

Beachlands South Limited Partnership
c/o John Dobrowolski
Russell Property Group
12-16 Taporā Street
Auckland, 1010

Ref: A22380

1 May 2024

Subject: Beachlands South Fast Track Listing Application – Traffic Memo

Dear John

Executive Summary

This memorandum supports an application for a listed project under Schedule 2A of the Fast-track Approvals Bill (“bill”). It relates to part of the land subject to the recent rezoning of approximately 307 hectares of land south of the existing Beachlands township which includes 110 Jack Lachlan Drive; and 620, 680, 702, 712, 722, 732, 740, 746, 758, 770 Whitford-Maraetai Road, Beachlands (“the site”). The site subject to this application is approximately 160 hectares.

This site was recently subject to the Beachlands South Private Plan Change application (“PC88”) to rezone the site from Rural-Countryside Living to a combination of residential, business, and open space zones and Future Urban Zone (“FUZ”) under the Auckland Unitary Plan (“AUP”). A full Integrated Transportation Assessment (“ITA”) was included with the PC88 application, including modelling of public transport and road traffic performance. The ITA provided a ‘Thresholds for Subdivision and Development Table’ that set out the infrastructure upgrades required to support the land development proposed. That table formed part of the comprehensive Precinct Provisions which were approved by Independent Hearing Commissioners when they granted PC88.

The proposed PC88 area that is now sought to be included in the bill includes provision for a Village Centre (with general retail), a commercial area/innovation hub, a light industrial employment area, allowance for a secondary school, a retirement village, a golf course, and residential development of approximately 2,700 dwellings within the northern portion of the land (159.54 ha). The remaining southern area (147.58ha) rezoned to FUZ through PC88 does not form part of this application. This fast-track application also includes the following transport upgrades to support the development:

- Progressive upgrades to Pine Harbour ferry services to accommodate expected growth in passenger demand.
- The upgrade of the entire length of Jack Lachlan Drive to provide active mode facilities.
- The upgrade of the Jack Lachlan Drive / Whitford-Maraetai Road intersection to traffic signals or a roundabout.
- The upgrade of the Whitford-Maraetai Road / Trig Road intersection to traffic signals.
- The upgrade of Whitford Roundabout to a double-roundabout layout.
- The upgrade and provision of pedestrian facilities through Whitford Village.
- The upgrade of Whitford Park Road / Sandstone Road / Saleyard Road roundabout to provide an additional approach lane from the south.
- The upgrade of Whitford Road / Sommerville Road / Point View Drive roundabout to provide additional approach lanes from the east and north.

- The provision of Whitford Bypass, connecting the Whitford-Maraetai Road / Trig Road intersection to the Saleyard Road / Sandstone Road / Whitford Park Road roundabout.

The proposed development, when combined with the existing settlement, will significantly increase the population of Beachlands, whilst also providing additional employment and community amenity. As such the transport travel patterns are expected to significantly change in comparison to the existing situation. This will see a greater proportion of transport trips undertaken by walking, cycling and public transport, and a greater number of car trips being internal to Beachlands, rather than to external destinations. This will result in a more self-sufficient and resilient settlement, and lead to an overall reduction in vehicle-related CO2 emissions per household.

As stated in the PC88 decision¹, the Independent Hearings Panel agreed with the PC88 applicant that the proposed development now being sought in this application will deliver a well-functioning urban environment under the NPSUD including with respect to accessibility and supporting reductions in greenhouse gas emissions.

This proposal for a listed project aligns well with national, regional and local transport priorities as it leads to a well-functioning urban environment with a strong reliance on active modes, public transport and transport self-sufficiency. The Precinct Provisions will ensure that land development will be supported by appropriate transportation upgrades at the appropriate development stages.

To support the application for a listed project, this memo provides a high-level review of the transport aspects of the proposal, including:

- Summary of the proposal and site description.
- Summary of work completed to date.
- High level transportation assessment of proposal.

Finally, we record that regardless of the status of PC88, the standards discussed in this memo could be achieved through conditions of consent and therefore the application does not depend on PC88.

Site Description and Proposal

Site Description

The site comprises approximately 307 hectares south of the existing Beachlands township and prior to PC88 was zoned Rural – Countryside Living under the Auckland Unitary Plan (outlined in black below). The site currently exists predominantly as an 18-hole golf course (Rydges Formosa Golf Resort) and a scattering of countryside living properties.

¹ [PC 88 - Decision \(aucklandcouncil.govt.nz\)](https://aucklandcouncil.govt.nz/PC88-Decision)



Figure 1: Site subject to this application for a referred project outlined in black

The site is located approximately 37km southeast of Auckland CBD, approximately 20km north-east of East Tamaki, and 6km south-west of the Maraetai township. The existing Beachlands suburb is also located directly adjacent to the north of the subject site as shown in Figure 1 above. The existing key transport links surrounding and within the site are Whitford-Maraetai Road and Jack Lachlan Drive respectively. Whitford-Maraetai Road is currently rural in nature with no walking or cycling facilities. Significant residential development has recently been undertaken on the northern side of Jack Lachlan Drive, resulting in an urban roadside environment including a footpath on the northern side.

The existing Beachlands settlement has poor bus provision, typical of rural settlements, but benefits from an excellent ferry service with a direct, 35-minute trip to the Auckland CBD. As a result, there is excellent public transport service to the Auckland CBD, but for other destinations, private car use is the predominant travel mode.

Proposal

This application proposes to develop the 159.54 ha of land recently rezoned by PC88 into the zoning precincts shown in Figure 2, and also listed below:

- Residential – Terrace Housing and Apartment Buildings Zone (THAB)
- Residential – Mixed Housing Urban Zone (MHU)
- Residential – Large Lot Zone (LLZ)
- Business – Local Centre Zone (LCZ)
- Business – Mixed Use Zone (MUZ)

- Business – Light Industry Zone (LIZ)
- Open Space – Sport and Active Recreation Zone (OSSAR)

Development within the FUZ (southern portion of land – 147.58ha) is not part of this application.

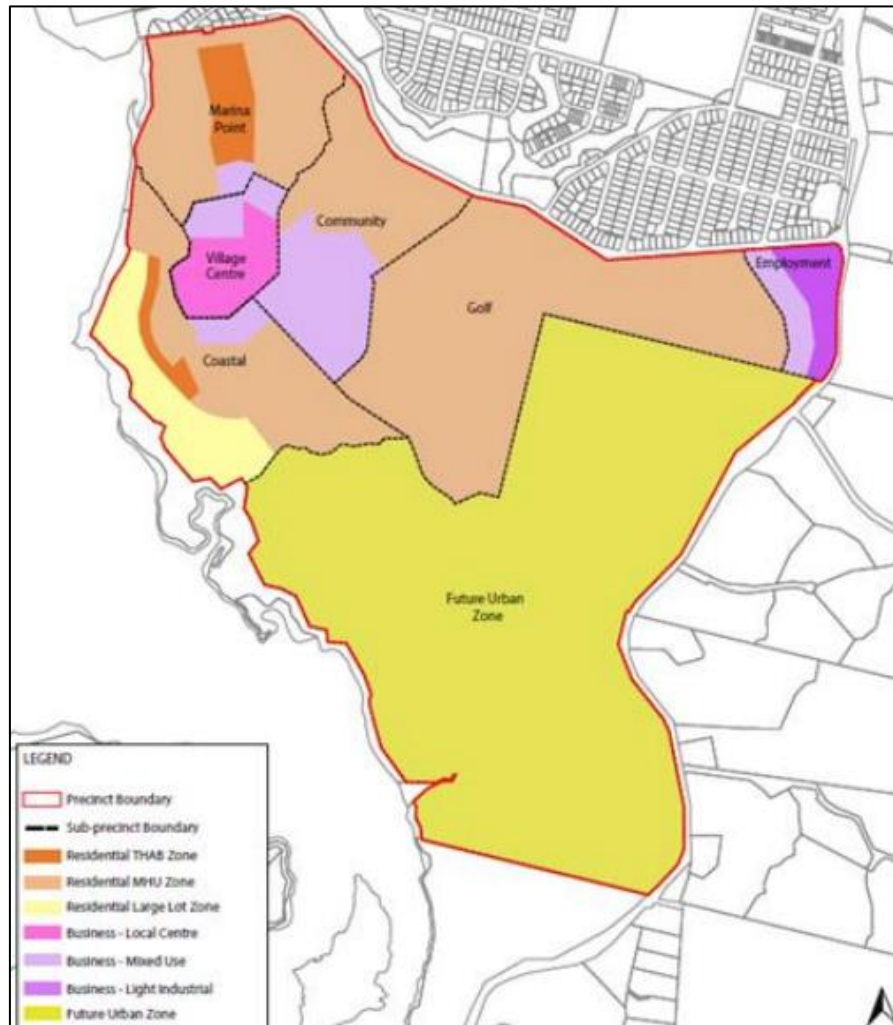


Figure 2: Zoning and sub-zoning precincts plan

This application also establishes new collector and local road networks and upgrades of existing road corridors and intersections to provide direct multi-modal access to the Village Centres both from within and outside of the subject site. The internal road network will also include provisions for public transport routes, and active transportation facilities such as cycling and walking amenities. The proposed road network within the site is shown in Figure 3 below.

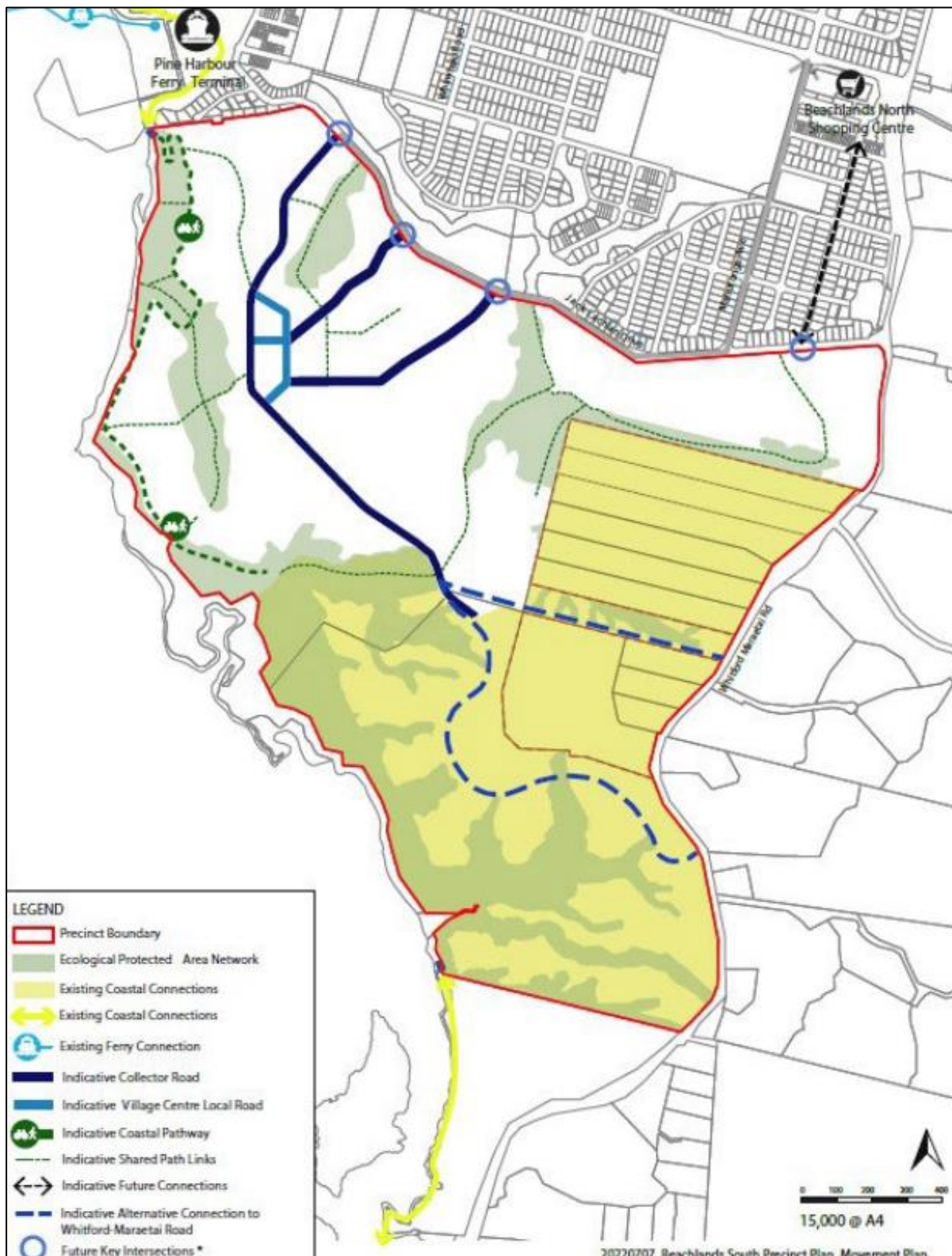


Figure 3: Beachlands South Road hierarchy network

In addition to the development of the road network and bus facilities, it is also proposed to provide ferry capacity upgrades in line with development demand. The proposed upgrades include expansion and improvement of the existing ferry network to increase capacity, increase frequency and therefore an improved Level of Service (LoS).

Background Analysis

A summary of the work completed on the proposed development to date is outlined below.

- An initial ITA was prepared by Stantec in March 2022 as part of the PC88 application.
- Council RFIs were received in mid-2022. Several changes were made to the proposed transportation elements through the RFI process.
- An updated ITA was issued by Stantec in December 2022.
- Consultation with several authorities including but not limited to Auckland Transport (AT), New Zealand Transport Agency (NZTA), and the Ministry of Education (MoE) was carried out throughout 2023.
- An independent transport peer review undertaken by Commute that validated the findings of the ITA and assisted in finalising the transportation infrastructure upgrade triggers.
- The transportation evidence was prepared and presented by Daryl Hughes and Brett Harries at the hearing on 9 October 2023 to support the proposed PC88.

Extensive investigations and transportation modelling of the area within and surrounding the subject site were undertaken since 2019 to inform the transportation assessments supporting PC88. The extent of this background analysis includes analysis of traffic scenarios at various stages (future years) of the proposed development.

Plan Change and Required Transport Upgrades

An Integrated Transportation Assessment (ITA) was prepared by Stantec to support PC88 in 2022. The ITA demonstrated how the intended development by BSLP, in its full scale, will enhance accessibility of the Beachlands area for various transport modes including active modes such as walking, and cycling and also public transport services such as buses, and ferries. However, the existing road network was found to be under capacity and unable to sufficiently meet the demands of the proposed development.

Extensive traffic modelling was undertaken which comprehensively and conservatively assessed the transportation impact of the proposed development within the road network surrounding the Beachlands area. The focus of the traffic modelling was to determine how the Beachlands South development can be accommodated on the surrounding network up to the 2051 future year. The traffic modelling was completed in five main model scenarios including: 2020 Traffic Scenario (existing), 2024 Development Scenario (initial), 2031 Development scenario (midpoint), 2038 Development scenario (completion of live zoned area), and 2051 (FUZ enabled development). Further detail of the traffic modelling methodology is available in the Plan Change ITA (December 2022) and the submitted transportation and traffic evidence.

The completed traffic modelling was used to determine the land use and trip generation thresholds included in the ITA and the *Table 2: Threshold for Subdivision and Development as shown on Beachlands South: Precinct Plan 6* and also in Table 1 below. This table outlines the infrastructure upgrades that are required to support the different stages of the proposed development. In addition to these proposed upgrades, a suite of additional measures to improve pedestrian and cycling amenities, and public transport facilities (buses and ferries) will also be provided and are included in this fast-track application.

Table 1: Threshold for subdivision and development as shown on Beachlands South: Precinct Plan 6

Column 1 Land use enabled within the area identified on Precinct Plan 6 by transport infrastructure in column 2		Column 2 Transport infrastructure required to enable activities or subdivision in column 1
(a)	Up to a maximum of 250 dwellings and/or residential lots	<p>Upgrade of Jack Lachlan Drive to provide two-way cycling facilities along the full length of one side of the road; and a footpath on the northern side of the road.</p> <p>Site (A) on Precinct Plan 6: Upgrade of Whitford Maraetai Road / Jack Lachlan Drive intersection; and</p> <p>Site (B) on Precinct Plan 6: Upgrade of Whitford Park Road / Whitford Road / Whitford Maraetai Road roundabout to a double lane roundabout*.</p> <p>Site (E) on Precinct Plan 6: Upgrade of Somerville Road / Whitford Road / Point View Drive roundabout to provide a double north-west bound through-lane for additional capacity.</p>
(b)	A provision of: <ul style="list-style-type: none"> i. More than 250 and up to 500 dwellings or residential lots 	<p>Upgrades in (a) above; and</p> <p>Provision for a total capacity of at least 592 ferry passengers from Pine Harbour during the two-hour peak period between 0630-0830 on weekdays.</p>
(c)	A provision of: <ul style="list-style-type: none"> i. More than 500 and up to 850 dwellings or residential lots; 	<p>Upgrades in (a) and (b) above; and</p> <p>Provision for a total capacity of at least 692 ferry passengers from Pine Harbour Ferry during the two- hour peak period between 0630- 0830 on weekdays; and Site (D) on Precinct Plan 6: Provision of an additional left-turn approach lane on the northbound approach to the Whitford Park Road / Saleyard Road / Sandstone Road roundabout.</p>
(d)	A provision of: <ul style="list-style-type: none"> i. More than 850 and up to 1,900 dwellings or residential lots; 	<p>Upgrades in (a) – (c) above;</p> <p>Provision for a total capacity of at least 952 ferry passengers from Pine Harbour during the two-hour peak period between 0630-0830 on weekdays; and Site (C) on Precinct Plan 6: Upgrade to Trig Road (south) / Whitford- Maraetai Road intersection</p>
(e)	A provision of: <ul style="list-style-type: none"> i. More than 1,900 and up to 2,700 dwellings or residential lots; 	<p>Upgrades in (a) – (d) above; and</p> <p>Provision for a total capacity of at least 1224 ferry passengers from Pine Harbour during the two-hour peak period between 0630-0830 on weekdays. Site (F) on Precinct Plan 6: Whitford Bypass providing a two- way single lane each way between the Trig Road (south) / Whitford- Maraetai Road intersection and the Saleyard Road / Whitford Park Road / Sandstone Road intersection, including upgrades to the intersections at both ends.</p>

Proposed Road Urbanisation

At present, the existing roads in the area are primarily rural in nature, with soft shoulders and no to limited cycling and walking facilities. It is proposed that key corridors within and surrounding the site will be upgraded to cater for higher movements of traffic and provide appropriate links for active modes. This will align with and provide excellent connectivity with the proposed road corridors within the subject site.

Jack Lachlan Drive and all collector roads within the site will have a minimum road reserve width of 23m, provisions for buses, and active mode facilities such as cycle ways and footpaths, and a design speed of 50km/h and 40km/h respectively. Local roads within the village centre will have a minimum road reserve width of 20m and a design speed of 40km/h. Local roads within the residential and business zones will have a posted speed limit of 30km/h and a minimum road reserve width of 16m and 17m respectively.

Conclusion

In summary, given the magnitude of analysis that went into the PC88 ITA and hearing evidence, which was accepted by Independent Hearing Commissioners in their decision granting PC88, it has been confirmed that there are no traffic engineering or transportation planning reasons that would preclude implementation of the proposed development.

The proposed development within the site subject to this application will require transport infrastructure upgrades in order to cater for the new land use and associated demands. Based on the completed transportation assessments, it is expected that all anticipated upgrades can be accommodated on the surrounding road network in a sustainable manner and to meet the expected demands from the development. Further design work on these upgrades will be undertaken in the subsequent planning and design stages.

It is expected the proposed development will significantly improve the existing transportation network within the site and in the wider Beachlands and Maraetai area by providing significantly improved public transport (both buses and ferries) and active mode facilities for cyclists and pedestrians. These interventions will encourage a mode shift from private vehicles to public transport by offering a viable, attractive and genuinely practical alternative.



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