

26-612

4 August 2026

Westhaven Residential Limited Partnership

188 Beaumont Street Traffic Response to Comments from Invited Parties

This memorandum has been prepared in response to comments raised in relation to transport matters raised by Auckland Council and some of the residents of 30 Madden Street¹ on the application for a new residential-led mixed-use building at 188 Beaumont Street ("**Project**").

1. PROVISION OF A PEDESTRIAN CROSSING

Auckland Transport has raised concerns that there is a lack of formal crossing facilities south of the proposed development site and has recommended an at-grade zebra crossing be provided.² I do not consider there is sufficient foot traffic demand from the Project to require an at-grade zebra crossing within proximity to the Beaumont Street / Madden Street intersection. Further, the desire line is towards the bridge, and pedestrians are able to cross Beaumont Street safely at this location without a formal crossing. As a result, I do not consider a condition requiring the provision of a zebra crossing is appropriate.

2. VISITOR BICYCLE PARKING

Auckland Council's traffic engineer has outlined the Project has a shortfall in visitor bicycle parking.³ Twelve visitor bike spaces are required under the Auckland Unitary Plan (AUP), and three double sided bike racks will be located either side of the lobby at the street level providing 12 visitor bicycle parks. The Ground Floor plan has been annotated to show where they will be placed shown below and included in **Appendix A** which replaces the existing ground level floor plan in the Architectural Drawings pack. The Project now complies with the AUP standard E27.6.2.5(T81).

¹ Comments from John Courtney and Tim and Jenny Ellis.

² Annexure 19 at [5.3] – [5.4].

³ Annexure 20 at [4.2.3].

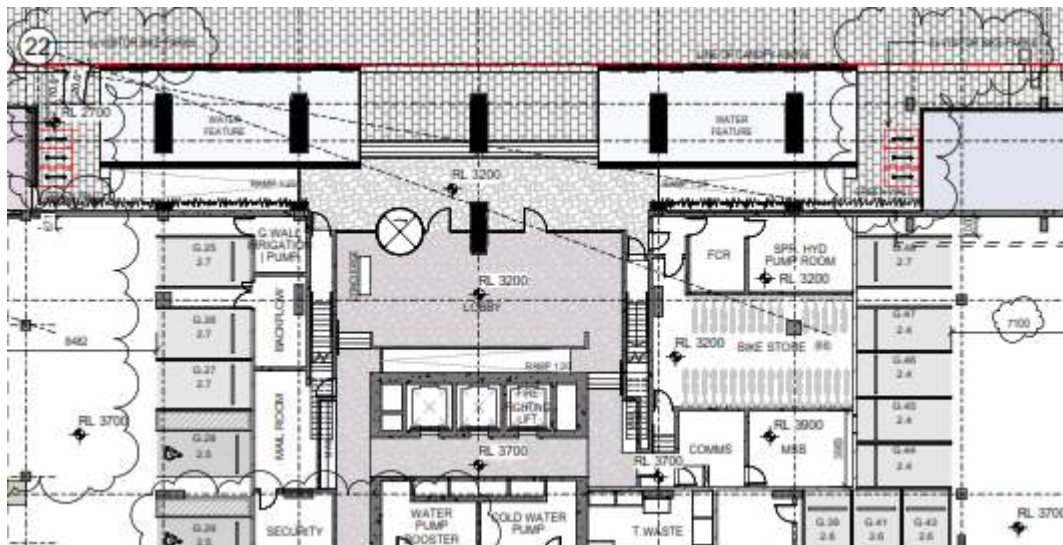


Figure 1 – Double Sided Bike Rings for 12 Visitor Cycles on Ground Level (as shown in red outline)

3. POSITION OF BASEMENT RAMP

Auckland Transport has recommended the position of the basement ramp be reviewed as its current position at the property boundary could lead to drivers overhanging into the footpath creating safety concerns. Auckland Transport has recommended this risk can be mitigated through measures such as a vehicle exit detection system to warn pedestrians.⁴ I support the position of the basement ramp as provided in the substantive application. To mitigate the risk that drivers exiting the basement overhang into the footpath, a car detection system will be provided to warn footpath users of the oncoming vehicle, and the Applicant has proposed a condition requiring this. The provision of the car detection system and the roller shutter door, as outlined in the Integrated Transport Assessment (ITA), will decrease the risk of unnecessary conflicts with pedestrians and associated safety concerns.

4. BUILDING OPENINGS

Auckland Transport outlined building openings which extend onto the footpath may present a safety risk and impede the clear path for pedestrians and cyclists.⁵ The building openings are unable to be contained with the Project site as the transformer and switch-gear room access doors open across the eastern street boundary of the site. These doors are not emergency egress or building access related and provide for infrequent service-related access for authorised personnel to the specific rooms only. Any potential pedestrian conflicts are therefore able to be managed when access is scheduled or required. This is a common

⁴ Annexure 19 at [5.7] – [5.8].

⁵ Annexure 19 at [5.9].

arrangement for service access doors (including within other recently completed buildings in the Wynyard Quarter) and is subject to third party approval. .

5. CONSTRUCTION SITE ACCESS

Auckland Transport recommends Jellicoe Street be used as the primary loading area to minimise the disruption on Beaumont Street.⁶ With the proposed construction methodology, it is not feasible to utilise Jellicoe Street exclusively throughout the construction period. The frontage to Beaumont Street will be required for construction unloading as the primary loading zone, with Jellicoe Street as the secondary loading zone. Jellicoe Street is not a through road so any use of that street for construction traffic will require vehicles to either reverse in or reverse out. That will require careful management due to associated safety risks and will inevitably result in some delays to traffic using Beaumont Street in any case. The site only has a short frontage to Beaumont Street and in my view, the construction of the Project should utilise that frontage as a loading space so that as few trucks as possible are required to reverse on public streets for traffic safety reasons. In addition, the Beaumont Street frontage also permits trucks accessing the site to enter (turning in left from Beaumont Street) and exit the site (turning left onto Beaumont Street, then immediately turning right onto Jellicoe Street) without needing to cross the centre line of the road and oncoming traffic, enabling trucks to navigate public streets in a safe manner.

6. RELOCATION OF BUS STOP

Auckland Transport has outlined that if Jellicoe Street cannot be utilised, the temporary bus stop relocation must be at least 30m in length to accommodate two buses, and adequate entry and exit space must be provided.⁷ The Beaumont Street frontage is currently used as an access to the site and there is an existing 24-metre-long bus stop. It can be seen from the image in Google Streetview that buses are already blocking the accessway to the site, indicating the existing bus stop is already insufficient in length to accommodate existing buses. The image below shows two buses parked in the existing stop with the second bus blocking the access to the site.

⁶ Annexure 19 at [5.20].

⁷ Annexure 19 at [5.22].



Figure 2 – The Existing Bus Stop with Parked Buses (Google Streetview)

This is a pre-existing network issue, rather than an effect of the Project, and should therefore be considered separately from the assessment of the Project's transport effects. It is more appropriately addressed through AT's ongoing network planning and management.

In terms of the need to relocate the bus stop temporarily during construction and request for details of that proposal, in our experience, it is not common to design a temporary bus stop at this stage of a resource consent process and Auckland Transport would not normally consent to a temporary bus stop this early in the process. I recommend a condition of consent be included requiring a temporary bus stop to be designed in accordance with AT standards, and in this case the 30m length could form part of the condition.

I have plotted the requested 30m temporary bus stop on Beaumont Street. There is no constraint on locating a 30m bus stop along Beaumont Street. In the image below I have plotted the AT bus turning right from Madden Street and using a 30m bus stop as requested.



Figure 3 – Tracking to a Bus Stop on Beaumont Street

A 30-metre-long bus stop would require approximately 5 car parking spaces to be removed. The loss of 5 carparks during the construction period will not have any noticeable effect because there is sufficient parking available in the area including in the Auckland Transport carpark.

The bus stop itself could move north 6 metres or south by up to 20 metres. As outlined above, those details are most appropriately provided at a later stage.

Auckland Transport considers the temporary bus stop would result in the temporary removal of parking spaces and that consultation, resolutions and approval may be required from Auckland Transport Traffic Management.⁸ I consider it is appropriate for the Applicant to have on-going liaison with the works coordination team, however this sits outside the consenting process.

⁸ Annexure 19 at [5.24].

7. REVERSING MANOEUVRES

Auckland Transport has recommended that all construction vehicles undertake reversing manoeuvres within the site.⁹ The requirement that all construction vehicles undertake reverse manoeuvres within the site boundary is not practicable in all circumstances. Due to the constrained nature of the site and the surrounding road network, there will inevitably be occasions where construction vehicles will need to undertake limited reverse manoeuvres on Jellicoe Street. The management of construction vehicle movements is appropriately managed through the Construction Traffic Management Plan.

8. SITE TRAVEL MANAGEMENT PLAN

Auckland Transport has recommended that a detailed Site Travel Management Plan (STMP) be monitored on a 6 monthly basis.¹⁰ The STMP was prepared to satisfy the information requirements of the Wynyard Precinct and was not intended to impose ongoing monitoring or reporting obligations.

For the Project, the retail development will accommodate a small number of employees, being approximately six people. The purpose of requiring STMPs within the Wynyard Precinct is to manage travel demand associated with larger employment-generating developments. Given the very small scale of the proposed retail component, monitoring travel behaviour and reporting on the effectiveness of the STMP every six months would provide no meaningful benefit. Requiring this would therefore impose an unnecessary and ongoing administrative burden on the Consent Holder that is not proportionate to the scale of the development or the effects being managed. Accordingly, I do not consider that ongoing monitoring or reporting of the STMP is required.

9. NUMBER OF LOADING SPACES

Auckland Council's traffic engineer considers a minimum of three loading spaces needs to be provided to adequately accommodate the loading and servicing activities associated with the development.¹¹ When considering the required number of loading spaces for the Project, I think it is most appropriate to consider the operational characteristics and likely servicing needs of the Project itself.

⁹ Annexure 19 at [5.25].

¹⁰ Annexure 19 at [8.2].

¹¹ Annexure 20 at [4.3].

The requirement for three loading spaces arises only because the proposal comprises two separate activities; residential and retail, and these are assessed separately in Table E27.6.2.7. Three spaces are not actually required in order to meet the expected demand generated by this development. As can be seen in Table E27.6.2.7 even a very small amount of retail like the 624sqm that is proposed triggers a standard requirement for one loading space. Similarly, because the residential area of 24,467sqm just exceeds the limit in line T113, then two more loading spaces are required by the standard.

Table E27.6.2.7 Minimum loading space requirements

Activity		GFA	Minimum rate
(T108)	Retail and industrial activities	Up to 300m ²	No loading required
(T109)		Greater than 300m ² up to 5000m ²	1
(T110)		Greater than 5000m ² up to 10,000m ²	2
(T111)		Greater than 10,000m ²	3 spaces plus 1 space for every additional
(T112)	All other activities, except for activities within rural zones	Up to 5000m ²	No loading required
(T113)		Greater than 5000m ² up to 20,000m ²	1
(T114)		Greater than 20,000m ² up to 90,000m ²	2
(T115)		Greater than 90,000m ²	3 spaces plus space 1 for every additional
(T116)	All other activities where located in rural Zones		No minimum rate

A more appropriate way to consider the actual demand for loading is to consider the proportionate level of each of these triggers. One loading space is acceptable for retail activities up to 5000sqm. The 624sqm development generates a demand for only 0.125 of one full loading space (or 1/8). Each loading space can serve up to 20,000sqm of non-goods handling activities and the 24,467sqm of residential would require 1.22 loading spaces. Together, both activities would require 1.35 loading spaces. While the loading space standards are not intended to be applied on a proportional basis, this comparison provides a useful indication of the actual loading demand generated by the proposal and demonstrates that expected loading demand is substantially lower than the three loading spaces technically required under the AUP standards.

When considering what is required to make the development functional, from our experience, one truck space and some additional area for a van is required for the Project due to the makeup of residential apartments and two small food and beverage retail spaces. Accordingly, the provision of two loading spaces is considered sufficient to accommodate the anticipated servicing requirements of the development.

In our experience, almost all of the food deliveries to the café and restaurant will arrive by van or small 6m box truck. Almost all of the deliveries to the residential units will be courier vans or food deliveries brought by car or bike and these will most likely not use the loading space.

The only truck expected to visit the site on a regular basis is the rubbish truck which will remove both residential and commercial rubbish. There may also be occasional visitors by furniture vans as people move into or out of apartments, but furniture vans are more likely to park on Jellicoe Street closer to the door and elevators, rather than try and carry furniture and belongings to or from the internal loading space. The loading space and goods lift will be run with a booking system to avoid having multiple people trying to move in or out of the building simultaneously. This is standard practice with most apartment buildings and this means that there will not be an occasion when two large trucks are in the loading area at the same time.

In my view, the loading area already provides adequate space for a rubbish truck and a van. In paragraph 6.7.2 of the ITA, I assessed the technical non-compliance against the Assessment Criterion, and I concluded overall that any adverse transportation effects generated by the Project are less than minor. On this basis, I consider two loading spaces are sufficient to service the Project.

10. TRUCK TRACKING

Auckland Transport outlines the ITA indicates that the truck slightly tracks over the proposed median separation at the access.¹² The median island has now been shortened by 750mm to ensure there is clearance for the rubbish truck and it no longer tracks over the proposed median separation at the access. The original plot superimposed on the new island is shown below.

¹² Annexure 19 at [5.18].

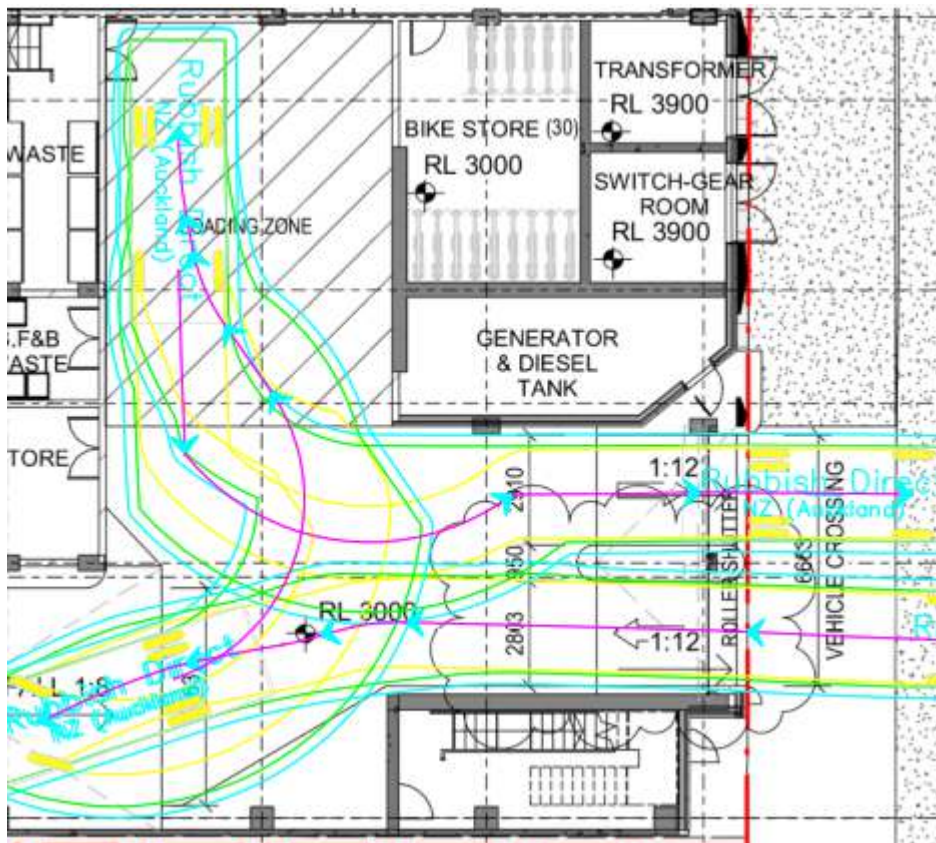


Figure 4 – Median Island Cut Back as requested by Council Reviewer

11. NUMBER OF PROPOSED PARKING SPACES

Auckland Transport considers that the applicant should further justify the proposed quantity of parking spaces or reduce the overall parking spaces proposed.¹³ John Courtney also raises a question about the number of proposed car parks. As set out in the response to panel query 0.4c, the proposed number of car parks does not create peak hour trips in the same way that parking at offices does, because people will often leave their cars when they are not using them, such as during the workdays. This is particularly relevant in the context of the Project given its location in Wynyard Quarter, which is well-connected to public transport, employment and amenities, enabling residents to undertake a substantial proportion of their daily trips by walking, cycling or public transport rather than driving.

12. CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Auckland Council has proposed a condition requiring that no damage occur to public roads during construction, and that the consent holder be responsible for remedying any such damage that occurs.¹⁴ I consider it is appropriate for the Construction Traffic Management Plan to set out the

¹³ Annexure 19 at [5.40].

¹⁴ Annexure 19 at [8.2].

process for which any damage to roads and footpaths as a result of construction activities from the Project is identified and (if required) remedied.

13. EFFECTS ON LOCAL ROAD AND PUBLIC TRANSPORT

Tim and Jenny Ellis consider the Project will place increased pressure on the local road and limited public transport facilities. I disagree with this statement as the ITA has assessed the effects on both the surrounding road network and public transport and concludes the potential adverse traffic effects of the Project are less than minor.

Yours faithfully

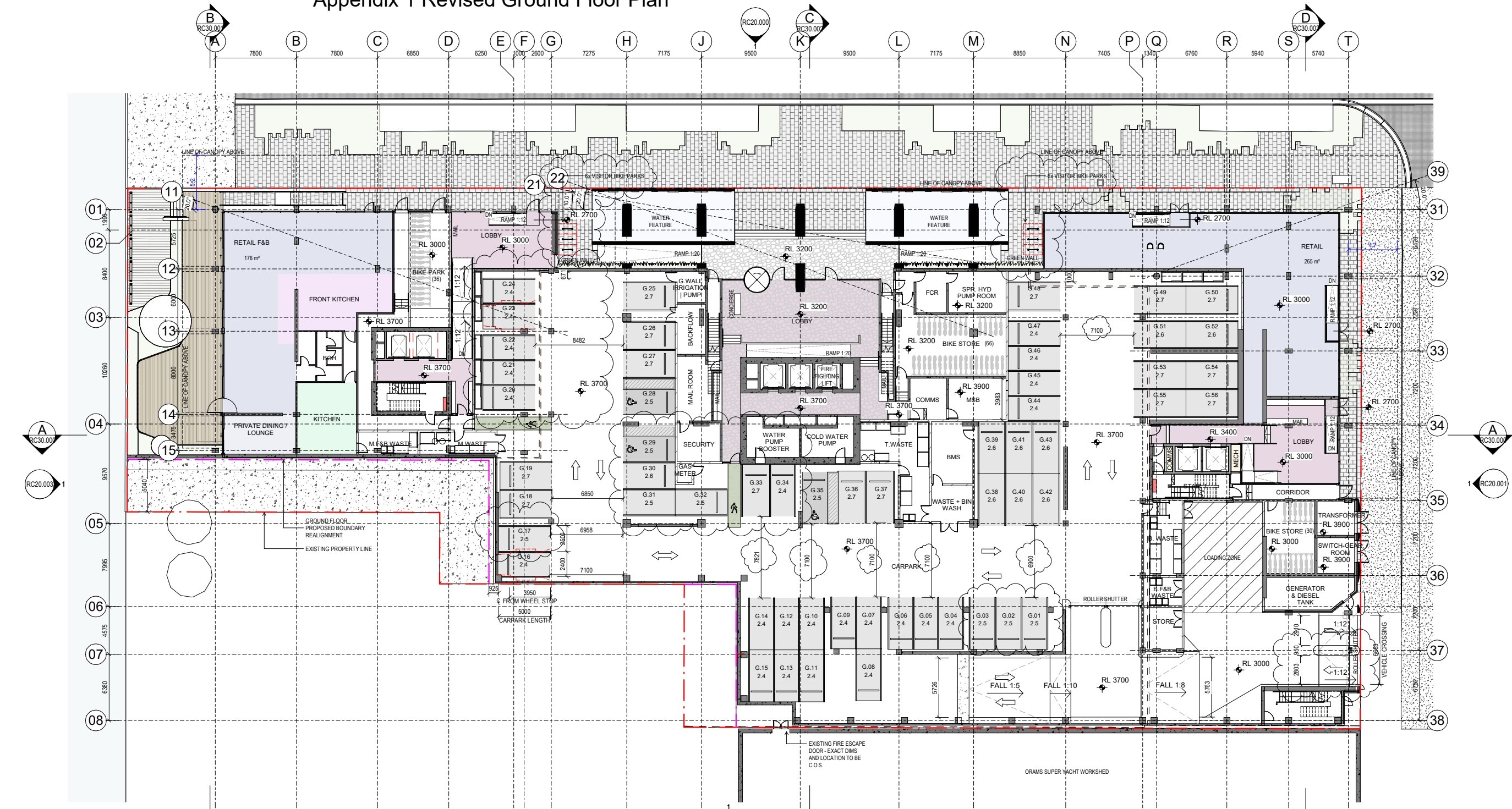
A handwritten signature in blue ink, appearing to read 'J Parlane', is positioned above the printed name.

John Parlane BE(Civil), BAppIEcon, CM Eng NZ

Consulting Traffic Engineer

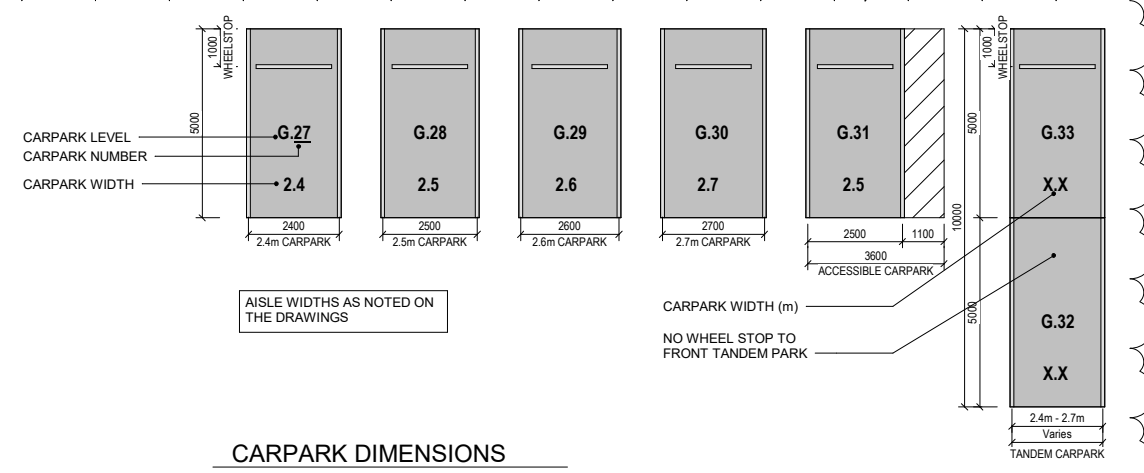
Parlane & Associates Ltd

Appendix 1 Revised Ground Floor Plan



1 GROUND LEVEL FLOOR PLAN RC
A20.000 1:200

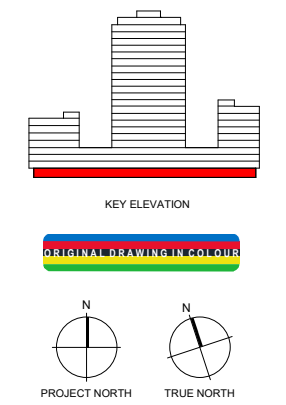
PARKING SCHEDULE - GROUND Lvl00		
LEVEL	CAR PARK SIZE	TOTAL
GROUND FLOOR	5000 x 2400mm STANDARD CAR PARK	24
GROUND FLOOR	5000 x 2500mm STANDARD CAR PARK	6
GROUND FLOOR	5000 x 2600mm STANDARD CAR PARK	10
GROUND FLOOR	5000 x 2700mm STANDARD CAR PARK	14
GROUND FLOOR	5000 x 3600mm ACCESSIBLE CAR PARK	2
Grand total: 56		



CARPARK DIMENSIONS
1:100

All dimension to be verified on site before producing shop drawings or commencing any work. Do not scale. The copyright of this drawing remains with Warren and Mahoney Living New Zealand Ltd.

- Revisions**
- | | | |
|---|------------|-------------------------------------|
| B | 19/12/2025 | RESOURCE CONSENT |
| C | 06/03/2026 | RESOURCE CONSENT |
| D | 02/07/2026 | RESOURCE CONSENT CARPARK DIMENSIONS |
| E | 30/07/2026 | RESOURCE CONSENT - BIKE |
- Notes**
-



- Consultants**
- AECOM
Project Manager
- ROBERT BIRD GROUP
Structural Engineer
- NDY
Mechanical Engineer
- JENSEN HUGHES
Fire Engineer
- NDY
Electrical Engineer

- Client**
- WESTHAVEN RESIDENTIAL LIMITED PARTNERSHIP

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Project Title

188 BEAUMONT STREET
WYNYARD QUARTER

Drawing Title

GROUND LEVEL FLOOR PLAN

Drawing Status

PRELIMINARY DESIGN
Drawing Details

Scale As indicated @ A1
Date 30/07/2026 2:49:30 pm
Job No 10442
Drawn WAM
Checked WAM

Drawing No
RC10.000

Revision
E