

188 Beaumont Street Fast-track

Auckland Council Specialist Memo

Annexure 20:

Traffic Engineering

Honwin Shen

23 June 2026

1.0 APPLICATION DESCRIPTION

Application and property details

Fast-Track project name: 188 Beaumont Street

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

2.0 Technical Specialist Memo - Traffic Engineering

To: Lewis So- Lead Planner
Russell Butchers – Principal Project Lead

From: Honwin Shen - Senior Traffic Engineer

Qualifications & Relevant Experience:

I hold the qualification(s) of:

- Master of Engineering in Transportation from University of Auckland, which I obtained in 2005.
- Bachelor of Engineering from University of Auckland, which I obtained in 2001.

I have 23 years of professional experience in local government in New Zealand including traffic engineering, transportation planning, transport modelling and civil engineering. I am a member of Engineering New Zealand and the Engineering New Zealand Transportation Group (a technical interest group of Engineering New Zealand).

I have prepared expert evidence and technical assessments for resource consent applications, plan changes, and fast-track applications and have appeared as an expert witness before consent authorities on multiple occasions.

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:

23 June 2026

3.0 Executive Summary / Principal Issues

Fast-track consent is sought for a new mixed-use residential development at 188 Beaumont Street, Auckland CBD. The proposal comprises 210 apartments distributed across the 'Marina', 'Tower', and 'Beaumont' building components, along with approximately 624 m² of ground-floor retail space intended to provide active street frontages.

Vehicle access to the development will be provided exclusively via Beaumont Street. The proposal includes a total of 261 residential car parking spaces and 132 bicycle parking spaces located in three separate areas on the ground floor.

Pedestrian access is provided via three separate entrance lobbies corresponding to each building component.

From a traffic engineering perspective, the proposal has been reviewed, and several key information gaps and design matters have been identified that require further clarification to support the application:

- Detailed parking layout plans, including dimensions, and confirmation of functionality through B85 vehicle tracking.
- A shortfall of 92 bicycle parking spaces, comprising 12 visitor spaces and 80 secure spaces.
- Provision of workable truck tracking diagrams, and resolution of a shortfall of one small loading space.

Addressing the above matters will be necessary to demonstrate that the proposed development can operate safely and efficiently from a transport perspective.

4.0 Documents Reviewed

The following documents have been reviewed in preparing this memorandum:

- AEE by B&A dated 9 April 2026
- Integrated Transportation Assessment by Parlane & Associate dated 25 March 2026
- Architectural drawings

5.0 Additional Reasons for Consent Not included in AEE / Incorrect Reasons for Consent

- E27.6.3.2A(7): In accordance with the latest operative version of E27, six accessible parking spaces are required, and six accessible parking spaces are provided. Therefore, the proposal complies with the AUP requirement and is no longer a matter requiring consent.

6.0 Traffic Engineering Assessment

6.1 Car Parking

a) Parking Numbers

The development is located in the Business City Centre Zone, which has no minimum parking requirement and a maximum rate of 1.7 spaces per dwelling.

The development will comprise 210 apartment units with average sizes ranging between 90 m² and 185 m². Therefore, the AUP permits a maximum of 357 parking spaces. I also note that the Wynyard Precinct permits a maximum of 310 parking spaces.

The proposed site plan indicates that a total of 261 car parking spaces will be provided. I have reviewed the proposed parking provision and concur that it complies with the requirements of Table E27.6.2.1.

b) Parking Layout

I have reviewed the proposed parking space dimensions, manoeuvring dimensions, vertical clearance, and associated gradients.

No dimensions were provided on the parking layout plans. The applicant's traffic report states that some parking spaces are 2.4 m wide with a manoeuvring depth of 5.4 m, which is less than the AUP requirement.

No vehicle tracking diagrams were provided; therefore, it is uncertain whether the parking layout is workable. Vehicle tracking should be provided to demonstrate that a B85 vehicle can safely access and park in these spaces, particularly where structural elements (e.g. columns) may restrict manoeuvrability.

I note that there are also 64 stacked parking spaces. These will be allocated to the same apartment units, with vehicle owners responsible for moving vehicles if required. This arrangement is considered acceptable.

c) Gradients

The parking space and manoeuvring gradients comply with E27.6.3.6(3) and E27.6.3.6(4).

6.2 Traffic Generation

The development is located in the Business City Centre Zone. In accordance with Table E27.6.1.1, there is no requirement to assess traffic generation effects.

However, both AUP policy and the Wynyard Precinct provisions require that the safety and capacity of the transport network are maintained.

The applicant has provided traffic modelling for key intersections along Fanshawe Street and signalised intersections at Halsey Street and Gaunt Street, with and without the development. The results indicate minimal changes in intersection performance as a result of the proposal.

I agree that the additional traffic generated by the development will result in less-than-minor effects on the surrounding road network.

6.3 Bicycle Parking

In accordance with T81 and T87 of Table E27.6.2.5, the development (210 apartment units and 624 m² of retail floor area) is required to provide a total of 224 bicycle parking spaces:

- 212 secure spaces (210 for residential use and 2 for retail), and
- 12 visitor spaces.

However, only three secure bicycle rooms are proposed, providing a total of 132 secure bicycle spaces. This results in a shortfall of 92 bicycle spaces.

This is not considered acceptable, given Auckland Council's objective to promote a liveable city. Active transport, including cycling, is encouraged to reduce traffic congestion within inner-city areas. The site is also well served by connected cycleway networks that support cycling within the city centre.

6.4 Accessible Parking

The proposed layout includes six accessible parking spaces. I have reviewed their dimensions, number, and location, and confirm they comply with the requirements of E27.6.3.2A(7).

The AUP requires a minimum vertical clearance of 2.5 m for accessible spaces; however, a clearance of 2.3 m is proposed. From a traffic safety perspective, this is considered acceptable.

6.5 Loading Space

In accordance with Table E27.6.2.7, the development is required to provide three loading spaces (two for residential use and one for retail). However, only two loading spaces are proposed.

I recommend that at least three loading spaces be provided, comprising:

- Two standard loading spaces (3.5 m wide × 8 m long), and
- One small loading space (3.5 m wide × 6.4 m long).

The smaller loading space would accommodate vans, couriers, and other service vehicles typically associated with apartment developments.

The traffic report includes truck tracking diagrams; however, these are not workable, as a truck requires use of two loading spaces for manoeuvring. This is not practical—if one truck is parked, another cannot access the loading area. Additional manoeuvring space is therefore required.

6.6 Vehicle Crossing and Access Width

In accordance with T152 of Table E27.6.4.3.2, vehicle crossings serving 10 or more parking spaces must have a minimum width of 5.5 m and a maximum width of 6 m.

The proposed access is 6.663 m wide. The plans also show separate pedestrian paths leading to the site. This non-compliance is considered acceptable from a traffic perspective.

The Wynyard Precinct (I214.6.11) states that vehicle access should not be established directly from Beaumont Street. The proposal does not comply with this standard.

However, the only available access options are Beaumont Street and Jellicoe Street. I consider Beaumont Street to be the preferred option, as it has sufficient traffic capacity and lower pedestrian and cyclist activity compared with Jellicoe Street.

6.7 Vehicle Access Gradients

I have reviewed the access gradients, including a 1:20 platform over a 4 m length at the road boundary. The proposed access gradient of 1:12 (8.3%) marginally exceeds the Unitary Plan requirement. This is considered acceptable from a traffic safety perspective.

6.8 Number of Vehicle Crossing and Separation Distance

I have reviewed the proposed number of vehicle crossings along the site frontage, the separation distance and concur that they comply with T146 of Table E27.6.4.2.1.

6.9 Vehicle Access Restriction

Not applicable for this site.

6.10 Sight Distance

The access design includes a 2.5 m triangular visibility splay on the left side of the exit. This ensures that exiting drivers can see pedestrians approaching along the footpath. This is considered acceptable from a traffic safety perspective.

6.11 Pedestrian Safety

The proposed site plan includes separate pedestrian paths from the vehicle access. I have reviewed these and consider them acceptable from a pedestrian safety perspective.

7.0 Section 67 Information Gap

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

- 7.1. Parking layout plans with dimensions must be provided, along with workable B85 vehicle tracking curves.
- 7.2. A shortfall of 92 bicycle spaces, consisting of 12 visitor spaces and 80 secure spaces.
- 7.3. Workable truck tracking curves are required, along with the provision of one additional small loading space.

8.0 Recommendation

From a traffic engineering perspective, the application cannot be supported in its current form due to the identified information gaps. Further information is required to address these matters and confirm that the proposal achieves acceptable transport outcomes.