

BEACHLANDS SOUTH



FAST TRACK PINE HARBOUR FERRIES CONSULTATION

Meeting Date: 13th May 2026

Meeting Time: 10:00 to 11:00

Attendance:

In person			
Brett Russell	BSLP	Daryl Hughes	HT
Graeme Harvey	RPG	Khai Azizi	RPG
Vijay Lala	UNIO	Chris Freke (AT)	AT
Nick Roberts	UNIO	Brooke Dales	AC
Online			
Greg Milner-White	AT	Paarth Rajpal	AT
Neil Wilkins	AT	Adonica Giborees	AC
Apologies			

Meeting Minutes

Executive Summary

The meeting confirmed Auckland Transport's current and planned ferry, marina, and bus network upgrades that support the Beachlands South Fast Track application. Auckland Transport outlined a clear pathway for increased ferry capacity through marina reconfiguration, new vessel procurement, landside passenger improvements, and timetable adjustments, with key upgrades targeted for completion between 2027 and the commencement of later development stages. The discussion also reinforced the importance of integrated bus and ferry services, early public transport uptake, and coordinated infrastructure delivery to support the planned growth of approximately 2,000 dwellings and associated employment, education, retail, and community facilities.

Key Decisions

1. Auckland Transport will progress the Pine Harbour marina and ferry terminal upgrade works, including berth reconfiguration, landside passenger improvements, and supporting infrastructure, with completion targeted for June 2027.
2. Auckland Transport will continue with the SeaLink contract extension and new vessel procurement strategy, including two new 168-passenger vessels expected to be operational in Q3/Q4 2027.
3. Peak ferry services will be prioritised for the highest-capacity vessels, with timetable refinements to address existing capacity constraints and reduce the risk of passengers being left behind.
4. The development team and Auckland Transport will continue to coordinate bus network integration, including recent and planned route improvements, new bus stop provision, and opportunities to improve ferry-terminal connectivity.

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5. The parties will continue discussions on the timing, structure, and allocation of developer contributions, including whether contributions are applied to capital expenditure, operational expenditure, or a combination of both.
6. Auckland Transport will provide relevant slides, data, and service information to support the development team's Fast Track application and consultation record.

Meeting Notes

1. **Beachlands Development Fast Track Application Overview:**

Vijay Lala, Nick Roberts, Graeme Harvey, and the project team provided an overview of the Beachlands development fast track application, detailing the scope, staging, and integration of transport, education, and employment infrastructure, with input from Auckland Transport representatives Chris Freke, Greg Milner-White, and Neil Wilkins.

- 1.1. **Project Scope and Components:** The fast track application covers approximately 2,000 dwellings, light industry and commercial space, open spaces, roading, public transport bus network provision, and internal connections to the ferry terminal. The plan also includes two schools—a 1,500-student secondary and a 600-student primary school—an employment zone, a village centre with commercial and retail facilities, a supermarket, apartments, a hotel, and a potential retirement village for around 250 residents.
- 1.2. **Staging and Build-Out Timeline:** The development is planned as a 10–11 year build-out, with an estimated 200 houses constructed per year. The primary school is intended to be delivered early, followed by the secondary school within five to seven years. Industrial and commercial activities are also prioritized early to minimize vehicle trips and support local employment.
- 1.3. **Transport and Infrastructure Triggers:** Key transport triggers include upgrades to Jack Lachlan Drive and other intersections, with the first stage focusing on the main traffic corridor. The project aims to encourage public transport use from the outset, integrating bus and ferry services, and includes the construction of a coastal walkway and internal paths to support high-density development.
- 1.4. **Consultation and Coordination:** The project team has held 10–15 meetings with various Auckland Council departments, including architecture and urban design, and has engaged with the Ministry of Education regarding school delivery. Ongoing coordination with Auckland Transport is focused on aligning ferry and bus service upgrades with development staging.

2. **Ferry Service Upgrades and Capacity Planning:**

Greg Milner-White and Neil Wilkins from Auckland Transport, with input from Chris Freke and the development team, discussed detailed plans for ferry terminal upgrades, vessel procurement, service capacity increases, and the alignment of these improvements with the Beachlands development triggers.

- 2.1. **Marina and Terminal Upgrades:** The marina reconfiguration involves removing several finger wharfs to create space for two 24-meter vessels and two 99-seat clippers, with a backup 49-seat vessel. Empire is handling detailed design, with tendering expected by early June and contract award by July. Completion of works is targeted for June 2027. Additional landside improvements include enhanced passenger shelters, bike parking, and information displays, with a parallel project for these amenities.
- 2.2. **New Vessel Procurement and Service Expansion:** Auckland Transport is finalizing a contract extension with SeaLink, which includes the procurement of two new 168-passenger vessels,

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expected to be operational by Q3/Q4 2027. These modern diesel vessels will significantly increase morning peak capacity, with an estimated 800 seats available post-upgrade, compared to the current 450. One 49-seat vessel will be retained as a backup, while the rest will be retired or refurbished.

- 2.3. **Operational and Financial Arrangements:** The contract extension with SeaLink is planned through 2034, aligning with other ferry contracts. The uplift in contract service payments reflects the investment in new vessels and infrastructure, with discussions ongoing about the allocation of developer contributions (CapEx or OpEx) to support these upgrades. Timing and structure of payments are to be negotiated between Auckland Transport and the development team.
- 2.4. **Service Timetabling and Utilization:** Peak sailings will be prioritized for the largest vessels to address current issues with passenger left behinds. The timetable will be adjusted to optimize capacity, with the 7:20 and 7:40 sailings targeted for the new boats. Weekend service frequency is under review, with further information to be confirmed by Auckland Transport.
- 2.5. **Environmental Considerations:** While electrification is not currently viable for this route, the new vessels will be modern diesel with lower emissions, contributing to reduced road traffic and overall emissions. The strategy has been endorsed by the Auckland Transport board and council, with a focus on long-term sustainability and service reliability.

3. **Bus Network Integration and Improvements:**

Neil Wilkins, Greg Milner-White, Chris Freke, Daryl Hughes, and the project team discussed recent and planned improvements to the bus network serving Beachlands, including new stops, route adjustments, and integration with the ferry terminal to support public transport uptake.

- 3.1. **Recent Bus Service Enhancements:** Auckland Transport has improved the Maraetai through Beachlands to Marina bus services, increasing frequency and adding a new bus stop at the corner of 9th View Avenue and Jack Lachlan Drive. Consultation packs regarding these changes have been distributed to the community.
- 3.2. **Future Bus Network Plans:** Discussions are ongoing about bringing the bus route directly beside the marina, utilizing a private road from Jack Lachlan Dr to the car park area. There are also considerations for future connections to the Eastern Busway and Botany, with the potential for an interchange to facilitate express bus services to the airport.
- 3.3. **Information Sharing and Coordination:** The project team requested updated information on bus routes and service changes, which Auckland Transport agreed to provide. The integration of bus and ferry services is a key focus to maximize public transport use among new and existing residents.

4. **Developer Contributions and Financial Arrangements:**

Greg Milner-White, Chris Freke, Brett, and the project team discussed the structure, timing, and allocation of developer contributions to ferry and transport upgrades, considering both capital and operational expenditure, and the need for ongoing negotiation and documentation.

- 4.1. **Contribution Structure and Timing:** The original agreement allowed for contributions to be made as either CapEx or OpEx, with flexibility to allocate funds to marina reconfiguration, vessel procurement, or landside improvements. The timing of payments is to be negotiated, with the aim of aligning contributions with project cash flow and infrastructure delivery.
- 4.2. **Negotiation and Documentation:** The parties agreed to continue discussions to finalize the allocation of contributions, with the possibility of documenting agreements through meeting

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minutes or formal letters. The project team will review Auckland Transport's slides and request additional information if needed for their fast track application.

- 4.3. **Marina Owner Involvement:** The marina owner, Simon Herbert, is involved in the base build and pontoon works, with additional capital contributions from Auckland Transport. Rental arrangements and access charges are being adjusted to reflect the increased investment in infrastructure.

5. Growth Projections and Public Transport Utilization:

The team, including Daryl Hughes, Chris Freke, Greg Milner-White, and Neil Wilkins, discussed current and projected ferry and bus usage, the impact of development on public transport demand, and strategies to encourage mode shift among new residents.

- 5.1. **Ferry Usage Data and Projections:** Recent hop card data was shared with Daryl Hughes to illustrate current ferry usage. Auckland Transport reported a 20% increase in patronage from 2019 to 2025, with expectations for continued growth as the Beachlands development progresses.
- 5.2. **Mode Shift Strategies:** The development is designed to place a significant portion of new apartments within walkable distance to the ferry terminal, aiming to attract residents who work in the CBD and encourage public transport use over private vehicles.

6. Marina Expansion and Long-Term Planning:

Greg Milner-White, Brett, and the team discussed the challenges and long-term prospects for further marina expansion, including technical constraints, potential future projects, and current focus on landside development.

- 6.1. **Expansion Constraints and Future Options:** Further expansion of the marina is considered technically challenging and expensive, particularly to the west of the existing marina due to dredging requirements. Medium- to long-term plans may involve acquiring additional finger berths to the north, but immediate focus remains on landside improvements and apartment development.
- 6.2. **Historical and Potential Projects:** Previous plans included the possibility of a wharf at the end of the seawall, but this is considered a 10+ year prospect. Recent efforts have concentrated on landside upgrades and coordination with the marina owner for current development needs.

Follow-up actions:

1	Issue the ferry upgrade slides and relevant non-confidential growth data to support traffic and usage analysis.	Greg Milner-White (AT)
2	Review AT material and confirm whether further consultation documentation or a formal letter is required for the Fast Track record.	Vijay / Greg Milner-White (AT)
3	Provide updated bus route and service improvement information, including the new Jack Lockwood Drive bus stop.	Greg Milner-White (AT) / Neil Wilkins (AT)
4	Share current ferry usage and growth projection data for Beachlands and the wider community.	Chris / Greg Milner-White (AT) / Neil Wilkins (AT)
5	Confirm the latest position on increased weekend ferry services at Pine Harbour.	Neil Wilkins (AT)

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6	Compare options for the timing and structure of developer contributions towards ferry upgrades, including CapEx and OpEx pathways.	Greg Milner-White (AT) / Neil Wilkins (AT) / Chris / Brett
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