

Draft Construction Traffic Management Plan (CTMP)

Project: 188 Beaumont Street, Auckland Central
Site Address: 188 Beaumont Street, Wynyard Quarter, Auckland
Prepared For: Project Contractor / Westhaven Residential Limited Partnership
Prepared By: Parlane & Associates Ltd
Date: 19 March 2026

1. Introduction

This Construction Traffic Management Plan (CTMP) outlines procedures for safely and efficiently managing construction-related traffic for the development of a residential led mixed use building at 188 Beaumont Street. The objectives of this CTMP are to:

- 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.

2. Site Context

2.1 Location

The site is located on **Beaumont Street**, near the intersection with Fanshawe Street. Surroundings include commercial buildings, hospitality venues, and key pedestrian/cycle routes, as well as residential buildings.

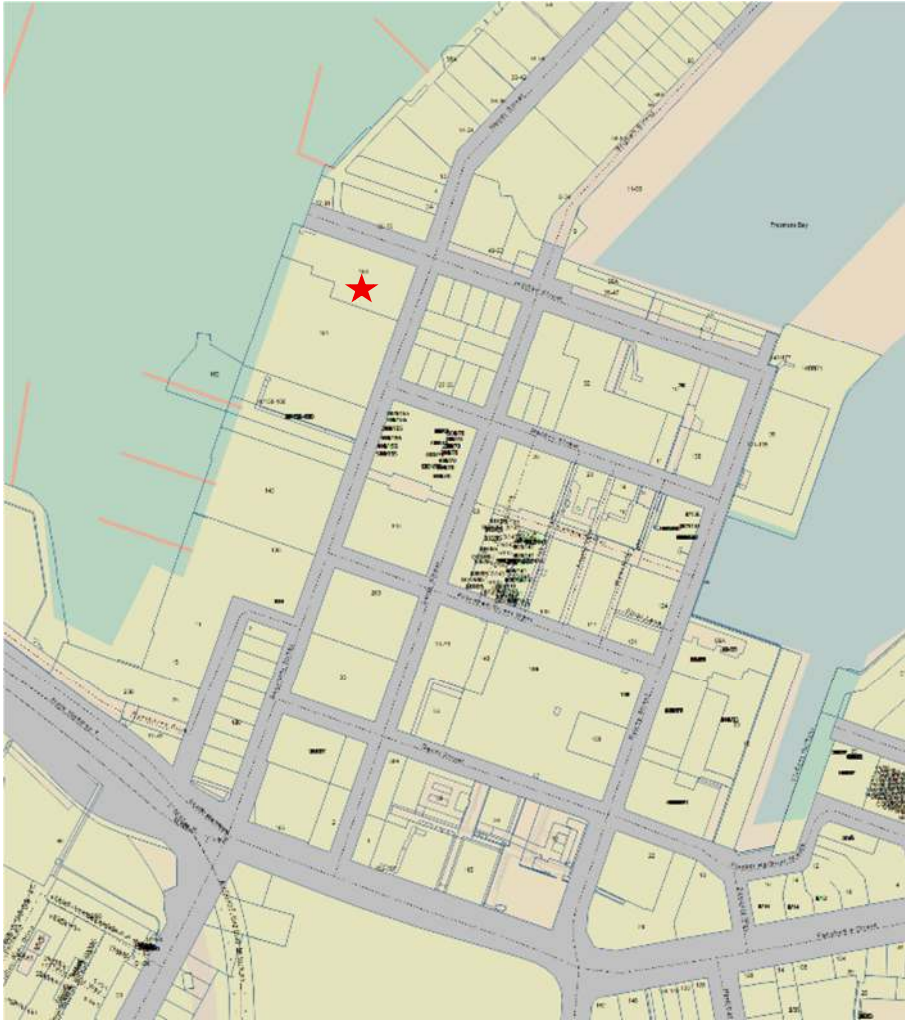


Figure 1: Site location

2.2 Constraints on the site

There are high pedestrian and cycle volumes along Beaumont Street which are considered in this construction traffic management plan. There is also constrained kerbside space, which limits truck manoeuvring in the area. The mixed-use environment in the area (which includes commercial and residential users) means that consideration also needs to be given to congestion associated with construction traffic and also potential dust problems.

The Auckland Transport (AT) bus stop on the site frontage on Beaumont Street is proposed to be relocated to the south for the duration of construction of the project. AT will need to be further consulted about this proposal and their approval sought prior to any work commencing. AT has already requested that the bus stop be the same length as the existing bus stop to accommodate buses waiting to commence their route. They have also asked that the temporary bus stop be located so that buses can turn right out of Madden Street and access the temporary stop.

3. Construction Overview

3.1 Duration (Estimated)

The total programme is estimated to take 33 to 36 months to complete, and the phases of construction are:

- Site establishment and enabling works
- Piling and substructure
- Civil works and podium
- Tower Construction
- External works and completion.



Figure 2: Construction Programme

3.2 Working Hours

The working hours for the site are Monday–Saturday: **7:00am–6:00pm**. There is to be no work on Sundays/public holidays unless approved. Heavy vehicle deliveries are to be avoided during the hours of **4:00–6:00pm**.

4. Construction Staging & Traffic Impacts

4.1 Site Access

The primary vehicle access to the site is via **Beaumont Street** and the two secondary accesses are from **Jellicoe Street** at the existing vehicle crossings (for the establishment and enabling stage of construction).

Pedestrian access through the area will be maintained with diversions to footpaths on the opposite side of the primary and secondary access roads from the site.

4.2 Traffic Demand at the site (approximate)

- For the establishment of the site: 10 heavy vehicle movements/day

- For the piling and substructure phase: 15 – 30 heavy vehicle movements/day (peak)
- For the civil and podium works phase: 30–55 heavy vehicle movements /day
- For the tower construction: 15-25 heavy vehicle movements /day
- For the external works and completion phase: 10 heavy vehicle movements/day.

There will be some cross-over between the phases meaning daily peaks will be higher at times as shown in **Figure 3** below.

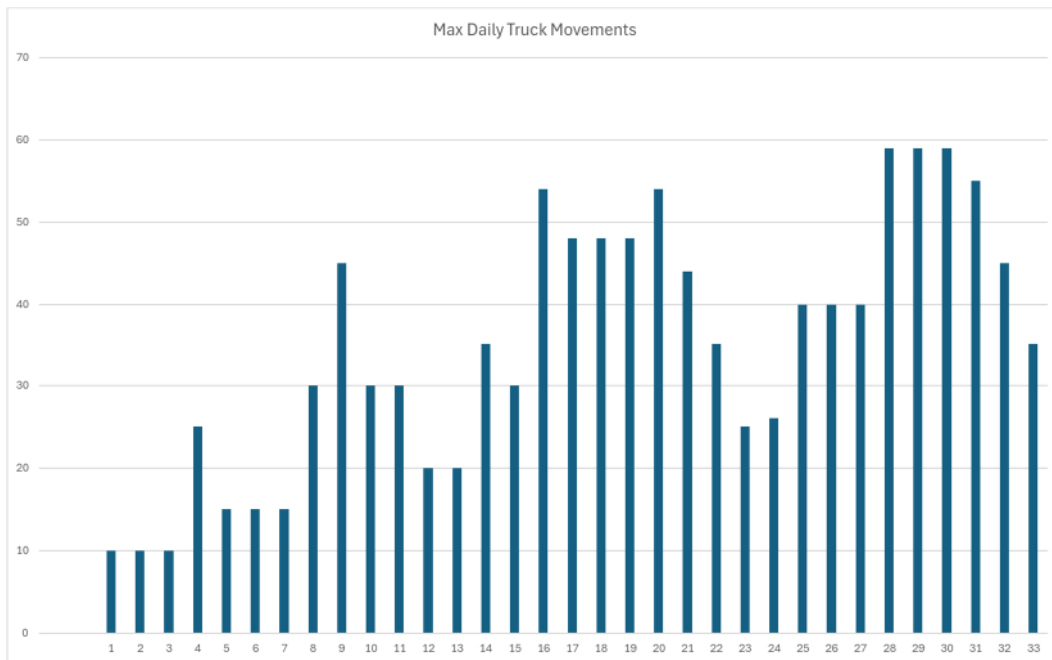


Figure 3: Maximum daily truck numbers by month

4.3 Tower Crane Operations

Two tower cranes will support the build:

1. **Crane A – Eastern Crane (Beaumont Street frontage)**
 - This will provide services including concrete, steel, and heavy materials
2. **Crane B – Western Crane (Jellicoe Street frontage)**
 - This will support the façade installation and internal material movements

All crane operations will be controlled with exclusion zones, spotters, and compliance with WorkSafe and AT guidelines.

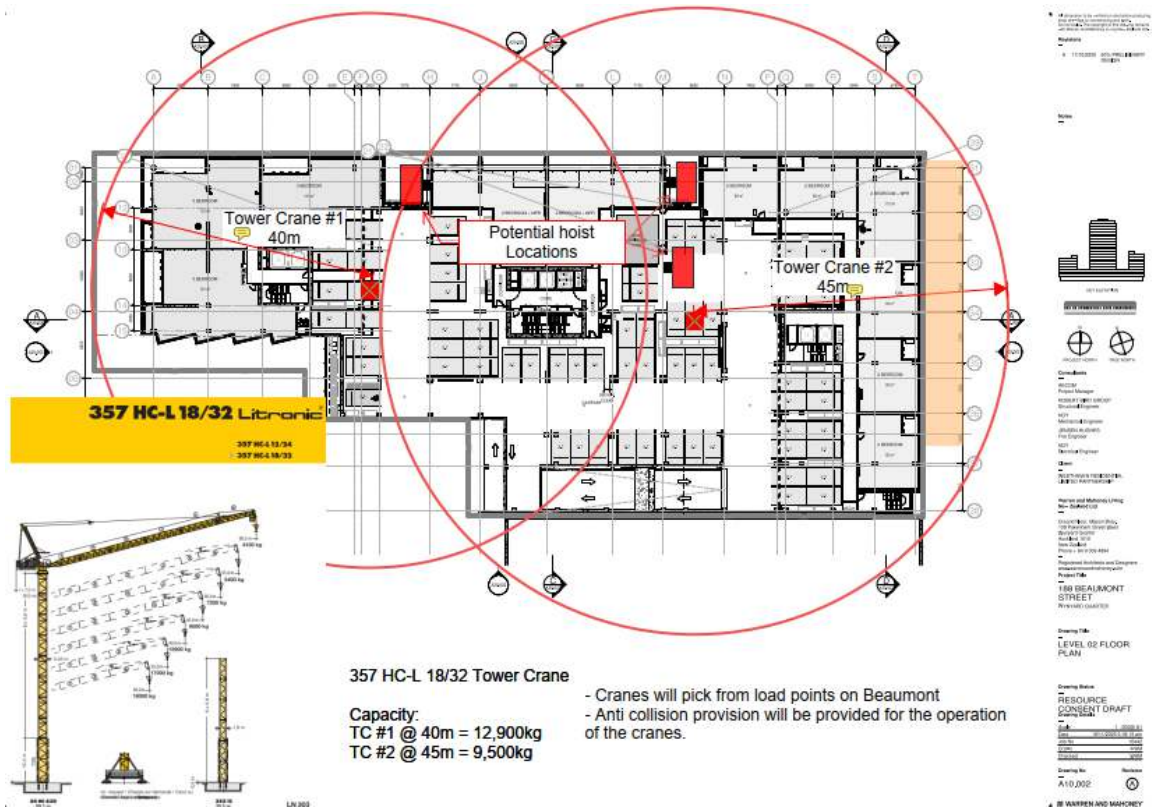


Figure 4: Crane Locations

4.4 Truck Circulation

During the initial establishment and site preparation phase single unit trucks will enter the site from Beaumont Street and exit at the existing vehicle crossing to Jellicoe Street. The site layout is shown below in **Figure 5**.

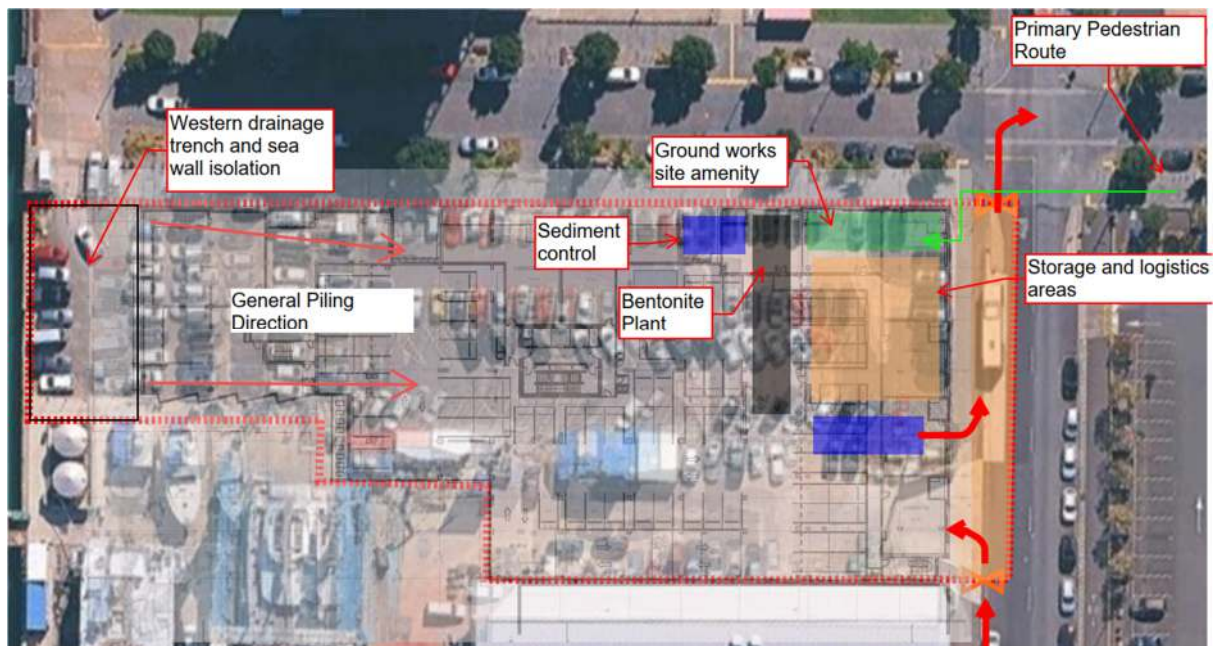


Figure 5: Site Layout for Establishment Phase

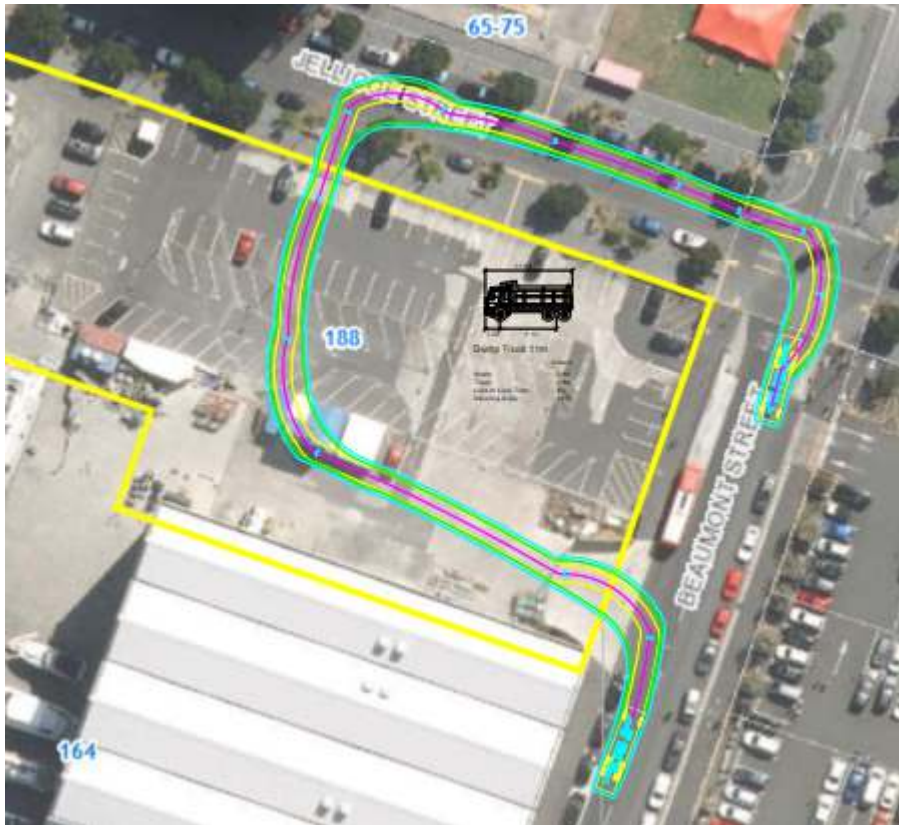


Figure 6: Tracking Through the Site

Once construction starts and the through movement of vehicles is no longer possible, all trucks will deliver to the existing on-street loading space at Beaumont Street. The layout of the site for the construction phases is shown below in **Figure 7**.



Figure 7: Site Layout for Construction Phases

5. Traffic Management Measures

5.1 Temporary Traffic Management (TTM)

TTM layouts will be designed and approved by AT. Measures will include cones, signage, and lane narrowing; pedestrian diversions; and traffic controllers or STMS personnel as required.

5.2 Vehicle Routing

Preferred Routes:

These are via **Fanshawe Street**, SH1/SH16, and Beaumont Street. Trucks will exit via Jellicoe Street and Halsey Street. This will include avoidance of internal Wynyard Quarter laneways.

5.3 Loading Zones

Three loading areas will be established.

5.3.1 Beaumont Street Loading Zone (Primary)

This loading zone (as shown in **Figure 7**) will be used for concrete trucks, steel, framing, and large components, and will be managed by a gate controller. There may be a requirement for temporary lane narrowing at times.

5.3.2 Jellicoe Street Loading Zone (Secondary)

The development has been planned to minimise any direct loading from Jellicoe Street. There may need to be a very limited number of loads delivered to the Jellicoe Street frontage including general freight, pallets, and fit-out materials. Access would require trucks to reverse down Jellicoe Street. This will be managed as needed using traffic control personnel. A loading location has been identified at the existing site access and another at the western end of the site.

5.4 Truck Reversing Controls – Jellicoe Street

Any reversing of trucks on Jellicoe Street will need to be managed. A trained spotter must escort all reversing vehicles.

Temporary signage will be needed to show "Trucks Reversing" and "Prepare to Stop". For safety, pedestrian movements may be briefly held up during reversing procedures. Cyclists will be diverted around the reversing area using temporary treatments.

6. On-Site Management

6.1 Vehicle Access & Egress

Forward-entry and forward-exit would be preferred wherever possible. There will be spotters required for any reversing within the site.

6.2 Delivery Scheduling

All deliveries will be scheduled via a booking system and no queueing will be allowed on Beaumont Street.

7. Pedestrian & Cyclist Safety

7.1 Pedestrian Safety

A minimum **1.5m protected footpath** will be maintained around the site. Accessible ramps will be provided for any pedestrian diversions.

7.2 Cyclist Safety

The cycleway on Beaumont Street will be kept operational. Temporary narrowing of the cycle area may be required and managed with physical barriers and advance signage.

7.3 Crane & Loading Exclusion Zones

There will be clearly marked barriers and signage to warn pedestrians and cyclists.

8. Parking & Worker Travel

No construction staff parking will be permitted on Beaumont Street or nearby commercial streets. Workers will instead be encouraged to use public transport or Wynyard parking buildings.

On-site parking will be limited to essential and authorised vehicles only for loading and unloading tools and materials.

9. Environmental & Community Management

9.1 Noise & Vibration

This will be managed by the draft Construction Noise and Vibration Management Plan prepared by Marshall Day Acoustics.

9.2 Dust & Debris

There will be a wheel wash in place during the excavation phase and dust will be suppressed on site by using water.

All truck loads will be covered.

Please refer to the draft erosion and sediment control plan for further details.

9.3 Community Liaison

The Site manager contact details will be posted on hoardings at the site for people to use if necessary.

10. Emergency & Incident Management

10.1 Emergency Access

This access must remain unobstructed at all times.

10.2 Incident Procedures

All incidents must be reported to the Site Manager, STMS, and AT (if the road corridor is involved).

11. Monitoring & Compliance

There will be daily inspections of traffic controls at the site. There will also be a weekly review of loading zone efficiency.

Additionally, AT/WorkSafe may conduct random audits of the site and its procedures.

12. Key Contacts

Site Manager:

Name: _____

Phone: _____

Email: _____

STMS / Traffic Coordinator:

Name: _____

Phone: _____

Email: _____