting with AT.

- There is an existing supermarket (Woolworths Beachlands) across the Beachlands Road/Whitford-Maraetai Road roundabout, less than 100 m away, which is currently the only supermarket serving Beachlands, Whitford and Maraetai. As such trips associated with the supermarket will already be existing in the network and it is reasonable to assume that a portion of trips will be split between the two supermarkets given the introduction of what will likely be a competing store. As such we have applied a lower trip rate than standard.
- The development serves the existing and consented Beachlands Community and provides employment, retail and service opportunities that will reduce the need to travel outside of Beachlands to access. As such, we expect the assessment of traffic generation to remove long distance trips from the network, in place of shorter, more local trips.
- The nature of fast-food restaurants typically generate a high proportion of pass-by trips. In relation to establishing fast-food restaurants in Beachlands, the catchment is a lot smaller than, for example, a fast-food restaurant on an arterial road in the Auckland Isthmus, where the road serves a large catchment creating linked trips from a wider area. In this area, the catchment is limited to Beachlands and Maraetai only, which has a limiting factor on how many trips the activity can generate. From some fast-food drive-thru restaurants that we have been involved in, the trips generated by the fast-food during the *road network peak* is in order of 60-100 vph, with an average of 70 vph. In applying 100 vph with 25% less multi-purpose trips for each fast-food unit proposed, we are still being conservative in our assessments.

The proposed activities, trip generating areas and associated peak hour trip rates are summarised in Table 2.

Table 2: Traffic generation calculations

Proposed Activity	Approximate GFA	Adopted peak hour trip rates (per 100 m ² of GFA) for weekday	Trip generation of weekday peak hour (incl multi-purpose)
Light Industry	9,600 m ²	3	288
Storage/warehousing	9,600 m ²	0.5	48
Retail	3,000 m ²	3.5 (4.6 less 25%)	105
Office	3,000 m ²	2.0	60
Large format retail	2,660 m ²	2.3	61
Supermarket	1,628 m ² (excludes BOH and Loading Area)	11.6	189
Fast-food	800 m ² total	75 per unit (100 less 25%)	150
Garden centre	2,000 m ²	0.8	16
Yards	15,810 m ²	0.5	79
TOTAL			996

The Proposal is expected to generate some 1,000 vph on a weekday peak hour. It can be reasonably assumed that some of this is already existing in the network. Applying a level of pass-by trips to the retail components (25%), we estimate that the *new* traffic generated by the Proposal is some 750 vph.

4 TRANSPORT NETWORK IMPROVEMENTS

4.1 The consented roundabout on Whitford-Maraetai Road for the Site access

A new roundabout with Whitford-Maraetai Road has been accepted by Auckland Transport for providing access into the Site with the roundabout currently progressing through Engineering Approval. Extensive discussions have been ongoing with Auckland Transport as to the design elements, which include

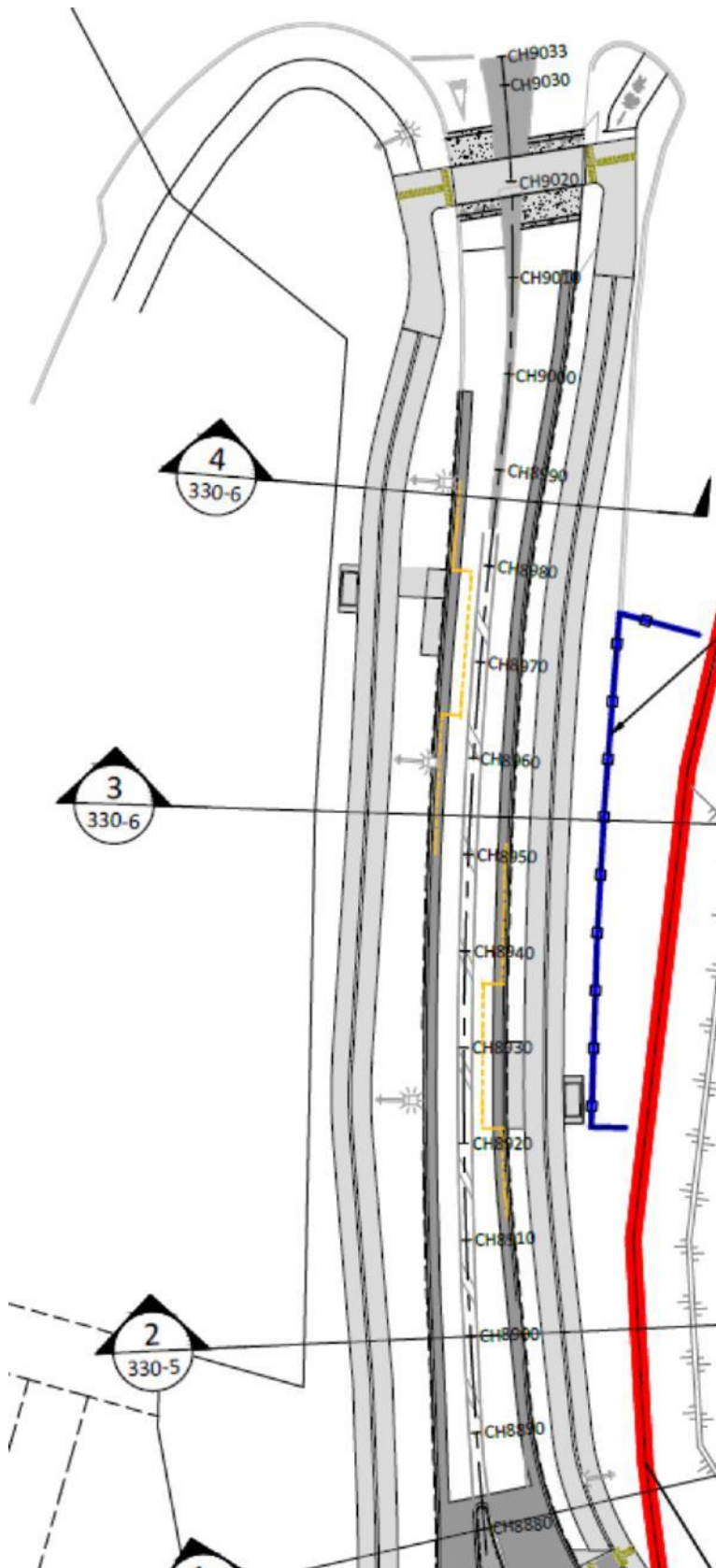
A new roundabout on Whitford-Maraetai Road that serves the Site, comprising

- Single-lane entry and exit on all legs
- Circulating and entry speeds of about 30 km/hr – as worked through with Auckland Transport
- A 24 m diameter central island plus a 2 m wide mountable apron for heavy vehicles
- A raised pedestrian crossing on the private road belonging to the Site. No raised crossings on Whitford-Maraetai Road, as was requested by Auckland Transport
- Footpaths and off-road separated cycle lanes between the existing shared paths at the Whitford-Maraetai Road/Beachlands Road roundabout connecting to the Site. On the eastern side of the

road, the extent of the footpath is extended further south to 865 Whitford-Maraetai Road, which provides safe access to the pony club

- The roundabout provides connectivity between the urban area of Beachlands and the Site, providing safe access for all modes
- The design enables the future provision of potential bus routes

Figure 5: Upgrade to Whitford-Mareatai Road and approach to the existing roundabout at Beachlands Road



4.2 Network improvements to mitigate predicted effects of the Proposal

We have completed some initial traffic modelling of the Site's roundabout, taking into account the PPC88 live-zoned traffic assumptions. The single-lane roundabout to the Site is predicted to need an additional right-turn lane on the southern approach (Whitford-Maraetai Road). This is in response to the increase in right turn traffic associated with the retail and fast-food restaurants.

As part of the substantial ITA, the details of the trip distribution and directional assumptions will be confirmed. Effects of the trips generated by the Proposal on the surrounding road network and mitigation of adverse effects will be determined with subsequent traffic modelling refinements.

At this time however, we consider that the trips generated by the activity can be accommodated by the existing/consented transport network (with some changes to the consented roundabout), in that the Proposal will

- Reduce the need for existing Beachland/Maraetai residents to travel outside of Beachlands for similar services
- Reduce the need for existing Beachland/Maraetai residents to travel outside of Beachlands for similar employment
- Complements and supports the growth as part of PPC88
- Improve the existing walking and cycling provisions by providing connections to the Site from the existing infrastructure.

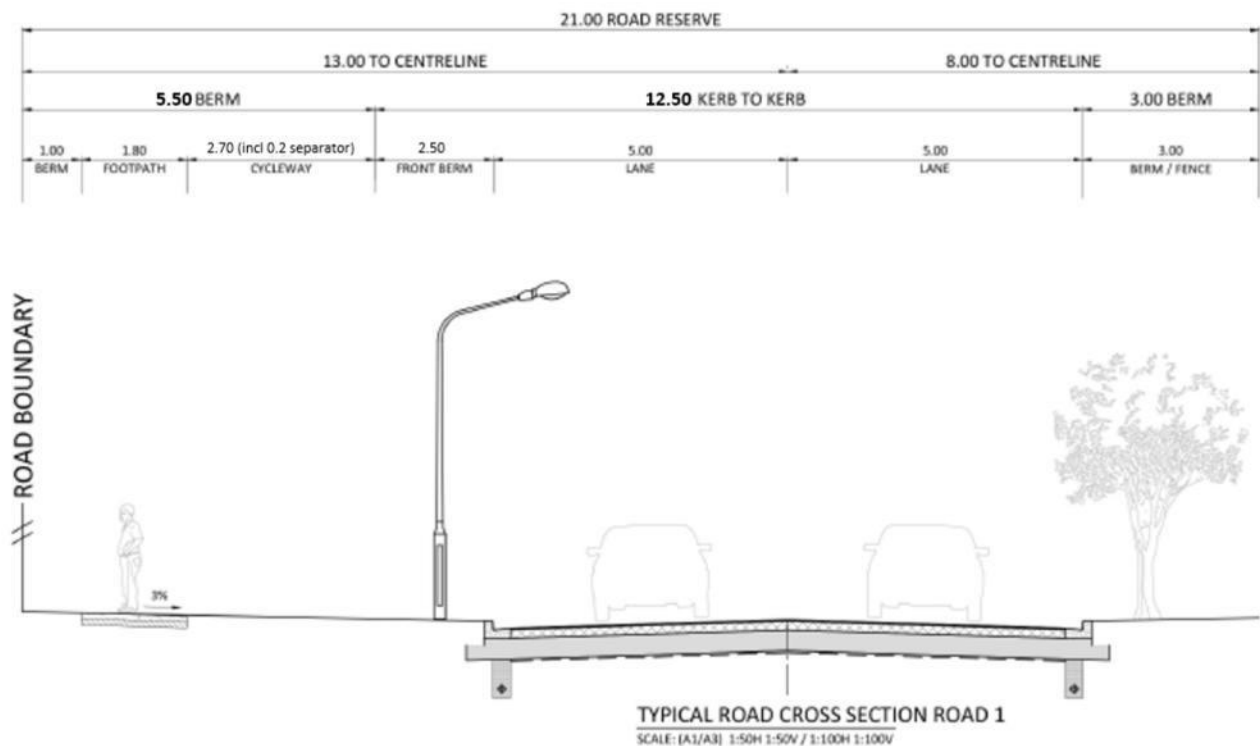
We do not consider there to be any transport matters that can be overcome to support the safe operation of the Proposal. The addition of a right turn lane assists with the anticipated increase in turning traffic at the new roundabout. Forecast traffic volumes have been used to assess the roundabout which captures traffic growth associated with the PPC88 site. It is worth noting that PPC88 also includes a local centre zoning which allows for the establishment of similar activities. We therefore consider that residents will choose to use the most convenient local centre according to their travel route.

4.3 Private Road access to the Site

A new private road has been consented to provide access into the Site, of which the various car parking areas will gain access from. The private road reserve is approximately 21.0 m and includes a bidirectional off-road cycle path and footpath on the northern side of the road. No path is provided on the southern side of the road, as there are no activities proposed on the southern side. The carriageway is 10 m wide and includes 2 traffic lanes and sufficient space for turning into and out of driveways.

Figure 6 sets out the road cross section for the private road. This cross section is proposed to remain as consented for this application.

Figure 6: Private Road Cross Section



5 CONCLUSIONS

To conclude, we consider that the Proposal

- Will help reduce the level of traffic needing to exit the Beachlands area during the peak periods, in particular Whitford-Maraetai Road as a result of increased employment and services within Beachlands
- Complements and supports the growth as part of PPC88, approved in November 2024, which will rezone 307 ha of land allowing for a mix of development including residential, retail, education, commercial and light industrial uses
- Will provide safe access for all modes onto the existing transport network, and safe connectivity with the existing residential catchment through the roundabout and separated footpath and cycle facilities. The Site has an existing vehicle crossing on the Beachlands Road/Whitford-Maraetai Road roundabout which can be used by delivery trucks for back-of-house loading, so that large trucks are kept separate from areas where customers/the general public are present
- Will generate approximately 1,000 vph during the peak hour, of which we estimate 200-300 are already existing on the network
- The single lane roundabout accepted as providing access into the Site has been assessed with the proposed increase in land use activities proposed. Our analysis anticipates that a dedicated right-turn lane will be required on the southern approach to the intersection to assist with the overall operation of the roundabout.

We are of the view that the existing transport network, with a new roundabout layout on Whitford-Maraetai Road into the Site, will provide safe access and connectivity to Beachlands and Maraetai. We do not consider there to be any transport matters that can be overcome to support the safe operation of the Proposal from a transport perspective.

We note that a robust Integrated Transport Assessment, according to industry best practice and Auckland Transport's ITA Guidelines² will be presented as part of any substantive application.

Yours sincerely



Elisa Tayler
PRINCIPAL TRANSPORTATION ENGINEER



Terry Church
DIRECTOR

Reference: [P:\TNGX\036](#) Te Puru Fast Track Stage 2\4.0 Reporting\L1C250515 Pohutukawa Fast-track Transport Memo.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 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 the Board 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.

² <https://at.govt.nz/about-us/manuals-guidelines/integrated-transport-assessment-guidelines>