

188 Beaumont Street Fast-track

Auckland Council

Annexure 21:

Waitematā Local Board Feedback

15 July 2026

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Feedback on Fast-track application for 188 Beaumont Street, Auckland Central / Wynyard Quarter for 210 residential apartments

We would like to provide feedback on the following points in the application:

Housing affordability

“Having regard to this, the delivery of approximately 210 apartments in this Project represents a significant contribution to housing supply in the city centre and in the broader context of Auckland’s housing affordability challenges and constraints.”

“The Project will provide critical mass and an increased local population which will result increased demand for local business and services. This will be a net gain for the local economy and stimulate further growth and amenity improvements for the area.”

The project provides for the introduction of critical mass and a permanent residential population in this location

We question this inclusion of housing affordability and permanence of residents in the application. We note that these apartments are unlikely to be considered affordable given their prime location and market price point. They may be left vacant much of the time and/or used for short stays and therefore would not contribute to addressing the housing affordability challenges mentioned nor potentially create a large permanent population.

Flooding and coastal inundation

While we acknowledge the risk assessment’s conclusion that flood risk is low and provision is made for an adaptation response in the future, we note that the site is still subject to flooding and coastal hazards and that the height limit increases mean further intensification and more people living in areas with risk.

Height limits

A height of approximately 34.56m is proposed for the Marina building where a 18m height limit applies. A height of approximately 84.05m is proposed for the Tower building where a 62m height limit applies. A height of approximately 40.97m is proposed for the Beaumont building where a 31m height limit applies.

We acknowledge concerns from constituents who reside in nearby buildings in Wynyard Quarter and the deviation from the original height plan which aimed to “Establish appropriate waterfront edge conditions” and “Create an appropriate waterfront scale and grain of development”. The increases to height limits proposed are significant across all three buildings and have impacts on the built environment, shading, and wind that will impact on residents and visitors.

Car parking and active modes

The podium of the building provides for a total of 261 car parking spaces for the residential activities within the building.

The proposal also aligns with the transport and accessibility outcomes sought for Wynyard Quarter. The precinct encourages reduced reliance on private vehicles and promotes walking, cycling, and public transport use. Residential development within this highly accessible central location supports a compact and walkable urban environment

We note that although the 132 secure bicycle parking spaces will support active transport modes, the addition of 261 car parking spaces and subsequent filling up of those spaces with private vehicles will necessarily increase private vehicle movements in the constrained area of Wynyard Quarter. This threatens to negatively impact Auckland Transport’s aim of reducing private vehicle usage and having the vast majority of trips in this area be through sustainable modes. It makes a more challenging environment for the Wynyard Quarter Transport Management Association (WQTMA), which is tasked with supporting trip generation ceiling targets specified in the plan for Wynyard Quarter, and realising the intention of travel management provisions to “constrain and manage single occupancy private vehicle trips to and from Wynyard Quarter”.

Bicycle parking

a shortfall 80 secure bicycle parking spaces where a minimum of 212 spaces is required and 132 spaces are provided.

The provision of bicycle parking does not comply with the AUP(OP) standard requirement but complies with the requirement under the consent order version of PC79. The overall provision of bicycle parking is considered to be sufficient and practicable to sufficiently meet the needs of cyclists. Additionally, once the consent order of version of PC79 is formally adopted in the AUP(OP) this technical shortfall of bicycle parking will fall away.

We question whether this provision for bicycle parking will be adequate given the increasing interest in e-bikes and scooters and need for secure parking facilities for them.

Loading spaces

There is no demand for a third loading space on site. The two loading spaces provided will be adequate to meet the demand for both the residential and retail activities on site such that there will be no external effects on the transport network from this shortfall of one space.

We disagree with this assessment – having adequate loading spaces for the planned residential and retail uses are critical for enabling goods and services to access the buildings. For example, two tradespeople working on site can easily take both spaces, potentially for the entire day for a long job, leaving nothing for retail deliveries or other trades work. There should at least be the minimum number of loading spaces for this development.

Accessible parking spaces

a total of 11 accessible parking spaces are required where a total of 6 spaces are proposed.

We question the proposal to have nearly half the required number of accessible parking spaces, particularly given the realities of an aging population. There should be at least the minimum number of accessible parking spaces required for this development.

Sustainability

We were disappointed to not see solar energy or green roofs mentioned in the main application as an opportunity to include sustainability in the design. We note Council's urban design plan in 2010 references the Jellicoe Precinct functioning as a trademark sustainable development that could integrate solar power, wind power, and green roof approaches.

Ngā mihi nui,
Waitematā Local Board Resource Consents Delegates