

MIN-3935 Meeting with NZ Super Fund regarding Beachlands South development

22 August 2022

The Minister of Transport is meeting with s 9(2)(a) of the NZ Super Fund, as well as the Russell Property Group, Ngāi Tai ki Tāmaki and Hāpai Development Property at 3-3.30pm on Thursday 25 August 2022 to discuss their Beachlands South development proposal and the associated transport infrastructure.

Waka Kotahi NZ Transport Agency's key points:

- The current Auckland Transport Alignment Project (ATAP) and Auckland Regional Land Transport Plan have been developed without any support for further development at Beachlands. Waka Kotahi is aware of local community complaints about poor access to this community and requests for transport infrastructure improvements.
- There is limited public transport accessibility to and from Beachlands. This comprises of an hourly bus service between Beachlands and Botany (between 6am and 8pm) and a regular ferry service from Pine Harbour to the CBD that does not run during the weekends or public holidays.
- Private vehicle use would therefore be the primary transport mode both now and into the future, and there are capacity and safety issues on the Whitford – Maraetai Road. To provide the necessary corridor improvements on the Whitford – Maraetai Road would currently be unaffordable.
- The 2018 Census data for Travel to work and education for the two Beachlands statistical area units (Sunkist Bay and Te Puru) combined and by mode are shown in the tables below:

Table 1: Travel to work

Travel to Work					
	Study/work from home	Drove or passenger	Public transport	Walk or cycle	Other
	360	2793	231	105	27
Proportion	10.2%	79.4%	6.6%	3.0%	0.8%

Table 2: Travel to education

Travel to Education					
	Study/work from home	Drove or passenger	Public transport	Walk or cycle	Other
	66	765	507	357	21
Proportion	3.8%	44.6%	29.5%	20.8%	1.2%

- There are limited employment, education, retailing and social service opportunities currently available in Beachlands and Maratai. The closest nearest major centre is Botany, which is approximately 15km away. Together with the dispersed nature of the travel to work destinations, further residential growth in Beachlands would contribute to increasing light vehicle VKT in Auckland.
- The Auckland Unitary Plan does not identify future growth in Beachlands beyond what is currently zoned.
- Auckland Council's Proposed Plan Change 78 (Auckland Council's response to housing intensification law changes) contains a transport constraints "Qualifying Matter". This can be found here: [www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/PC%2078%20Information%20Sheet%208%20Qualifying%20Matters%20\(Part%202\).pdf](http://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/PC%2078%20Information%20Sheet%208%20Qualifying%20Matters%20(Part%202).pdf).
- The proposed plan change seeks to limit development where there is not enough infrastructure to support the development enabled by the National Policy Statement on Urban Development and the new Medium Density Residential Standards. This is specifically applied to Beachlands area and is largely related to effects on the local roading network and because of the limited public transport available in this area.

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