

FAST TRACK TRANSPORT PRESENTATION TO AUCKLAND COUNCIL AND THEIR SPECIALISTS

Meeting Date: 21st April 2026

Meeting Time: 12:30 to 14:30

Attendance:

In person			
Brett Russell	BSLP	Brooke Dales	AC
Graeme Harvey	RPG	Richard Black	AT
Vijay Lala	UNIO	Phil Harrison	AT
Nick Roberts	UNIO		
Daryl Hughes	HT		
Chris Maday	HG		
Online			
Adonica Giborees	AC	Nick Denton	UD
Chris Freke (AT)	AT		
Apologies			
Hedre Dednam	AT	Campbell McGregor	HG
Sheerin Samsudeen	UD	Rob Bassett	BSLP

Executive Summary

The meeting focused on transport infrastructure, staging, active mode delivery, ferry service planning, design compliance, utilities, and coordination of community infrastructure for the development. Key outcomes included confirmation that critical intersection upgrades are to be delivered before household occupation, updated transport modelling is required to reflect the revised development mix, and Jack Lachlan Drive works are to be staged to support both construction logistics and long-term access.

The meeting also confirmed the need to align walking, cycling, ferry, school, town centre, and monitoring requirements with the staged delivery of housing. Several matters require further resolution, including updated trigger tables, ferry operator engagement, tree canopy compliance, lighting certification, and documentation of active mode connections. These matters have been captured in the action table for follow-up and tracking.

1. Transport Modelling and Intersection Upgrades

The meeting reviewed the current transport modelling position and the implications of the revised development mix. Updated modelling is being undertaken to reflect the new housing mix, revised trip generation assumptions, and Beachlands-specific work-from-home assumptions. It was confirmed that intersections A, E and B, including Somerville and Whitford, are to be upgraded before any households become operational, with Intersection D to follow as required. The meeting noted that full intersection upgrades are preferred from the outset rather than relying on interim measures.

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2. Jack Lachlan Drive Staging and Active Mode Connections

The meeting discussed the proposed staging of Jack Lachlan Drive upgrades. The works are proposed to be delivered in three stages, prioritising the main traffic throughway and roundabout, followed by ferry terminal connections and the remaining link between sections. The meeting agreed that walking and cycling connections need to be provided at appropriate stages, with particular attention to school access and links to the ferry terminal.

3. Active Mode Network and Coastal Walkway

The meeting reviewed the proposed active mode network, including cycleway alignment, the coastal walkway, and integration with the wider transport network. The coastal walkway is intended to be delivered as part of the initial development stages, with adjoining sections constructed progressively as each sub-precinct is developed. The meeting noted the need for careful design of bidirectional cycleways at intersections and driveways.

4. Ferry Infrastructure and Service Planning

The meeting reviewed the status of ferry service upgrades, including vessel procurement, capacity planning, infrastructure contributions, and service triggers. Larger ferry vessels have been ordered, with interim diesel-powered vessels approved due to the current unavailability of suitable electric ferries. The meeting agreed that trigger tables should be updated to reflect increased ferry capacity and that a meeting is required with ferry operators to confirm timing, capacity, and developer contributions.

5. Design Standards, Compliance, and Monitoring

The meeting discussed compliance with design standards for roads, lighting, landscaping, density management, and ongoing monitoring. Typical lighting designs will be prepared for representative road types and supported by certification at construction stage. Current street tree canopy provision will be measured, and further consultation will be undertaken with Council and Parks to agree an acceptable approach. Monitoring and review conditions, including review points every 1,000 houses, will be incorporated into the consent.

6. Utilities, Encroachment, and Asset Ownership

The meeting discussed utilities provision, including the use of private assets within public roads. It was noted that private utilities within public roads will require encroachment licences, with assets to be built to public standards and potentially transferred to public or residents' association ownership in the future.

7. School and Town Centre Development Coordination

The meeting discussed the school site consent approach, design flexibility, and the coordination of school, commercial, and residential delivery. The school site will be consented with an indicative layout, with final design and traffic arrangements to be certified by Council. The meeting emphasised the importance of delivering schools, shops, and services in parallel with housing to reduce external travel demand.

8. Alternative Access and Construction Logistics

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The meeting considered alternative access options, including temporary and potential permanent road connections to support construction logistics and future public connectivity. The potential alternative access route, including via property 712, will be addressed in the application and reviewed as development progresses.

9. Follow-up Actions

The meeting confirmed follow-up actions relating to updated intersection modelling, Jack Lachlan Drive staging, active mode connections, tree canopy planning, lighting compliance, and ferry infrastructure coordination. These actions are to be tracked through the formal action table.

Follow-up actions:

1	Rerun and confirm intersection modelling and design details, including the updated development mix and trigger thresholds, and provide updated information to the project team.	Daryl Hughes
2	Prepare and share a staged construction plan for Jack Lachlan Drive, identifying what is built at each stage, timing, and how development overlaps with infrastructure delivery.	Chris Maday
3	Assess and document the active mode connections required at each stage of development, including any interim paths, and share with Auckland Transport for feedback.	Chris Maday
4	Prepare the proposed street tree canopy and landscaping plan, measure current provision, and arrange a meeting with Council and Parks to agree an approach that balances transport and parks requirements.	Urban Designers and UNIO
5	Demonstrate compliance with lighting design requirements for JOALs by preparing typical designs and confirming the certification and approval process with Council SMEs.	RPG and UNIO
6	Arrange a meeting with ferry operators to clarify timing, capacity, and developer contributions for ferry infrastructure and operations, and adjust trigger tables as required for larger ferries.	Daryl Hughes and Nick Roberts

Meeting notes:

1. Transport Modelling and Intersection Upgrades

- 1.1. The meeting discussed the current transport modelling position, the impact of revised development mix assumptions, and the design and timing of key intersection upgrades required to support the development.
- 1.2. Daryl advised that the development mix has changed materially, with a revised balance of low, medium, and high-density housing. Updated modelling is being undertaken to reflect the revised mix, updated trip generation data, and Beachlands-specific work-from-home assumptions.
- 1.3. It was confirmed that intersections A, E and B, including Somerville and Whitford, are to be upgraded before any households become operational. Intersection D will follow as required.
- 1.4. Chris Freke noted the importance of ensuring trigger thresholds are robust and are not amended without proper scrutiny, referencing previous issues experienced at Drury Centre.
- 1.5. The meeting noted that intersection designs have progressed from high-level concepts to more detailed layouts, with works contained within the existing road reserve or developer-owned land to avoid third-party land acquisition.

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- 1.6. The team noted that the proposed upgrades are expected to materially reduce queuing at key intersections during peak periods. Interim measures, including ramp metering, were considered but the preferred approach is to implement the full upgrades from the outset.
 - 1.7. The meeting noted that building consent, engineering approval, and potentially regional consents may be required for earthworks and contamination mitigation, with design work seeking to minimise further consent requirements by remaining within the road reserve.
2. Staging and Construction of Jack Lachlan Drive and Active Mode Connections
 - 2.1. The meeting discussed the proposed staging of Jack Lachlan Drive upgrades, including sequencing of road, cycleway, and footpath construction.
 - 2.2. The proposed construction sequence is to split Jack Lachlan Drive into three stages: first, the main traffic thoroughway and roundabout; second, the section from the ferry terminal back towards the site; and third, the connection between the two.
 - 2.3. The staging approach is intended to prioritise traffic flow and access to key destinations while accommodating construction constraints.
 - 2.4. The meeting agreed that walking and cycling connections need to be provided at appropriate stages, with particular attention to school access and links to the ferry terminal.
 - 2.5. The group discussed how trigger requirements for infrastructure upgrades will be met prior to housing occupation. It was noted that a staged construction plan should be included in the application to clarify which works are completed at each stage and how those works align with housing delivery.
 - 2.6. Temporary closures and alternative access routes were discussed to minimise disruption during construction while maintaining safe access for existing and new residents.
3. Active Mode Network and Coastal Walkway Planning
 - 3.1. The meeting discussed the design and staging of active mode infrastructure, including cycleway alignment, the coastal walkway, and integration with the wider transport network.
 - 3.2. The team explained the rationale for shifting the active mode path between the north and south sides of Jack Lachlan Drive to maximise connectivity for existing and future residents, including access to schools and the ferry terminal.
 - 3.3. The coastal walkway is intended to be delivered as part of the initial development stages, with adjacent sections constructed as each sub-precinct is developed.
 - 3.4. Chris Freke noted the need for careful design of bidirectional cycleways, particularly at intersections and driveways, to ensure safe operation.
 - 3.5. The group discussed the need to accommodate bus routes within the road cross-sections and to ensure staging supports the introduction of public transport services as development progresses.
4. Ferry Infrastructure and Service Planning
 - 4.1. The meeting reviewed the status of ferry service upgrades, including vessel procurement, capacity planning, infrastructure contributions, and service triggers.
 - 4.2. Chris Freke advised that new, larger ferry vessels have been ordered, with interim diesel-powered vessels approved due to the current unavailability of suitable electric ferries.

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- 4.3. The meeting noted that the seating capacity of the new vessels is higher than initially planned.
 - 4.4. The team acknowledged the need for a meeting between the developer and ferry operators to clarify the timing and scope of developer contributions towards ferry infrastructure and operational upgrades.
 - 4.5. The group discussed the need to adjust trigger tables to reflect increased ferry capacity and ensure service levels and scheduling align with the larger vessels.
5. Design Standards, Compliance, and Review Mechanisms
 - 5.1. The meeting discussed compliance with design standards for roads, lighting, landscaping, density management, and ongoing monitoring.
 - 5.2. The team agreed to provide typical lighting designs for representative road types rather than for every individual lane, supported by certification processes to confirm compliance at the time of construction.
 - 5.3. The meeting discussed the 30% tree canopy cover requirement on public roads and the need to balance transport, parks, and maintenance requirements.
 - 5.4. The group agreed that current designs will be measured and further consultation undertaken with Council and Parks to confirm an acceptable approach.
 - 5.5. Stormwater treatment has been moved offline or outside the road corridor to support maintenance, and modelling is underway to confirm sufficient wetland capacity to avoid flooding of Jack Lachlan Drive.
 - 5.6. Nick Denton raised questions regarding density management within JOALs. The team confirmed that any increase in dwelling numbers would need to comply with higher standards and may require resource consent, ensuring infrastructure remains aligned with development intensity.
 - 5.7. The group agreed that special information requirements and monitoring conditions, including review points for every 1,000 houses, will be incorporated into the consent to address ferry uptake, active mode delivery, and trip generation.
6. Utilities, Encroachment, and Asset Ownership
 - 6.1. The meeting discussed utilities provision, including the use of private assets within public roads, encroachment licences, and potential future transition to public or residents' association ownership.
 - 6.2. The team noted that placing private utilities within public roads will require an encroachment licence, with precedent for similar arrangements in other developments.
 - 6.3. It was noted that assets will need to be built to public standards and may eventually transfer to public or residents' association ownership.
7. School and Town Centre Development Coordination
 - 7.1. The meeting discussed the approach to school site consent, design flexibility, traffic management conditions, and the alignment of school, commercial, and residential delivery.
 - 7.2. The school site will be consented with an indicative layout, with conditions requiring final design and traffic arrangements to be certified by Council.

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- 7.3. If the Ministry of Education acquires the site, it may seek a variation or designation; however, the consent will ensure the surrounding network can support any school layout.
 - 7.4. The team emphasised the importance of delivering schools, shops, and services in parallel with housing to reduce the need for residents to travel outside the area.
 - 7.5. Staging tables and review conditions will be used to monitor the delivery of community facilities.
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- 8. Alternative Access and Construction Logistics
 - 8.1. The meeting considered alternative access options, including temporary and potential permanent road connections to support construction logistics and future public connectivity.
 - 8.2. The group discussed the potential for an alternative road connection, including via property 712, to serve as construction access and potentially a permanent public route.
 - 8.3. It was agreed that this matter should be addressed in the application and reviewed as development progresses.