

188 Beaumont Street Fast-track

Auckland Council Specialist Memo

Annexure 3:

Urban Design

Sheerin Samsudeen

Michelle Chan

23 July 2026

1.0 APPLICATION DESCRIPTION

Application and property details

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

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

2.0 Technical Specialist Memo – Urban Design

To:

Lewis So– Lead Planner
Russell Butchers – Principal Project Lead

From:

Michelle Chan – Principal Urban Design
Sheerin Samsudeen – Design Review Team Leader

Qualifications
& Relevant
Experience:

Michelle Chan

I hold a Bachelor of Planning and a Master of Urban Design from University of Auckland. With over 10 years of experience in urban planning and design across both the private and public sectors, I am experienced in urban design assessments, plan changes, outline plans and management plans, as well as preparing and processing resource consent applications. I have been involved in a diverse range of projects, including residential (standalone, terraced and apartment units) and mixed-use development, transport and infrastructure, campus development and community facilities.

I am an Intermediate Member of New Zealand Planning Institute. I have prepared expert evidence for resource consent applications and have appeared as an expert witness before consent authority (Council hearing).

Sheerin Samsudeen

I hold a Bachelor of Architecture from India, and a Master of Arts in Urban Design from the Joint Centre for Urban Design, Oxford Brookes University, UK. I have over 22 years of experience spanning architecture, urban design, master planning, development strategy and policy input across both the private and public sectors. I am an associate member of the NZIA and a Registered Architect in India (CA/1998/22546). My expertise includes preparing expert evidence and technical assessments for resource consent applications, plan changes, notices of requirement, and fast-track applications. I have

frequently appeared as an expert witness before consent authorities and the Environment Court.

Preparation in Accordance with the Code of Conduct:

We confirm that we have read the Environment Court Practice Note 2023 – Code of Conduct for Expert Witnesses ([Code](#)), and have complied with it in the preparation of this memorandum. We also agree to follow the Code when participating in any subsequent processes, such as expert conferencing, directed by the Panel. We confirm that we have considered all the material facts of which we are aware that might alter or detract from the opinions that we express, and that this evidence is within our area of expertise, except where we state that we are relying on the evidence of another person.

Signature:




Date:

23.07.2026

3.0 Executive Summary / Principal Issues

- 3.1 The principal urban design issue relates to the effects of the proposed height, scale and massing of the Tower building. The design of this marker building in particular the lack of architectural depth and modulation along the western and southern elevations results in a visually dominant form from south-east to south-west locations (architectural renders: Views B, C and D) within Wynyard Quarter. The Tower form and appearance significantly deviate from the established scale and character of the Wynyard Precinct, and the built form outcomes anticipated within the City Centre Zone.
- 3.2 These concerns are exacerbated by significant information gaps. In particular, the absence of comprehensive shading and daylight analysis limits the ability to fully quantify the effects arising from the proposal's overall height and bulk. In addition, the lack of a continuous and adequate verandah provision along Jellicoe Street is likely to give rise to adverse pedestrian amenity effects.
- 3.3 While some aspects of the proposal have urban design merit, the proposed height and bulk of the Tower building cannot be supported in its current form. Further design refinement is required to address the proposal's bulky appearance and visual dominance, alongside additional technical assessments to ensure the development achieves the high-quality design and environmental outcomes set out within the City Centre Zone and Wynyard Precinct for this prominent waterfront location.
- 3.4 The Expert Panel invited Auckland Council to provide comment on the application on 29 June 2026, as recorded in Minute 2 of the Expert Panel. Appendix 6 to the Minute identifies initial questions

and matters on which the Panel seeks comments from both the applicant and Auckland Council. Of relevance to Urban Design are Questions 15 – 22, which are addressed as part of our urban design assessment in Section 7 below.

4.0 Documents Reviewed

The following documents have been reviewed in preparing this memorandum:

- Assessment of Environmental Effects and Statutory Analysis prepared by Barkers & Associates, dated 09.04.2026.
- Architectural Drawings Part 1 – 7 prepared by Warren and Mahoney, dated 17.03.2026.
- Urban Design and Landscape Assessment (including the Graphic Supplement dated March 2026) prepared by Boffa Miskell, dated 09.04.2026.
- Landscape Design Report prepared by Boffa Miskell, dated 19.12.2025.
- Landscape Architecture – Podium & Tower Entrance prepared by Warren and Mahoney, dated March 2026.
- Landscape Architecture – Podium & Tower Entrance Appendix I Drawings prepared by Warren and Mahoney, dated March 2026.
- Wind Tunnel Investigation of Pedestrian-Level Wind Conditions: Fast-track Application for 188 Beaumont St, Auckland prepared by Fidelic Flow, dated 16 February 2026.
- Proposed Conditions of Consent, dated 26 March 2026.
- Section 67 Request – Response to Council prepared by Barkers & Associates, dated 03.07.2026.
- Concept Material Palette prepared by Warren and Mahoney, dated 24.06.2026.
- Pedestrian Experience and Amenity Package prepared by Warren and Mahoney, dated 24.06.2026.

5.0 Specialist Assessment

Introduction

- 5.1 The urban design memo has been jointly prepared by Michelle Chan and Sheerin Samsudeen. Our assessment of the proposal is made within the context of the Auckland Unitary Plan (AUP), for which the site is zoned Business – City Centre and is located within Wynyard Precinct. We confirm that we have visited the site and its surrounds as part of our review of the proposal. We note that the recent Plan Change 78: Intensification (PC78) decision for the Business - City Centre Zone and Precincts include additional height for the subject site in recognition of the Precinct’s evolving urban form and character, and its marker location, building on the key outcomes within the previous Eke Panuku Development Auckland’s Waterfront Plan (2012) and Wynyard Precinct: Urban Design Framework (UDF) (2014).
- 5.2 We were involved in pre-lodgment meetings and a design panel review for this proposal. The key design concerns raised with the applicant team relate to the built form modulation and architectural treatment of the Tower building to manage the effects of height and bulk, provision of continuous

verandah along Jellicoe Street frontage, and the need for comprehensive assessments, including comparative shading and daylight analysis. These issues have not been adequately addressed in the substantive application and are further discussed in the sections below.

Wynyard Precinct Location and Context

- 5.3 We generally concur with the site and local area description, as well as the statutory and non-statutory context as provided within Section 5 of the AEE Report, prepared by Barkers & Associates, Architectural Drawings Part 1, prepared by Warren and Mahoney, and Sections 6, 8 – 11 of the Urban Design and Landscape Assessment (UDLA), prepared by Boffa Miskell.
- 5.4 A matter not addressed in the applicant's description of the local context, which is considered relevant to the assessment of urban design effects, is the adjacent site to the east at 37-55 Madden Street. While this neighbouring site is currently used as a car park, the Precinct Plan identifies the site for future development and enables a marker building of the same height as the subject site. Together, this cluster of marker buildings anchors the intersection of three key axes that underpin the UDF for the Precinct - the Waterfront Axis, Park Axis and Wharf Axis. Although any future development of the neighbouring site would require resource consent, it is appropriate to consider the potential unintended effects arising from the proposed degree of height and bulk exceedances. This includes whether the proposal may compromise the role of a future marker building or the general heights anticipated across Jellicoe Street, and whether this could give rise to cumulative effects, such as increased shading.

Site Planning and Building Layout

- 5.5 The overall layout responds positively to the characteristics of the site and the surrounding public realm. The orientation of the buildings optimises the desirable northerly aspect and addresses the pedestrian-oriented nature of Jellicoe Street by concentrating active uses along the northern frontage and at the corner of Jellicoe and Beaumont Streets. Locating vehicle access, parking and servicing away from the primary public interfaces provides greater opportunities for street activation and passive surveillance. The provision of public access to the western water's edge is a positive element and enhances the public connection to the waterfront. However, to ensure the ongoing benefit, we recommend a legal mechanism as a condition of consent to secure public access to the water's edge over this private open space.
- 5.6 Above the street wall and podium level, the proposal comprises three distinct buildings, with a notably taller central tower building reflecting the Precinct provisions for a marker building at the subject site. Although the distribution and transition of heights generally align with the AUP's anticipated height changes across the site, the proposed height and bulk are significantly greater than enabled, and the effects are discussed in the sections below.

Height and Bulk

- 5.7 All three proposed buildings infringe the permitted maximum height standards across the site (Standard I214.6.6), which limits height to 18m, 62m and 31m. The proposed heights are 34.56m (Marina building), 84.05m (Tower building) and 40.97m (Beaumont building). Also, the proposal

represents a significant departure from the maximum site intensity thresholds (Standard I214.6.7) and does not comply with the maximum floor plate area and dimension controls (Standard I214.6.6).

- 5.8 From an urban design perspective, we consider the scale and architectural expression of the Marina and Beaumont buildings to be an appropriate fit with the surrounding marine and mixed-use context. The proposal successfully mitigates the overall bulk through a considered suite of design techniques. The use of building modulation, articulated and angled upper facades, recessed balconies, brickwork, and fine grain detailing create a high-quality built form. This integrates well with its varied edge conditions and aligns with the established scale and heights of existing developments within the wider Wynyard Quarter area.
- 5.9 Conversely, the height and massing of the Tower building lacks a cohesive three-dimensional design resolution. The Tower form is divided vertically into three distinct sections, each seven-storeys in height (excluding the street lobby). To the north, the base section establishes a legible podium and street wall along Jellicoe Street; the middle section is rotated 10 degrees from the street edge and provides an angled recession; and the upper section is rotated 20 degrees to align with the Te Ara Tukutuku axis, introducing a further setback from the street edge. While this geometry provides a dynamic articulation, it fails to adequately alleviate the visual bulk of the upper tower when viewed from Jellicoe Street and Te Ara Tukutuku, as demonstrated in View B (Architectural Drawings – Part 2) and VS-8A (UDLA).
- 5.10 While the angled facades successfully break up the tower’s mass from northern vantage points, the absence of corresponding design techniques results in a bulky, visually dominant form when viewed from the south. The overall proportion and composition of the Tower, specifically the lack of a tapered massing or a gradual reduction in floorplate scale toward the apex, results in a rectilinear form that offers limited visual relief. This outcome is reinforced by the flat roof form, which exacerbates the building’s perceived scale from southern, south-western and south-eastern perspectives in Views C and D (Architectural Drawings – Part 2).
- 5.11 While the Tower building seeks to leverage the Precinct’s policy that enables “*site-specific opportunities for taller buildings located and designed to reinforce key public open space and waterfront connections*”, the proposed heights do not fully align with the corresponding built form policies. In particular, the proposal fails to demonstrate that maximum building height provides “*an appropriate scale and transition in relation to the street network, lanes, the harbour and coastal environment and the core central business district*”; nor achieves the successful “*integration of built form with the existing and proposed public open space network*”. In our view, the Tower building’s height and massing require further design refinement to ensure the scale, form and architectural resolution appropriately respond to the site’s prominent waterfront location, mitigate adverse visual dominance effects and achieve the specific built form outcomes anticipated by the AUP (Objectives I214.2 (2) – (3); Policies I214.3 (1) – (3)).

Building Design and Appearance

- 5.12 The design approach utilises a podium-and-tower typology, distributing the proposed intensity across three distinct built forms atop a consolidated podium base. The proposal concentrates the

primary height within the central residential tower while the lower-scale Marina and Beaumont buildings transition down to the surrounding marine and street contexts.

- 5.13 The podium successfully integrates the three structures, providing a clear street-edge definition along the boundaries while screening internal parking and services. The upper levels are dedicated entirely to residential uses. The podium roof gardens add a soft, green definition to the street wall, providing a successful human-scale environment in close proximity to the development.
- 5.14 The Beaumont and Marine buildings feature a material palette of brick, metal and glass that delivers a crisp, modern marine aesthetic. Combining the earthy tones of mid-grey and warm terracotta with refined metal accents creates a sense of warmth and texture that blends well with the surroundings. The fusion of brick colours, textural variations, and extensive glazing suitably complements the Wynyard Quarter's established mix of marine-industrial, residential and contemporary coastal-edge architecture.
- 5.15 For the central Tower building, the conceptual material palette indicates the use of either lightweight concrete or matt aluminum panels. The use of concrete with extensive glazed curtain wall reflects the marine industrial context with robust materials and refined details. However, the final aesthetic outcomes will vary significantly between these two choices - a concrete finish offers earthy and textural quality that ages well over time, whereas matt aluminum panels risk appearing flat and reflective. This latter option would depart from the cohesive marine aesthetic sought by the design team.

The Tower Building and the Skyline

- 5.16 The northern and eastern facades feature angled upper sections and deeply recessed balconies. This successfully breaks up the verticality of the structure, and minimises geometric monotony. The shifting geometry of the upper levels helps the tower present a more articulated profile when viewed from longer oblique angles (View E, Architectural Drawings – Part 2).
- 5.17 Notwithstanding the above, outstanding concerns remain regarding the overall form, scale, visual dominance, and associated environmental effects of the Tower building. While height itself is not a specific concern, noting that the planning framework anticipates a tower on this site, its combination with non-compliances relating to maximum floor plate area and site intensity standards contributes significantly to an overly bulky tower form.
- 5.18 When viewed from western and southern perspectives (including south-west and north-west vantage points), the western and southern elevations appear sheer, flat and highly repetitive. The building form presents a visually dominant concrete structural grid that exaggerates the perceived floor plate size and volume. Despite the corner balconies and recessed treatments, the extensive repetition of the concrete structural grid across these massive surfaces offers no visual relief, three-dimensional depth, or sculptural quality expected of a premium mixed-use Tower.
- 5.19 This issue is further exacerbated by the skyline profile, where the Tower lacks a clear architectural termination. Because the elevations present no planar variations and the upper setbacks on the

western and southern sides are minimal, the current flat roof design intensifies the building's perceived height and bulk from these aspects. In its current form, there is a risk that the Tower building, located on the City Centre's coastal edge, will compete with rather than complement the City Centre core, the wider skyline, and established city views.

Shading and Daylight

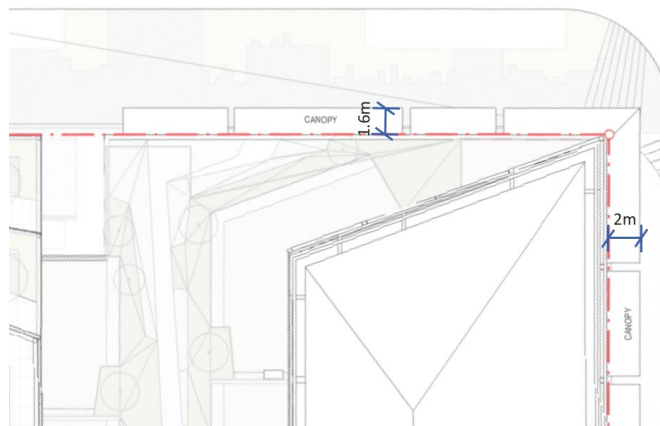
- 5.20 The Urban Design and Landscape Assessment highlights the shading effects on Silo Park and the residential development at 30 Madden Street. It identifies that the proposed buildings will primarily cast shading over Silo Park from late afternoon (approximately 4:45pm onwards) at the summer solstice, with over 50% of the central park area shaded by 5:45pm. Shading will also extend to the adjacent gantry structure and the grassed area surrounding the 'six-pack' former cement silos in the late evening. Given the high level of public and visitor use, including frequent summer evening events, it is questionable whether the proposed shading, particularly during periods of lower sun intensity, is acceptable.
- 5.21 At 30 Madden Street, the proposed buildings will result in shading to parts of the apartment units and townhouses along the northern and western façades during the winter solstice, for up to 1 hour 30 minutes in the afternoon (12:45pm–3:30pm). While these effects may be low in isolation, development in a dense built environment should account for cumulative shading from surrounding buildings, including the Orams boat shed, Marine Village, and any future multi-storey development at 37–55 Madden Street, which would likely compound the shading of these dwellings.
- 5.22 The application documents, however, have not addressed the shading effects on the adjacent eastern site (37-55 Madden Street), surrounding streets (Jellicoe Street, Beaumont Street and Madden Street) or Daldy Street Linear Park. In addition, the absence of comparative shading analysis limits the ability to understand the incremental effects of the proposed additional height and massing. It remains important to clearly distinguish and assess the extent of effects attributable to the proposed height and floor plate exceedances.
- 5.23 No assessment has been provided regarding the effects on daylight access to streets, public places and nearby sites (Assessment Criteria H8.8.2 (1)(a)). Given the pedestrian-oriented nature of Wynyard Quarter and the site's prominent waterfront location, a comprehensive and comparative daylight and shading analysis is warranted to fully quantify these effects.

Public Realm / Street Interface

- 5.24 In general, the development establishes a positive street interface through a mix of retail, food and beverage (F&B) uses. Ground-level engagement is further supported by the placement of residential lobby entrances along the Jellicoe Street and Beaumont Street frontages. The proposed building setback for the commercial tenancies is considered appropriate, as it successfully accommodates outdoor dining while preserving generous public footpath widths. While the Precinct provisions anticipate marine retail and associated uses, limiting general marine retail to a height of 18m above ground level, it is our view that the proposed ground floor activities complement the existing

streetscape. The proposed floor area and floor-to-ceiling height ensure the spaces remain adaptable to alternate uses over time.

- 5.25 The submitted “Pedestrian Experience and Amenity Package” illustrates an active and engaging street interface, particularly around the eastern and western corners of the site. While the residential entrances on Jellicoe Street interrupts the retail/commercial frontage, the integrated water feature provides an effective transition and visual break between the public realm and the lobby. However, these lobby entrances occupy approximately 40% of the total Jellicoe Street frontage. Further, the Tower building lobby is deeply setback from the street edge and partially screened by pool features and structural concrete columns. Combined with the elevated F&B tenancy at the western end which features a solid balustrade along the accessible ramp for wind mitigation, these design outcomes limit street activation. In our view, maximizing additional opportunities along these frontages would further enhance street activation.
- 5.26 Relating to the above and from a pedestrian experience perspective, the verandah provision falls short of the zone standards. While the building setback allows for outdoor seating without hindering pedestrian flow, the proposed 1.6 to 2.0m deep canopy does not extend sufficiently over the 4.0m to 4.5m wide public footpath. Verandahs of a more functional depth are necessary to provide effective weather protection, particularly given the site’s highly exposed waterfront context and its proximity to well-utilised public play and event spaces.



- 5.27 In addition, the absence of a continuous verandah along the Tower building’s Jellicoe Street frontage undermines the street’s role as a “major community and visitor focal point of the precinct” failing to establish a positive interface with the adjacent Silo Park. This omission departs from the intent of Standard H8.6.26, which seeks to provide pedestrians with continuous weather protection along key pedestrian routes. The applicant’s design rationale suggests that during rain events, pedestrians will divert from the public footpath to use the accessible ramps leading to the Tower lobby. However, these ramps are shielded behind raised pool features and are partially obscured by large structural concrete columns. Consequently, this transitional space is perceived as private in character and lacks clear visual cues for public access. Because the route is neither intuitive nor

legible as part of the public pedestrian network, it results in an adverse effect on pedestrian amenity.

Mix of Uses and Activities

- 5.28 While the Precinct provisions prioritise marine-related activities, the proposed tenancy mix will successfully support the wider mixed-use character of the area. However, in terms of the specific mix of uses and the predominantly residential nature of the development, we defer to the Council planner and economists to assess statutory and economic appropriateness.
- 5.29 From an urban design perspective, the critical outcome is that spatial configuration successfully embeds long-term design flexibility. This adaptability ensures the ground floor tenancies can accommodate a diverse range of commercial uses over time as market dynamics and precinct demands evolve.

Wind Conditions

- 5.30 The Wind Tunnel Investigation Report indicates that mitigative measures have been incorporated into the architectural and landscape design to address corner acceleration and prevailing wind effects, and to improve pedestrian comfort and safety. We defer the review of the wind effects and the proposed mitigative measures to Council's wind specialist, Mr. Nick Locke.

Residential Amenity

- 5.31 The proposal is expected to provide high residential amenity for future residents. The one- to three-bedroom units are generally well sized and oriented, with only a limited number of single aspect and south-facing apartments. Most units include recessed balconies that are well integrated into the facades, while a small number will enjoy more spacious private courtyards. Residents will also have access to a shared roof terrace featuring outdoor pathways, dining areas, amenity planting, a pool and leisure facilities which provide a range of on-site recreational opportunities.
- 5.32 While most units will have high-quality outlooks over Jellicoe Street, Beaumont Street, the harbour or within the site, the proposed southern boundary adjustment creates a significant interface issue for the Marina building, with south-facing apartments having outlooks that extend almost entirely over the adjoining site at 164 Beaumont Street. It remains unclear whether any legal instrument is proposed to protect this outlook. The AEE indicates that no such instrument is proposed, whereas the architectural floor plans appear to suggest a 1m offset to boundary easement. In our view, a 1m offset would be insufficient to protect and maintain adequate privacy, outlook, daylight access and ventilation for the south-facing apartments. There is a risk that future development on the adjoining site could build to or near the boundary, thereby compromising these residential amenity outcomes.

6 Section 67 Information Gap

At the time of writing this Memo I have identified the following information gaps, as summarised in the table below.

Information gap	Nature of deficiency	Decision-making impact	Risk / uncertainty created
1. Comprehensive shading diagrams and daylight assessment not provided.	A comparative shading diagram and assessment has not been provided, showing the extent of shading generated by the proposed development relative to an AUP plan-enabled building envelope on surrounding streets, public spaces, and neighbouring sites.	Unable to assess the incremental shading effects that arise from the proposed exceedances in height and bulk on highly-used public spaces, neighbouring sites, and pedestrian amenity.	Adverse shading effects on surrounding environment are not fully understood to determine if the proposed height and bulk are acceptable. Potentially resulting in poor amenity outcomes that undermine the role and quality of these spaces.
2. Absence of daylight assessment	A comparative daylight assessment has not been provided.	Unable to assess the daylight and overshadowing effects of the proposed development on the surrounding environment.	Potential overshadowing of public realm and loss of residential amenity to neighbouring sites.
3. Viewpoint render from Wynyard Point not provided.	An architectural render from Te Ara Tukutuku is to be provided.	Unable to adequately assess the visual appearance and built form effects from a key public vantage point.	Uncertainty regarding the development's landmark quality and visual impact when viewed from Te Ara Tukutuku, as the angled facades are parallel in views.

7 Recommendation

- 7.1 The proposal contains a number of positive elements, including the general site layout, the activation of key street frontages, and the overall form and architectural expression of the Marina and Beaumont buildings. These aspects of the development can be supported in principle, subject to a further comprehensive technical assessment demonstrating that any associated environmental effects can be appropriately mitigated, and that suitable conditions are imposed to manage potential adverse effects.

- 7.2 However, the height, bulk, and scale of the Tower building cannot be supported in its current form. The unmodulated appearance of the Tower when viewed from key vantage points results in an overly dominant built form that fails to “*complement the central area and wider city landforms, skyline and views*”, conflicting with Wynyard Precinct Objective I214.2 (2).
- 7.3 To resolve these scale, massing and environmental concerns, we consider that the following design modifications and technical assessments are required prior to urban design support:
- Modify the western and southern elevations to introduce greater modulation, material variance, and depth, to reduce the visual dominance of the exposed concrete frame.
 - Refine the tower profile and roof form to achieve a more slender tower form that incorporates a distinct architectural termination and a more pronounced upper-level setbacks (potentially stepped over multiple storeys) to significantly reduce the building’s perceived mass.
 - Provide a comprehensive shading, solar access, and daylight assessment to fully quantify cumulative environmental effects and determine whether the overall scale of the tower requires a reduction in height or floor plate area to mitigate adverse shading effects on key public spaces, streets, and adjoining properties.

8 Proposed Conditions

- 8.1 We are generally agreeable with the architectural, landscape and signage conditions proffered by the applicant. Minor amendments to the wording of the conditions are recommended below, as shown in Red. In relation to the finalised landscape design drawings (Condition 33), we defer the review of this condition to Ms Gabrielle Howdle, Council’s Landscape Architect.
- 8.2 We also recommend a condition that requires the applicant to create a public access easement (or other legal mechanism agreed in writing by the Council) to secure pedestrian public access over the proposed open space at the western water’s edge.
- 8.3 Recommended changes to the Conditions of Consent:

Finalised Architectural Design Plans – Materials and Finishes

31. At the time of Architectural Building Consent lodgement, the consent holder must prepare and submit a finalised set of architectural detail drawings and materials specifications consistent with the approved architectural plans prepared by Warren and Mahoney referenced in Condition 1 and submit it to Council for certification. The information must include the following:
- a. Details of the building’s façade treatment / architectural features;
 - b. Materials schedule and specification, sample palette of materials, surface finishes, and colour schemes (including colour swatches) referenced on the architectural elevations;

- c. Site services demonstrating how mechanical, electrical and communications equipment will be ~~adequately~~ ~~generally~~ concealed from public view as far as practicable where this cannot be avoided for operational reasons (including external / rooftop services / plant, and visual / aural screening elements);
- d. Final locations showing space identified for future electric vehicle supply equipment;
- e. Confirmation that the development complies with Standard H8.6.29 (Glare) of the AUP(OP); and
- f. Details of all ~~proposed~~ building verandah along the street frontages ~~where any are proposed~~.

All works must be carried out in accordance with the finalised architectural design plans certified by Council, ~~and thereafter retained and maintained, in accordance with the certified plans.~~

Advice note:

As part of the condition monitoring process, Council's monitoring inspectors will liaise with members of the ~~Council's Tāmaki Makaurau Design Ope (Urban Design Unit)~~ to ensure that the submitted details are consistent with the approved plans and information.

Signage

- 35. Prior to the installation of any signage, the Consent Holder must provide detailed information to illustrate the finalised design details of the proposed signage, as shown on the Warren and Mahoney drawings and referenced in Condition 1, to Council for certification. This must include the proposed locations, dimensions, colours, materials, lighting details complying with the relevant permitted activity standards in Chapter 24 Lighting of the AUP and surface finishes. The finalised design details certified by the Council must thereafter be retained and maintained to the satisfaction of the Council for the duration of the project.

Advice Note:

As part of the design compliance process, Council's monitoring officers will liaise with the ~~Council's Tāmaki Makaurau Design Ope (Urban Design Unit)~~ to ensure that the submitted details are consistent with the approved plans and information.

- 71. Any signage must be implemented in accordance with the details certified by the Council under Condition 35. Any material changes to the location, dimensions, colours, materials, lighting details and finishes of the signage must be submitted to the Council for certification.

Wind

- 65. At the time of lodgement of structural Building Consent for the building on the Site, the consent holder must provide to the Council written certification from a SQEP that the findings of the report titled "Wind Tunnel Investigations of Pedestrian-Level Wind Conditions, Fast-track Application for 188 Beaumont Street, Auckland", by Fidelic Flow, February 2026 (referenced Condition 1) remain accurate. If it is found that Standard H8.6.28

Wind in the AUP is not complied with at publicly accessible locations on site, the consent holder must make any changes as necessary to the building to ensure that compliance is achieved, or obtain the necessary consent, prior to building occupation.

70. Following construction of the building, the consent holder must implement the wind mitigation as shown on the final drawings as certified by a SQEP under Condition 65 to ensure that compliance is achieved. ~~‘Landscape Report for Western Waterfront and Streetscape Interfaces’ prepared by Boffa Miskell and dated 19 December 2025 referenced in Condition 1, specifically including:~~

- ~~a. A continuous 1.2 m high glass balustrade (RL 4.6) along the western deck edge of the proposed building;~~
- ~~b. A 3m high solid wall at the western corner of the building;~~
- ~~c. A 2.6m wide awning;~~
- ~~d. New trees on the western side of the building; and~~
- ~~e. Landscaping, including trees, potted plants, and concrete edge wall along the ramp on Jellicoe Street.~~