

Auckland Council / Beachlands South / Auckland Transport Workshop

Minutes

Date: 17 August 2026

Time: 2:30 – 3:45pm

Purpose: First in a series of pre-panel discussions to identify key matters where the proposal diverges from precinct provisions, work toward solutions, and narrow queries before the panel convenes.

1. Attendees

Auckland Council / Auckland Transport	Beachlands South / Consultant Team
Adonica Giborees Brooke Dales Chris Freke Phil Harrison Richard Black	Brett Russell Ian Passau Khai Azizi Nick Roberts Vijay Lala Daryl Hughes

2. Summary

This workshop was the first transport-focused discussion between the applicant team, Auckland Council, and Auckland Transport following submission of the Beachlands South Fast Track application.

Discussion focused on development staging, ITA findings, transport non-compliances, Whitford Bypass trigger mechanisms, school-related transport infrastructure requirements, access arrangements, and future transport upgrade delivery including Auckland Transport's willingness to explore staged contributions and flexible payment timing to support Beachlands South cashflow.

Auckland Council have reviewed and provided input to these minutes confirming that they are an appropriate and accurate summary of the meeting.

2.1. Key Decisions and Agreed Outcomes

Auckland Transport will provide a consolidated list of detailed transport queries following their review of the transport related documents of the Beachlands Fast Track, this was provided to the Applicant team on 17 August 2026 following the meeting. Auckland Transport noted the lack of school traffic management conditions, which is a gap in the information set, The applicant asked for a template of school traffic management conditions. Monitoring provisions may provide a more appropriate mechanism than removing a fixed dwelling trigger for assessing the future need for the Whitford Bypass. Future contributions and staged funding approaches for bypass planning and design should continue to be explored.

3. Meeting Notes

The meeting started with a presentation from Daryl Hughes, who has prepared the transport related documentation for the Beachlands South Fast Track Application. The presentation provided a high-level overview of the transport design and reporting.

3.1. Transport Assessment and Development Staging for Initial Dwellings

It was discussed that the development is proposed to be developed across various stages, with each stage being sub-staged into smaller stages. The first sub-stage within Stage 1 comprises approximately 68 dwellings, referred to as EPA1.

The applicant team discussed that the Plan Change transport triggers require various upgrades to be operational before the occupation of the very first dwelling. The upgrades required before occupation of the first dwelling are:

1. Full upgrade of Jack Lachlan Drive (JLD)
2. Upgrade of JLD and Whitford Maraetai Road (WMR) Intersection to construct a Roundabout
3. Upgrades at Whitford Village Roundabout
4. Upgrades at Sommerville/Whitford Road/ Point View Road

An assessment was undertaken by Daryl Hughes to determine the traffic impact from the delivery of the first 68 dwellings, although the details and basis for the conclusions of this assessment has not been provided to Auckland Transport. This assessment found that the first 68 dwellings only resulted in approximately 16VPH during the critical AM southbound peak, a negligible impact on the existing traffic conditions.

Beachlands South requested Auckland Transport to consider that occupation of the first 68 dwellings could be undertaken, subject to upgrading only the WMR/JLD Intersection to construct a roundabout (Item 2 above) and the upgrade at Whitford Village Roundabout (Item 3 above). The remaining upgrades (Items 1 and 4 above) would be delivered before the occupation of dwellings beyond the initial 68. This would assist the applicant with managing cash-flow as well as allowing occupation of the initial 68 dwellings, while longer lead upgrades like the JLD upgrade are progressed in parallel.

Auckland Transport was generally aggregable that for the first 68 dwellings, some of the more distant upgrades are not required to serve Stage 1, subject to confirming the details of the assessment discussed.

Chris Freke from Auckland Transport requested a summary of the JLD upgrade which was provided by Beachlands South. JLD would be upgraded in two stages, the first stage would be between Kahawairahi Dr West towards the Marina, with the second stage focusing on completing the upgrade East from Kahawairahi Dr towards the JLD/WMR intersection. Temporary traffic management measures would be in place to guide traffic around the works area, while the works are undertaken.

3.2. Ferry Upgrades

Auckland Transport also confirmed upgrade to secure 168 seater ferries and undertake terminal upgrades are on track to be completed by end of 2027. These upgrades will accommodate the Beachlands South development through to approximately Row D of the Plan Change 88 ferry triggers table.

3.3. Transport Non-compliances

The applicant outlined a number of transport-related non-compliances.

- Stage 1 development (EPA1 – 68 dwellings) proceeds ahead of completion of some precinct transport upgrades (as summarised in Section 3 above).
- The Whitford Bypass trigger is also treated as a non-compliance, with modelling suggesting acceptable performance of Whitford-Maraetai Road beyond the current 1,900 dwelling trigger.
- Upgrade of Trig Road (south) and WMR is not proposed to be undertaken, as not upgrading this intersection is found to not significantly impact traffic conditions.
- Chris Freke of Auckland Transport indicates even were this the case some improvements to active mode crossings of Whitford-Maraetai Road may be required
- Other matters include absence of the Jack Lachlan Drive northern footpath opposite from the school site, due to topography conditions, and the provision of a 3m active mode facility at the western end of Jack Lachlan Drive due to a narrow road corridor.
- Reduced spine road width (23m to 20m) through village centre, which is due to the cycleway (3m wide) being routed around the village centre and the Urban Design desire to provide a compact road corridor between buildings.
- Vehicle crossing width matters and sightline constraints to be resolved through detailed design.

3.4. Whitford Bypass Trigger

Auckland Transport expressed support retaining the monitoring/trigger-based approach at 500-dwelling intervals as stipulated in the Plan Change and included in the draft Fast Track consent conditions. Discussion focused on sensitivity of assumptions relating to hybrid working, internal trip capture and travel behaviour. Community expectations for earlier bypass progress were discussed, including funding of concept design work.

3.5. School Transport Requirements

The applicant noted The Ministry of Education is progressing toward designation. However it was also confirmed resource consent was being sought for the school and forms part of this application. As noted previously Auckland Transport sought clarification on how school traffic management is to be considered given the lack of proposed conditions/assessment. Applicant asked for template conditions (not covered at the meeting but includes school access, travel management plans, bus routing, pedestrian crossings and monitoring).

3.6. Other Access and Design Matters

Discussion included the proposed 712 Whitford Road left-in/left-out access, future speed environment considerations, the proposed green route connection to the ferry terminal, Whitford Village footpath opportunities and management of trees along Gatliff Road and the golf course boundary.

4. Action Register

No.	Action	Owner	Due Date	Status
1.	Provide consolidated written transport queries for applicant review.	AT	Complete	Open
2.	Provide template school traffic management conditions.	AT	Not stated	Open

3.	Review Whitford Bypass concept design opportunities and funding approaches.	AC / Applicant/ Whitford Ratepayers Association	Not stated	Open
4.	Confirm monitoring provisions align with Operative PC88 requirements	Applicant / AT	Not stated	Open
5.	Provide Auckland Transport with the assessment undertaken to determine the traffic impact from the delivery of the first 68 dwellings.	Applicant	Not stated	Open