

188 Beaumont Street Fast-track

Auckland Council Specialist Memo

Annexure 19:

Auckland Transport

Vaishali Sankar

21 July 2026

1.0 APPLICATION DESCRIPTION

Application and property details

Fast-Track project name: 188 Beaumont Street, Auckland Central

Fast-Track application number: EPA: FTAA- 2604-1205
Council: BUN60464683

2.0 Technical Specialist Memo – Vaishali Sankar (Development Planning)

To: Lewis So – Intermediate Planner
Russell Butchers – Principal Project Lead – Premium Unit

From: Vaishali Sankar – Senior Transport Planner (Auckland Transport)

Qualifications & Relevant Experience: I hold the qualification(s) of: **Masters in Transportation Engineering**, and have **4.5** years of experience in **traffic engineering, road safety and transport planning**. I have prepared expert evidence and technical assessments for resource consent applications and plan changes.

Preparation in Accordance with the Code of Conduct: I confirm that I have read the Environment Court Practice Note 2023 – Code of Conduct for Expert Witnesses ([Code](#)), and have complied with it in the preparation of this memorandum. I also agree to follow the Code when participating in any subsequent processes, such as expert conferencing, directed by the Panel. I confirm that the opinions I have expressed are within my area of expertise and are my own, except where I have stated that I am relying on the work or evidence of others, which I have specified.

Signature: 

Date: 21/07/2026

3.0 Executive Summary / Principal Issues

The proposed development at 188 Beaumont Street is expected to increase pedestrian and vehicle activity within the Wynyard Quarter, requiring targeted mitigation to address safety, accessibility, and operational effects.

Pedestrian and Cycling Environment:

While the site benefits from existing wide footpaths and strong active mode connectivity, the proposal will increase pedestrian demand and highlight deficiencies in the current network. Key concerns include lack of formal crossing facilities south of the proposed development site and increased risk of jaywalking. An at-grade zebra crossing is therefore recommended at or closer to the intersection of Beaumont Street/Madden Street to improve safety and accessibility.

The proposed basement access arrangement presents safety risks due to reduced visibility and potential vehicle intrusion onto the footpath for exiting movements. Mitigation measures such as vehicle detection systems are required to warn footpath users of oncoming vehicles.

Encroachments into the public realm, including canopy projections and building openings, are proposed. The building openings may impede pedestrian and cyclist movement. This element should be contained within the site boundary or appropriately managed to maintain a clear and safe through route.

Traffic Effects:

The development is expected to generate moderate vehicle movements, with peak activity estimated at 38 two-way trips in the AM and 55 in the PM peak. Transport mode share is anticipated to align with Wynyard Quarter trends, reflecting high levels of walking and public transport use.

Network modelling indicates some deterioration in Level of Service on Halsey Street during peak periods, which is consistent with the scale of development. However, the absence of detailed SIDRA modelling outputs limits a full understanding of impacts such as queue lengths, delays, and potential public transport effects. Further information is required to confirm the extent of these impacts.

Construction Traffic and Staging:

The proposed use of the Beaumont Street frontage, including temporary bus stop relocation and potential road occupation raises safety and operational concerns, particularly given its role in major events. A preference is identified for utilising Jellicoe Street for construction access and loading to minimise disruption.

Reversing manoeuvres on Jellicoe Street and temporary transport changes introduce additional safety risks and will require careful management through a Construction Traffic Management Plan and Auckland Transport approvals.

Travel Demand Management:

A draft Travel Management Plan has been provided and is supported in principle. However, a more detailed

and enforceable plan is required to ensure effective implementation and ongoing monitoring to promote sustainable travel behaviour.

Overall Position:

While the proposal is generally compatible with the high-accessibility urban context, additional design refinement, mitigation measures, and supporting information are required to address pedestrian safety, access design, traffic performance, and construction impacts. These matters should be resolved to ensure adverse transport effects are appropriately managed.

4.0 Documents Reviewed

The following documents have been reviewed in preparing this memorandum:

- Integrated Transport Assessment (ITA) prepared by Parlane & Associates, dated 25 March 2026.
- Assessment of Environmental Effects (AEE) prepared by Barkers & Associates Ltd, dated 9 April 2026.
- Architectural Drawings prepared by Warren and Mahoney, dated 17 March 2026.
- Draft Travel Management Plan prepared by Parlane & Associates, dated 19 March 2026.
- Draft Construction Management Plan prepared by Parlane & Associates, dated 19 March 2026.
- Proposed consent conditions prepared by Barkers & Associates Ltd, dated 26 March 2026.
- 188 Beaumont Street Section 67 Traffic Response, prepared by Parlane & Associates Ltd, dated 14 July 2026
- Section 67 Request – Response to Council, prepared Barker & Associates, dated 14 July 2026

5.0 Specialist Assessment

5.1 This memo sets out AT's strategic position.

Pedestrian and cycling amenity:

5.2 The existing site frontage includes wide footpaths along Beaumont Street and Jellicoe Street. The proposed development is expected to increase foot traffic, particularly along Beaumont Street.

5.3 Beaumont Street and Jellicoe Street intersection consist of a raised table crossing, which is situated further north of the proposed site. While this is situated within proximity to the site, the crossing is not aligned with pedestrian desire line for this site. As a result, this may lead to increased jaywalking.

5.4 Madden Street is located south of the existing site which intersects Beaumont Street. The existing layout does not include a pedestrian crossing. Due to the anticipated increase in foot traffic, pedestrians may choose to cross at this intersection, as Madden Street contains cafés and provides access to children's playgrounds.

5.5 Therefore, an at-grade zebra crossing is recommended, given the potential increase in foot traffic, pedestrian desire lines and existing Average Daily Traffic (ADT) on Beaumont Street.

5.6 The traffic assessment report suggests reduced vehicle access width compared to the existing crossing, however the proposed structure is located directly adjacent to the footpath. The access ramp rises to the boundary, which may create intervisibility issues and increase the risk of conflicts between vehicles and pedestrians.

5.7 It is recommended that the position of the basement ramp be reviewed. If the ramp begins at the property boundary, drivers are likely to overhang into the footpath while attempting to observe pedestrians, creating unnecessary conflict and safety concerns.

5.8 This may require mitigation measures, such as a vehicle exit detection system to warn pedestrians. Given the downward gradient of the access ramp, vehicles may accelerate; this risk may be partially mitigated by the provision of a roller shutter, as depicted in Figure 14 of the ITA.

5.9 The proposal also includes canopy encroachment, which will require an airspace encroachment license from AT. Certain building openings extend onto the footpath, which may present a safety risk and impede the clear path for pedestrians and cyclists. Therefore, all building openings should be contained within private property.

Traffic effects:

5.10 The traffic report includes a traffic survey undertaken at Westminster Court on Eden Crescent in Central Auckland. It indicates that during the AM peak there are 0.04 inbound and 0.12 outbound movements, and during the PM peak there are 0.14 inbound and 0.10 outbound movements.

5.11 Based on the survey, it is estimated that the site will generate 38 two-way trips during AM peak and 55 during PM peak.

5.12 The ITA does not highlight when the traffic survey was conducted and therefore it is unclear if it was undertaken during recent time to reflect the current scenario.

5.13 As per Wynyard Precinct 2023 census, the mode share for work trip were reported as follows: 27.8% of people worked from home, 27.5% drove a car, truck, or van and 30.8% walked to work. Buses were used by 8%. This has been depicted below:

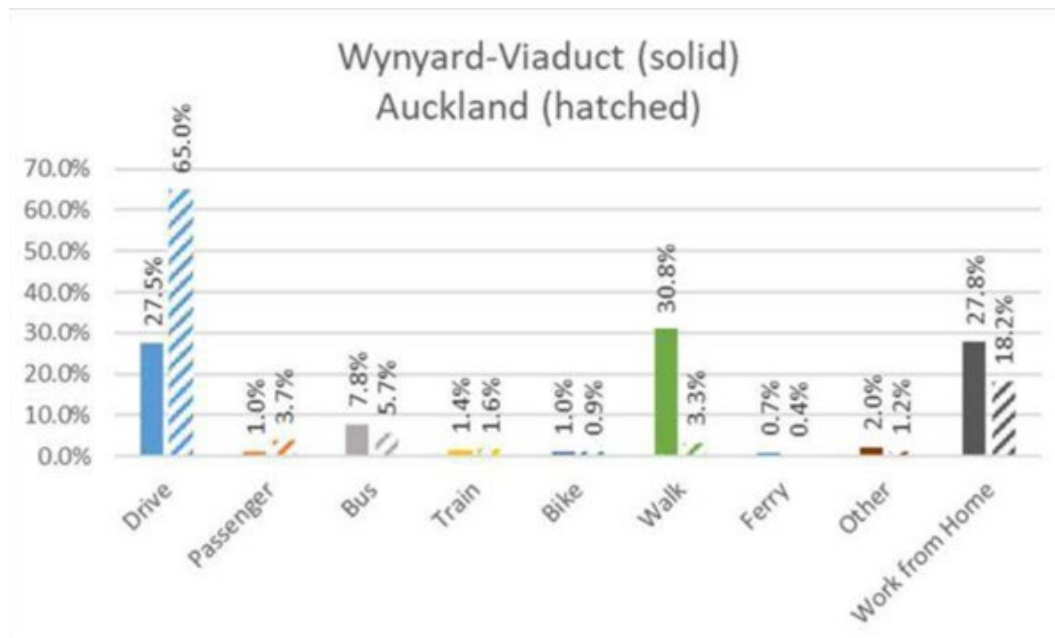


Figure 1: Mode share split in Wynyard Quarter vs Auckland Region
Reference: Integrated Transport Assessment prepared by Parlane & Associates

5.14 It is anticipated that the site will have a similar split due to proximity to Public Transport (PT) services and good walking and cycling connectivity within Auckland Central.

5.15 SIDRA modelling was undertaken to assess changes in Level of Service (LOS) at a network level. The results indicate an increase in delay on Halsey Street south of Viaduct Harbour Drive during the AM peak, and a change in LOS on Halsey Street north of Viaduct Harbour Drive during the PM peak compared to the baseline, as shown below.

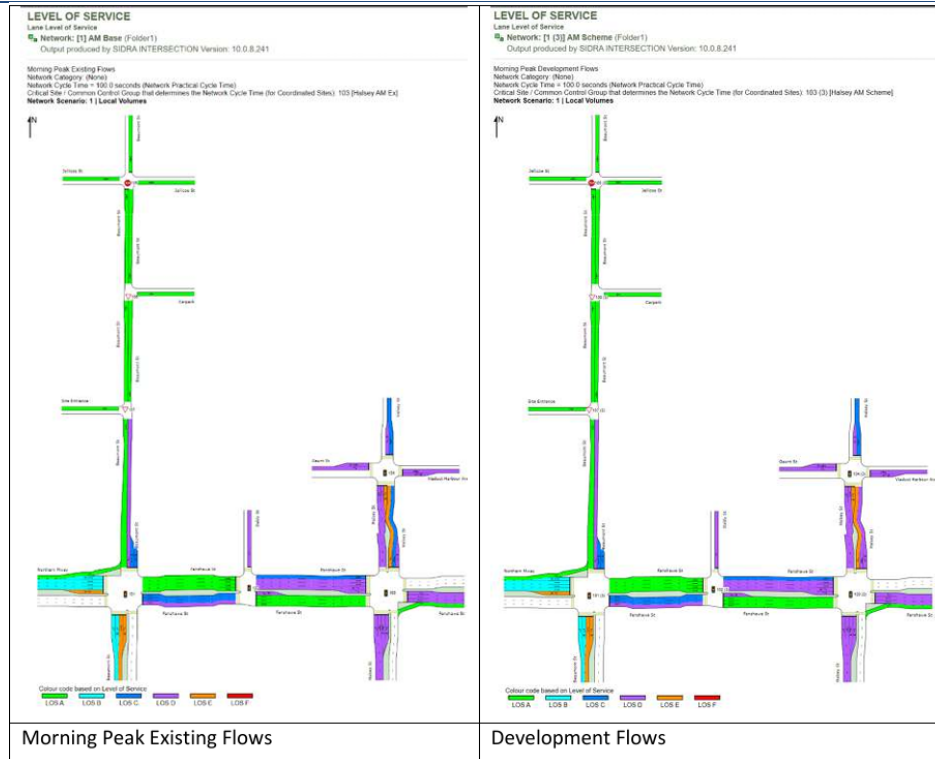


Figure 2: Morning Peak network effects
Reference: Integrated Transport Assessment prepared by Parlane & Associates

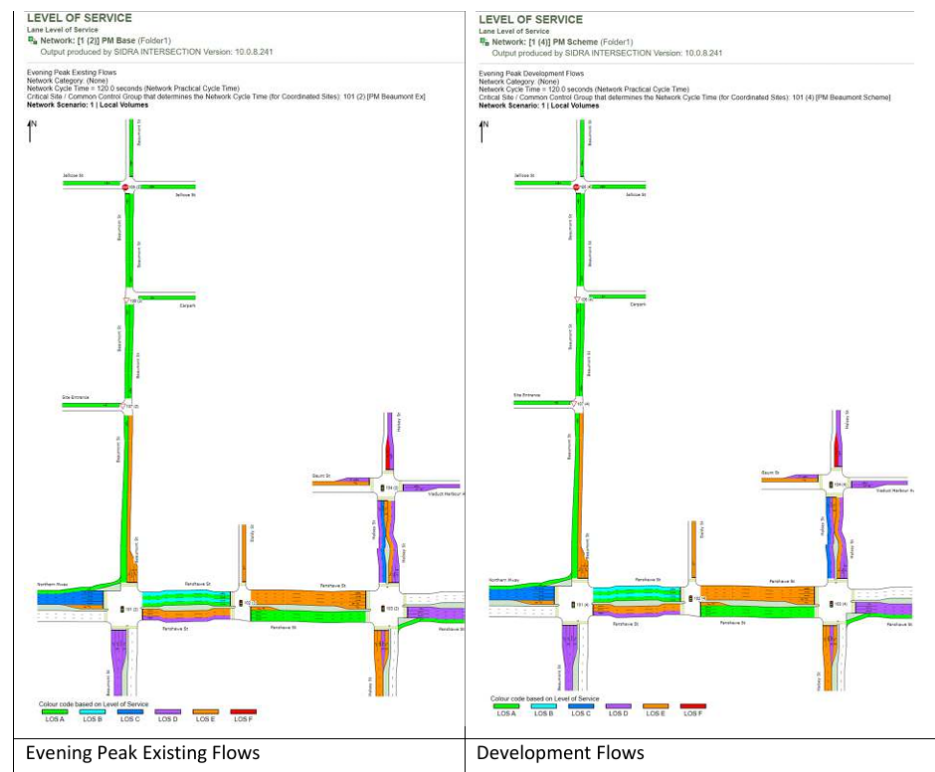


Figure 3: Evening Peak network effects

Reference: Integrated Transport Assessment prepared by Parlane & Associates

5.16 This change is expected given the scale of the proposed development. However, the ITA does not include the detailed SIDRA modelling output required to verify the input data or assess changes in average delay, speed, queue length, and potential impacts on PT services.

5.17 It is recommended that the SIDRA network model report be provided to better understand the extent of changes in queue length and average delay.

Tracking:

5.18 Figure 14 (Truck Tracking Rubbish Direct) in the ITA indicates that the truck slightly tracks over the proposed median separation at the access, as shown below. It is recommended that the applicant review the tracking curves and the location of the proposed median.

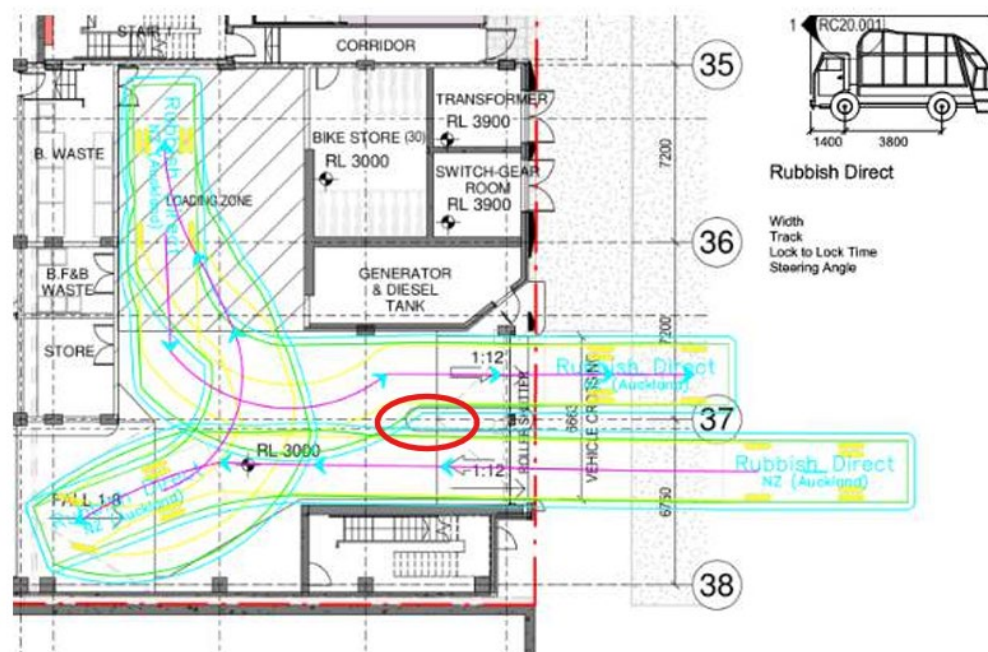


Figure 4: Truck Tracking Rubbish Direct

Reference: Integrated Transport Assessment prepared by Parlane & Associates

Construction and earthworks traffic:

5.19 The proposal involves utilising the existing bus stop along the site frontage for the positioning of a tower crane, temporarily relocating the bus stop, and closing part of the Beaumont Street frontage. This will likely require pedestrians to cross to the opposite footpath.

5.20 It is recommended that Jellicoe Street be used as the primary loading area to minimise disruption on Beaumont Street, which may be used for special events such as the Auckland Marathon, Auckland Triathlon, Ocean Race 2027, and Moana Festival.

5.21 Using the existing bus stop on Beaumont Street may create safety risks for event participants or alternatively require event route changes.

5.22 If Jellicoe Street cannot be utilised, the temporary bus stop relocation must be at least 30 m in length to accommodate two buses. Adequate entry and exit space must also be provided for buses to manoeuvre.

5.23 This may result in the temporary removal of parking spaces, which could require consultation, resolution, and/or approval from AT traffic management.

5.24 The traffic report also identifies a secondary loading space on Jellicoe Street, requiring large trucks to reverse along the street.

5.25 It is recommended that all construction vehicles undertake reversing manoeuvres within the site to minimise safety risks, as Jellicoe Street functions as a shared space for vehicles, pedestrians, and cyclists.

5.26 Any relocation or use of public road will require a Construction Traffic Management Plan (CTMP) and Corridor Access Request (CAR) approval from Auckland Transport.

Travel Management Plan:

5.27 The applicant has submitted a draft travel management plan outlining measures to support sustainable travel for the proposed 624 sqm retail and food and beverage activities at 188 Beaumont Street within the Wynyard Precinct.

5.28 It is recommended that a detailed Travel Management Plan be submitted to Auckland Transport for review and approval. The proposed conditions of consent (Condition 69) require implementation of the plan and a monitoring and management framework. This is supported.

Stormwater/ Coastal Inundation:

5.29 It has been noted that the flood risk to the site and surrounding network is considered generally low and relatively insensitive to both the development and the climate change impacts.

5.30 Coastal Inundation presents a more significant risk to AT's Road corridor. As indicated in the coastal report, under higher emission scenarios and future sea level rise, the road corridor is expected to become inundated to levels that pose a high safety hazard to road users.

5.31 While the proposed development will not affect the extent or magnitude of this risk, it will increase the number of people relying on this road network for access and egress. Consequently, exposure to this risk will increase. Therefore, an adequate level of service for Beaumont Street must be maintained to avoid any increased safety risk to people.

5.32 It has been noted that the development relies on access via roads that will be subject to significant coastal inundation risks in the future due to sea level rise, which pose is considered a high hazard due to unsafe flood depths.

5.33 This site and the surrounding area is predicted under certain climate pathways to not only be subject to hazardous inundation from extreme storm tide events, but also frequent inundation from the Highest Astronomical Tide.

5.34 The timing at which this becomes a frequent issue will depend on the climate pathways. There is an implicit assumption made by the hazard assessment in that these roads may be raised at some point in the future. AT however currently has no adaptation plans, and no funding allocation, for this area to raise these roads. Based on this, there is a risk that the access roads to this development in future are subject not only to high inundation hazards from extreme storm-tide, but frequent nuisance inundation from High Tides.

5.35 The development should be assessed on the existing roading environment and assumption that no work to raise the road along site's frontage will be undertaken and adequate access/evacuation to and for the development needs to be provided for in storm/inundation events.

Wynyard Precinct Plan/ Proposed Car Parking

5.36 The proposal includes 261 car parking spaces across four levels for 210 residential units within a highly accessible city centre location. The site is located within the Wynyard Quarter, which benefits from excellent walking and cycling connectivity and convenient access to public transport services, including frequent bus services and proximity to the Auckland CBD. Existing travel patterns within Wynyard Quarter indicate comparatively high levels of walking, public transport use and working from home relative to the wider Auckland region.

5.37 While Auckland Transport acknowledges that residential developments require an appropriate level of parking provision, the scale of parking proposed appears relatively high given:

- The site's location within a walkable catchment of the City Centre.
- The availability of public transport, walking and cycling options.
- The applicant's stated objectives of promoting sustainable travel behaviour through the Travel Management Plan.
- The policy direction of reducing dependency on private vehicle travel and supporting a more transit-oriented urban environment.

5.38 The provision of parking substantially in excess of one space per dwelling may encourage higher levels of private vehicle ownership and use than would otherwise be expected in this highly accessible location. This has the potential to reduce the effectiveness of mode shift initiatives and may be inconsistent with the benefits identified in the AEE regarding proximity to public transport and active transport networks.

5.39 While the traffic assessment concludes that the road network can generally accommodate the expected vehicle movements, network capacity alone should not be the sole determinant of parking supply. Consideration should also be given to whether the parking provision appropriately reflects the strategic transport outcomes sought for Wynyard Quarter and the City Centre, particularly the objective of encouraging sustainable travel choices and reducing reliance on private vehicles.

5.40 Accordingly, Auckland Transport considers that the applicant should further justify the proposed quantity of parking spaces or reduce the overall parking spaces proposed.

6.0 Section 67 Information Gap

At the time of writing this Memo I have identified the following information gaps:

Description of Missing Information

Information gap	Nature of deficiency	Risk / uncertainty created	S67 Response
1. Traffic survey details	It is unclear if it was undertaken during recent time to reflect the current scenario.	Medium Risk/ If the traffic survey was not conducted in a recent time, there is potential for trips to have increased since then.	Matter closed
2. SIDRA model network level report	The SIDRA modelling report to understand if there would be changes in average delay, average speed, queue length and any potential delay to PT services at network level.	Medium Risk/ The report will provide a complete picture of the effects determined at a network level.	Matter closed
3. Proposed relocation of the bus stop for construction traffic, including the proposed location, tracking plans, dimensions and effect on existing parking.	Detailed plans depicting the proposed temporary location, dimension, tracking plans and the ongoing effect on parking during the construction period.	Medium Risk/ Alternative recommendation has been made, that is, construction traffic is recommended to utilise Jellicoe Street due to the high usage of Beaumont Street and the potential effect on surrounding.	The applicant's response is noted. As outlined in Section 5, all construction vehicles must undertake any reversing manoeuvres within the site. The 30-metre length identified in Section 5 is intended solely to accommodate two buses. In addition, adequate entry and exit manoeuvring areas must

			be provided to ensure vehicles can safely enter and exit the site.
4. Coastal Inundation hazard risk	The hazard assessment has made an assumption in that the roads fronting the development site may be raised at some point in the future. The development should be assessed on the assumption that no work to raise this road will be undertaken and adequate access/evacuation to and for the development needs to be provided for in storm/inundation events.	Medium Risk/ The initial assessment undertaken by the applicant has made an assumption that Auckland Transport may raise the roads fronting the site at some point. AT however currently has no adaptation plans, and no funding allocation, for this area to raise these roads. Based on this, there is a risk that the access roads to this development in future are subject not only to high inundation hazards from extreme storm-tide, but frequent nuisance inundation from High Tides	Applicant's response is noted. AT understands that the PC120 rules allow for the site to consider either refuge or egress for extreme coastal inundation events. In this case the development proposes that refuge be provided, in the event sea level rise exceeds the level at which egress becomes unsafe. Whilst refuge may be provided, it seems likely that AT/Council will have to raise road levels in order to provide safe egress, particularly if this becomes a frequent issue.

7.0 Recommendation

- 7.1 Based on the information provided, additional mitigation measures are required to support this application, and to ensure that the proposal's adverse traffic effects, pedestrian effects and construction effects are adequately mitigated
- 7.2 The specific mitigation measures have been addressed under the executive summary and include a pedestrian crossing, revising the building opening to avoid encroachment of the road reserve, matters to address the visibility shortfall at the access and a travel management plan.

8.0 Proposed Conditions

- 8.1 I offer some initial comments on matters to address through conditions below, if the Panel is minded to grant approval.
- 8.2 These suggestions are provided to assist the Panel but are offered without prejudice to Auckland Transport's ability to make more comprehensive comments on any draft conditions under section

70 of the Fast-track Approvals Act 2024, should the Panel decide to grant approval. The suggestions below are not intended to be the precise wording of conditions but to outline the matters to be addressed or outcomes sought:

- a. An at-grade zebra crossing must be provided closer to the proposed development site or within proximity to Beaumont Street/ Madden Street intersection to accommodate the additional foot traffic that will be generated from the site.
- b. The access must consist of a car detection system to warn footpath users of the oncoming vehicle and roller shutter door as depicted in Figure 14 of the ITA.
- c. Encroachment Licence is required for the proposed canopy within the road corridor. The licence process is managed by Auckland Transport as the road controlling authority.
- d. All building openings must be contained within the site and must not obstruct the footpath.

Site Travel Management Plan:

- e. The site travel management plan must be monitored on a 6 monthly basis to ensure effectiveness and reduce private vehicle dependency, and this must be reported to Auckland Transport/ Auckland Council.

Construction Traffic Management Plan:

- f. There must be no damage to public roads, footpaths, berms, kerbs, drains, reserves or other public assets because of the earthworks and construction activity. If such damage does occur, the Council will be notified within 24 hours of its discovery. The costs of rectifying such damage and restoring the asset to its original condition must be met by the consent holder.
- g. All construction vehicles must undertake reverse manoeuvres within the site boundary to minimize safety risk.
- h. If Beaumont Street is approved to be utilised for the positioning of the tower crane
 - Ongoing liaising is required with the Works Coordination team to ensure usage of Beaumont Street for Special events.
 - The bus stop relocation must include a minimum of 30m in length to accommodate two buses and adequate entry and exit manoeuvrability space must be provided. Tracking curves indicating the usability must be submitted along with the Construction Traffic Management Plan.
 - Proposed relocation of bus stop and removal of parking spaces will require Traffic Operations Manager/ Resolution approval from Auckland Transport.

Vehicle Crossing

- i. The consent holder must obtain vehicle crossing approval from Auckland Transport for the proposed vehicle crossing.