TRAFFIC PLANNING CONSULTANTS LTD

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PROPOSED PLAN CHANGE – 28-30 GRANT ROAD & 3 MURCHISON ROAD, FRANKTON TRANSPORT ASSESSMENT

As requested, Traffic Planning Consultants Ltd has prepared an assessment of the traffic effects associated with a Plan Change at the above site to enable a healthcare facility to be established. The site is currently zoned rural and healthcare facilities are not permitted under the Queenstown Lakes District Plan.

1.0 Background

The site is subject to an existing consent for a mixture of retail, entertainment and office activities (RM200853 and varied by RM211166) across Buildings 9 and 11-14. Various transport assessments have been prepared by Traffic Planning Consultants Ltd in support of these activities.

A transport assessment was also completed by Traffic Planning Consultants Ltd in October 2025, supporting an office development on the same site as Building 14 with a GFA of 1,973 m^2 under RM250279. It is understood this application is currently being processed, however at the time of lodgement of this plan change, draft conditions of consent have been issued.

2.0 Description of the Proposal

The proposed plan change is to enable a 900 m^2 healthcare facility (that is currently provided for within the Frankton Flats Special Zone of the ODP) to establish within the subject site.

It is understood that should the healthcare facility be provided for by way of restricted discretionary activity consent on the subject site, it is noted that only one healthcare facility is provided by the rules framework i.e. there cannot be one in the Frankton Flats zone and one on the plan change land. Further details of the proposal are provided within the application and Section 32a Assessment report.

3.0 Potential Trip Generation

As the proposal could be identified as a high traffic generating activity under the PDP, should it be consented, it is important to understand the potential trip generation to consider its effect on the proposed access provisions. It should be noted that Chapter 29 of the PDP would also provide the necessary framework for considering transport effects of a medical centre, including the trip generation, and for parking access design standards for future applications on the subject site.

Furthermore, it is important to understand the potential trip generation in context of the consented buildings on the subject site (RM200853 and varied by RM211166) for a mixture of retail, entertainment and office activities.

The transport assessment (October 2020) for the consented Buildings 9, 11 to 14 identified a trip generation of 1,653 vehicles per day (vpd) and 196 vehicles per hour (vph) for the mix of office (4,102m²), cinema (1,308 m²) and food and beverage (1,178 m²) activities. Of which, the consented retail for Building 14 had a peak hour trip generation of 76 vph occurring the PM peak and weekend peak, which is considered the more constrained peak hour within Five Mile. Medical centres generally will have very little demand during weekend peaks, with demand generally occurring weekday afternoon and some demand during PM peak hours.

In respect of a medical centre, there are several sources providing information on the likely trip generation.

- RTA quotes an average of 8.8 vph/100 m^2 with a range of 3.1 to 19.4 vph/100 m^2.
- NZTPD includes afternoon surveys on five medical centres which ranges from 4.9 to 12.59 vph/100 m^2 with an average of 8.3 vph/100 m^2 and an 85th percentile trip generation rate of 12.2 vph/100 m^2. This value generally matches what is quoted by RTA.
- NZTA453 quotes an average of 9.9 vph/professional and an 85th percentile trip generation rate of 11.6 vph/professional. If assuming 2 professionals per 100 m^2, the trip generation rate would be 19.8 vph/100 m^2 on average. This is not considered suitable for the subject site.
- ITE quotes a weekday evening peak hour rate for a medical centre to be 4.64 vph/100 m^2 with a range between 1.43 to 16.8 vph/100 m^2.

Apart from the NZTA453, the quotes from other sources generally have the similar range and ITE has a lower mean value. It is noted that a range of site variables such as gross floor area, number of consulting rooms and the number of medical practitioners can all affect the actual trip generation for a medical centre. Whilst other sources do not provide the exact sample data, NZTDP includes multiple medical centres with a range of GFA sizes. With different size, NZTPD quotes an average trip generation of 8.27 vph/100 $m^2$with a range between 4.9 to 12.59 vph/100 m^2.

The following chart derived from NZTPD data illustrates the relationship between medical centre trip generation during the weekday evening peak and the GFA.

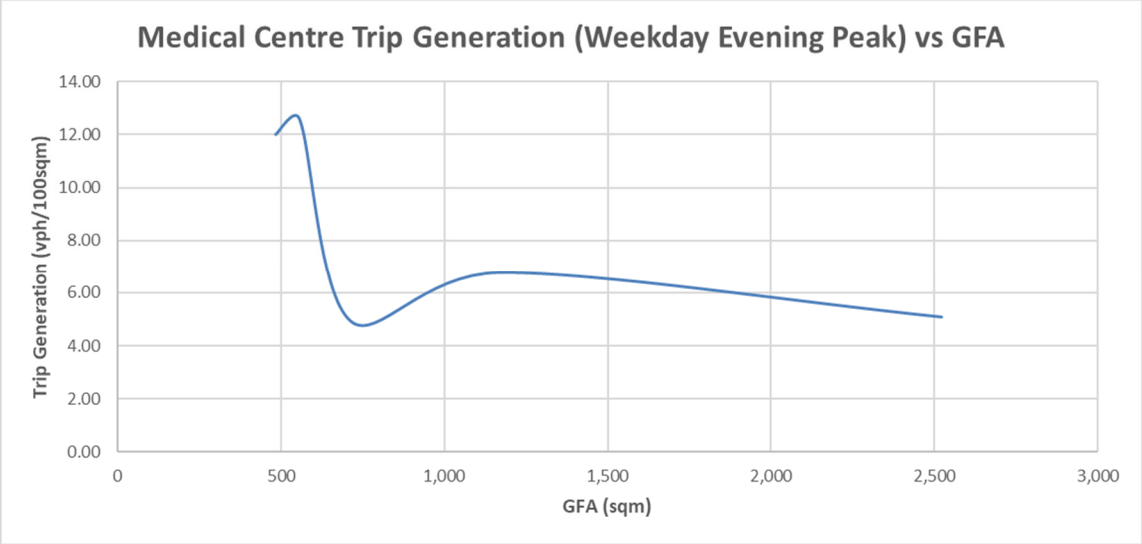

Figure 1: Medical Centre Trip Generation Graph utilising NZTPD Data
Source: Traffic Planning Consultants Ltd.

Based on survey data included in NZTPD, the average trip generation rate for a medical centre of 900 m^2 is quoted to be about 5.8 vph/100sqm.

The trip generation for the proposal of a 900 m^2 medical centre is estimated to be 54 vph and the net decrease would be 22 vph during the weekday evening peak periods against the consented retail activity of Building 14. Even if the average of 8.27 vph/100sqm was utilised for robustness, this would equate to 74 trips and consistent with the consented retail activity.

The proposal therefore indicates a reduction in traffic flows in terms of the current consented traffic environment of the site and the surrounding road network during the critical PM peak times.

4.0 Potential Parking Demand

In respect of parking demand, NZTPD also includes surveys on the parking demand from six medical centres. The survey results indicate that parking demand for medical centres range from 1.87 to 6.21 spaces/100m^2 with an average and 85th percentile values of 3.9 and 6.0 spaces/100m^2 respectively.

In terms of the retail parking demand, considering the consented baseline of Building 14, NZTA453 quotes an average of 2.7 spaces/100m^2 and the 85th percentile value of 3.7 spaces/100m^2.

For robustness, the NZTPD values have been utilised which indicate that for a 900 m^2 medical centre, an average parking demand could be 35 parking spaces and an 85th percentile demand of 54 parking spaces.

Whilst a potential parking layout for the medical centre is not yet known for the subject site, given that the proposed building size of 900 m^2 is less than the proposed office activity currently under consideration with a GFA (1,973 m^2) where 59 parking spaces are proposed, it is anticipated that a minimum of 54 parking spaces can be accommodated on the subject site minimising the effect on the surrounding roading network.

5.0 Conclusions

Overall, it is considered that the traffic engineering effects of the proposal to accommodate a medical centre with a GFA of 900 m² can be accommodated within the Five Mile site and within the road network without compromising its function, capacity, or safety.

Therefore, from a traffic engineering perspective, it is considered that the proposal will have less than a minor effect.

We trust that the above meets your current requirements. However, should you have any queries, please contact us.

Prepared by,



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