188 BEAUMONT STREET, WYNYARD QUARTER, AUCKLAND CENTRAL

INTEGRATED TRANSPORTATION ASSESSMENT

25 March 2026

Prepared for Westhaven Residential Limited Partnership

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Westhaven Residential Limited Partnership

Document Information

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1. SUMMARY

This Integrated Transport Assessment assesses potential transport effects related to a proposal to develop a residential led mixed use building at 188 Beaumont Street. The development involves the construction of a new building that would include 210 apartments and 624 sqm of retail activities on the ground floor. Specifically, this report addresses potential adverse transport effects of the project on the environment as part of a substantive application under the Fast-track Approvals Act 2024.

The proposal is located in the Business City Centre zone, so it does not require resource consent for trip generation under Chapter E27 of the Auckland Unitary Plan (AUP) or under the provisions of the Wynyard Precinct. However, this assessment does include an evaluation of transport effects for completeness, despite no consent being required. A consideration of actual and potential transport effects shows that the proposal will only add a small amount of additional traffic and is unlikely to result in any noticeable change to traffic conditions. Accordingly, we conclude there will be no noticeable adverse traffic or transportation effects as a result of the proposal, i.e. transport effects will be less than minor. A consent is required under the Precinct provisions to access Beaumont Street and consents are required under the AUP section E27 to have 2.3m headroom above accessible parking, and to have an aisle width that does not meet the AUP standards but does meet the Australian and New Zealand parking standards. A consent is also required because the access onto Beaumont Street exceeds a gradient of 1 in 20 for the first 4 metres.

Commuter travel patterns of residents in the Wynyard area have been recorded as part of the New Zealand Census of Population and Dwellings. An assessment of that data shows that people who live in the Wynyard area are less likely to drive to work than most Aucklanders, and more likely to walk to work and work from home than most Aucklanders. In terms of this propensity for walking and driving, the residents are similar to other inner city Auckland residents. This means residential development provided on this site can be expected to result in lower traffic demand than areas outside the Auckland Central Area have and will have higher levels of walking like the other Auckland Central Area precincts.

All of the transport infrastructure needed to support the proposed development is already in place. No external traffic or transport constraints have been identified which would prevent the proposal from being approved. No external traffic or transport mitigation measures are required.

2. QUALIFICATIONS

John Parlane is a traffic engineer and transportation planner with 38 years of experience working in Auckland and London. He holds degrees in engineering (BE(Civil)) from the University of Auckland and economics (BApplEcon) from Massey University. His work is focused on assessing traffic and transportation effects of developments and designing traffic mitigation measures.

3. INTRODUCTION AND SCOPE

This report has been prepared in relation to the proposed development of a residential-led mixed use building on an undeveloped site located in the northern part of the Wynyard precinct.

This report addresses what the likely trip generation of the proposal will be and includes consideration of the accessibility of the site by walking and cycling.

The development has been assessed against the transportation standards of the AUP and against the standards as modified by Plan Change 79 (consent order version dated 6 March 2026). The report is structured as an Integrated Transport Assessment for a site-specific development.

3.1 Subject Site

The site is located on the southwestern corner of Jellicoe Street and Beaumont Street as shown in in **Figure 1**.

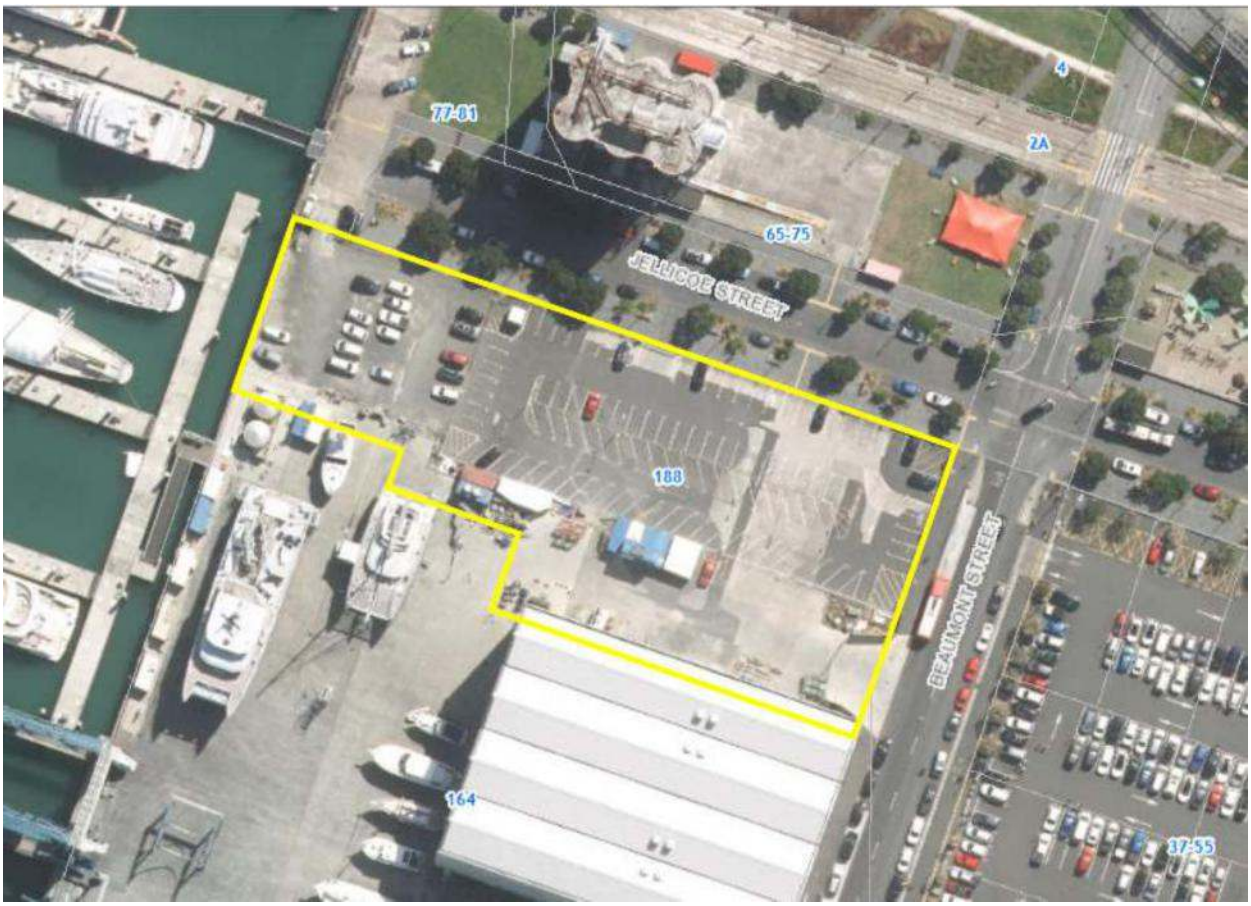


Figure 1: Aerial image of the Site Location

The northern part of the site is currently used for car parking. The southern part of the site is part of a service access for the Orams Marine boat yard. It includes a very wide vehicle crossing onto Beaumont Street.

The land to the north on the other side of Jellicoe Street is the Silo Park recreational area. The site on the opposite side of Beaumont Street is currently used as a non-accessory carpark and the site immediately to the south is used for marine activities by Orams Marine.

4. EXISTING ACTIVITIES

4.1 Existing Land Use

Most of the site is currently used for car parking. There are 100 spaces marked out for private use on the eastern part of the site. There is space for approximately 35 additional cars on the smaller western end of the site. Access to the main carpark is via an electronic sliding gate on Jellicoe Street as shown in **Figure 2**.

Figure 2: Jellicoe Street Entrance

The 35 parking spaces located at the western end of the site are in an unmarked area accessed from the end of Jellicoe Street in front of the marina.

A very wide truck access and storage area makes up the balance of the site providing direct access for large loads from Beaumont Street via a 15 metre wide vehicle crossing.

4.2 Traffic Generated by the Existing Activities

Using the trip rate of 0.38 trips per car space contained in I214.8.2 of the AUP Wynyard Precinct rules we can estimate the trip generation of the existing 100 car spaces as being 38 vehicles per hour during the peak hours (being 8.00am to 9.00am and 4.30pm to 5.30pm).

The 35 additional cars that can park on the western end of the site would generate an additional 14 trips per hour bringing the total to 52 trips per hour.

4.3 Zoning

The site is zoned Business City Centre Zone as shown in **Figure 3**. The site is also located within the Wynyard Precinct and is located within Sub-precinct E on the eastern end and sub-precinct C on the western end.

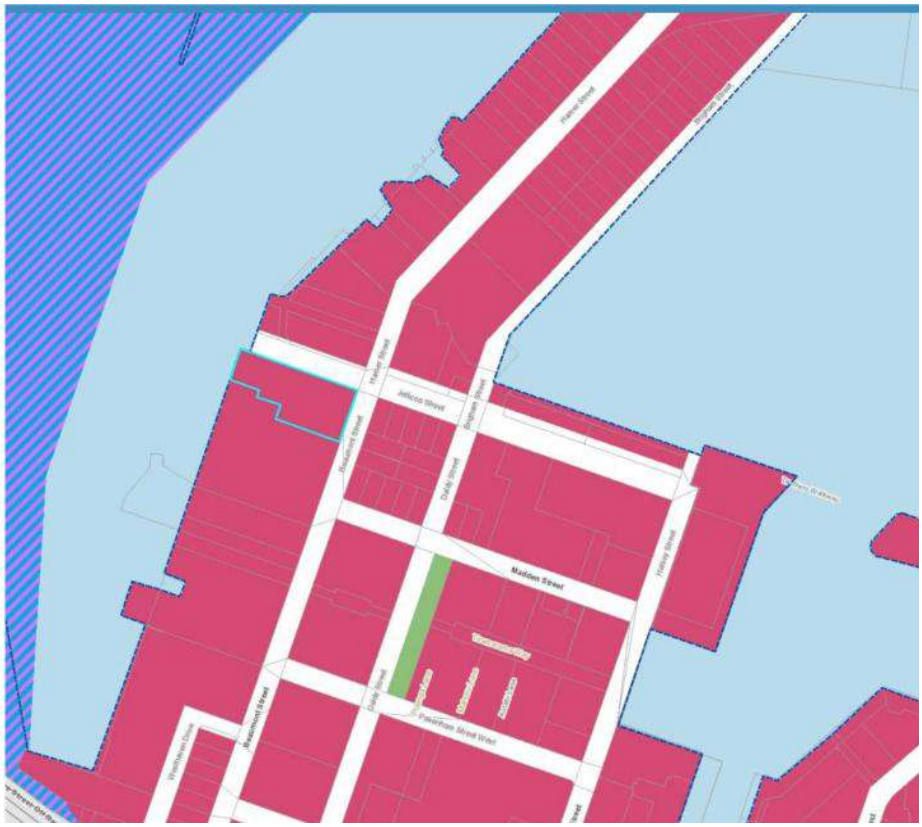


Figure 3: AUP Zoning

5. CURRENT TRANSPORT ENVIRONMENT

Beaumont Street is a two lane street marked with a simple centreline which carries around 5230 vehicles per day (south of Pakenham Street). It provides a north-south route from Fanshawe Street into the Wynyard Quarter Area. It is not an arterial road and does not have an Arterial Roads control over it in the AUP.

There is a wide footpath on the Beaumont Street frontage of the site, and a bus stop directly outside the site as shown in **Figure 4**.

Figure 4: Beaumont Street Frontage

Jellicoe Street is a cul-de-sac running from Beaumont Street and terminating at a marina. It is not marked with a centreline and has been built to include wide footpaths on either side and high quality planting which provide excellent pedestrian amenity as shown in **Figure 5**.

Figure 5: Jellicoe Street Pedestrian Amenity

Beaumont Street intersects with Jellicoe Street at a Stop sign controlled intersection. Despite Beaumont Street being a busier street than Jellicoe Street, Jellicoe Street traffic has right of way. This appears to have been done to provide traffic calming on Beaumont Street.

5.1 Existing Walking Routes

High quality footpaths already exist on both Jellicoe Street and Beaumont Street, and these connect to the existing walking network. The existing walking catchment is shown in **Figure 6** with the 10-minute walk shown in red, the 20 minute walk shown in brown and the 30 minute walk shown in blue.

This shows that almost the entire Wynyard Quarter area is already walkable from the site in 10 minutes, which includes the Northern Busway on Fanshawe Street which is part of the Rapid Transit Network (RTN). A 20 minute walk includes Victoria Park and most of the Downtown area of Auckland including the Waitematā Train Station (formerly Britomart) and the Downtown Ferry Terminal. A thirty minute walk includes most of the Central Area and just reaches the University of Auckland and Auckland University of Technology.

Figure 6: Walking Catchments for 188 Beaumont Street (10, 20 and 30 min)

5.2 Cycling Facilities

The Wynyard Precinct and neighbouring Viaduct Precinct are well served by an excellent network of dedicated cycle lanes around the area and shared paths within the area as shown in **Figure 7**.

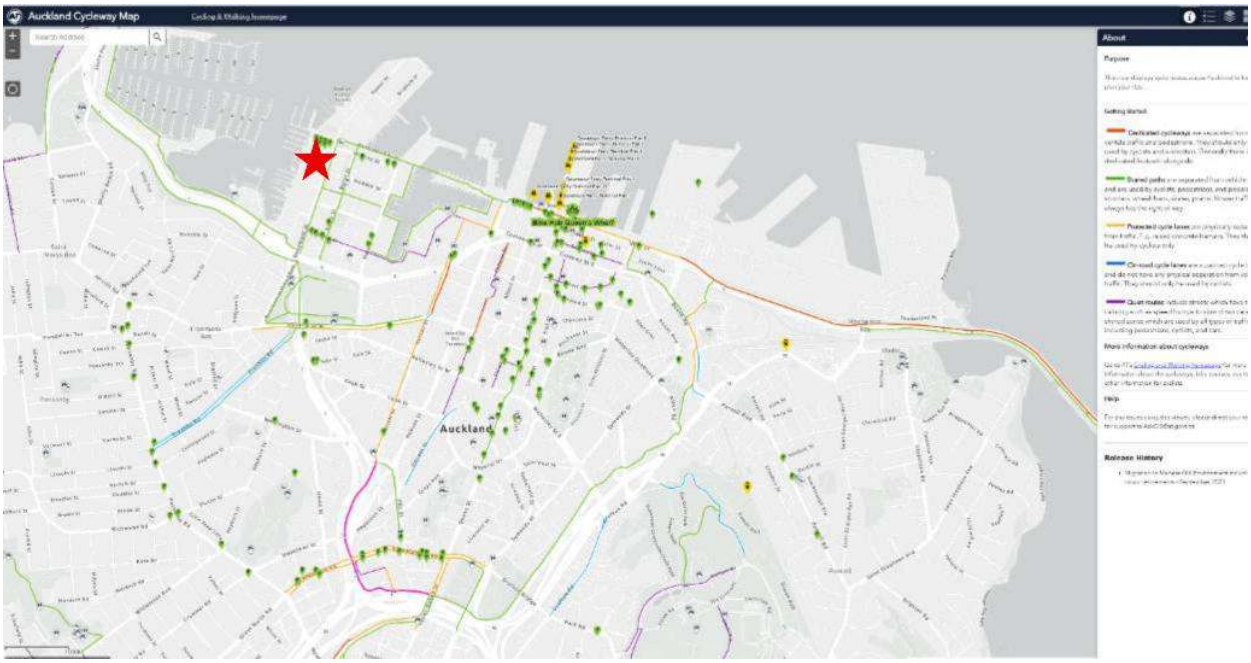


Figure 7: Auckland Cycleway Map[1] with location of site indicated by red star

Cycling isochrones are shown in **Figure 8** for bike journeys starting at the site. Again a 10-minute trip is shown in red, a 20-minute trip in brown and a 30-minute trip in blue.

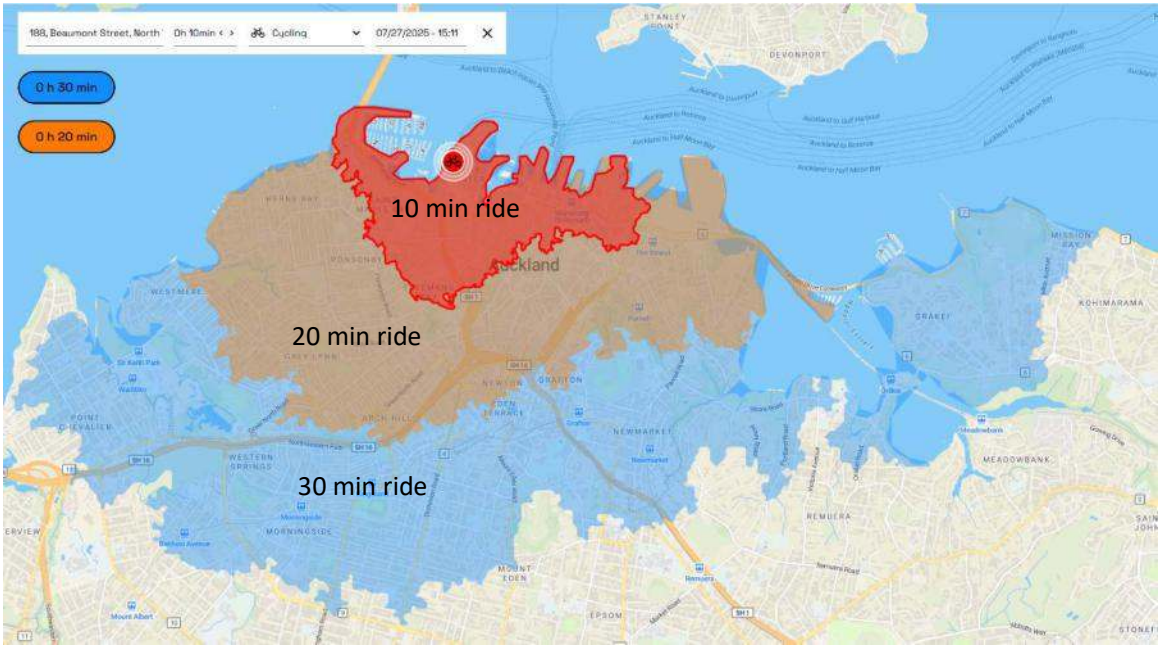


Figure 8: Cycling Isochrones

[1] AT Website. Retrieved from:

https://mahere.at.govt.nz/portal/apps/webappviewer/index.html

5.3 Public Transport

The area is served by a high quality and rapid transit bus service. Local services include the City Link, Number 20, and Number 75. A short walk to Fanshawe Street gives access to the Northern Busway services which are part of the RTN as shown in **Figure 9**.

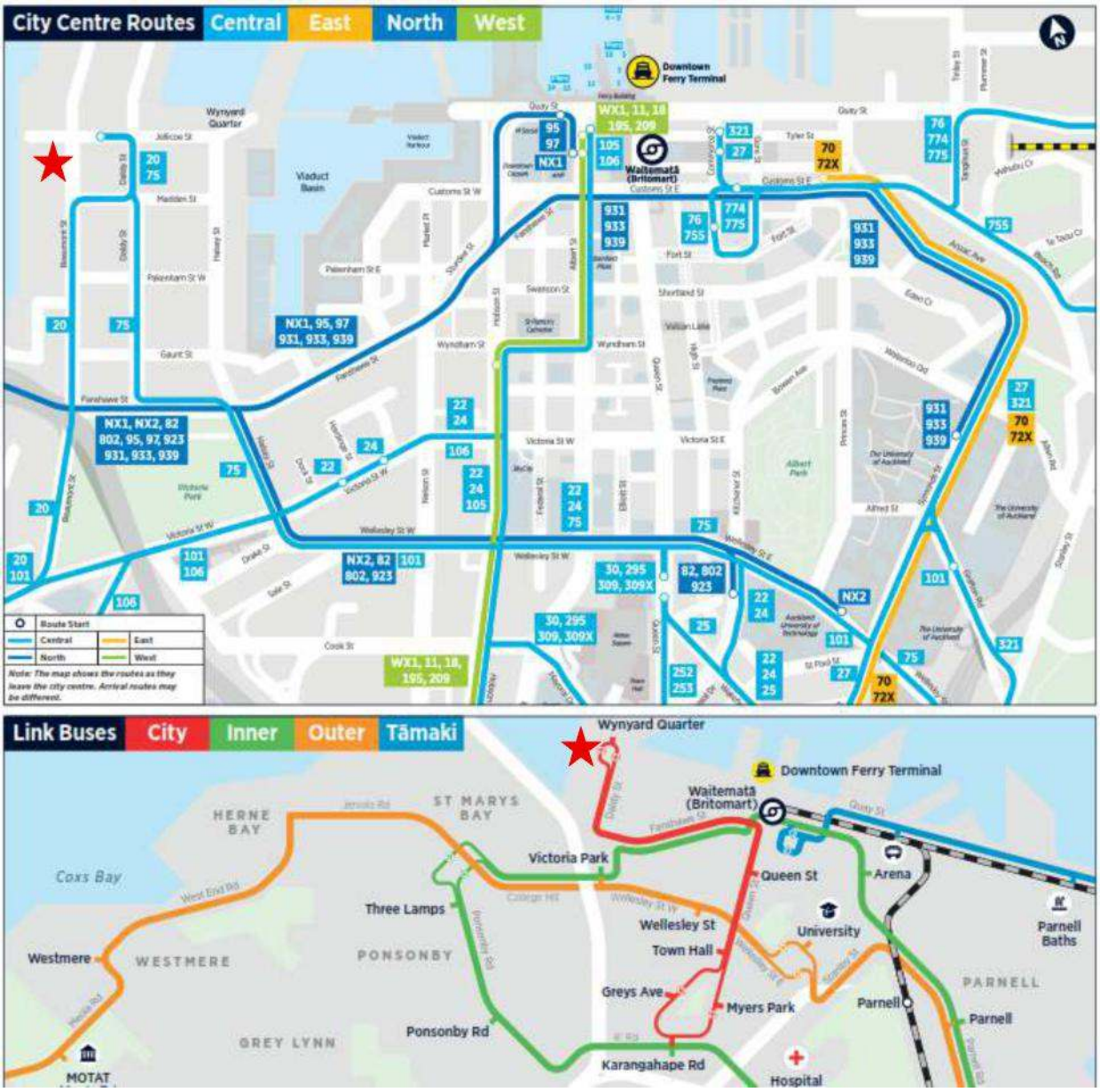


Figure 9: Bus Services map with location site indicated by red star[2]

Waitematā Station is a 20 minute walk from the site. All Auckland train services terminate at this station.

[2] AT Central Guide. Retrieved from AT.govt.nz

The ferry terminal is a 17 minute walk from the site. Ferry services there are available to Devonport, Northcote, Beach Haven, Hobsonville, West Harbour and Half Moon Bay as well as the Gulf Islands.

5.4 Fanshawe Street

Fanshawe Street was previously one of the busiest arterial roads serving the Central Area and its role was moving private vehicles (many of which had one occupant) as efficiently as possible on and off the Northern Motorway.

I have obtained and reviewed the last sixteen years of data available from Waka Kotahi/NZTA for the motorway onramp and off ramp at Fanshawe Street. I then plotted this as shown in **Figure 10**. The data clearly shows an ongoing decline in traffic on both the on ramp and the off ramp. The time period is significant because it covers the lifespan of the Wynyard Precinct rules and it shows how the external traffic that was assumed in the past to be a fixed amount has halved.

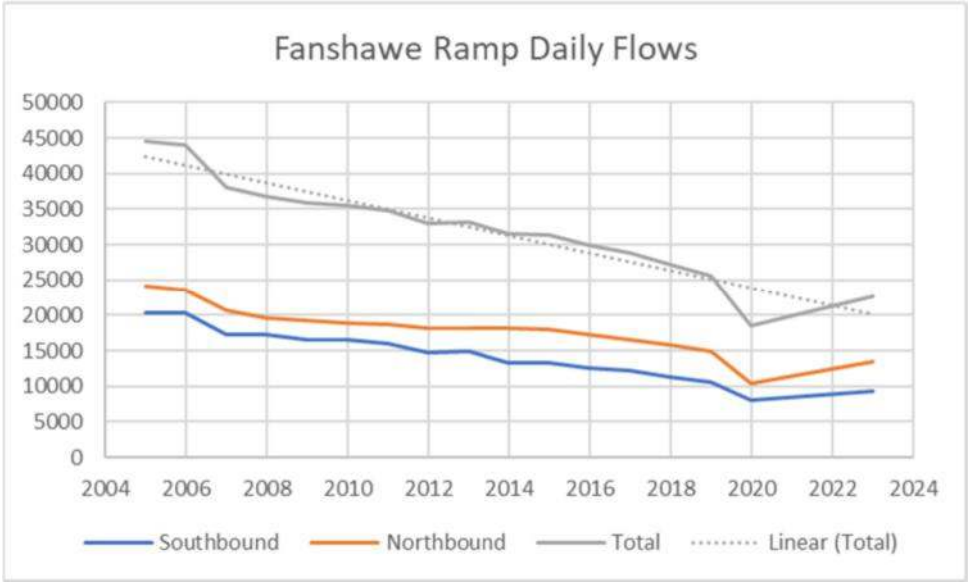


Figure 10: Long Term Traffic Decline on Fanshawe Street Motorway Ramps

Over the last twenty years traffic entering and leaving the central area on Fanshawe Street has declined from 44,477 vehicles per day to 22,770 vehicles per day in 2023 (or an annual arithmetic growth rate of -2.9% per year).

This decline in traffic of around 21,700 vehicles per day is largely the result of the Northern Busway which officially opened in February 2008. Both the Constellation Station and Albany Stations had already been operating since December 2005 with buses using the shoulder lanes on the motorway, and their patronage has steadily increased since the opening of the Northern Busway. While I do not have access to bus passenger numbers along Fanshawe Street I have plotted total monthly patronage on the whole Northern Busway in **Figure 11**.

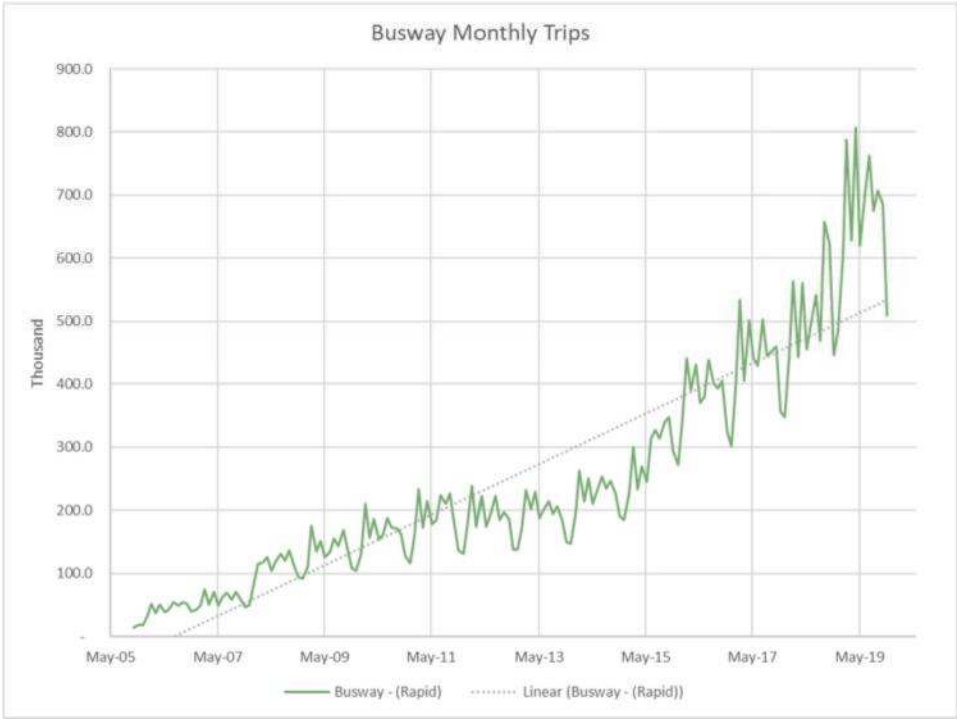


Figure 11: Northern Busway Monthly Ridership[3]

This figure shows the rapid growth in the order of 25% per year that has occurred from 2008 until the end of 2019 just prior to the Covid-19 pandemic. AT's own forecasts are that this growth will continue into the future with an expected increase in patronage of 170% to 21,700,000 annual trips expected by 2038[4].

[3] Data retrieved from https://at.govt.nz/about-us/reports-publications/at-metro-patronage-report

[4] AT Board Meeting agenda 29 April 2021 Item 11, Northern Busway Enhancements Detailed Business Case, Retrieved from https://at.govt.nz/media/1986368/11_northern-busway-enhancements-dbc_board-pap.pdf

6. THE PROPOSAL

6.1 Activities

The proposal involves the development of a new residential led mixed use building on the site with 210 apartments across the 'Marina', 'Tower' and 'Beaumont' components of the building as well as 624 sqm of retail floor space on the ground floor to provide activated edges. Warren and Mahoney have prepared a scheme plan as shown in **Figure 12**.

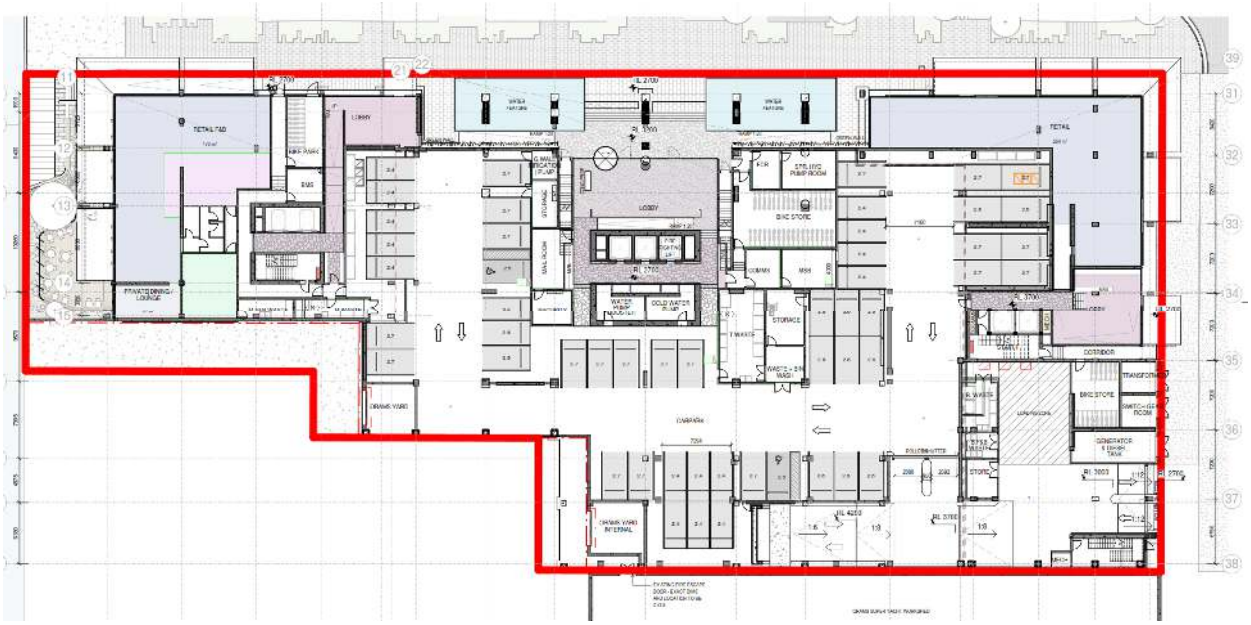


Figure 12: Proposed Development (Source Warren and Mahoney)

The ground floor will include carparking and loading areas that would be screened from the street frontage by retail activities located on the corner of the site and at the waterfront end of Jellicoe Street.

Water features and a pedestrian lobby would complete the Jellicoe Street frontage. The Beaumont Street frontage would provide the vehicle access to the site in the same location as the existing access, albeit reduced in scale. A second pedestrian lobby will front Beaumont Street.
The buildings will include three further levels of carparking on a podium screened by residential apartments.

6.2 Parking

In total there will be 261 spaces including 64 stacked spaces (where access to a space is through another parking space allocated to the same unit). The proposed parking numbers comply with the maximum parking ratios of 1 space per 80sqm for dwellings in the Wynyard Precinct (excluding servicing and common areas).

Building	Residential	Retail
Marina	3319sqm	343sqm
Tower	14962sqm	
Beaumont	6186sqm	281sqm
Total GFA for Parking	24467sqm	624sqm
Parking Maximum	1 space per 80 sqm	1 space per 150sqm
Permitted Spaces	306 spaces	4 spaces
Total permitted		310 spaces

Table 1 Permitted Parking Calculations

In summary 310 parking spaces are permitted and 261 will be provided.

Six accessible spaces have been provided. That complies with the minimum requirement of NZS4121:2001 which requires 2 spaces for the first 50 regular carparks and 1 per 50 spaces after that. PC79 has a different requirement and is addressed later in this report (section 6.86.8).

Parking space dimensions vary based on location and the width of the aisle available. All spaces have been designed to meet the requirements of AS/NZS2890.1. This is the standard used for carparking areas in New Zealand and is an accepted solution for Building Consents[5]. In some cases, the manoeuvring area falls short of the requirements of the AUP but is still supported in this context because they comply with the Australian and New Zealand standard. For example, on the ground floor some spaces are 2.4m wide with a manoeuvring aisle of 6.8 metres shown on the plan. The AUP requires 7.1 metres of manoeuvring aisle, so resource consent is needed as a restricted discretionary activity and assessment required against the criteria in E27.8.2. However, the spaces are supported because AS/NZS2890.1 requires a manoeuvring aisle of only 5.8 metres for 2.4m wide spaces used for residential activities. (That standard uses 5.4m deep parking spaces so an additional 0.4m either side is added to the aisle under clause 2.41(a)(ii)).

[5] Acceptable Solution D1/AS1, paragraph 10.1, Acceptable Solutions and Verification Methods For New Zealand Building Code Clause D1 Access Routes, MBIE, Amendment 6, 2017

(ii) *In New Zealand* The space may be marked to a shorter length (nominally 5.0 m) as specified in Clause 4.4.1. There shall be no consequential reduction in the combined length of space and width of parking aisle from that given in Figure 2.2.

This means the total width required for two spaces and an aisle is 16.6m, and 16.8m is available.

The stacked parking spaces will all be allocated to the same unit occupier. In total there are 64 stacked spaces.

6.3 Bicycle Parking

Parking for residential visitor bikes is required by the AUP at a rate of 1 space per 20 dwellings and 1 space per 350sqm of retail. That gives a total requirement of 12 visitor bike spaces. These will be provided around the buildings where they are publicly accessible.

Secure bicycle parking is required under the AUP at a rate of 1 space per 300sqm for the retail activities and 1 space for each dwelling without a dedicated garage or basement car parking space, which equates to 210 spaces for the 210 units. That gives a requirement of 2 spaces for the retail areas and 210 spaces for the residential areas or 212 in total. Three secure bike rooms are proposed with spaces for 36 bikes, 66 bikes and 30 bikes, giving a total of 132 secure bike spaces in the bike rooms. That means there is a shortfall of 80 spaces in terms of the AUP (prior to PC79). Additional secure bike storage can be provided within the individual dwellings which is permitted under the provisions of PC79. While the proposal falls short of secure bike parking by 80 spaces under the AUP, it complies with the requirement for secure bike parking under PC79.

A condition of consent is proposed to ensure the minimum bicycle parking provision in accordance with the requirements of PC79.

6.4 Access

Vehicle access will be via a two way 6.663 metre wide vehicle crossing on Beaumont Street. While the site also has frontage to Jellicoe Street, access to Jellicoe is less desirable given the high pedestrian amenity available on that street. Beaumont Street is not an arterial road and does not perform a specific transport function that would make access to the site problematic. Jellicoe Street on the other hand will have retail and food and beverage activities as a result of the Project and has a northern aspect on a street that carries very little traffic. Under the AUP, the maximum

width for vehicle crossings in the City Centre Zone which serve 10 or more parking spaces and provide for two-way movements is 6m. As this standard is exceeded by 0.663m, a resource consent is required to access Beaumont Street.

The internal access system has been designed to accommodate the B85 car as required by the AUP. The two way ramp system provides access to three upper levels of parking at a maximum gradient of 1 in 6. Transitions at 1 in 8 are provided to ensure the underside of cars do not scrape entering and leaving the ramp. The headroom for the internal access system is 2.3 metres . These aspects of the development comply with the requirements of the AUP for regular carparking, but a consent is required for access to accessible parking as the headroom is less than 2.5m. Tracking by the B85 car is shown in **Figure 13**.

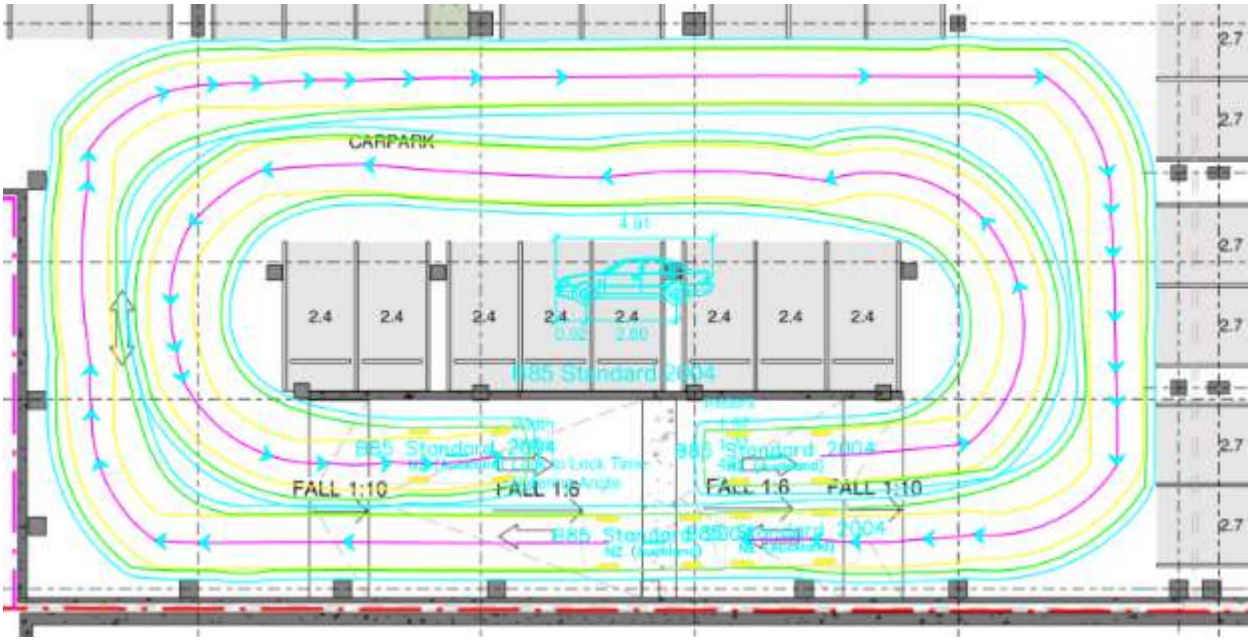


Figure 13: B85 Car Tracking

The AUP has a requirement for a platform area at the point where a driveway meets a footpath that is no steeper than 1 in 20. A slope of 1 in 12 is proposed. Originally this standard was intended to ensure drivers exiting a site did not have to drive up a steep slope and park on a grade to allow a pedestrian to cross the access. At the time the AUP was developed this requirement was extended to ramps that travel down to a footpath as well. It appears to be an error in the plan because there are no traffic safety reasons to apply the control to vehicles driving down a slope. A ramp down to the footpath of 1 in 12 is proposed rather than the 1 in 20 required by the AUP. Over a 4m length the vertical difference is only 133mm.

6.5 Loading

A loading space has been included on the ground floor level that is wide enough for two trucks. The headroom available in the loading area and access to the loading area is 3.8 metres. Access to the loading space is via the shared entry from Beaumont Street and trucks are able to leave the site in a forward direction.

The AUP requires two loading spaces for activities greater than 20,000sqm. The proposal complies with this requirement. Tracking for a Rubbish Direct truck (the proposed contractor) entering the loading space is shown in **Figure 14**. The tracking indicates the rubbish truck will have no problems entering the building, reversing into the loading space, and then exiting the building again.

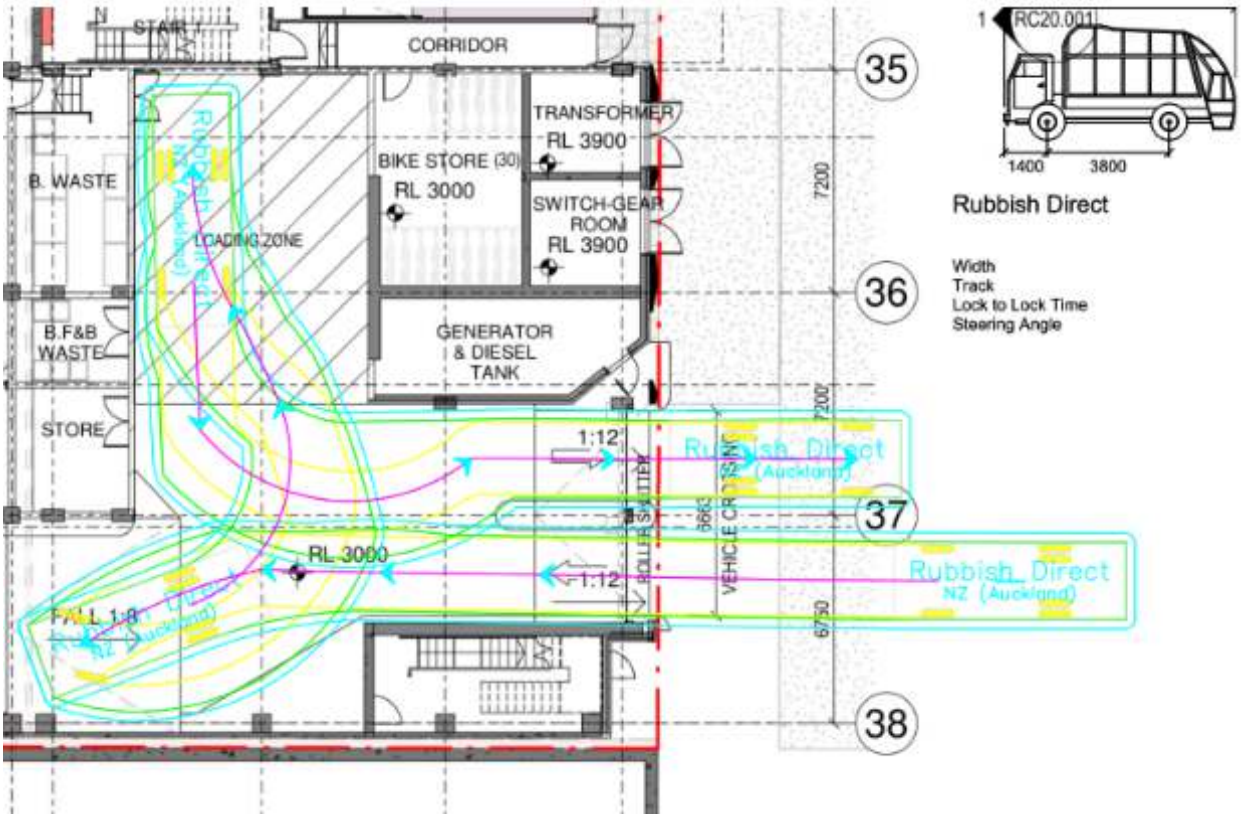


Figure 14: Truck Tracking Rubbish Direct

6.6 Transport Consents Required under Chapter 27 of the AUP

No consent is needed for trip generation because the site is in the Business – City Centre zone. Parking will comply with maximum parking ratios for specific activities in the Wynyard Precinct, which are one space per 80sqm for residential activities and 1 space per 150sqm for other

activities. The stacked parking included in the proposal is permitted by the AUP where a dwelling provides more than one parking space in accordance with E27.6.3.3(3).

To summarise, the following consents are required under Chapter E27 (and PC79 under the consent order) of the AUP:

- Non-compliance with Standard E27.6.2(6) of the AUP which requires 212 secure bike parking spaces. However, the proposal meets the secure bike parking requirements of PC79 which takes a more pragmatic approach.
- Non-compliance with Standard E27.6.2(8) of the AUP which requires one loading space for the retail activities and two loading spaces for the residential activities (three loading spaces total). A total of two loading spaces are provided as part of the proposal;
- Non-compliance with E27.6.3.1(1) and Table E27.6.3.1.1(T117) of the AUP as some aisles of the parking building do not meet these standards which require an aisle width of 7.1m for parking spaces that are 2.4m wide (6.8m is proposed for some parking spaces in the development);
- Non-compliance with Standard E27.6.3.5(1) of the AUP and Standard E27.6.3.5(1) as amended by PC79 as the head room in some accessible spaces is less than 2.5m (2.3m is proposed);
- Non-compliance with Standard E27.6.3.6 of the AUP as the access ramp to the street exceeds a gradient of 1 in 20 (1 in 12 is proposed);
- Non-compliances with Standards E27.6.4.2 and E27.6.4.3 as the proposed access has a total width of 6.663m, which is 663mm wider than the maximum 6.0m in the standard;
- Non-compliance with Standard E27.6.3.2(A) of PC79 to the AUP as fewer accessible spaces are being provided than required although the provision still meets AUP standards and NZS4121. (Six accessible car parks are provided but PC79 requires 11);
- Non-compliance with I214.6.11 of the Wynyard Precinct provisions for establishing access to Beaumont Street.

6.7 Assessment of Against the Assessment Criteria

6.7.1 Number of Secure Bike Spaces

The number of secure bike spaces falls short of the AUP requirement (prior to modification by PC79) by 80 spaces. A total of 132 spaces are provided in three bike rooms in the basement. The proposal complies with the modified standards of PC79. The proposed provision will be sufficient to meet the needs of cyclists as required by E27.8.2(6)(a) and the provision is also practicable and

adequate as required by E27.8.2(6)(b). As noted above, the non-compliance will not exist once PC79 is incorporated into the AUP. The levels of bike parking proposed can therefore be supported.

6.7.2 Number of Loading spaces

Adding the loading requirement for the retail activities to the requirement for the residential activities results in a requirement for three loading spaces. Two are provided as part of the proposal on the basis that the activities will share the combined loading area. An assessment against the relevant assessment Criterion E27.8.2(7) is set out below.

Assessment Criterion		Assessment
(7) any activity or development which provides fewer than the minimum number of loading spaces under Standard E27.6.2(8):		
	(a) effects of the loading arrangements proposed for the site on the safe and efficient operation of adjacent transport network;	From an effects perspective, I consider there is no need to have a third loading space for this proposal. The requirement only arises because the AUP has loading requirements for two categories of land use and this development has a requirement in each category. The two spaces will be adequate to meet the combined demand so there will be no external effects of infringing the standard.
	(b) the specific business practice, operation or type of customer associated with the proposed activities;	In my opinion, it would be extremely unusual to have three trucks visit the site at the same time based on the expected demand of the apartments and two small retail areas.
	(c) the extent to which an accessible and adequate on-street loading space is available	There are no on-street loading spaces nearby, but the two spaces will meet

	nearby or can be created while having regard to other demands for kerbside use of the road;	expected demand of the apartments and two small retail areas.
	(d) the extent to which loading can be provided informally on site or on another site in the immediate vicinity;	Loading cannot be provided on another site. In any case, the two loading spaces provided will be adequate to meet the expected demand.
	(e) the extent to which the reduction in loading spaces will contribute to the efficient use of land and the growth and intensification provided for in this Plan.	The space is better used for other activities. There is no actual need for three loading spaces on the site because the residential and commercial activities can share the same loading spaces. That creates an efficiency in terms of land use.

6.7.3 Parking Dimensions and Headroom

The table below presents the relevant assessment criterion E27.8.2(8) which is used to assess both parking dimension non-compliances, being E27.6.3.1(1) and Table E27.6.3.1.1(T117) which relate to aisle width and Standard E27.6.3.5(1) of the AUP and Standard E27.6.3.5(1) as amended by PC79 which relate to headroom. The two right hand columns are our assessment against that criterion.

Criterion			Assessment of 6.8m aisle	Assessment of 2.3m headroom
(8) any activity or development which infringes the standards for design of parking and loading areas or access under Standard E27.6.3, E27.6.4.2, E27.6.4.3 and E26.6.4.4:				
	(a) effects on the safe and efficient operation of the adjacent transport network having regard to:		There is no impact on the adjacent road network in terms of any of these matters. The non-complying aspect is not near the road.	
		(i) the effect of the modification on visibility and safe sight distances;		Having 200mm less than the required headroom

		(ii) existing and future traffic conditions including speed, volume, type, current accident rate and the need for safe manoeuvring;	The width of an internal aisle will not have any impact beyond the site and cannot affect pedestrians or passing traffic.	above six accessible spaces will not have any impact out on the street.
		(iii) existing pedestrian numbers, and estimated future pedestrian numbers having regard to the level of development provided for in this Plan; or		
		(iv) existing community or public infrastructure located in the adjoining road, such as bus stops, bus lanes, footpaths and cycleways.		
	(b) effects on pedestrian amenity or the amenity of the streetscape, having regard to:		See below	See below
		(i) the effect of additional crossings or crossings which exceed the maximum width; or	Again, a minor non-compliance with a standard for parking spaces within a building cannot impact on pedestrians walking past the building.	The reduced headroom of 2.3m instead of 2.5m does not impact pedestrians or the streetscape.
		(ii) effects on pedestrian amenity and the continuity of activities and pedestrian movement at street level in the Business – City Centre Zone, Business – Metropolitan Centre Zone, Business – Town Centre Zone and Business – Local Centre Zone.		
	(c) the practicality and adequacy of parking, loading and access arrangements having regard to:			
		(i) site limitations, configuration of buildings and activities, user	The slightly narrower aisle serving a few parking	The 2.5m headroom cannot be provided on

		requirements and operational requirements;	spaces within the building complies with the requirements of AS/NZS2890.1, which is the standard recognised by MBIE for the design of carparking buildings. Regular users learn very quickly how to access their own parking space. We tend to provide more space for Visitors and customers because they are not necessarily regular users.	the upper levels of the carpark building. 2.3m headroom makes lifting a wheelchair onto or off a car roof more difficult. However, that is a common place situation in all of the publicly owned parking buildings in the Central Area.
		(ii) the ability of the access to accommodate the nature and volume of traffic and vehicle types expected to use the access. This may include considering whether a wider vehicle crossing is required to:	The spaces concerned are all residential parking spaces that will be used by regular users who will be familiar with the turn manoeuvre required to access the spaces.	The access complies with all relevant standards.
		• comply with the tracking curve applicable to the largest vehicle anticipated to use the site regularly;	A B85 car can still enter and leave these spaces. Some drivers may need to turn in and then reverse slightly. This is normal for domestic parking spaces.	Complies
		• accommodate the traffic volumes anticipated to use the crossing, especially where it is desirable to separate left and right turn exit lanes;	Complies	Complies
		o the desirability of separating truck	Not relevant	Not relevant

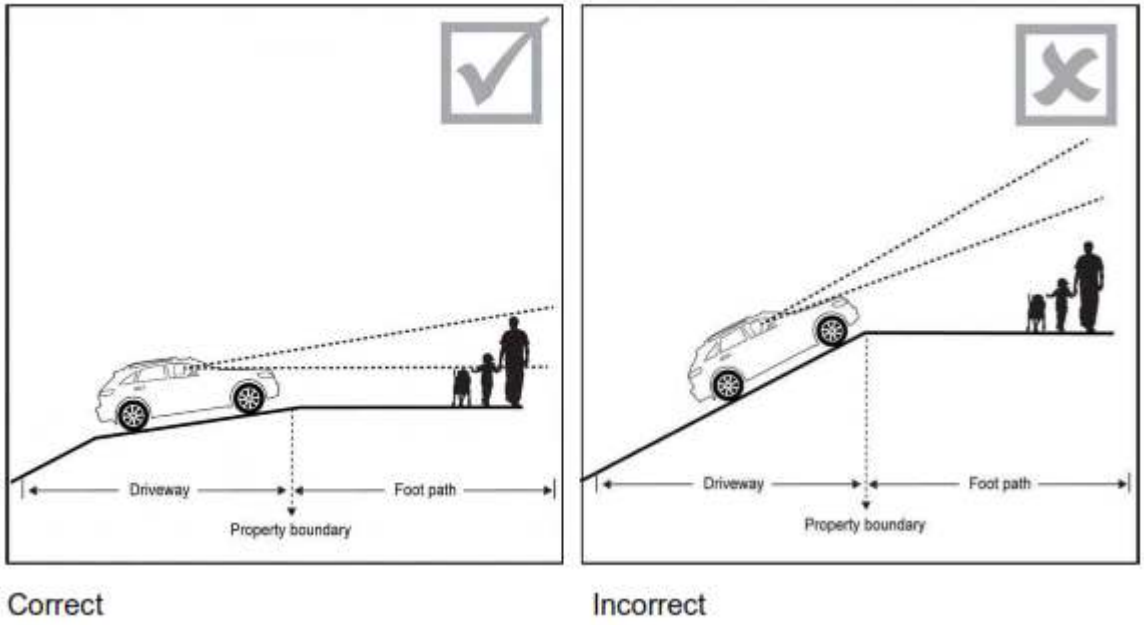
				movements accessing a site from customer vehicle movements;		
				o the extent to which reduced manoeuvring and parking space dimensions can be accommodated because the parking will be used by regular users familiar with the layout, rather than by casual users, including the number of manoeuvres required to enter and exit parking spaces; Note: Parking spaces for regular users can be designed to undertake more than one manoeuvre to enter and exit parking spaces in accordance with AS/NZS 2890.1:2004 Off-Street Parking.	Both the AUP and AS/NZS2890.1 recognise that residential parking can allow a slightly tighter manoeuvre than spaces designed for customers or visitors to a commercial site. This is because the car parks are used by regular users who can quickly learn how to navigate the space. The note to this criterion specifically accepts the effects proposed. The reason tighter turns can be accepted is because residential users will park in the same parking space each time, so they become use to the manoeuvres required.	All of these spaces will be used by regular users. They are within the residential part of the parking area. Spaces are available for visitors, including visitors requiring accessible parking, in the Jellicoe Street public parking area.
		(iii) any use of mechanical parking installation such as car stackers or turntables does not result in queuing beyond the site boundary; or			Not relevant	Not relevant
		(iv) any stacked parking is allocated and managed in such a way that it does not compromise the operation and use of the parking area.			Not relevant	Not relevant

In my view, both of the minor non-compliances with the parking standards meet the relevant assessment criteria and consent can be granted for these non-compliances, because the effects are less than minor.

6.7.4 Gradient of the Access at the Street Boundary

A consent is required to exceed a gradient of 1 in 20 adjacent to the footpath under standard E27.6.4.4(3). The standard was intended for driveways that slope up to a footpath where visibility issues can occur as shown in the AUP.

Figure E27.6.4.4.4 Illustrating the benefits of a level platform



There is no possibility of sight line issues occurring where a driveway slopes down to a footpath as is proposed. In this particular case there are no sightline issues as pedestrians will be clearly seen by the driver of the vehicle when coming down the slope (regardless of its steepness). On this basis, the proposed gradient of the driveway sloping down to the footpath would not result in any adverse effects. In this case, the difference between a 1 in 12 downgrade and the permitted 1 in 20 downgrade is that a driver will be only 133mm higher and have a better view.

6.7.5 Width of the Access

The AUP sets a maximum width for a vehicle crossing in the zone of 6m. A split access with a total width of 6.663m is proposed. The additional width allows a separator to be built between the entry and exit sides which improves pedestrian amenity. The assessment of this against R27.8.2(8) is set out below.

Criterion	Assessment of the Access width
(8) any activity or development which infringes the standards for design of parking and loading areas or access under Standard E27.6.3, E27.6.4.2, E27.6.4.3 and E26.6.4.4:	
(a) effects on the safe and efficient operation of the adjacent transport network having regard to:	The additional width will not impede visibility or sight distances for drivers entering or leaving the site. Any potential adverse effects on pedestrian numbers (including having regard to the potential increase in pedestrian numbers as a result of the level of development provided for in the AUP) is mitigated by providing a visibility splay. The proposed access is likely to be safer and more convenient for drivers and pedestrians regardless of any increase in traffic or the number of pedestrians because the separation of entering traffic and exiting traffic reduces the potential for conflict with pedestrians. There is no community infrastructure affected by the infringement of the standard.
(i) the effect of the modification on visibility and safe sight distances;	
(ii) existing and future traffic conditions including speed, volume, type, current accident rate and the need for safe manoeuvring;	
(iii) existing pedestrian numbers, and estimated future pedestrian numbers having regard to the level of development provided for in this Plan; or	
(iv) existing community or public infrastructure located in the adjoining road, such as bus stops, bus lanes, footpaths and cycleways.	

	(b) effects on pedestrian amenity or the amenity of the streetscape, having regard to:		
		(i) the effect of additional crossings or crossings which exceed the maximum width; or	The additional width all results from having a separator between the entry side and exit side. This means pedestrians only need to cross half the width at a time which makes the vehicle crossing safer than if it were 6m without a separator. That makes the design more convenient for pedestrians passing the site. Given the location the number of people walking past is expected to increase so the benefits of the design are even more important.
		(ii) effects on pedestrian amenity and the continuity of activities and pedestrian movement at street level in the Business – City Centre Zone, Business – Metropolitan Centre Zone, Business – Town Centre Zone and Business – Local Centre Zone.	
	(c) the practicality and adequacy of parking, loading and access arrangements having regard to:		
		(i) site limitations, configuration of buildings and activities, user requirements and operational requirements;	As the building is new, it has been designed to accommodate an access width of 6.663m when considering parking, loading and access arrangements.
		(ii) the ability of the access to accommodate the nature and volume of traffic and vehicle types expected to use the access. This may include considering whether a wider vehicle crossing is required to:	
		• comply with the tracking curve applicable to the largest vehicle anticipated to use the site regularly;	The access complies with tracking requirements. It has deliberately been made as tight as possible to ensure slower traffic speeds.

			• accommodate the traffic volumes anticipated to use the crossing, especially where it is desirable to separate left and right turn exit lanes;			The access can accommodate the expected traffic flows. Turn separation is not required for a low volume access like this one.
				o the desirability of separating truck movements accessing a site from customer vehicle movements;		It is better not to separate vehicles by class in this instance because that would require another access on a high pedestrian amenity street.
				o the extent to which reduced manoeuvring and parking space dimensions can be accommodated because the parking will be used by regular users familiar with the layout, rather than by casual users, including the number of manoeuvres required to enter and exit parking spaces; Note: Parking spaces for regular users can be designed to undertake more than one manoeuvre to enter and exit parking spaces in accordance with AS/NZS 2890.1:2004 Off-Street Parking.		Not relevant
		(iii) any use of mechanical parking installation such as car stackers or turntables does not result in queuing beyond the site boundary; or				Not relevant
		(iv) any stacked parking is allocated and managed in such a way that it does not compromise the operation and use of the parking area.				Not relevant

Having regard to the assessment criterion the proposed access can be supported.

6.8 Plan Change 79 Assessment (Consent Order Version 6 March 2026)

Plan Change 79 (PC79) introduced a number of changes to the AUP traffic and transport standards that require assessment. These are set out below:

Standard	Requires	Assessment
E24.6.2	Sets standards for lighting of access in residential zones.	N/A - Not a residential zone but lighting in pedestrians' access will comply with requirements.
E27.6.1	Trip generation limits adds a second threshold of 40 dwellings.	N/A - This change doesn't apply because the site is in the Business-City Centre zone.
E27.6.2(6)	Adds specific requirements for location of secure bike parking. It can't be in an outdoor space, it must be accessible, sheltered, lockable and secure. Adds basement parking as an exclusion from requiring secure bike parking.	Complies - Spaces for bikes will be in a bike room that meets the requirements. All apartments have a dedicated parking area, so no secure bike parking is required for residential components.
E27.6.2(8)	Adds a requirement for small van loading spaces for residential activities.	N/A - Not required for developments greater than 5000sqm.
E27.6.3.1	Requires accessible spaces to meet NZS4121:2001	Does not comply - Some accessible spaces will not have 2.5m headroom so the ability to hoist wheelchairs will be compromised in those spaces. However most people using an accessible space do not hoist wheelchairs.
E27.6.3.2	Size and location of van loading spaces.	N/A - None are required.
E27.6.3.2(A)	For the 624sqm of retail PC79 sets a theoretical parking demand of 1 space per 25sqm or 25 parking spaces despite this area never having required that level of parking. Two accessible spaces are then required because the demand is between 21 and 50. For 210 dwellings PC79 requires 3 for first 50 dwellings plus 1 per 25 additional	Does not comply – PC79 requires a minimum of 11 accessible parking spaces, and the development provides a total of 6 only.

	dwellings or nine spaces. Added to the retail requirement of 2 spaces gives a total of 11.	
E27.6.3.3	Tracking curve for a Van.	Not relevant.
E27.6.34(A)	Heavy vehicle access in a residential zone	Not relevant.
E27.6.3.5	Vertical clearance of 2.8m for vans and 3.8m for trucks.	Complies - The loading space has 3.8m of vertical clearance.
E27.6.3.7	Lighting in residential zones.	Not relevant. It is not a residential zone.
E27.6.4.3	Speed management devices in residential zones.	Not relevant.
E27.6.6	Pedestrian access in residential zones.	Not relevant.
E27.6.7	Each undercover space must be capable of having charging installed for electric vehicles.	Will comply - The building will be designed to make charging possible.

The only consent required under PC79 is to provide fewer than the required 11 accessible parking spaces (i.e. a shortfall of 5 spaces). The number proposed complies with NZS4121.

PC79 adds an assessment criterion (4A) to E27.8.2.

	Criterion	Assessment
(4A) any activity or development that provides less than the required number of accessible parking spaces under Standard E27.6.3.2.(A):		
(a)	the trip characteristics of the proposed activities on the site requiring accessible parking spaces;	The trip generating potential of the development does not mean any additional accessible spaces are required above the requirements of NZS4121 and the normal provision required at the time of Building Consent.
(b)	the extent to which it is physically practicable to provide the required accessible parking spaces on the site including in terms of the existing location of buildings, the type of the existing building(s) site dimensions, topography and the availability of access to the road;	Although the spaces could be physically provided, there is no demand for the number of accessible parks required by PC79 for the development.

(c)	the availability and capacity of alternative accessible parking in the immediate vicinity, including on street and other public accessible car parking, with an accessible route to and from the building designed in accordance with New Zealand Standard for Design for Access and Mobility – Buildings and Associated Facilities (NZS: 4121-2001), to provide the additional parking sought for the proposal;	There is accessible parking available in the Beaumont Street carpark for people going to the cafes. The public footpath is an accessible route from the parking to the cafes.
(d)	mitigation measures to provide accessible parking which may include measures such as by entering into a shared accessible parking arrangement with another site or sites in the immediate vicinity	Not proposed or required because the six spaces are expected to meet demand.
(e)	the availability of alternatives to private vehicle trips in the immediate vicinity with access to public transport by an accessible route designed in accordance with New Zealand Standard for Design for Access and Mobility – Buildings and Associated Facilities (NZS: 4121-2001) and a maximum distance of 200m.	There is a bus stop adjacent to the building served by buses that allow for easy access. The wide footpaths allow for an accessible route to the cafes.
Note: Accessible parking requirements are further controlled by the Building Code. Plan users should refer to the Building Code to ensure compliance can be achieved at building consent stage. Granting of a resource consent does not imply that waivers of Building Code requirements will be granted.		

On balance it is my view that the level of accessible parking required by NZS4121:2001 is the appropriate level and will be sufficient to satisfy expected actual demand such that a consent to provide fewer spaces than are required by PC79 can be granted.

6.9 Wynyard Precinct Provisions

Consent required under Wynyard Precinct Provisions

A consent is required to be able to have an access onto Beaumont Street under Standard I214.6.11(3) of the Wynyard Precinct rules. The standard seeks to avoid potential adverse traffic safety and efficiency effects on the regional arterial and rapid transit functions of Fanshawe Street, as well as protect traffic capacity, and pedestrian and cyclist amenity along Beaumont Street, Halsey Street, Daldy Street and Jellicoe Street. In standard I214.6.11(3) it says:

(3) Vehicle entry or exit must not be established directly from Beaumont Street (south of Jellicoe Street), Daldy Street, Jellicoe Street or the western side of Halsey Street where alternative access via another road or service lane is available.

The only two streets available to access the site are Beaumont Street and Jellicoe Street. There are no traffic capacity issues on Beaumont Street at the site frontage, and pedestrian and cycle amenity are higher on Jellicoe Street. In my view the Beaumont Street access is the preferred option. I reached this conclusion based on my site inspections, my traffic counts and my modelling of capacity reported later. I do not consider that proposed access will have any adverse effects.

I have assessed the proposed access against the relevant Assessment Criterion I214.8.2(19)

(19) infringing the access to sites with multiple frontages standard:

(a) the extent to which access to sites are located to allow safe and efficient access to and from the site;

(b) whether the access location and traffic generation from the site compromise the safe and efficient operation of the transportation network; and

(c) whether pedestrian function, and safety of pedestrians on footpaths is compromised;

In my view the proposed access will allow safe and efficient access to and from the site and there will be no impact on the safe and efficient operation of the transport network due to the very low traffic volumes past the site and expected on the access. There will not be any impact on pedestrians. This is because the access has good visibility and provides a sightline splay to ensure drivers and pedestrians can see each other.

Special Information Requirement

The Wynyard Precinct Plan requires a Site Transport Management Plan for all applications for commercial activities. The small scale retail activities proposed in the project do not really lend themselves to transport demand management of the type anticipated. However, a plan has been prepared and is attached as **Appendix 1**.

7. TRIP GENERATION

7.1 Traffic Generation Rates

Traffic generation can be assessed from standard trip rates and from observed inner city residential rates obtained from surveys at Westminster Court on Eden Crescent in Central Auckland. These surveys were done on the 4th of May 2021 and they covered an entire day. Westminster Court was chosen because it is a long established apartment complex with a high level of parking provision. This means we can observe an unconstrained traffic demand and understand the maximum expected trip rate. By comparison, the trip totals match exactly with current New South Wales data (although NSW data has slightly different in and out rates). Residential trips have been assessed using the following rates in **Table 2**.

Trips per Apartment	In	Out	Total
Morning Peak Hour	0.04	0.12	0.16
Evening Peak Hour	0.14	0.10	0.24

Table 2 Residential Trip Generation from Westminster Court Eden Crescent

Commercial activities have been assessed using the rates prescribed in the Wynyard Precinct provisions (I214.8.2(2)). The Wynyard Precinct treats office activities and retail activities in the same manner. In reality offices generate a higher level of car trips in the morning peak hour than retail activities do. Similarly, offices generate a higher level of car trips than food and beverage activities do in the evening peak hour. This requires that each parking space is to be assessed at 0.38 trips each plus 0.16 trips per 100sqm for the commercial floor area. Because the maximum parking rate is 1 space per 150sqm (for retail) we can assume for this assessment that the maximum parking is provided and restate the trip rate in terms of total trips per 100sqm.

Trip rate = gfa/150 x 0.38 + gfa/100 x 0.16

= gfa/100 x 0.2533 + gfa/100 x 0.16

= gfa/100 x 0.4133

Or 0.4133 trips per 100sqm.

Based on these assumptions, trips are estimated as shown in **Table 3**.

	Morning Peak		
	In	Out	Trips

	Dwellings (Units)	GFA (sqm)	Rate	Entering Flow	Rate	Exiting Flow	Two way
Apartments	210		0.04/unit	8.4	0.12/unit	25.2	34
Retail		624	0.4133/100sqm	2.6	0.4133/100 sqm	2.6	5
Total Trips				11		28	38

Table 3 Morning Peak Traffic Generation

Evening Peak traffic is estimated in **Table 4**.

	Evening Peak						
	Dwellings (Units)	GFA (sqm)	In		Out		Trips
			Rate	Entering Flow	Rate	Exiting Flow	Two way
Apartments	210		0.14/unit	29.4	0.1/unit	21	50
Retail		624	0.4133/100sqm	2.6	0.4133/100sqm	2.6	5
Total Trips				32		24	55

Table 4 Evening Peak Traffic Generation

The current traffic generation of the site is estimated at 18 vehicles per hour.

8. MODE SHARE

8.1 How Do People Travel?

To understand the traffic and transportation effects of housing in different parts of Auckland we have reviewed the Census Journey to Work data collected by Statistics New Zealand as part of the Census of Population and Dwellings. The most recent set of data is from the 2023 census.
The Census Journey to Work and Journey to Education questions provide a count of workers and students by Statistical area and their means of making their journey on Census Day. It also enables us to look at where their trips started from and where their destination was.

The Wynyard-Viaduct Statistical Area covers broadly the areas of both the Wynyard Precinct and the Viaduct Precinct. A plot of mode share for people living in this area travelling to work is shown in **Figure 15**.

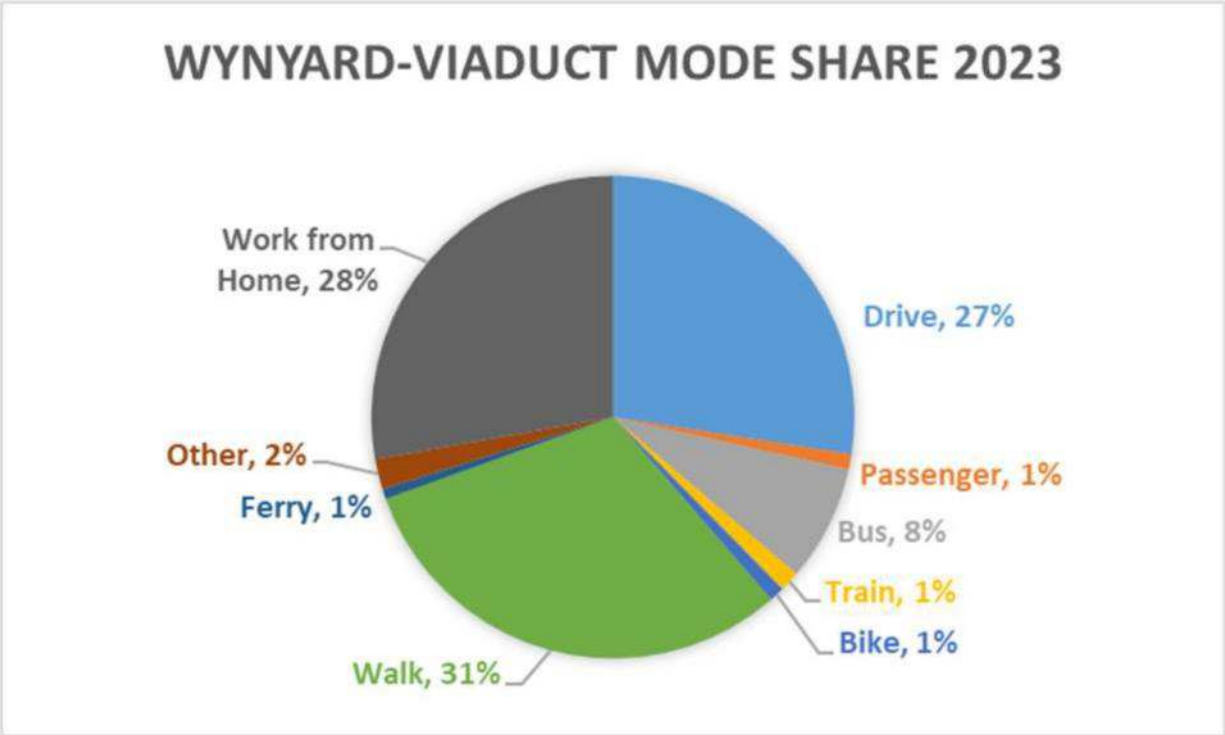


Figure 15: Mode Share for Wynyard-Viaduct Statistical Area[6]

The pie chart for the work trip tells us that 27.8% of people worked from home, 27.5% drove a car, truck, or van[7] and 30.8% walked to work. Buses were used by 8%. All of the other recorded modes are minor in comparison and have little impact on transport outcomes.

In **Figure 16** we have plotted changes in the main modes over the last ten years. This diagram shows that driving to work from the Wynyard-Viaduct Statistical Area is declining in the long term. Walking to work has remained reasonably constant but has declined in the last few censuses in response to an increase in working from home. Bus use has grown marginally, and the other minor modes have shown no change so have been omitted from the graph for clarity.

[6] Statistics NZ, Census of Population and Dwellings 2023

[7] The Census splits these into private and company owned vehicles, but I have combined them for my analysis.

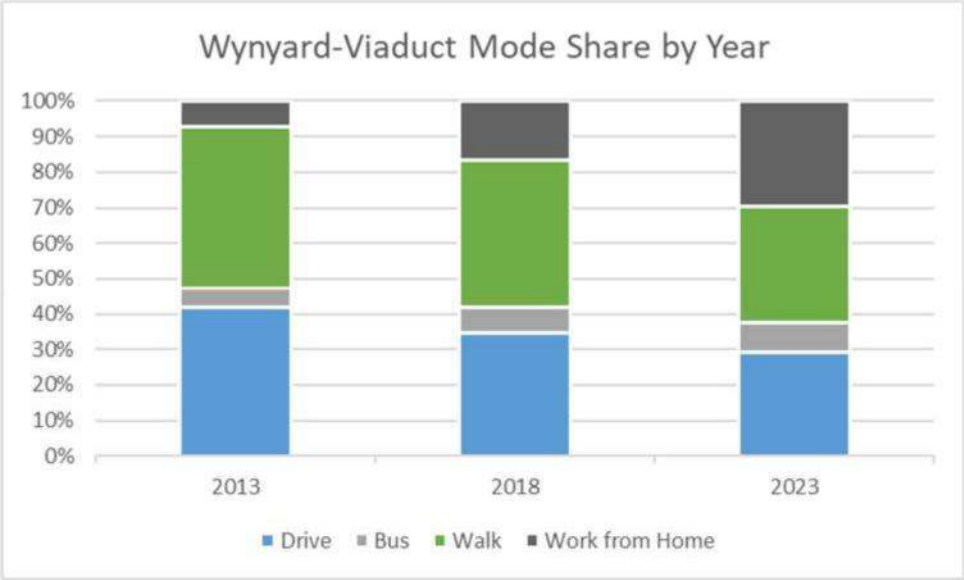


Figure 16: Mode Changes

Understanding if these figures are high, low, or typical requires a comparison with both Auckland as a whole and other Statistical Areas. **Figure 17** shows a comparison of mode share in the Wynyard-Viaduct area vs Auckland.

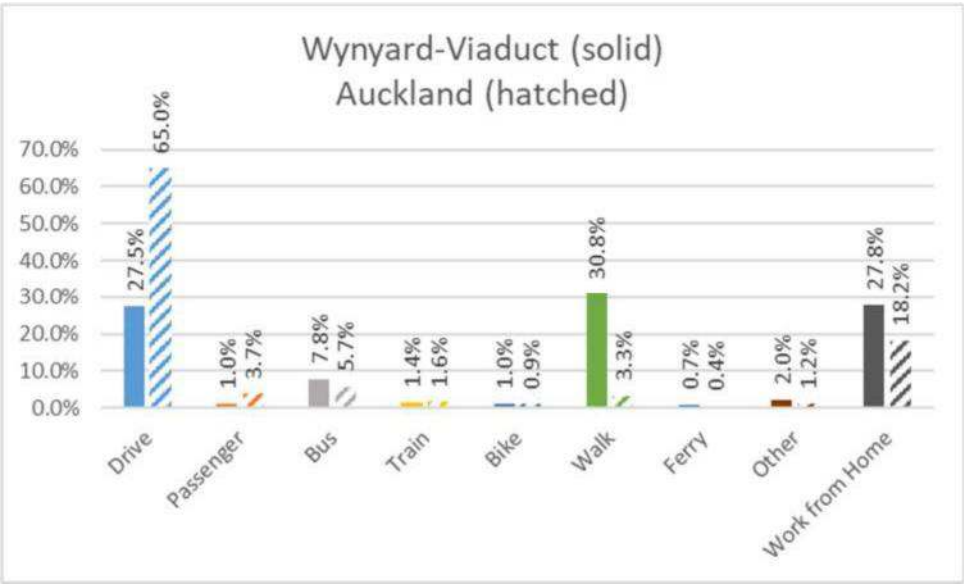


Figure 17: Mode Share Wynyard vs Auckland Region

The figure shows that people in the Wynyard area drive to work at less than 43%[8] of the rate of average Aucklanders but are more than nine times as likely to walk to work.

[8] 27.5 trips per 100 people divided by 65 trips per 100 people = 42.3%

To understand how people in the area compare with other residents in other growth nodes I have created a spreadsheet of all of the Statistical Areas (SA2 level) for Auckland and calculated mode share for all of them. Sorting the results by the proportion who drove to work in each area from low to high shows a range of results from a low of 13.6% in the Queen Street area to a high of 100% in the Takanini Industrial area. Residents in the Wynyard-Viaduct Statistical Area were the 16th lowest in terms of the proportion who commute to work by private vehicle. That is out of a total of 620 Statistical Areas analysed. In **Table 5** below I have listed the Statistical Areas with the lowest proportion of residents driving to work, to show where the Wynyard – Viaduct area sits in its ranking. There are another 604 Statistical Areas below those shown where people are more likely to drive to work.

Main means of travel to work		Drive	%Drive	%Passenger	%Bus	%Train	%Bike	%Walk	%Ferry	Rank Drove
Queen Street		150	13.6%	1.1%	14.6%	3.5%	2.2%	42.3%	0.8%	1
Symonds Street North West		207	14.0%	1.2%	24.1%	2.0%	0.6%	40.0%	0.2%	2
Hobson Ridge North		231	15.0%	1.0%	11.5%	4.3%	0.8%	46.7%	0.4%	3
Anzac Avenue		345	16.4%	1.1%	15.8%	3.4%	1.7%	40.5%	0.7%	4
Shortland Street		237	17.5%	1.1%	12.0%	4.4%	2.0%	39.2%	0.4%	5
Symonds Street West		333	18.2%	2.0%	22.3%	1.6%	1.0%	38.4%	0.3%	6
Hobson Ridge South		192	18.6%	1.7%	12.5%	2.0%	2.0%	46.2%	0.6%	7
Symonds Street East		195	19.3%	3.0%	22.3%	1.8%	2.1%	35.3%	0.3%	8
Hobson Ridge Central		327	19.9%	1.6%	16.8%	2.6%	0.7%	40.8%	0.4%	9
Auckland-University		18	21.4%	0.0%	14.3%	3.6%	0.0%	32.1%	0.0%	10
Queen Street South West		273	21.5%	1.7%	16.7%	1.4%	1.4%	36.3%	0.7%	11
Karangahape East		216	24.2%	3.0%	15.8%	2.0%	1.7%	33.7%	0.3%	12
Quay Street-Customs Street		312	24.5%	1.7%	14.9%	3.1%	2.1%	32.8%	0.5%	13
Victoria Park		546	25.6%	1.4%	10.4%	1.0%	1.8%	34.8%	0.3%	14
Gulf Islands		18	26.1%	0.0%	4.3%	0.0%	0.0%	13.0%	13.0%	15
Wynyard-Viaduct		243	27.5%	1.0%	7.8%	1.4%	1.0%	30.8%	0.7%	16
The Strand		240	28.0%	2.1%	15.7%	1.0%	2.4%	28.0%	0.3%	17
College Hill		117	28.5%	1.5%	6.6%	0.0%	1.5%	34.3%	0.0%	18
Grafton		339	32.1%	1.7%	15.6%	1.4%	2.3%	28.4%	0.0%	19
Newmarket		519	32.5%	1.7%	16.9%	7.3%	1.1%	20.9%	0.0%	20
Karangahape West		255	34.8%	1.2%	12.7%	0.8%	2.9%	21.7%	0.0%	21
Grafton West		348	35.2%	1.8%	13.9%	1.2%	2.4%	26.4%	0.0%	22
Parnell West		987	36.0%	1.5%	13.3%	2.3%	2.4%	21.0%	0.2%	23
Freemans Bay		813	36.9%	1.5%	7.8%	0.3%	3.7%	24.8%	0.3%	24
Grey Lynn East		498	37.6%	2.3%	12.4%	1.1%	2.9%	20.8%	0.0%	25
Stanley Point		456	37.6%	2.0%	1.0%	0.2%	1.7%	9.4%	15.1%	26
Devonport		666	37.6%	1.4%	2.7%	0.5%	3.1%	7.6%	17.5%	27

Oneroa East-Palm Beach		276	39.5%	2.1%	3.9%	0.9%	2.6%	2.1%	16.3%	28
Eden Terrace		978	39.8%	1.7%	13.9%	0.6%	2.3%	19.0%	0.1%	29
Cheltenham		402	40.2%	1.2%	2.4%	0.6%	2.7%	5.4%	18.6%	30
Oneroa West		303	41.7%	2.1%	1.7%	0.4%	2.9%	6.2%	11.2%	31
Newmarket Park		285	43.0%	1.4%	6.8%	8.1%	2.3%	11.8%	0.5%	32
Ponsonby East		906	43.2%	1.7%	7.7%	0.1%	3.1%	17.6%	0.1%	33
Mount Eden North East		420	43.2%	1.5%	16.7%	1.2%	2.5%	12.7%	0.0%	34
Saint Marys Bay		540	43.5%	1.9%	6.3%	0.5%	3.1%	14.0%	0.7%	35
Parnell East		846	43.9%	2.3%	9.8%	0.5%	3.4%	11.4%	0.2%	36
Ellerslie West		33	44.0%	0.0%	16.0%	8.0%	0.0%	8.0%	0.0%	37
Grey Lynn Central		1,101	45.5%	2.2%	10.3%	0.2%	4.5%	14.9%	0.1%	38
Kingsland		1,020	45.6%	1.7%	12.6%	4.8%	5.4%	8.6%	0.3%	39
Narrow Neck		1,068	46.8%	2.5%	4.5%	0.1%	2.5%	4.6%	10.0%	40

Table 5 Statistical Areas with lowest proportion Driving to Work

All of the Statistical Areas with lower commuter driving rates than Wynyard-Viaduct are located in the Central Area of Auckland with the single exception of the Gulf Islands (where 34.8% work at home). Also of note is that the Wynyard-Viaduct area has a lower driving rate than all of the Metropolitan Centres, Town Centres, and THAB zones in Auckland. In all of these areas apartments can be built without requiring any assessment of traffic effects because the trip generation standard in Chapter E27 of the AUP does not apply to proposals located in the City Centre zone. These rules were written specifically to encourage residential development in these areas.

I have then re-sorted the data by the proportion of commuters who walk to work. This table shows that commuters in the Wynyard-Viaduct area are the 16th most likely to walk to work.

Main means of travel to work		%Drove	%Passenger	%Bus	%Train	%Bike	%Walk	%Ferry	%Other	% Work from Home	Rank Walked
Hobson Ridge North		15.0%	1.0%	11.5%	4.3%	0.8%	46.7%	0.4%	2.3%	18.0%	1
Hobson Ridge South		18.6%	1.7%	12.5%	2.0%	2.0%	46.2%	0.6%	3.5%	12.8%	2
Queen Street		13.6%	1.1%	14.6%	3.5%	2.2%	42.3%	0.8%	2.2%	19.8%	3
Hobson Ridge Central		19.9%	1.6%	16.8%	2.6%	0.7%	40.8%	0.4%	3.1%	14.1%	4
Anzac Avenue		16.4%	1.1%	15.8%	3.4%	1.7%	40.5%	0.7%	2.7%	17.6%	5
Symonds Street North West		14.0%	1.2%	24.1%	2.0%	0.6%	40.0%	0.2%	3.2%	14.6%	6
Shortland Street		17.5%	1.1%	12.0%	4.4%	2.0%	39.2%	0.4%	2.7%	20.6%	7
Symonds Street West		18.2%	2.0%	22.3%	1.6%	1.0%	38.4%	0.3%	3.0%	13.1%	8
Queen Street South West		21.5%	1.7%	16.7%	1.4%	1.4%	36.3%	0.7%	2.8%	17.5%	9
Symonds Street East		19.3%	3.0%	22.3%	1.8%	2.1%	35.3%	0.3%	1.5%	14.5%	10
Victoria Park		25.6%	1.4%	10.4%	1.0%	1.8%	34.8%	0.3%	3.8%	20.9%	11
College Hill		28.5%	1.5%	6.6%	0.0%	1.5%	34.3%	0.0%	0.7%	27.0%	12
Karangahape East		24.2%	3.0%	15.8%	2.0%	1.7%	33.7%	0.3%	3.0%	16.2%	13

Quay Street-Customs Street		24.5%	1.7%	14.9%	3.1%	2.1%	32.8%	0.5%	1.4%	19.1%	14
Auckland-University		21.4%	0.0%	14.3%	3.6%	0.0%	32.1%	0.0%	3.6%	25.0%	15
Wynyard-Viaduct		27.5%	1.0%	7.8%	1.4%	1.0%	30.8%	0.7%	2.0%	27.8%	16
Grafton		32.1%	1.7%	15.6%	1.4%	2.3%	28.4%	0.0%	1.4%	17.0%	17
The Strand		28.0%	2.1%	15.7%	1.0%	2.4%	28.0%	0.3%	5.2%	17.1%	18
Grafton West		35.2%	1.8%	13.9%	1.2%	2.4%	26.4%	0.0%	2.1%	17.0%	19
Freemans Bay		36.9%	1.5%	7.8%	0.3%	3.7%	24.8%	0.3%	2.7%	22.1%	20
Karangahape West		34.8%	1.2%	12.7%	0.8%	2.9%	21.7%	0.0%	3.7%	22.1%	21
Parnell West		36.0%	1.5%	13.3%	2.3%	2.4%	21.0%	0.2%	2.1%	21.1%	22
Newmarket		32.5%	1.7%	16.9%	7.3%	1.1%	20.9%	0.0%	1.5%	18.0%	23
Grey Lynn East		37.6%	2.3%	12.4%	1.1%	2.9%	20.8%	0.0%	2.5%	20.4%	24
Henderson Lincoln East		53%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	26.7%	25
Eden Terrace		39.8%	1.7%	13.9%	0.6%	2.3%	19.0%	0.1%	3.2%	19.3%	26
Ponsonby East		43.2%	1.7%	7.7%	0.1%	3.1%	17.6%	0.1%	2.4%	23.9%	27
Wiri West		49.1%	5.3%	1.8%	2.6%	0.0%	16.7%	0.9%	0.9%	22.8%	28
Grey Lynn Central		45.5%	2.2%	10.3%	0.2%	4.5%	14.9%	0.1%	2.5%	19.7%	29
Saint Marys Bay		43.5%	1.9%	6.3%	0.5%	3.1%	14.0%	0.7%	4.1%	25.8%	30
Gulf Islands		26.1%	0.0%	4.3%	0.0%	0.0%	13.0%	13.0%	8.7%	34.8%	31
Mount Eden North East		43.2%	1.5%	16.7%	1.2%	2.5%	12.7%	0.0%	2.5%	19.8%	32
Newmarket Park		43.0%	1.4%	6.8%	8.1%	2.3%	11.8%	0.5%	2.7%	23.5%	33
New Lynn Central		52%	1.9%	8.7%	10.6%	0.0%	11.5%	0.0%	1.9%	13.5%	34
Parnell East		43.9%	2.3%	9.8%	0.5%	3.4%	11.4%	0.2%	2.8%	25.8%	35
Grey Lynn North		46.9%	2.6%	9.7%	0.2%	4.9%	11.1%	0.0%	3.2%	21.3%	36
Westlake		57%	3.0%	10.4%	0.0%	0.8%	10.0%	0.0%	1.0%	17.3%	37
Stanley Point		37.6%	2.0%	1.0%	0.2%	1.7%	9.4%	15.1%	2.2%	30.7%	38
Mount Eden North		47.4%	2.5%	16.5%	0.5%	3.1%	9.1%	0.2%	2.0%	18.7%	39
Ponsonby West		52%	2.5%	6.9%	0.5%	3.7%	8.7%	0.0%	3.2%	22.2%	40

Table 6 Statistical Areas with highest proportion Walking to Work

Again, people living in the Wynyard Viaduct area are more likely to walk to work than people living in any other area outside of Central Auckland. This indicates that additional housing in the precinct will have a better transport outcome than if a similar number of apartments were built in any of the Metropolitan Centres or Town Centres throughout Auckland.

People living in the area are not only less likely to drive but they achieve that while also being less reliant on subsidised means of travel to get to work.

Finally, the Census data was sorted by Working from Home. The data shows Wynyard-Viaduct to have the 35th highest level of Working from Home at 30.8% out of the 620 Auckland Statistical

Areas. Most of the higher areas are remote or country areas where farming is common. Wynyard-Viaduct has a higher level of working from Home than any other Central City location.

Main means of travel to work	%Drove	%Passenger	%Bus	%Train	%Bike	%Walk	%Ferry	%Other	% Work from	Rank Work from Home
Tawharanui Peninsula	55%	3.1%	0.8%	0.0%	0.3%	1.7%	0.0%	0.6%	38.6%	1
Ara Hill	58%	0.0%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	38.5%	2
Gulf Islands	26.1%	0.0%	4.3%	0.0%	0.0%	13.0%	13.0%	8.7%	34.8%	3
Sandspit	61%	3.1%	0.0%	0.0%	0.0%	0.6%	0.0%	0.6%	34.4%	4
Cape Rodney	59%	2.9%	0.6%	0.0%	0.1%	1.9%	0.0%	1.3%	33.9%	5
Oneroa West	41.7%	2.1%	1.7%	0.4%	2.9%	6.2%	11.2%	0.4%	33.5%	6
Piha	64%	1.6%	0.0%	0.5%	0.5%	0.5%	0.0%	0.0%	33.0%	7
Dome Valley-Matakana	59%	4.1%	1.4%	0.0%	0.0%	3.0%	0.0%	0.3%	32.1%	8
Tindalls-Matakatia	60%	2.0%	2.0%	0.0%	0.0%	0.9%	2.0%	0.9%	31.8%	9
Long Bay	56%	2.4%	8.7%	0.0%	0.0%	1.1%	0.0%	0.7%	31.3%	10
Gulf Harbour South	57%	1.4%	4.0%	0.0%	0.4%	1.0%	4.2%	0.6%	31.3%	11
Coatesville	62%	2.0%	3.8%	0.0%	0.3%	0.0%	0.0%	0.8%	31.1%	12
Pāremoremo West	64%	1.7%	2.3%	0.0%	0.0%	0.6%	0.0%	0.0%	31.1%	13
Milldale	59%	1.6%	8.1%	0.0%	0.0%	0.2%	0.0%	0.7%	30.9%	14
Stanley Point	37.6%	2.0%	1.0%	0.2%	1.7%	9.4%	15.1%	2.2%	30.7%	15
Waiheke East	46.9%	4.3%	3.3%	0.0%	1.4%	1.4%	11.0%	1.4%	30.1%	16
Okahukura Peninsula	63%	2.5%	0.4%	0.0%	0.4%	0.7%	0.0%	2.8%	30.1%	17
Oneroa East-Palm Beach	39.5%	2.1%	3.9%	0.9%	2.6%	2.1%	16.3%	3.0%	29.6%	18
Millwater Central	59%	2.5%	7.4%	0.0%	0.3%	0.9%	0.0%	0.8%	29.1%	19
Waitākere Ranges North	64%	4.1%	0.4%	1.2%	0.0%	0.4%	0.0%	1.2%	29.1%	20
Puhoi Valley	65%	3.3%	2.0%	0.0%	0.1%	0.4%	0.0%	0.4%	29.0%	21
Muriwai Valley-Bethells Beach	68%	1.5%	0.5%	0.0%	0.5%	0.5%	0.0%	0.5%	28.9%	22
Saint Heliers North	54%	1.6%	7.7%	0.6%	3.0%	2.7%	0.0%	1.5%	28.8%	23
South Head	67%	2.7%	0.2%	0.2%	0.0%	0.6%	0.0%	1.0%	28.8%	24
Mahurangi Peninsula	62%	4.0%	1.1%	0.0%	0.6%	1.1%	0.0%	2.3%	28.7%	25
Ardmore	64%	0.8%	0.0%	1.6%	0.4%	4.0%	0.0%	0.4%	28.6%	26
Dairy Flat South	64%	1.6%	4.1%	0.3%	0.0%	0.6%	0.0%	0.6%	28.6%	27
Barrier Islands	58%	1.9%	0.5%	0.0%	1.0%	8.7%	0.0%	1.4%	28.5%	28
Takapuna Central	51%	0.9%	9.5%	0.2%	1.1%	8.1%	0.2%	0.9%	28.4%	29
Devonport	37.6%	1.4%	2.7%	0.5%	3.1%	7.6%	17.5%	1.4%	28.3%	30
Karaka Creek	67%	2.0%	0.0%	1.0%	0.0%	1.0%	0.0%	1.0%	28.0%	31
Wairau Valley	52%	4.0%	8.0%	0.0%	0.0%	8.0%	0.0%	0.0%	28.0%	32
Kingseat-Karaka	66%	2.7%	0.0%	1.3%	0.0%	1.1%	0.0%	0.7%	28.0%	33
Milford Central	52%	1.9%	10.2%	0.3%	1.2%	4.3%	0.3%	1.5%	27.9%	34
Wynyard-Viaduct	27.5%	1.0%	7.8%	1.4%	1.0%	30.8%	0.7%	2.0%	27.8%	35
Āwhitu	68%	2.3%	0.2%	0.2%	0.0%	1.3%	0.0%	0.8%	27.7%	36
Cheltenham	40.2%	1.2%	2.4%	0.6%	2.7%	5.4%	18.6%	1.2%	27.6%	37
Murrays Bay East	61%	2.3%	7.7%	0.0%	0.0%	1.0%	0.0%	0.8%	27.6%	38
Muriwai	67%	1.9%	1.0%	0.0%	0.5%	1.4%	0.0%	0.5%	27.6%	39
Campbells Bay	59%	1.9%	8.7%	0.0%	0.6%	1.4%	0.0%	0.6%	27.5%	40

Table 7 All Auckland Statistical Areas Ranked by Working from Home (first 40 of 622 on list)

Taken as a whole the Journey to Work data shows that people living in the Wynyard-Viaduct Area are less likely to drive, more likely to walk and have travel patterns consistent with the rest of the Central Area rather than with the surrounding inner city suburbs. Travel patterns in the Wynyard-Viaduct area are considerably less car based than the Metropolitan Centres, Town Centres and THAB zones. For these reasons I have concluded that transport and trip making patterns of people who live in the Wynyard-Viaduct Statistical Area are more like the Central Area than they are like the areas located elsewhere in the city.

9. ASSESSMENT OF EFFECTS

9.1 Traffic capacity

While no consent is required for trip generation, we still need to consider whether the development would have adverse transport effects on the local and arterial road network. The traffic generated by the Proposal has been added to existing traffic counts to get future forecast flows for the morning peak as shown in **Figure 18**.

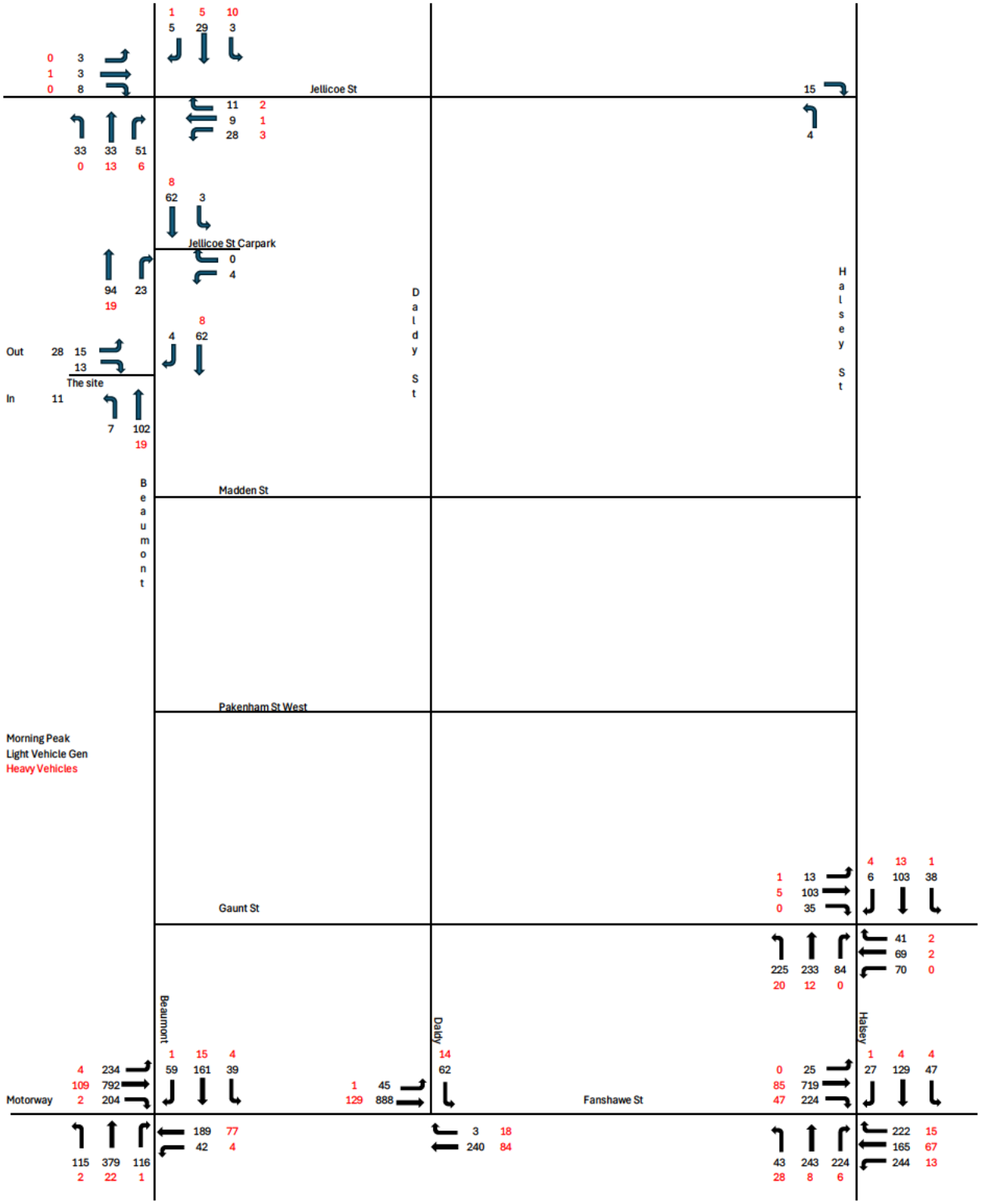


Figure 18: Future Morning Peak Flows (Site top left & Critical intersections bottom)

Evening peak future traffic flows are shown in **Figure 19**.

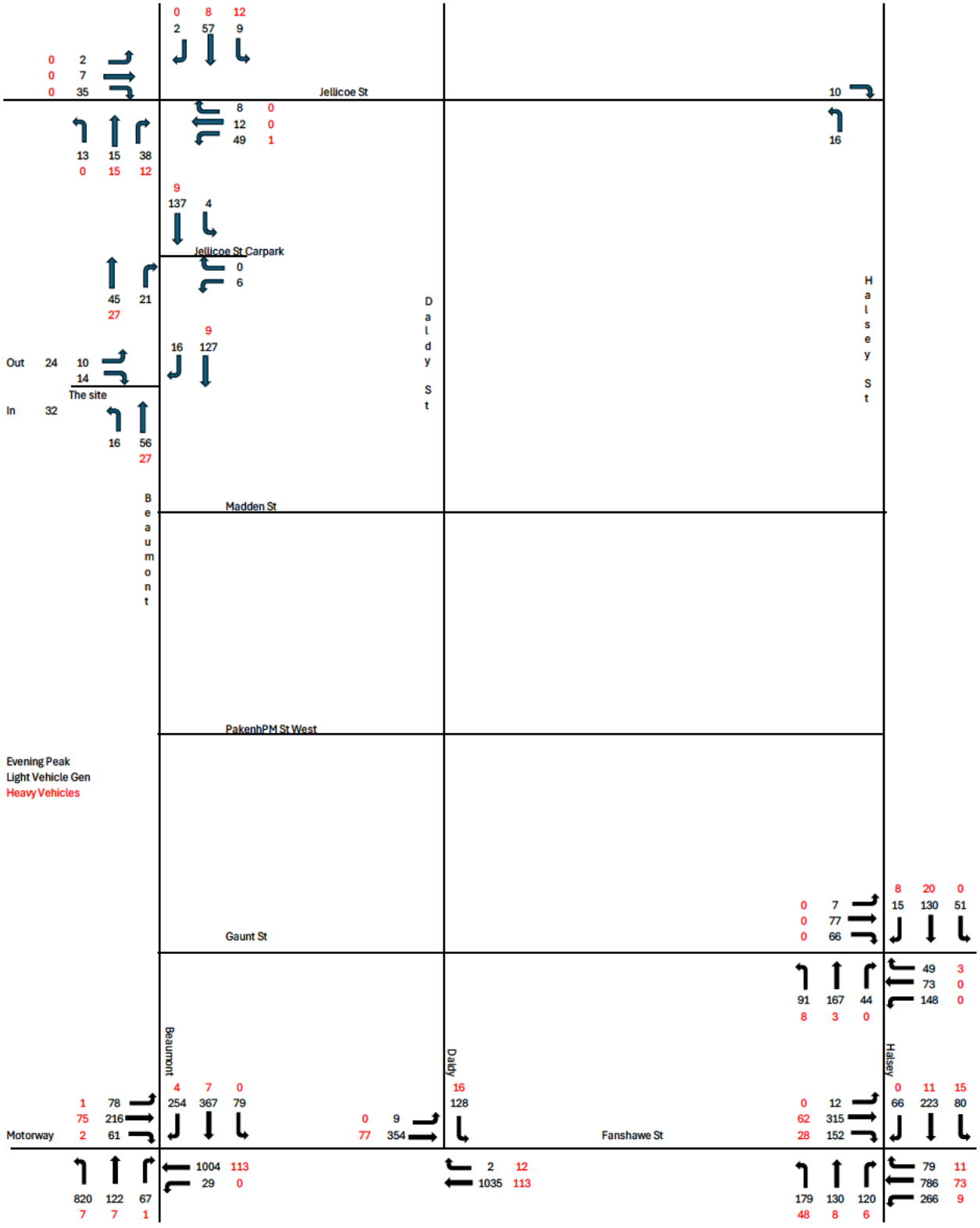


Figure 19: Future Evening Peak Flows

These traffic flows were then added to a Sidra Network model of the local intersections and the more distant intersections at Fanshawe Street because these intersections are the critical links in the arterial road system.

9.2 Morning Peak Intersection Results

Sidra modelling results for the intersection between Beaumont and Jellicoe Street adjacent to the development are shown in **Table 8**.

MOVEMENT SUMMARY

Site: [105 (3)] Jellicoe AM Scheme (Folder1)
Network: [1 (3)] AM Scheme (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
Site Category: (None)
Stop (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Beaumont St															
1	L2	All MCs	35	0.0	35	0.0	0.144	4.7	LOS A	0.2	1.8	0.12	1.04	0.12	32.0
2	T1	All MCs	48	28.3	48	28.3	0.144	5.5	LOS A	0.2	1.8	0.12	1.04	0.12	28.6
3	R2	All MCs	60	10.5	60	10.5	0.144	5.2	LOS A	0.2	1.8	0.12	1.04	0.12	29.5
Approach			143	14.0	143	14.0	0.144	5.2	LOS A	0.2	1.8	0.12	1.04	0.12	29.8
East: Jellicoe St															
4	L2	All MCs	33	9.7	33	9.7	0.033	5.6	LOS A	0.0	0.3	0.03	0.47	0.03	35.9
5	T1	All MCs	11	10.0	11	10.0	0.033	0.0	LOS A	0.0	0.3	0.03	0.47	0.03	44.7
6	R2	All MCs	14	15.4	14	15.4	0.033	5.5	LOS A	0.0	0.3	0.03	0.47	0.03	36.6
Approach			57	11.1	57	11.1	0.033	4.5	NA	0.0	0.3	0.03	0.47	0.03	38.1
North: Beaumont St															
7	L2	All MCs	14	76.9	14	76.9	0.056	10.5	LOS B	0.1	0.7	0.08	1.05	0.08	29.4
8	T1	All MCs	36	14.7	36	14.7	0.056	8.6	LOS A	0.1	0.7	0.08	1.05	0.08	27.5
9	R2	All MCs	6	16.7	6	16.7	0.056	8.8	LOS A	0.1	0.7	0.08	1.05	0.08	31.8
Approach			56	30.2	56	30.2	0.056	9.1	LOS A	0.1	0.7	0.08	1.05	0.08	28.8
West: Jellicoe St															
10	L2	All MCs	3	0.0	3	0.0	0.009	5.6	LOS A	0.0	0.1	0.12	0.41	0.12	29.9
11	T1	All MCs	4	25.0	4	25.0	0.009	0.1	LOS A	0.0	0.1	0.12	0.41	0.12	44.2
12	R2	All MCs	8	0.0	8	0.0	0.009	5.6	LOS A	0.0	0.1	0.12	0.41	0.12	36.4
Approach			16	6.7	16	6.7	0.009	4.1	NA	0.0	0.1	0.12	0.41	0.12	36.6
All Vehicles			272	16.3	272	16.3	0.144	5.8	NA	0.2	1.8	0.09	0.89	0.09	31.6

Table 8 Morning Peak Sidra Results

The intersection will operate at a very high level of service (A on all approaches) after the Proposal has been built. There are no observable adverse traffic effects.

9.3 Evening Peak Sidra Results

Table 9 below shows the evening peak Sidra results. Again, the intersection carries very low traffic flows and does not exhibit any adverse traffic effects. The Level of Service will be A.

MOVEMENT SUMMARY

Site: [105 (4)] Jellicoe PM Scheme (Folder1)
Network: [1 (4)] PM Scheme (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
Site Category: (None)
Stop (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Beaumont St															
1	L2	All MCs	14	0.0	14	0.0	0.120	4.7	LOS A	0.2	1.6	0.19	1.07	0.19	31.0
2	T1	All MCs	32	50.0	32	50.0	0.120	6.4	LOS A	0.2	1.6	0.19	1.07	0.19	26.3
3	R2	All MCs	53	24.0	53	24.0	0.120	6.3	LOS A	0.2	1.6	0.19	1.07	0.19	27.7
Approach			98	29.0	98	29.0	0.120	6.1	LOS A	0.2	1.6	0.19	1.07	0.19	27.7
East: Jellicoe St															
4	L2	All MCs	52	2.0	52	2.0	0.039	5.5	LOS A	0.0	0.2	0.02	0.48	0.02	35.9
5	T1	All MCs	13	0.0	13	0.0	0.039	0.0	LOS A	0.0	0.2	0.02	0.48	0.02	44.7
6	R2	All MCs	8	0.0	8	0.0	0.039	5.4	LOS A	0.0	0.2	0.02	0.48	0.02	37.7
Approach			73	1.4	73	1.4	0.039	4.6	NA	0.0	0.2	0.02	0.48	0.02	38.2
North: Beaumont St															
7	L2	All MCs	22	57.1	22	57.1	0.091	9.9	LOS A	0.1	1.2	0.11	1.03	0.11	30.1
8	T1	All MCs	68	12.3	68	12.3	0.091	8.8	LOS A	0.1	1.2	0.11	1.03	0.11	27.3
9	R2	All MCs	2	0.0	2	0.0	0.091	8.2	LOS A	0.1	1.2	0.11	1.03	0.11	32.8
Approach			93	22.7	93	22.7	0.091	9.1	LOS A	0.1	1.2	0.11	1.03	0.11	28.4
West: Jellicoe St															
10	L2	All MCs	2	0.0	2	0.0	0.027	5.7	LOS A	0.0	0.3	0.15	0.47	0.15	29.4
11	T1	All MCs	7	0.0	7	0.0	0.027	0.2	LOS A	0.0	0.3	0.15	0.47	0.15	43.2
12	R2	All MCs	37	0.0	37	0.0	0.027	5.6	LOS A	0.0	0.3	0.15	0.47	0.15	35.1
Approach			46	0.0	46	0.0	0.027	4.8	NA	0.0	0.3	0.15	0.47	0.15	36.3
All Vehicles			309	16.3	309	16.3	0.120	6.4	NA	0.2	1.6	0.12	0.83	0.12	31.2

Table 9 Evening Peak Sidra Results

9.4 Morning Peak Network Results

The Sidra testing included the main intersections on Fanshawe Street and the signals on Halsey Street at Gaunt Street.

The results of the morning peak Sidra model at the network level are shown below in **Figure 20**.

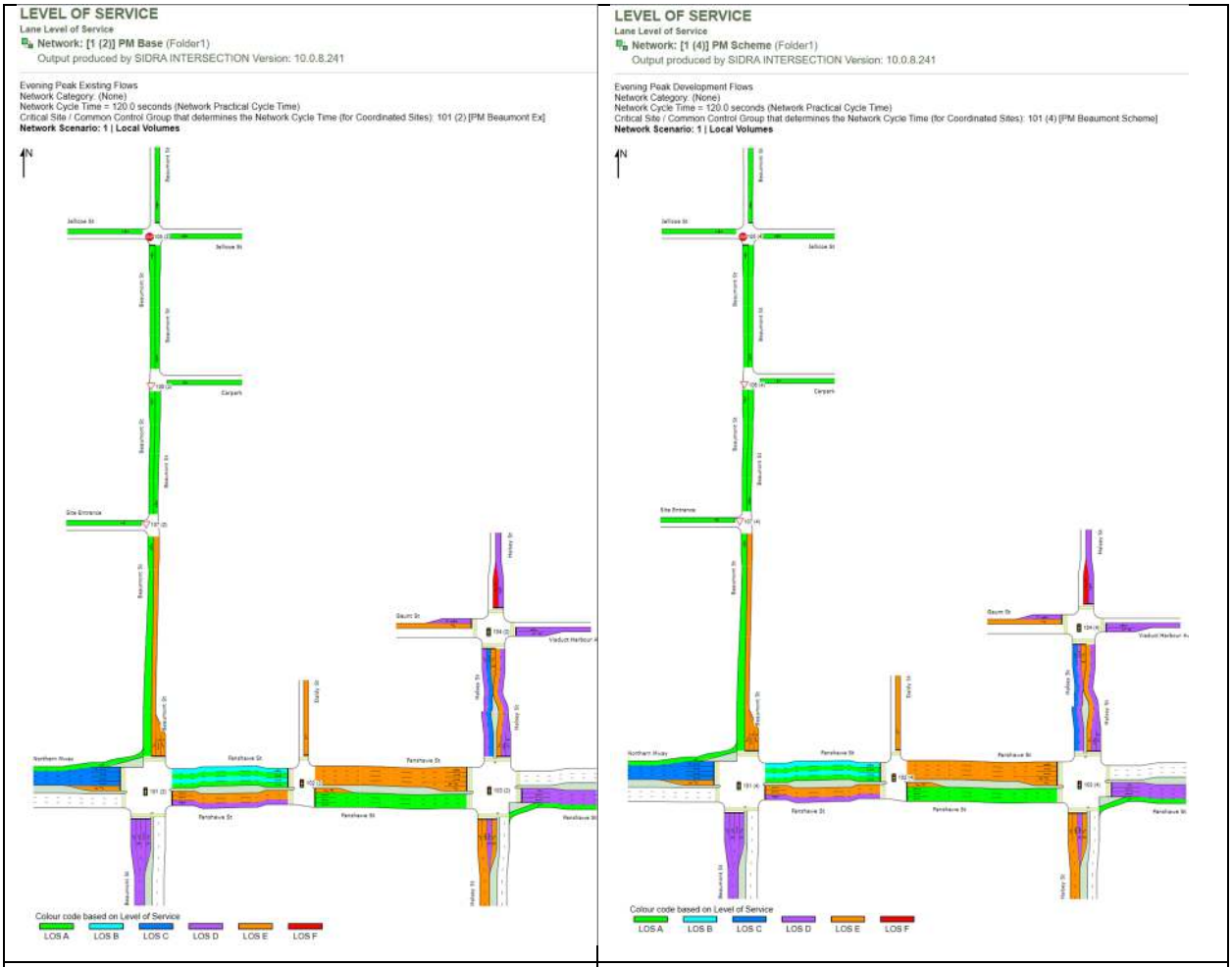
Morning Peak Existing Flows	Development Flows

Figure 20: Morning Peak Network Effects

There are no changes in delay or Level of Service predicted on Beaumont Street or on Fanshawe Street. The only change in the model results is a very minor increase in delay when compared to the base situation on Halsey Street south of Viaduct Harbour Drive.

9.5 Evening Peak Network Results

The network results for the evening peak are shown in **Figure 21** below.



Evening Peak Existing Flows	Development Flows

Figure 21: Evening Peak Network Effects

As with the morning peak there are no changes in level of service on Beaumont Street or on Fanshawe Street as a result of the development. The only change occurs on Halsey Street north of Fanshawe Street and that change in level of service is insignificant (C to D).

The testing has shown there are less than minor adverse traffic effects that will result from the Proposal.

9.6 Traffic Safety Effects

In pre-application discussions with Auckland Council/Auckland Transport, a query was raised as to whether visibility splays could be introduced on both sides of the Beaumont Street vehicle access. The design of the access onto Beaumont Street includes a 2.5m triangular splay on the left side of the exit. The splay complies with the requirements of AS/NZS 2890.1. Its purpose is to ensure that drivers exiting the building can see pedestrians approaching from the left on the footpath to ensure safety. The standard does not require a splay on the right of two way accesses because the

entry lane provides that visibility. So long as the splay is provided, any potential safety effects will be avoided.

10. CONSTRUCTION TRAFFIC

10.1 Construction Traffic Effects

Potential traffic effects that might occur during the construction of the buildings include:

- The effect of additional trucks on the road network coming to and from the site;
- The need for loading spaces on roads fronting the site and the impact that might have on footpaths and a bus stop;
- Trucks having to reverse on Jellicoe Street because it is not a through road;
- The potential safety issue of having cranes swinging over a public street.

The number of trucks expected to be generated by the development has been estimated by the project managers as shown in **Figure 22** below.

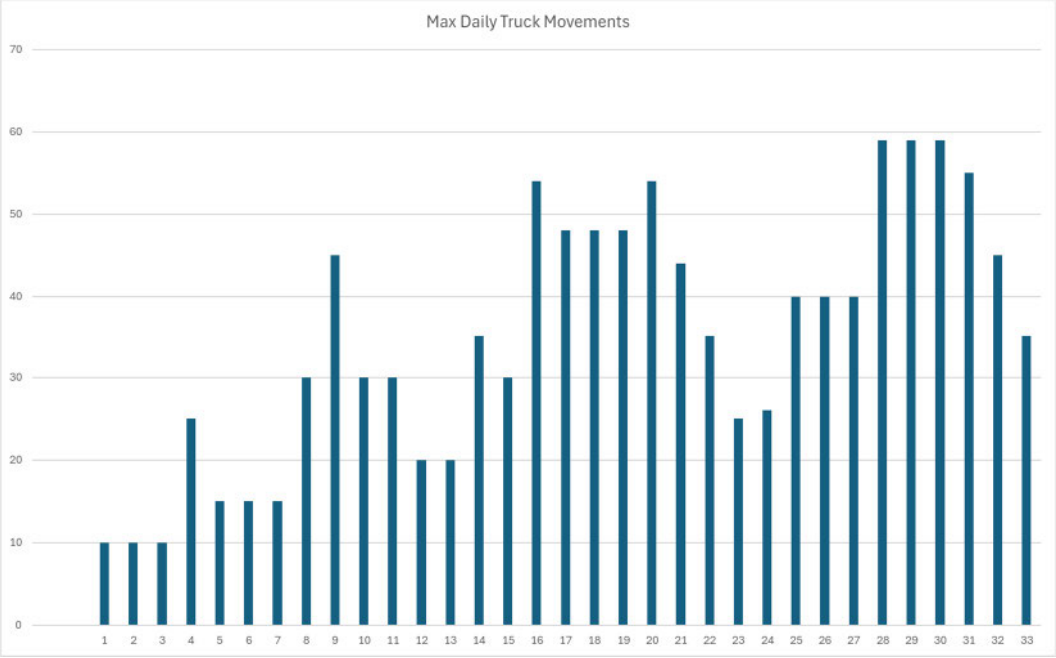


Figure 22: Maximum daily truck numbers by month

For most of the construction period this will be fewer than 30 trucks per day or 4 trucks per hour. That is insufficient to have any noticeable impact on existing traffic flows. Peak traffic flows of 60 trucks per day will occur for 3 months late in the project. That is just under 8 trucks per hour or one truck on average every 8 minutes. People will notice the trucks travelling to and from the site, but

this is not a level of traffic that is high enough to create any noticeable impacts on traffic capacity or traffic safety. Any traffic impacts will be traffic noise or pedestrian amenity. These effects will be of short duration and very localised in nature.

Construction traffic effects will be less than minor for most of the construction period and minor during the busier construction periods. The road network has plenty of capacity to deal with the additional traffic expected.

The Beaumont Street road frontage will need to be closed to provide a loading space and the bus stop temporarily relocated. The effect of the closure of the road frontage on pedestrians is that some people will need to cross the road and utilise the footpath on the opposite side. The effect of the relocation of bus stops is that some bus users will have to walk slightly further to the bus stop while others will benefit from a shorter walk. On balance, these effects are minor and no different to what occurs when any other building is constructed in the city centre. There are no effects on users of the transport network including pedestrians and car drivers.

Secondary loading spaces will be required on Jellicoe Street midway along the frontage and at the western end. Accessing these loading areas will require a large truck to reverse along Jellicoe Street. That is a potential hazard that will need to be managed by the CTMP (currently still in draft form). If a loaded truck reverses at 3km/h then it would take 12 seconds to get to the midpoint loading space and 24 seconds to get to the western loading spaces. That does not include time stopped on the street waiting for assistance before the reversing begins. The site staff will need to manage these movements carefully and provide a guide for the driver and direct traffic and pedestrians as necessary to ensure safety.

Finally, because Beaumont Street is the only frontage street that is a through road, it is expected that most loads will need to be delivered there and distributed on the site by a tower crane, and there will be a need for a crane to swing over a public road. The potential hazard that could pose will need to be managed and mitigated by the CTMP (currently still in draft form as described below).

10.2 Draft Construction Traffic Management Plan

A draft Construction Traffic Management Plan has been prepared and is attached as **Appendix 2**. The goal is to manage traffic associated with constructing the buildings to minimise the need to reverse trucks on Jellicoe Street.

Specific objectives of the draft CTMP have been identified as follows:

- ensure safety for workers, pedestrians, cyclists, motorists and the general public at all times;
- ensure construction traffic movements on the transport network are appropriately managed;
- minimise disruption to the transport network in the Wynyard Quarter, including impacts on local residents, businesses and road users;
- provide safe access and egress for construction vehicles; and
- ensure compliance with Auckland Transport (AT) Temporary Traffic Management (TTM) requirements.

Building the development will require the temporary relocation of a bus stop on the Beaumont Street frontage and the closure of the footpath on Beaumont Street. Consultation will be required with AT prior to the bus stop being moved and site traffic management will be required to ensure pedestrians cross the street at a safe location. It is proposed that the temporary bus stop should be at least as long as the current bus stop to ensure it has the same capacity and it needs to be located so that a bus turning right out of Madden Street can access the bus stop correctly.

Details of the temporary bus stop will need to be agreed with Auckland Transport prior to it being installed. The bus stop itself will need to be the same length as the existing stop to ensure it has the same capacity and it will need to be located to ensure that buses can turn right out of Madden Street and use the stop safely.

11. CONCLUSION

The Wynyard Precinct has excellent walking catchments and a mostly flat walk to get to local amenities and high quality public transport. Cycling facilities in and around these areas are some of the best in Auckland. Furthermore, the land is located adjacent to the best bus services in the region and is located a short walk to the Waitematā Train Station which is a regionally significant transport infrastructure providing broader public transport connections to the wider Auckland region.

Some consents are required due to minor non-compliance with AUP and PC79 standards. The non-compliances have been assessed against the relevant assessment criteria and the minor non-compliances will have effects that are less than minor.

In my view the transport infrastructure necessary to service this residential-led mixed-use Proposal already exists. I have not identified any adverse transport effects that require mitigation. The area already has everything in place to cater for the transport needs of additional residents and commercial users.

Construction will generate truck trips to the site and require closure of a footpath, relocation of a bus stop and potential for cranes to swing over the road corridor. The effects of these changes on traffic will be negligible and their impact on pedestrians will be less than minor in my view.

Any adverse transportation effects generated by the Proposal are assessed to be less than minor. The total level of traffic it would generate is not significantly higher than the current parking area operating on the site. The removal of that parking is consistent with the AUP goal of limiting parking in the area in order to promote other modes. The ongoing reduction in traffic on Fanshawe Street and improvements to public transport have resulted in the receiving transport environment being able to accommodate the proposal without further mitigation being required.

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Consulting Traffic Engineer
25 March 2026

12. APPENDIX 1

Site Travel Management Plan

13. APPENDIX 2

Draft Construction Traffic Management Plan