

## **Submission to Auckland Council**

**From:** Te Atatū Peninsula Business Association  
**Plan Change 120**

### **Te Atatū Peninsula Cannot Sustain Further Intensification**

Te Atatū Peninsula is a unique part of Auckland. It is not directly comparable to most other suburbs due to both its geography and its transport constraints. The Peninsula has only one road for all traffic entering and exiting the area, creating an unavoidable bottleneck. Combined with its physical size, this makes Te Atatū Peninsula particularly vulnerable to over-intensification.

Population growth already encouraged under existing planning rules has placed significant strain on this sole access route. Congestion is now a daily issue, and there have been occasions where emergency services have been delayed in reaching residents due to the volume of on-street parking associated with terraced housing developments that lack sufficient off-street parking.

Auckland Transport has a Level of Service (LOS) for key roads, measured by median speed as a percentage of the posted speed limit and then categorised from LOS A to LOS F, generally LOS D-F broadly represents 'congested' conditions.

Despite measures such as a new T2 lane, Te Atatū Road remains congested. Te Atatū Road between Old Te Atatū and Edmonton Road in November 2025, was measured at LOS D in the morning peak and evening peak was LOS D in the northbound direction, towards the Peninsula, and LOS E southbound.

While the future development of a bus interchange may help improve public transport access, any potential benefit risks being offset by Plan Change 120, which enables residential buildings of up to 15 storeys within an 800-metre radius of bus stations. The Peninsula's essential services including local shops, the library, and the community centre, are all located along the same single road. It is unrealistic to assume that residents will use public transport for short, everyday trips such as grocery shopping, meaning traffic pressure will continue to increase.



### **Figure 1: Peak-period traffic congestion on Te Atatū Road**

*Figure 1 shows peak-period congestion on Te Atatū Road, the Peninsula’s sole access route. This image illustrates the existing traffic bottleneck created by current population levels and highlights the risks that further intensification poses to emergency access, local movement, and daily activity.*

### **Infrastructure Constraints Are Already Being Exceeded**

Te Atatū Peninsula’s wastewater infrastructure is ageing and failing. According to the Rivercare Group - *Te Wai o Pareira* website, there have been 133 wastewater overflows so far this year, representing an increase of more than 202 percent compared with last year.

Approximately 70 percent of the sewage flowing through the transmission line beneath Te Wai o Pareira (Henderson Creek) originates from suburbs North-West of the Peninsula, from Kumeū to Te Atatū. This network does not have the capacity to cope with heavy rain events and the consequential sewage overflows cause there to be no capacity for Te Atatū Peninsula sewage, which also overflows. At the same time, the Peninsula’s own population continues to grow, and rainfall events are becoming more intense, further exacerbating capacity issues. Planned infrastructure upgrades are not expected to be completed until at least 2036, leaving the community exposed to ongoing environmental and public health risks for more than a decade.



▲ Photo credit - Rivercare Group Te Wai o Pareira

### **Figure 2: Wastewater overflow from manholes during wet weather**

*Figure 2 shows wastewater overflowing from a manhole during rainfall events on the Te Atatū Peninsula. This provides visual evidence of existing wastewater capacity constraints. Data from Rivercare Group – Te Wai o Pareira shows a significant increase in overflow events, indicating infrastructure failure under current conditions.*

## **Disproportionate Intensification Evident in Stats NZ Data**

Data from the Stats NZ website demonstrates that these constraints have not been adequately considered when applying blanket intensification rules.

Between 2013 and 2025, there were 1,948 building consents issued within Te Atatū Peninsula. Using the geographical area listed by Stats NZ of 5.46 square kilometres, this equates to 356.7 building consents per square kilometre. If Harbourview–Orangahina Park (approximately 0.7 km<sup>2</sup>) is excluded, despite being included in the Stats NZ area map, the density increases further to 409 consents per square kilometre.

By comparison, other West Auckland suburbs with multiple access routes have experienced lower levels of development intensity over the same period. Mount Roskill recorded 302.8 consents per square kilometre, Glen Eden 233.9, and Point Chevalier 292. Despite lower consent numbers, these suburbs benefit from multiple entry and exit routes, distributing traffic and infrastructure demand more effectively.

Devonport provides the most relevant comparison, as it also has limited access in and out, creating similar congestion constraints.

Using Stats NZ mapping that includes Stanley Point, Devonport, and Cheltenham, only 63 building consents were issued between 2013 and 2025, equating to 25.3 consents per square kilometre. Te Atatū Peninsula, with comparable access limitations, has experienced approximately fourteen times the level of building consents over the same period.

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## **Conclusion**

A blanket approach to housing intensification may be appropriate in parts of Auckland with resilient infrastructure and multiple transport connections. It is not appropriate for a peninsula with a single access road, constrained wastewater infrastructure, and delayed upgrade timelines.

The Auckland Unitary Plan has already had a negative impact on the liveability of Te Atatū Peninsula. Proceeding with further intensification under Plan Change 120, without addressing these fundamental constraints, would be irresponsible and unsustainable.